DEVELOPMENT OF REGIONAL IMPACT (DRI)

TRAFFIC IMPACT STUDY

FOR

BOUCKAERT FARMS

(DRI #4282)

City of Chattahoochee Hills, Fulton County, GA

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EXECUTIVE SUMMARY

The proposed Bouckaert Farms DRI #4282 a mixed-use development in City of Chattahoochee Hills, Fulton County, Georgia. The site will be built on approximately 7,949 acres of undeveloped land roughly bounded by Cedar Grove Road to the east, the Chattahoochee River to the west, SR 92/SR 154/Campbellton Fairburn Road to the north and South Fulton Parkway to the south. Development phases 1 through 7 will include approximately 4,000 residential units that will include single-family detached and attached homes as well as senior adult housing. The development will also include 103,000 SF of mixed-use developments. The community will have several amenities and is intended to be walkable and bicycle and golf cart friendly. The development will be completed under 9 phases, 7 phases studied in detail in this report and Phases 8 and 9 were included in the long-range planning. Phases 1-6 of the development will include five new access points, Driveways A, B, and C will be full-access driveways along Cedar Grove Road. Driveway D will be a full-access driveway on Cochran Mill Road, while Driveway E will be situated along SR 92/SR 154/Campbellton Fairburn Road. In Phase 7, two additional driveways will be added along Campbellton Redwine Road.

Six access driveways are expected to be installed across seven phases. Driveway A at Cedar Grove Road will be a two-way stop-controlled, full access driveway installed in Phase 1 (2029). In Phase 2 (2031), Driveway A will change to a single lane roundabout. Driveway B at Cedar Grove Road will be a two-way stop-controlled, full access driveway installed in Phase 2 (2031). In Phase 5 (2034), Driveway B will change to a single lane roundabout. Driveway C at Cochran Mill Road will be a two-way stop-controlled, full access driveway installed in Phase 3 (2032). Driveway D at SR 92/Campbellton-Fairburn Road will be a multilane roundabout installed in Phase 4 (2033). Driveway E and Driveway F at Campbellton Redwine Road will be two-way stop-controlled, full access driveways installed in Phase 7 (2037).

Following intersections have recommended system improvements due to deficiencies found in the no build conditions or have improvements being recommended as a part of adjacent DRIs. South Fulton Parkway in particular should be considered for a full corridor analysis due to the volume exceeding the capacity in the existing condition and only expected to increase in the future.

- 13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd
- 14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy
- 23: Rico Rd & SR 70/S Fulton Pkwy
- 25: SR 70/S Fulton Pkwy & Rivertown Rd
- 26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy
- 27: S Fulton Pkwy & Cedar Grove Rd
- 31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp
- 32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp
- 33: SR 166/Duncan Memorial Hwy & Bill Arp Rd
- 34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy
- 37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd
- 38: Chapel Hill Rd & Central Church Rd/Bomar Rd
- 41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy
- 43: Cascade Palmetto Hwy & Rivertown Rd
- 45: SR 92 & SR 166/Duncan Memorial Hwy
- 46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd
- 47: SR 92/Fairburn Rd & Riverside Pkwy

- 48: SR 92/Fairburn Rd & Anneewakee Rd
- 51: Hutchesons Ferry Rd & Cochran Mill Rd
- 52: Cochran Mill Rd & Wilkerson Mill Rd
- 57: SR 6/Camp Creek Pkwy & Enon Rd
- 63: Jones Rd & SR 92/Campbellton Fairburn Rd
- 65: W Stubbs Rd & Butner Rd

The following intersections have deficiencies in the build condition not seen in the no build which are recommended to be mitigated by the developer.

- 5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd
  - Add channelized, yield control right turn in Phase 7 Build
- 6: Cochran Mill Rd & Cedar Grove Rd
  - Install Single Lane Roundabout in Phase 3 Build & add bypass right turn lanes for all approaches in Phase 7 Build
- 7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd
  - Install Signal in Phase 2 Build & add channelized SB right turn lane in Phase 6 Build
- 9: SR 70/Fulton Industrial Blvd & W Stubbs Rd
  - Add NB/SB through lanes in Phase 2 Build
- 62: SR 92 & Ridge Rd/Butner Rd
  - Add Bypass Lanes all approaches Phase 6 Build (2035)

The following intersections have both system recommended improvements and developer recommended improvements.

- 3: Campbellton Redwine Rd & S Fulton Pkwy
  - Provide Single Lane Roundabout in Existing Condition, Add WB bypass lane in Phase 7 Build
- 8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy
  - DRI #3955 to add channelized right turn lanes to all approaches in the existing year. Add Thru Lanes to all approaches in Phase 1 No-Build & add SB/EB left turn lanes in Phase 4 Build
- 10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd
  - Add NB/SB through Lanes in Phase 3 No-Build, add additional NB Left turn lane on FIB in Phase 5 Build
- 24: Cochran Mill Rd & SR 70/S Fulton Pkwy
  - Install Traffic Signal, Add WBL on SR 70 and NBR on Cochran Mill Road in Phase 2 Build, DRI#3488 to add these configurations in Phase 3.
- 36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd
  - Add Single Lane roundabout in Existing and WB bypass lane in Phase 7 Build
- 42: Cascade Palmetto Hwy & Wilkerson Mill Rd
  - Install Signal with 120s cycle in Phase 1 No-Build, install signal with pm+pt for EBL, add NBL and SBL lanes per DRI #3488 in Phase 3 No-build, and add channelized right turns for EBR and WBR in Phase 3 Build

The following reports details the capacity analysis and well and the recommended improvements.

PROJECT DESCRIPTION

Introduction

This traffic impact study has been conducted by Southeastern Engineering, Inc. (SEI) for Bouckaert DRI a mixed-use development in City of Chattahoochee Hills, Fulton County, Georgia. The site will be built on approximately 7,949 acres of undeveloped land roughly bounded by Cedar Grove Road to the east, the Chattahoochee River to the west, SR 92/SR 154/Campbellton Fairburn Road to the north and South Fulton Parkway to the south. The project site is currently zoned for Rural District (RL) land use and the proposed zoning will be Mixed Use Hamlet (HM-MU) land use. The project exceeds the threshold of 400,000 SF of mixed-used development therefore, it qualifies to be analyzed as a Development of Regional Impact (DRI) by Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC).

The development comprises five zones: East, Central, West, South, and Parkway South. It will be analyzed in nine phases. Phases 1 to 6 are located in the East zone and are included in this study for roadway network operational analysis.

- Phase 1 will be completed by 2029.
- Phase 2 will be completed by 2031.
- Phase 3 will be completed by 2032.
- Phase 4 will be completed by 2033.
- Phase 5 will be completed by 2034.
- Phase 6 will be completed by 2035.

Phase 7, located in the Central zone, is expected to be complete by 2037 and will also be part of this study for roadway network operational analysis.

Phases 8 and 9 will involve the West, South, and Parkway South zones and will be analyzed for long-range internal roadway planning, access configurations for the planned zones, and interchange impacts. As those portions of the development approach the preliminary plat stage, Additional Development of Regional Impact (DRI) studies will be required for Phases 8 and 9. The construction stages are showed in the plan attached in **Appendix A**.

Development phases 1 through 7 will include approximately 4,000 residential units that will include single-family detached and attached homes as well as senior adult housing. The development will also include 103,000 SF of mixed-use developments. The land uses under each traffic study phase as shown in **Table 1**.

Table 1: Land Use Details by Study Phases							
Land Use (Unit/Size)	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**
Residential Land Uses							
Single-Family Detached Houses (Units)	120	120	120	120	120	120	240
Single-Family Attached Houses (Units)	100	100	100	100	100	100	200
Senior Adult Houses (Units)	280	280	280	280	280	280	560
Non – Residential Land Uses							
Shopping Center (1,000 SF)	5.5			9			10
Supermarket (1,000 SF)				35			
Restaurant (1,000 SF)		5.5			7.5		10
Office (1,000 SF)		4					
Bank (1,000 SF)		3				8.5	
Government Office Building (1,000 SF)	5						

Phases 1-6 of the development will include five new access points, all leading to the East zone of the project. Driveways A, B, and C will be full-access driveways along Cedar Grove Road. Driveway D will be a full-access driveway on Cochran Mill Road, while Driveway E will be situated along SR 92/SR 154/Campbellton Fairburn Road. In Phase 7, two additional driveways will be added along Campbellton Redwine Road. An overall location map showing the surrounding area near the site is shown in **Figure 1**.

This study will identify potential traffic impacts of each of the study phases on the surrounding roadway network. Improvements will be recommended for each study phase. The study includes the existing and future peak-hour traffic operations analysis at study intersections and development driveways. Operational improvements will be analyzed to mitigate the traffic impact resulting from the development, if needed. Recommendations made for the geometry and traffic control modifications for each study phase will consider the integration of succeeding development phases.

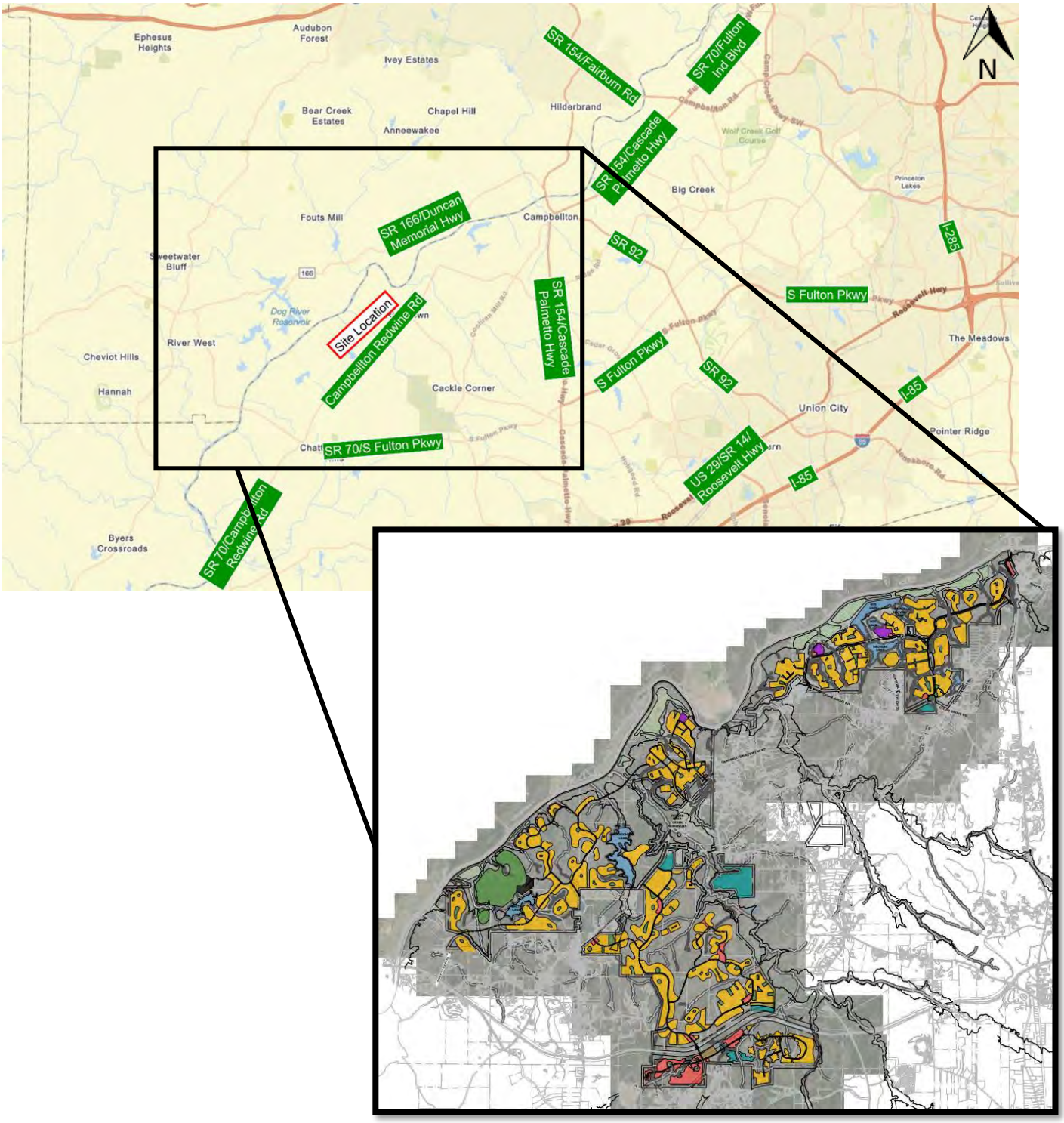


Figure 1 Location Map

Study Network

The external roadway network adjacent to the development was reviewed to determine the intersections most likely impacted by the development. Nearby historical Georgia Department of Transportation (GDOT) counts were utilized to determine the roadways to be most impacted and determine how the development traffic will be distributed throughout the network. The site-generated traffic was assigned to the roadway network according to the expected trip distribution and typical traffic patterns of the existing roadway network and expected origin and destinations for users of the development based on its land uses. The study network was set utilizing GRTA's 7% rule. The study network consists of six existing intersections and four new development driveways. An aerial of the study area can be seen in **Figure 2**.

Per the December 23rd, 2024, DRI Letter of Understanding, attached in **Appendix B**, the following intersections were included in the study network:

1. Campbellton Redwine Road at Hutchesons Ferry Road
2. Campbellton Redwine Road at Capps Ferry Road
3. South Fulton Parkway at Campbellton Redwine Road
4. Campbellton Redwine Road at Rico Road
5. Campbellton Redwine Road/Cedar Grove Road at Rivertown Road
6. Cedar Grove Road at Cochran Mill Road
7. Cascade Palmetto Highway at Cochran Mill Road
8. SR 92/Campbellton Fairburn Road at SR 70/SR 154/Cascade Palmetto Highway
9. Cascade Palmetto Highway at W Stubbs Road
10. SR 70/Fulton Industrial Boulevard at SR 154/SR 166/Campbellton Road
11. SR 70/Fulton Industrial Boulevard at Boat Rock Boulevard
12. SR 70/Fulton Industrial Boulevard at Lakeview Court
13. SR 70/Fulton Industrial Boulevard at SR 6/Camp Creek Parkway
14. SR 70/Fulton Industrial Boulevard at Great SW Parkway/Cascade Road
15. SR 70/Fulton Industrial Boulevard at Bakers Ferry Road
16. SR 70/Fulton Industrial Boulevard at Wharton Drive/Mendel Drive
17. SR 70/Fulton Industrial Boulevard at Marvin Miller Drive
18. SR 70/Fulton Industrial Boulevard at Patton Drive
19. SR 70/Fulton Industrial Boulevard at Commerce Drive
20. SR 70/Fulton Industrial Boulevard at Shirley Drive
21. I-20 EB On/Off Ramp at SR 70/Fulton Industrial Boulevard
22. I-20 WB On/Off Ramp at SR 70/Fulton Industrial Boulevard
23. SR 70/South Fulton Parkway at Rico Road
24. SR 70/South Fulton Parkway at Cochran Mill Road
25. SR 70/South Fulton Parkway at Rivertown Road
26. SR 70/South Fulton Parkway at SR 154/Cascade Palmetto Highway
27. SR 70/South Fulton Parkway at Cedar Grove Road
28. SR 70/South Fulton Parkway at SR 92/Campbellton Fairburn Road
29. SR 70/South Fulton Parkway at Stonewall Tell Road
30. SR 70/South Fulton Parkway at Mason Road/ Hunter Road
31. SR 70/South Fulton Parkway EB On/Off Ramp at US 29/Roosevelt Highway
32. SR 70/South Fulton Parkway WB On/Off Ramp at US 29/Roosevelt Highway
33. SR 166/Duncan Memorial Highway at SR 5/Bill Arp Road

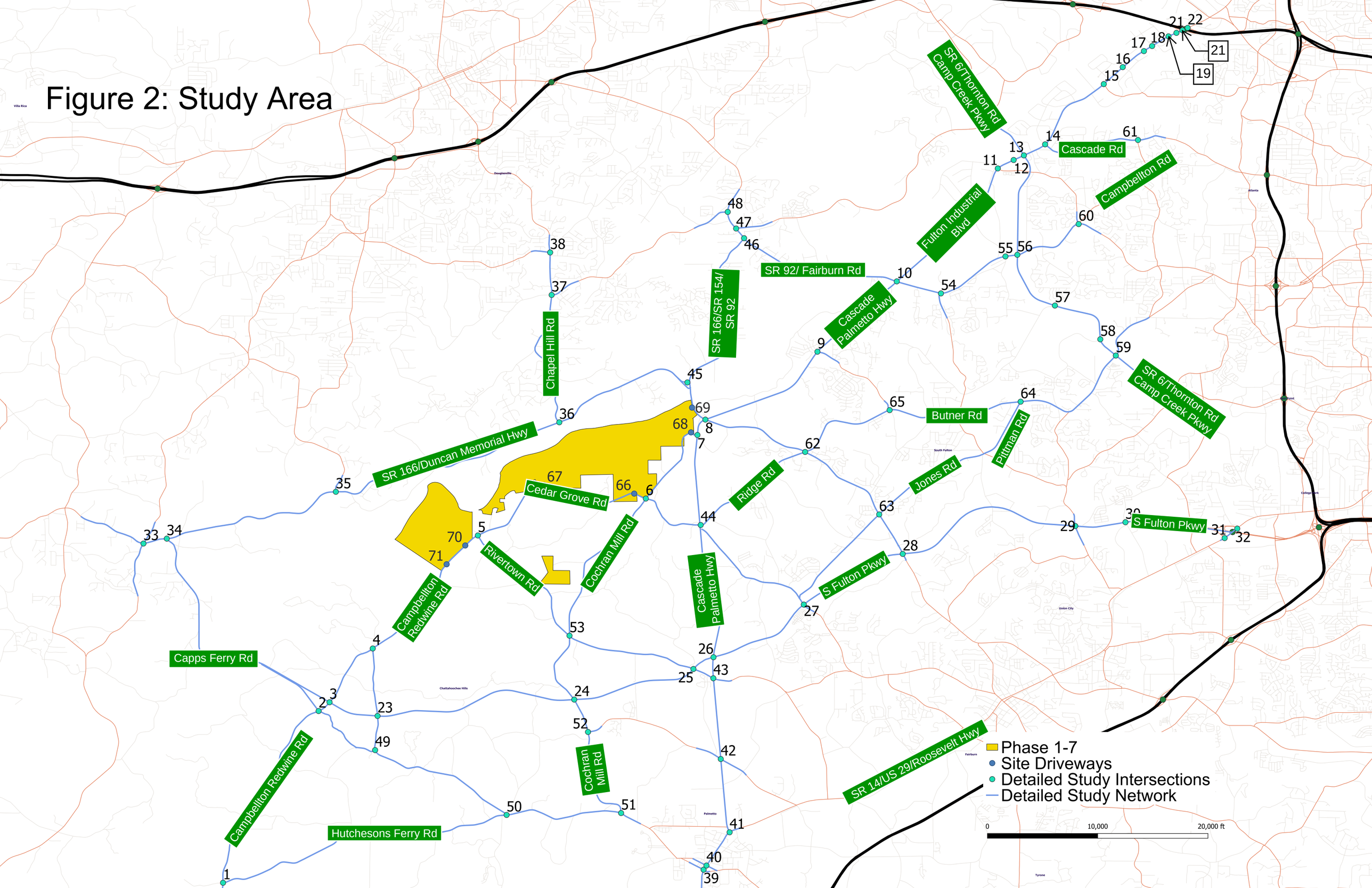
34. SR 166/Duncan Memorial Highway at Capps Ferry Road
35. SR 166/Duncan Memorial Highway at Big A Road
36. SR 166/Duncan Memorial Highway at W Chapel Hill Road
37. Chapel Hill Road at Anneewakee Road
38. Chapel Hill Road at Bomar Road/Central Church Road
39. US 29/Roosevelt Highway at Church Street
40. US 29/Roosevelt Highway at Toombs Street/Fayetteville Road
41. US 29/Roosevelt Highway at Cascade Palmetto Highway
42. Cascade Palmetto Highway at Wilkerson Mill Road
43. Cascade Palmetto Highway at Rivertown Road
44. Cascade Palmetto Highway at Cedar Grove Road/Ridge Road
45. SR 166/Ducan Memorial Highway at SR 92
46. SR 92/Fairburn Road at Old Lower River Road
47. SR 92/Fairburn Road at Riverside Parkway
48. SR 92/Fairburn Road at Anneewakee Road
49. Rico Road at Barnes Road
50. Hutchesons Ferry Road at Rico Road
51. Hutchesons Ferry Road at Cochran Mill Road
52. Cochran Mill Road at Wilkerson Mill Road
53. Cochran Mill Road at Rivertown Road
54. Campbellton Road at Stonewall Tell Road
55. Campbellton Road at Riverside Dr
56. Camp Creek Parkway at Campbellton Road
57. Camp Creek Parkway at Enon Road
58. Camp Creek Parkway at Merk Road
59. Camp Creek Parkway at Butner Road
60. Campbellton Road at New Hope Road/Boat Rock Road
61. Cascade Road at New Hope Road
62. SR 92 at Butner Road/ Ridge Road
63. SR 92/Campbellton Fairburn Road at Jones Road
64. Butner Road at Pittman Road
65. Butner Road at W Stubbs Road
66. Driveway A at Cedar Grove Road – *New Intersection*
67. Driveway B at Cedar Grove Road – *New Intersection*
68. Driveway C at Cochran Mill Road – *New Intersection*
69. Driveway D at SR 92/Campbellton-Fairburn Road – *New Intersection*
70. Driveway E at Campbellton Redwine Road – *New Intersection*
71. Driveway F at Campbellton Redwine Road – *New Intersection*

Roadway Conditions

The roadway network adjacent to the proposed development in the study area was reviewed to evaluate the existing roadway characteristics. The existing roadway facilities in the vicinity of the development are summarized in **Table 2** and **Figure 2** illustrates the study roadway network and the study intersections included in the analysis.

Table 2: Existing Roadway Inventory					
Roadway Name	**State Route #**	**GDOT Classification**	**Section**	**Typical Cross-Section**	**Speed Limits**
S Fulton Parkway	SR 70	Principal Arterial	SR 14 to Rivertown Road	4 Lanes Divided (Grass Median)	55 mph
S Fulton Parkway	SR 70	Principal Arterial	Rivertown Road to Chattahoochee River	2 Lanes Undivided	55 mph
Capps Ferry Road	-	Principal Arterial	Chattahoochee River to SR 166	2 Lanes Undivided	55 mph
Capps Ferry Road	-	Local Road	Barnes Road to Private Road	2 Lanes Undivided	25 mph
Barnes Road	-	Local Road	Rico Road to Capps Ferry Road	2 lanes Undivided	25 mph
Anneewakee Road	-	Local Road	Chapel Hill Road to SR 92/Fairburn Road	2 Lanes Undivided	45 mph
Big A Road	-	Local Road	SR 166/Duncan Memorial Highway to SR 5/Bill Arp Road	2 Lanes Undivided	30 mph
Campbellton Redwine Road	SR 70	Major Collector	Hutcheson Ferry Road to Rivertown Road	2 Lanes Undivided	55 mph
Cascade Road	-	Local Road	SR 70/Fulton Industrial to New Hope Road	2 Lanes Undivided	45 mph
Cedar Grove Road	-	Local Road	Rivertown Road to SR 154/ Cascade Palmetto Highway	2 Lanes Undivided	45 mph
Chapel Hill Road	-	Local Road	SR 166/Duncan Memorial Highway to I-20	2 Lanes Undivided	35 mph
Cochran Mill Road	-	Local Road	SR 154/Cascade Palmetto Highway to Hutcheson Ferry Road	2 Lanes Undivided	45 mph
Fayetteville Road	-	Local Road	SR 14/US 29/Roosevelt Highway to Phipps Road	2 Lanes Undivided	30 mph
Camp Creek Parkway	SR 6	Principal Arterial	Fulton Industrial Boulevard to SR 154/Campbellton Road	4 Lanes Divided (Grass Median)	55 mph
Campbellton Fairburn Road	SR 92	Major Collector	South Fulton Parkway to SR 166/Duncan Memorial Highway	2 Lanes Undivided	45 mph
Hutchesons Ferry Road	-	Major Collector	Campbellton Redwine Road to Cochran Mill Road	2 Lanes Undivided	45 mph
Rico Road	-	Major Collector	Campbellton Redwine Road to Hutcheson Ferry Road	2 Lanes Undivided	45 mph
Rivertown Road	-	Local Road	Cedar Grove Road to Cascade Palmetto Highway	2 Lanes Undivided	45 mph
Cascade Palmetto Highway	SR 154 & SR 70	Major Collector	Campbellton Road to SR 14/US 29/Roosevelt Highway	2 Lanes Undivided	55 mph
Duncan Memorial Highway	SR 166	Major Collector	SR 5/Bill Arp Road to SR 92	2 Lanes Undivided	55 mph
Roosevelt Highway	SR 14	Principal Arterial	Cascade Palmetto Highway to Church St	2 Lanes Undivided	35 - 55 mph
Bill Arp Road	SR 5	Principal Arterial	I-20 to US 27/SR 16/Main Street	2 Lanes Undivided	55 mph
Fulton Industrial Boulevard	SR 70	Principal Arterial	Campbellton Road to I-20	4 Lanes Divided (Grass Median)	55 mph
Church Street	-	Local Road	SR 14 to Rivertown Road	2 Lanes Undivided	30 mph

Figure 2: Study Area



Project Phasing Schedule

The development will be completed by 2055 and will be constructed in nine phases. The first seven phases will be studied with detailed analysis and phases 8 and 9 will be considered for long range planning. Build year for the 7 phases that will be studied in detail for this report are mentioned below:

- Phase 1 completed by 2029.
- Phase 2 completed by 2031.
- Phase 3 completed by 2032.
- Phase 4 completed by 2033.
- Phase 5 completed by 2034.
- Phase 6 completed by 2035.
- Phase 7 completed by 2037.

Vehicle Site Access

The development will feature 12 new access driveways to facilitate entry to development phases 1 through 9. Driveway A will be located on Cedar Grove Road, providing access to Phase 1. Driveway B, also on Cedar Grove Road, will be constructed in Phase 2 and located west of Driveway A. Driveway C will become operational in Phase 3 and be situated along Cochran Mill Road. Driveway D, to be completed in Phase 4, will be located on SR 92/Campbellton Fairburn Road. Driveways E and F will be constructed during Phase 7. Driveways A through D will offer access to phases 1 through 6. The remaining six driveways will provide access to Phases 8 and 9.

Bicycle and Pedestrian Access

There is one Georgia State Bicycle Route running through the study network. Route 15 - Central Bicycle Route, which travels from the Florida state line in the south to the City of Acworth in the north. It traverses the study area along Cochran Mill Road from Hutcheson Ferry Road to SR 70/SR 154, then continues west along SR 92 and north along SR 92/SR 154. There is no existing bicycle or pedestrian facility present close to the development. The bicycle route is shown in **Figure 3**.

Transit Access and Facilities Description

No alternative transportation modes are present within a 2 miles vicinity of the development site. Therefore, there were no alternative mode reductions considered for the study.

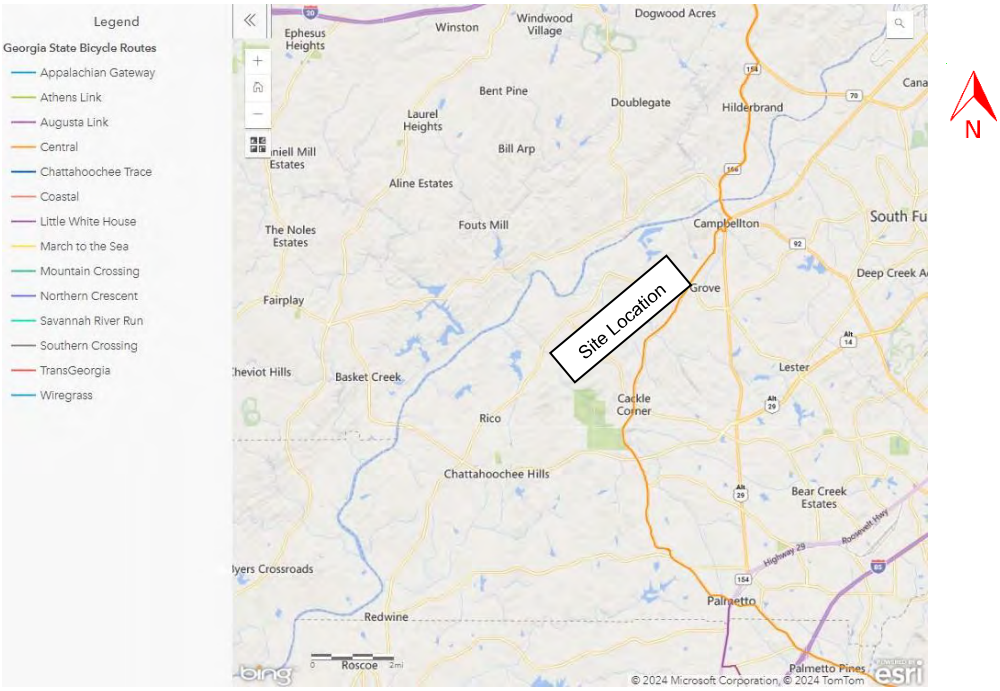


Figure 3 Georgia State Bicycle Routes Map

EXISTING TRAFFIC CONDITIONS

The traffic impact study analyzes the current traffic operations of the study network. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing and future conditions with and without the proposed development to determine the impacts of the development traffic on the network.

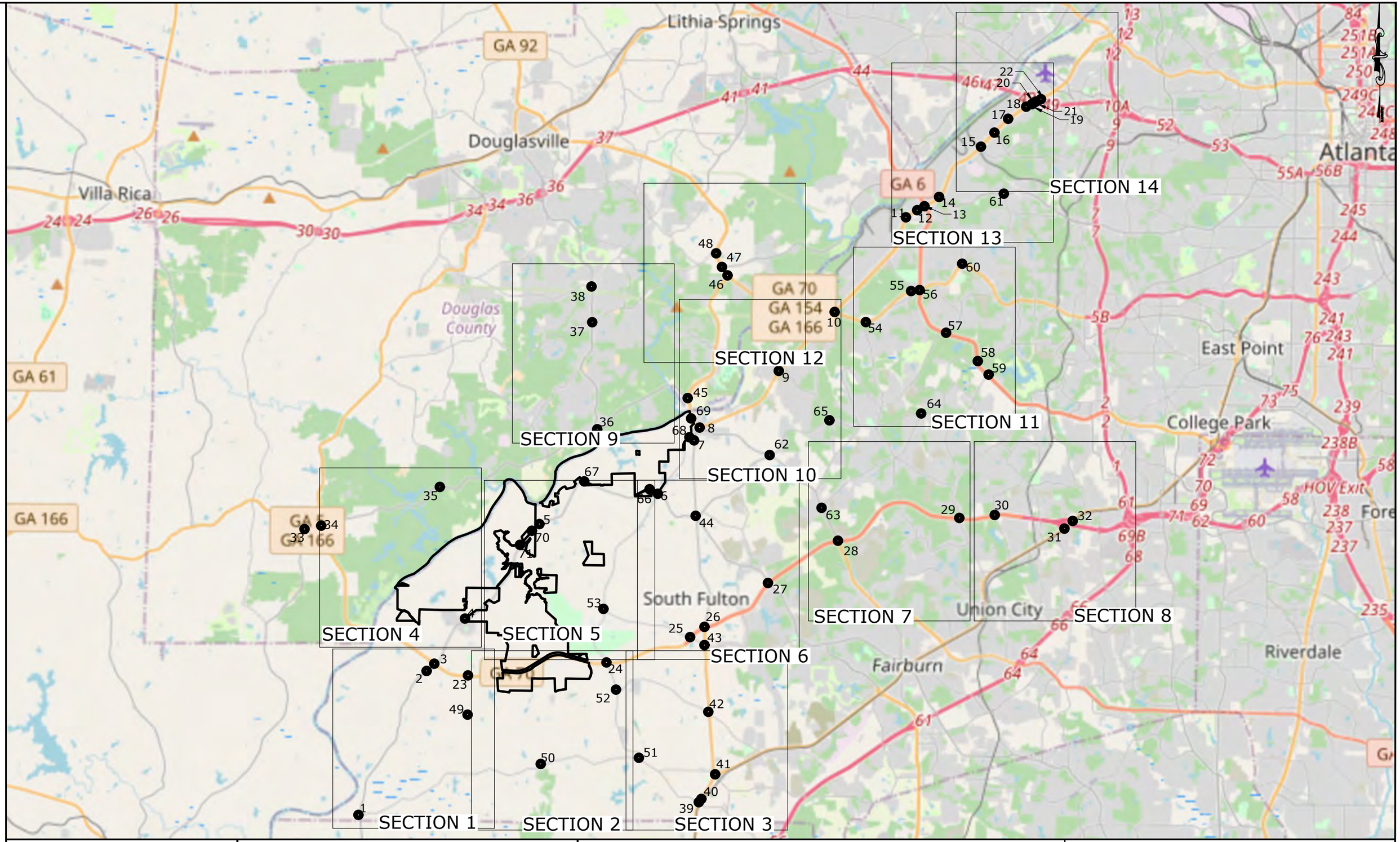
Traffic Data Collection

48-Hour bi-directional traffic volumes were collected on Tuesday, November 12, 2024, and Wednesday, November 13, 2024, along the major roadways in the study area. 13-Hr and 6-Hr turning movement counts were collected on Wednesday, November 13, 2024, at the study intersections. Turning movement counts were field collected on March 13th 2025, at the intersection of SR 14/US 29/Roosevelt Hwy at Church St. The turning movement counts were collected for both the AM (7:30-8:30) and PM (4:00 – 5:00) peak periods. The average of the two days of collected volumes are summarized in **Table 3**. The existing AM and PM peak-hour turning movement count (TMC) traffic volumes for the study intersections are shown in **Figure 4**. The existing count data are included in **Appendix C**.

Table 3: Average Daily Volume (ADT)

Location	NB / EB	SB / WB	Total Volume
S Fulton Parkway east of Majestic Place	23,772	24,338	48,110
SR 70/Fulton Industrial Boulevard south of I-20 EB Ramps	26,213	23,824	50,037
SR 70/Fulton Industrial Boulevard west of Cascade Road	22,545	20,400	42,945
Cascade Road south of SR 70/Fulton Industrial Boulevard	5,084	4,888	9,972
Enon Road east of SR 6/Camp Creek Parkway	1,776	1,708	3,484
SR 70/Cascade Palmetto Highway north of Cochran Mill Road	5,829	5,968	11,797

Cochran Mill Road south of Brock Road	625	614	1,239
Rivertown Road south of Creel Road	106	100	206
Stubbs Road east of Oxford Road	3,294	4,020	7,314
Chapel Hill Road south of Timber Ridge Drive	18,907	17,467	36,374
SR 6/Camp Creek Parkway south of Butner Road	20,673	19,654	40,327
Butner Road west of SR 6/Camp Creek Parkway	6,330	7,403	13,733
Cascade Palmetto Highway south of Cochran Road	8,138	6,988	15,126
SR 70/Fairburn Road west of King Drive	8,289	8,381	16,670
SR 6/Camp Creek Parkway north of SR 166/Campbellton Road	14,080	13,297	27,377
SR 166/Campbellton Road west of SR 6/Camp Creek Parkway	13,426	12,763	26,189
SR 6/Thornton Road south of Bob Arnold Boulevard	18,659	20,769	39,428
SR 166/Campbellton Road east of New Hope Road	7,559	7,596	15,155
Cascade Road east of Research Center Drive	18,186	16,441	34,627
SR 92 west of SR 154/Fairburn Road	9,658	10,566	20,224
Riverside Parkway east of SR 92/Fairburn Road	6,760	6,931	13,691
SR 92/Fairburn Road east of Pine Drive	17,341	15,870	33,211
Anneewakee Road west of Willow Tree Overlook	7,694	7,894	15,588
Ridge Road west of Bethlehem Road	417	447	864
SR 154/Cascade Palmetto Highway south of Cedar Grove Road	5,588	5,775	11,363
Cedar Grove Road west of Creel Road	446	440	886
Cedar Grove Road east of Teal Road	447	453	900
SR 92 west of Church Street	9,654	9,709	19,363
SR 92 north of Butner Road	6,526	6,314	12,840
SR 14/Roosevelt Highway west of Phipps Road	8,126	7,949	16,075
SR 154/Cascade Palmetto Highway north of Carlton Road	5,024	5,466	10,490
Location	**NB / EB**	**SB / WB**	**Total Volume**
SR 14/Roosevelt Highway west of SR 154/Cascade Palmetto Highway	5,200	5,597	10,797
SR 166/Duncan Memorial Highway east of Creek Indian Trail	5,899	6,684	12,583
Chapel Hill Road north of SR 166/Duncan Memorial Highway	4,645	4,101	8,746
SR 92 north of Corn Creek Drive	7,298	6,863	14,161
SR 5/Bill Arp Road north of SR 166/Duncan Memorial Highway	3,038	3,622	6,660
SR 5/Bill Arp Road south of SR 166/Duncan Memorial Highway	2,425	2,525	4,950
SR 166/Duncan Memorial Highway west of SR 5/Bill Arp Road	5,862	5,595	11,457
Capps Ferry Road south of SR 166/Duncan Memorial Highway	3,664	4,823	8,487
Campbellton Redwine Road north of S Fulton Parkway	382	376	758
S Fulton Parkway west of SR 70/Campbellton Redwine Road	4,838	4,477	9,315
SR 70/Campbellton Redwine Road south of S Fulton Parkway	1,056	1,095	2,151
Capps Ferry Road east of Campbellton Redwine Road	27	21	48
Rico Road south of Driveway	445	432	877
Cochran Mill Road north of SR 70/S Fulton Parkway	274	256	530
Hutchesons Ferry Road west of Cochran Mill Road	1,955	1,942	3,897
Wilkerson Mill Road west of Driveway	742	788	1,530
S Fulton Parkway east of SR 154/Cascade Palmetto Highway	4,266	4,063	8,329
SR 70/S Fulton Parkway west of SR 154/Cascade Palmetto Highway	3,582	3,382	6,964
Cedar Grove Road west of Bell Tell Road	2,064	2,205	4,269
Cedar Grove Road south of S Fulton Parkway	4,158	3,796	7,954
SR 92/Campbellton Fairburn Road north of S Fulton Parkway	19,010	16,727	35,737



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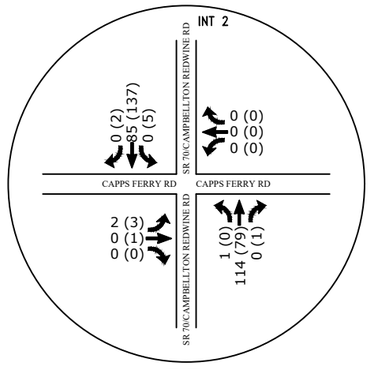
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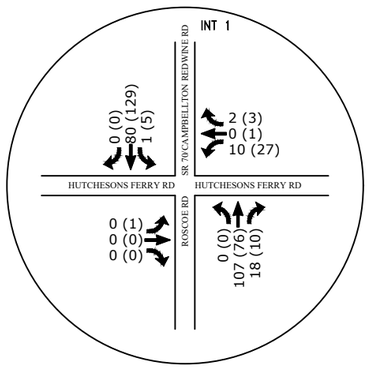
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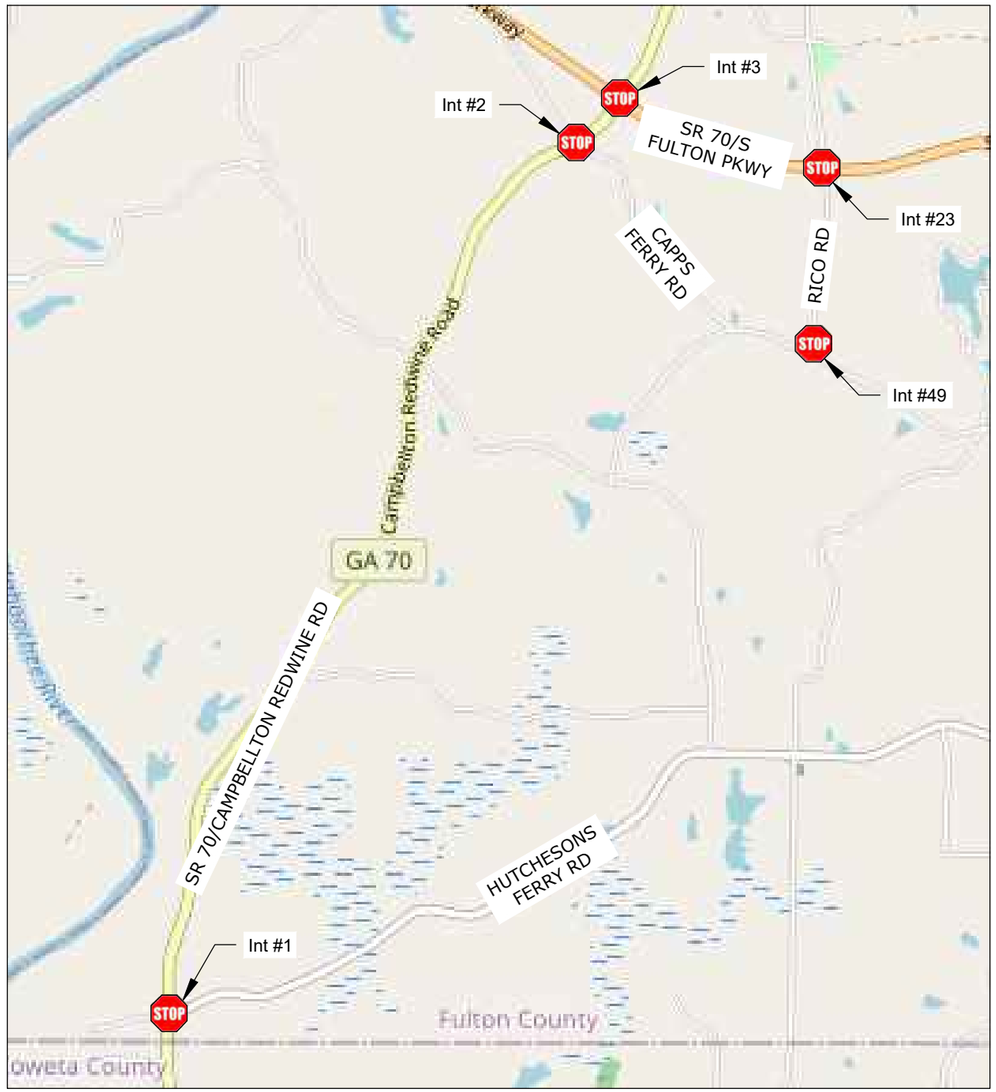
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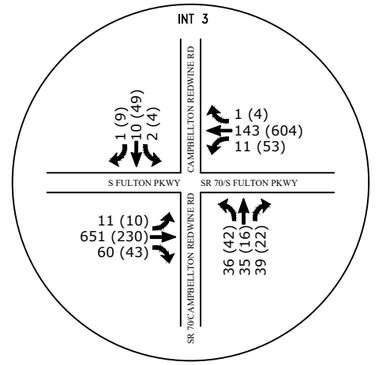
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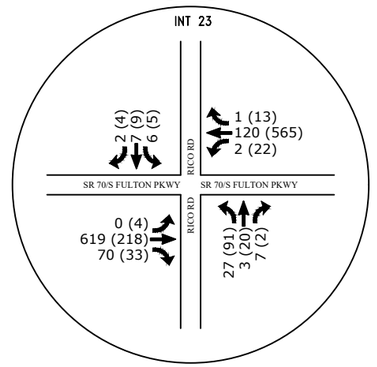
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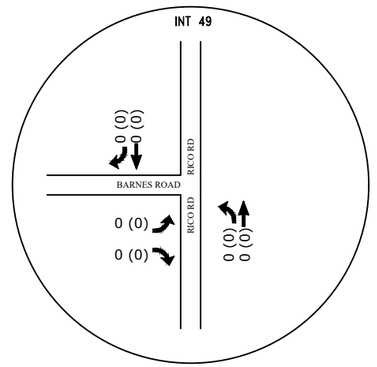












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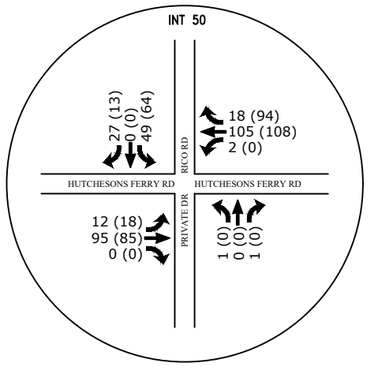
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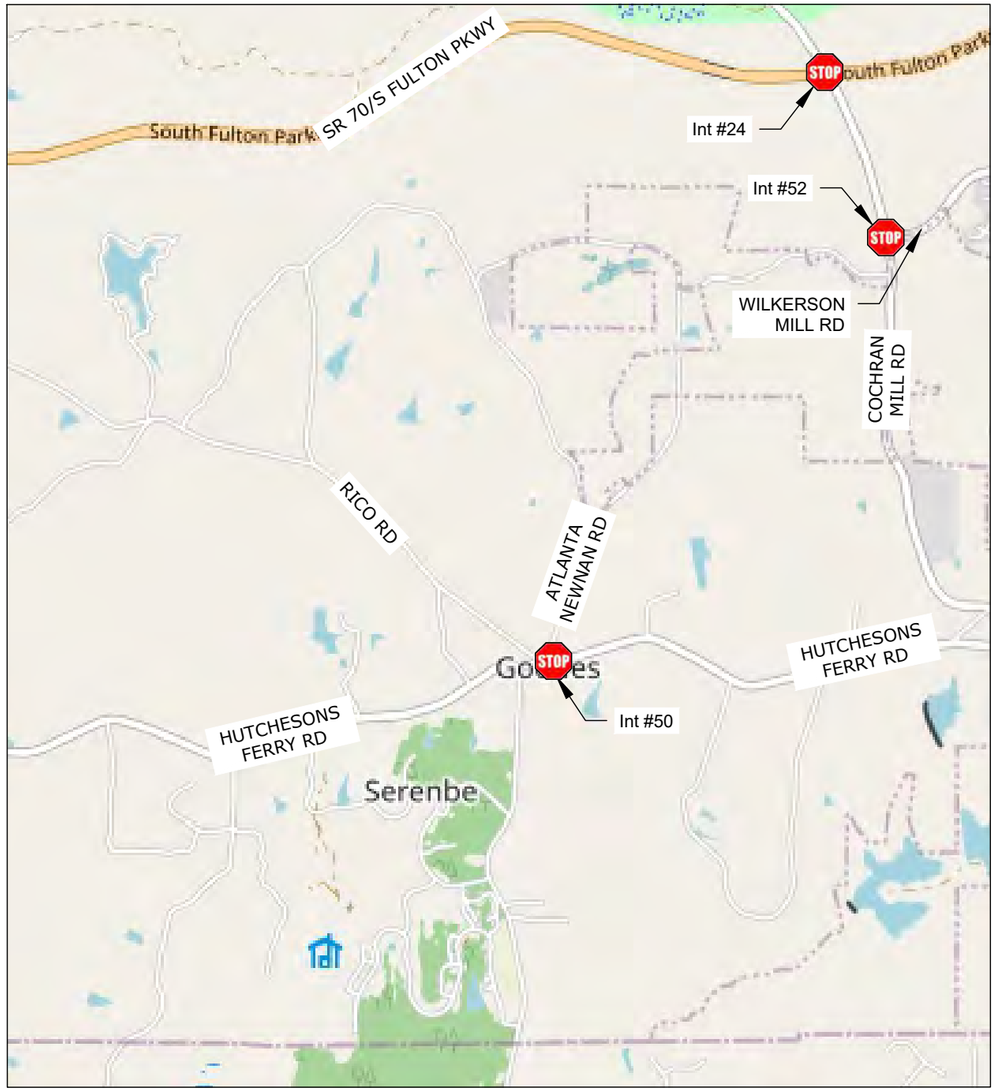
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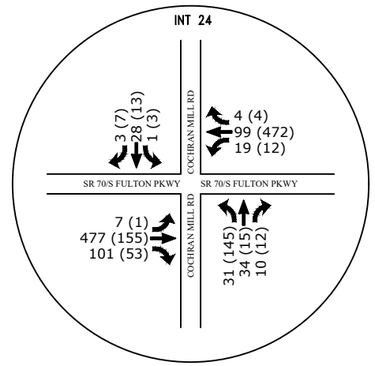
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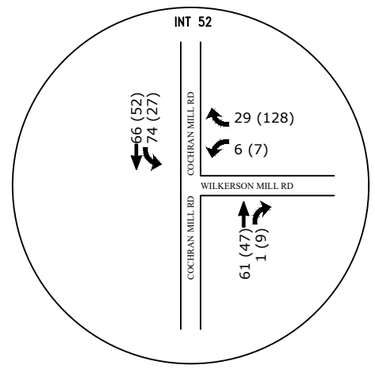
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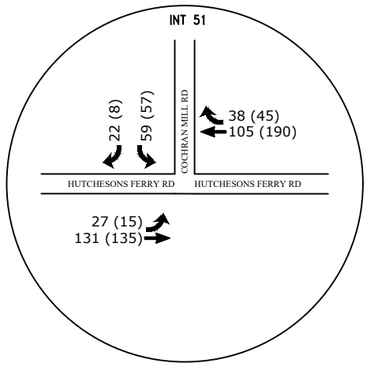
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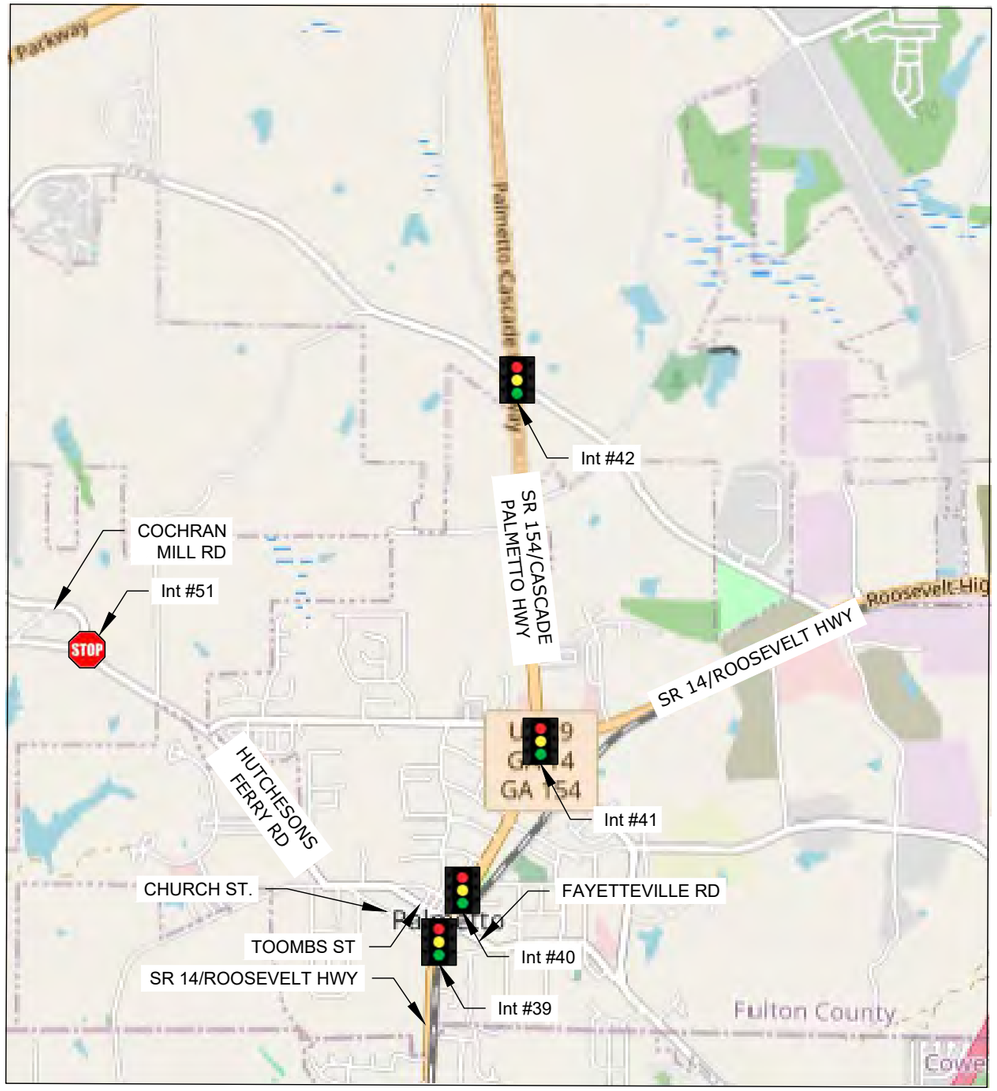
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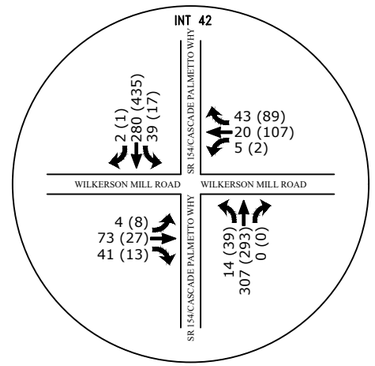
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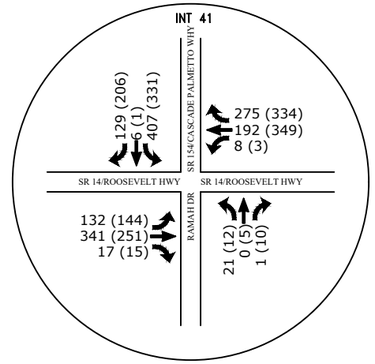
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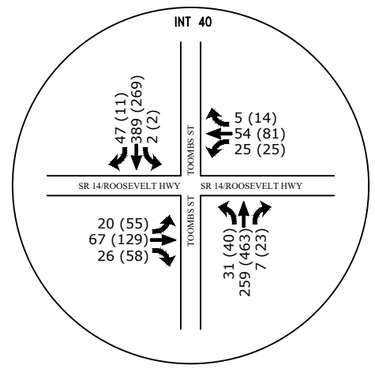
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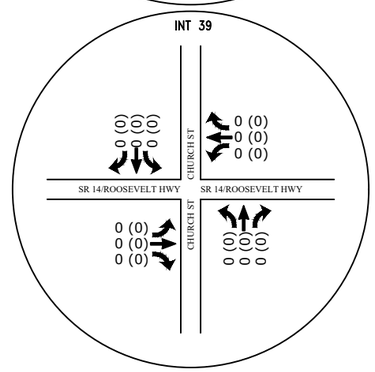












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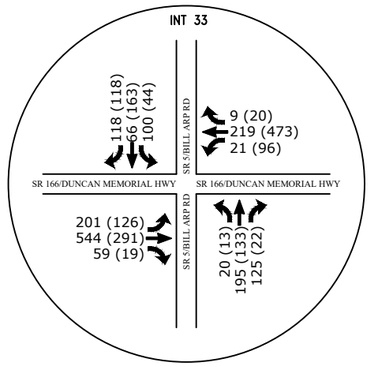
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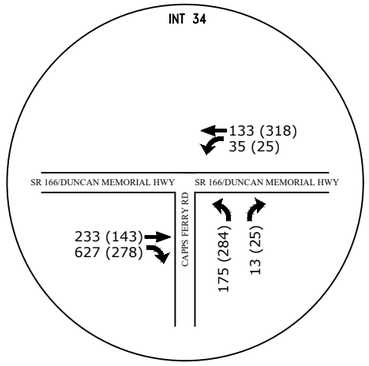
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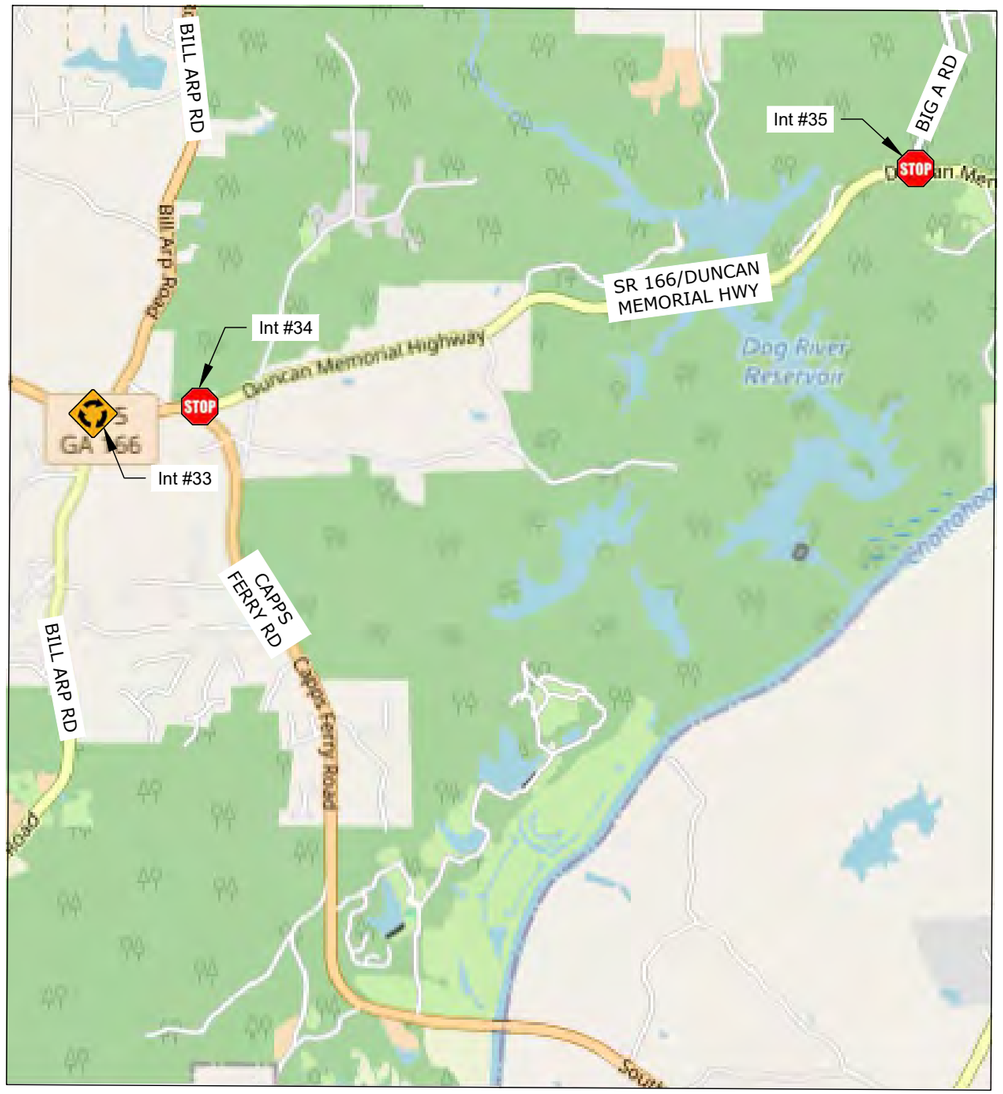
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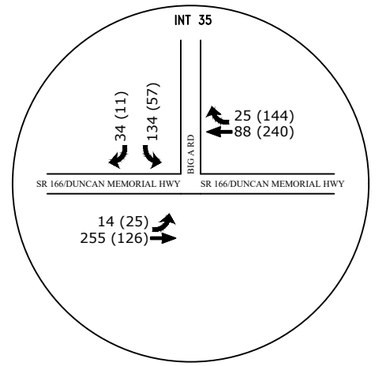
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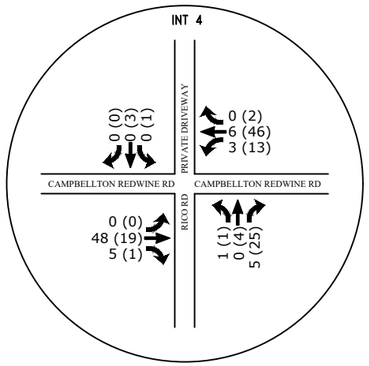
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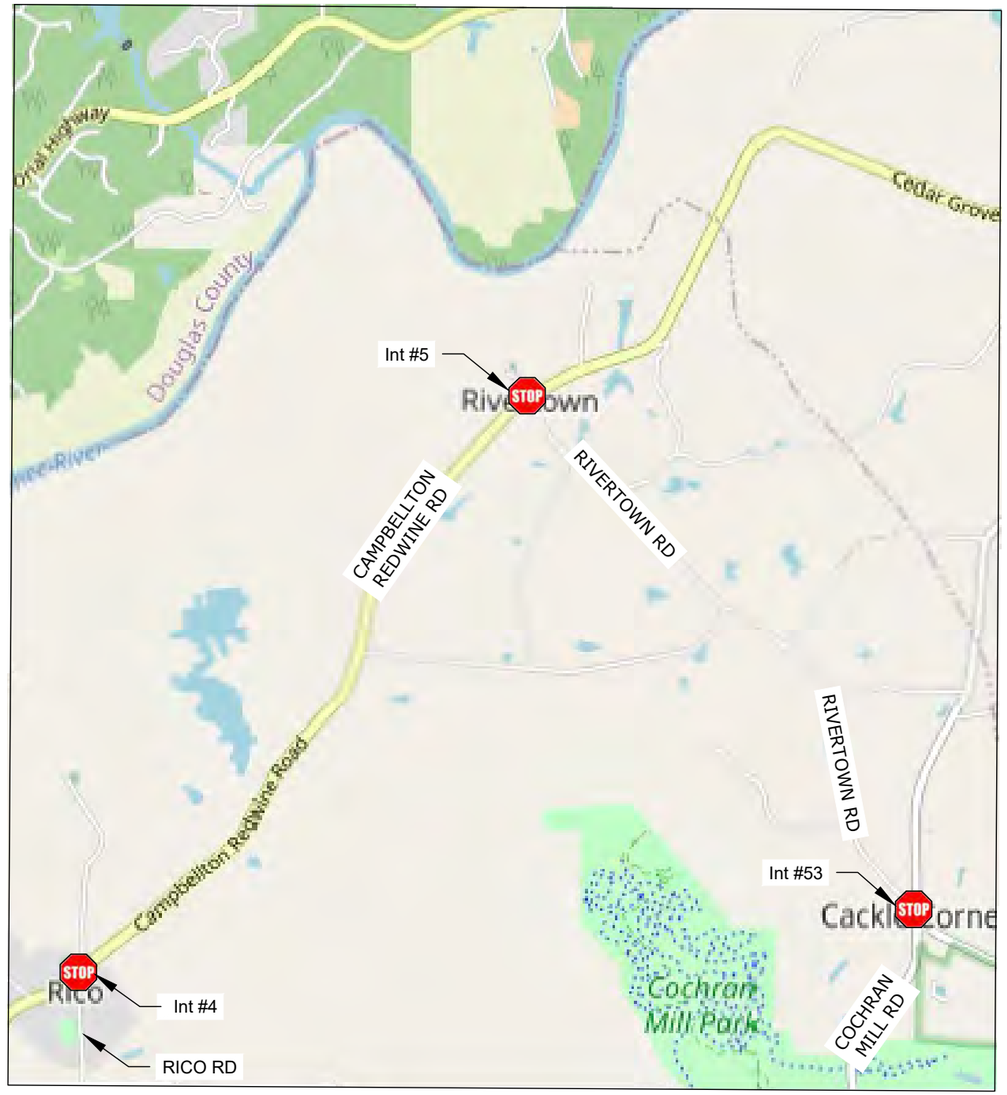
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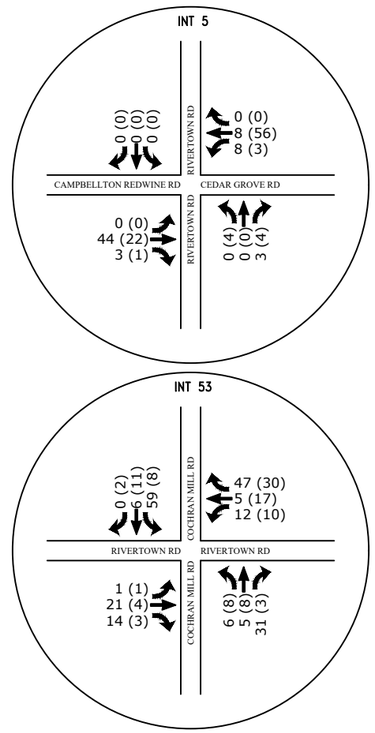
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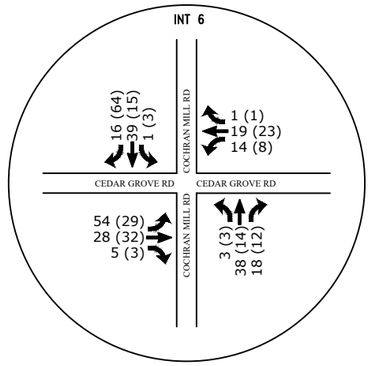
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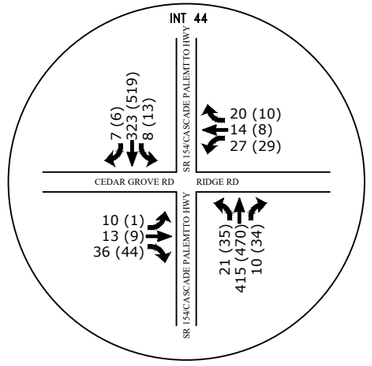
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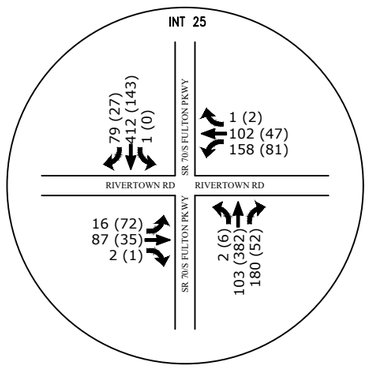
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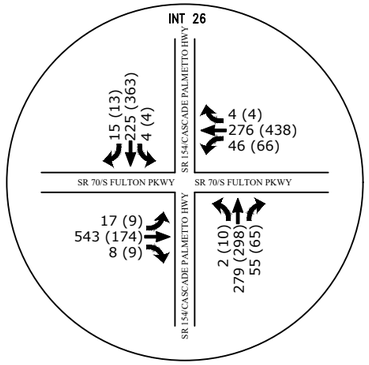
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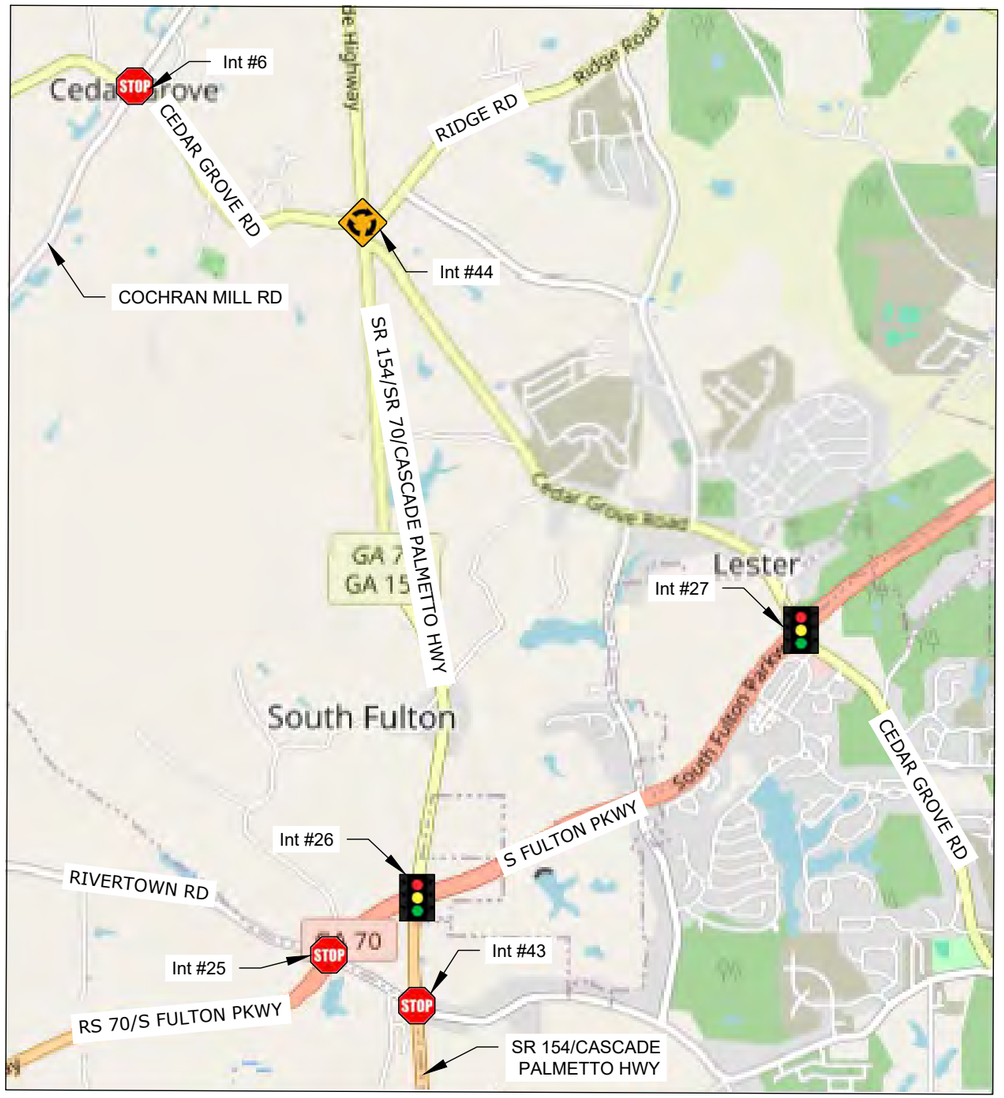
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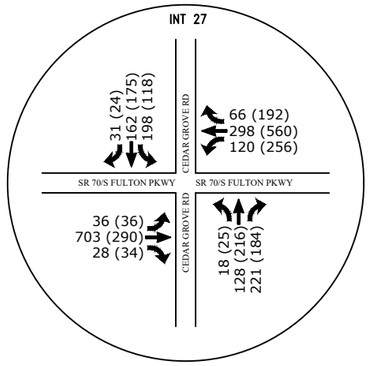


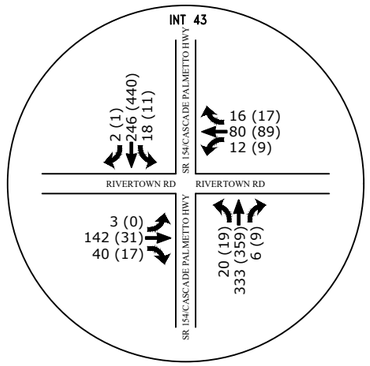












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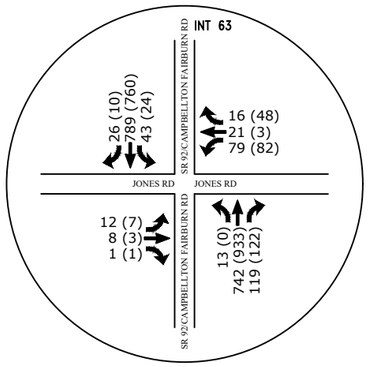
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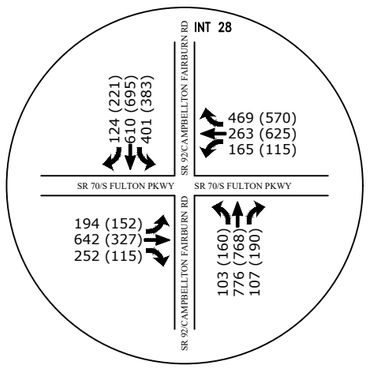
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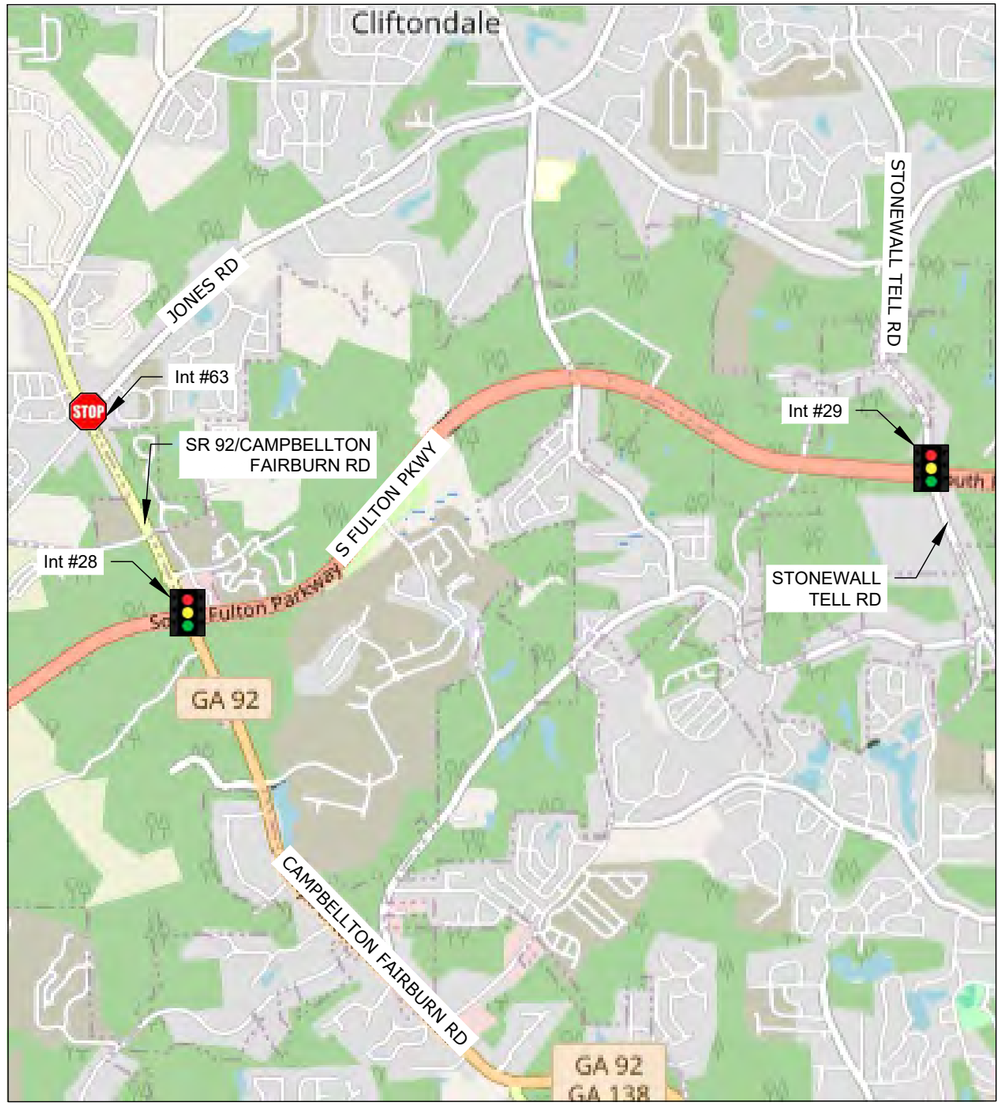
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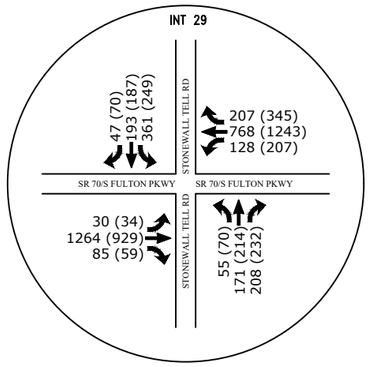
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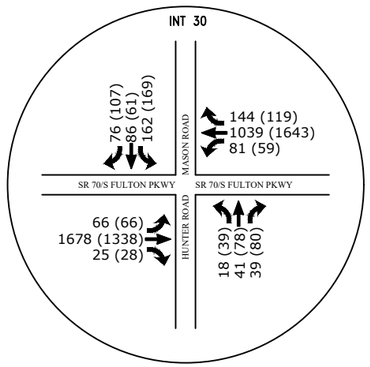
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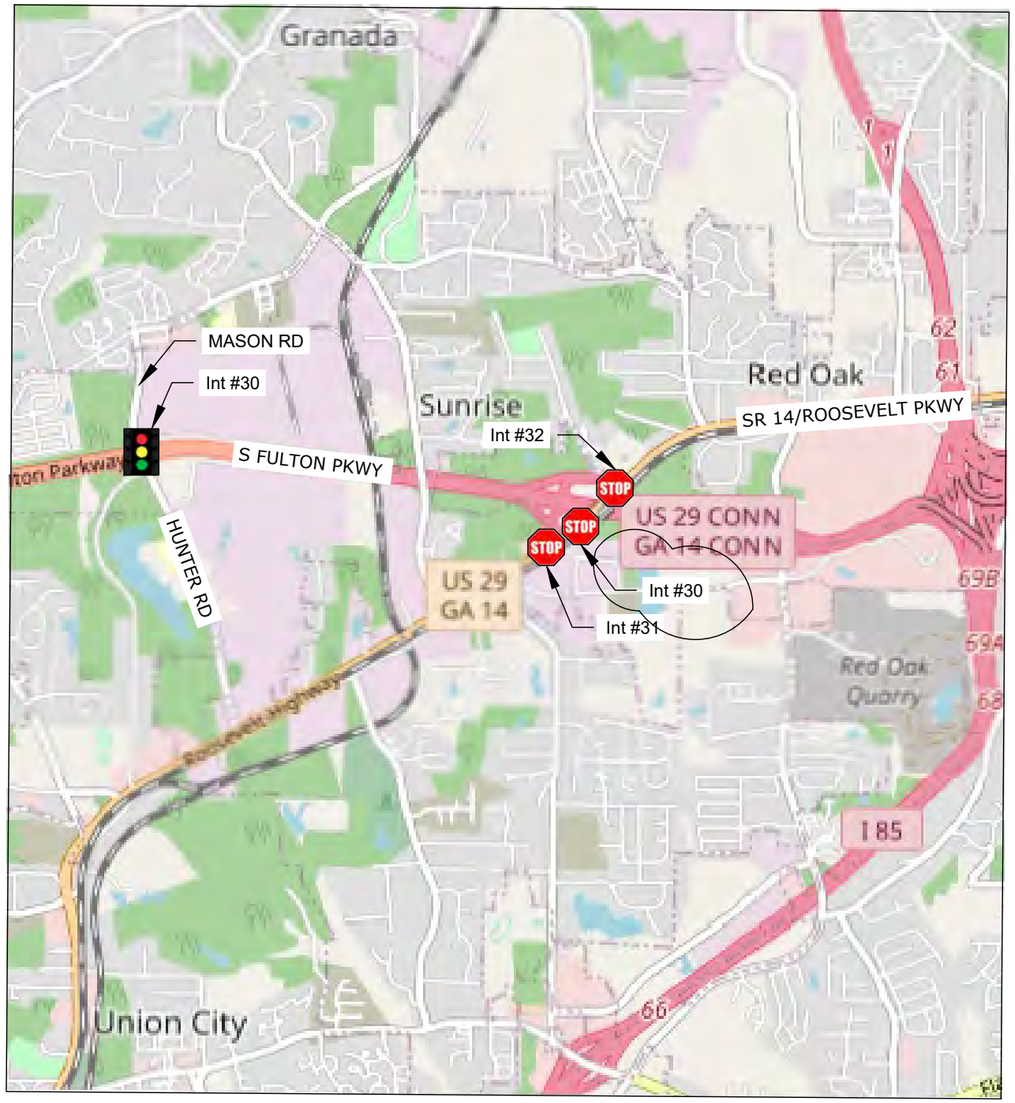
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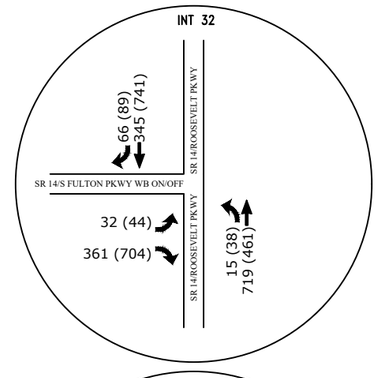
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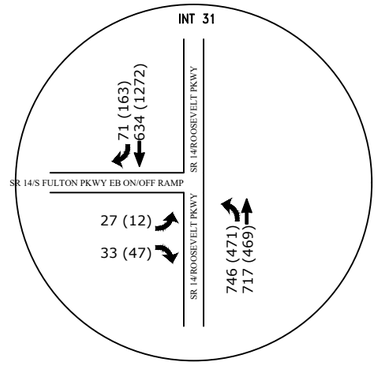
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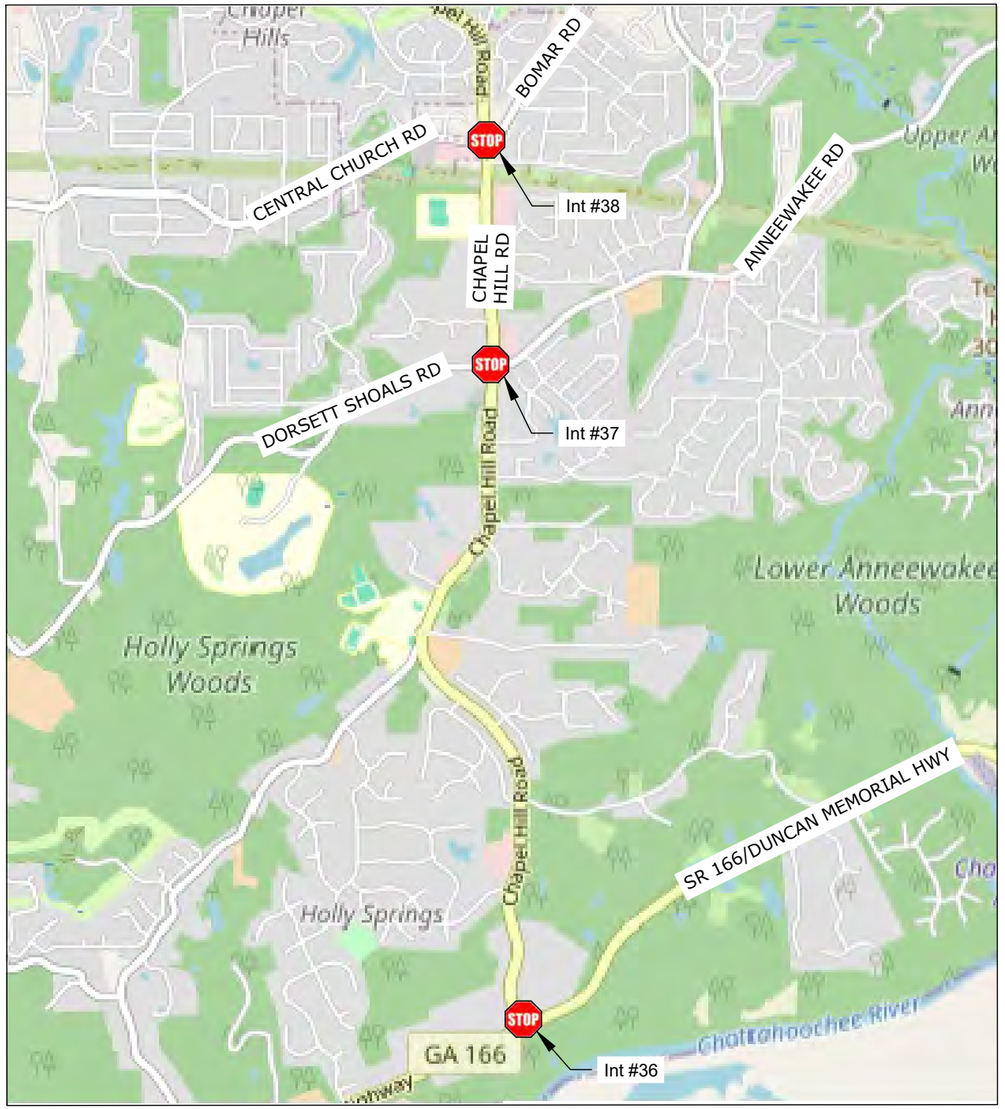
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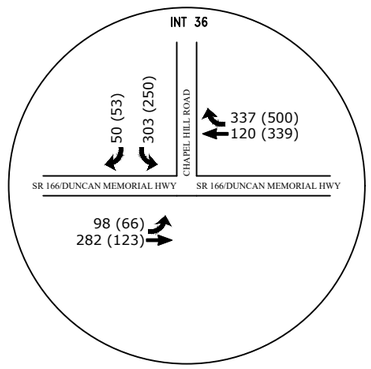
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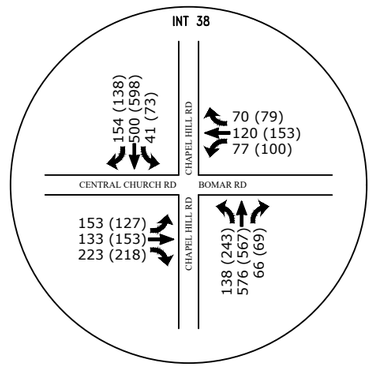
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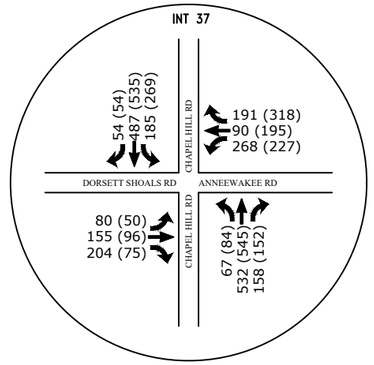
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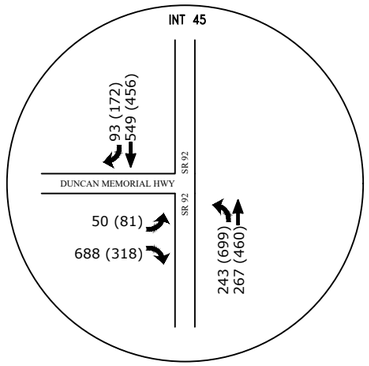
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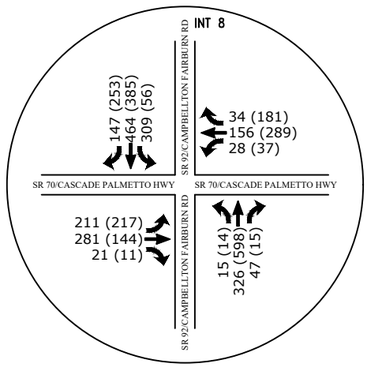
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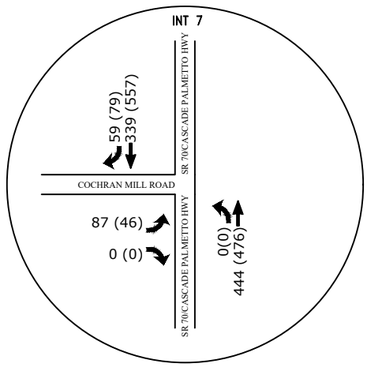
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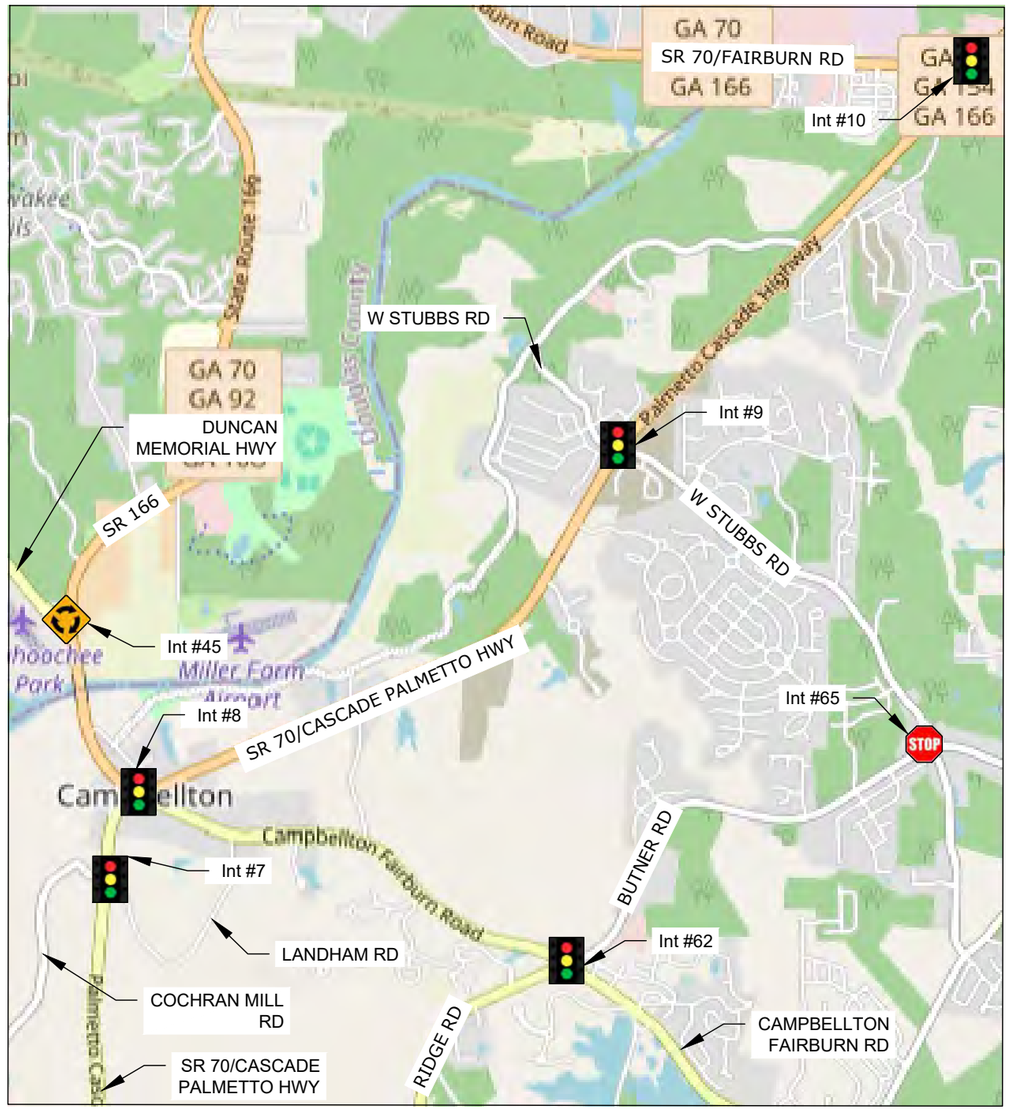
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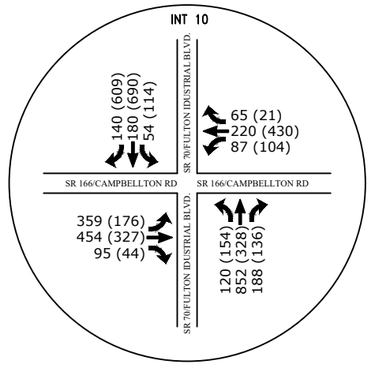
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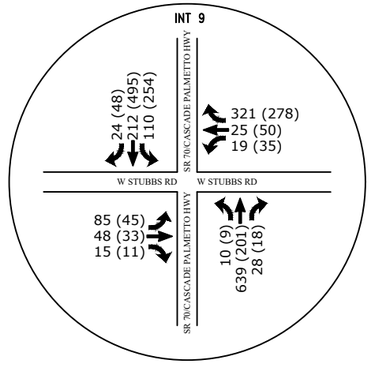


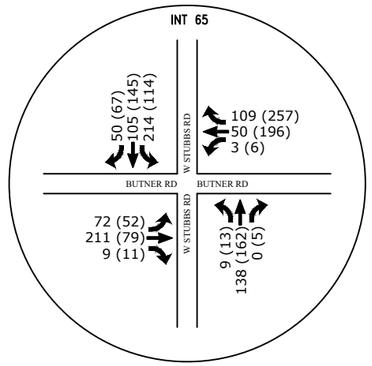


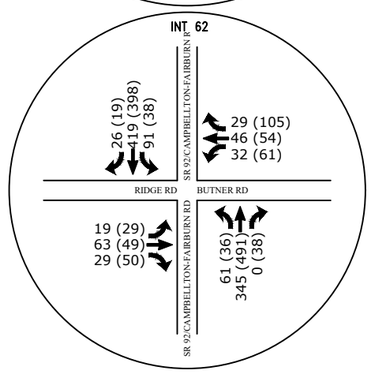












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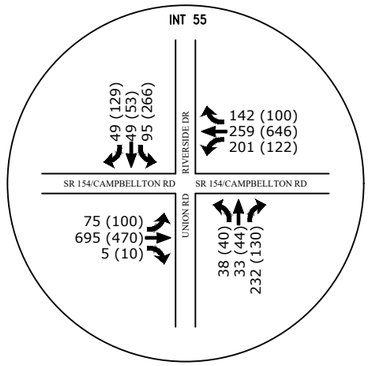
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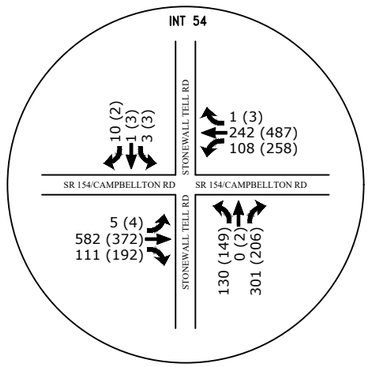
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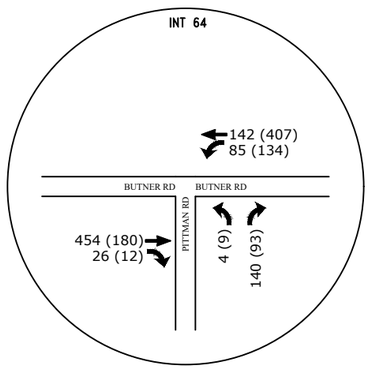
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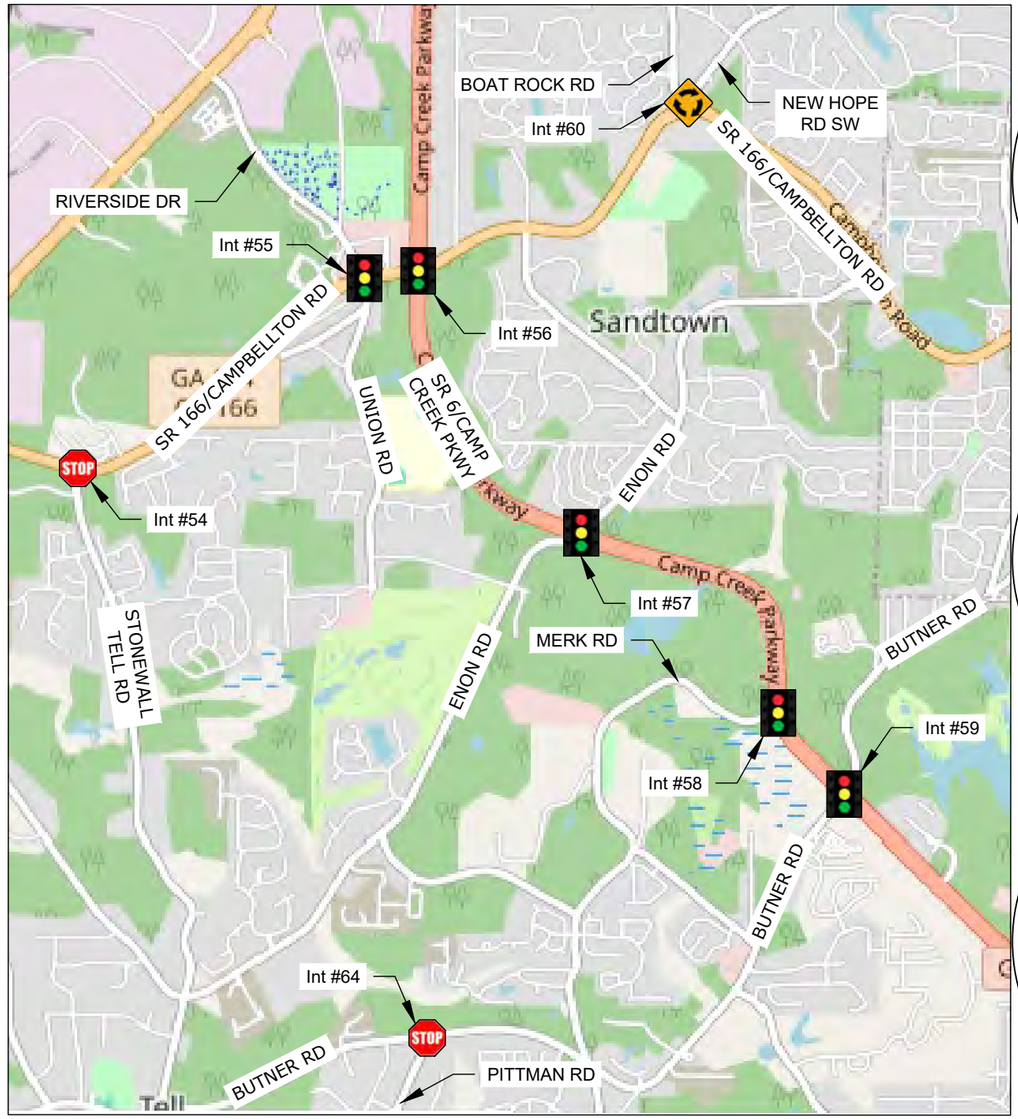
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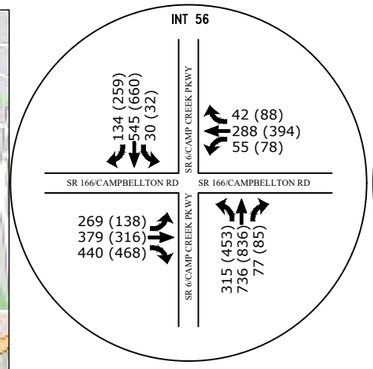
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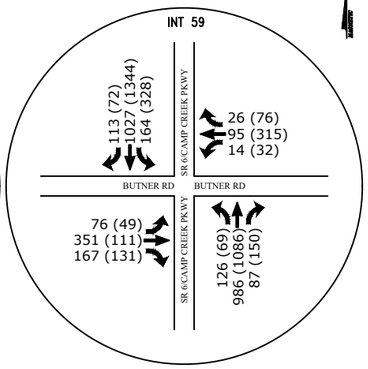


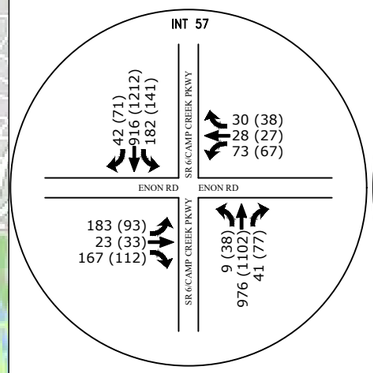


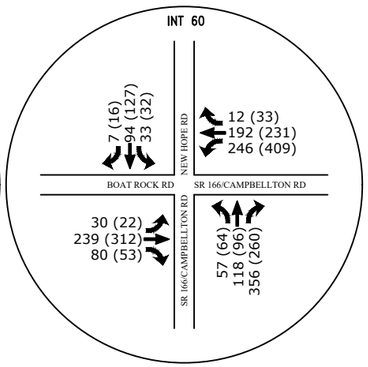


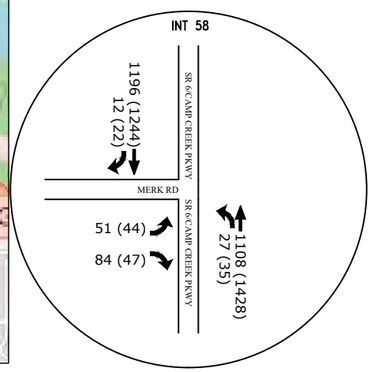












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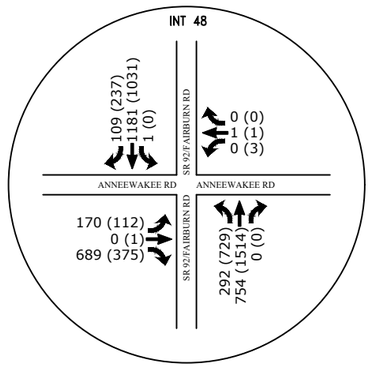
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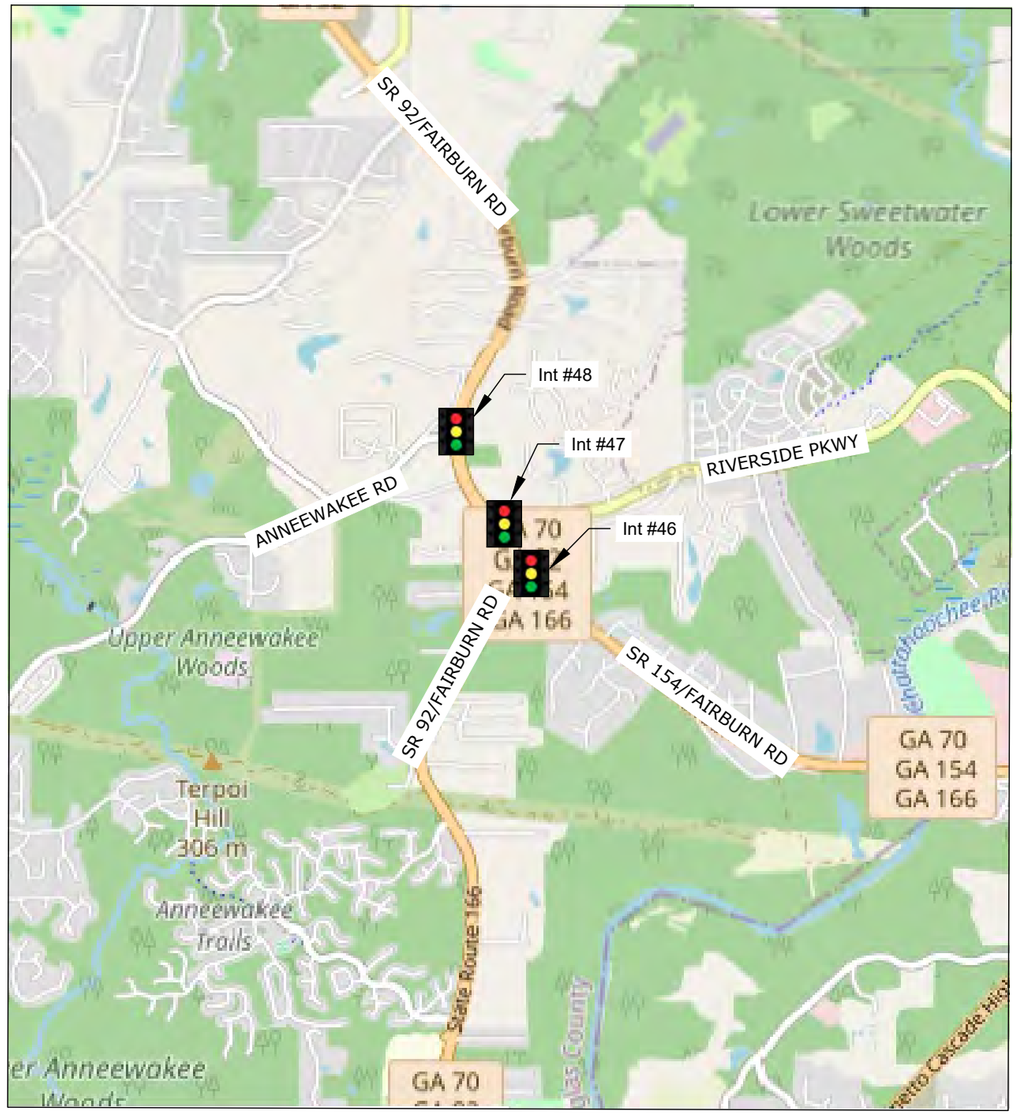
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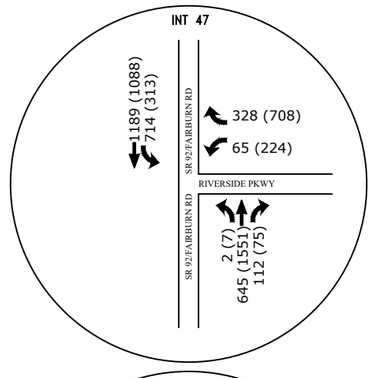
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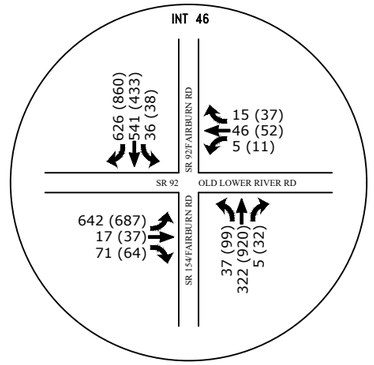
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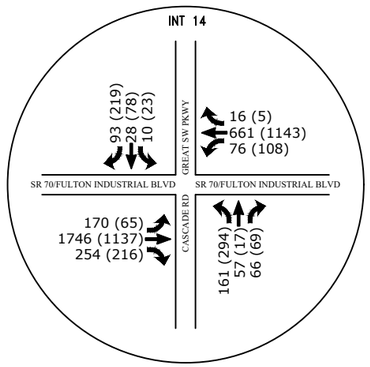
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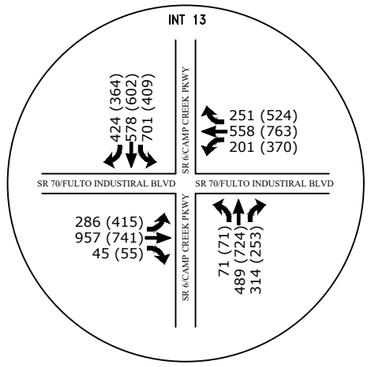
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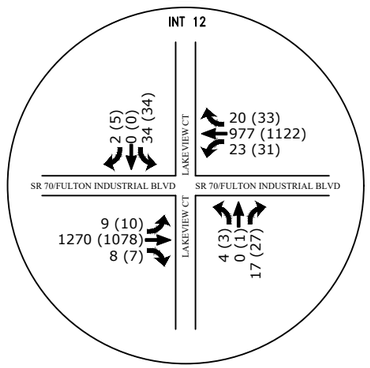
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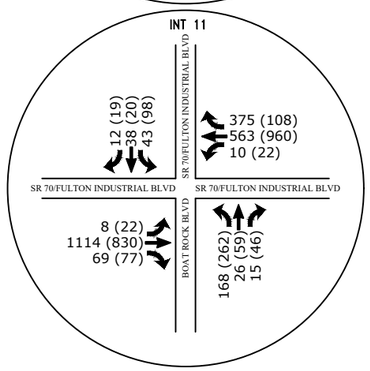
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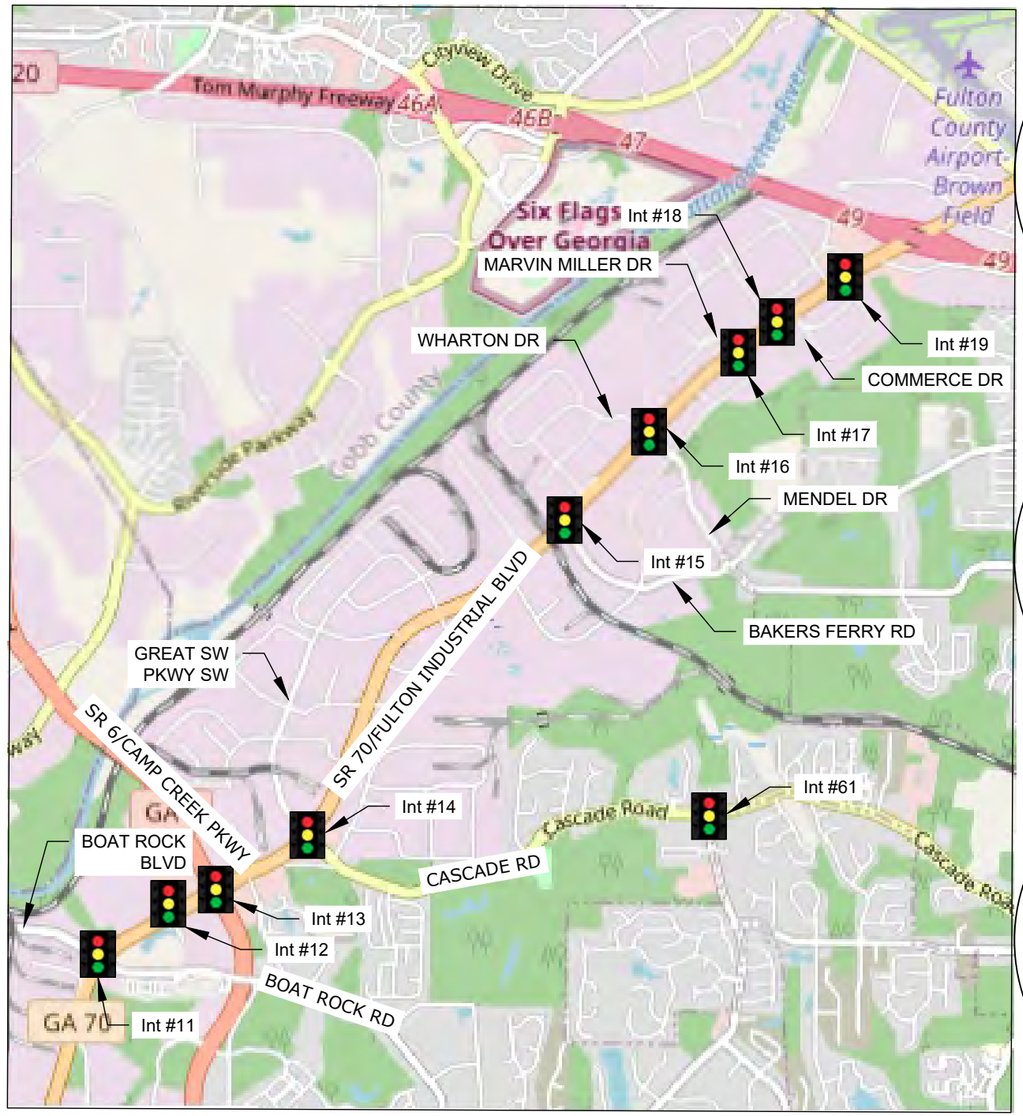
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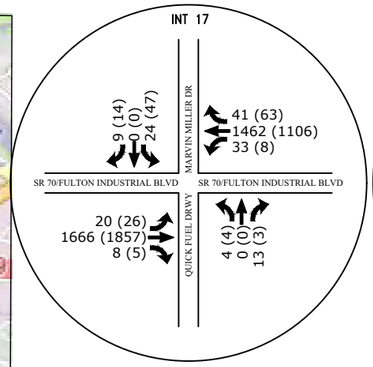


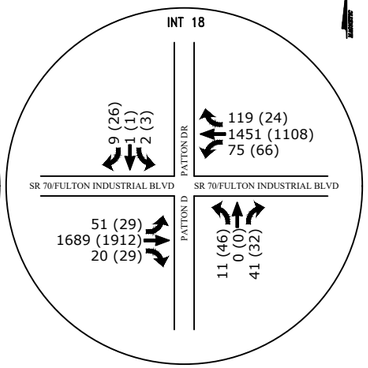


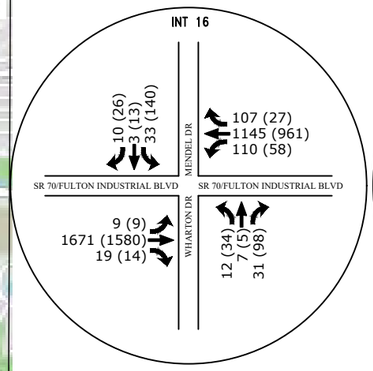


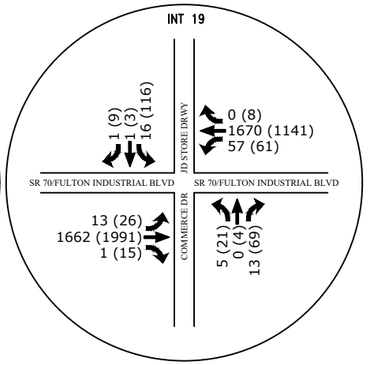


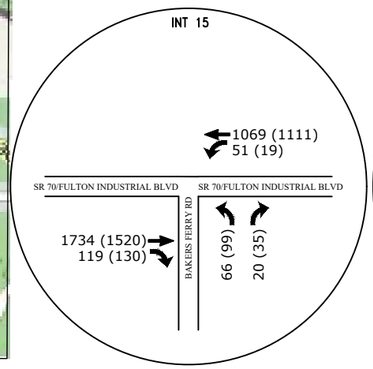


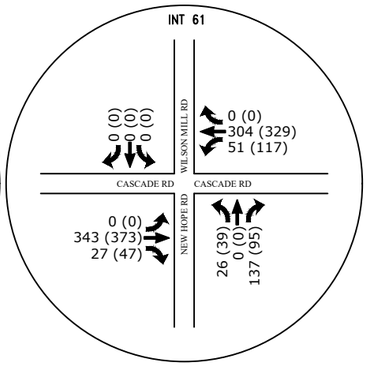












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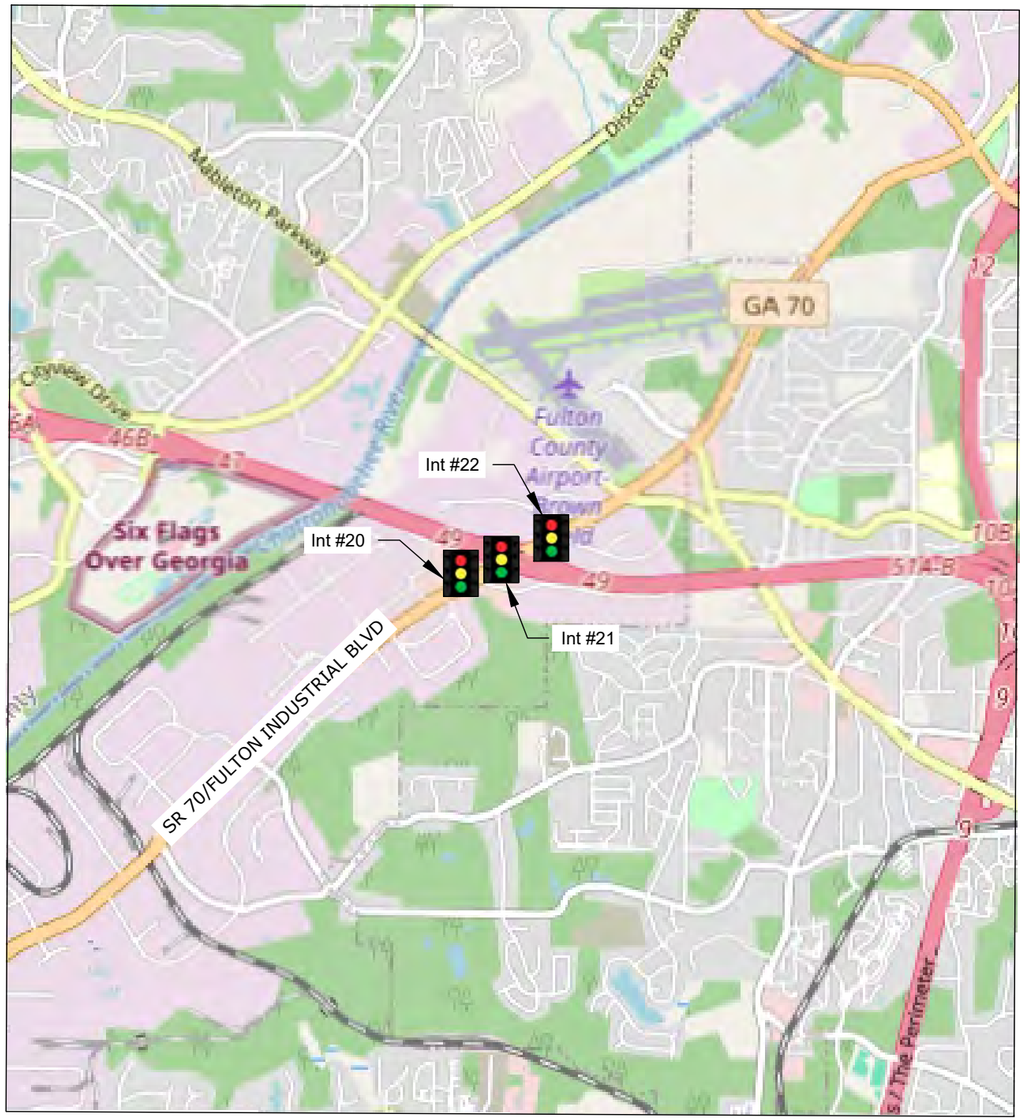
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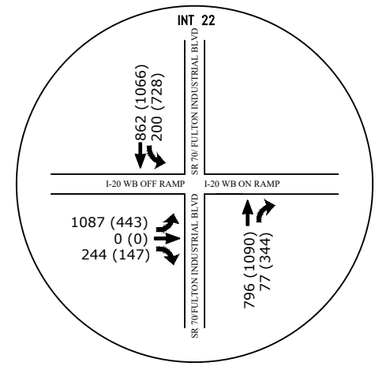
FIGURE 4 EXISTING PEAK HOUR VOLUMES (2024)

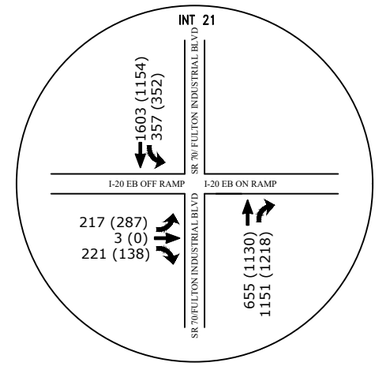
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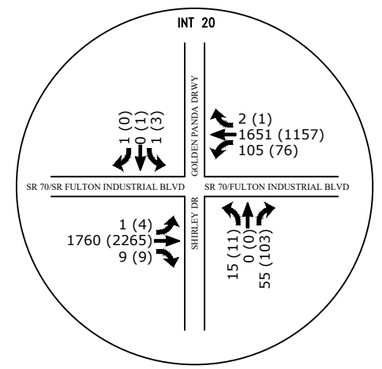
PROJECT NUMBER: 1416-24-046

DATE: 03.27.2025









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SECTION 14

FIGURE 4 EXISTING PEAK HOUR VOLUMES (2024)

BOUCKAERT TRAFFIC STUDY

PROJECT NUMBER: 1416-24-046

DATE: 03.27.2025

Growth Rate Determination

As the development is expected to be completed in 2055, a growth rate will be applied to the existing traffic volumes to project future background volumes. The project growth rate was calculated using different sources including GDOT's Traffic Analysis & Data Application for annual volume statistics and Atlanta Regional Commission's (ARC's) Travel Demand Model (TDM). Additionally, employment and population projections from the Regional Economic Models, Inc. (REMI) were utilized, and population projections for the county were obtained from the Governor's Office of Planning and Budget (OPB) and the US Census Bureau census data. Growth rate calculations using different sources are summarized in **Appendix D**. ARC's Travel Demand Model (TDM) was given a higher weight because the data is specific to the study area, the census and model population data are countywide, and historical data is skewed due to limited data points. The growth rate calculated using the GDOT's Historical traffic data is summarized in **Table 4**.

Table 4: Growth Rate Based on GDOT's TADA Historical Counts

Location	5 - Year	10 - Year	15 - Year
SR 92/Campbellton Fairburn Road west of SR 70/Cascade Palmetto Highway	8.4%	2.5%	-
SR 92/Campbellton Fairburn Road south of SR 166	0.9%	1.5%	4.2%
SR 70/Cascade Palmetto Highway north of SR 92/Campbellton Fairburn Road	2.7%	3.2%	-
SR 92/Campbellton Fairburn Road east of Butner Road/Ridge Road	-0.2%	1.6%	2.0%
SR 92/Campbellton Fairburn Road south of South Fulton Parkway	3.6%	3.3%	-
SR 92/Campbellton Fairburn Road north of US 29/SR 14/Roosevelt Highway	-1.0%	2.7%	2.6%
SR 70/Cascade Palmetto Highway south of Cochran Road	8.2%	-	-
SR 70/Fulton Industrial Boulevard south of Riverside Drive	4.7%	0.6%	2.9%
SR 70/Cascade Palmetto Highway north of Ridge Road	11.2%	6.9%	5.0%
SR 154/SR 70/Cascade Palmetto Highway south of South Fulton Parkway	-1.5%	2.4%	3.5%
SR 70/South Fulton Parkway west of Cochran Mill Road	3.4%	2.4%	3.5%
SR 70/South Fulton Parkway east of SR 154/Cascade Palmetto Highway	3.2%	2.4%	3.5%
SR 70/South Fulton Parkway east of SR 92/Campbellton Fairburn Road	6.1%	4.0%	-
SR 166/SR 154/Campbellton Road east of SR 70/Cascade Palmetto Highway	5.3%	5.6%	3.4%
5 -, 10- and 15- Year Growth Rate	**3.9%**	**3.0%**	**3.4%**
Average Growth Rate	**3.5%**		

An average growth rate was calculated using the Atlanta Regional Commission's (ARC's) Travel Demand Model (TDM). **Table 5** shows growth rates for data adjacent the development used to calculate an overall TDM growth rate.

Table 5: ARC Travel Demand Model Growth Rate					
Location	Growth Rate				
	2020-2030	2020-2033	2020-2040	2020-2050 (No- Build)	2020-2050
Cascade Palmetto Highway north of SR 92/Campbellton Fairburn Road	2.0%	2.0%	1.6%	1.6%	1.6%
SR 92/Campbellton Fairburn Road east of SR 70/SR 154/Cascade Palmetto Highway	1.5%	1.3%	1.1%	0.9%	0.8%
SR 70/SR 154/Cascade Palmetto Highway south of SR 92/Campbellton Fairburn Road	2.0%	1.8%	1.5%	1.1%	1.1%
SR 92/Campbellton Fairburn Road west of SR 70/SR 154/Cascade Palmetto Highway	1.4%	1.3%	1.1%	0.9%	0.8%
Butner Road north of SR 92/Campbellton Fairburn Road	0.4%	0.9%	0.9%	1.0%	0.5%
SR 92/Campbellton Fairburn Road east of Butner Road/Ridge Road	1.3%	1.2%	1.0%	0.8%	0.7%
Ridge Road south of SR 92/Campbellton Fairburn Road	1.3%	1.5%	1.2%	1.0%	0.9%
SR 92/Campbellton Fairburn Road west of Butner Road/Ridge Road	1.4%	1.2%	1.1%	0.9%	0.7%
SR 70/SR 154/Cascade Palmetto Highway north of Ridge Road/Cedar Grove Road	1.6%	1.5%	1.1%	0.7%	0.7%
Ridge Road east of SR 70/SR 154/Cascade Palmetto Highway	2.3%	2.8%	2.2%	1.4%	1.1%
SR 70/SR 154/Cascade Palmetto Highway south of Ridge Road/Cedar Grove Road	1.8%	1.7%	1.2%	0.8%	0.8%
Cedar Grove Road west of SR 70/SR 154/Cascade Palmetto Highway	8.2%	7.5%	5.1%	4.9%	4.4%
SR 92/Campbellton Fairburn Road north of US 29/South Fulton Parkway	1.1%	0.9%	0.8%	0.8%	0.6%
US 29/South Fulton Parkway east of SR 92/Campbellton Fairburn Road	1.7%	1.4%	1.2%	1.2%	1.0%
SR 92/Campbellton Fairburn Road south of US 29/South Fulton Parkway	1.3%	1.2%	1.0%	1.0%	1.0%
US 29/South Fulton Parkway west of SR 92/Campbellton Fairburn Road	2.2%	1.9%	1.6%	1.4%	1.2%
Average	**1.5%**				

Population and employment projections from REMI were utilized in determining growth rates for the county. **Table 6** summarizes the growth rate calculated using REMI's projections.

Table 6: Growth Rate Based on Regional Economic Models, Inc's Projections		
Projection Type	2024-2040	2024-2051
Employment Projection	0.6%	0.6%
Average	0.6%	
Population Projection	0.5%	0.4%
Average	0.4%	

Population projection data for the county was obtained from the Georgia Governor's Office of Planning and Budget (OPB). The growth rate calculated using projections from OPB are summarized in **Table 7**.

Table 7: Georgia Governor's Office of Planning and Budget Annual Population Estimates	
Year	**Growth Rate**
2024	
2040	0.9%
2050	0.7%
Average	**0.8%**

Census data from the U.S. Census Bureau was used to calculate a growth rate for the county. The growth rate calculated using the U.S. Census Bureau data is shown **Table 8**.

Table 8: U.S. Census Bureau Annual Estimates of the Resident Population			
Geographic Area	**2010 Census**	**2020 Census**	**Growth Rate**
Fulton County	920,581	1,066,710	**1.5%**

The growth rate for the study area was determined by reviewing the results of the different growth rate sources and based on engineering judgment. Based on the project location and known land uses in the area, an average annual growth rate of 1.4% will be utilized to calculate future background traffic volumes. This is in alignment with DRI Letter of Understanding.

Level of Service Methodology

Intersection capacity analyses for the study intersections were performed using the methodology outlined in the Highway Capacity Manual, 6th Edition (HCM). This methodology is the industry standard for evaluating intersection capacity and delay. To facilitate the analysis, the computer software Synchro 11/Synchro 12 was used. This software conforms to the HCM methodology. For roundabout analysis, SIDRA 9.1 was utilized.

An analysis of peak-hour traffic conditions was performed to determine the level of service (LOS) at the study intersections. LOS for an intersection is based on vehicular delay at the intersection and is a typical measure of effectiveness used to evaluate intersection operations. The HCM provides ranges of delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F). LOS F is considered unacceptable for most drivers.

For unsignalized intersections, where a stop sign controls side streets or minor streets, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Methodology from the HCM to determine the delay and LOS for these turning movements is based on the following input data:

- Intersection geometry
- Lane configuration
- Turning movement volumes

For the signalized intersections, LOS is based on the following input data:

- Intersection geometry
- Lane configuration
- Turning movement volumes
- Existing traffic signal timing

Table 9 below indicates the relationship between delay and LOS for signalized and unsignalized intersections.

Table 9: Level of Service for Signalized and Unsignalized Intersections

Level of Service	Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Per the Letter of Understanding the standards acceptable LOS shall be LOS D unless specified otherwise in Section 3.2.2.1 of GRTA's DRI review procedures, which are listed below:

1. If an adopted Comprehensive Transportation Plan (or other applicable city or CID plan) notes the LOS standard for this area is E or F.
2. A Study Network intersection is located in a Region Core, Regional Employment Corridors, or a Regional Center zone as specified in the Atlanta Regional Commission's Unified Growth Policy Map. If ARC updates their designations to add or modify zone types, the old designations shall hold until GRTA updates these designations.
3. A Study Network intersection is within ½ mile of a fixed guideway transit station.
4. A LOS E is allowed if the existing LOS for the intersection is LOS F.
5. If an individual approach has a LOS of F, the LOS standard for that approach may be E even if the overall intersection LOS is E or better.
6. A LOS F is always considered a failing LOS.

Existing Conditions Level of Service

The level of service for the existing conditions was determined using Synchro 11, which follows the HCM methodology. The existing intersection capacity analysis results are summarized in **Table 10** and detailed results are included in **Appendix E**.

Table 10: Existing Level of Service - 2024				
Intersection	**Intersection Control**	**Approach**	**AM-Peak Delay (LOS)**	**PM-Peak Delay (LOS)**
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0 (A)	10.1 (B)
		Westbound	9.8 (A)	10.1 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	10.1 (B)	10.5 (B)
		Westbound	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	TWSC	Northbound	26.4 (D)	38.1 (E)
		Southbound	19.9 (C)	29.1 (D)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	8.7 (A)	8.6 (A)
		Southbound	0 (A)	9.7 (A)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	8.6 (A)	8.8 (A)
		Southbound	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	AWSC	Northbound	7.5 (A)	7.2 (A)
		Southbound	7.5 (A)	7.2 (A)
		Eastbound	7.9 (A)	7.7 (A)
		Westbound	7.6 (A)	7.5 (A)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	TWSC	Eastbound	20.8 (C)	25.4 (D)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound	30.2 (C)	57.6 (E)
		Southbound	27.9 (C)	29.9 (C)
		Eastbound	39.9 (D)	66.9 (E)
		Westbound	42.4 (D)	118.5 (F)
		Overall	33.4 (C)	69.1 (E)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	21.4 (C)	17.5 (B)
		Southbound	8.9 (A)	26.3 (C)
		Eastbound	23.4 (C)	20.1 (C)
		Westbound	21.3 (C)	20.2 (C)
		Overall	18 (B)	23.8 (C)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound	29.8 (C)	22.1 (C)
		Southbound	22.3 (C)	25.1 (C)
		Eastbound	29.9 (C)	30.8 (C)
		Westbound	33.1 (C)	39.3 (D)
		Overall	29.5 (C)	29 (C)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	24.1 (C)	27.6 (C)
		Southbound	19.3 (B)	29.5 (C)
		Eastbound	30.4 (C)	34.7 (C)
		Westbound	39.9 (D)	41.9 (D)
		Overall	23.8 (C)	31 (C)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	27.7 (C)	29.3 (C)
		Southbound	28.8 (C)	30.5 (C)
		Eastbound	8.3 (A)	7.5 (A)
		Westbound	0.6 (A)	2.3 (A)
		Overall	5.3 (A)	5.2 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	49.1 (D)	45.9 (D)
		Southbound	23.1 (C)	33.8 (C)
		Eastbound	29.8 (C)	22.4 (C)
		Westbound	27.9 (C)	19.5 (B)
		Overall	31.4 (C)	30 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	75.5 (E)	74.5 (E)
		Southbound	29.4 (C)	19.4 (B)
		Eastbound	24.2 (C)	42.8 (D)
		Westbound	19.9 (B)	39.8 (D)
		Overall	27.8 (C)	43.1 (D)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	18.5 (B)	9.8 (A)
		Southbound	1.3 (A)	0.8 (A)
		Westbound	40 (D)	31.7 (C)
		Overall	12.8 (B)	7.3 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	3.6 (A)	19 (B)
		Southbound	2.5 (A)	14 (B)
		Eastbound	68.6 (E)	28.6 (C)
		Westbound	71.9 (E)	27.8 (C)
		Overall	5.2 (A)	18.2 (B)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	1.7 (A)	8.5 (A)
		Southbound	1.5 (A)	6.9 (A)
		Eastbound	38.3 (D)	28.8 (C)
		Westbound	37.6 (D)	27 (C)
		Overall	2.2 (A)	8.3 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.1 (A)	16.2 (B)
		Southbound	15.5 (B)	29.7 (C)
		Eastbound	36.8 (D)	29.4 (C)
		Westbound	39.7 (D)	31.3 (C)
		Overall	10.7 (B)	21.6 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	6.9 (A)	19.4 (B)
		Southbound	2.7 (A)	7 (A)
		Eastbound	48.8 (D)	32.4 (C)
		Westbound	51.6 (D)	30.2 (C)
		Overall	5.2 (A)	15.8 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	2.6 (A)	2.1 (A)
		Southbound	12.9 (B)	10.1 (B)
		Eastbound	23.7 (C)	28.5 (C)
		Westbound	25.8 (C)	33.5 (C)
		Overall	8.1 (A)	5.8 (A)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	6 (A)	20.1 (C)
		Southbound	3.1 (A)	8.1 (A)
		Eastbound	37.7 (D)	33.9 (C)
		Overall	6.4 (A)	15.3 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	7.8 (A)	7.5 (A)
		Southbound	12.4 (B)	21.3 (C)
		Westbound	30.5 (C)	33.1 (C)
		Overall	17.9 (B)	16.3 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	18.1 (B)	33.2 (C)
		Southbound	16.4 (B)	18.7 (B)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	16.7 (B)	24.3 (C)
		Southbound	15.0 (B)	14.3 (B)
25: SR 70/S Fulton Pkwy & Rivertown Rd	TWSC	Northbound	+ (F)	+ (F)
		Southbound	+ (F)	+ (F)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound	18.1 (B)	14 (B)
		Southbound	16.4 (B)	14 (B)
		Eastbound	60.4 (E)	58.9 (E)

		Westbound	50.8 (D)	66.2 (E)
		Overall	41.2 (D)	38 (D)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	284.5 (F)	83.2 (F)
		Southbound	72 (E)	51.8 (D)
		Eastbound	22.6 (C)	24.5 (C)
		Westbound	18.5 (B)	24.7 (C)
		Overall	82 (F)	42.4 (D)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound	46.6 (D)	34.9 (C)
		Southbound	36.4 (D)	30.9 (C)
		Eastbound	42.8 (D)	50.5 (D)
		Westbound	65.5 (E)	177.3 (F)
		Overall	46.9 (D)	81 (F)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound	70.3 (E)	72.8 (E)
		Southbound	314.8 (F)	199.6 (F)
		Eastbound	23.4 (C)	21.5 (C)
		Westbound	12.4 (B)	14.6 (B)
		Overall	72.4 (E)	44.1 (D)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	52.9 (D)	59.5 (E)
		Southbound	62.2 (E)	63 (E)
		Eastbound	21.9 (C)	21.3 (C)
		Westbound	15.5 (B)	25.7 (C)
		Overall	24.2 (C)	28.5 (C)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	TWSC	Eastbound	18.3 (C)	22.5 (C)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	TWSC	Eastbound	14.9 (B)	164.3 (F)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound	46 (E)	6.9 (A)
		Southbound	7.5 (A)	12.3 (B)
		Eastbound	11.6 (B)	6.7 (A)
		Westbound	6.1 (A)	8 (A)
		Overall	16.7 (B)	8.4 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	29.2 (D)	31.3 (D)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	13.2 (B)	12.7 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	TWSC	Southbound	121.5 (F)	91.3 (F)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	38.2 (D)	28.2 (C)
		Southbound	31.9 (C)	29.3 (C)
		Eastbound	20.4 (C)	21.2 (C)
		Westbound	25.2 (C)	27.6 (C)
		Overall	30.3 (C)	27.8 (C)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound	34 (C)	22.4 (C)
		Southbound	44.9 (D)	24.4 (C)
		Eastbound	60.8 (E)	74.6 (E)
		Westbound	43.9 (D)	64 (E)
		Overall	42.9 (D)	35.6 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	10.3 (B)	13.8 (B)
		Northbound	8.2 (A)	23.1 (C)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound	9.3 (A)	10 (A)
		Southbound	10 (A)	25.1 (C)
		Eastbound	1.2 (A)	1 (A)
		Westbound	1 (A)	1.3 (A)
		Overall	2.9 (A)	7 (A)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound	18.0 (B)	19.7 (C)
		Southbound	28.4 (C)	28.9 (C)
		Eastbound	21.3 (C)	15.4 (B)
		Westbound	20.1 (C)	19.2 (B)
		Overall	23.6 (C)	20.8 (C)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Eastbound	18.5 (C)	23.2 (C)
		Westbound	14.3 (B)	27.8 (D)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound	31 (D)	18.8 (C)
		Westbound	26.7 (D)	29.5 (D)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	6.8 (A)	6.7 (A)
		Southbound	6.2 (A)	7.9 (A)
		Eastbound	5 (A)	5.6 (A)
		Westbound	5.5 (A)	5.1 (A)
		Overall	6.4 (A)	7.1 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound	4.3 (A)	7.1 (A)
		Southbound	10.5 (B)	13.3 (B)
		Eastbound	29.2 (C)	10.5 (B)
		Overall	16.1 (B)	9.5 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	33.4 (C)	46.8 (D)
		Southbound	38.7 (D)	18.4 (B)
		Eastbound	20 (B)	30.2 (C)
		Westbound	35.1 (D)	39.3 (D)
		Overall	32 (C)	31 (C)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound	30 (C)	45.9 (D)
		Southbound	23.5 (C)	15.4 (B)
		Westbound	50.6 (D)	99.7 (F)
		Overall	25.8 (C)	36.3 (D)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound	25.9 (C)	18.8 (B)
		Southbound	40.3 (D)	96.2 (F)
		Eastbound	277 (F)	374.9 (F)
		Westbound	32.9 (C)	53.8 (D)
		Overall	99.2 (F)	86.8 (F)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	9.7 (A)	0 (A)
		Southbound	10.3 (B)	11.1 (B)
51: Hutchesons Ferry Rd & Cochran Mill Rd	TWSC	Southbound	10.9 (B)	11.7 (B)
52: Cochran Mill Rd & Wilkerson Mill Rd	TWSC	Westbound	9.2 (A)	9.3 (A)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	7 (A)	7.2 (A)
		Southbound	7.8 (A)	7.2 (A)
		Eastbound	7.2 (A)	6.9 (A)
		Westbound	7.1 (A)	7 (A)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	29.6 (C)	28.7 (C)
		Southbound	32.8 (C)	24.1 (C)
		Eastbound	15.7 (B)	9.6 (A)
		Westbound	10.1 (B)	13 (B)
		Overall	15.8 (B)	13.9 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	31.2 (C)	20.3 (C)
		Southbound	30.5 (C)	28.3 (C)
		Eastbound	31.2 (C)	24 (C)
		Westbound	19.5 (B)	16.8 (B)
		Overall	28 (C)	21.8 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	27.2 (C)	26.8 (C)
		Southbound	26.2 (C)	36.6 (D)
		Eastbound	38.8 (D)	43.2 (D)
		Westbound	28.6 (C)	53.2 (D)

		Overall	30 (C)	35.9 (D)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	354.9 (F)	158.5 (F)
		Southbound	92.7 (F)	107.7 (F)
		Eastbound	19.2 (B)	19 (B)
		Westbound	24.6 (C)	21.9 (C)
		Overall	72.7 (E)	35.5 (D)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	9.5 (A)	9.9 (A)
		Southbound	20.2 (C)	15.7 (B)
		Eastbound	20.6 (C)	25.3 (C)
		Overall	15.1 (B)	12.8 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	29.3 (C)	35.4 (D)
		Southbound	18.4 (B)	28.6 (C)
		Eastbound	27.2 (C)	28.2 (C)
		Westbound	29.7 (C)	48.3 (D)
		Overall	28.1 (C)	33.3 (C)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	6.2 (A)	5.3 (A)
		Southbound	7.7 (A)	10.5 (B)
		Eastbound	10.9 (B)	14.2 (B)
		Westbound	10.2 (B)	13.1 (B)
		Overall	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	46.7 (D)	47.2 (D)
		Southbound	0 (A)	0 (A)
		Eastbound	20.7 (C)	19 (B)
		Westbound	7.2 (A)	6 (A)
		Overall	20.1 (C)	17 (B)
62: SR 92 & Ridge Rd/Butner Rd	Signalized	Northbound	8 (A)	9.4 (A)
		Southbound	8.6 (A)	8.5 (A)
		Eastbound	16 (B)	16.4 (B)
		Westbound	16 (B)	17.2 (B)
		Overall	9.8 (A)	11.1 (B)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	TWSC	Eastbound	106.8 (F)	99.3 (F)
		Westbound	480.5 (F)	536.1 (F)
64: Pittman Rd & Butner Rd	TWSC	Northbound	14.5 (B)	10.9 (B)
65: W Stubbs Rd & Butner Rd	AWSC	Northbound	12.8 (B)	13.3 (B)
		Southbound	24 (C)	18.1 (C)
		Eastbound	18.6 (C)	12.3 (B)
		Westbound	12.5 (B)	24.4 (C)

Eighteen out of the sixty-five intersections analyzed are operating at LOS E-F peak hours. The intersections operating an unacceptable level of service are listed below;

- Campbellton Redwine Rd & S Fulton Pkwy
- SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy
- SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy
- SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr
- SR 70/S Fulton Pkwy & Rivertown Rd
- SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy
- S Fulton Pkwy & Cedar Grove Rd
- SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy
- Stonewell Tell Rd & S Fulton Pkwy
- Hunter Rd/Mason Rd & S Fulton Pkwy
- SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp
- SR 166/Duncan Memorial Hwy & Bill Arp Rd
- SR 166/Duncan Memorial Hwy & Chapel Hill Rd
- Chapel Hill Rd & Central Church Rd/Bomar Rd
- SR 92/Fairburn Rd & Riverside Pkwy
- SR 92/Fairburn Rd & Anneewakee Rd
- SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd
- Jones Rd & SR 92/Campbellton Fairburn Rd

The remaining study intersections are currently operating at an acceptable level of service, categorized as LOS A-D. The intersection at Jones Road and SR 92/Campbellton Fairburn Road is scheduled for improvement as part of GDOT's PI#0017398 project, which includes the installation of a roundabout by the end of Phase 1 of the development. Similarly, the intersection of SR 92/Campbellton-Fairburn Road at South Fulton Parkway will also see improvements under GDOT's PI#0014081. This project will introduce a Displaced Left-Turn control/Continuous-Flow Intersection control at that location by the end of Phase 4 of the development. No further improvements are planned for the remaining intersections that are currently failing.

System Deficiencies

In the existing condition, eighteen intersections are expected to operate at LOS E-F. Mitigations at these locations will be from various projects, ranging from planned programs and/or from mitigations offered in other DRI's. At intersections with no planned improvements or recommended improvements from other DRI's, intersection improvements will be determined based on GDOT ICE policy. **Table 11** summarizes the mitigations and the LOS comparisons for these intersections.

3. SR 70/Campbellton Redwine Road at SR 70/S Fulton Parkway

The intersection of SR 70/Campbellton Redwine Rd at SR 70/S Fulton Parkway is operating at LOS E in the PM Peak hour in the existing year. To improve the delay at this intersection, a single lane roundabout is recommended.

8. SR 92/Campbellton-Fairburn Road at SR 70/Cascade Palmetto Highway

The intersection of SR 92/Campbellton-Fairburn Rd at SR 70/Cascade Palmetto Hwy is operating unacceptably during the PM peak hour in the existing year, to improve the delay at this intersection Hawks Ridge DRI (DRI #3955) recommended adding channelized right turn lanes on all approaches at the intersection. These improvements have the intersection operating acceptably in the existing PM peak hour.

14. SR 70/Fulton Industrial Boulevard at Cascade Road/Great SW Parkway

The northbound approach at the intersection of SR 70/Fulton Industrial Blvd at Cascade Rd/Great SW Pkwy operates at LOS E during both AM and PM peak hours, to improve operations on the northbound a left turn lane should be added. This helps it operate acceptably.

16. SR 70/Fulton Industrial Boulevard at Mendel Drive/Wharton Drive

The intersection of SR 70/Fulton Industrial Blvd at Mendel Dr/Wharton Dr has side street operating unacceptably in the existing year due to signal timing favoring S Fulton Pkwy. The side street approach volumes are low, and the roadway geometry is appropriate for the approach volumes. Due to signal timing favoring S Fulton Pkwy, no mitigations are recommended.

25. SR 70/S Fulton Parkway at Rivertown Road

The study intersection operates unacceptably in the existing condition (2024) therefore a system improvement will be determined for the intersection. The intersection was part of the study network for the Traffic Study for DRI #3488, which recommended installing a traffic signal at the intersection location**.** The intersection is operating at an acceptable level of service in the existing and future scenarios with the recommended improvement. The LOS comparison with the mitigations are summarized in **Table 11**.

26. SR 154/Cascade Palmetto Highway at SR 70/S Fulton Parkway

The study intersection operates unacceptably in the existing condition (2024) therefore a system improvement will be determined for the intersection. The intersection was part of the study network for the Traffic Study for DRI #3488, which recommended adding a northbound left turn lane on Cascade Palmetto Highway. The intersection is operating at an acceptable level of service in the existing and future scenarios with the recommended improvement. The LOS comparison with the mitigations are summarized in **Table 11**.

27. S Fulton Parkway at Cedar Grove Road

The study intersection operates unacceptably in the existing condition (2024) therefore a system improvement will be determined for the intersection. The intersection was part of the study network for the Traffic Study for DRI #3488, which recommended adding a northbound right turn lane at the intersection. The intersection is operating at an acceptable level of service in the existing and future scenarios with the recommended improvement. The LOS comparison with the mitigations are summarized in **Table 11**.

28. SR 92/Campbellton-Fairburn Road at S Fulton Parkway

The study intersection operates unacceptably in the existing condition (2024); therefore, a system improvement will be determined for the intersection. The intersection is planned for improvement through GDOT's PI #00159, this project will install a Displaced Left Turn (CFI) Control. The intersection is

operating at an acceptable level of service in the existing and future scenarios with the recommended improvement. The LOS comparison with the mitigations are summarized in **Table 11**.

29. Stonewell Tell Road at S Fulton Parkway

The study intersection operates unacceptably in the existing condition (2024) therefore a system improvement will be determined for the intersection. The intersection was part of the study network for the Traffic Study for DRI #4235, which recommended adding a northbound through lane and a southbound left turn lane at the intersection. The intersection is operating at an acceptable level of service in the existing and future scenarios with the recommended improvement. The LOS comparison with the mitigations are summarized in **Table 11**.

30. Hunter Road/Mason Road at S Fulton Parkway

The study intersection operates unacceptably in the existing condition (2024) therefore a system improvement will be determined for the intersection. To improve the operations at this intersection a southbound and northbound through lanes, northbound and southbound left turn lanes, and a northbound right turn lane. The intersection is operating at an acceptable level of service in the existing and future scenarios with the recommended improvement. The LOS comparison with the mitigations are summarized in **Table 11**.

32. SR 14/Roosevelt Highway at SR 14/S Fulton Parkway WB On/Off Ramp

The intersection of SR 14/Roosevelt Hwy at SR 14/S Fulton Pkwy WB On/Off ramp is failing in the existing condition. DRI #4004 will install a traffic signal in 2028 which brings the LOS to acceptable levels. This improvement was used as the base condition for future analysis.

33. SR 166/Duncan Memorial Highway at Bill Arp Road

The intersection of SR 166/Duncan Memorial Hwy at Bill Arp Rd is operating at LOS E during AM peak hour. No improvements are planned at this intersection under any DRI or GDOT project. The intersection is controlled using a single-lane roundabout, therefore, to maintain the intersection control bypass lanes along Bill Arp Road's northbound and southbound approaches is recommended at this intersection to bring the intersection to an acceptable level of service.

36. SR 166/Duncan Memorial Highway at Chapel Hill Road

The intersection of SR 166/Duncan Memorial Hwy at Chapel Hill Rd is operating at LOS F during both peak hours. No improvements are planned at this intersection under any DRI or GDOT project. A single-lane roundabout is recommended at this intersection to bring the intersection to an acceptable level of service.

38.Chapel Hill Road at Central Church Road/Bomar Road

At the intersection of Chapel Hill Rd at Central Church Rd/Bomar Rd the side streets are failing, Chapel Hill Rd is planned to be widened in the future based on ARC's fact sheet for DO-252B project, it is recommended that this project be implemented in the near future to have the intersection operate acceptably.

47. SR 92/Fairburn Rd at Riverside Parkway and Anneewakee Road

The side streets at the intersection of SR 92/Fairburn Rd at Riverside Pkwy are operating unacceptably. This intersection will be improved under Westwood DRI (DRI# 4057). But most intersections along SR

92/Fairburn Road corridor are operating close to or at capacity, thus improvements are needed along entire corridor

48. SR 92/Fairburn Rd at Riverside Parkway and Anneewakee Road

The side streets at the intersection of SR 92/Fairburn Rd at Anneewakee Rd are operating unacceptably. This intersection will be improved under Westwood DRI (DRI# 4057) by the year 2032.

57. SR 6/Camp Creek Parkway at Enon Road

The intersection of SR 6/Camp Creek Pkwy at Enon Rd is operating at an unacceptable LOS. The volumes on the northbound approach of Enon Rd justify adding an exclusive left turn lane, which would change the lanes from a shared left/through/right lane to a left turn lane and a through/right turn lane. The addition of this lane mitigates all failing LOS in the AM and PM peak periods.

63. Jones Road & SR 92/Campbellton Fairburn Road

The side streets at the intersections of SR 92/ Campbellton Fairburn Rd at Jones Road are operating unacceptably. These intersections will be improved under GDOT's PI #0017398, which will add a single lane roundabout at this intersection. The intersection is expected to operate at acceptable levels of service in the existing and future conditions, if the roundabout is installed in the existing year.

Based on the existing intersection capacity analysis, the intersections along S Fulton Parkway operate unacceptably in existing conditions. They are expected to operate at similar or worse levels in the future. Mitigation has been proposed at a few intersections along the corridor, such as the Displaced Left Turn control (CFI) proposed at SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy intersection. Due to the number of developments proposed in the south Fulton County area, these intersections, which are already operating at capacity, are expected to have massive delays, which should be addressed by performing a forecasting project with capacity analysis. Potential improvements were analyzed, but they did not adequately address the delays in the corridor due to the volume on S Fulton Parkway. The viable solutions would be out of the scope of this project. A system improvement is required along all the intersections on S Fulton Parkway.

Table 11: Existing Year Mitigation LOS Comparison							
Intersection	Intersection Control	Approach	Existing		Mitigation	Existing Mitigated	
			AM Delay (LOS)	PM Delay (LOS)		AM Delay (LOS)	PM Delay (LOS)
3: Campbellton Redwine Rd & S Fulton Pkwy	TWSC	Northbound	26.4 (D)	38.1 (E)	Recommend installing a Single-lane Roundabout	7.6 (A)	4.5 (A)
		Southbound	19.9 (C)	29.1 (D)		3.6 (A)	7.5 (A)
		Eastbound				9 (A)	5.8 (A)
		Westbound				4.4 (A)	10.6 (B)
		Overall				8.1 (A)	8.7 (A)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy	Signalized	Northbound	30.2 (C)	57.6 (E)	DRI#3955 to add channelized right turn lanes for all approaches	42.4 (D)	43.2 (D)
		Southbound	27.9 (C)	29.9 (C)		28.3 (C)	24.0 (C)
		Eastbound	39.9 (D)	66.9 (E)		30.5 (C)	46.1 (D)
		Westbound	42.4 (D)	118.5 (F)		35.3 (D)	54.6 (D)
		Overall	33.4 (C)	69.1 (E)		32.3 (C)	41.0 (D)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	75.5 (E)	74.5 (E)	Recommend adding a northbound left turn lane	23.3 (C)	38.9 (D)
		Southbound	29.4 (C)	19.4 (B)		36.2 (D)	37.8 (D)
		Eastbound	24.2 (C)	42.8 (D)		30.7 (C)	19.6 (B)
		Westbound	19.9 (B)	39.8 (D)		22.6 (C)	42.8 (D)
		Overall	27.8 (C)	43.1 (D)		19.3 (B)	39.8 (D)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	3.6 (A)	19 (B)	No changes are recommended	-	-
		Southbound	2.5 (A)	14 (B)		-	-
		Eastbound	68.6 (E)	28.6 (C)		-	-
		Westbound	71.9 (E)	27.8 (C)		-	-
		Overall	5.2 (A)	18.2 (B)		-	-
25: SR 70/S Fulton Pkwy & Rivertown Rd	TWSC	Northbound	1.1 (A)	5 (A)	Traffic Signal will be implemented in 2032 by DRI #3488	5.7 (A)	2.9 (A)
		Southbound	4.7 (A)	4.6 (A)		5.3 (A)	4.2 (A)
		Eastbound	>500 (F)	>500 (F)		13.2 (B)	17.4 (B)
		Westbound	>500 (F)	>500 (F)		17 (B)	19.2 (B)
		Overall	1.5 (A)	1.5 (A)		9.9 (A)	8.3 (A)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound	18.1 (B)	14 (B)	DRI 3488 to add northbound right turn lane on Cascade Palmetto Highway	17.8 (B)	15.2 (B)
		Southbound	16.4 (B)	14 (B)		17.8 (B)	17.1 (B)
		Eastbound	60.4 (E)	58.9 (E)		60.0 (E)	55.9 (E)
		Westbound	50.8 (D)	66.2 (E)		49.5 (D)	63.7 (E)
		Overall	41.2 (D)	38 (D)		41.0 (D)	37.9 (D)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	284.5 (F)	83.2 (F)	DRI 3488 to add NB another right lane	88.8 (F)	71.9 (E)
		Southbound	72 (E)	51.8 (D)		58.4 (E)	59.9 (E)
		Eastbound	22.6 (C)	24.5 (C)		13.1 (B)	12.8 (B)
		Westbound	18.5 (B)	24.7 (C)		11.3 (B)	13.1 (B)

		Overall	82 (F)	42.4 (D)		36.5 (D)	34.2 (C)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound	46.6 (D)	34.9 (C)	A Displaced Left Turn Control (CFI) will be installed at this intersection through GDOT's PI #00159	653.9 (F)	46.6 (D)
		Southbound	36.4 (D)	30.9 (C)		24.5 (C)	40.2 ()
		Eastbound	42.8 (D)	50.5 (D)		9.2 (A)	16.3 (B)
		Westbound	65.5 (E)	177.3 (F)		10.5 (B)	16.2 ()
		Overall	46.9 (D)	81 (F)		426.4 (F)	41.9
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound	70.3 (E)	72.8 (E)	DRI 4235 to add NB through lane, and a protected SB left lane.	18.8 (B)	15.9 (B)
		Southbound	314.8 (F)	199.6 (F)		9.5 (A)	10.4 (B)
		Eastbound	23.4 (C)	21.5 (C)		71.1 (E)	74.8 (E)
		Westbound	12.4 (B)	14.6 (B)		77.4 (E)	65.6 (E)
		Overall	72.4 (E)	44.1 (D)		29.2 (C)	24.0 (C)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	52.9 (D)	59.5 (E)	Add 1 SB thru lane, add 2 NB lanes, NB left lane, and a NB right lane	9.2 (A)	9.3 (*A)
		Southbound	62.2 (E)	63.0 (E)		7.5 (A)	10.2 (B)
		Eastbound	21.9 (C)	21.3 (C)		64.7 (E)	68.6 (E)
		Westbound	15.5 (B)	25.7 (C)		67.8 (E)	70.2 (E)
		Overall	24.2 (C)	28.5 (C)		15.4 (B)	17.3 (B)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	TWSC	Northbound			Install a Traffic Signal by DRI #4004 in 2028	11.3 (B)	13.9 (B)
		Southbound				14 (B)	18.9 (B)
		Eastbound	14.9 (B)	164.3 (F)		29.8 (C)	30.2 (C)
		Overall				12.7 (B)	17.4 (B)
33: SR 166/Duncan Memorial Highway & Bill Arp Road	Roundabout	Northbound	46 (E)	6.9 (A)	Provide NB and SB right turn bypass lanes	10.2 (B)	4.7 (A)
		Southbound	7.5 (A)	12.3 (B)		4.3 (A)	5.9 (A)
		Eastbound	11.6 (B)	6.7 (A)		11.4 (B)	6.6 (A)
		Westbound	6.1 (A)	8 (A)		6.1 (A)	8 (A)
		Overall	17 (C)	8.4 (A)		9.1 (A)	6.8 (A)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	TWSC	Southbound	121.5 (F)	91.3 (F)	Install a Single Lane Roundabout	6.6 (A)	8.4 (A)
		Eastbound				9.1 (A)	5.9 (A)
		Westbound				7.6 (A)	14.1 (B)
		Overall				7.8 (A)	11.7 (B)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound	34 (C)	22.4 (C)	Implement ARC: DO-252B Widening Project- CST Year 2040	26.0 (C)	27.1 (C)
		Southbound	44.9 (D)	24.4 (C)		39.2 (D)	45.0 (D)
		Eastbound	60.8 (E)	74.6 (E)		38.2 (D)	49.2 (D)
		Westbound	43.9 (D)	64 (E)		45.0 (D)	52.5 (D)
		Overall	42.9 (D)	35.6 (D)		34.3 (C)	39.3 (D)
47: SR 92/Fairburn Road & Riverside Parkway	Signalized	Northbound	30 (C)	45.9 (D)	Provide WBL lane, SBL lane, and NBT Lane Per DRI#4057	27.3 (C)	27.6 (C)
		Southbound	23.5 (C)	15.4 (B)		27.4 (C)	16.7 (B)
		Westbound	50.6 (D)	99.7 (F)		26.5 (C)	42.5 (D)
		Overall	25.8 (C)	36.3 (D)		27.2 (C)	27.3 (C)

48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound	25.9 (C)	18.8 (B)	Add SBT lane and a NBL lane per DRI #4057	15 (B)	27.7 (C)
		Southbound	40.3 (D)	96.2 (F)		30.5 (C)	40.3 (D)
		Eastbound	277 (F)	374.9 (F)		40.3 (D)	45.6 (D)
		Westbound	32.9 (C)	53.8 (D)		32.9 (C)	40.3 (D)
		Overall	99.2 (F)	86.8 (F)		24.7 (C)	32.7 (C)
57: SR 6/Camp Creek Parkway & Enon Rd	Signalized	Northbound	354.9 (F)	158.5 (F)	Add Exclusive NB left turn lane	29.2 (C)	30.1 (C)
		Southbound	92.7 (F)	107.7 (F)		21.9 (C)	27.1 (C)
		Eastbound	19.2 (B)	19 (B)		19.2 (B)	19 (B)
		Westbound	24.6 (C)	21.9 (C)		24.6 (C)	21.9 (C)
		Overall	72.7 (E)	35.5 (D)		22.9 (C)	21.5 (C)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	TWSC	Eastbound	106.8 (F)	99.3 (F)	Install Single-lane Roundabout		
		Westbound	480.5 (F)	536.1 (F)			

FUTURE CONDITIONS

The development will be analyzed under 9 phases for the transportation impact study:

The first seven phases will be studied with detailed analysis at the critical intersections. With the different build years, the traffic conditions will be analyzed for each build year. In addition, for Phases 8 and 9, long range planning will be considered. Additional DRIs will be needed for Phases 8 and 9.

Detailed study network intersection analysis:

- Phase 1 completed by 2029.
- Phase 2 completed by 2031.
- Phase 3 completed by 2032.
- Phase 4 completed by 2033.
- Phase 5 completed by 2034.
- Phase 6 completed by 2035.
- Phase 7 completed by 2037.

Long range internal roadway planning, access configuration, interchange impact:

- Phase 8 completed by 2050.
- Phase 9 completed by 2055.

Planning Context

Programmed Projects

There are multiple programmed projects planned in the study area. **Table 12** summarizes the projects, below are the project descriptions. Project reports of the projects are included in **Appendix F**.

Table 12: Summary of Planned Projects							
Project Name	**From / To Points:**	**Sponsor**	**GDOT PI#**	**ARC ID# (TIP)**	**Design FY**	**ROW / UTL FY**	**CST FY**
SR 92 @ CR 515/Jones Road & @ CR 485/Demooney Road	CR 515/Jones Road to CR 485/Demooney Road	GDOT	001739			2026	
SR 92 @ CR 1374/Butner Road	Intersection Improvement	GDOT	001559		2017	2022	
SR 92 @ SR 14 ATL - CFI	Intersection Improvement	GDOT	0014081	FS-350	2023	2028	2030
I-85 @ SR 138 & SR 138 Fm Goodson Conn to Buffing Rd - DDI	Goodson Connector to Buffington Road	GDOT	0007842	FS-AR-183	2021	2028	2028
I-85 @ SR 74/Senoia Road	City Lake Road to Milam Road	GDOT	0007841	FS-AR-182	2016	2020	2025
CR 1385/Buffington Road from Rock Quarry Road to SR 14/US 29	Rock Quarry Road to SR 14/US 29	GDOT	0013948		2020		2023
CR 1385/Buffington Road from Royal S Parkway to Rock Quarry Road	Royal S Parkway to Rock Quarry Road	GDOT	0013949		2020		2023
Project Name (Planned)	**From / To Points:**	**Sponsor**	**GDOT PI#**	**ARC ID# (TIP)**	**Design FY**	**ROW / UTL FY**	**CST FY**
SR 154 @ Fairburn Road & @ Barge Road - VRU	Intersection Improvement	GDOT	0011833		2013	2025	2027
Cascade-Palmetto Highway Widening	SR 92 to SR 154	GDOT	N/A	FS-011			2050
Chapel Hill Road Widening	Dorsett Shoals Road to SR 166	Douglas County	DO-252B				2040

Planned Projects

Chattahoochee Hills Riverlands Park is proposed south of the development and will be part of 53 miles of Chattahoochee Riverlands Greenway Trail that will extend from Buford Dam in the north to Chattahoochee Bend Park in the south. The DRI will allocate land for the Chattahoochee Riverlands Greenway Trail, and coordinate for other potential trail accesses.

Adjacent Projects

There are several DRIs proposed in the study area of the development. The trips expected to be generated from these developments were included in the no-build and build analysis based on the DRI's completion year. The DRI projects and completion year as well the development phase that will be impacted is summarized in **Table 13**.

Table 13: Summary of Adjacent Projects in the Study Area			
DRI Name	DRI #	DRI Build Year	Bouckaert Development Phases (Year)
3739	Cedar Grove Village Center	2030	1 (2029)
4027	Creative Land Co, LLC	2031	2 (2031)
4051	Vantage Data Center	2025	1 (2029)
4057	Westwood	2032	3 (2032)
4235	ATL 11	2026	1 (2029)
3955	Hawks Ridge	2029	1 (2029)
3488	Merrill Park	2032	3 (2032)

Proposed Development

The Bouckaert Farms Development will be a mixed-use development with residential, institutional, and retail space on approximately 7,949 acres of land in the City of Chattahoochee Hills, Fulton County, Georgia. The development will have a total of 9 phases of which Phases 1-7 will be completed by 2037 and Phase 8 will be constructed by 2050 and Phase 9 by 2055. The development will have 12 new driveways, of which four will serve Phases 1-6 and two will serve Phase 7. The development being built in Phases 1-6 are not internally connected to the part of the development being built in Phase 7. The study carries out detailed analysis of development phases 1-7 and long-range planning for Phases 8-9. The land-use details for each phase are shown in **Table 14**.

Table 14: Land Use Details by Study Phases										
Land Use (ITE Code)	Units	Detailed Analysis							Long Range Planning	
		Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	Phase 9
Residential										
Single Family Detached (210)	Dwelling Units	120	120	120	120	120	120	240	2507	340
Single Family Attached (215)	Dwelling Units	100	100	100	100	100	100	200	737	140
Senior Adult Housing (251)	Dwelling Units	280	280	280	280	280	280	560	0	
Single Family (recreational/second homes) (260)	Dwelling Units								240	
Multi-Family (220)	Dwelling Units								200	220
Total Residential Units		500	500	500	500	500	500	1000	3684	700
Non-Residential										
Shopping Center (820)	1000 SF	5.5			9			10	30	35
Supermarket (850)	1000 SF				35				30	
Restaurant (832)	1000 SF		5.5			7.5		10	40	25
Office (710)	1000 SF		4							250
Services (assume bank) (912)	1000 SF		3				8.5		20	25
Golf Course (430)	acres								200	
Elementary School (520)	Students								600	
High School (525)	Students								1000	
Government Office Building (730)	1000 SF	5								

Trip Generation

The number of trips expected to be generated from the development was estimated based on the method defined in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Due to the development's mixed-use nature, internal capture/mixed-use reduction is expected. An alternative mode reduction of 20% will be applied for this development as it is planned to have a multi-use trail alongside the internal roadways for pedestrians, bicycles, and golf carts, which will help residential developments to access the non-residential land uses proposed in the development, thereby reducing the need for off-site trips. No pass-by trips are expected for this development. The trip generation for the development is summarized in **Table 15**. ITE trip generation report is attached in **Appendix G**.

Table 15: Proposed Site Trip Generation

Land Use (ITE Code)	# Of Units	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Residential										
Single Family Detached (210)	Dwelling Units	4,042	4,041	8,083	146	437	583	525	308	833
Single Family Attached (215)	Dwelling Units	3,023	3,023	6,046	106	316	422	286	198	484
Senior Adult Housing (251)	Dwelling Units	4,163	4,163	8,326	136	277	413	306	195	501
Non-Residential										
Shopping Center (820)	1000 SF	3,252	3,251	6,503	92	56	148	98	107	205
Supermarket (850)	1000 SF	1,729	1,729	3,458	59	41	100	165	165	330
Restaurant (932)	1000 SF	1,233	1,233	2,466	121	99	220	127	81	208
Office (712)	1000 SF	29	29	58	6	1	7	3	6	9
Services (assume bank) (912)	1000 SF	577	577	1,154	66	48	114	121	121	242
Government Office Building (730)	1000 SF	57	57	113	13	4	17	2	7	9
Gross Trips Generated		17,167	17,165	34,332	745	1,279	2,024	1,633	1,188	2,821
Internal Trip Capture		1,171	1,171	2,342	134	128	262	261	261	522
Alternative Mode		3,400	3,400	6,800	122	230	352	275	185	460
Net Trips Generated		27,065	13,534	13,534	489	922	1,411	1,097	742	1,839

Table 16 below details the traffic volumes in each scenario. The growth rate was only applied to the existing collected volumes at the intersection. The growth rate was not applied to the traffic volumes added by the developments.

Table 16: Traffic Volumes for Scenario Modeling		
Phase #	**Scenario Name**	**Traffic Volumes Added**
-	Existing (2024)	2024 Collected Traffic Volumes + Trips from Adjacent DRI's
Phase 1	No-Build (2029)	2024 Collected Traffic Volumes + 5 Years Growth + Trips from Adjacent DRI's
	Build (2029)	No-Build (2029) + Phase 1 Site Trips
Phase 2	No-Build (2031)	2024 Collected Traffic Volumes + 7 Years Growth + Trips from Adjacent DRI's
	Build (2031)	No-Build (2031) + Phases 1 & 2 Site Trips
Phase 3	No-Build (2032)	2024 Collected Traffic Volumes + 8 Years Growth + Trips from Adjacent DRI's
	Build (2032)	No-Build (2032) + Phases 1, 2, & 3 Site Trips
Phase 4	No-Build (2033)	2024 Collected Traffic Volumes + 9 Years Growth + Trips from Adjacent DRI's
	Build (2033)	No-Build (2033) + Phases 1, 2, 3, & 4 Site Trips
Phase 5	No-Build (2034)	2024 Collected Traffic Volumes + 10 Years Growth + Trips from Adjacent DRI's
	Build (2034)	No-Build (2034) + Phases 1, 2, 3, 4 & 5 Site Trips
Phase 6	No-Build (2035)	2024 Collected Traffic Volumes + 11 Years Growth + Trips from Adjacent DRI's
	Build (2035)	No-Build (2035) + Phases 1, 2, 3, 4, 5 & 6 Site Trips
Phase 7	No-Build (2037)	2024 Collected Traffic Volumes + 13 Years Growth + Trips from Adjacent DRI's
	Build (2037)	No-Build (2037) + Phases 1, 2, 3, 4, 5, 6 & 7 Site Trips

Mode split

As no transit routes are present in the study area, trips generated from the proposed development will not be finished using transit service. Therefore, no transit reduction will be applied to the trips generated. But the development is planned to have a multi-use trail alongside the internal roadways for pedestrians, bicycles, and golf carts, which will help residential developments to access the non-residential land uses proposed in the development, thereby reducing the need for off-site trips. The development also has commercial pockets and extensive residential amenities within the neighborhood and will have direct pedestrian, bicycle, and golf cart access to encourage multi-modal use. An alternative mode reduction of 20% will be applied starting Phase 5, as the mixed-use developments will be constructed under Phase 4.

Trip Distribution and Assignment

The trips generated from the proposed development were distributed on the roadway network in the vicinity of the development. The distribution is based on historical counts and observed traffic patterns in the area. The overall site trip distribution is shown in **Figure 5**.

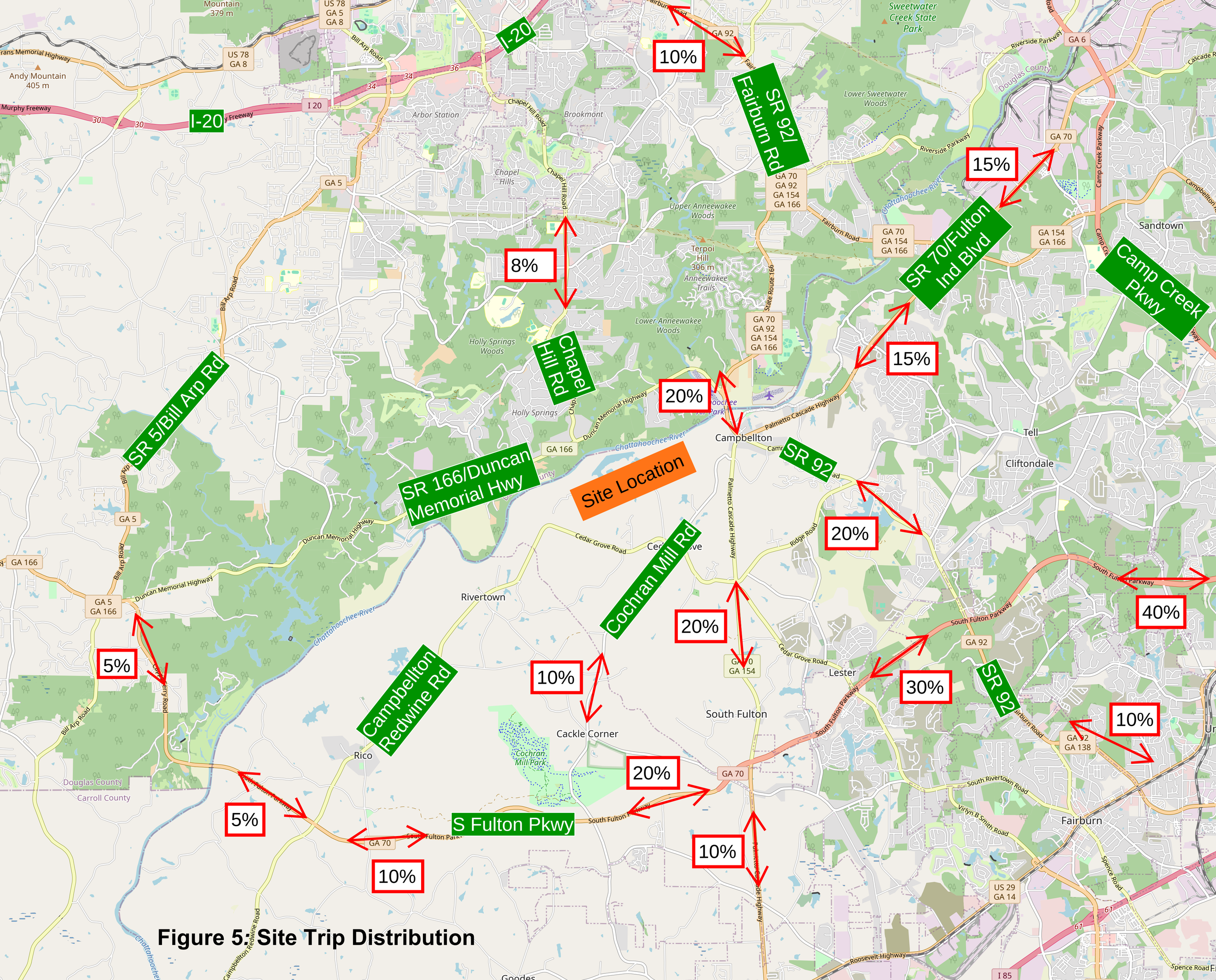


Figure 5: Site Trip Distribution

FUTURE CONDITIONS – PHASE 1 (2029)

Future No Build Traffic Volumes (2029)

The future 2029 background traffic volumes were calculated by applying the annual exponential growth rate (1.4%) over five years to the existing background traffic volumes and adding the trips generated from the adjacent DRI's. The future 2029 no-build traffic volumes are shown in **Figure 6**.

Future No Build Level of Service (2029)

For the future no-build analysis, it was assumed that the existing intersection controls and roadway geometry would remain unchanged, including the cycle lengths. Recommended intersection improvements identified under existing conditions were not considered for the no-build phases of this report. However, any improvements planned through other DRIs in the study area or through planned projects were included in the no-build analysis. The same methodology discussed previously was used to determine the level of service for the study intersections using the future 2029 no-build traffic volumes. The intersection capacity analysis results for no-build Phase 1 (2029) are summarized in **Table 17** and detailed Synchro results are attached in **Appendix E**.

Table 17: Future No-Build Phase 1 (2029) Level of Service				
Intersection	**Intersection Control**	**Approach**	**AM-Peak Delay (LOS)**	**PM-Peak Delay (LOS)**
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0 (A)	10.2 (B)
		Westbound	9.9 (A)	10.3 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	10.2 (B)	10.6 (B)
		Westbound	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	TWSC	Northbound	32.2 (D)	53.2 (F)
		Southbound	21.8 (C)	34.7 (D)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	8.7 (A)	8.6 (A)
		Southbound	0 (A)	9.7 (A)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	8.6 (A)	8.8 (A)
		Southbound	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	AWSC	Northbound	7.5 (A)	7.2 (A)
		Southbound	7.5 (A)	7.2 (A)
		Eastbound	8 (A)	7.8 (A)
		Westbound	7.7 (A)	7.6 (A)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	TWSC	Eastbound	23.2 (C)	29.1 (D)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound	46.4 (D)	58.0 (E)
		Southbound	32.4 (C)	27.4 (C)
		Eastbound	53.3 (D)	55.6 (E)
		Westbound	37.5 (D)	54.2 (D)
		Overall	41.2 (D)	48.5 (D)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	29.3 (C)	18.1 (B)
		Southbound	9.7 (A)	37.5 (D)
		Eastbound	23.7 (C)	20.2 (C)
		Westbound	21.5 (C)	20.9 (C)
		Overall	22.8 (C)	31.3 (C)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound	30.6 (C)	21.6 (C)
		Southbound	22.3 (C)	23.3 (C)
		Eastbound	33.3 (C)	34 (C)
		Westbound	37.9 (D)	45.2 (D)
		Overall	31.7 (C)	30.3 (C)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	25.9 (C)	27.6 (C)
		Southbound	19.9 (B)	30.3 (C)
		Eastbound	30.6 (C)	32.4 (C)
		Westbound	41.7 (D)	51.9 (D)
		Overall	25.1 (C)	32.7 (C)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	27.7 (C)	27.7 (C)
		Southbound	28.9 (C)	29 (C)
		Eastbound	8.8 (A)	7.8 (A)
		Westbound	0.7 (A)	0.9 (A)
		Overall	5.7 (A)	4.7 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	52.9 (D)	45.2 (D)
		Southbound	23.3 (C)	32.1 (C)
		Eastbound	33.9 (C)	23.9 (C)
		Westbound	29.5 (C)	21.5 (C)
		Overall	33.8 (C)	30.3 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	100.6 (F)	106 (F)
		Southbound	29.2 (C)	18.7 (B)
		Eastbound	31.2 (C)	49.8 (D)
		Westbound	22.2 (C)	58.6 (E)
		Overall	35 (C)	56.4 (E)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	15.9 (B)	10.7 (B)
		Eastbound	1.4 (A)	0.9 (A)
		Westbound	50.6 (D)	34 (C)
		Overall	11.6 (B)	8 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	3.7 (A)	21.2 (C)
		Southbound	2.7 (A)	14.9 (B)
		Eastbound	75.9 (E)	30.4 (C)
		Westbound	79.5 (E)	29.1 (C)
		Overall	5.5 (A)	19.9 (B)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	1.5 (A)	8.4 (A)
		Southbound	1.3 (A)	6.7 (A)
		Eastbound	53.8 (D)	31.6 (C)
		Westbound	52.4 (D)	29.4 (C)
		Overall	2.2 (A)	8.3 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	4.6 (A)	17 (B)
		Southbound	0.4 (A)	30.1 (C)
		Eastbound	50.5 (D)	32 (C)
		Westbound	54.8 (D)	34.3 (C)
		Overall	3.5 (A)	22.3 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.9 (A)	19.8 (B)
		Southbound	2.4 (A)	7 (A)
		Eastbound	65.7 (E)	36.7 (D)
		Westbound	69.5 (E)	33.3 (C)
		Overall	4.8 (A)	16.3 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	1.4 (A)	18 (B)
		Southbound	11.1 (B)	10.3 (B)
		Eastbound	36.5 (D)	30.9 (C)
		Westbound	40.2 (D)	37 (D)
		Overall	6.9 (A)	16 (B)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	5.8 (A)	20.5 (C)
		Southbound	3.1 (A)	8.6 (A)
		Eastbound	52.2 (D)	37.6 (D)
		Overall	7.5 (A)	16 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	9 (A)	7.7 (A)
		Southbound	13 (B)	22.1 (C)
		Westbound	47.2 (D)	36.6 (D)
		Overall	24.9 (C)	17.2 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	19.7 (C)	43.1 (E)

[illegible]	[illegible]	Southbound	17.6 (C)	20.3 (C)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	18 (C)	29.3 (D)
		Southbound	15.7 (C)	14.9 (B)
25: SR 70/S Fulton Pkwy & Rivertown Rd	TWSC	Northbound	+ (F)	+ (F)
		Southbound	+ (F)	+ (F)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound	21.1 (C)	17.2 (B)
		Southbound	19.2 (B)	17.1 (B)
		Eastbound	60.6 (E)	55.9 (E)
		Westbound	62.4 (E)	63.7 (E)
		Overall	45.1 (D)	38.4 (D)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	213.5 (F)	100 (F)
		Southbound	83.3 (F)	65.2 (E)
		Eastbound	40.2 (D)	27 (C)
		Westbound	12.7 (B)	28.8 (C)
		Overall	73.6 (E)	50.7 (D)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound	39.3 (D)	37.8 (D)
		Southbound	29.1 (C)	33.2 (C)
		Eastbound	44 (D)	52.4 (D)
		Westbound	47.9 (D)	204.1 (F)
		Overall	39.6 (D)	91.2 (F)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound	46.6 (D)	71.7 (E)
		Southbound	328.6 (F)	389.2 (F)
		Eastbound	21.4 (C)	25.2 (C)
		Westbound	28.4 (C)	17.4 (B)
		Overall	83.5 (F)	77.9 (E)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	45.9 (D)	58.3 (E)
		Southbound	73 (E)	62.9 (E)
		Eastbound	23.2 (C)	24.6 (C)
		Westbound	17.9 (B)	31.3 (C)
		Overall	26.5 (C)	32.5 (C)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	TWSC	Eastbound	20.4 (C)	30.3 (D)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	TWSC	Eastbound	16.3 (C)	288.4 (F)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound	97.7 (F)	7.5 (A)
		Southbound	8.1 (A)	14.5 (B)
		Eastbound	14.2 (B)	7.2 (A)
		Westbound	6.5 (A)	8.8 (A)
		Overall	28.7 (D)	9.4 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	38.7 (E)	43.9 (E)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	13.9 (B)	13.2 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	TWSC	Southbound	201.9 (F)	159.1 (F)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	49.5 (D)	36.2 (D)
		Southbound	32.5 (C)	31.3 (C)
		Eastbound	30.7 (C)	34 (C)
		Westbound	55.2 (E)	46.5 (D)
		Overall	42.1 (D)	36.2 (D)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound	37.3 (D)	24.2 (C)
		Southbound	49.5 (D)	25.6 (C)
		Eastbound	62.8 (E)	78 (E)
		Westbound	44.4 (D)	65.4 (E)
		Overall	46.1 (D)	37.3 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	10.7 (B)	15.5 (C)
		Northbound	8.4 (A)	26.3 (D)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound	9.4 (A)	10.3 (B)
		Southbound	10.2 (B)	48.7 (D)
		Eastbound	1.2 (A)	1 (A)
		Westbound	1.1 (A)	1.4 (A)
		Overall	3 (A)	12 (B)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound	17.6 (B)	19.3 (B)
		Southbound	28.8 (C)	28.2 (C)
		Eastbound	23.8 (C)	17.4 (B)
		Westbound	22.6 (C)	23.0 (C)
		Overall	25.3 (C)	22.4 (C)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Eastbound	20.3 (C)	28.6 (D)
		Westbound	15 (B)	37.1 (E)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound	39.4 (E)	23.4 (C)
		Westbound	33.4 (D)	51.6 (F)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	7.3 (A)	7.2 (A)
		Southbound	6.6 (A)	8.5 (A)
		Eastbound	5.3 (A)	6 (A)
		Westbound	5.9 (A)	5.3 (A)
		Overall	6.8 (A)	7.7 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound	4.1 (A)	7.4 (A)
		Southbound	16.2 (C)	19.7 (C)
		Eastbound	52 (F)	12.9 (B)
		Overall	26.4 (D)	11.9 (B)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	36.4 (D)	58.6 (E)
		Southbound	55.2 (E)	23.1 (C)
		Eastbound	22 (C)	32 (C)
		Westbound	36.6 (D)	41.9 (D)
		Overall	41.5 (D)	37.2 (D)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound	30.7 (C)	60.4 (E)
		Southbound	42.4 (D)	18.5 (B)
		Westbound	53.4 (D)	162.1 (F)
		Overall	39.9 (D)	50.2 (D)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound	33 (C)	22.1 (C)
		Southbound	45.6 (D)	121.2 (F)
		Eastbound	319.1 (F)	420.8 (F)
		Westbound	32.9 (C)	53.9 (D)
		Overall	115 (F)	102.1 (F)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	9.8 (A)	0 (A)
		Southbound	10.5 (B)	11.4 (B)
51: Hutchesons Ferry Rd & Cochran Mill Rd	TWSC	Southbound	11.2 (B)	12.1 (B)

52: Cochran Mill Rd & Wilkerson Mill Rd	TWSC	Westbound	9.2 (A)	9.4 (A)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	7 (A)	7.2 (A)
		Southbound	7.8 (A)	7.3 (A)
		Eastbound	7.3 (A)	6.9 (A)
		Westbound	7.2 (A)	7 (A)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	30 (C)	29.2 (C)
		Southbound	32.9 (C)	24 (C)
		Eastbound	16.9 (B)	8.8 (A)
		Westbound	10.5 (B)	12.4 (B)
		Overall	16.6 (B)	13.4 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	44.6 (D)	21.9 (C)
		Southbound	50.6 (D)	31.6 (C)
		Eastbound	28.4 (C)	24.9 (C)
		Westbound	25 (C)	6.5 (A)
		Overall	32.8 (C)	19.1 (B)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	28.4 (C)	37.2 (D)
		Southbound	39.7 (D)	50.8 (D)
		Eastbound	44.9 (D)	46.8 (D)
		Westbound	48.8 (D)	48.3 (D)
		Overall	37.6 (D)	43.7 (D)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	663.3 (F)	229.2 (F)
		Southbound	261.2 (F)	169.6 (F)
		Eastbound	21.9 (C)	18.8 (B)
		Westbound	28.7 (C)	22.3 (C)
		Overall	127.4 (F)	44.1 (D)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	7.1 (A)	8.3 (A)
		Southbound	13.7 (B)	11.6 (B)
		Eastbound	35.8 (D)	44.7 (D)
		Overall	11.1 (B)	10.4 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	38.1 (D)	46.9 (D)
		Southbound	35.1 (D)	35.2 (D)
		Eastbound	37.5 (D)	46 (D)
		Westbound	24.2 (C)	65.4 (E)
		Overall	36.1 (D)	43.4 (D)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	6.2 (A)	5.3 (A)
		Southbound	7.7 (A)	10.5 (B)
		Eastbound	10.9 (B)	14.2 (B)
		Westbound	10.2 (B)	13.1 (B)
		Overall	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	43.3 (D)	54 (D)
		Southbound	0 (A)	0 (A)
		Eastbound	20.7 (C)	20 (B)
		Westbound	6.8 (A)	6.4 (A)
		Overall	19.3 (B)	18.5 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	6.6 (A)	7.4 (A)
		Southbound	14.4 (B)	11.2 (B)
		Eastbound	9.8 (A)	9.1 (A)
		Westbound	8.4 (A)	13.4 (B)
		Overall	10.6 (B)	9.8 (A)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	5.7 (A)	6.1 (A)
		Southbound	6.2 (A)	5.7 (A)
		Eastbound	7.4 (A)	6.7 (A)
		Westbound	8.8 (A)	10.1 (B)
		Overall	6.2 (A)	6.2 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	15.6 (C)	11.3 (B)
65: W Stubbs Rd & Butner Rd	AWSC	Northbound	16.5 (C)	18 (C)
		Southbound	53.4 (F)	31.9 (D)
		Eastbound	40.4 (E)	16.9 (C)
		Westbound	16.6 (C)	74.5 (F)

Based on the operational analysis 26 intersections out of the 65 intersections are operating unacceptably in the future no-build scenario. The intersections operating at an unacceptable level of service are listed below;

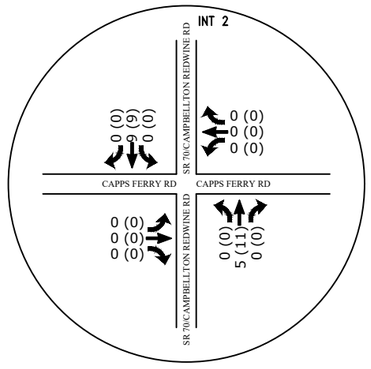
- Campbellton Redwine Rd & S Fulton Pkwy
- SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy
- SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy
- SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr
- Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd
- Rico Rd & SR 70/S Fulton Pkwy
- SR 70/S Fulton Pkwy & Rivertown Rd
- SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy
- S Fulton Pkwy & Cedar Grove Rd
- SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy
- Stonewell Tell Rd & S Fulton Pkwy
- Hunter Rd/Mason Rd & S Fulton Pkwy
- SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp
- SR 166/Duncan Memorial Hwy & Bill Arp Rd
- Capps Ferry Rd & SR 166/Duncan Memorial Hwy
- SR 166/Duncan Memorial Hwy & Chapel Hill Rd
- Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd
- Chapel Hill Rd & Central Church Rd/Bomar Rd
- Cascade Palmetto Hwy & Rivertown Rd
- SR 92 & SR 166/Duncan Memorial Hwy
- SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd
- SR 92/Fairburn Rd & Riverside Pkwy
- SR 92/Fairburn Rd & Anneewakee Rd
- SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd
- Butner Rd & SR 6/Camp Creek Parkway
- W Stubbs Rd & Butner Rd

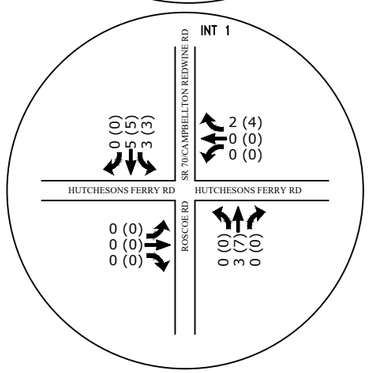
Seventeen out of the twenty-six failing intersections were also failing in the existing year (2024) and are expected to continue failing in the Phase 1 no-build conditions (2029). Improvements will be identified for these intersections to ensure acceptable operation; however, these enhancements will be necessary system improvements that must be implemented regardless of whether the proposed development is built.

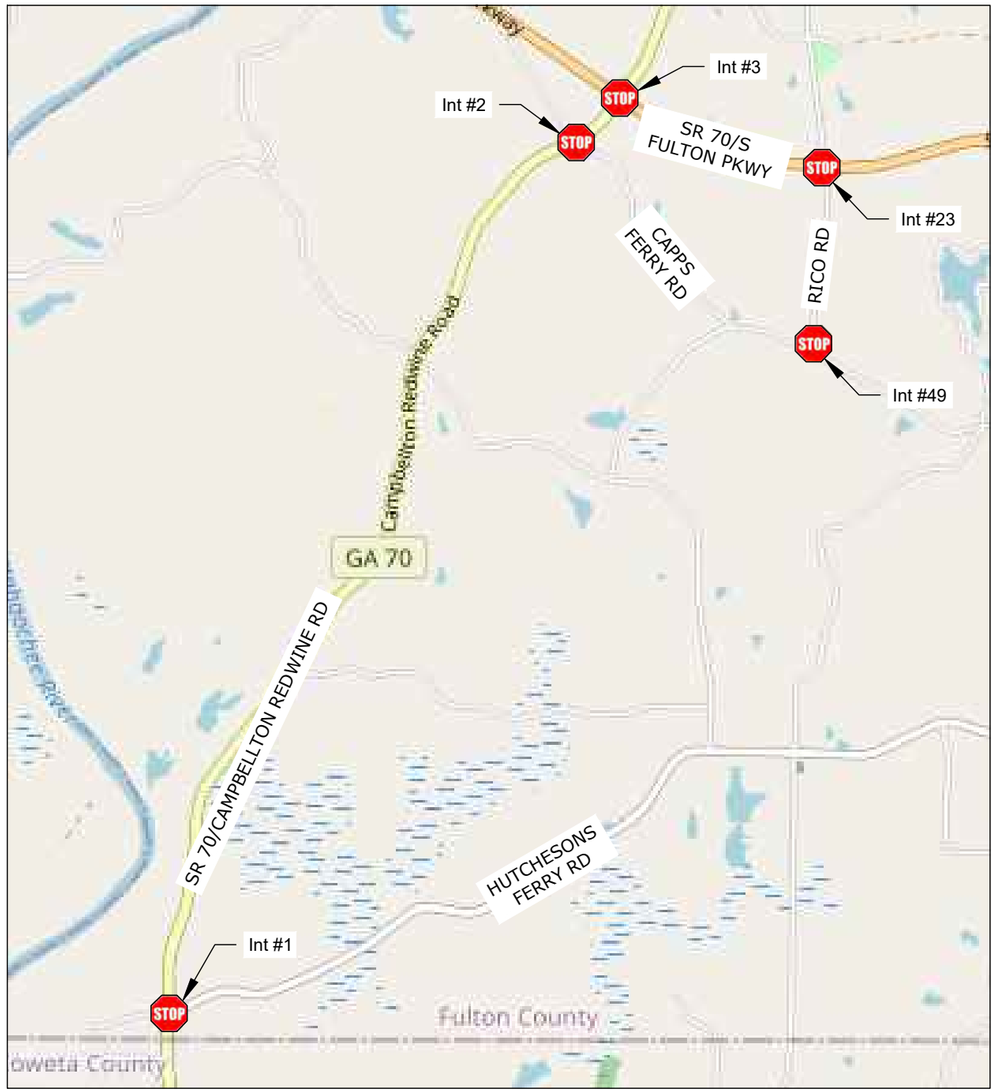
Future Build Traffic Volumes (2029)

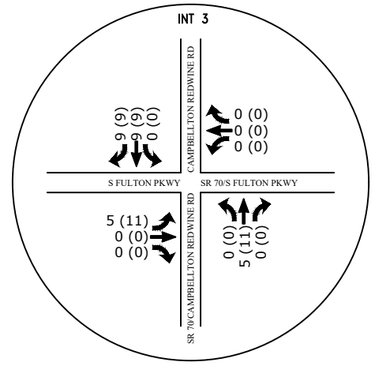
Future build traffic volumes for 2029 were calculated by summing the future 2029 no-build background traffic volumes and the site-generated peak hour volumes, assigned to the study network. The distribution of site-generated peak hour traffic volumes is shown in

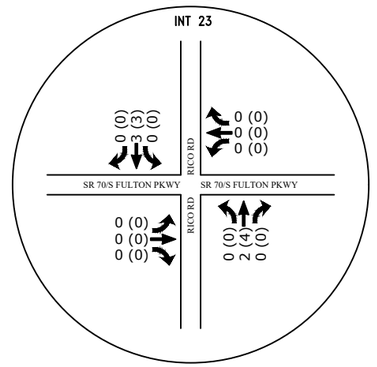
Figure 7 and **Figure 8** shows the future build (2029) traffic volumes.

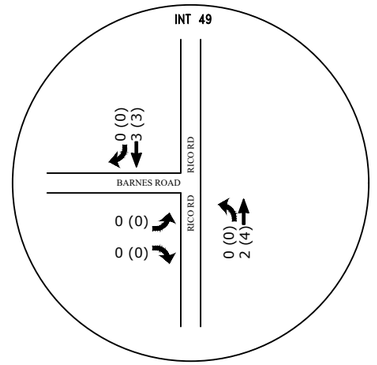












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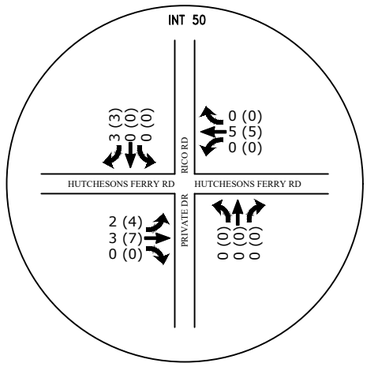
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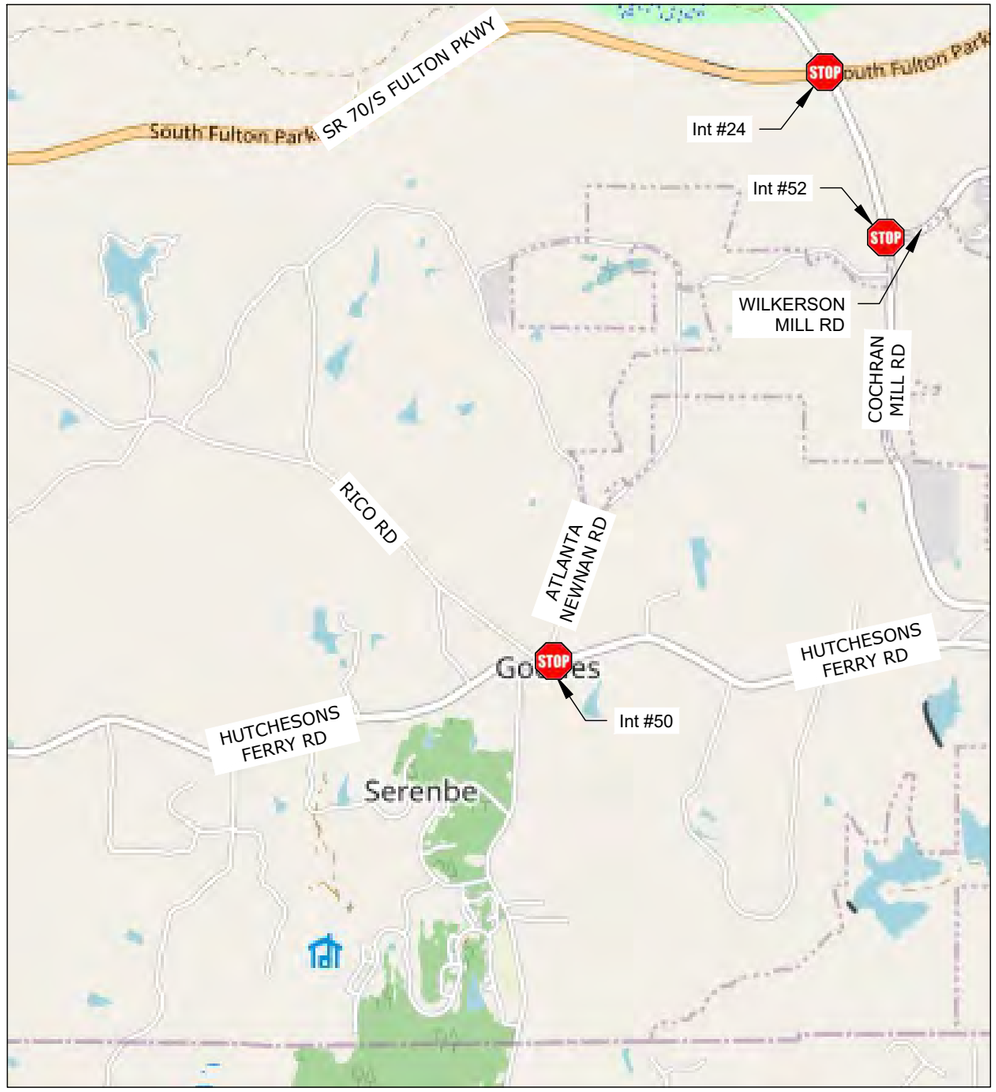
FIGURE 5: PHASE 1 NO BUILD PEAK HOUR VOLUMES (2035)

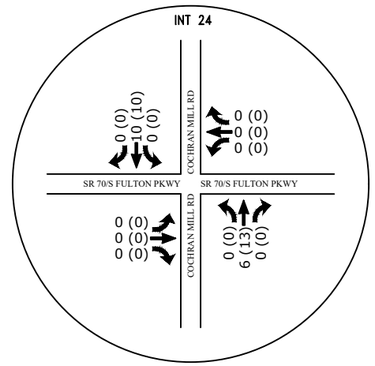
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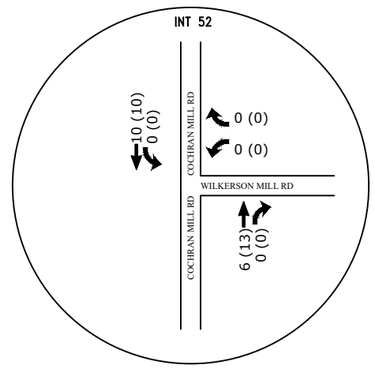
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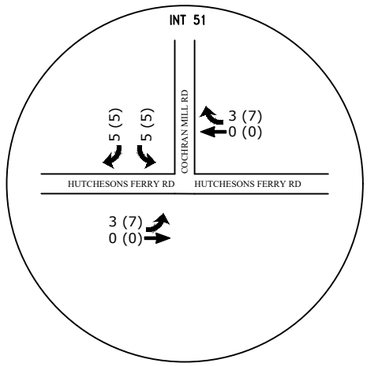
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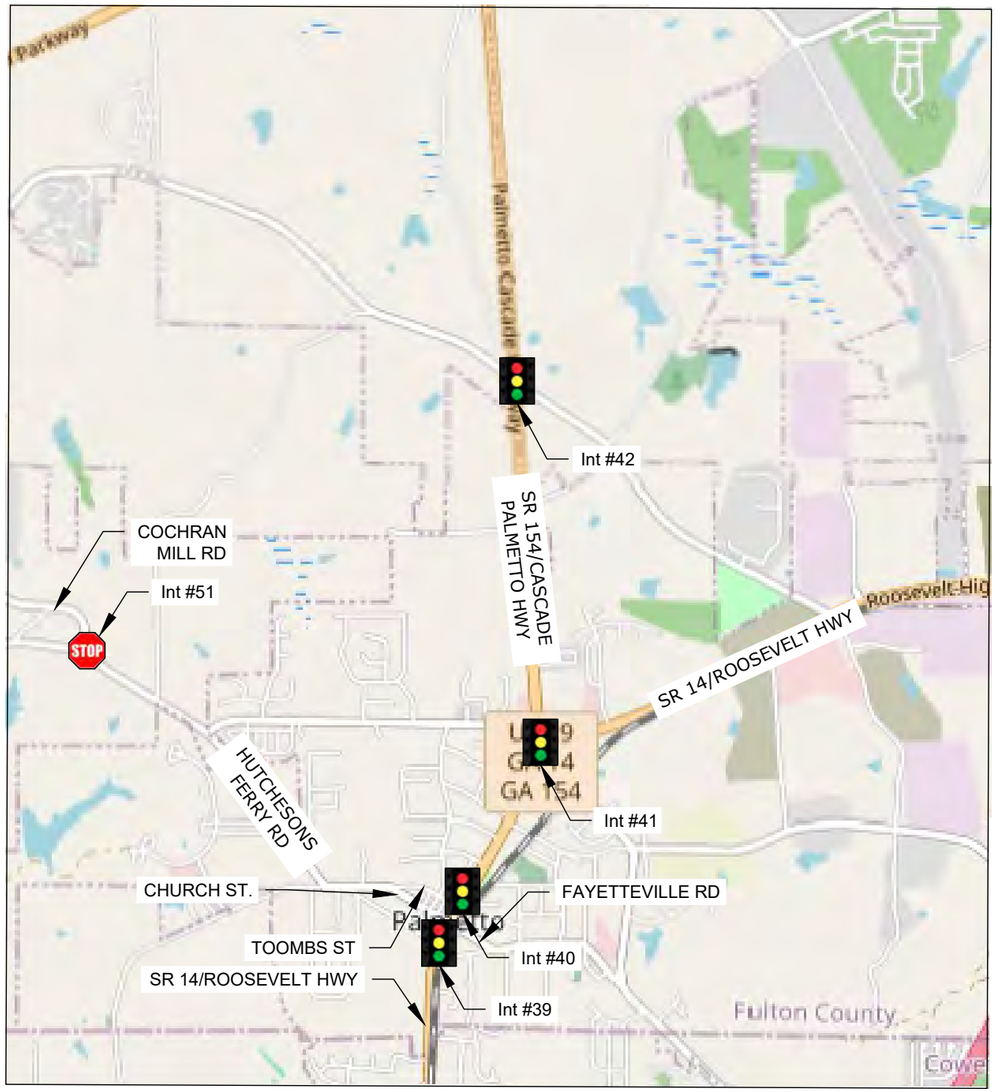
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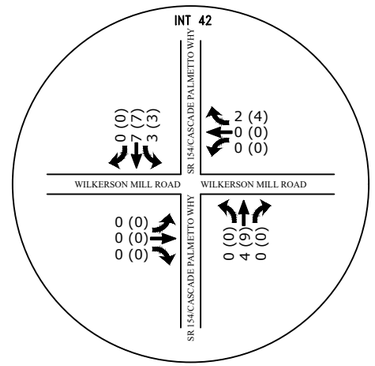
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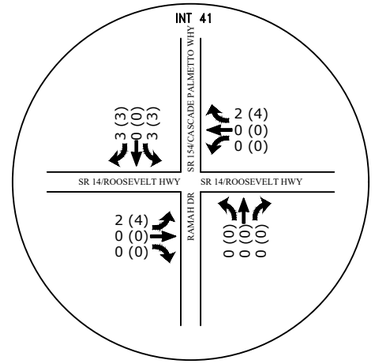
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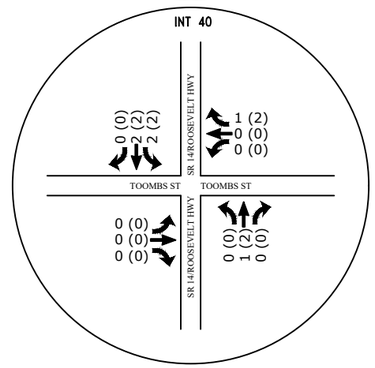
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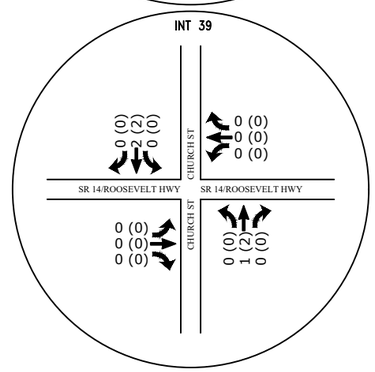












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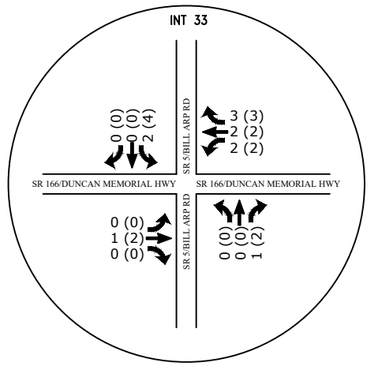
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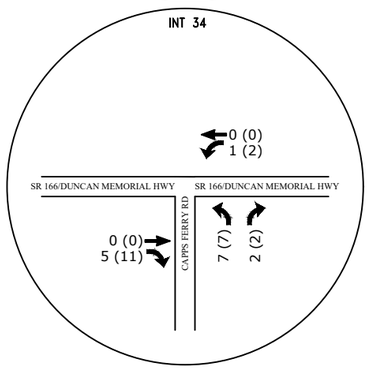
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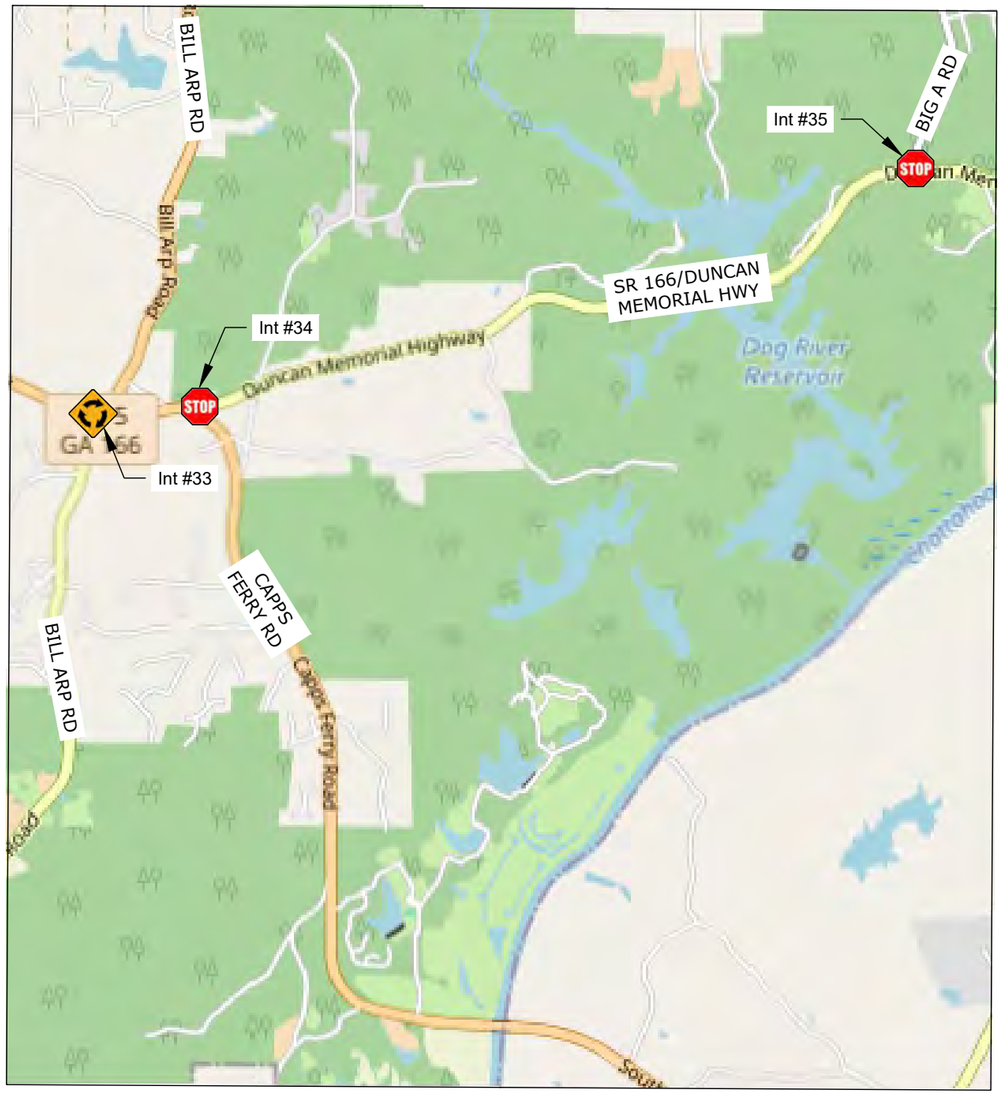
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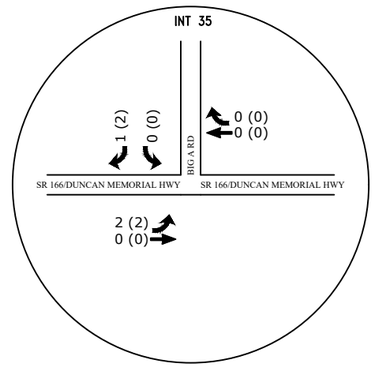
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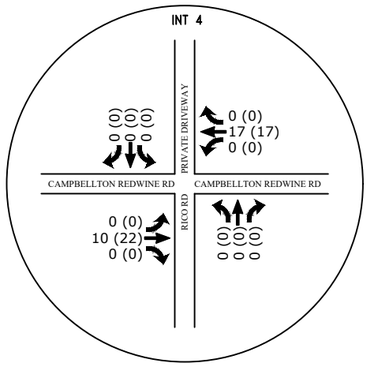
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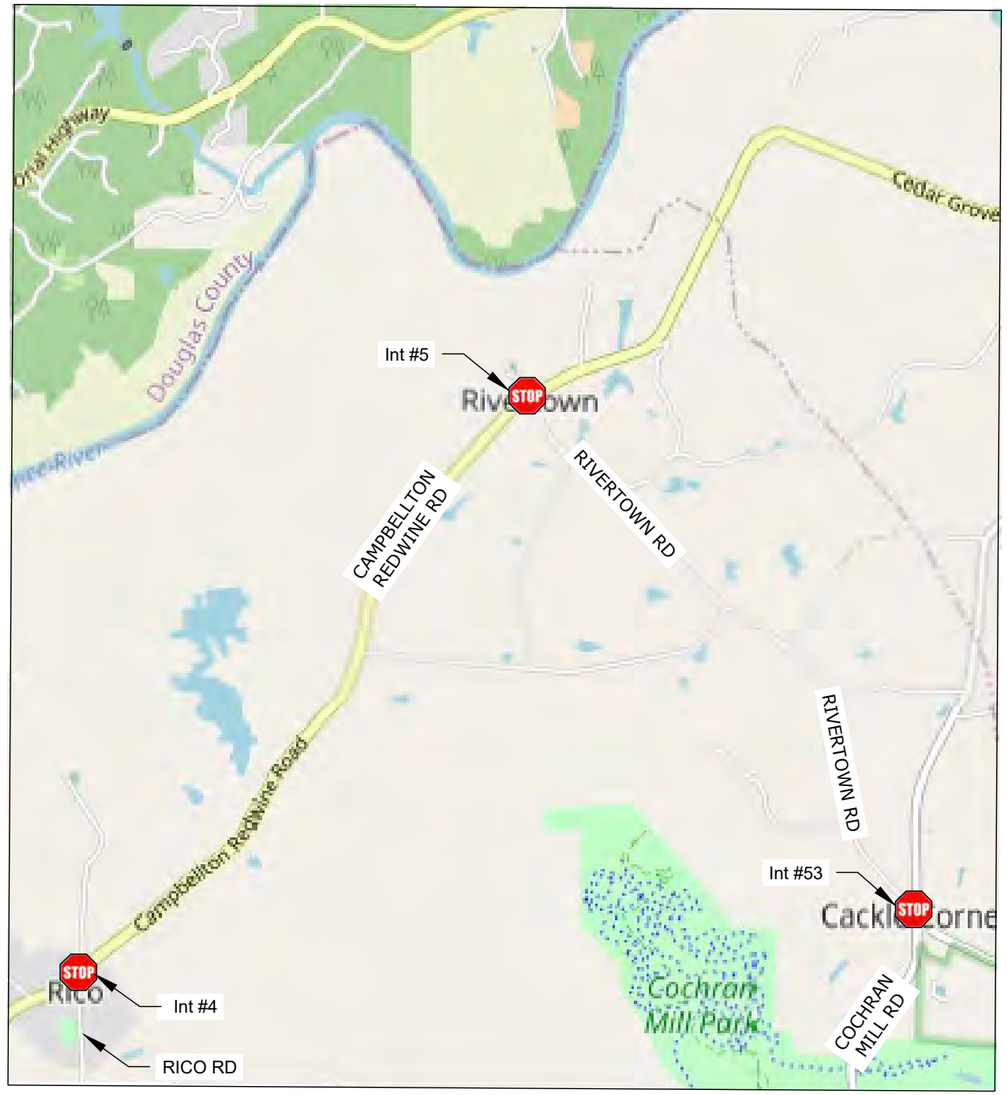
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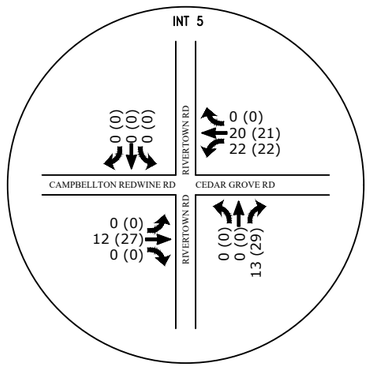
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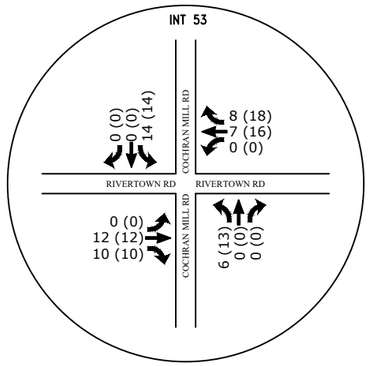
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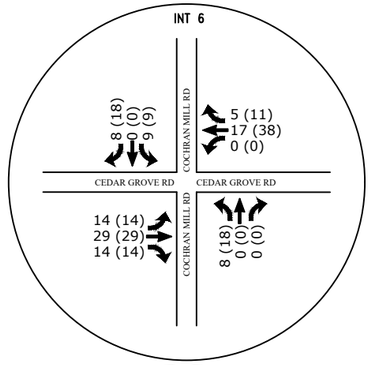
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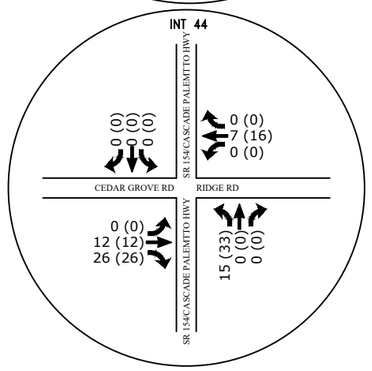
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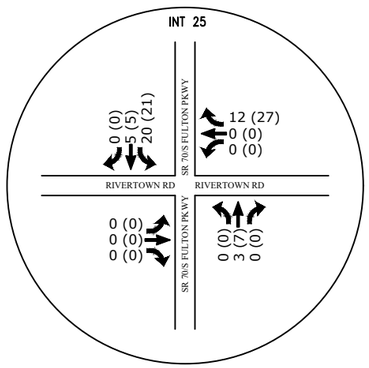
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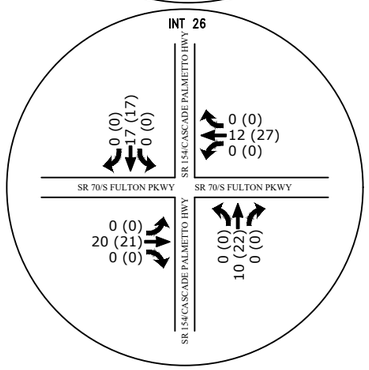
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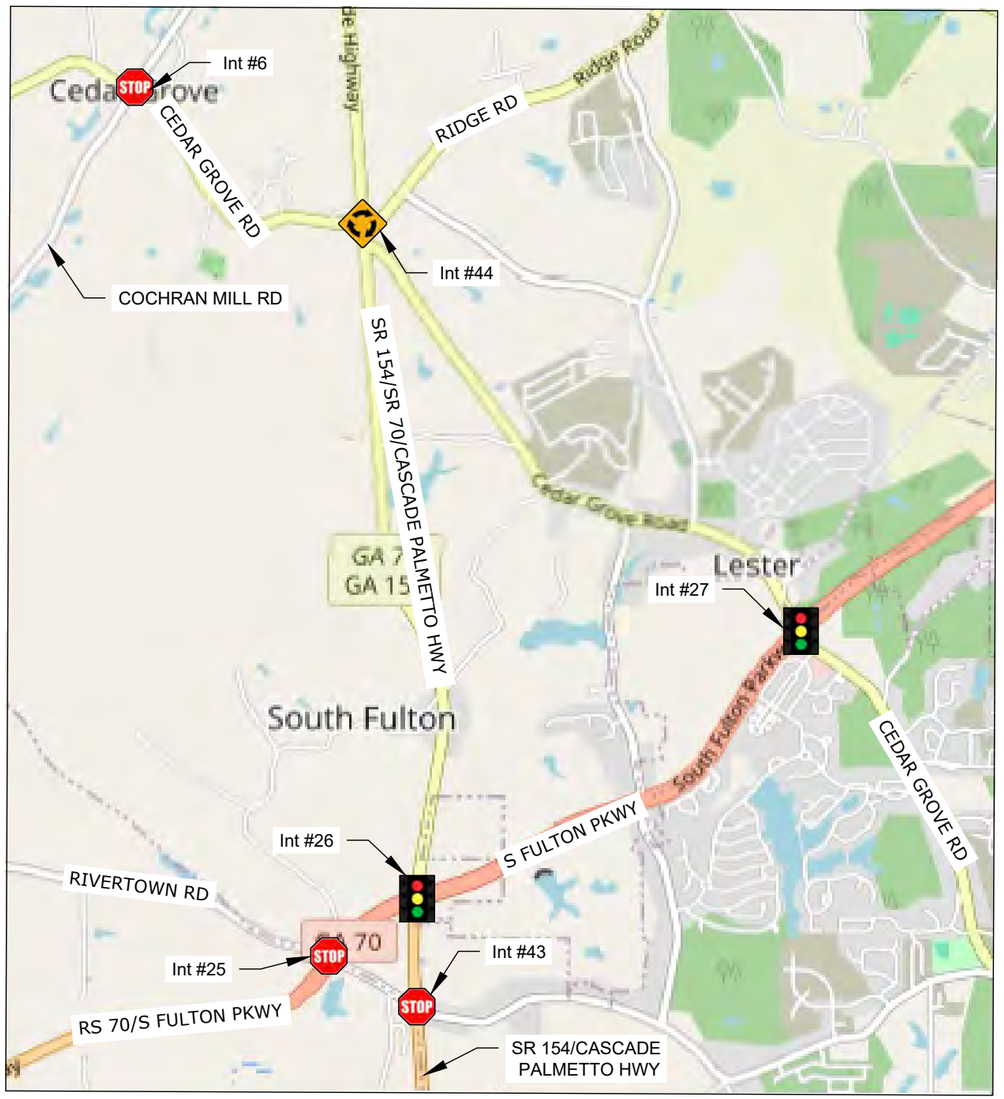
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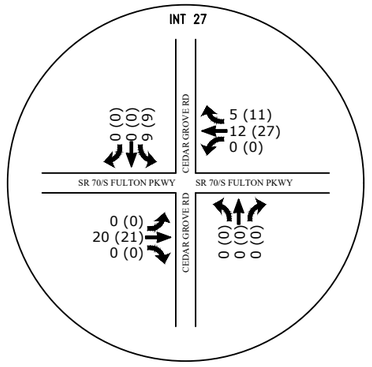


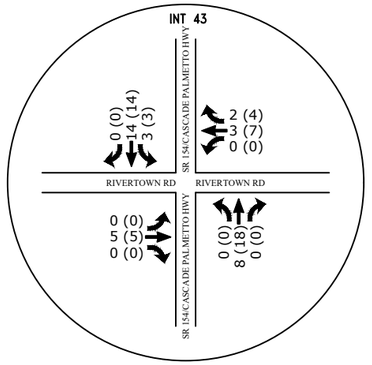












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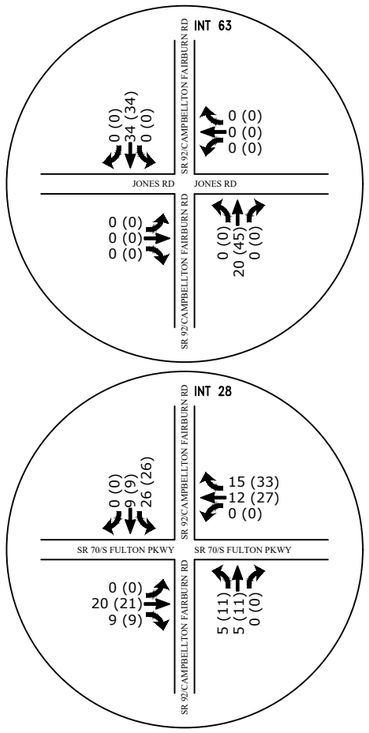
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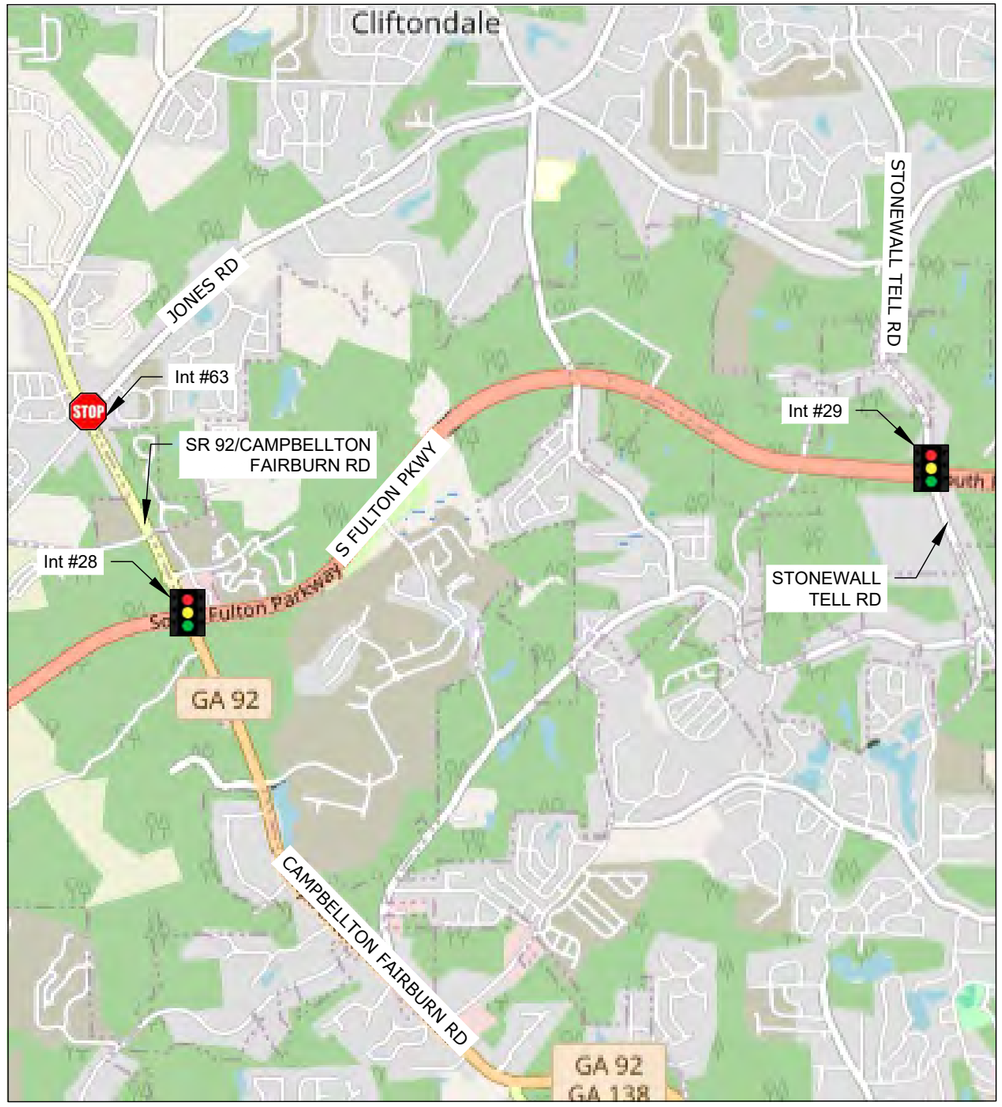
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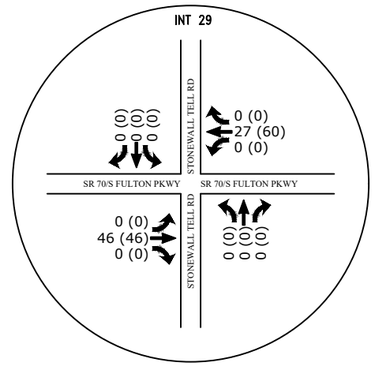
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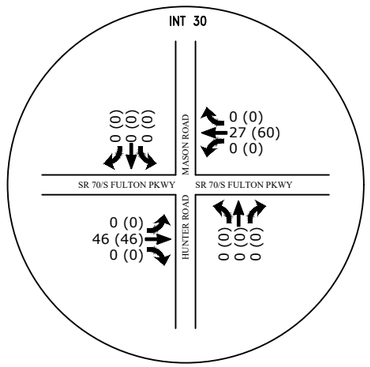
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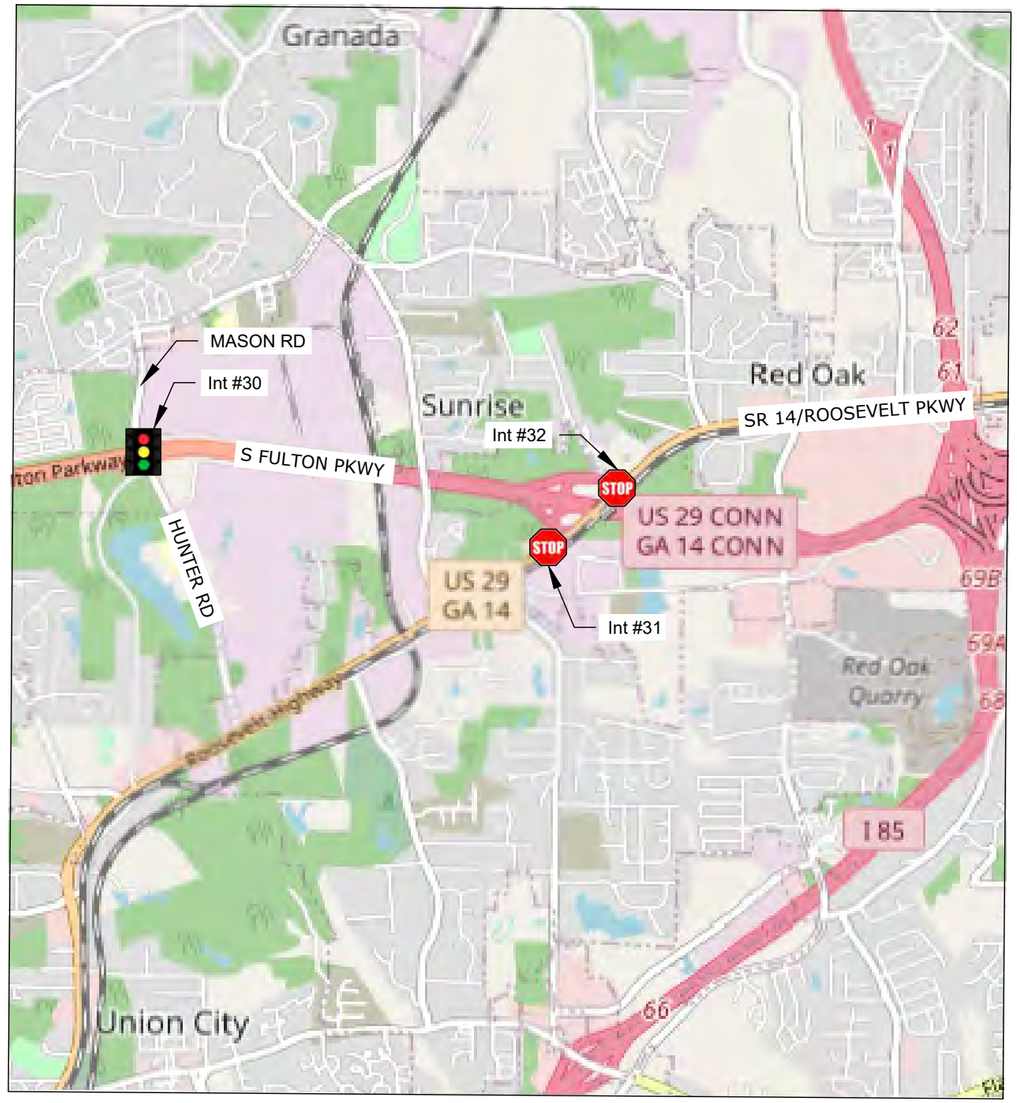
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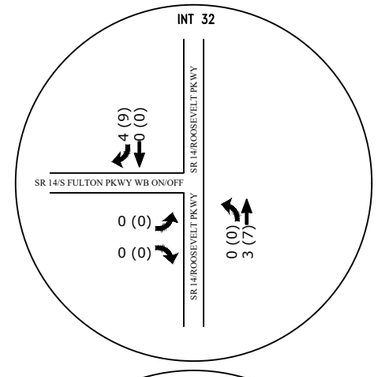
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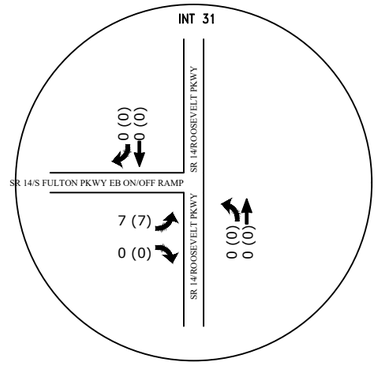
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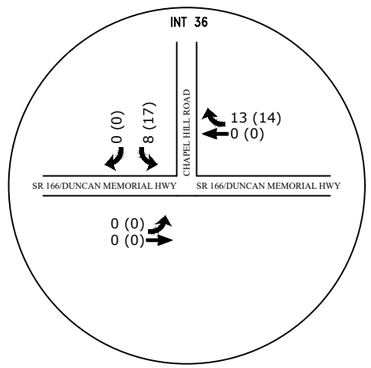
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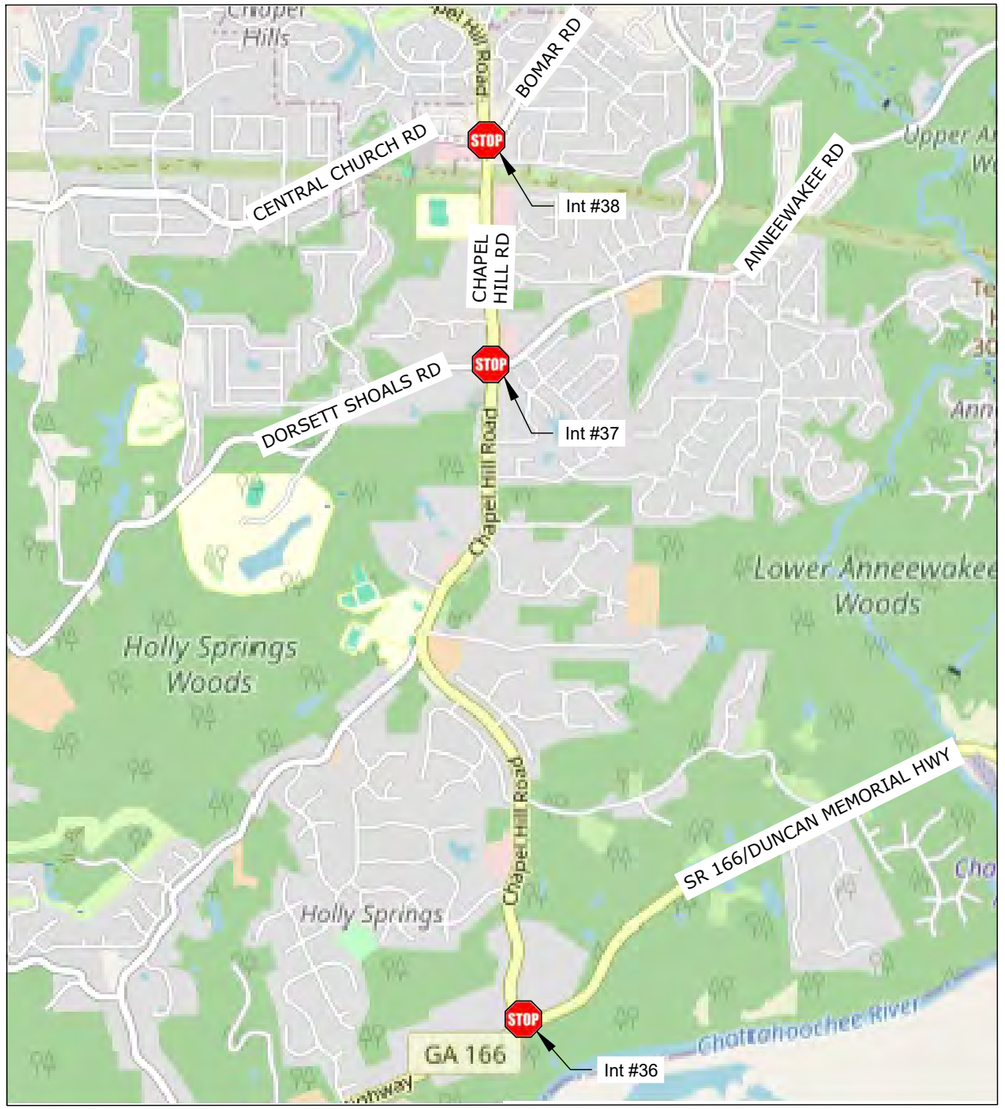
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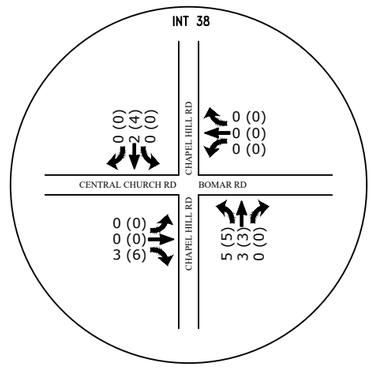
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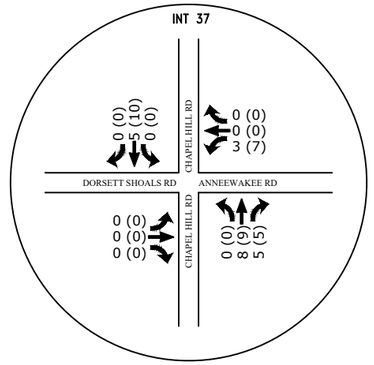
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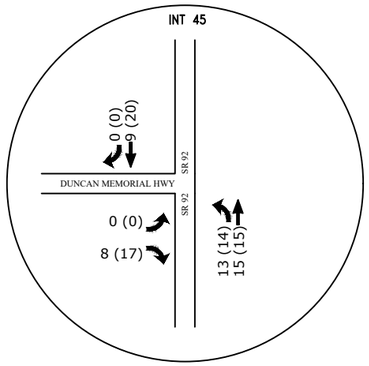
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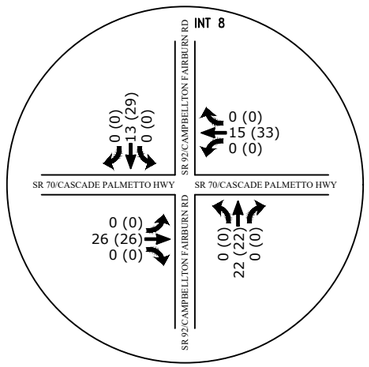
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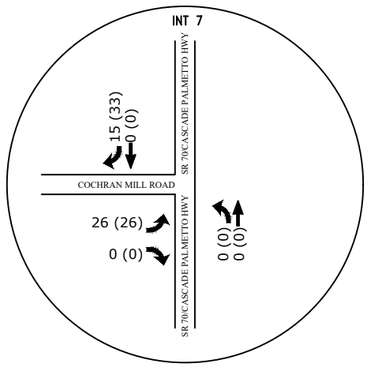
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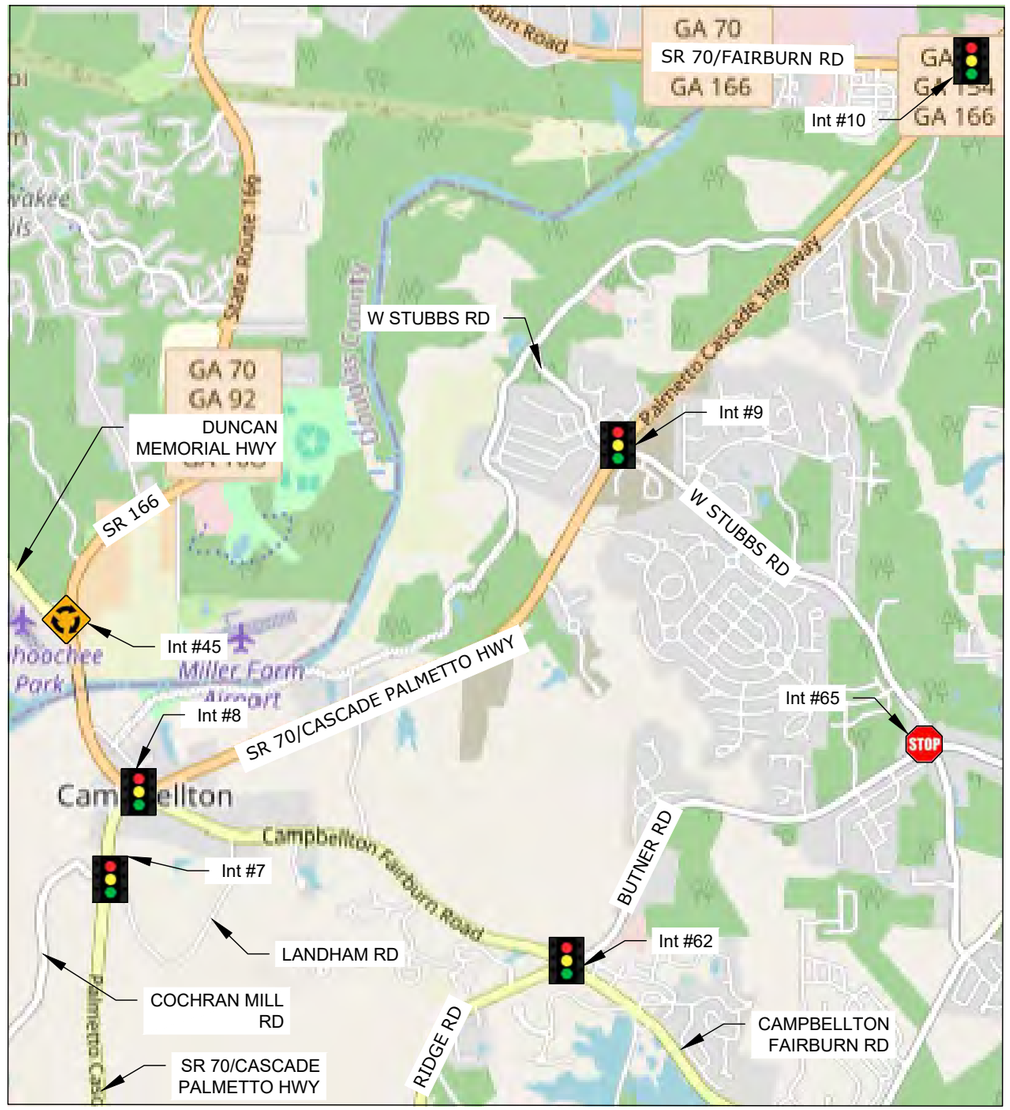
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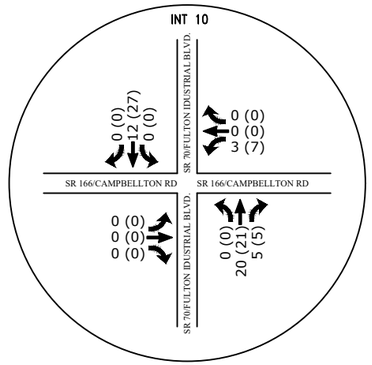
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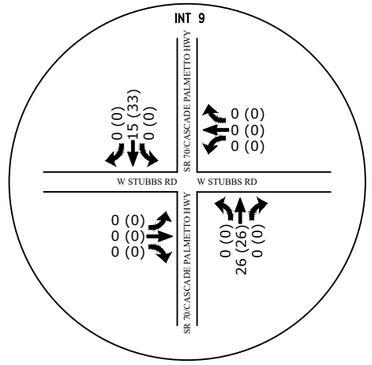


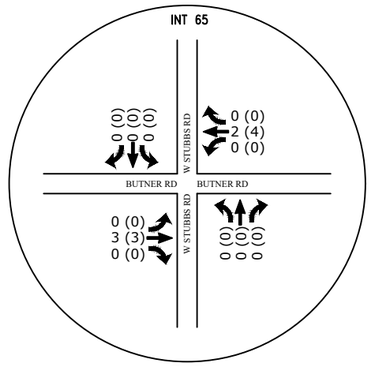


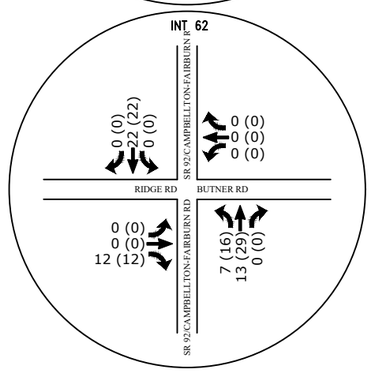












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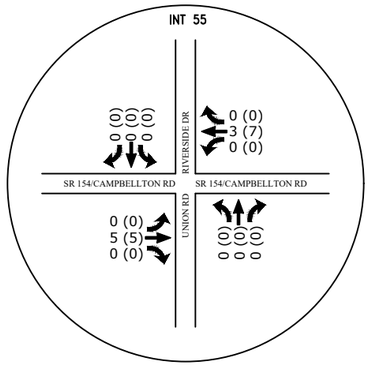
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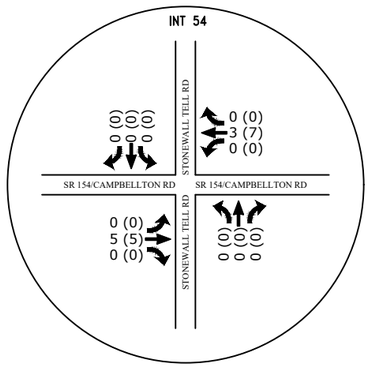
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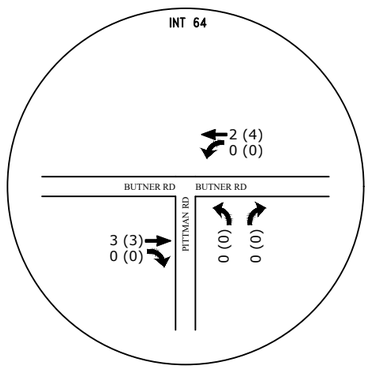
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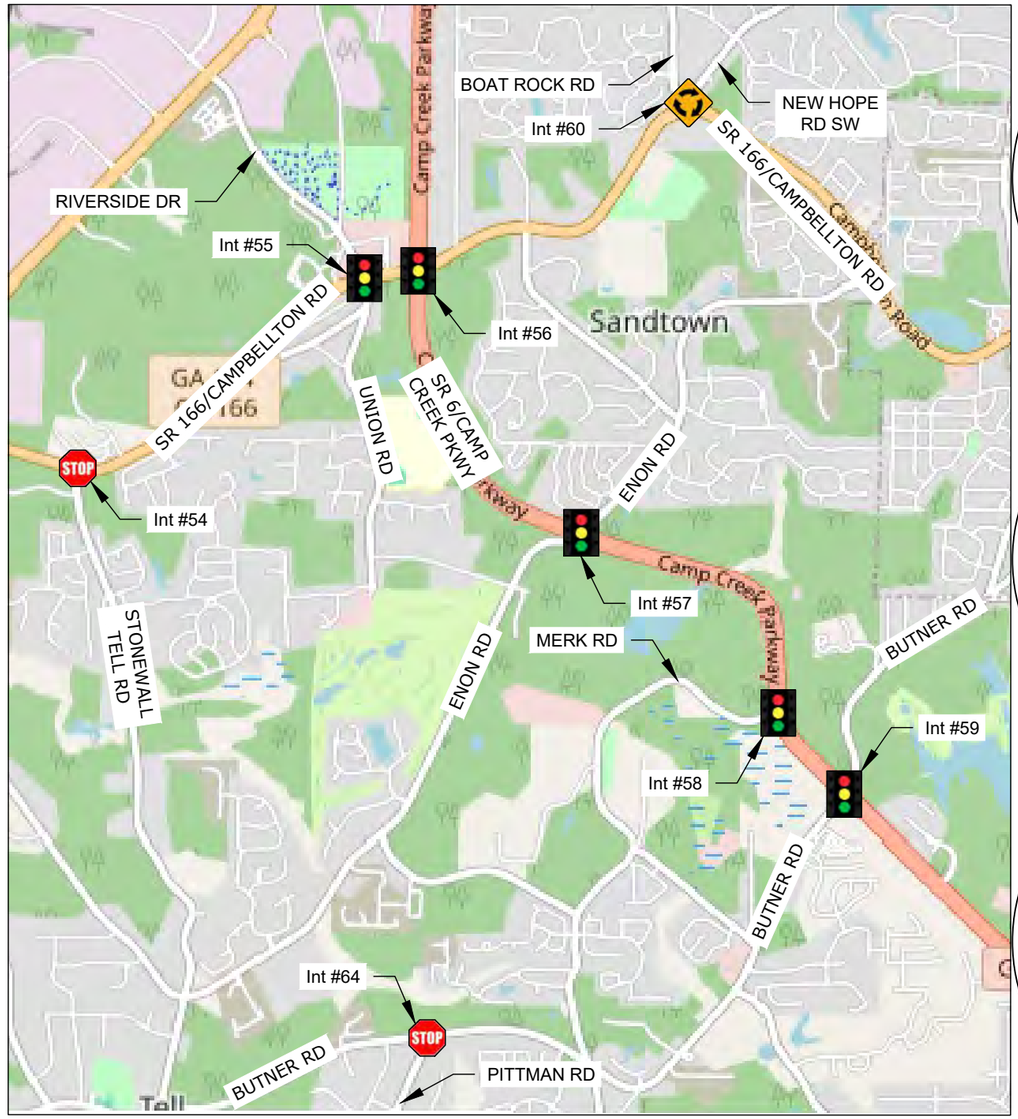
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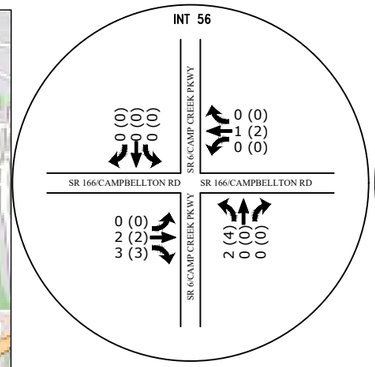
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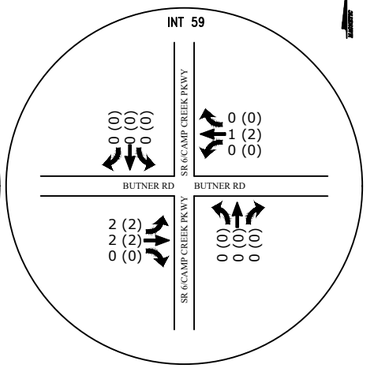


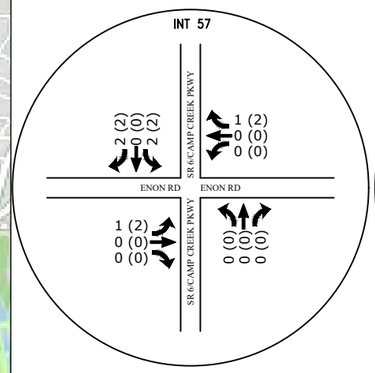


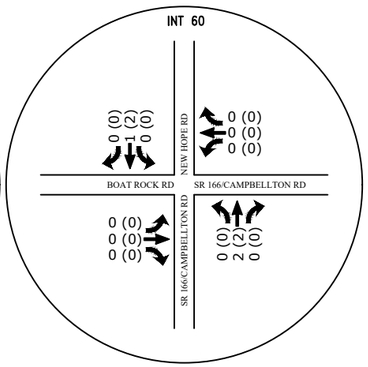


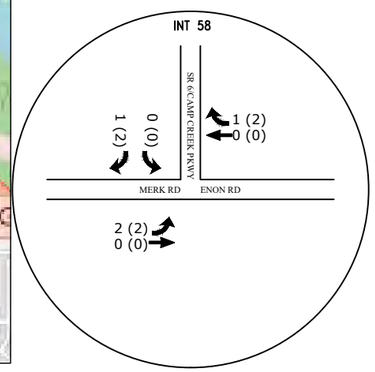












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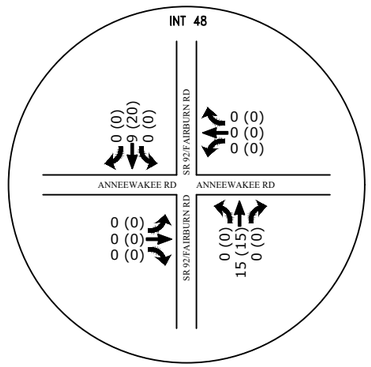
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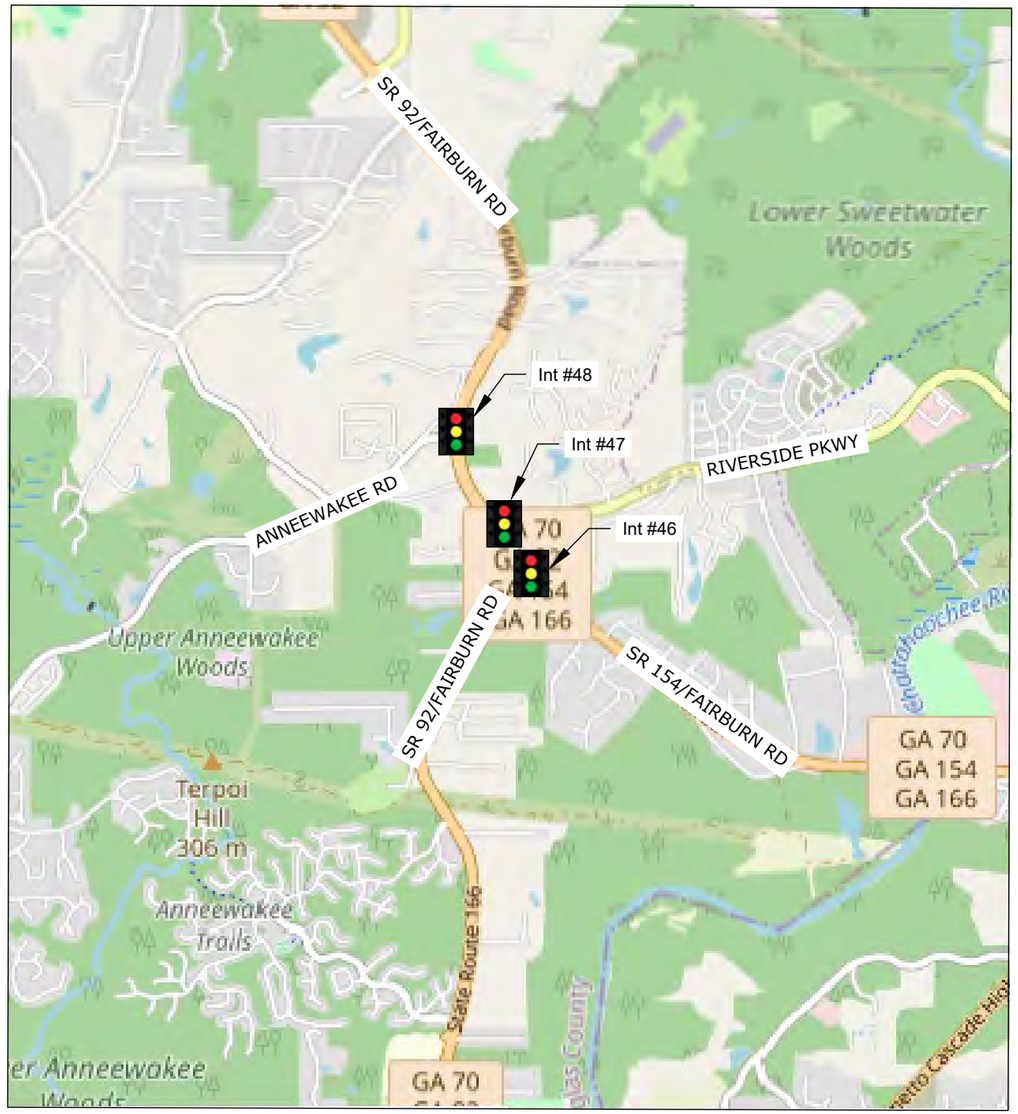
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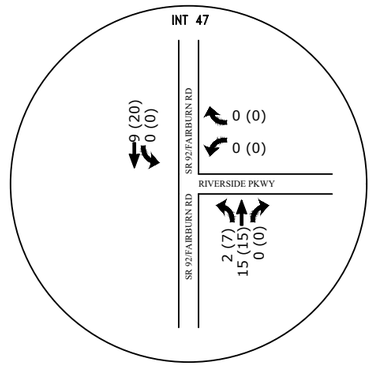
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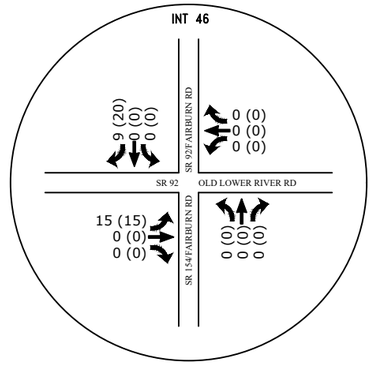
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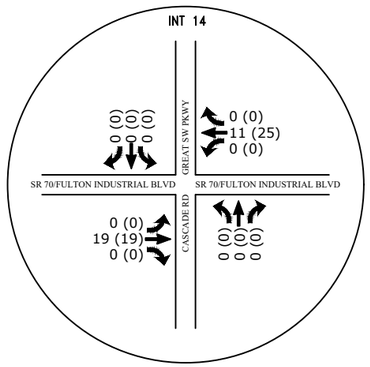
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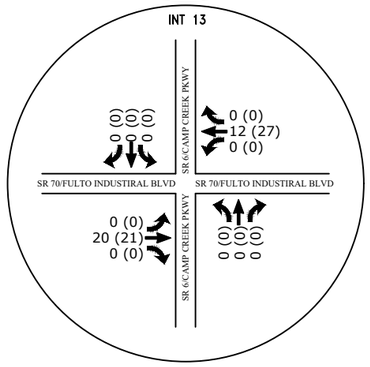
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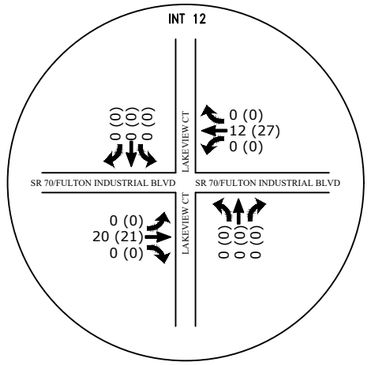
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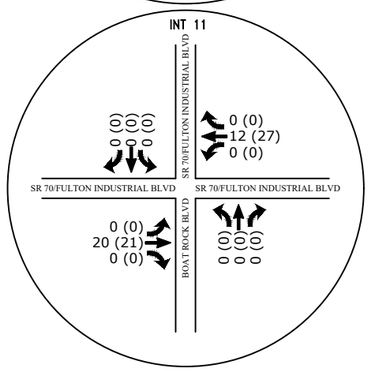
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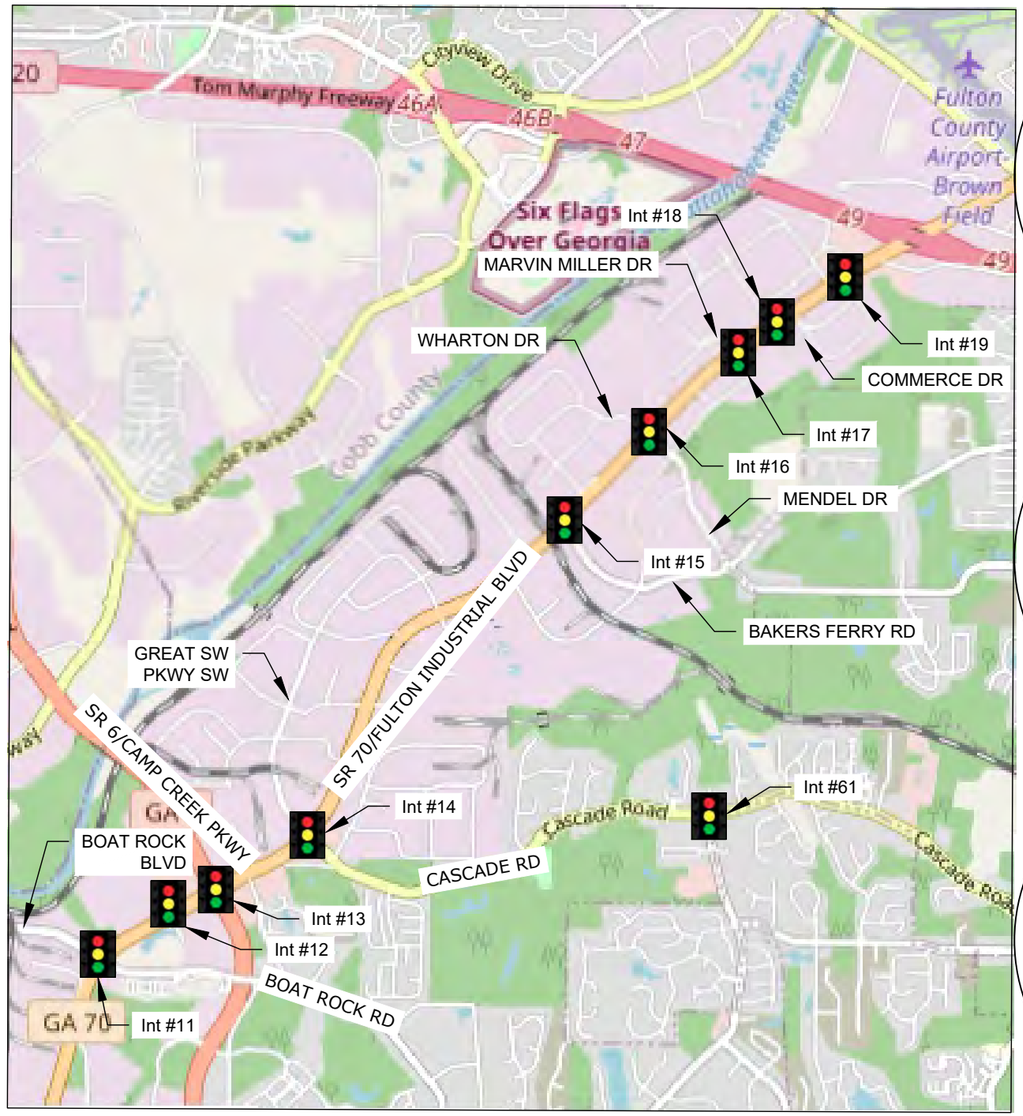
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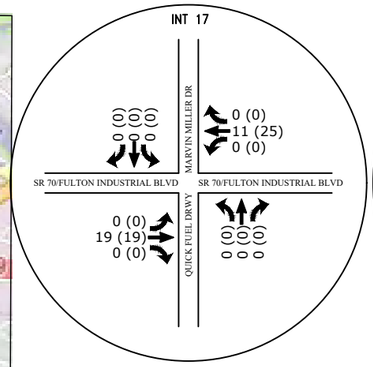


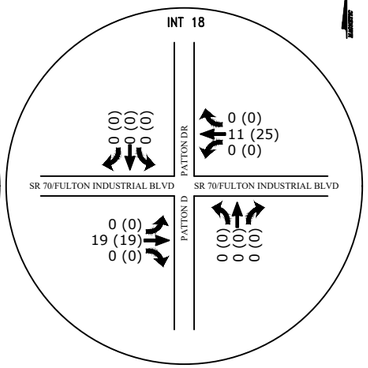


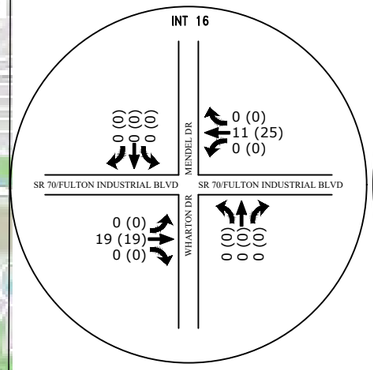


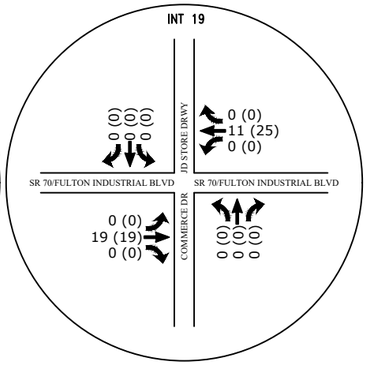


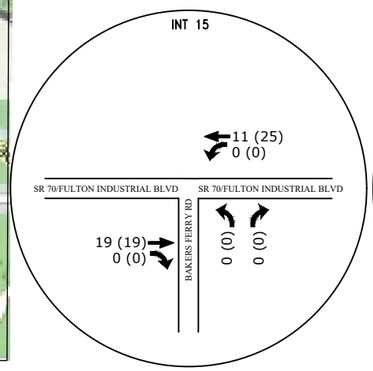


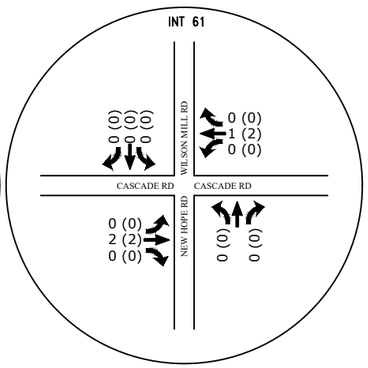












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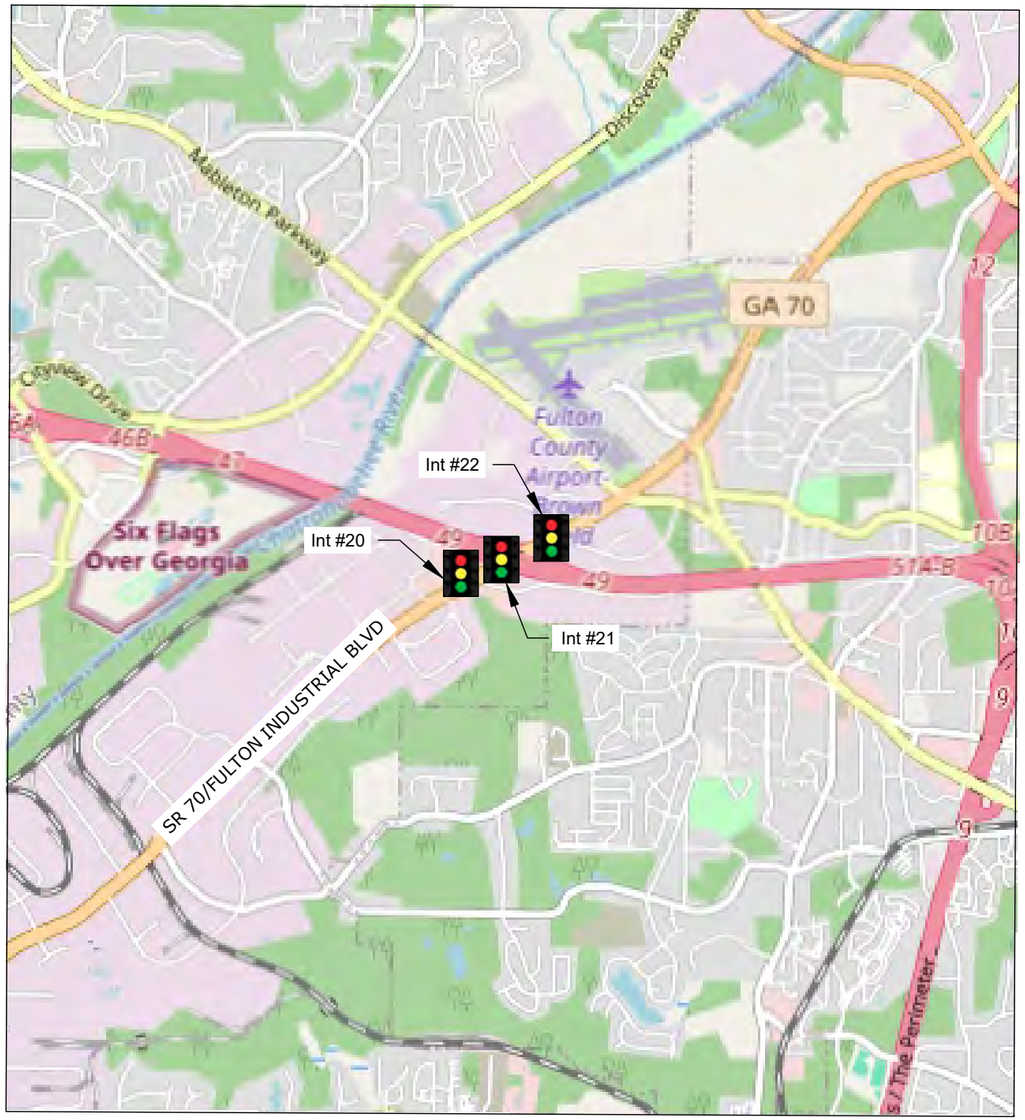
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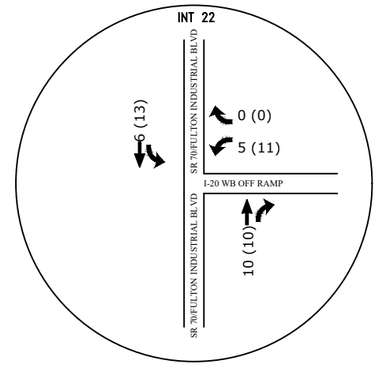
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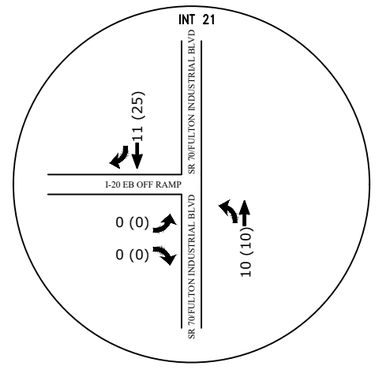
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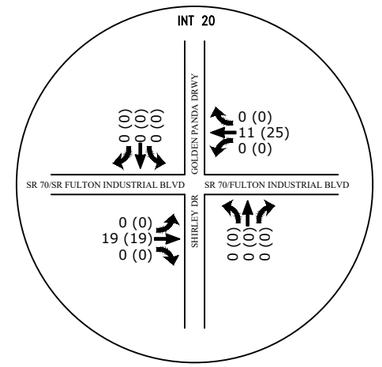
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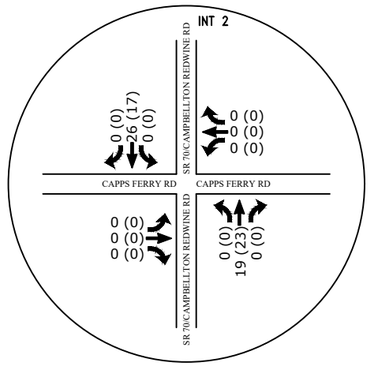
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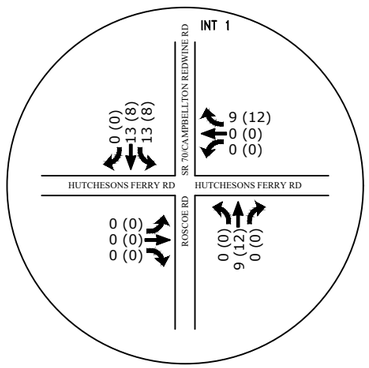
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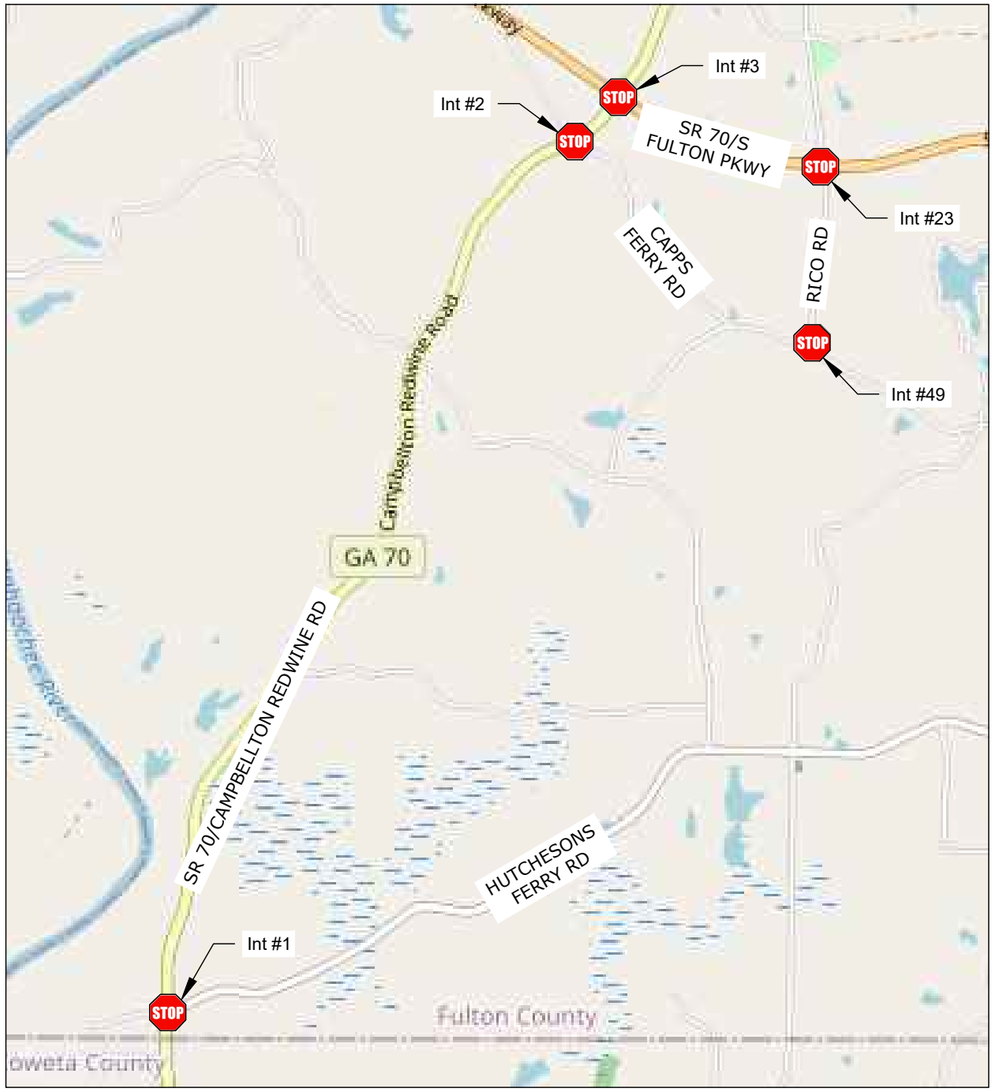
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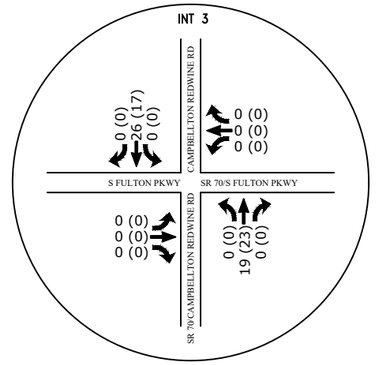
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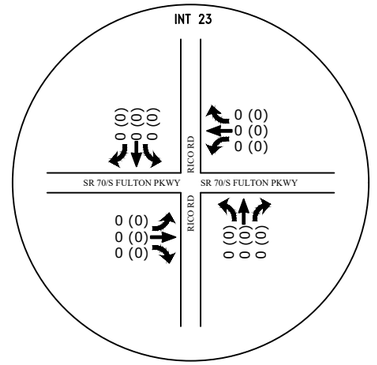
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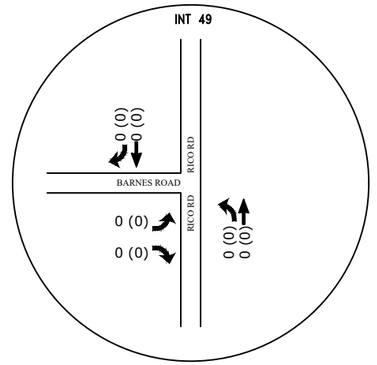












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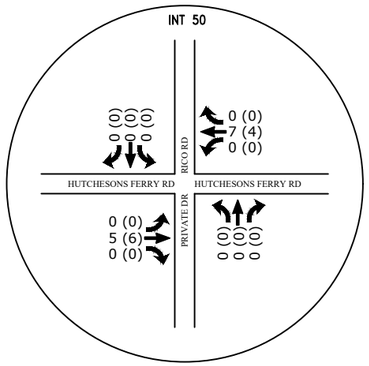
FIGURE 5: PHASE 1 TRIP GENERATION
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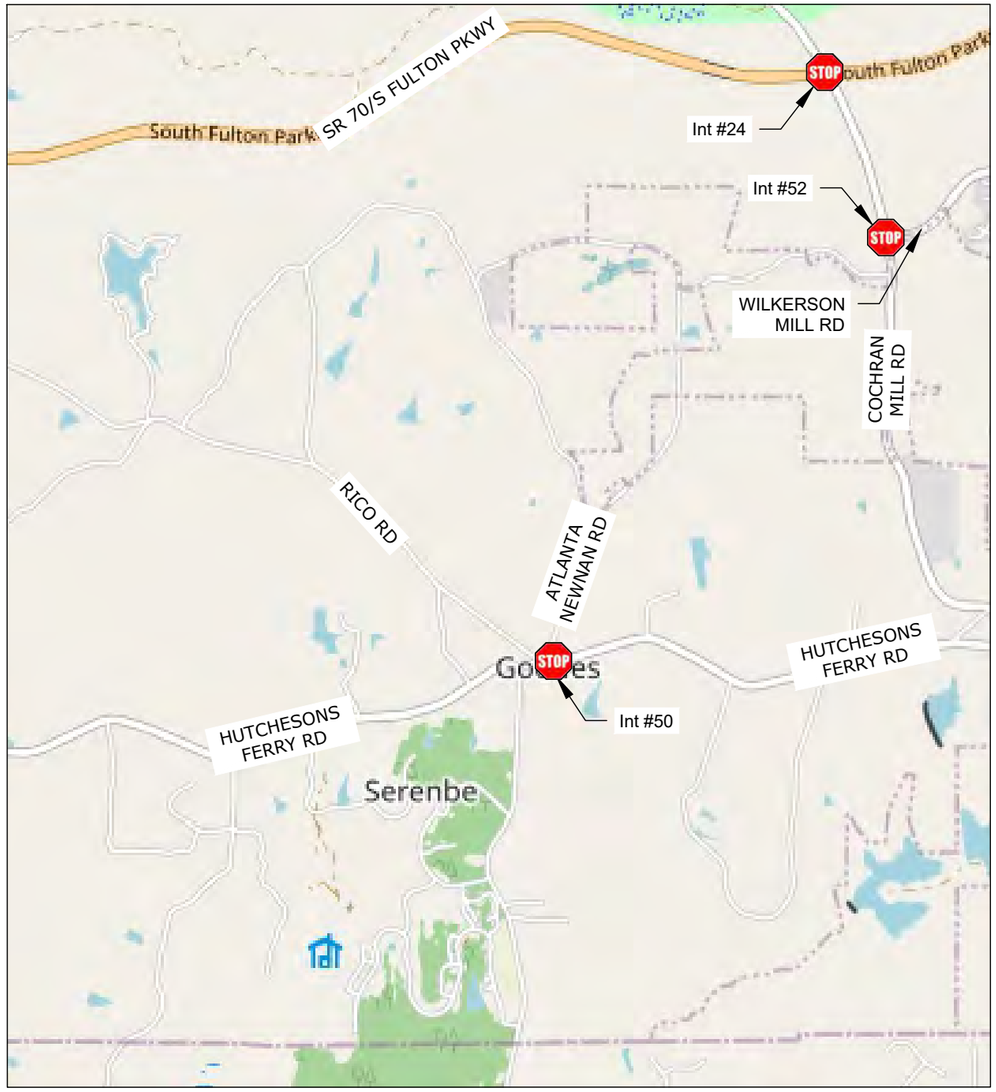
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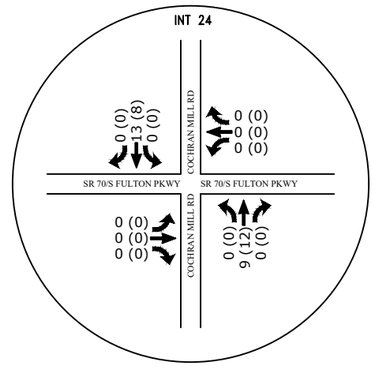
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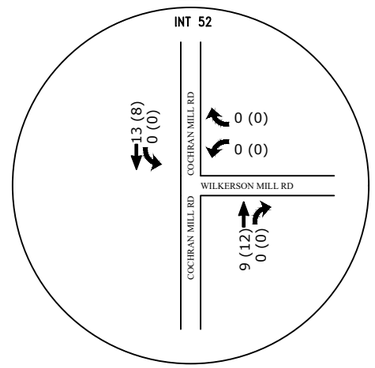
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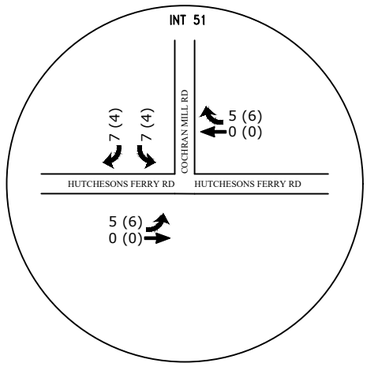
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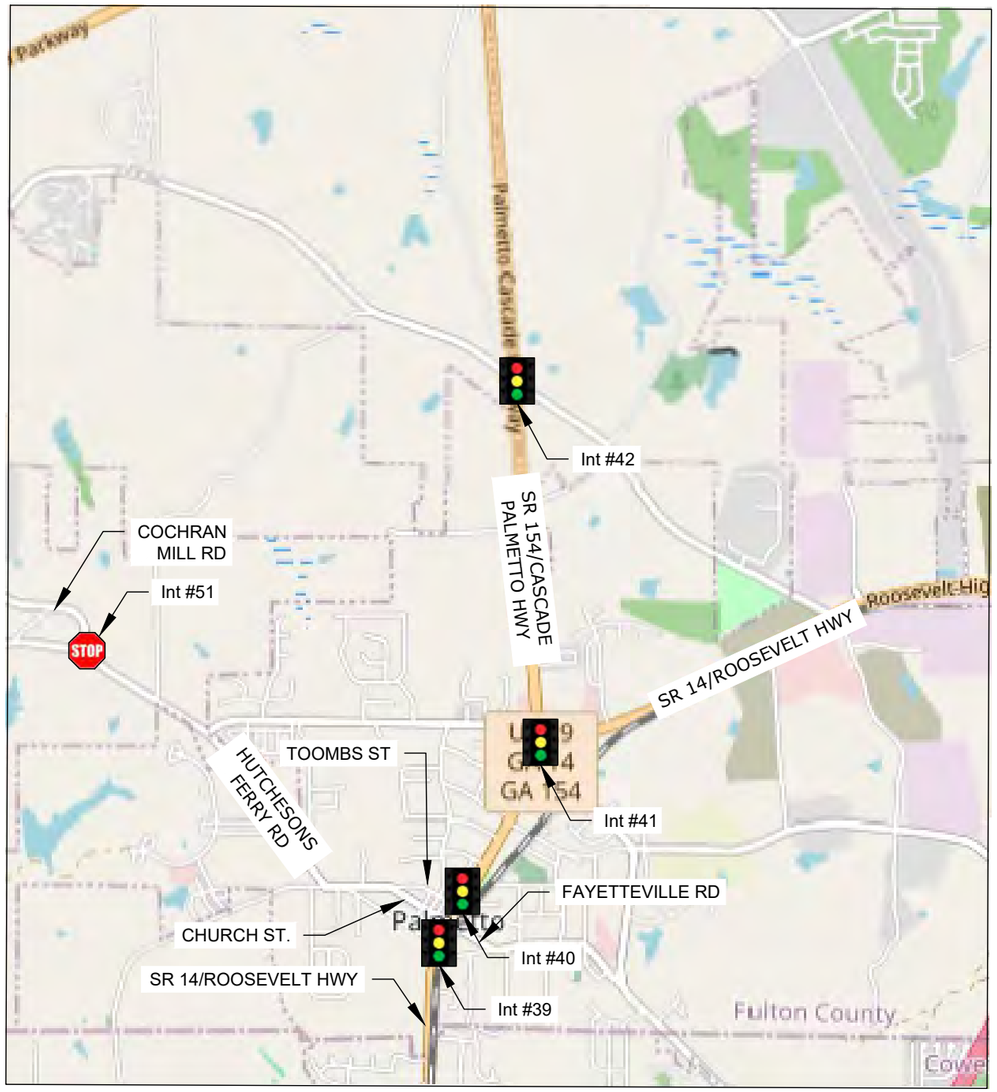
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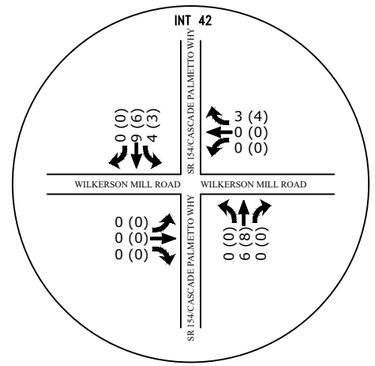
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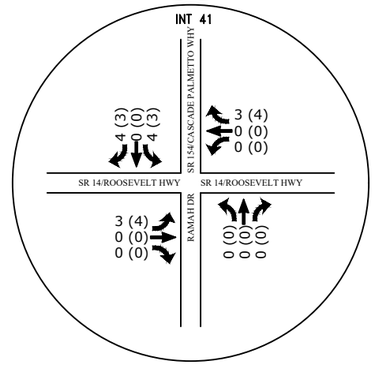
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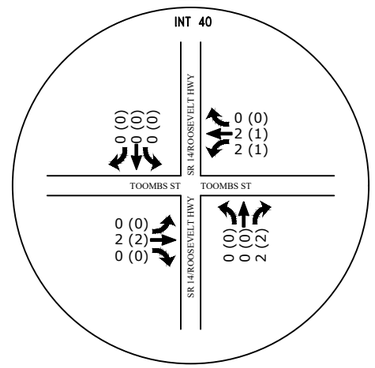
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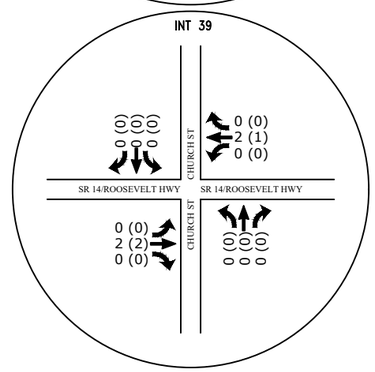












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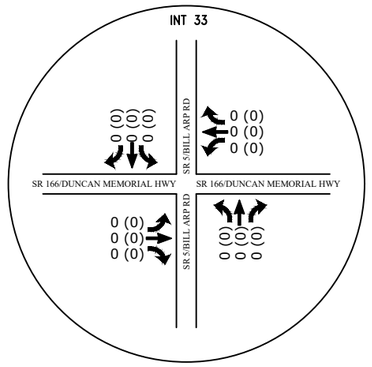
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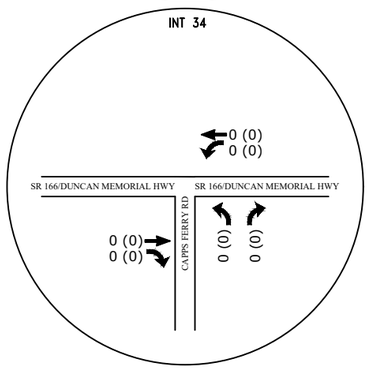
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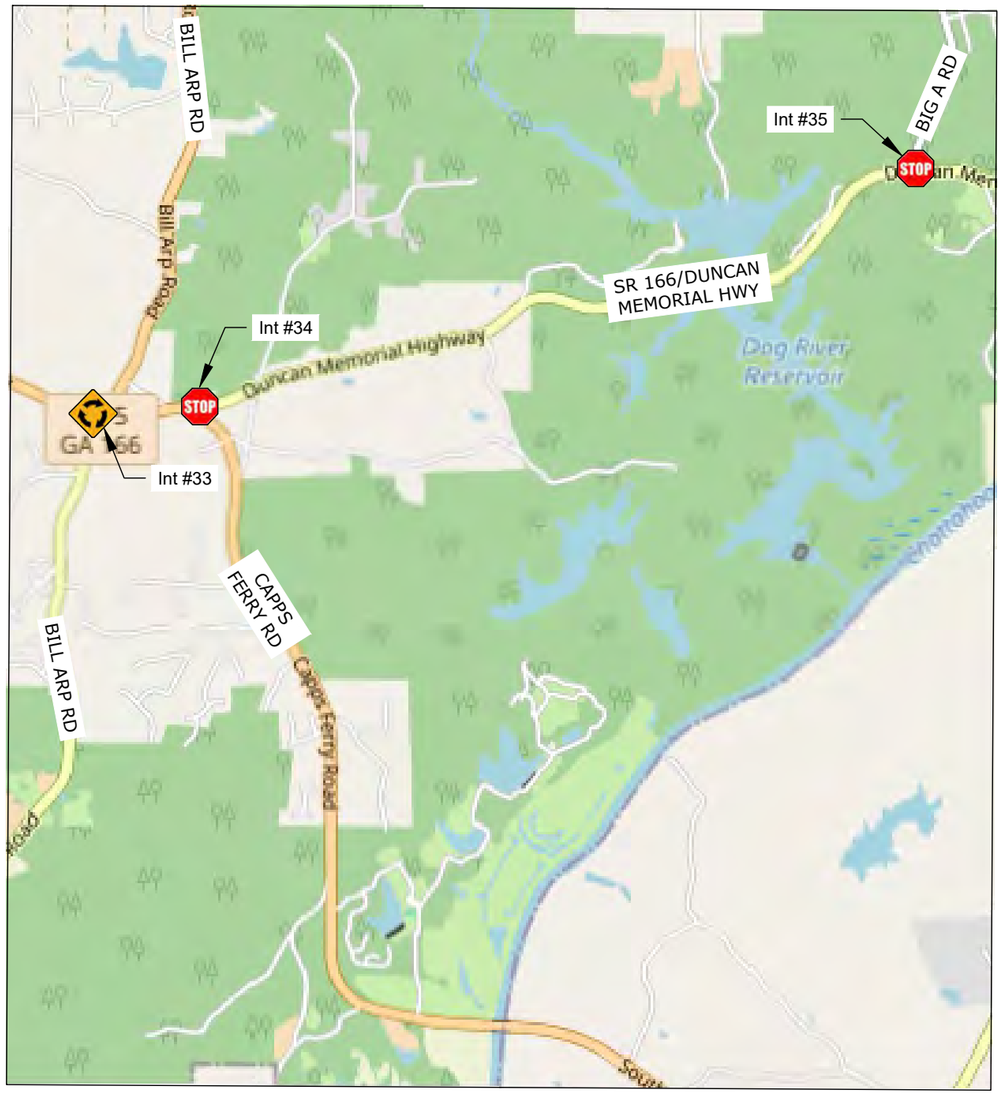
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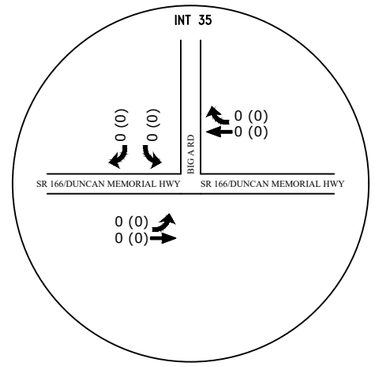
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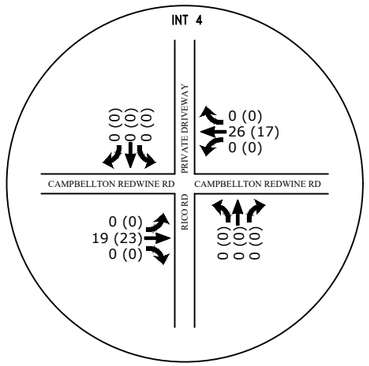
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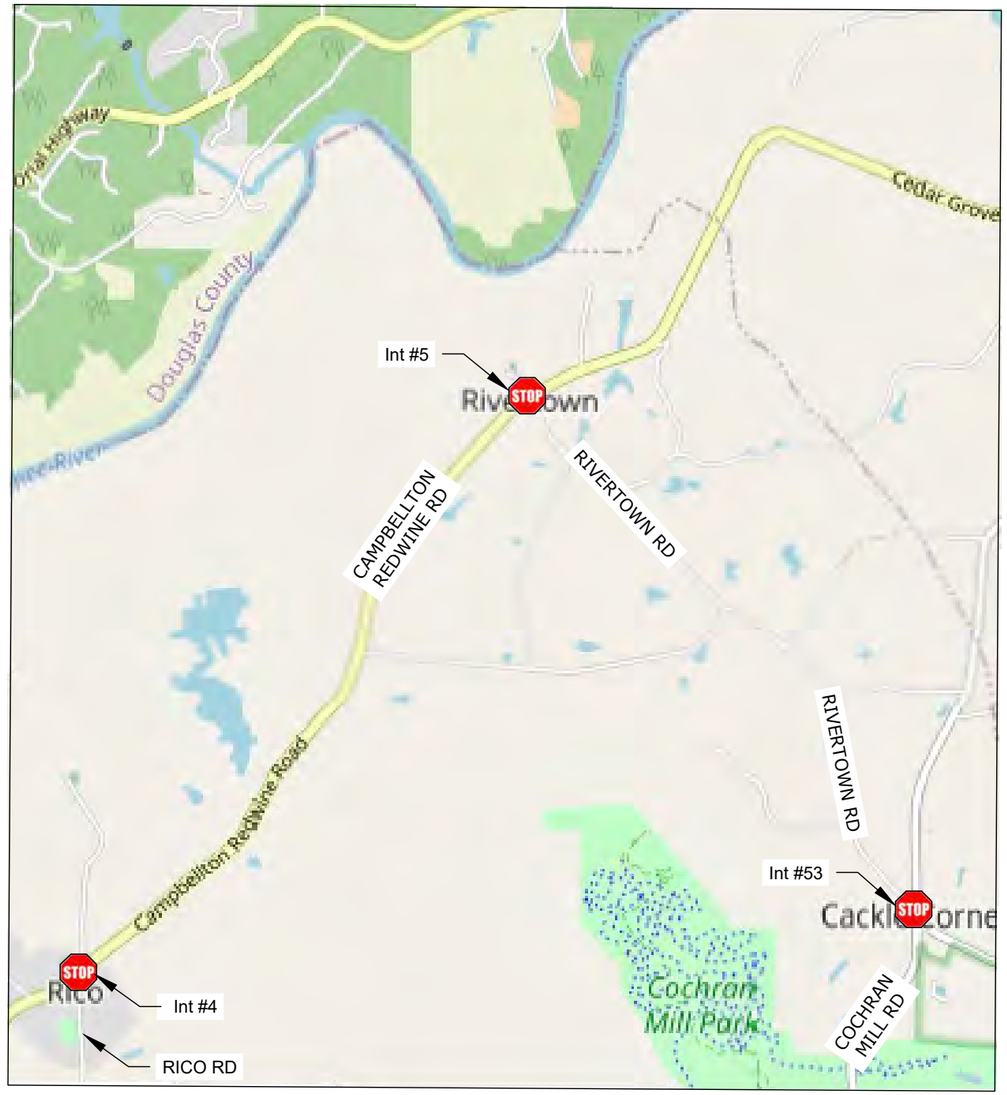
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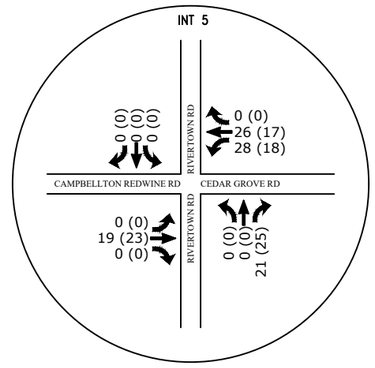
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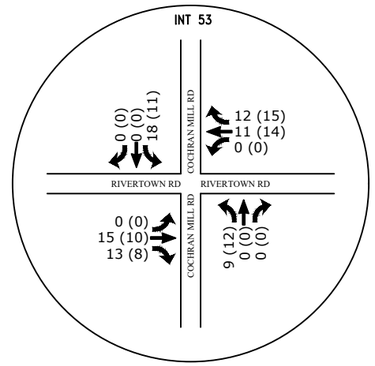
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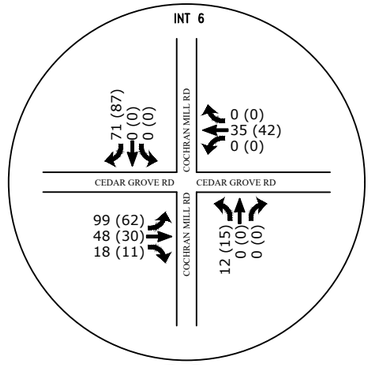
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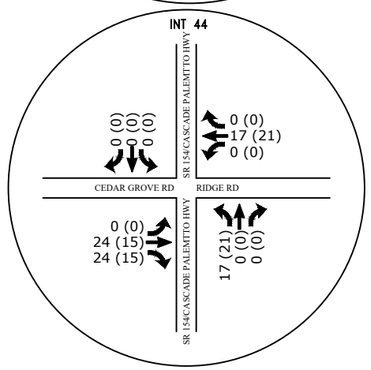
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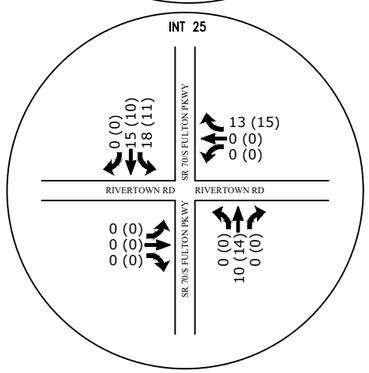
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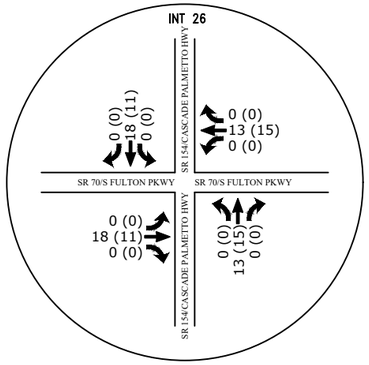
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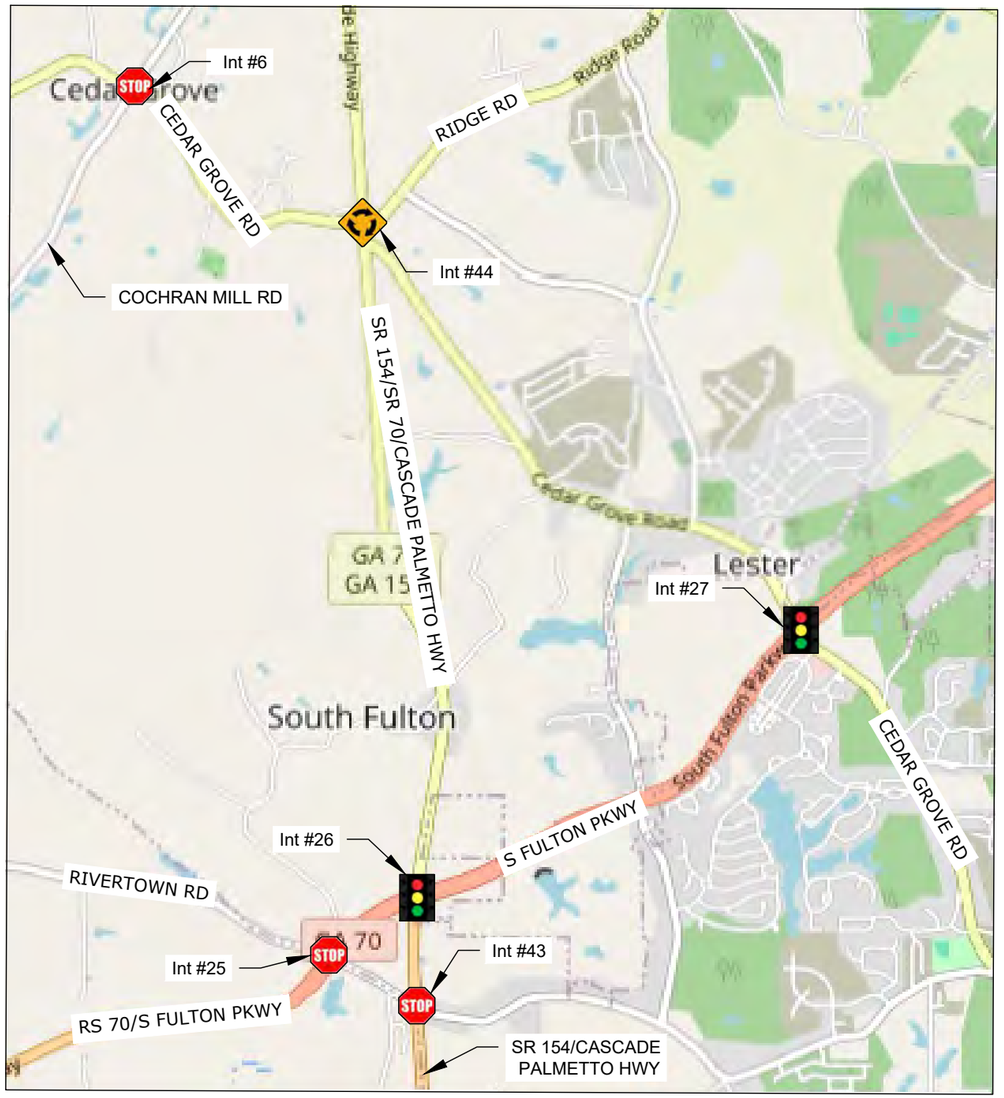
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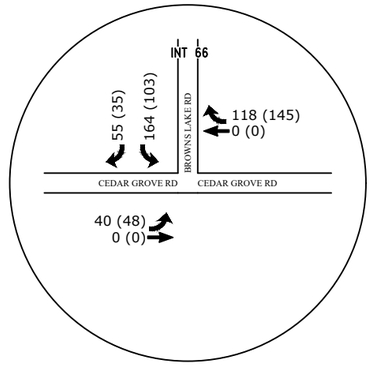


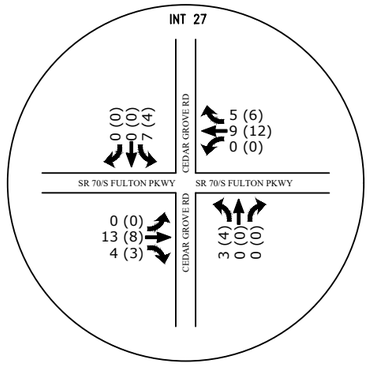


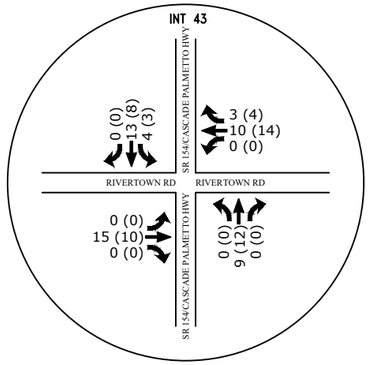












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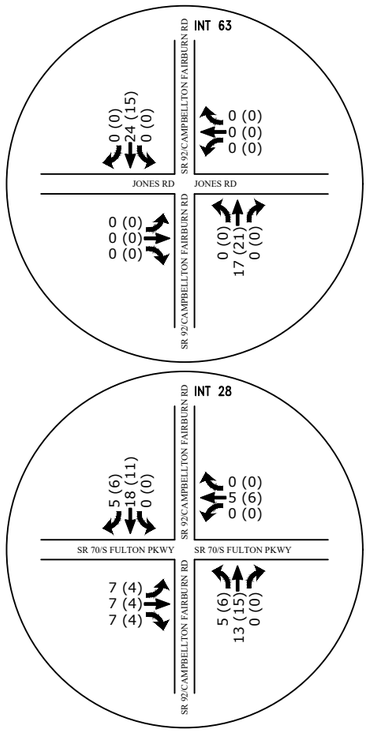
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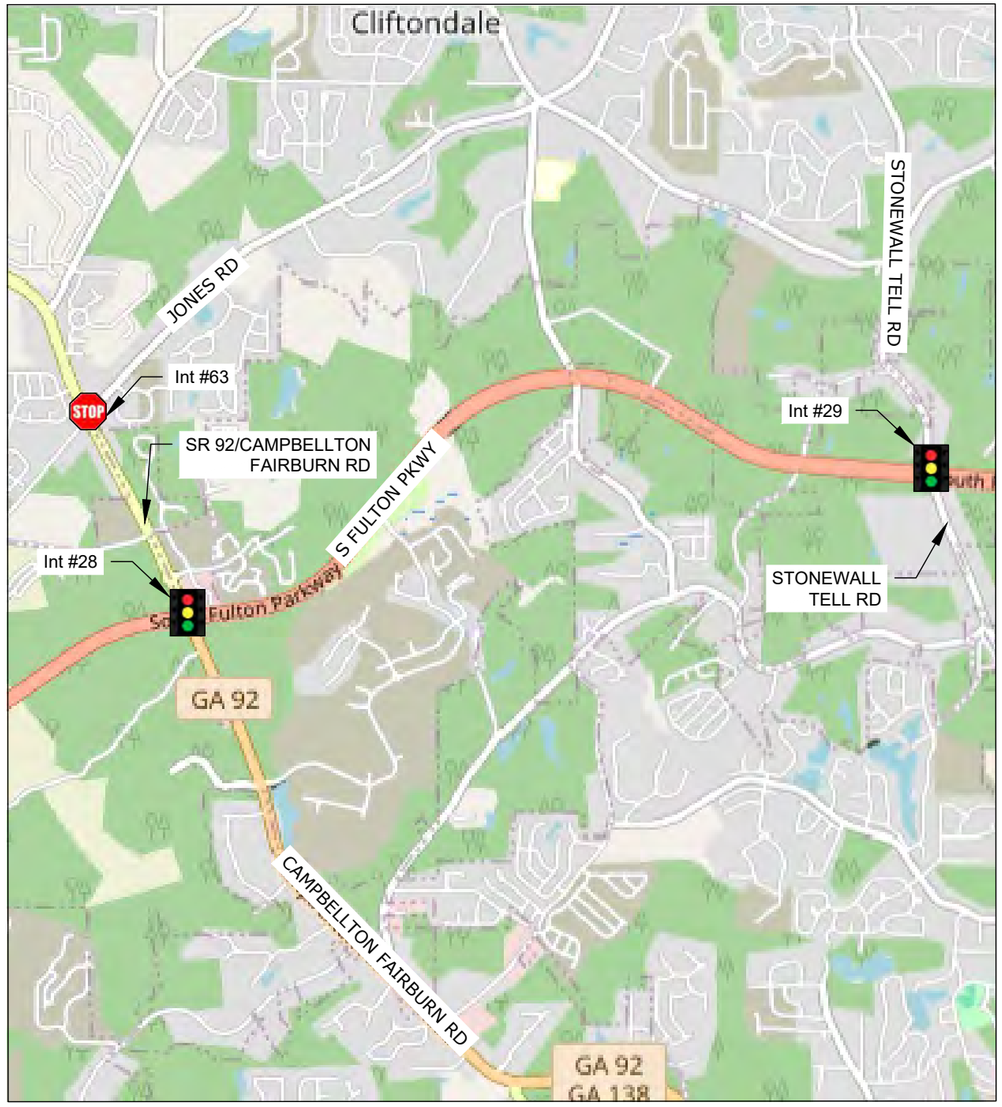
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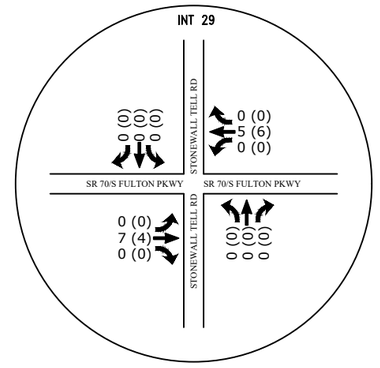
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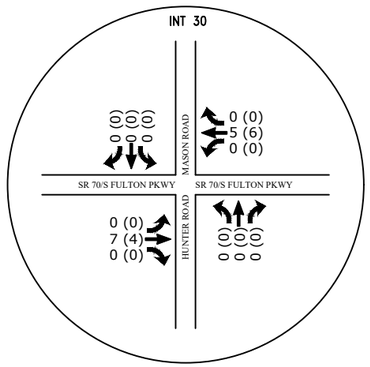
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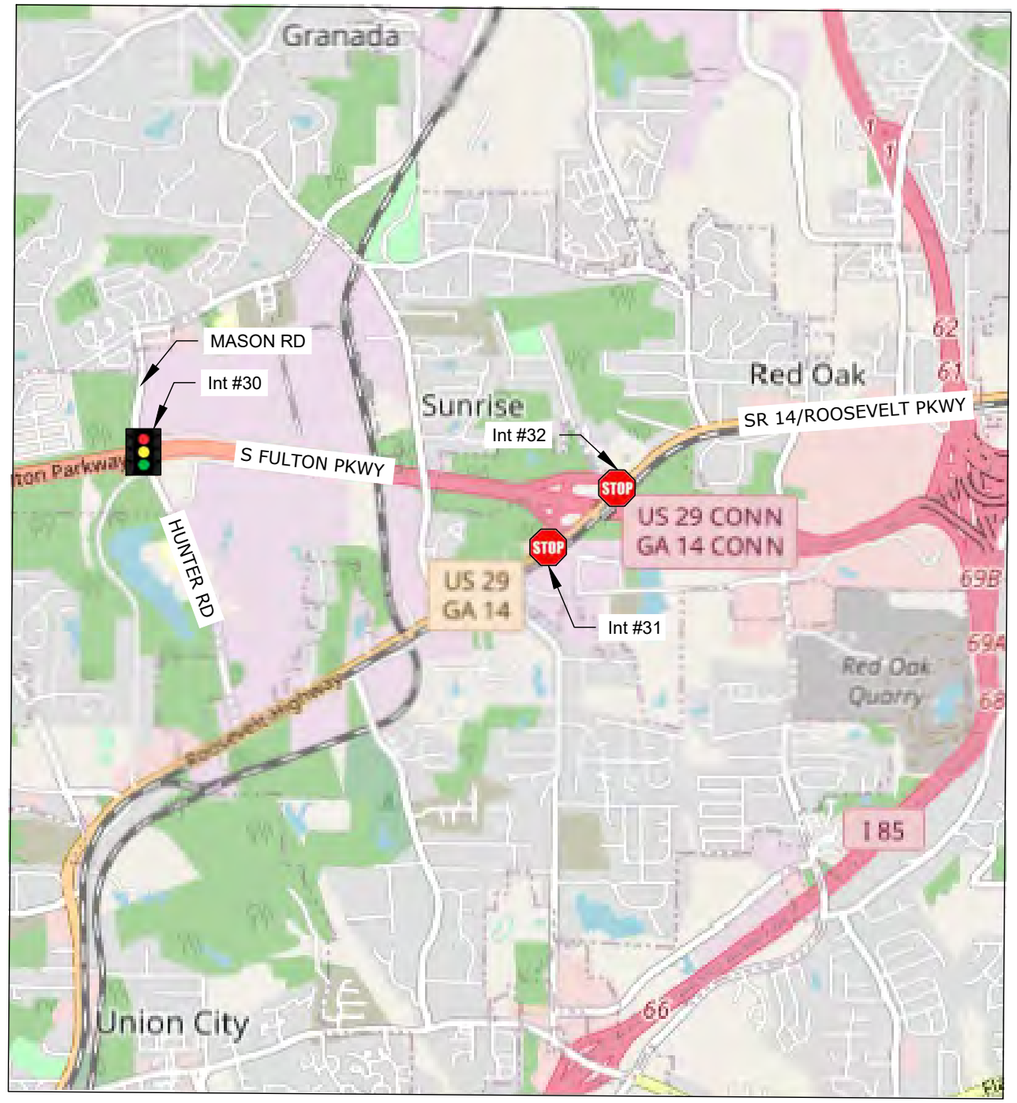
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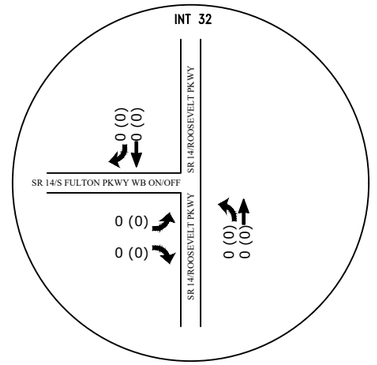
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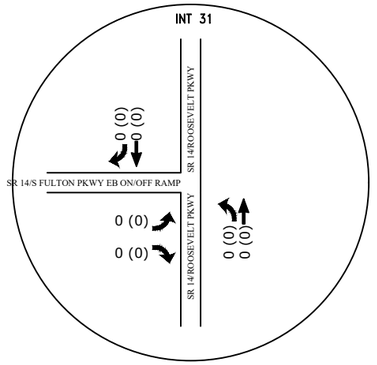
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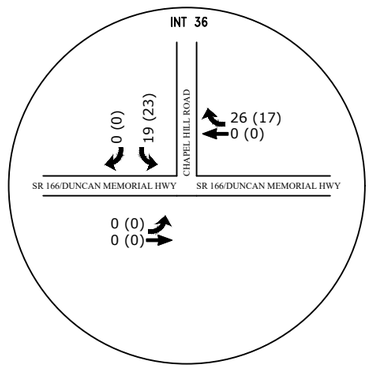
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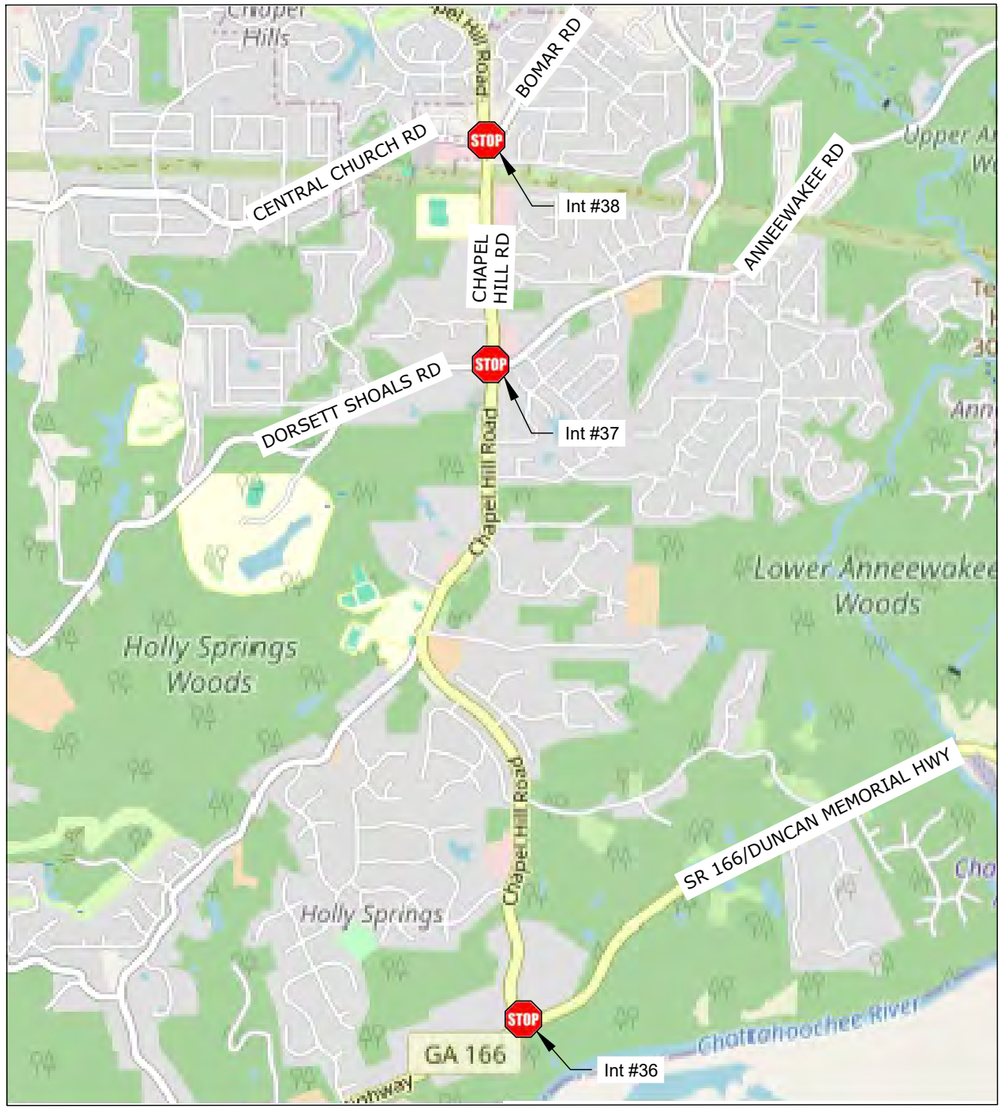
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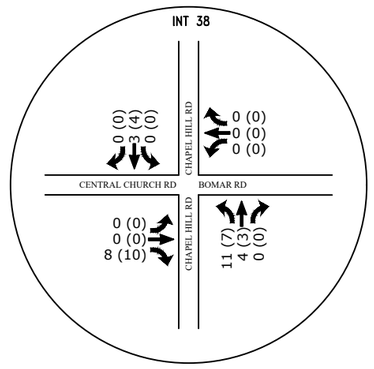
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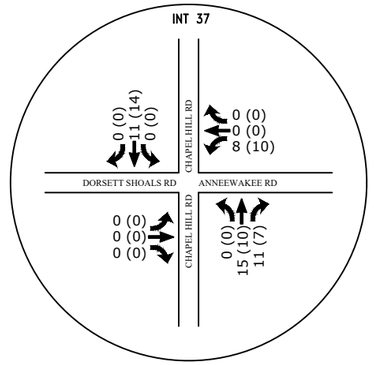
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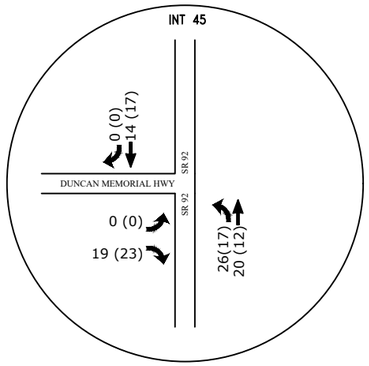
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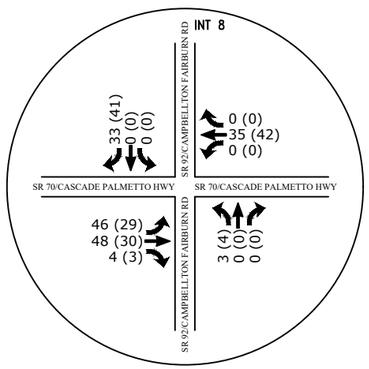
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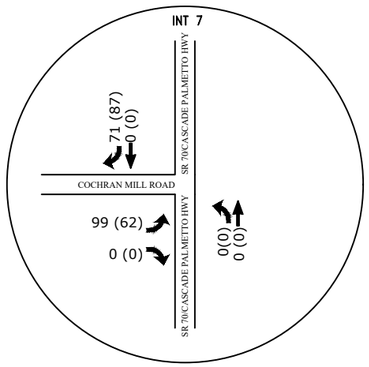
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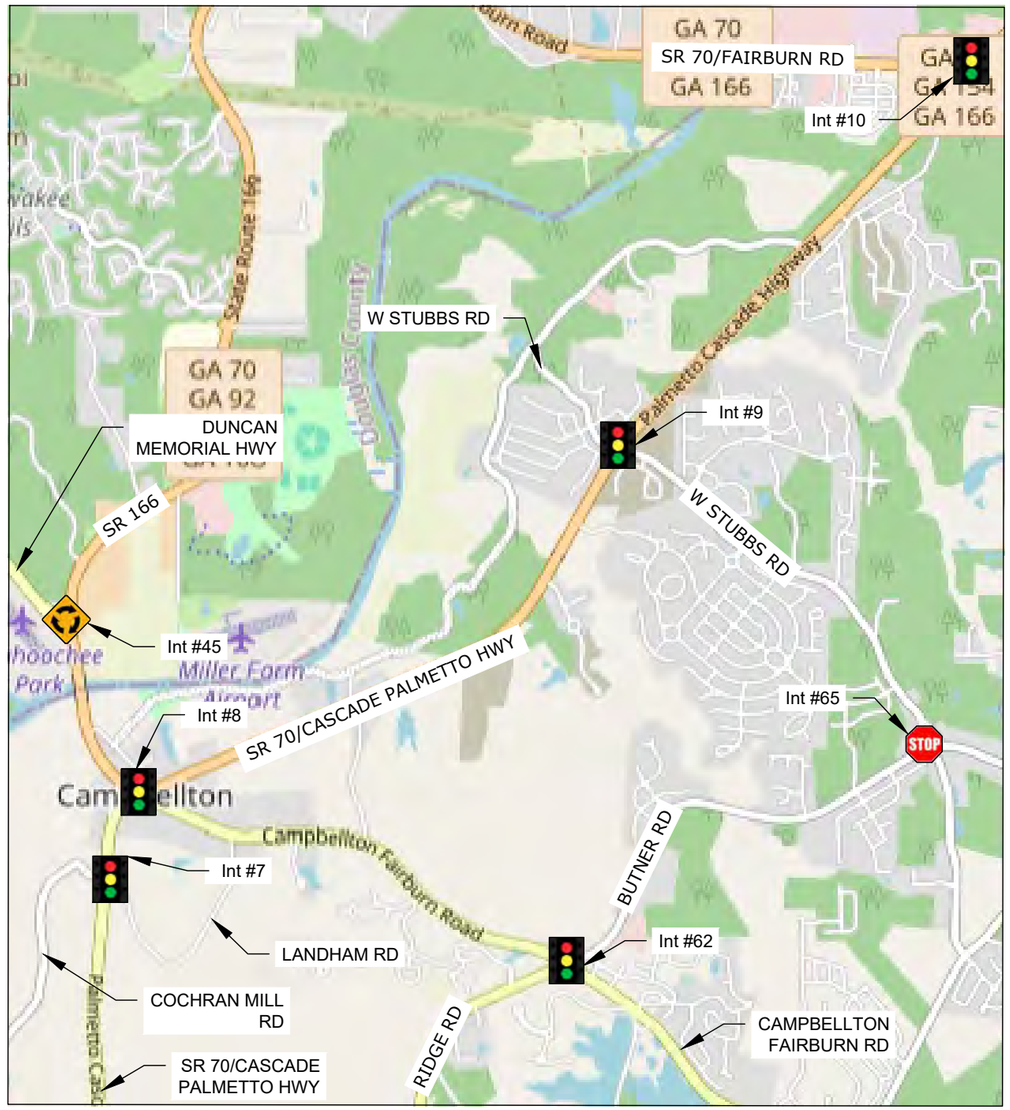
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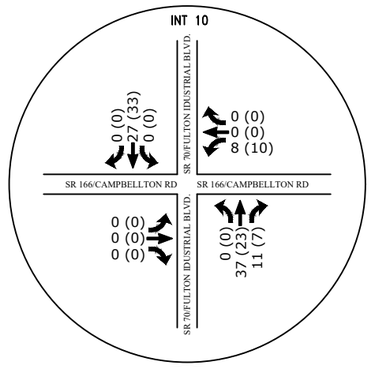
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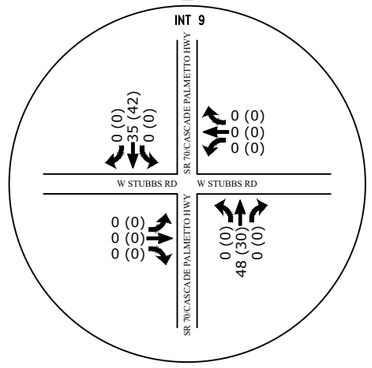


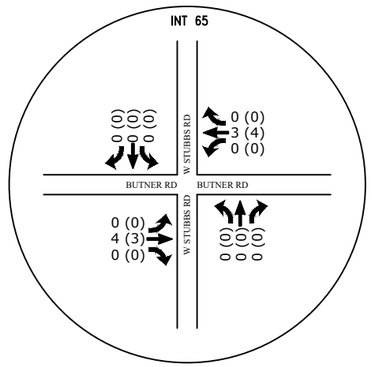


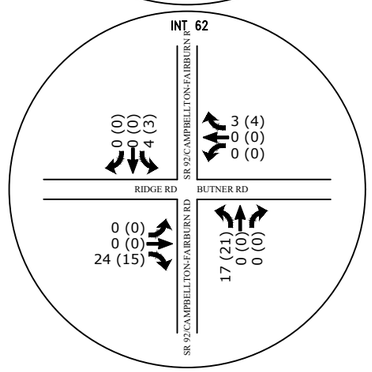












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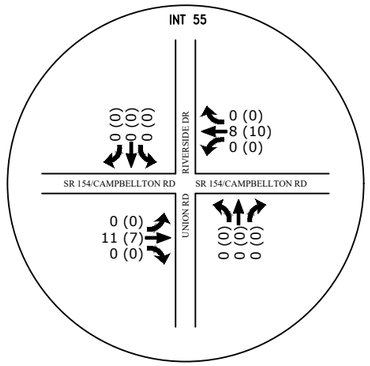
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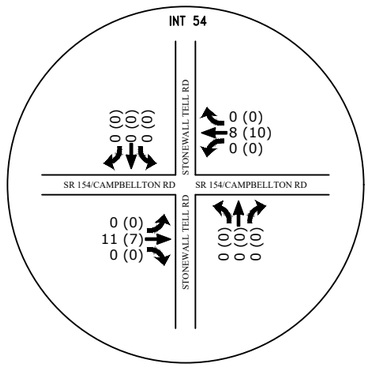
FIGURE 5: PHASE 1 TRIP GENERATION
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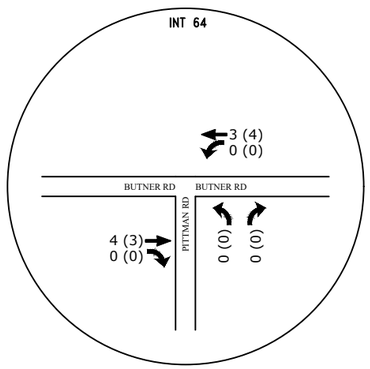
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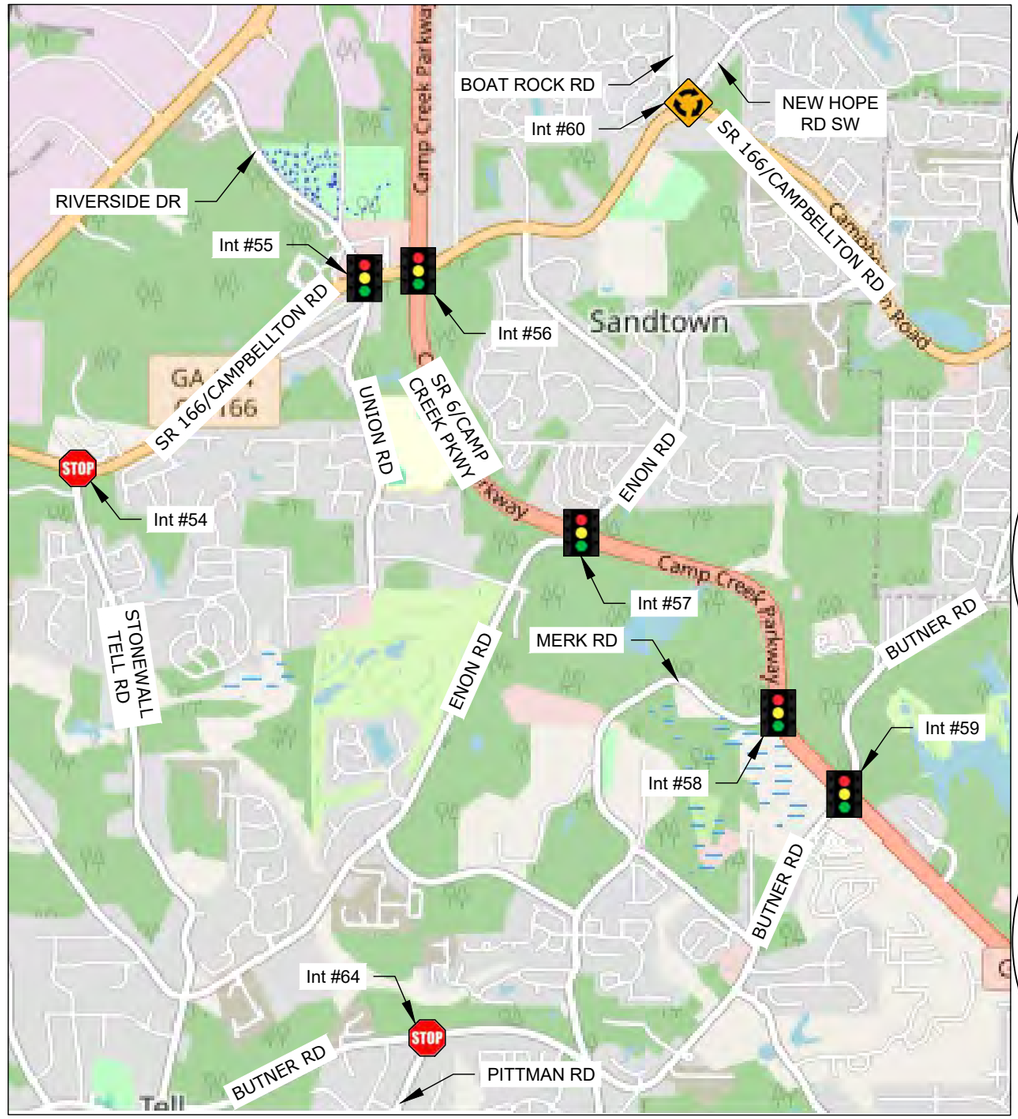
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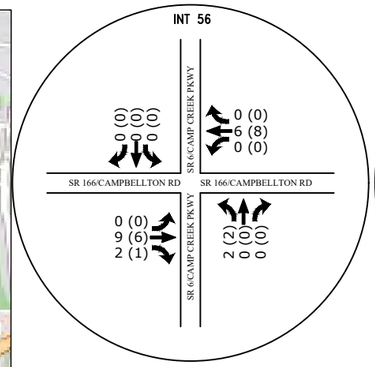
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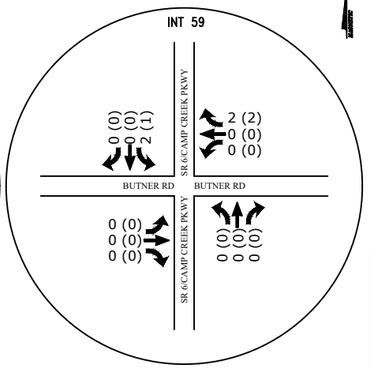


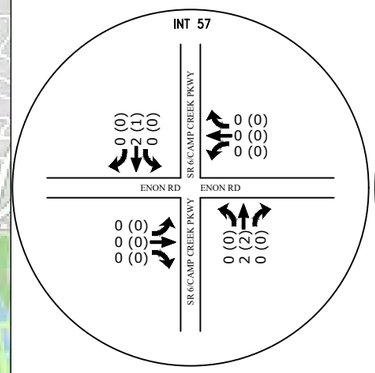


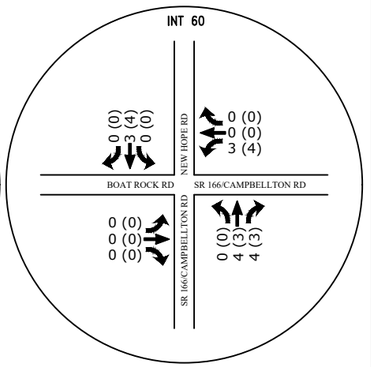


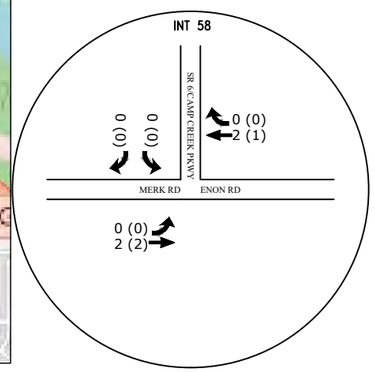












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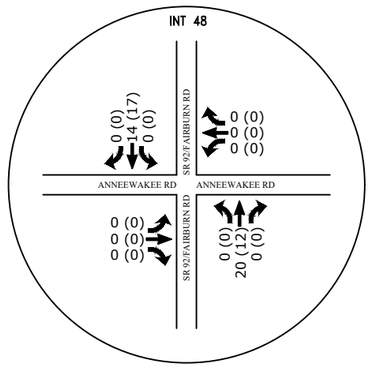
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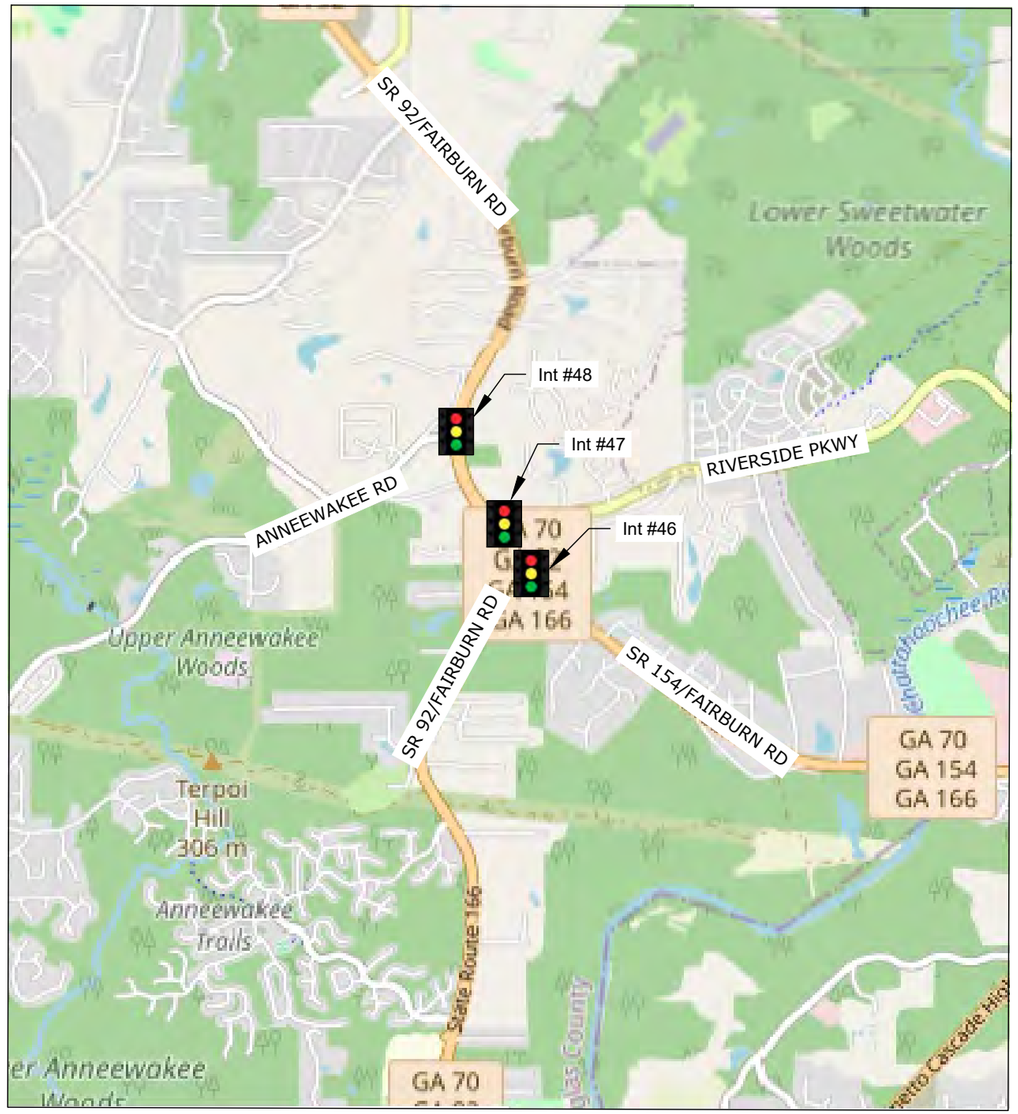
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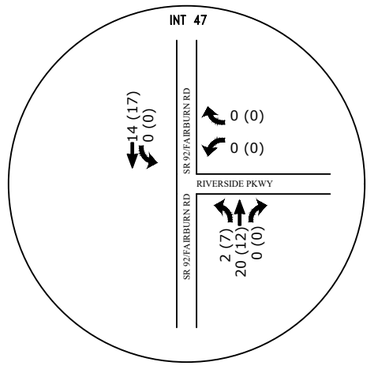
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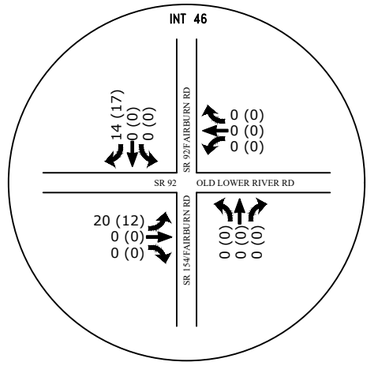
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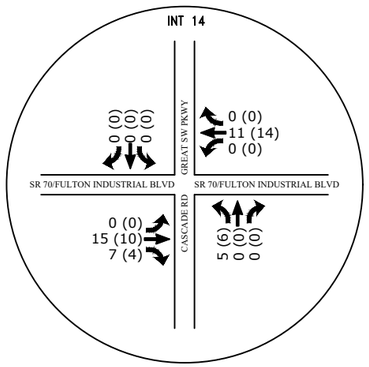
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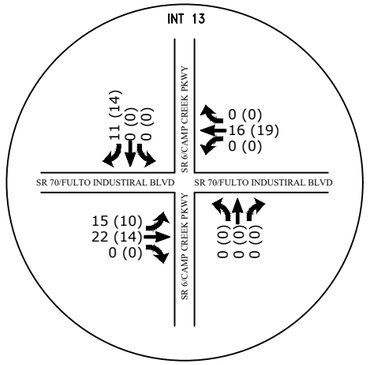
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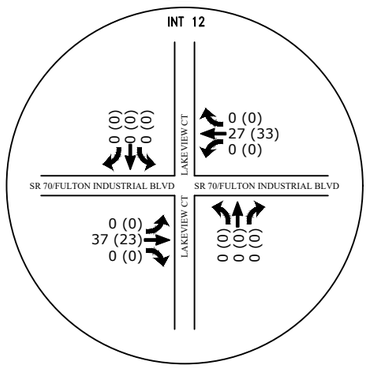
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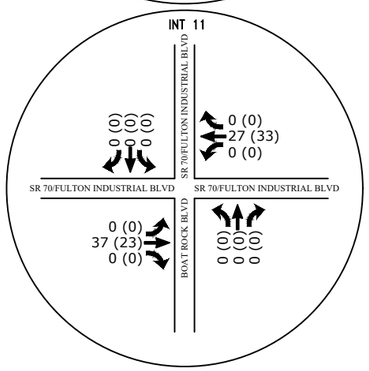
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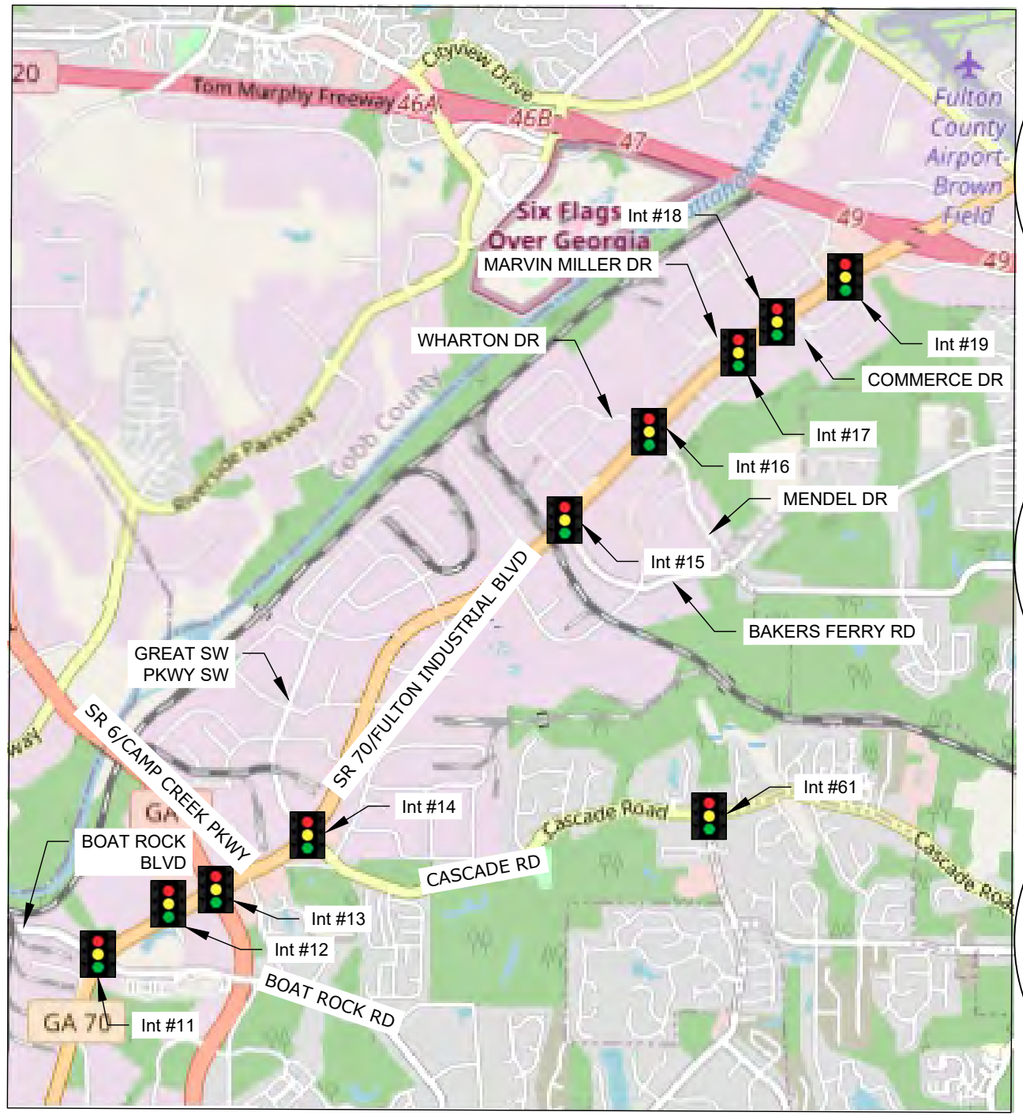
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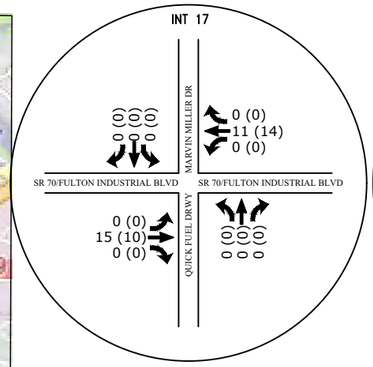


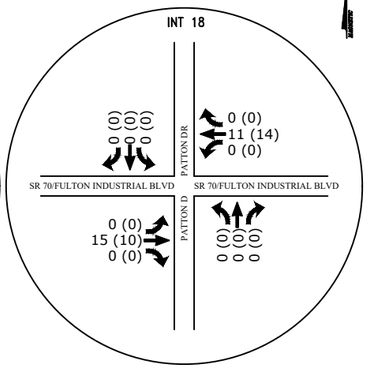


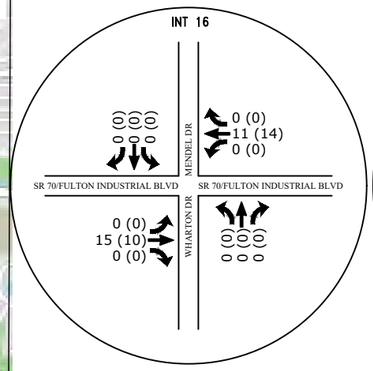


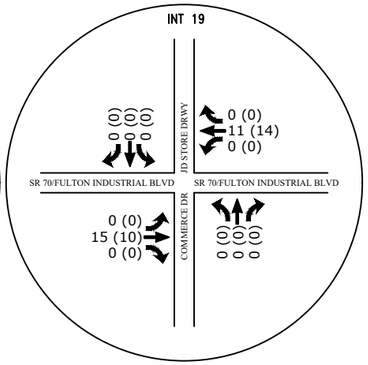


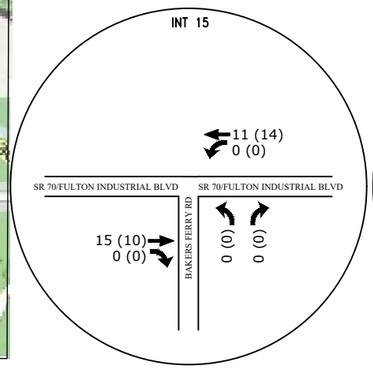


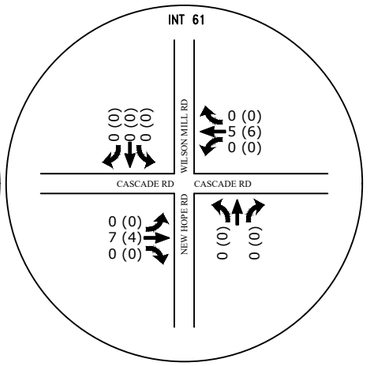












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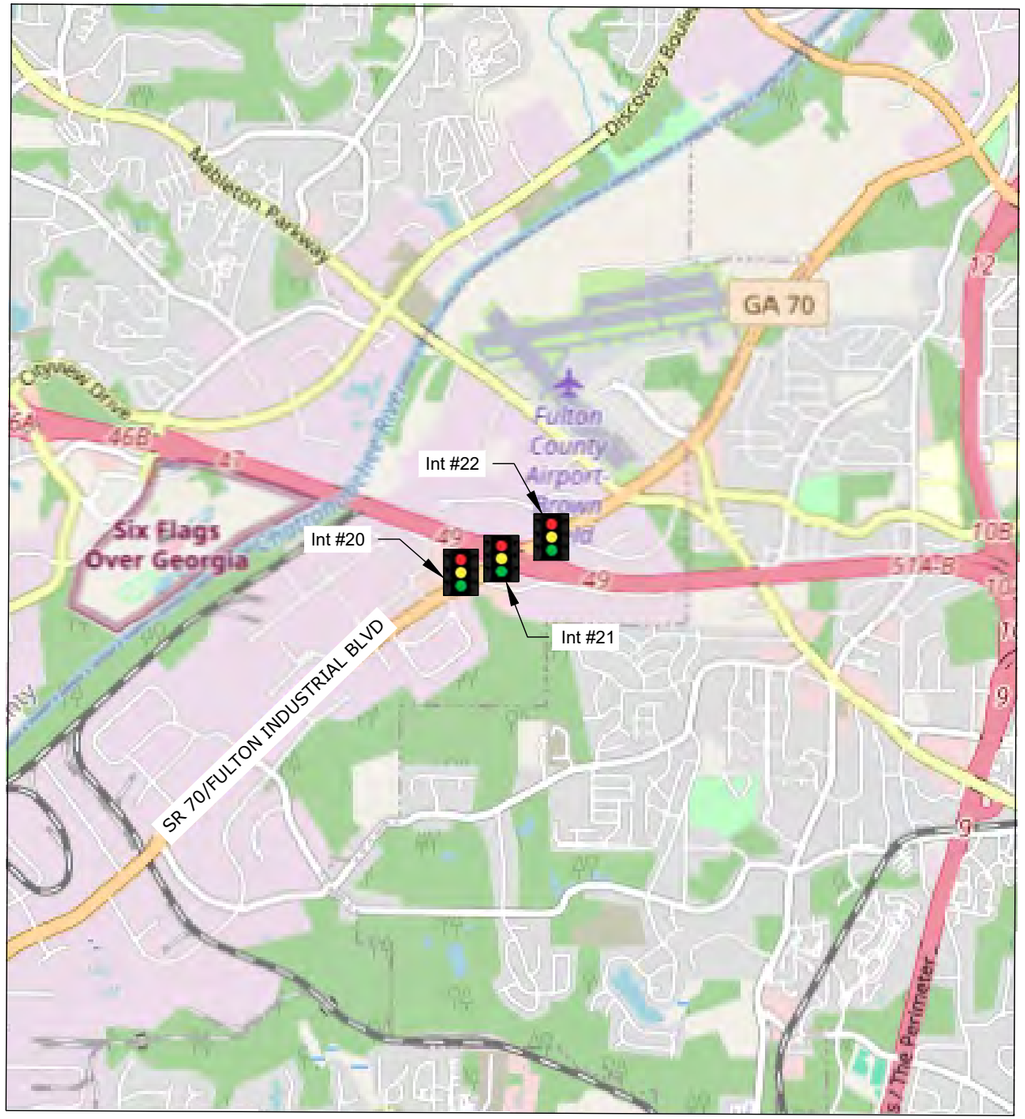
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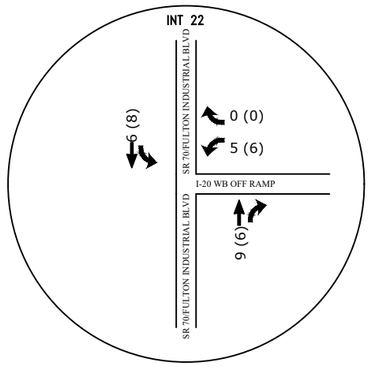
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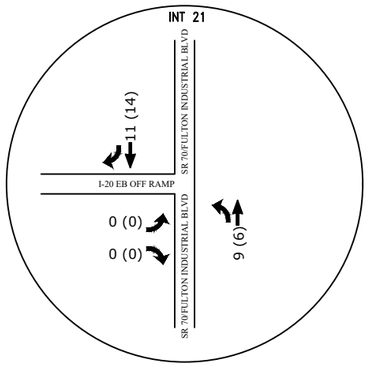
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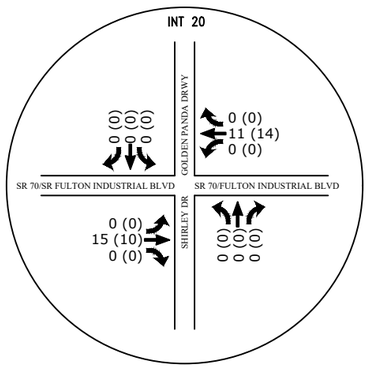
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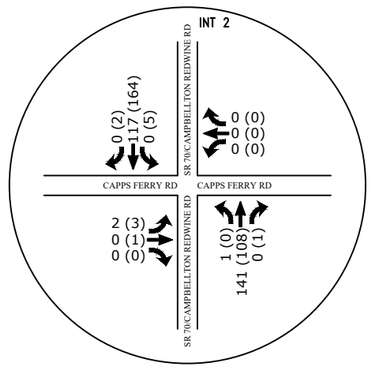
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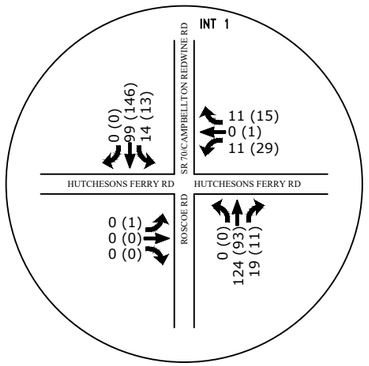
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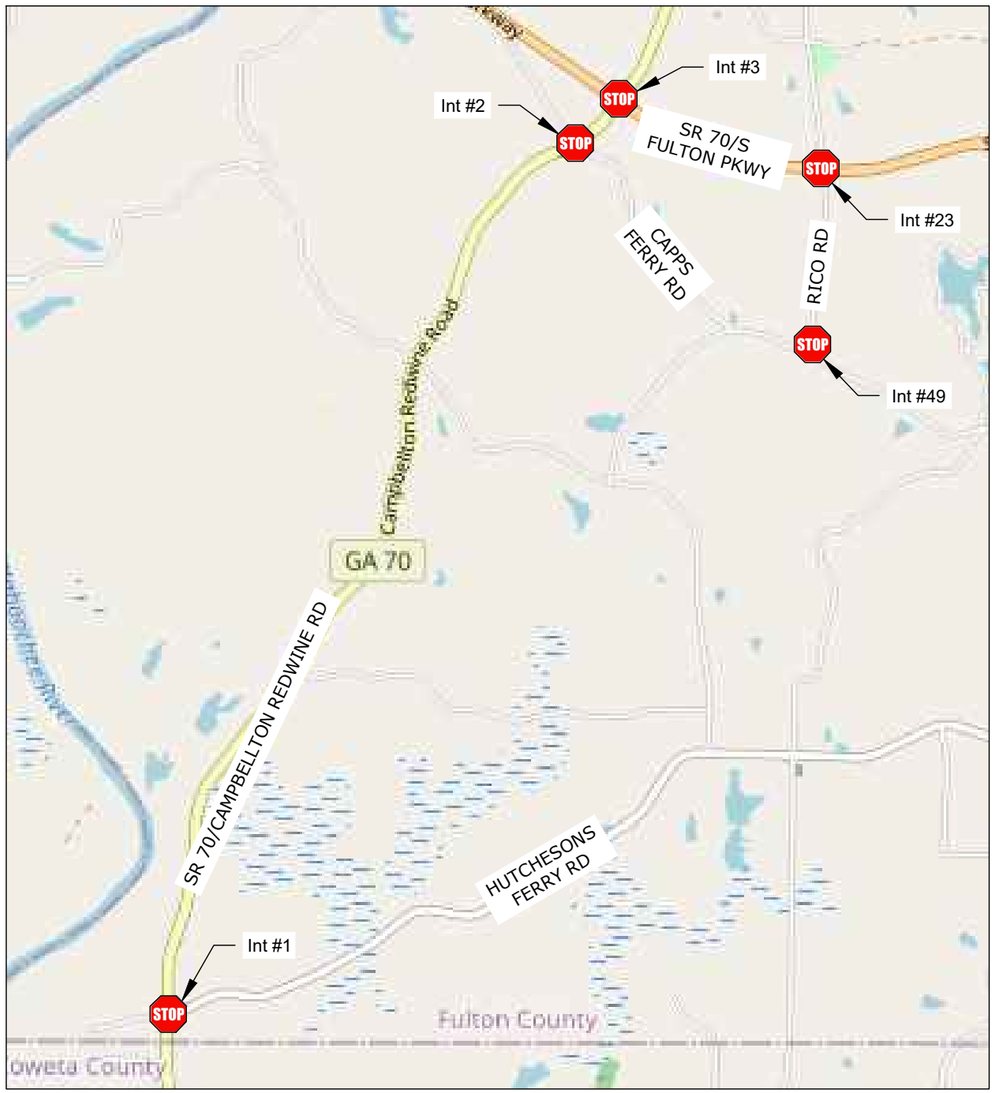
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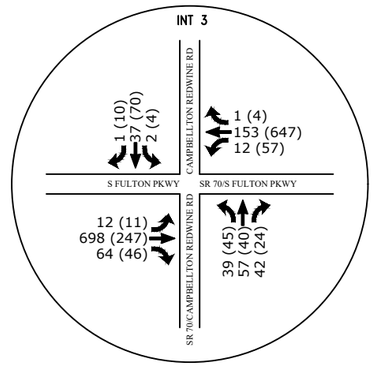
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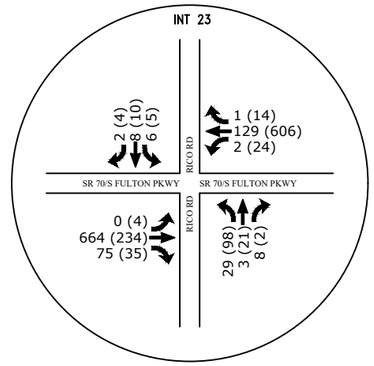
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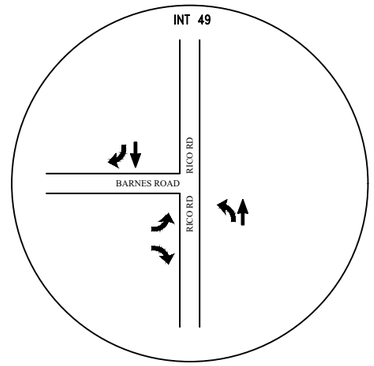












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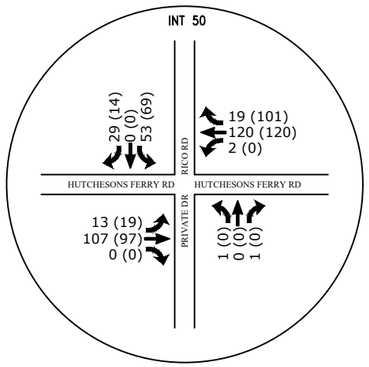
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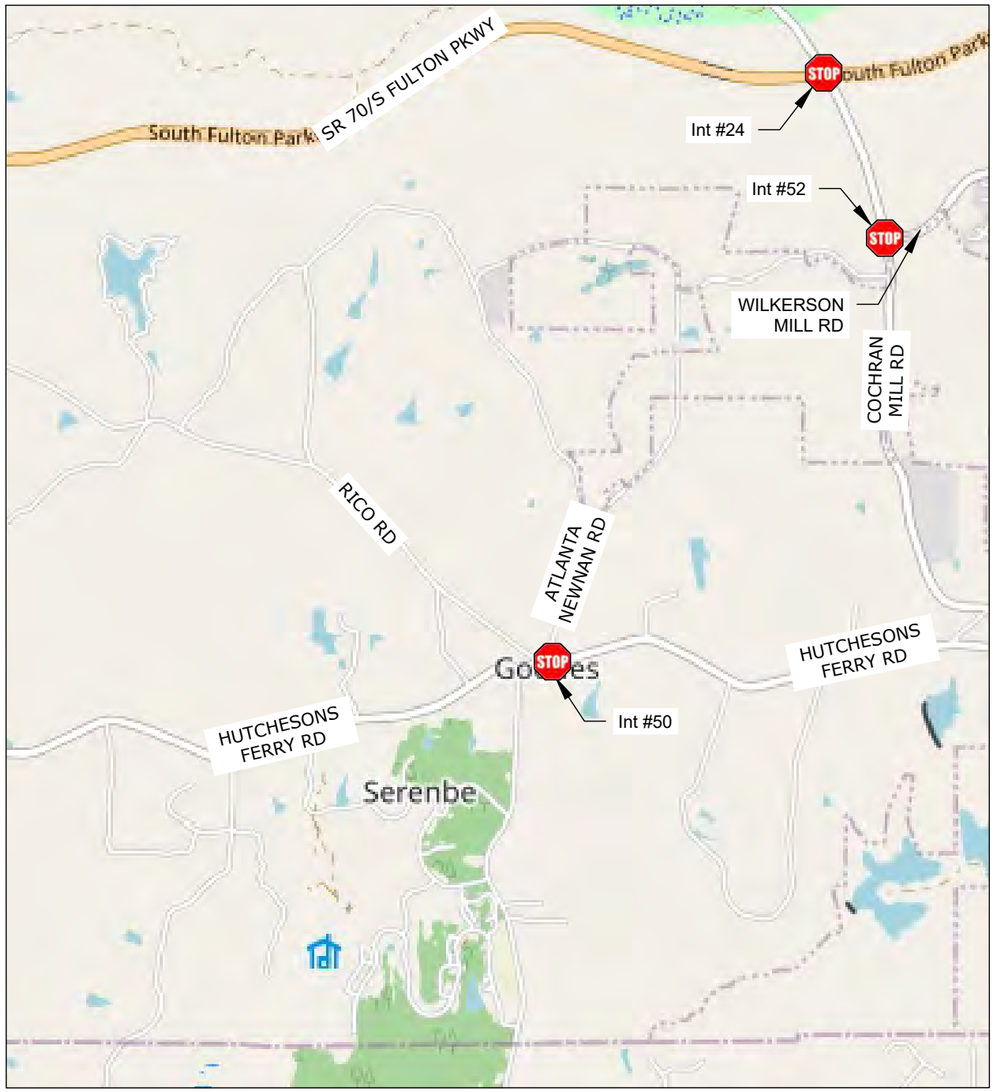
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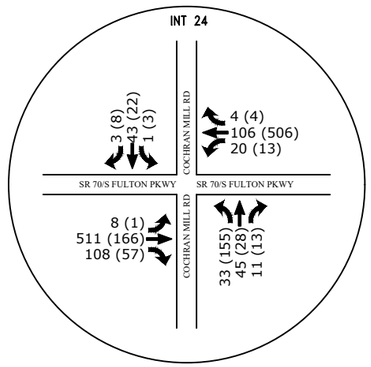
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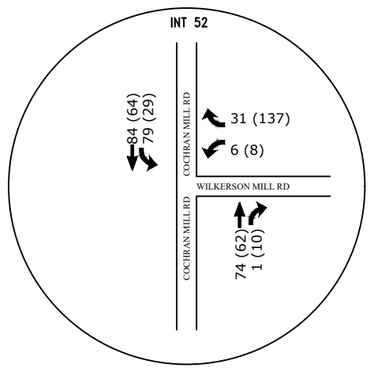
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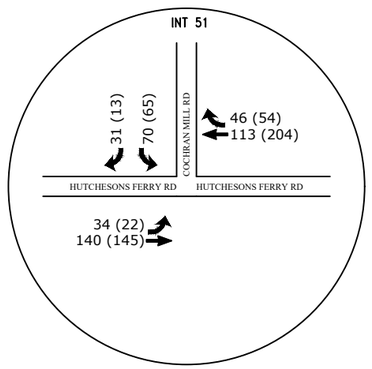
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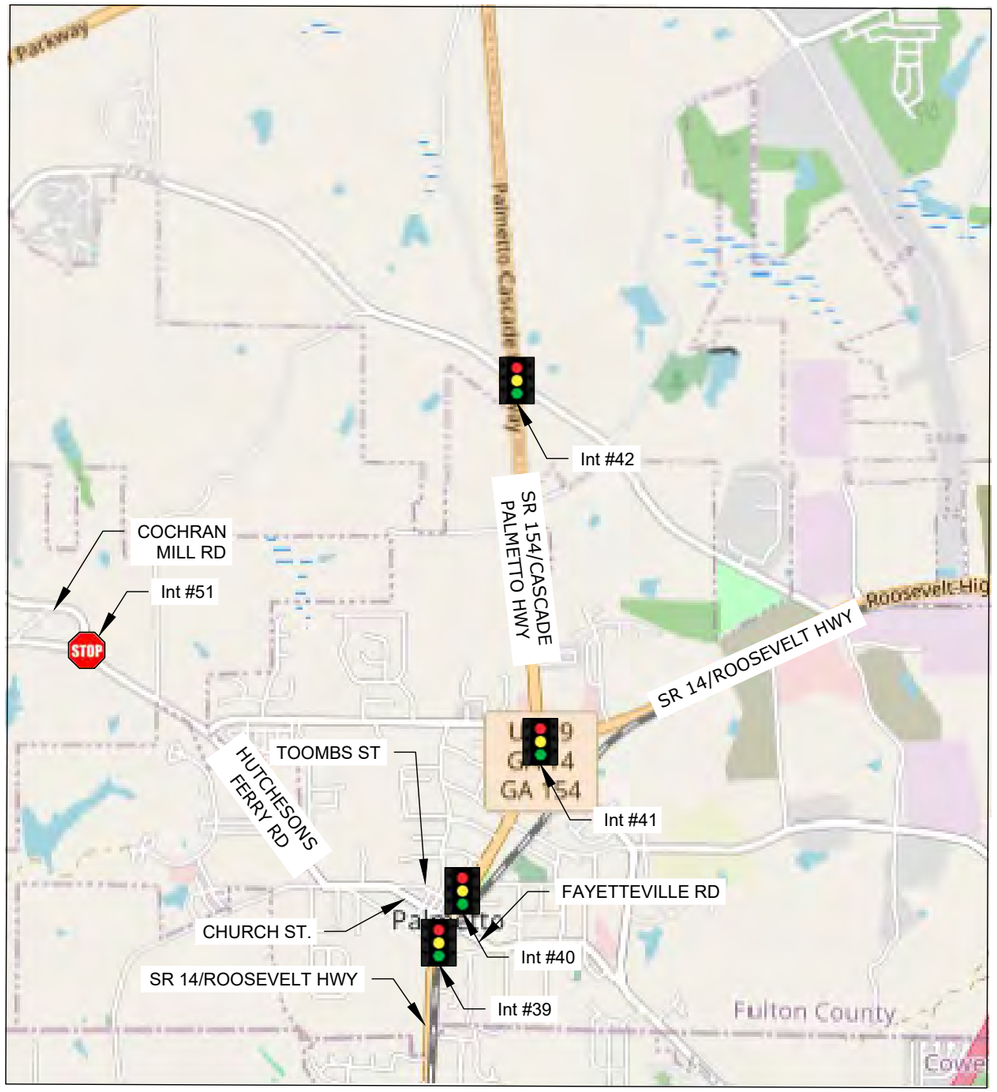
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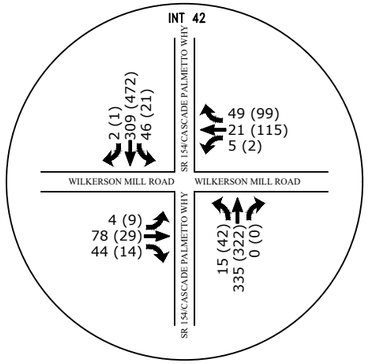
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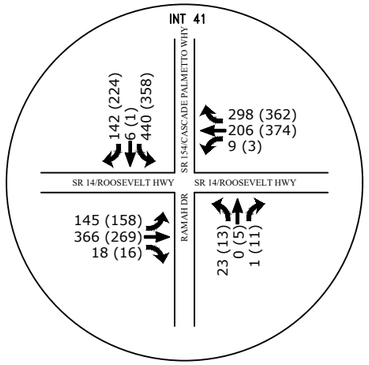
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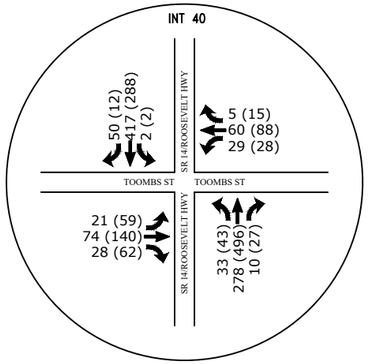
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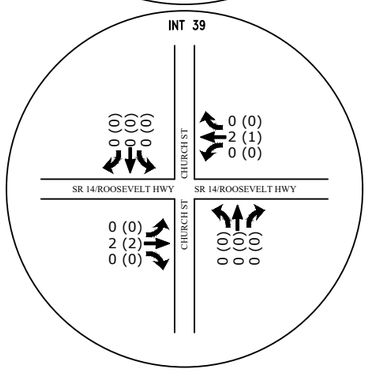












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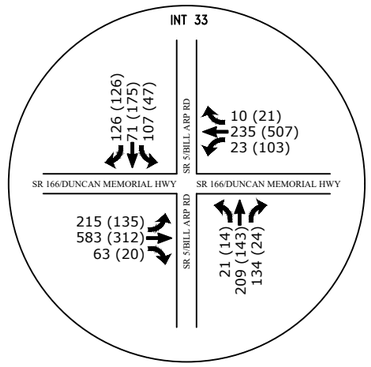
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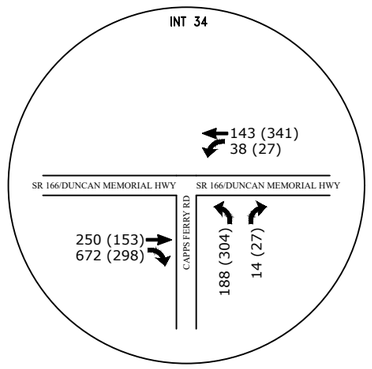
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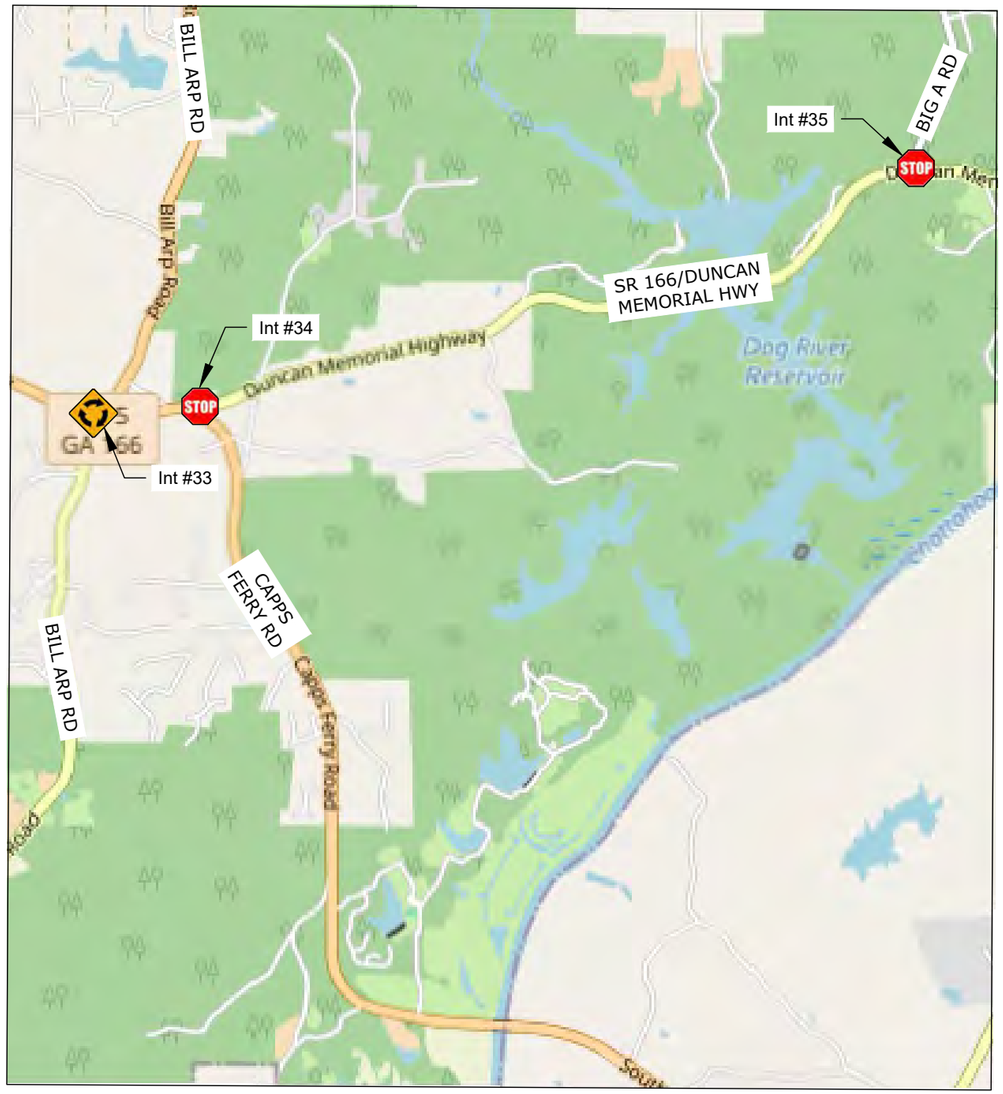
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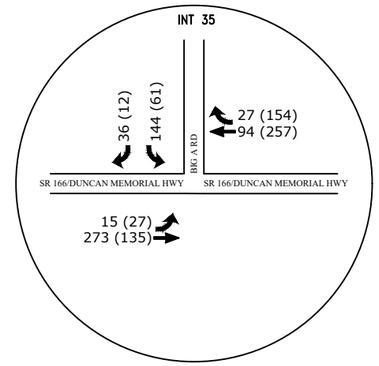
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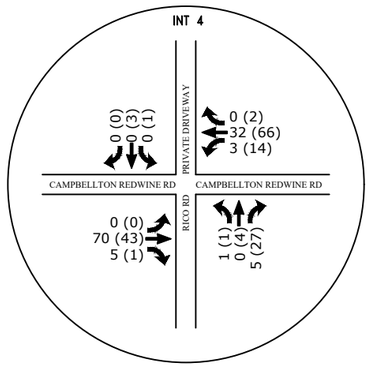
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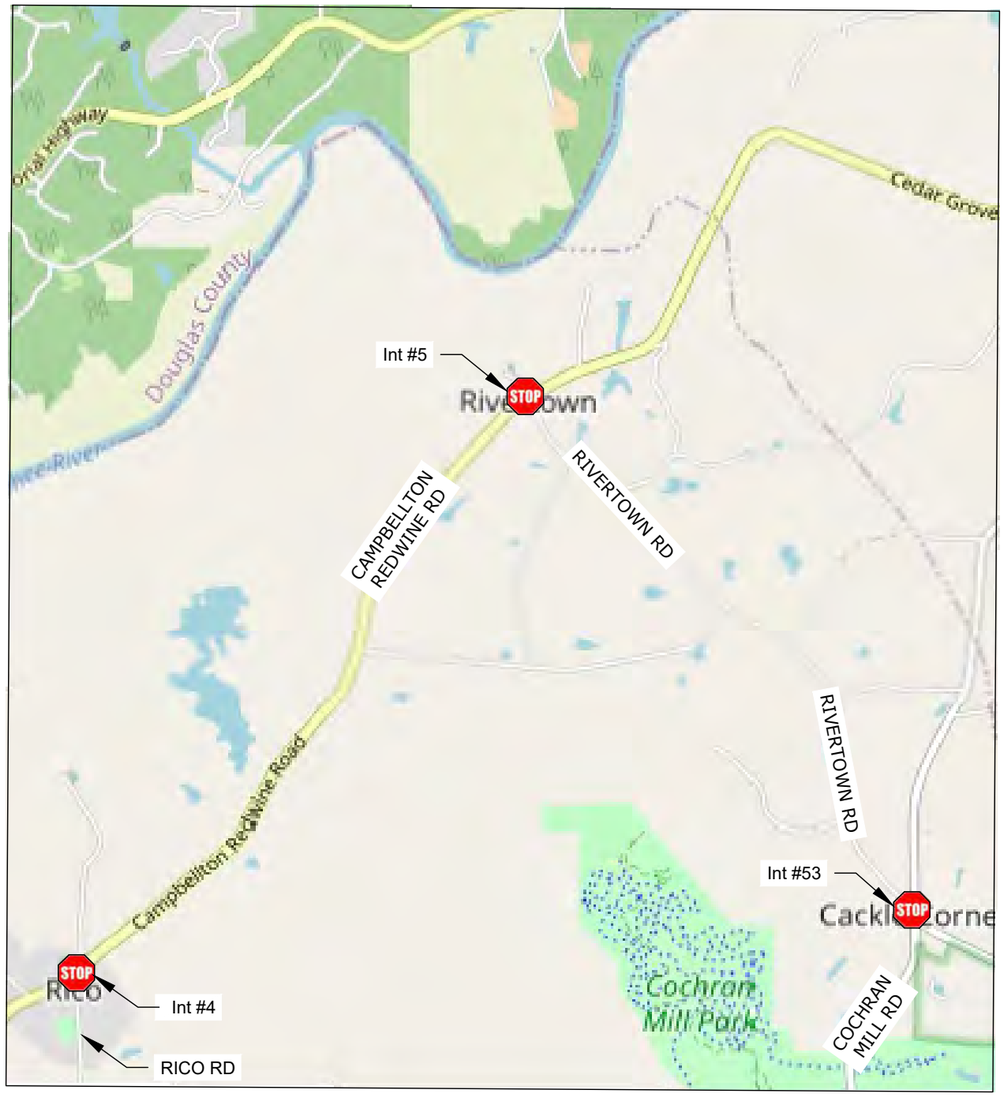
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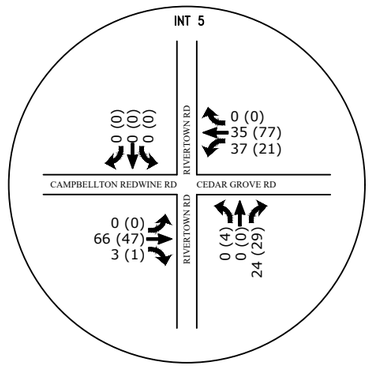
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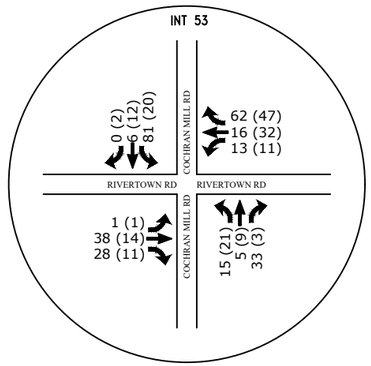
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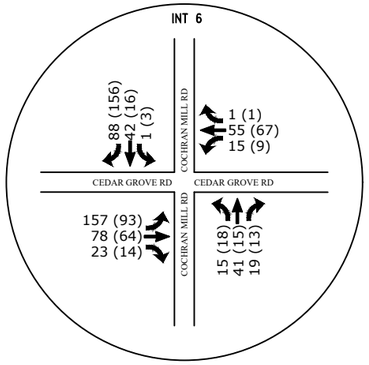
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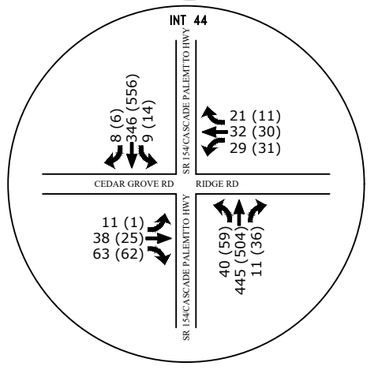
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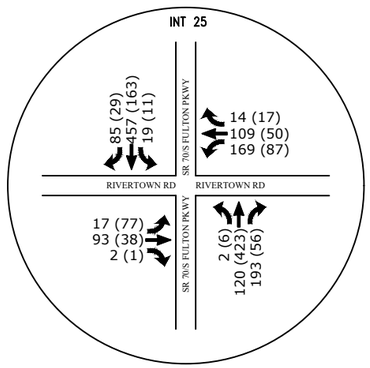
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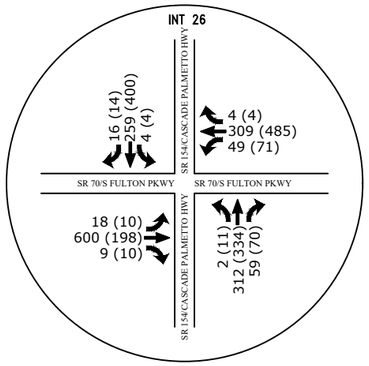
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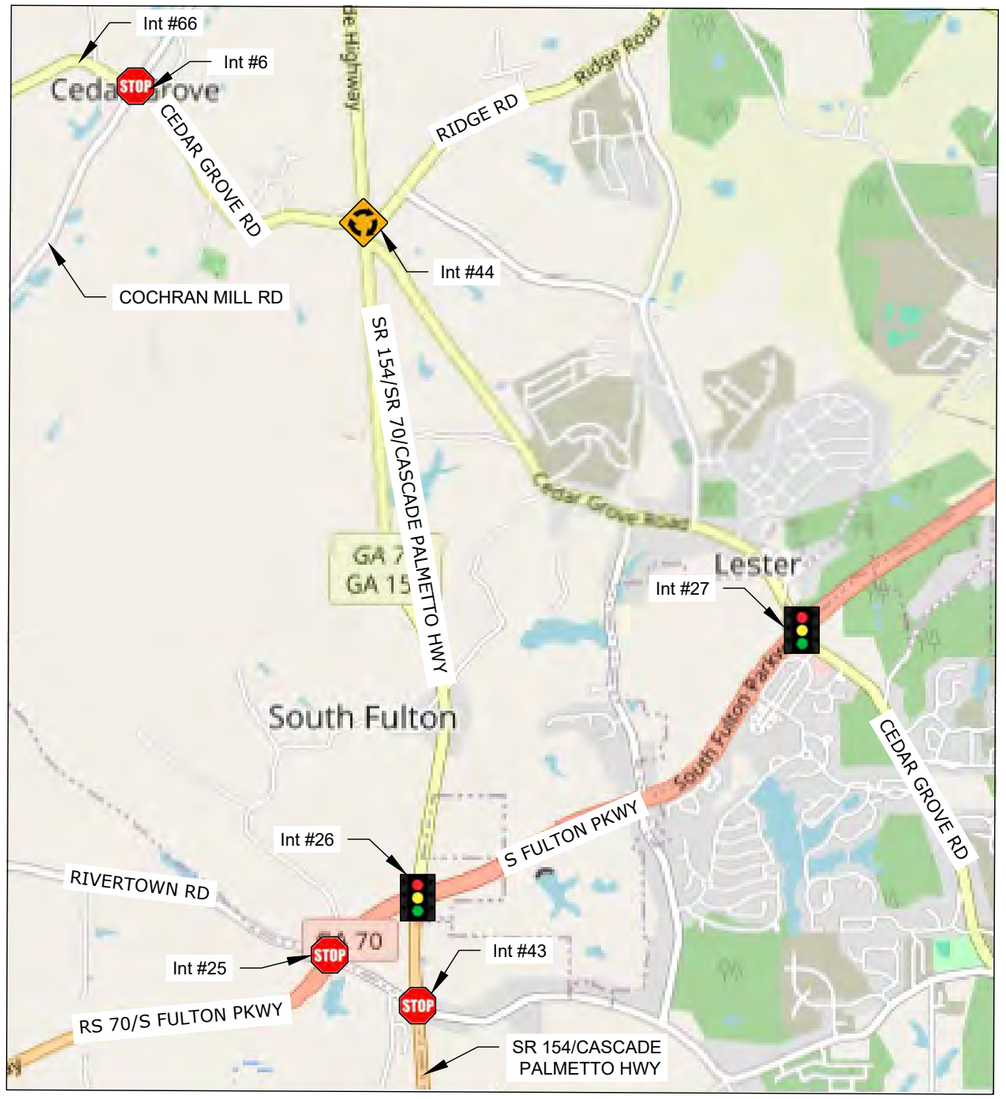
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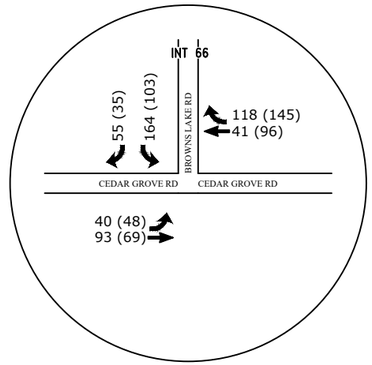


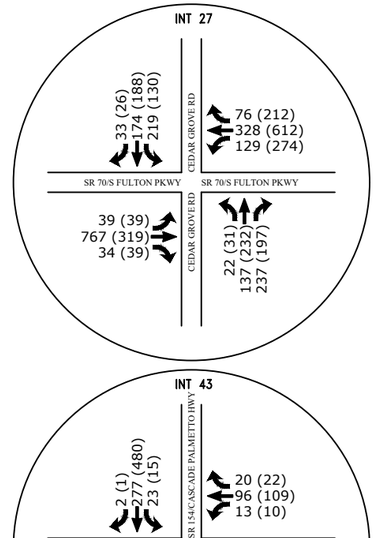


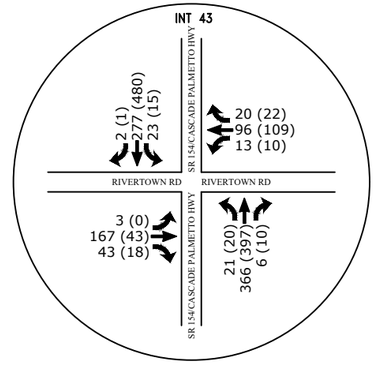












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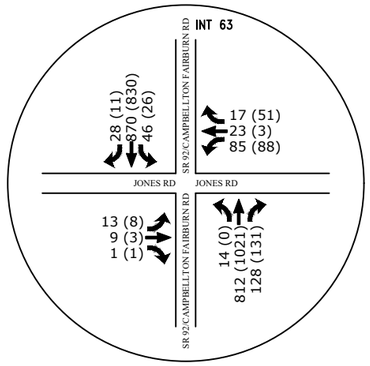
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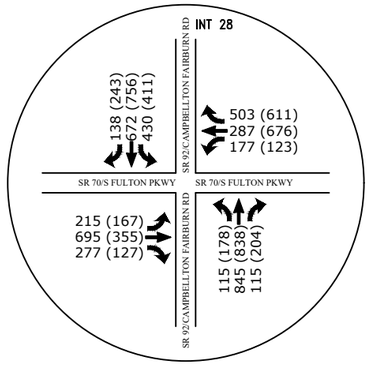
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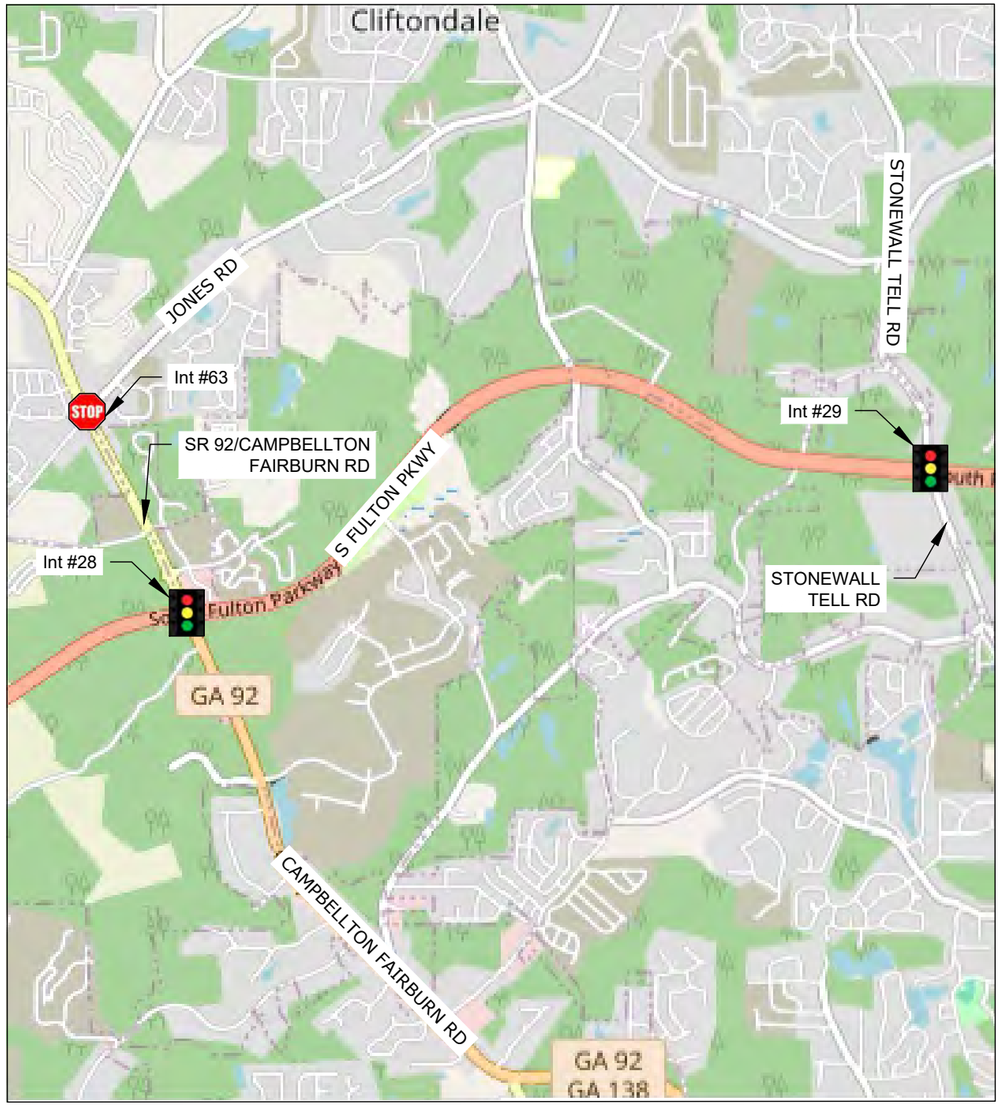
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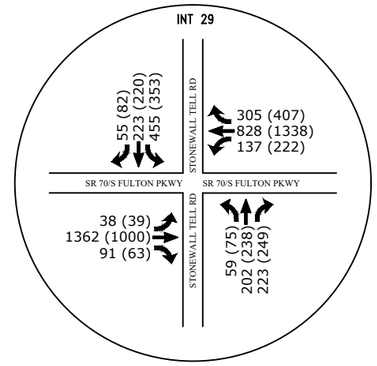
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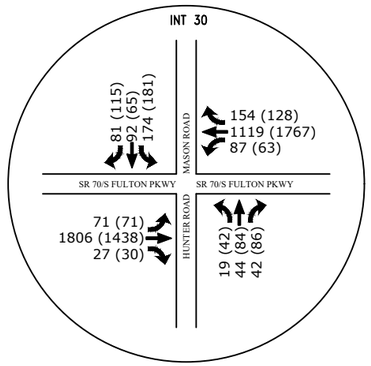
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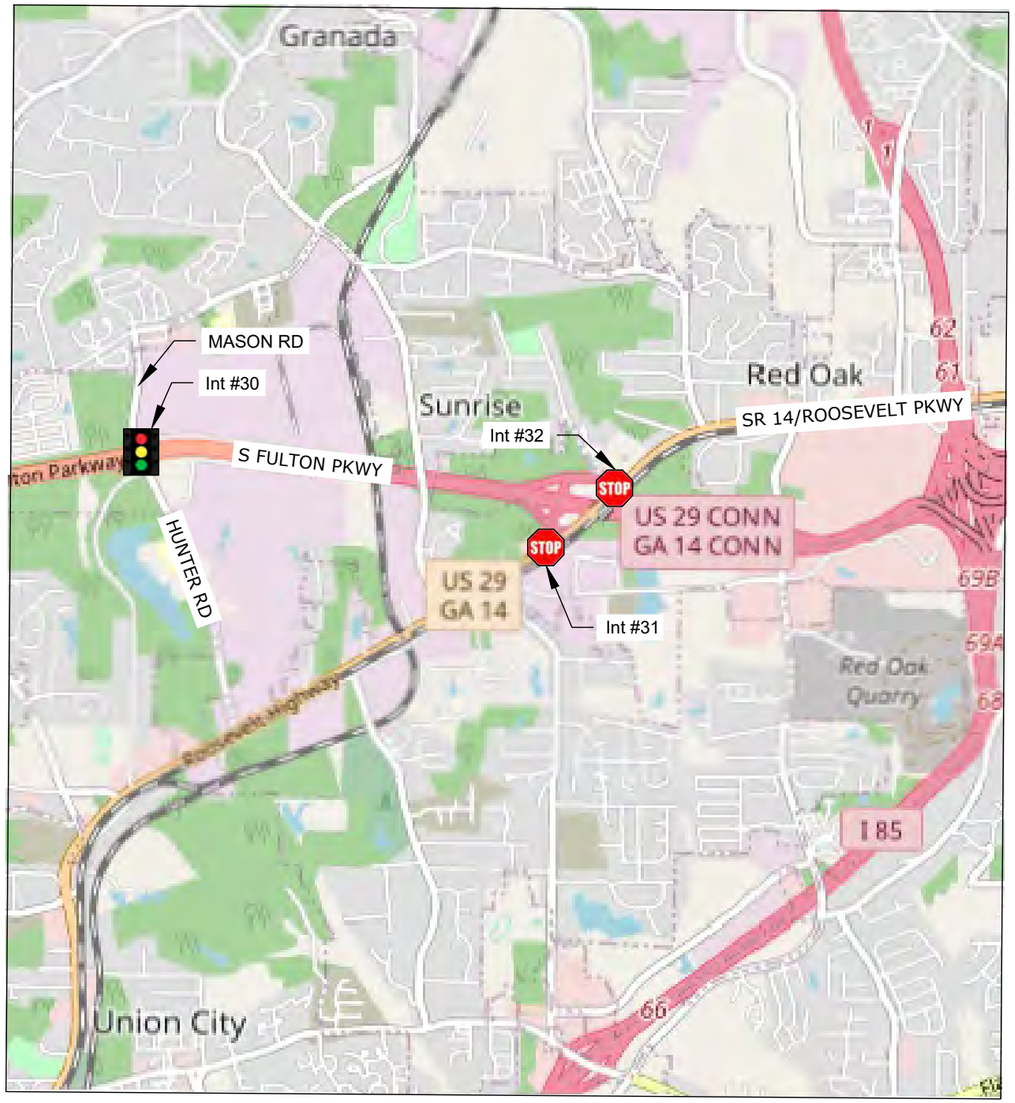
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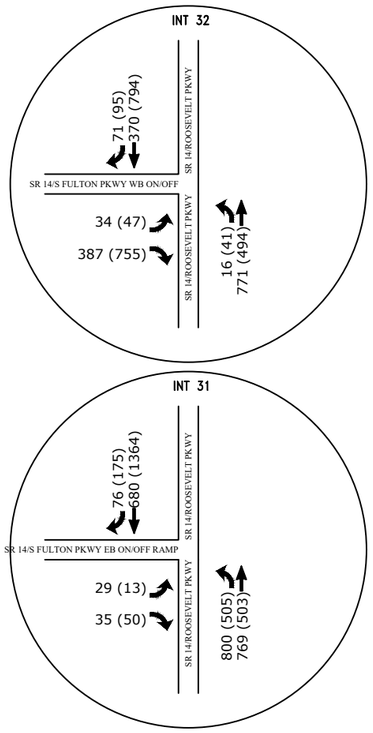
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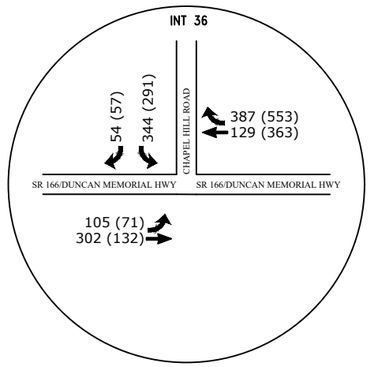
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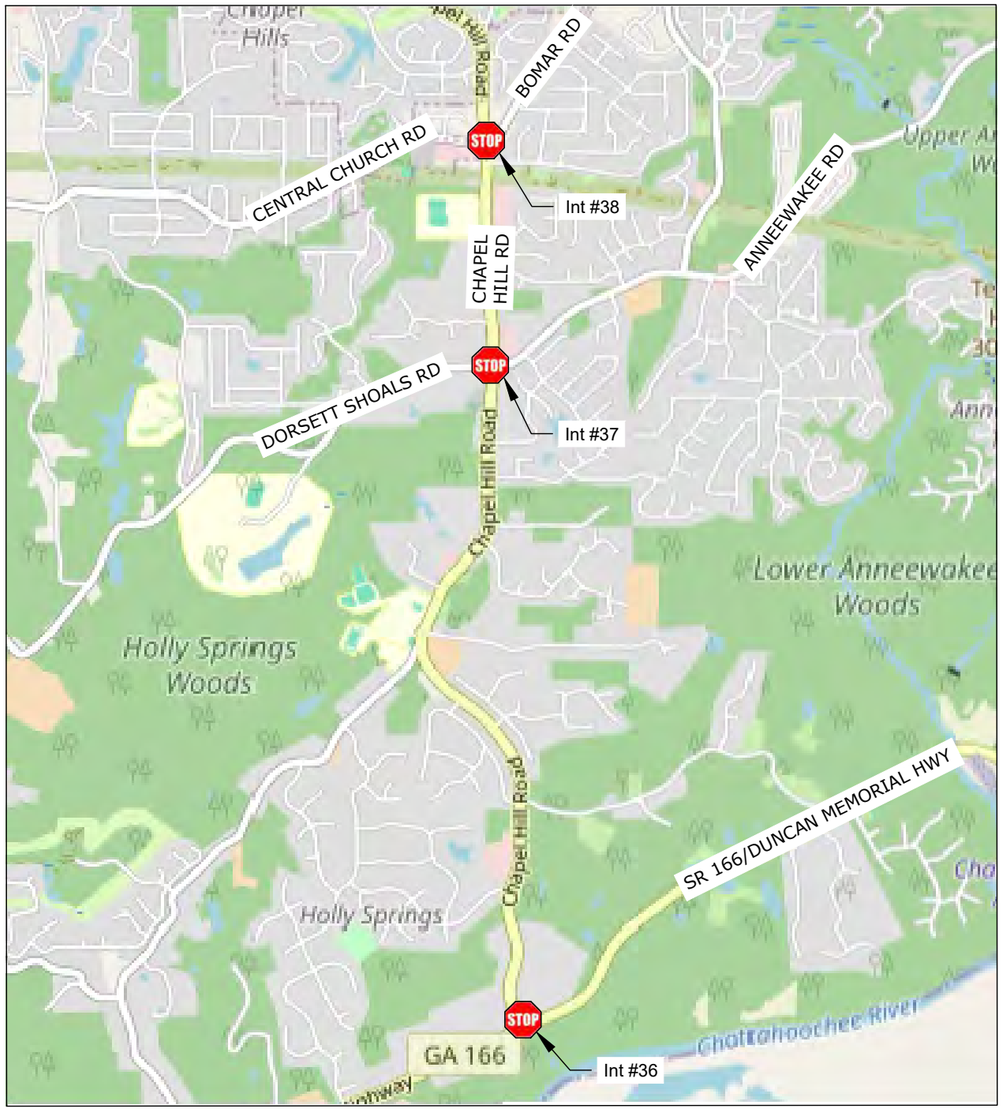
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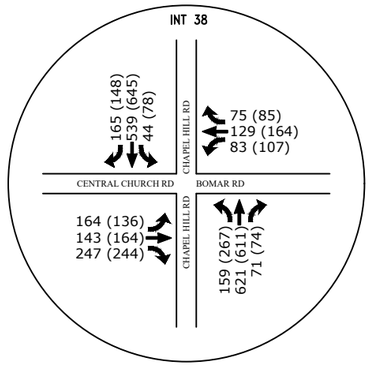
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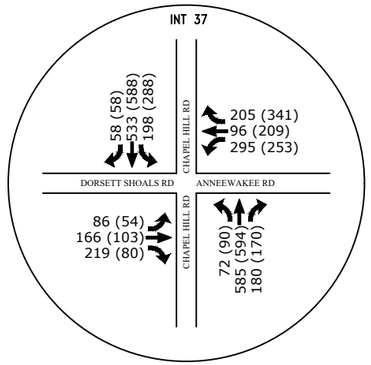
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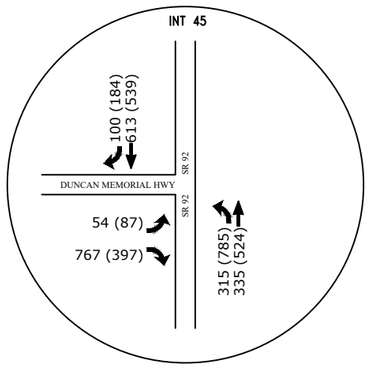
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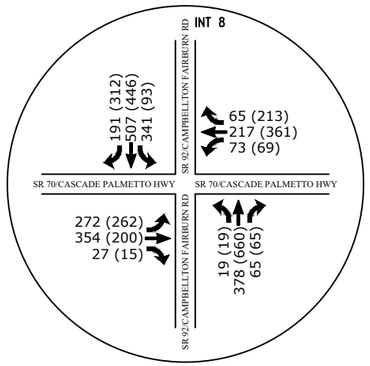
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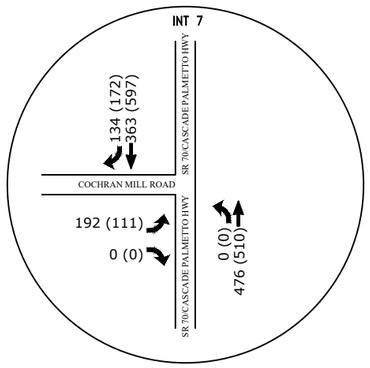
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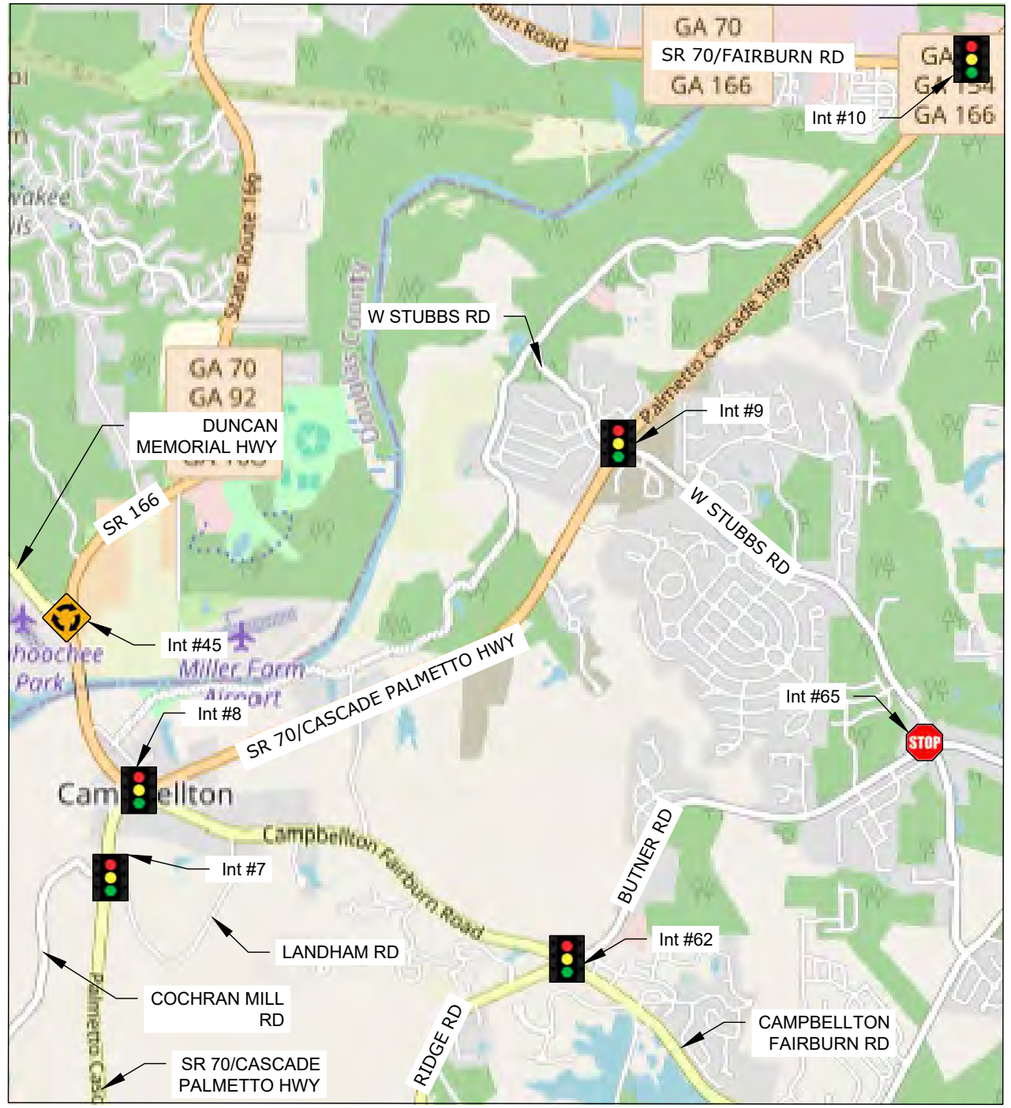
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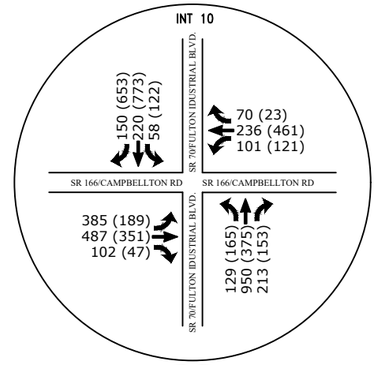
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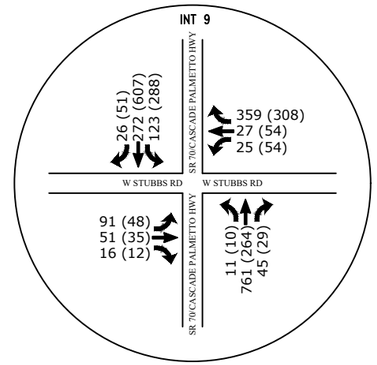


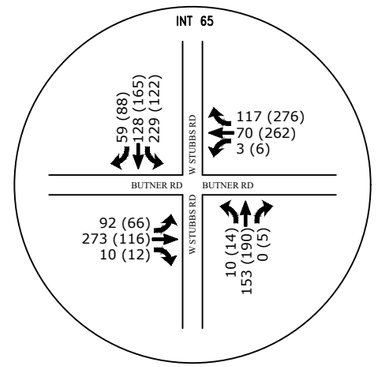


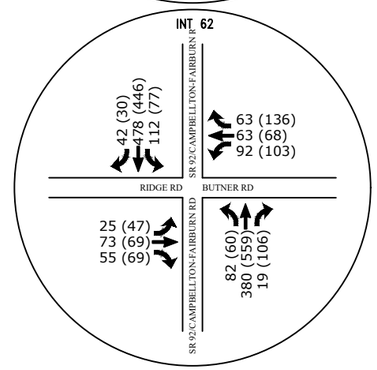












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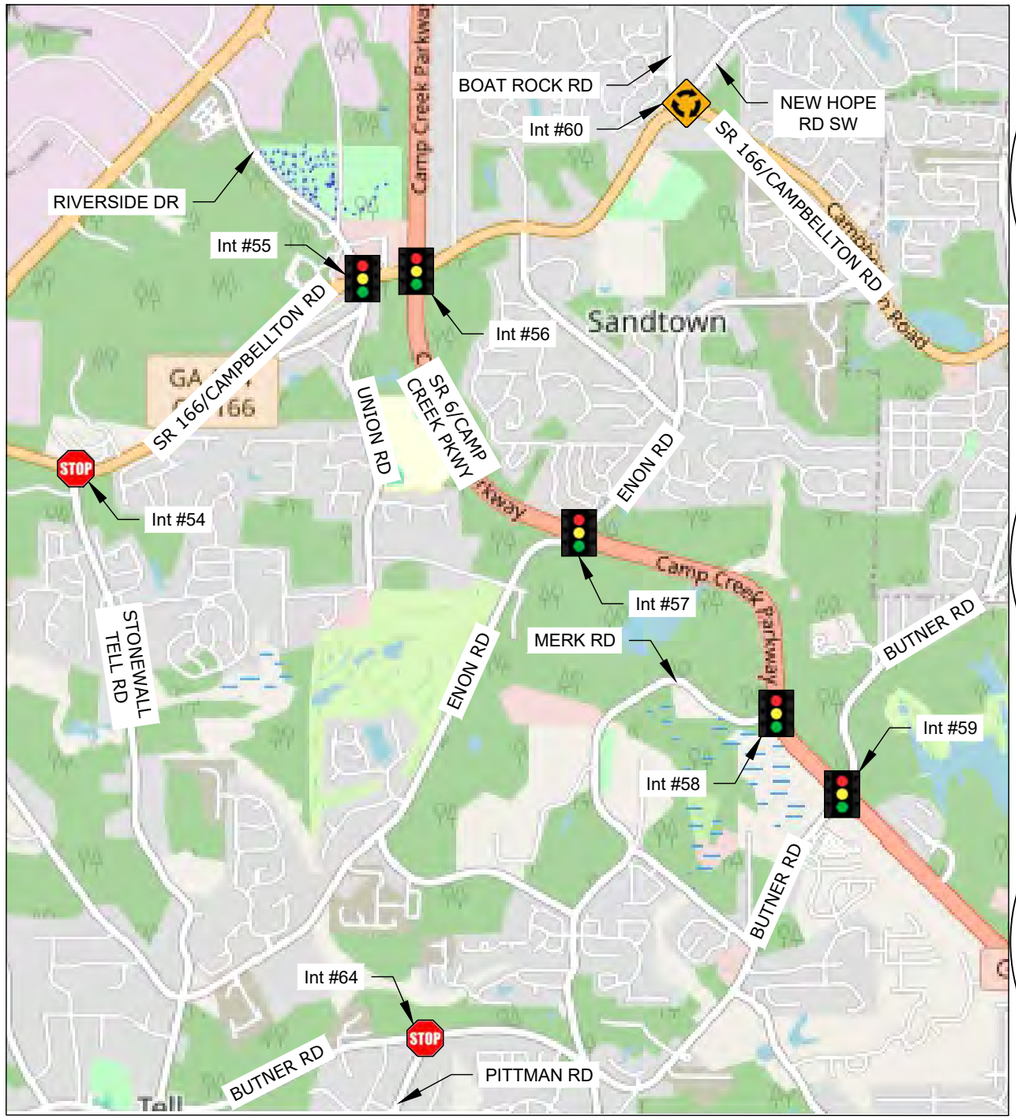
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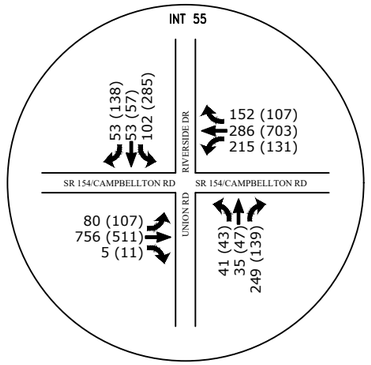
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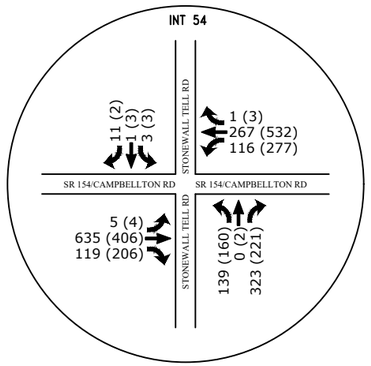
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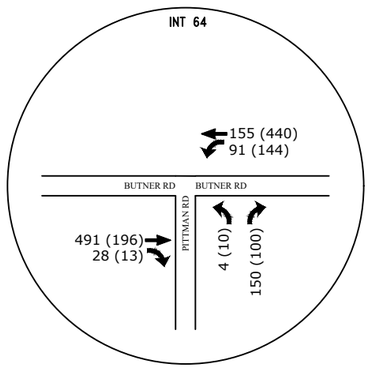
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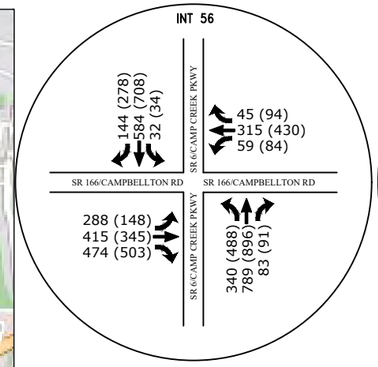
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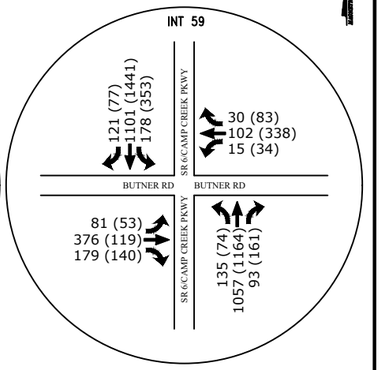


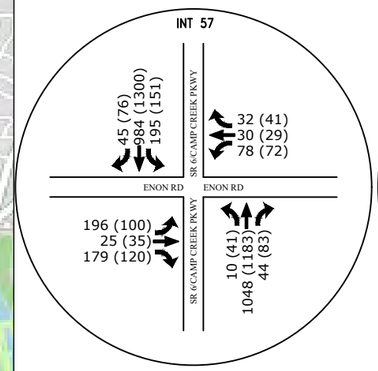


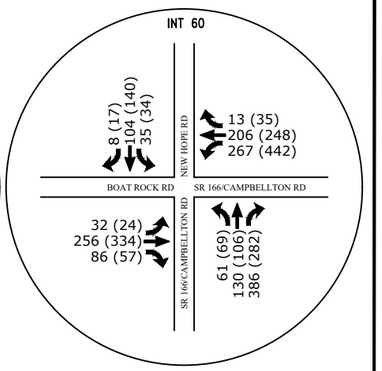


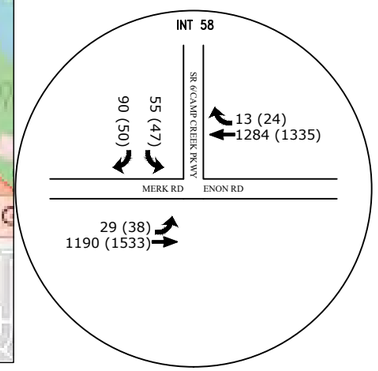












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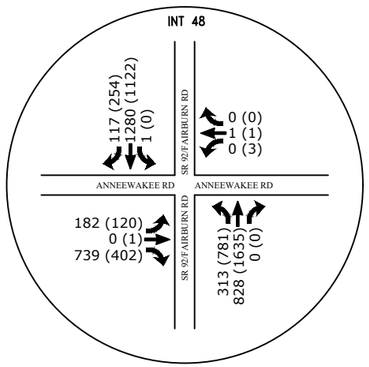
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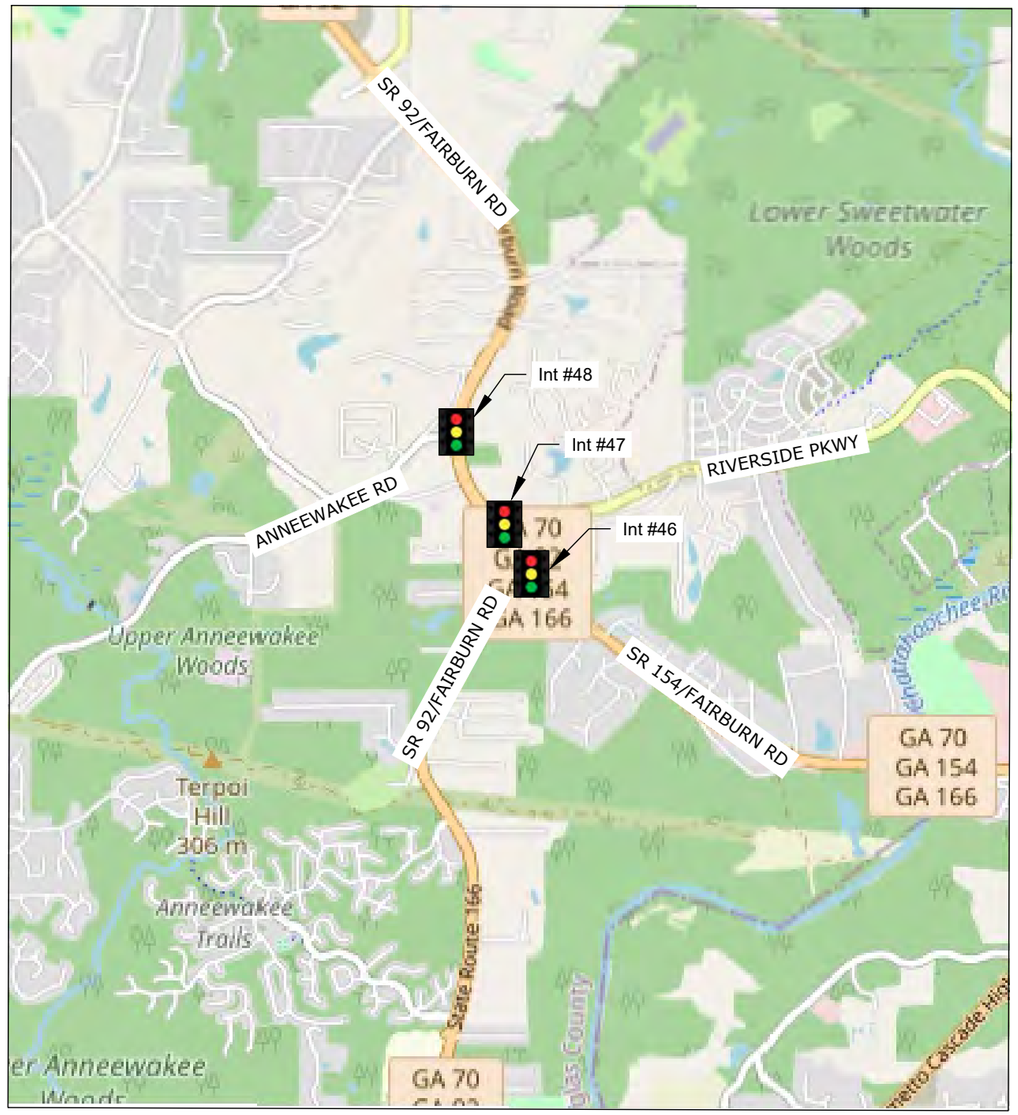
FIGURE 5: PHASE 1 BUILD
PEAK HOUR VOLUMES (2029)

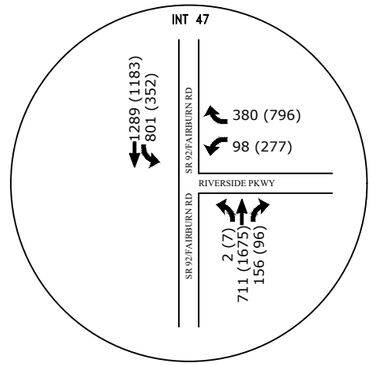
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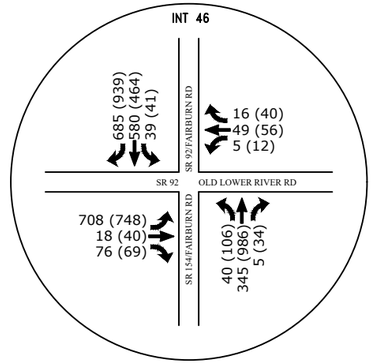
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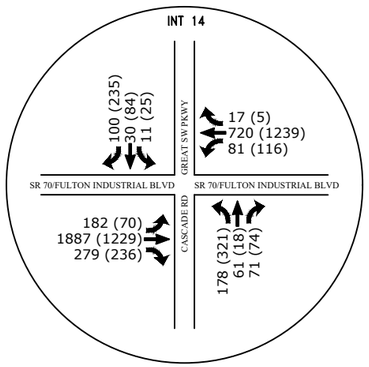
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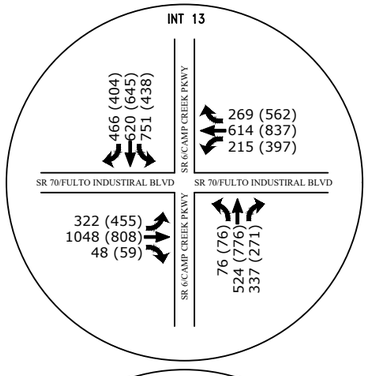
FIGURE 5: PHASE 1 BUILD
PEAK HOUR VOLUMES (2029)

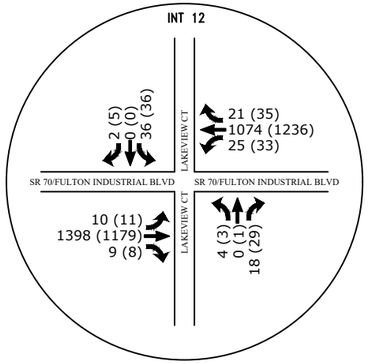
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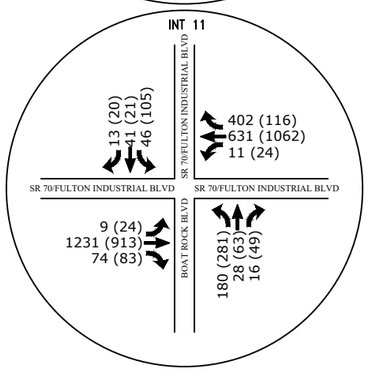
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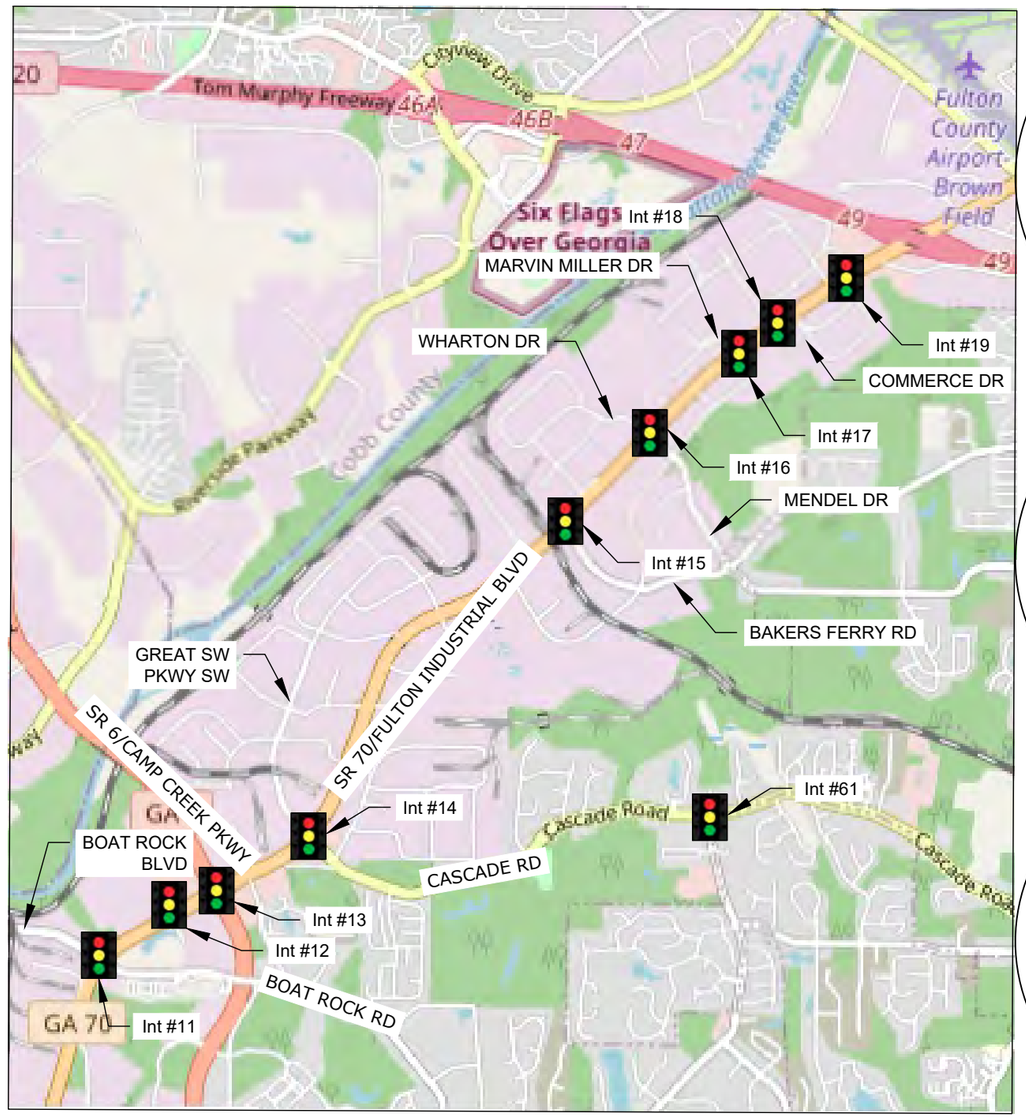
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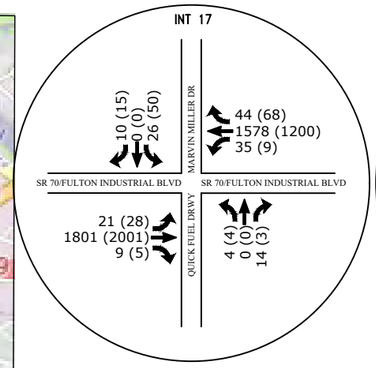


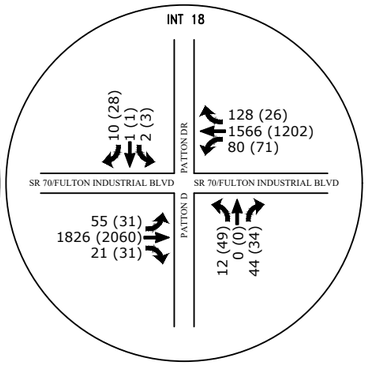


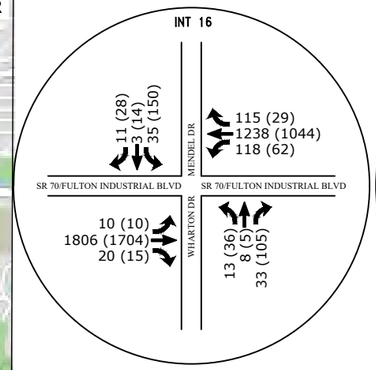


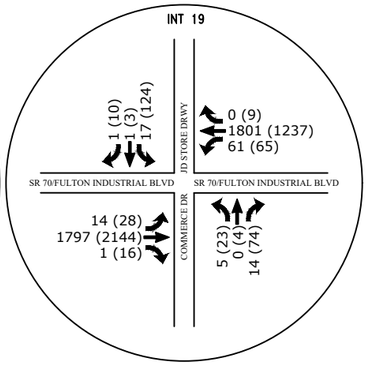


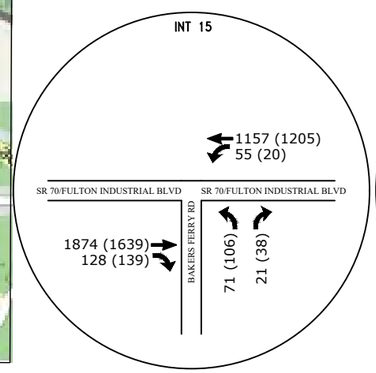


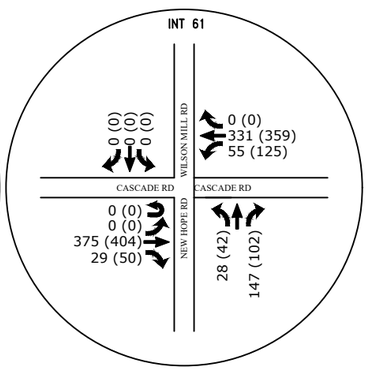












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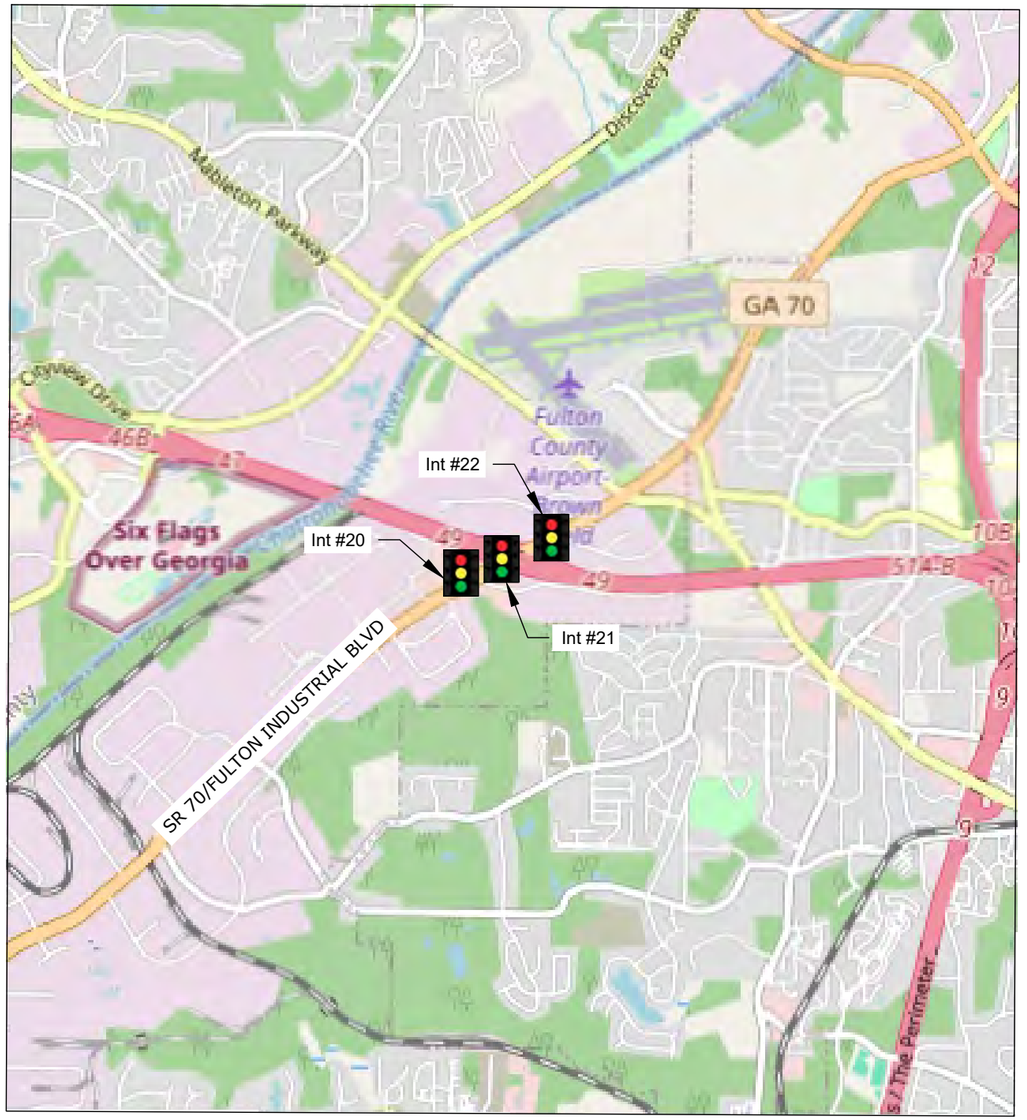
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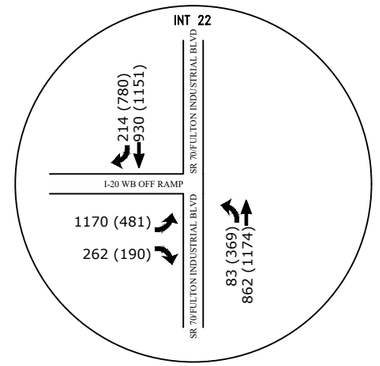
FIGURE 5: PHASE 1 BUILD
PEAK HOUR VOLUMES (2029)

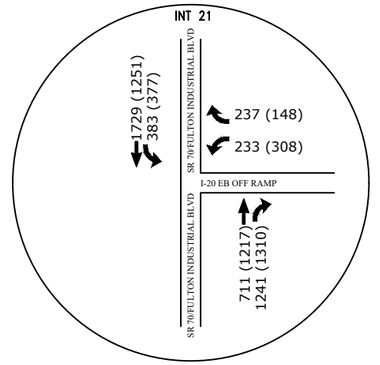
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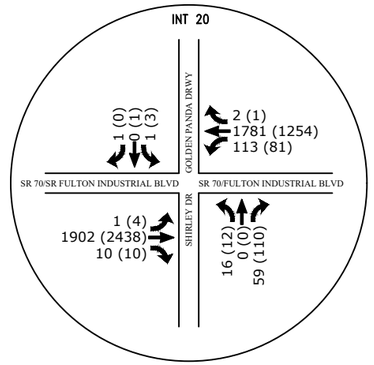
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FIGURE 5: PHASE 1 BUILD
PEAK HOUR VOLUMES (2029)

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TRAFFIC STUDY

PROJECT NUMBER: 1416-24-046

DATE: 03.27.2025

Auxiliary Lane Analysis

The need for auxiliary lanes was evaluated at the development driveway intersection on the Cedar Grove Road. Auxiliary lanes are used on approaches to intersections when the projected turning traffic volumes exceed minimum levels, per GDOT's Regulations for Driveway and Encroachment Control Manual. The results of the analysis will determine if auxiliary lanes on the mainline/state route should be considered in the ICE analysis for the driveways as they are new intersections on a State Route. A left-turn lane is warranted on an intersection approach if the daily left-turn volumes meet or exceed values shown in **Table 18**.

Table 18: Left-Turn Lane Requirements				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	< 6000	≥ 6000	< 10000	≥ 10000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
≥ 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

A right-turn lane is warranted on an intersection approach if the daily right-turn volumes meet or exceed the values shown in **Table 19**.

Table 19: Right-Turn Lane Requirements				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	< 6000	≥6000	<10000	≥10000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
≥65 MPH	Always	Always	Always	Always

Driveway A will be along Cedar Grove Road. It is a two-lane road with a posted speed limit of 45 mph, and a future average daily traffic (ADT) of approximately 9,500 vehicles per day (vpd) in 2029. The threshold is set at 175 LTV per day for a left-turn lane and 75 RTV per day for a right-turn lane in 2029. The development is expected to have approximately 2,361 LTV per day and 7,085 RTV per day. Left turn and right turn lanes are warranted at this intersection. However, with a single lane roundabout proposed in Phase 2, 2031 and the intersection operating acceptably at LOS B, auxiliary lanes are not recommended for this intersection in Phase 1, 2029. **Table 20** summarizes the auxiliary lane analysis for this intersection.

Table 20: Auxiliary Lane analysis - Driveway A					
Intersection	Posted Speed	Threshold		Build 2029	
		ADT		ADT	
		LTV	RTV	LTV	RTV
66: Driveway A at Cedar Grove Road	45 mph	175	75	2,361	7,085

Future Build Level of Service (2029)

Similar to the no-build conditions the future build analysis was carried out using the existing intersection controls and roadway geometry, including the cycle lengths. The same methodology discussed previously was used to determine the level of service for the study intersections under phase 1 build conditions. The intersection capacity analysis results for phase 1 build conditions (2029) are summarized in **Table 21** and detailed Synchro results are attached in **Appendix E**.

Table 21: Future Build Phase 1 (2029) Level of Service				
Intersection	**Intersection Control**	**Approach**	**AM-Peak Delay (LOS)**	**PM-Peak Delay (LOS)**
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0 (A)	10.7 (B)
		Westbound	9.8 (A)	10.3 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	10.7 (B)	11 (B)
		Westbound	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	TWSC	Northbound	41.5 (E)	83.2 (F)
		Southbound	24.2 (C)	41 (E)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	8.8 (A)	8.7 (A)
		Southbound	0 (A)	10 (A)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	8.8 (A)	8.8 (A)
		Southbound	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	AWSC	Northbound	8.6 (A)	8.2 (A)
		Southbound	8.6 (A)	8.5 (A)
		Eastbound	10.4 (B)	9.3 (A)
		Westbound	8.5 (A)	8.4 (A)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	TWSC	Eastbound	46 (E)	51.8 (F)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound	33.6 (C)	27.8 (C)
		Southbound	23.8 (C)	20.9 (C)
		Eastbound	32.1 (C)	37.4 (D)
		Westbound	37.0 (D)	47.9 (D)
		Overall	29.8 (C)	32.2 (C)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	39 (D)	18.9 (B)
		Southbound	10.1 (B)	50 (D)
		Eastbound	23.7 (C)	20.2 (C)
		Westbound	21.5 (C)	20.9 (C)
		Overall	28.4 (C)	39.5 (D)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound	31.7 (C)	22 (C)
		Southbound	23.6 (C)	23.7 (C)
		Eastbound	35 (C)	34.2 (C)
		Westbound	41.4 (D)	45 (D)
		Overall	33.2 (C)	30.4 (C)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	24.7 (C)	28.2 (C)
		Southbound	19.1 (B)	31.7 (C)
		Eastbound	35.8 (D)	32.4 (C)
		Westbound	45.4 (D)	51.9 (D)
		Overall	24.7 (C)	33.5 (C)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	32.6 (C)	27.7 (C)
		Southbound	34 (C)	29 (C)
		Eastbound	8.1 (A)	7.9 (A)
		Westbound	0.7 (A)	1 (A)
		Overall	5.3 (A)	4.7 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	49.2 (D)	45.2 (D)
		Southbound	25.2 (C)	32.1 (C)
		Eastbound	35.1 (D)	24.5 (C)
		Westbound	34.1 (C)	21.8 (C)
		Overall	34.8 (C)	30.5 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	108.5 (F)	111.5 (F)
		Southbound	31.8 (C)	18.7 (B)
		Eastbound	32 (C)	51.3 (D)
		Westbound	23.7 (C)	60.8 (E)
		Overall	36.7 (D)	58.6 (E)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	16.1 (B)	10.1 (B)
		Eastbound	1.4 (A)	0.9 (A)
		Westbound	52.5 (D)	35.2 (D)
		Overall	11.7 (B)	7.6 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	3.7 (A)	21.3 (C)
		Southbound	2.7 (A)	14.9 (B)
		Eastbound	78.5 (E)	30.4 (C)
		Westbound	82.1 (F)	29.1 (C)
		Overall	5.5 (A)	20 (B)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	1.9 (A)	8.5 (A)
		Southbound	1.6 (A)	6.8 (A)
		Eastbound	38.3 (D)	31.6 (C)
		Westbound	37.5 (D)	29.4 (C)
		Overall	2.3 (A)	8.3 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.5 (A)	17.1 (B)
		Southbound	10.1 (B)	30.2 (C)
		Eastbound	36.7 (D)	32 (C)
		Westbound	39.7 (D)	34.3 (C)
		Overall	8.3 (A)	22.4 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	7.4 (A)	19.9 (B)
		Southbound	2.9 (A)	7 (A)
		Eastbound	51.4 (D)	36.7 (D)
		Westbound	48.6 (D)	33.3 (C)
		Overall	5.6 (A)	16.4 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	3 (A)	18.1 (B)
		Southbound	13.5 (B)	10.4 (B)
		Eastbound	23.7 (C)	30.9 (C)
		Westbound	26 (C)	37 (D)
		Overall	8.6 (A)	16 (B)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	6.5 (A)	20.5 (C)
		Southbound	3.4 (A)	8.6 (A)
		Eastbound	37.4 (D)	37.6 (D)
		Overall	6.7 (A)	16 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	8.5 (A)	7.7 (A)
		Southbound	13.3 (B)	22.1 (C)
		Westbound	30.9 (C)	36.7 (D)
		Overall	18.6 (B)	17.3 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	19.7 (C)	43.1 (E)
		Southbound	17.6 (C)	20.3 (C)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	18.8 (C)	32.7 (D)
		Southbound	16.5 (C)	15.5 (C)
25: SR 70/S Fulton Pkwy & Rivertown Rd	TWSC	Northbound	(A)	(A)
		Southbound	(A)	(A)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound	(A)	(A)
		Southbound	(A)	(A)
		Eastbound	(A)	(A)
		Westbound	(A)	(A)
		Overall	(A)	(A)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	(A)	(A)
		Southbound	(A)	(A)
		Eastbound	(A)	(A)

		Westbound	(A)	(A)
		Overall	(A)	(A)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound	(A)	(A)
		Southbound	(A)	(A)
		Eastbound	(A)	(A)
		Westbound	(A)	(A)
		Overall	(A)	(A)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound	(A)	(A)
		Southbound	(A)	(A)
		Eastbound	(A)	(A)
		Westbound	(A)	(A)
		Overall	(A)	(A)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	(A)	(A)
		Southbound	(A)	(A)
		Eastbound	(A)	(A)
		Westbound	(A)	(A)
		Overall	(A)	(A)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	Signalized	Northbound	9.8 (A)	6.1 (A)
		Southbound	17.9 (B)	19.2 (B)
		Eastbound	15.2 (B)	24.4 (C)
		Overall	13.6 (B)	15.7 (B)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	Signalized	Northbound	10.8 (B)	13.1 (B)
		Southbound	13.5 (B)	16.7 (B)
		Eastbound	29.7 (C)	29.9 (C)
		Overall	12.2 (B)	15.8 (B)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound	97.7 (F)	7.5 (A)
		Southbound	8.1 (A)	14.5 (B)
		Eastbound	14.2 (B)	7.2 (A)
		Westbound	6.5 (A)	8.8 (A)
		Overall	28.7 (D)	9.4 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	38.7 (E)	43.9 (E)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	13.9 (B)	13.2 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	Roundabout	Southbound	7.2 (A)	9.9 (A)
		Eastbound	10.4 (B)	6.4 (A)
		Westbound	8.6 (A)	17.8 (C)
		Overall	8.8 (A)	14.3 (B)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	54.9 (D)	37.7 (D)
		Southbound	34.5 (C)	32.8 (C)
		Eastbound	30.7 (C)	34 (C)
		Westbound	60.7 (E)	48.4 (D)
		Overall	45.6 (D)	37.7 (D)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound	37.7 (D)	24.5 (C)
		Southbound	50 (D)	25.7 (C)
		Eastbound	62.8 (E)	78 (E)
		Westbound	44.4 (D)	65.4 (E)
		Overall	46.4 (D)	37.4 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	10.8 (B)	15.6 (C)
		Northbound	8.4 (A)	26.5 (D)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound	9.4 (A)	10.2 (B)
		Southbound	10.3 (B)	40.7 (D)
		Eastbound	1.2 (A)	1 (A)
		Westbound	1.1 (A)	1.3 (A)
		Overall	17.2 (B)	10.3 (B)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound	17.6 (B)	19.1 (B)
		Southbound	29.0 (C)	30.1 (C)
		Eastbound	24.0 (C)	16.9 (B)
		Westbound	23 (C)	22.0 (C)
		Overall	25.6 (C)	22.5 (C)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Eastbound	(A)	(A)
		Westbound	(A)	(A)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound	54 (D)	23.2 (C)
		Westbound	44.2 (D)	45.9 (D)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	6.9 (A)	6.7 (A)
		Southbound	6.2 (A)	7.9 (A)
		Eastbound	5 (A)	5.6 (A)
		Westbound	5.5 (A)	5.1 (A)
		Overall	6.4 (A)	7.1 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound	4.3 (A)	7.5 (A)
		Southbound	20.2 (C)	22.1 (C)
		Eastbound	65.1 (F)	13.7 (B)
		Overall	32.4 (D)	12.9 (B)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	36.5 (D)	58.6 (E)
		Southbound	55.1 (E)	24.6 (C)
		Eastbound	22.4 (C)	32.4 (C)
		Westbound	36.7 (D)	41.9 (D)
		Overall	41.5 (D)	37.8 (D)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound	31 (C)	62.3 (E)
		Southbound	44.1 (D)	18.4 (B)
		Westbound	53.4 (D)	162.1 (F)
		Overall	41.2 (D)	50.9 (D)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound	33.4 (C)	22.1 (C)
		Southbound	46.9 (D)	127.5 (F)
		Eastbound	319.1 (F)	420.8 (F)
		Westbound	32.9 (C)	53.9 (D)
		Overall	114.9 (F)	104 (F)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	9.8 (A)	0 (A)
		Southbound	10.7 (B)	11.5 (B)
51: Hutchesons Ferry Rd & Cochran Mill Rd	TWSC	Southbound	11.4 (B)	12.3 (B)
52: Cochran Mill Rd & Wilkerson Mill Rd	TWSC	Westbound	9.3 (A)	9.7 (A)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	7.4 (A)	7.5 (A)
		Southbound	8.2 (A)	7.5 (A)
		Eastbound	7.5 (A)	7.1 (A)
		Westbound	7.5 (A)	7.3 (A)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	34.7 (C)	29.2 (C)
		Southbound	36.9 (D)	24 (C)
		Eastbound	15.8 (B)	8.9 (A)
		Westbound	10.1 (B)	12.5 (B)
		Overall	16.4 (B)	13.5 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	45.5 (D)	21.7 (C)
		Southbound	49.1 (D)	32 (C)
		Eastbound	30.9 (C)	26.4 (C)
		Westbound	21 (C)	19 (B)
		Overall	32.8 (C)	24.3 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	27.3 (C)	39.5 (D)
		Southbound	32.2 (C)	49.3 (D)
		Eastbound	45 (D)	47 (D)

		Westbound	42.4 (D)	51.8 (D)
		Overall	34.8 (C)	45 (D)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	183.2 (F)	204.5 (F)
		Southbound	155.2 (F)	147.2 (F)
		Eastbound	28.3 (C)	23.2 (C)
		Westbound	20.2 (C)	18.9 (B)
		Overall	95.4 (F)	41.4 (D)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	8.7 (A)	10.2 (B)
		Southbound	17.5 (B)	15.5 (B)
		Eastbound	25.8 (C)	28 (C)
		Overall	13.5 (B)	12.9 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	35.4 (D)	48 (D)
		Southbound	30.2 (C)	36.3 (D)
		Eastbound	33.9 (C)	29.5 (C)
		Westbound	20.6 (C)	49.4 (D)
		Overall	32.3 (C)	41.7 (D)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	6.2 (A)	5.3 (A)
		Southbound	7.7 (A)	10.5 (B)
		Eastbound	10.9 (B)	14.2 (B)
		Westbound	10.2 (B)	13.1 (B)
		Overall	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	43.3 (D)	54 (D)
		Southbound	0 (A)	0 (A)
		Eastbound	20.8 (C)	20.1 (C)
		Westbound	6.8 (A)	6.5 (A)
		Overall	19.3 (B)	18.5 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	6.8 (A)	7.7 (A)
		Southbound	15.2 (C)	11.7 (B)
		Eastbound	10.7 (B)	9.6 (A)
		Westbound	8.7 (A)	14.4 (B)
		Overall	11.1 (B)	10.3 (B)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	5.8 (A)	6.1 (A)
		Southbound	6.4 (A)	5.7 (A)
		Eastbound	7.5 (A)	6.8 (A)
		Westbound	8.9 (A)	10.3 (B)
		Overall	6.3 (A)	6.2 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	15.7 (C)	11.3 (B)
65: W Stubbs Rd & Butner Rd	AWSC	Northbound	16.9 (C)	18.2 (C)
		Southbound	55.2 (F)	32.5 (D)
		Eastbound	42.6 (E)	17.2 (C)
		Westbound	17.1 (C)	78.5 (F)
66: Cedar Grove Rd & Driveway A	TWSC	Southbound	12.4 (B)	12.1 (B)

Based on the analysis, the intersection of SR 70/Cascade Palmetto Hwy at Cochran Mill Rd is expected to operate unacceptably in the future Phase-1 Build conditions, therefore improvements will be needed to mitigate the impact of the proposed development and will be implemented before Phase 2 (2031) construction. The recommended improvement is to install a traffic signal which will be warranted in phase 2.

Intersection Improvement Alternative (Phase 1 - 2029)

Improvements were identified for study intersections operating at unacceptable levels of service. Different improvements included intersection controls and roadway geometry modification at the intersections so they may operate at appropriate levels of service per DRI requirements. Improvements at some intersections are a part of other DRI project or a roadway improvement project. These improvements were considered to be installed in the respective no-build conditions. For intersections without programmed improvements, previously recommended improvements from earlier build phases were also analyzed for the build conditions to verify if those improvements are still effective to have the intersection operate acceptably.

GDOT policy 4A-5 states an intersection control evaluation (ICE) is required for any intersection modifications for intersections on State Routes. So, ICE was performed on study intersections that are not operating acceptably. The ICE process compares and scores the feasible intersection controls based on project cost, safety analysis, traffic operations, environmental impacts, and stakeholder posture. The higher the ICE score, the preferable the intersection control per the GDOT ICE tool. Crash data for the intersections were collected from GDOT's NUMETRIC system.

3. Campbellton Redwine Rd & S Fulton Pkwy

The study intersection is expected to operate unacceptably in the no-build and build conditions Phase 1 year (2029); therefore, an improvement will be needed to have the intersection operating acceptably. To determine improvements for the intersection a signal warrant analysis was carried out.

Signal warrant analysis was conducted based on the methodology explained in the Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition. The MUTCD describes nine warrants that may be considered, with four of the warrants considered applicable for this study. Signal warrant analysis was carried out using the traffic volumes form Existing Year (2024).

The study intersection was analyzed to see if it satisfied signal warrants in the Phase 1 condition per GDOT Policy 6785-1. The policy states, "It is the Department's preference that only signals that meet Warrants 1 (Eight-Hour Vehicular Volume) or 7 (Crash Experience) in the MUTCD at 100% be installed; however, other warrants may be evaluated if engineering judgment determines that other applications are appropriate. Intersection evaluations indicating that a signal will not meet Warrants 1 or 7 may be denied by the Department." Per the GDOT's policy Warrant 1 was evaluated as well as Warrants 2 (Four-Hour Vehicular Volume), 3 (Peak-Hour Vehicular Volume) and 7 (Crash Experience). A 100% right turn volume reduction was applied to the data for analysis per GDOT preferences.

The four warrants that were analyzed for the study intersection are listed below.

Warrant 1 – Eight-Hour Vehicular Volume

The Minimum Vehicular Volume, Condition A, is intended for application where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The Interruption of Continuous Traffic, Condition B, is intended for application where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Warrant 1 is met if the Condition A or Condition B requirements are fulfilled for any eight hours of an average day or if a combination of conditions is fulfilled for any eight hours of an average day.

Warrant 2 – Four-Hour Vehicular Volume

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic signal.

Warrant 2 is met if the requirements are met for any four hours of an average day.

Warrant 3 – Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Warrant 3 is met if the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve for the existing combination of approach lanes.

Warrant 7 – Crash Experience

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Warrant 7 is met if five or more reported crashes of types susceptible to correction by a traffic control signal have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash.

Signal warrant analysis for the intersection was conducted for the existing roadways conditions. The intersection does not satisfy any signal warrants based on volumes or a historical pattern of correctable crashes within a 12-month period.

The results of the signal warrant analysis are summarized in **Table 22**. Detailed signal warrant analysis reports are attached in **Appendix F**.

Table 22: Signal Warrant Analysis for Campbellton Redwine Rd & SR 70 /Fulton Pkwy (Existing - 2024)

Warrant	Description	Warrant Results	
Warrant 1A	Minimum Vehicular Volume	Not Satisfied (0/8 hours)	Not Satisfied
Warrant 1B	Interruption of Continuous Traffic	Not Satisfied (4/8 hours)	
Warrant 1C	Combination of Warrants	Not Satisfied (0/8 hours)	
		Not Satisfied (0/8 hours)	
Warrant 2	Four-Hour Vehicular Volume	Not Satisfied (1/4 hours)	

Warrant 3	Peak Hour Volumes	Not Satisfied (0/1 hours)	Not Satisfied
Warrant 3	Peak Hour Delay		
Warrant 7A	Crash Experience	Not Satisfied	
Warrant 7B	Crash Experience	Not Satisfied	Not Satisfied
Warrant 7C	Volume Condition	Not Satisfied (4/8 hours)	

The intersection does not meet any signal warrants. Therefore, a traffic signal will not be considered for the ICE analysis. The following alternatives were considered for the ICE analysis, Alternative #1 is the existing minor-street stop control. Alternative #2 will be a single-lane roundabout. The results of the ICE tool for the study intersection are summarized in **Table 23**. Based on ICE analysis, the existing minor-street stop-control is preferred at this intersection. But because Alternative #1 is operating at unacceptable levels of service, Alternative # 2, a single-lane roundabout is recommended at the intersection. The LOS comparison with the mitigations are summarized in **Table 42**. The ICE tool and associated operational analysis reports are attached in **Appendix H.**

Table 23: ICE Analysis Results for Campbellton Redwine Rd & SR 70 /Fulton Pkwy – Phase 1 (2029)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Minor-Street Stop-Control	41.5 (0.63)	83.2 (0.79)	4.2	1
Single Lane Roundabout	11.7 (0.79)	12.9(0.70)	3.3	2

8. SR 92/Campbellton-Fairburn Road at SR 70/Cascade Palmetto Highway

Alternative #1 will maintain the existing conditions with traffic signal control and no geometric modifications. Alternative #2 will keep the current intersection control while adding through lanes to all approaches. Alternative #3 proposes a multi-lane roundabout. The results of the ICE tool for the study intersection are summarized in **Table 24**. A traffic signal with additional thru lanes on all approaches is recommended at this intersection. The ICE tool, waiver, and associated operational analysis reports are attached in **Appendix H.** The LOS comparison with the mitigations are summarized in **Table 42**.

Table 24: ICE Tool Results for SR 92/Campbellton-Fairburn Road @ SR 70/Cascade Palmetto Highway – Phase 1 (2029)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Traffic Signal	44.7 (0.91)	51.9 (1.08)	3.9	3
Add thru lanes to all approaches	29.8 (0.69)	32.2 (0.77)	4.8	2
Multilane Roundabout	14.1 (0.60)	18.6 (0.80)	5.9	1

14. SR 70/Fulton Industrial Boulevard at Cascade Road/Great SW Parkway

The intersection of SR 70/Fulton Industrial Blvd at Cascade Rd/Great SW Pkwy is operating at an unacceptable level in 2024 and in Phase 1 (2029) no-build and build conditions. As a result, the improvements discussed in this section will constitute a system improvement. Per analysis, it is recommended to add a northbound left turn lane.

33. SR 166/Duncan Memorial Highway at SR 5/Bill Arp Road

The study intersection is currently operating at an unacceptable level in 2024 and in phase 1 (2029). As a result, the improvements discussed in this section will constitute a system improvement that Bouckaert Farm Developers will not be required to implement.

Alternative #1 presents the existing conditions, featuring a single-lane roundabout and existing conditions. Alternative #2 retains the current intersection control and conditions, while adding bypass lanes to the northbound and southbound approaches of SR 5/Bill Arp Road. No other alternatives were considered because they did not align with the existing control.

The results of the ICE tool for the study intersection are summarized in **Table 25**. Based on the ICE analysis, Alternative #2, which provides bypass lanes for the SR 5/Bill Arp Road approaches, is recommended for this intersection. The ICE tool and the associated operational analysis reports are attached in **Appendix H**. The LOS comparison with the mitigations are summarized in **Table 42**.

Table 25: ICE Analysis Results for SR 166/Duncan Memorial Hwy @ SR 5/Bill Arp Rd – Phase 1 (2029)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Single Lane Roundabout	97.7 (1.08)	14.5 (0.55)	2.1	2
Single Lane Roundabout with Bypass Lanes on Northbound and Southbound Approaches	17.8 (0.74)	8.8 (0.53)	4.6	1

34. SR 166/Duncan Memorial Highway at Capps Ferry Road

The study intersection is expected to operate unacceptably in the no-build and build conditions phase 1 year (2029); therefore, an improvement will be needed to have the intersection operating acceptably. A signal warrant analysis was carried out at the study intersection to determine if it warrants a traffic signal. Traffic signal warrants analysis was carried out based on the guidelines defined by the Manual on Uniform Traffic Control Devices (MUTCD) defined earlier.

Signal warrant analysis was carried out using the traffic volumes for the Phase 1 Build Conditions (2029) and based on the results of the analysis, the intersection does warrant a traffic signal, and the results of the signal warrant analysis are summarized in **Table 26**. The LOS comparison with the mitigations are summarized in **Table 42**.

Table 26: Signal Warrant Analysis for SR 166/Duncan Memorial Highway at Capps Ferry Road (Build - 2029)

Warrant	Description	Warrant Results	
Warrant 1A	Minimum Vehicular Volume	Not Satisfied (5/8 hours)	Not Satisfied
Warrant 1B	Interruption of Continuous Traffic	Not Satisfied (1/8 hours)	
Warrant 1C	Combination of Warrants	Not Satisfied (7/8 hours)	
		Not Satisfied (5/8 hours)	
Warrant 2	Four-Hour Vehicular Volume	Satisfied (5/4 hours)	
Warrant 3	Peak Hour Volumes	Satisfied (2/1 hours)	Satisfied
Warrant 3	Peak Hour Delay		
Warrant 7A	Crash Experience	Not Satisfied	Not Satisfied

Warrant 7B	Crash Experience		Not Satisfied
Warrant 7C	Volume Condition		Not Satisfied (0/8 hours)

The intersection meets warrant 2 and 3 but does not meet warrant 1 or 7; based on GDOT's policy the intersection does not warrant a traffic signal.

The following alternatives were considered as potential improvements, Alternative #1 is the existing control, minor street stop control. Alternative #2 will be a single lane roundabout. Alternative #3 will be to add a channelized right-turn lane along SR 166/Duncan Memorial Highway eastbound approach. The results of the ICE tool for the study intersection are summarized in **Table 27.** Based on the ICE analysis, alternative #2 to provide a single-lane roundabout is recommended at this intersection. The ICE tool and associated operational analysis reports are attached in **Appendix H.** The LOS comparison with the mitigations are summarized in in **Table 42**.

Table 27: ICE Analysis Results for SR 166/Duncan Memorial Hwy @ Capps Ferry Rd – Phase 1 (2029)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Minor Street Stop Control	38.7 (0.70)	43.9 (0.83)	3.8	3
Single-lane Roundabout	16.5 (0.85)	9.5 (0.45)	5.0	1
Minor Street Stop Control with Channelized Right Turn Lane on Eastbound Approach	16.0 (0.40)	24.7 (0.66)	4.4	2

36. SR 166/Duncan Memorial Highway at Chapel Hill Road

The study intersection is expected to operate unacceptably in the no-build and build conditions phase 1 year (2029) therefore an improvement will be needed to have the intersection operating acceptably. A signal warrant analysis was carried out at the study intersection to determine if it warrants a traffic signal. Traffic signal warrants analysis was carried out based on the guidelines defined by the Manual on Uniform Traffic Control Devices (MUTCD) defined earlier.

Signal warrant analysis was carried out using the traffic volumes for the Phase 1 Build Conditions (2029) and based on the results of the analysis, the intersection does warrant a traffic signal, and the results of the signal warrant analysis are summarized in **Table 28**.

Table 28: Signal Warrant Analysis for SR 166/Duncan Memorial Highway at Chapel Hill Road (Build - 2029)

Warrant	Description	Warrant Results	
Warrant 1A	Minimum Vehicular Volume	Satisfied (12/8 hours)	Satisfied
Warrant 1B	Interruption of Continuous Traffic	Satisfied (8/8 hours)	
Warrant 1C	Combination of Warrants	Satisfied (12/8 hours)	
		Satisfied (11/8 hours)	
Warrant 2	Four-Hour Vehicular Volume	Satisfied (10/4 hours)	
Warrant 3	Peak Hour Volumes	Satisfied (7/1 hours)	Satisfied

Warrant 3	Peak Hour Delay		Satisfied
Warrant 7A	Crash Experience	Not Satisfied	
Warrant 7B	Crash Experience	Satisfied (11 Crashes/Yr)	
Warrant 7C	Volume Condition	Satisfied (12/8 hours)	

The following alternatives were considered as potential improvements; Alternative #1 is the existing control, minor street stop control. Alternative #2 will be a single lane roundabout. Alternative #3 will be to add to left turn lane along SR 166/Duncan Memorial Highway eastbound approach and channelized right-turn lanes along SR 166/Duncan Memorial Highway and Chapel Hill Road. Alternative #4 will be existing roadway geometry with a traffic signal control. The results of the ICE tool for the study intersection are summarized in **Table 29**. Based on the ICE analysis, alternative #2 to provide a single-lane roundabout is recommended at this intersection. The ICE tool and associated operational analysis reports are attached in **Appendix H.** The LOS comparison with the mitigations are summarized in **Table 42**.

Table 29: ICE Analysis Results for SR 166/Duncan Memorial Hwy @ Chapel Hill Rd – Phase 1 (2029)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Minor Street Stop Control	243.1 (1.43)	201.2 (1.31)	1.2	4
Single-lane Roundabout	10.4 (0.49)	17.8 (0.83)	6.3	1
Minor Street Stop Control with Channelized Right Turn Lanes on Both Roads and Left turn Lane on SR 166/Duncan Memorial Highway	60.6 (0.96)	33.1 (0.76)	4.4	3
Traffic Signal	14.9 (0.81)	93.7 (1.16)	5.1	2

37. Chapel Hill Road at Dorsett Shoals Road/Anneewakee Road

The study intersection operates unacceptably in the no-build and build condition of phase 1 (2029); therefore, an improvement will be determined for system improvement. Alternative #1 is the existing traffic signal control. Alternative #2 will maintain the traffic signal control and add through lanes on the northbound and southbound approaches of Chapel Hill Rd; this improvement is aligned with the DO-252B widening project, which plans to widen Chapel Hill Rd from W Chapel Hill Rd to Central Church Rd/Bomar Rd. The results of the ICE tool for the study intersection are summarized in **Table 30**. Based on the ICE analysis, alternative #2 to provide through lanes along Chapel Hill Rd approaches is recommended at this intersection. The ICE tool and associated operational analysis reports are attached in **Appendix H.** The LOS comparison with the mitigations are summarized in **Table 42**.

Table 30: ICE Analysis Results for Chapel Hill Rd @ Dorsett Shoals Rd/Anneewakee Rd – Phase 1 (2029)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Traffic Signal	55.2 (0.79)	46.5 (0.81)	3.7	2
Add Through Lanes on Chapel Hill Rd Approaches	32.1 (0.54)	33.9 (0.39)	3.7	1

38. Chapel Hill Road at Central Church Road/Bomar Road

The study intersection operates unacceptably in the no-build and build condition of phase 1 (2029); therefore, an improvement will be determined for system improvement. Alternative #1 is the existing traffic signal control. Alternative #2 will maintain the traffic signal control and add through lanes on the northbound and southbound approaches of Chapel Hill Rd; this improvement is aligned with the DO-252B widening project, which plans to widen Chapel Hill Rd from W Chapel Hill Rd to Central Church Rd/Bomar Rd. The results of the ICE tool for the study intersection are summarized **Table 31**. Based on the ICE analysis, alternative #2 to provide through lanes along Chapel Hill Rd approaches is recommended at this intersection. The ICE tool and associated operational analysis reports are attached in **Appendix H.** The LOS comparison with the mitigations are summarized in **Table 42**.

Table 31: ICE Analysis Results for Chapel Hill Rd @ Dorsett Shoals Rd/Anneewakee Rd – Phase 1 (2029)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Traffic Signal	62.8 (0.61)	78.0 (0.83)	3.8	2
Add Through Lanes on Chapel Hill Rd Approaches	45.5 (0.32)	53.2 (0.38)	4.0	1

23. Rico Rd & SR 70/S Fulton Pkwy

The study intersection is expected to operate unacceptably in the no-build and build conditions of Phase 1 year (2029) therefore an improvement will be needed to have the intersection operating acceptably. A signal warrant analysis was carried out at the study intersection to determine if it warrants a traffic signal. Traffic signal warrants analysis was carried out based on the guidelines defined by the Manual on Uniform Traffic Control Devices (MUTCD) defined earlier.

Signal warrant analysis was carried out using the traffic volumes for the Existing Year (2024) and based on the results of the analysis, the intersection does not warrant a traffic signal, and the results of the signal warrant analysis are summarized in **Table 32**. The LOS comparison with the mitigations are summarized in **Table 42**.

Table 32: Signal Warrant Analysis for SR 70/ S Fulton Parkway at Rico Road (Existing Year - 2024)

Warrant	Description	Warrant Results	
Warrant 1A	Minimum Vehicular Volume	Not Satisfied (0/8 hours)	Not Satisfied
Warrant 1B	Interruption of Continuous Traffic	Not Satisfied (2/8 hours)	
Warrant 1C	Combination of Warrants	Not Satisfied (0/8 hours)	
		Not Satisfied (0/8 hours)	
Warrant 2	Four-Hour Vehicular Volume	Not Satisfied (0/4 hours)	
Warrant 3	Peak Hour Volumes	Not Satisfied (0/1 hours)	Not Satisfied
Warrant 3	Peak Hour Delay		
Warrant 7A	Crash Experience	Not Satisfied	Not Satisfied
Warrant 7B	Crash Experience		Not Satisfied
Warrant 7C	Volume Condition		Not Satisfied (0/8 hours)

For the ICE analysis following intersection controls were considered, Alternative #1 is the existing minor-street stop control. Alternative #2 will be a single-lane roundabout. The results of the ICE tool for the study intersection are summarized in **Table 33** Based on the ICE tool, a minor-street stop control is preferred but because Alternative #1 is operating at unacceptably a waiver has been filled to recommend a single-lane roundabout. The LOS comparison with the mitigations are summarized in **Table 42**. The ICE tool and associated operational analysis reports are attached in **Appendix H.**

Table 33: ICE Analysis Results for Rico Rd & SR 70/S Fulton Pkwy – Phase 1 (2029)				
Intersection Control	**AM Peak Delay (V/C Ratio)**	**PM Peak Delay (V/C Ratio)**	**ICE Score**	**Rank**
Minor-Street Stop-Control	19.7 (0.15)	43 (0.59)	5.6	1
Single Lane Roundabout	7.5 (0.59)	10(0.59)	3.6	2

45. SR 92/SR 154 at SR 166/Duncan Memorial Hwy

The study intersection is expected to operate unacceptably in the no-build and build conditions of phase 1 (2029) therefore a system improvement will be needed to have the intersection operating acceptably. A signal warrant analysis was carried out at the study intersection to determine if it warrants a traffic signal. Traffic signal warrants analysis was carried out based on the guidelines defined by the Manual on Uniform Traffic Control Devices (MUTCD) defined earlier.

Signal warrant analysis was carried out using the traffic volumes for the Phase 1 Build Conditions (2029) and based on the results of the analysis, the intersection does warrant a traffic signal, and the results of the signal warrant analysis are summarized in **Table 34**. The LOS comparison with the mitigations are summarized in **Table 42**.

Table 34: Signal Warrant Analysis for SR 166/Duncan Memorial Highway at Chapel Hill Road (Build - 2029)			
Warrant	**Description**	**Warrant Results**	
Warrant 1A	Minimum Vehicular Volume	Not Satisfied (6/8 hours)	Satisfied
Warrant 1B	Interruption of Continuous Traffic	Satisfied (10/8 hours)	
Warrant 1C	Combination of Warrants	Not Satisfied (7/8 hours)	
		Satisfied (12/8 hours)	
Warrant 2	Four-Hour Vehicular Volume	Satisfied (6/4 hours)	
Warrant 3	Peak Hour Volumes	Satisfied (6/1 hours)	Satisfied
Warrant 3	Peak Hour Delay		
Warrant 7A	Crash Experience	Not Satisfied	Satisfied
Warrant 7B	Crash Experience	Satisfied (14 Crashes/Yr)	
Warrant 7C	Volume Condition	Satisfied (12/8 hours)	

The following alternatives were considered as potential improvements; Alternative #1 is the existing multi-lane roundabout. Alternative #2 will maintain the existing multi-lane roundabout and add a southbound bypass lane and through/left turn lane on northbound approach. Alternative #3 will be traffic signal. The

results of the ICE tool for the study intersection are summarized in **Table 35**. Based on the ICE analysis, Alternative #2 to provide a southbound bypass lane and a through/left turn lane are recommended as system improvement. The ICE tool and associated operational analysis reports are attached in **Appendix H.**

Table 35: ICE Analysis Results for SR 92/SR154 @ 166/Duncan Memorial Hwy – Phase 1 (2029)				
Intersection Control	**AM Peak Delay (V/C Ratio)**	**PM Peak Delay (V/C Ratio)**	**ICE Score**	**Rank**
Multilane Roundabout	65.1 (1.00)	22.1 (0.79)	3.5	2
Add Bypass Right Turn Lane on SR 166 Approach	15.3 (0.62)	7.9 (0.48)	3.6	1
Traffic Signal	43.4 (0.98)	27.3 (0.74)	2.0	3

42. SR 154/Cascade Palmetto Highway at Wilkerson Mill Road

The study intersection operates unacceptably in the no-build and build condition of Phase 1 (2029); therefore, a system improvement will be determined for the intersection. The intersection is part of the study network for the DRI #3488, and it recommends installing a traffic signal as an improvement. Based on the intersection capacity analysis a traffic signal is expected to operate at acceptable levels of service for Phase 1. The LOS comparison with the mitigations are summarized in **Table 42**.

43. SR 154/Cascade Palmetto Highway at Rivertown Road

The study intersection is expected to operate unacceptably in the no-build conditions phase 1 year (2029) therefore an improvement will be needed to have the intersection operating acceptably. A signal warrant analysis was carried out at the study intersection to determine if it warrants a traffic signal. Traffic signal warrants analysis was carried out based on the guidelines defined by the Manual on Uniform Traffic Control Devices (MUTCD) defined earlier.

Signal warrant analysis was carried out using the traffic volumes for the Phase 1 Build Conditions (2029) and based on the results of the analysis, the intersection does not warrant a traffic signal, and the results of the signal warrant analysis are summarized in **Table 36**. The LOS comparison with the mitigations are summarized in **Table 42**.

Table 36: Signal Warrant Analysis for SR 166/Duncan Memorial Highway at Chapel Hill Road (Build - 2029)			
Warrant	**Description**	**Warrant Results**	
Warrant 1A	Minimum Vehicular Volume	Not Satisfied (0/8 hours)	Not Satisfied
Warrant 1B	Interruption of Continuous Traffic	Not Satisfied (4/8 hours)	
Warrant 1C	Combination of Warrants	Not Satisfied (4/8 hours)	
		Not Satisfied (7/8 hours)	
Warrant 2	Four-Hour Vehicular Volume	Not Satisfied (1/4 hours)	
Warrant 3	Peak Hour Volumes	Not Satisfied (0/1 hours)	Not Satisfied
Warrant 3	Peak Hour Delay		
Warrant 7A	Crash Experience	Not Satisfied	Not Satisfied
Warrant 7B	Crash Experience	Satisfied (7 Crashes/Yr)	

Warrant 7C	Volume Condition	Not Satisfied (4/8 hours)

The following alternatives were considered as potential improvements; Alternative #1 is the existing minor-street stop control. Alternative #2 will be a single-lane roundabout. The results of the ICE tool for the study intersection are summarized in **Table 37**. Based on the ICE analysis, Alternative #2 a single-lane roundabout is the recommended system improvement. The ICE tool and associated operational analysis reports are attached in **Appendix H.**

Table 37: ICE Analysis Results for SR 154/Cascade Palmetto Highway @ Rivertown Road – Phase 1 (2029)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Minor-Street Stop-Control	40.0 (0.72)	51.6 (0.68)	3.9	2
Single Lane Roundabout	9.5 (0.48)	9.4 (0.51)	5.4	1

46 SR 154/Fairburn Road at SR 92/Old Lower River Road

The study intersection operates unacceptably in the no-build and build condition of phase 1 (2029) therefore a system improvement will be determined for the intersection. Alternative #1 is the existing traffic signal. Alternative #2 will maintain the traffic signal control and add southbound right turn lane on SR 154/Fairburn Road, this improvement is aligned with the DRI #4057-Westwood Mixed-use Development recommended improvements. The results of the ICE tool for the study intersection are summarized in **Table 38**. Based on the ICE analysis, the existing intersection control should be maintained. Because Alternative #1 is operating at unacceptable levels of service a waiver has been filled in to recommend Alternative #2. The ICE tool and associated operational analysis reports are attached in **Appendix H.** The LOS comparison with the mitigations are summarized in in **Table 42**.

Table 38: ICE Analysis Results for SR 154/Fairburn Road at SR 92/Old Lower River Road – Phase 1 (2029)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Traffic Signal	55.2 (1.11)	58.6 (1.00)	3.1	1
Add Right Turn Lane on SR 154/Fairburn Road	37.0 (0.96)	42.2 (0.87)	2.8	2

47. SR 92/Fairburn Road at Riverside Parkway

The study intersection is currently operating at an unacceptable level in 2024 and in Phase 1 2029. Alternative #1 presents the existing traffic signal control. Alternative #2 retains the current intersection control while adding a left turn lane on the westbound approach of Riverside Parkway, this improvement is aligned with the DRI #4057-Westwood Mixed-use Development recommended improvements. No other alternatives were considered because they did not align with the existing control.

The results of the ICE tool for the study intersection are summarized in . Based on the ICE analysis, Alternative #2, which provides a left turn lane on the westbound approach of Riverside Parkway, is recommended for this intersection. The ICE tool and the associated operational analysis reports are attached in **Appendix H**. The LOS comparison with the mitigations are summarized in in **Table 42**.

Table 39: ICE Analysis Results for SR 92/Fairburn Road @ Riverside Parkway – Phase 1 (2029)				
Intersection Control	**AM Peak Delay (V/C Ratio)**	**PM Peak Delay (V/C Ratio)**	**ICE Score**	**Rank**
Traffic Signal	53.4% (0.38)	162.1 (1.15)	3.7	2
Left Turn Lane on Riverside Parkway	36.4 (0.45)	46.2 (0.32)	4.2	1

48. SR 92/Fairburn Road at Anneewakee Road

The intersection in the study is currently functioning at an unacceptable level for 2024, with plans for improvements in phase 1 by 2029. Alternative #1 maintains the existing traffic signal control. Alternative #2 keeps the current intersection control but adds a left turn lane on the northbound approach and a through lane on the southbound approach of SR 92/Fairburn Road. This improvement does not completely align with the recommended improvements from DRI #4057-Westwood Mixed-use Development. The improvements recommended under DRI #4057 are expected to fail before Phase 7, while the suggested improvements will operate acceptably until Phase 7. No other alternatives were considered, as they did not align with the current control setup.

The results of the ICE tool for the study intersection are summarized in **Table 40**. Based on the ICE analysis, Alternative #2, which provides a left turn lane on the northbound approach and a through lane on the southbound approach of SR 92/Fairburn Road, is recommended for this intersection. The ICE tool and the associated operational analysis reports are attached in **Appendix H**. The LOS comparison with the mitigations are summarized in **Table 42**.

Table 40: ICE Analysis Results for SR 92/Fairburn Road @ Anneewakee Rd – Phase 1 (2029)				
Intersection Control	**AM Peak Delay (V/C Ratio)**	**PM Peak Delay (V/C Ratio)**	**ICE Score**	**Rank**
Traffic Signal	319.1(1.17)	420.8 (1.66)	2.6	2
NBL and SBT on SR 92/Fairburn Road	41.1 (0.42)	46.1 (0.34)	4.5	1

63 SR 6/Camp Creek Parkway at Enon Road

The intersection of SR 6/Camp Creek Pkwy at Enon Rd is expected to operate unacceptably in Phase 1 (2029) no-build and build conditions. Since the intersection failed in the existing condition, the required mitigation will be a system improvement. The recommended mitigation is the same as in the existing condition; add exclusive northbound left turn lane. The LOS comparison with the mitigations are summarized in **Table 42**.

30. S Fulton Parkway at Hunter Road/Mason Road

The study intersection is currently operating at an unacceptable level in 2024 and in Phase 1 2029. Alternative #1 presents the existing traffic signal control. Alternative #2 retains the current intersection control while adding southbound and northbound through lanes, northbound and southbound left turn lanes, and a northbound right turn lane. No other alternatives were considered because they did not align with the existing control.

The results of the ICE tool for the study intersection are summarized in **Table 41**. Based on the ICE analysis, Alternative #2, which adds southbound and northbound through lanes, northbound and southbound left turn lanes, and a northbound right turn lane, is recommended for this intersection. The

ICE tool and the associated operational analysis reports are attached in **Appendix H**. The LOS comparison with the mitigations are summarized in **Table 42**.

Table 41: ICE Analysis Results for S Fulton Pkwy @ Hunter Road/Mason Road– Phase 1 (2029)				
Intersection Control	**AM Peak Delay (V/C Ratio)**	**PM Peak Delay (V/C Ratio)**	**ICE Score**	**Rank**
Traffic Signal	1.08	1.12		2
Add 1 SB thru lane,2 protected SB left lanes, add 2 NB lanes, NB left lane, and a NB right lane	1.08	1.12		1

65. W Stubbs Road at Butner Road

The study intersection is currently operating at an unacceptable level in Phase 1 (2029) no-build and build conditions. The intersection is not located along a state route and therefore no ICE was performed, but alternatives were analyzed to see which will operate acceptably until Phase 7 and beyond. Based on the analysis, a single-lane roundabout is recommended at the study intersection.

Level of Service Comparison Phase 1 – 2029

The intersection capacity analysis for the Phase 1 future no-build (2029) conditions with existing controls was compared with the capacity analysis results obtained using mitigations, which are summarized in **Table 23**. Similarly, **Table 24** compares Phase 1 future build (2029) conditions with existing controls to the Phase 1 build with the mitigations. Most of these mitigations are system mitigations and are not caused due to the traffic generated by the development.

Table 42: Phase 1 No-Build Mitigation LOS Comparison							
Intersection	**Intersection Control**	**Approach**	**No-Build**		**Mitigation**	**No-Build Mitigated**	
			AM Delay (LOS)	**PM Delay (LOS)**		**AM Delay (LOS)**	**PM Delay (LOS)**
3. Campbellton Redwine at SR 70 South Fulton Parkway	TWSC	Northbound	32.2 (D)	53.2 (F)	Install Single Lane Roundabout	6.3 (A)	6.5 (A)
		Southbound	21.8 (C)	34.7 (D)		3.3 (A)	4.6 (A)
		Eastbound	-	-		7.5 (A)	4.5 (A)
		Westbound	-	-		3.5 (A)	10 (0)
		Overall	-	-		6.8 (A)	7.9 (A)
8: SR 92/Campbellton-Fairburn Road & SR 70/Cascade Palmetto Highway	Signalized	Northbound	46.4 (D)	58.0 (E)	Add Thru Lane to all approaches	32.0 (C)	26.7 (C)
		Southbound	32.4 (C)	27.4 (C)		22.2 (C)	19.4 (B)
		Eastbound	53.3 (D)	55.6 (E)		32.1 (C)	37.0 (D)
		Westbound	37.5 (D)	54.2 (D)		34.8 (C)	45.5 (D)
		Overall	41.2 (D)	48.5 (D)		28.3 (C)	30.4 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	100.6 (F)	106 (F)	Add NB left turn lane	30.5 (C)	43.7 (D)
		Southbound	29.2 (C)	18.7 (B)		22 (C)	52.9 (D)
		Eastbound	31.2 (C)	49.8 (D)		29.8 (C)	19.6 (B)
		Westbound	22.2 (C)	58.6 (E)		36.2 (D)	51.8 (D)
		Overall	35 (C)	56.4 (E)		29.1 (C)	45.8 (D)
23: Rico Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	19.7 (C)	43.2 (F)		6.3 (A)	4.6 (A)
		Southbound	17.6 (C)	20.3 (D)		3.3 (A)	6.5 (A)

		Eastbound	-	-	Install Single-Lane Roundabout	7.5 (A)	4.5 (A)
		Westbound	-	-		3.5 (A)	10.0 (A)
		Overall	1.2 (A)	5.5 (A)		6.8 (A)	7.9 (A)
27. S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	326.8 (F)	100.0 (F)	DRI 3488 build	84.6 (F)	77.6 (E)
		Southbound	82.8 (F)	65.2 (E)		52.3 (D)	74.8 (E)
		Eastbound	23.4 (C)	27.0 (C)		19.4 (B)	16.5 (B)
		Westbound	18.9 (B)	28.8 (C)		15.5 (B)	16.6 (B)
		Overall	92.6 (F)	50.7 (F)		37.7 (D)	40.2 (D)
29. Stonewell Tell & S Fulton Pkwy	Signalized	Northbound	73.5 (E)	71.9 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	74.0 (E)	73.1 (E)
		Southbound	73.7 (E)	68.1 (E)		73.8 (E)	73.7 (E)
		Eastbound	30.1 (C)	25.2 (C)		29.8 (C)	21.4 (C)
		Westbound	19.0 (B)	20.9 (C)		18.9 (B)	18.5 (B)
		Overall	37.3 (D)	31.7 (C)		37.3 (D)	31.7 (C)
30. Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	51.4 (D)	58.3 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.0 (E)	77.1 (E)
		Southbound	62.0 (E)	62.9 (E)		69.1 (E)	75.2 (E)
		Eastbound	26.5 (C)	24.6 (C)		12.8 (B)	11.9 (B)
		Westbound	17.8 (B)	31.3 (C)		10.3 (B)	13.1 (B)
		Overall	27.5 (C)	32.5 (C)		18.6 (B)	20.6 (C)
33. SR 166/Duncan Memorial Highway & SR 5/Bill Arp Road	Single-Lane Roundabout	Northbound	97.7 (F)	7.5 (A)	Add Bypass lanes on northbound and southbound approaches	17.8 (C)	5 (A)
		Southbound	8.1 (A)	14.5 (B)		5.2 (A)	6.4 (A)
		Eastbound	14.2 (B)	7.2 (A)		13.9 (B)	7.1 (A)
		Westbound	6.5 (A)	8.8 (A)		6.6 (A)	8.8 (A)
		Overall	28.7 (D)	9.4 (A)		11.9 (B)	7.4 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	38.7 (E)	43.9 (E)	Install a single-lane roundabout	6.3 (A)	6.9 (A)
		Eastbound	-	-		16.5 (C)	6.5 (A)
		Westbound	-	-		5.5 (A)	9.5 (A)
		Overall	-	-		13.4 (B)	7.6 (A)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	49.5 (D)	36.2 (D)	DO-252B Widening Project – Modify Chapel Hill Rd to 4-lane facility	25.1 (C)	23.6 (C)
		Southbound	32.5 (C)	31.3 (C)		22.6 (C)	21 (C)
		Eastbound	30.7 (C)	34.0 (C)		32.1 (C)	33.9 (C)
		Westbound	55.2 (E)	46.5 (D)		26.9 (C)	31.9 (C)

		Overall	42.1 (D)	36.2 (D)		25.4 (C)	25.1 (C)
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42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Northbound	-	-	Install Signal with 120s cycle AM/PM	9.7 (A)	11.4 (B)
		Southbound	-	-		9.8 (A)	12.9 (B)
		Eastbound	20.4 (C)	28.6 (D)		36 (D)	31.2 (C)
		Westbound	15.1 (C)	37.1 (E)		34.2 (C)	37 (D)
		Overall	-	-		15.5 (B)	17.9 (B)
43. Cascade Palmetto Hwy & Rivertown Rd	TWSC	Northbound	-	-	Install a single-lane roundabout	9.5 (A)	6.8 (A)
		Southbound	-	-		6.9 (A)	9.4 (A)
		Eastbound	40 (E)	23.4 (C)		7.6 (A)	6.3 (A)
		Westbound	33.8 (D)	51.6 (F)		7.1 (A)	6.5 (A)
		Overall	-	-		8.1 (A)	7.9 (A)
45: SR 92/SR 154 & SR 166/Duncan Memorial Highway	Multilane Roundabout	Northbound	4.1 (A)	7.4 (A)	Install a southbound bypass Lane and a northbound through/left turn lane	3.9 (A)	5.9 (A)
		Southbound	16.2 (C)	19.7 (C)		5.6 (A)	7.1 (A)
		Eastbound	52.0 (F)	12.9 (B)		14.4 (B)	7.5 (A)
		Overall	26.4 (D)	11.9 (B)		8.5 (A)	6.6 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	36.4 (D)	58.6 (E)	Provide a southbound right turn lane	36.6 (D)	51.3 (D)
		Southbound	55.2 (E)	23.1 (C)		49.2 (D)	12.6 (B)
		Eastbound	22 (C)	32 (C)		21.9 (C)	33.4 (C)
		Westbound	36.6 (D)	41.9 (D)		3.68 (A)	42.2 (D)
		Overall	41.5 (D)	37.2 (D)		38.5 (D)	31.0 (C)
57: SR 6/Camp Creek Parkway & Enon Rd	Signalized	Northbound	663.3 (F)	229.2 (F)	Add exclusive NB left turn lane	42 (D)	34.3 (C)
		Southbound	261.2 (F)	169.6 (F)		30.9 (C)	30.3 (C)
		Eastbound	21.9 (C)	18.8 (B)		21.9 (C)	19.4 (B)
		Westbound	28.7 (C)	22.3 (C)		28.7 (C)	22.5 (C)
		Overall	127.4 (F)	44.1 (D)		27.9 (C)	22.4 (C)
65: W Stubbs Rd & Butner Rd	AWSC	Northbound	16.5 (B)	18 (B)	Install Single Lane Roundabout	9.9 (A)	6.2 (A)
		Southbound	53.4 (D)	31.9 (C)		7.6 (A)	8.8 (A)
		Eastbound	40.4 (D)	16.9 (B)		10.0 (A)	5.5 (A)
		Westbound	16.6 (B)	74.5 (E)		6.3 (A)	12.0 (B)
		Overall	-	-		8.5 (A)	9.2 (A)

Table 43: Phase 1 Build Mitigation LOS Comparison							
Intersection	Intersection Control	Approach	Build		Mitigation	Build Mitigated	
			AM Delay (LOS)	PM Delay (LOS)		AM Delay (LOS)	PM Delay (LOS)
3. Campbellton Redwine at SR 70 South Fulton Parkway	TWSC	Northbound	41.5 (E)	83.2 (F)	Install Single Lane Roundabout	6.3 (A)	4.6 (A)
		Southbound	24.2 (C)	41 (E)		3.3 (A)	6.5 (A)
		Eastbound	-	-		7.5 (A)	1.2 (A)
		Westbound	-	-		6.6 (A)	4.9 (A)
		Overall	6.5 (A)	11.3 (B)		3.5 (A)	4.9 (A)
8: SR 92/Campbellton-Fairburn Road & SR 70/Cascade Palmetto Highway	Signalized	Northbound	46.2 (D)	65.0 (E)	Add Thru Lane to all approaches	33.6 (C)	27.8 (C)
		Southbound	33.1 (C)	30.0 (C)		23.8 (C)	20.9 (C)
		Eastbound	83.5 (F)	76.2 (E)		32.1 (C)	37.4 (D)
		Westbound	43.3 (D)	60.2 (E)		37.0 (D)	47.9 (D)
		Overall	51.5 (D)	57.5 (E)		29.8 (C)	32.2 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	108.5 (F)	111.5 (F)	Add NB left turn lane	40.4 (D)	54.7 (D)
		Southbound	31.8 (C)	18.7 (B)		32.8 (C)	19.6 (B)
		Eastbound	32 (C)	51.3 (D)		30.2 (C)	44.9 (D)
		Westbound	23.7 (C)	60.8 (E)		23.3 (C)	54.6 (D)
		Overall	36.7 (D)	58.6 (E)		29.6 (C)	47.2 (D)
23: Rico Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	19.7 (C)	43.1 (E)	Install Single Lane Roundabout	12.9 (B)	4.6 (A)
		Southbound	17.6 (C)	20.3 (C)		4.5 (A)	6.5 (A)
		Eastbound	-	-		13.9 (B)	4.5 (A)
		Westbound	-	-		6.6 (A)	10 (0)
		Overall	1.2 (A)	5.5 (A)		10.8 (B)	7.9 (A)
27. S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	324.9 (F)	85.2 (F)	DRI 3488 build	68.1 (E)	45.1 (D)
		Southbound	87.8 (F)	55.4 (E)		52.9 (D)	40.3 (D)
		Eastbound	23.6 (C)	26.1 (C)		20.8 (C)	19.4 (B)
		Westbound	18.9 (B)	27.0 (C)		33.5 (C)	28.5 (C)
		Overall	92.8 (F)	44.7 (D)		39.2 (D)	32.7 (C)
29. Stonewell Tell & S Fulton Pkwy	Signalized	Northbound	73.5 (E)	71.9 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	74.0 (E)	73.1 (E)
		Southbound	73.7 (E)	68.1 (E)		73.8 (E)	73.7 (E)
		Eastbound	30.1 (C)	25.2 (C)		29.8 (C)	21.4 (C)
		Westbound	19.0 (B)	20.9 (C)		18.9 (B)	18.5 (B)
		Overall	37.3 (D)	31.7 (C)		37.3 (D)	31.7 (C)
30. Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	51.4 (D)	58.3 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.0 (E)	77.1 (E)
		Southbound	62.0 (E)	62.9 (E)		69.1 (E)	75.2 (E)
		Eastbound	26.5 (C)	24.6 (C)		12.8 (B)	11.9 (B)
		Westbound	17.8 (B)	31.3 (C)		10.3 (B)	13.1 (B)
		Overall	27.5 (C)	32.5 (C)		18.6 (B)	20.6 (C)

33. SR 166/Duncan Memorial Highway & SR 5/Bill Arp Road	Single-Lane Roundabout	Northbound	97.7 (F)	7.5 (A)	Add Bypass lanes on northbound and southbound approaches	12.9 (B)	5 (A)
		Southbound	8.1 (A)	14.5 (B)		4.5 (A)	6.4 (A)
		Eastbound	14.2 (B)	7.2 (A)		13.9 (B)	7.1 (A)
		Westbound	6.5 (A)	8.8 (A)		6.6 (A)	8.8 (A)
		Overall	28.7 (D)	9.4 (A)		10.8 (B)	7.4 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	38.7 (E)	43.9 (E)	Install a single-lane roundabout	6.3 (A)	6.9 (A)
		Eastbound	-	-		16.5 (B)	6.5 (A)
		Westbound	-	-		5.5 (A)	9.5 (A)
		Overall	-	-		13.4 (B)	7.6 (A)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	54.9 (D)	37.7 (D)	DO-252B Widening Project – Modify Chapel Hill Rd to 4-lane facility	25.4 (C)	23.7 (C)
		Southbound	34.5 (C)	32.8 (C)		22.8 (C)	21.2 (C)
		Eastbound	30.7 (C)	34 (C)		32.1 (C)	33.9 (C)
		Westbound	60.7 (E)	48.4 (D)		27.7 (C)	32.3 (C)
		Overall	45.6 (D)	37.7 (D)		25.7 (C)	25.3 (C)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Northbound	-	-	Install signal, with 120s cycle AM/PM	9.7 (A)	11.4 (B)
		Southbound	-	-		9.9 (A)	12.9 (B)
		Eastbound	21.3 (C)	29.1 (C)		36 (D)	31.2 (C)
		Westbound	15.3 (B)	38 (D)		34.4 (C)	37 (D)
		Overall	-	-		15.5 (B)	17.9 (B)
43. Cascade Palmetto Hwy & Rivertown Rd	TWSC	Northbound	-	-	Install a single-lane roundabout	10.2 (B)	7.2 (A)
		Southbound	-	-		7.3 (A)	9.9 (A)
		Eastbound	54.0 (F)	23.2 (C)		8.1 (A)	6.6 (A)
		Westbound	44.2 (E)	45.9 (E)		7.6 (A)	7.0 (A)
		Overall	-	-		8.6 (A)	8.3 (A)
45: SR 92/SR 154 & SR 166/Duncan Memorial Highway	Multilane Roundabout	Northbound	4.3 (A)	7.5 (A)	Install a southbound bypass Lane and a northbound through/left turn lane	4 (A)	6 (A)
		Southbound	20.2 (C)	22.1 (C)		5.8 (A)	7.4 (A)
		Eastbound	65.1 (F)	13.7 (B)		15.3 (C)	7.9 (A)
		Overall	32.4 (D)	12.9 (B)		8.8 (A)	6.8 (A)

46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	36.5 (D)	58.6 (E)	Provide a southbound right turn lane	36.6 (D)	45 (D)
		Southbound	55.1 (E)	24.6 (C)		48.7 (D)	12.1 (B)
		Eastbound	22.4 (C)	32.4 (C)		22.3 (C)	36 (D)
		Westbound	36.7 (D)	41.9 (D)		36.8 (D)	42.2 (D)
		Overall	41.5 (D)	37.8 (D)		38.3 (D)	29.3 (C)
57: SR 6/Camp Creek Parkway & Enon Rd	Signalized	Northbound	183.2 (F)	204.5 (F)	Add Exclusive NB left turn lane	34.4 (C)	34.3 (C)
		Southbound	155.2 (F)	147.2 (F)		25 (C)	30.3 (C)
		Eastbound	28.3 (C)	23.2 (C)		28.3 (C)	23.2 (C)
		Westbound	20.2 (C)	18.9 (B)		20.2 (C)	18.9 (B)
		Overall	95.4 (F)	41.4 (D)		25.5 (C)	22.3 (C)
65: W Stubbs Rd & Butner Rd	AWSC	Northbound	16.9 (B)	18.2 (B)	Install Single Lane Roundabout	7.6 (A)	6.3 (A)
		Southbound	55.2 (E)	32.5 (C)		10.0 (A)	8.8 (A)
		Eastbound	42.6 (D)	17.2 (B)		10.1 (B)	5.5 (A)
		Westbound	17.1 (B)	78.5 (E)		6.4 (A)	12.1 (B)
		Overall	-	-		8.6 (A)	9.3 (A)

FUTURE CONDITIONS – PHASE 2 (2031)

Future No Build Traffic Volumes (2031)

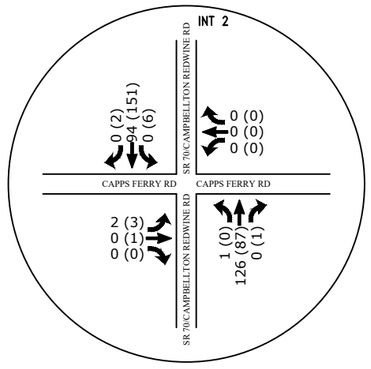
The future 2031 background traffic volumes were calculated by applying the annual exponential growth rate (1.4%) over four years to the existing background traffic volumes and adding the trips generated from the adjacent DRI's. The future 2031 no-build traffic volumes are shown in **Figure 9**.

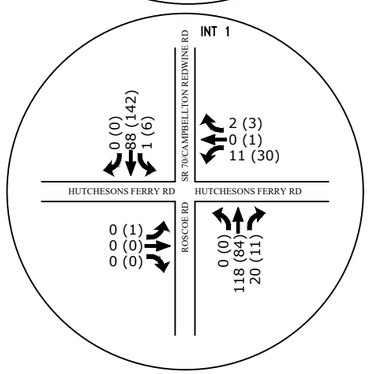
Future No Build Level of Service (2031)

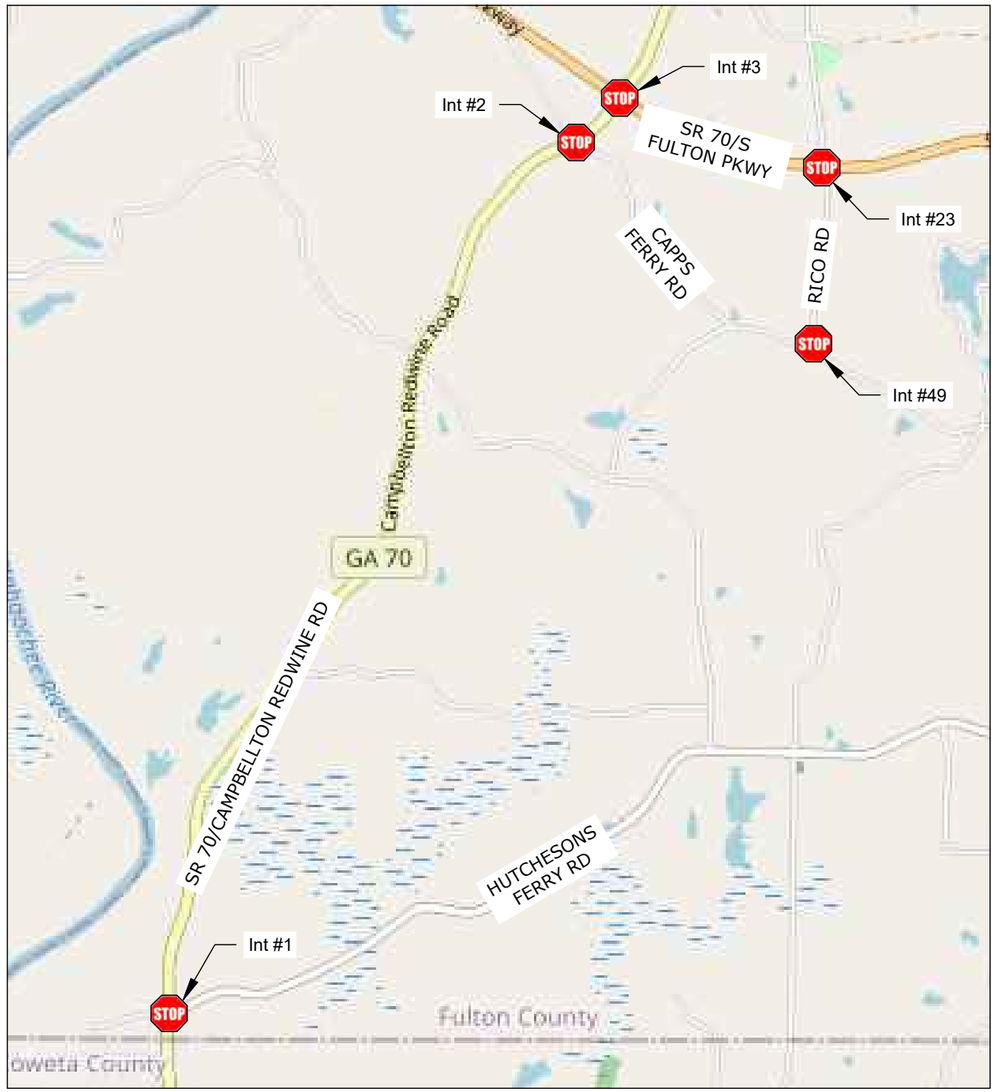
Similar to Phase 1 no-build analysis, it was assumed that the existing intersection controls and roadway geometry would remain unchanged, including the cycle lengths. The same methodology discussed previously was used to determine the level of service for the study intersections using the future 2031 no-build traffic volumes. The intersection capacity analysis results for no-build Phase 2 (2031) are summarized in **Table 44** and detailed Synchro results are attached in **Appendix E**.

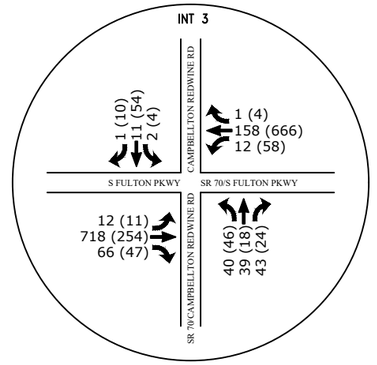
Table 44: Future No-Build Phase 2 (2031) Level of Service								
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)	LOS	LOS	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0.0	10.2	A	B	0 (A)	10.2 (B)
		Westbound	9.9	10.4	A	B	9.9 (A)	10.4 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	10.3	10.7	B	B	10.3 (B)	10.7 (B)
		Westbound	0.0	0.0	A	A	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	TWSC	Northbound					35 (D)	62.9 (F)
		Southbound					22.6 (C)	37 (E)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	8.7	8.6	A	A	8.7 (A)	8.6 (A)
		Southbound	0.0	9.7	A	A	0 (A)	9.7 (A)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	8.6	8.8	A	A	8.6 (A)	8.8 (A)
		Southbound	0.0	0.0	A	A	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	AWSC	Northbound	8.3	8.0	A	A	8.3 (A)	8 (A)
		Southbound	8.1	8.1	A	A	8.1 (A)	8.1 (A)
		Eastbound	8.9	8.6	A	A	8.9 (A)	8.6 (A)
		Westbound	8.3	8.7	A	A	8.3 (A)	8.7 (A)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	TWSC	Eastbound	30.5	39.8	D	E	30.5 (D)	39.8 (E)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound					54.1 (D)	70.7 (E)
		Southbound					40.7 (D)	30.8 (C)
		Eastbound					59.2 (E)	57.8 (E)
		Westbound					38.4 (D)	56.4 (E)
		Overall					48.0 (D)	54.6 (D)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	32.6	18.3	C	B	32.6 (C)	18.3 (B)
		Southbound	9.9	41.3	A	D	9.9 (A)	41.3 (D)
		Eastbound	23.8	20.3	C	C	23.8 (C)	20.3 (C)
		Westbound	21.5	20.9	C	C	21.5 (C)	20.9 (C)
		Overall	24.8	33.8	C	C	24.8 (C)	33.8 (C)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound	33.1	31.6	C	C	31.8 (C)	22.1 (C)
		Southbound	31.8	22.1	C	C	23.3 (C)	23.5 (C)
		Eastbound	23.3	23.5	C	C	34.7 (C)	35.7 (D)
		Westbound	34.7	35.7	C	D	40.3 (D)	48.2 (D)
		Overall	40.3	48.2	D	D	33.1 (C)	31.6 (C)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	24.5	34.0	C	C	24.3 (C)	28.2 (C)
		Southbound	24.3	28.2	C	C	18.9 (B)	31.5 (C)
		Eastbound	18.9	31.5	B	C	33.2 (C)	32.5 (C)
		Westbound	33.2	32.5	C	C	47.5 (D)	55.5 (E)
		Overall	47.5	55.5	D	E	24.5 (C)	34 (C)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.5	4.8	A	A	30.1 (C)	27.7 (C)
		Southbound	30.1	27.7	C	C	31.5 (C)	29 (C)
		Eastbound	31.5	29.0	C	C	8.5 (A)	7.9 (A)
		Westbound	8.5	7.9	A	A	0.7 (A)	1 (A)
		Overall	0.7	1.0	A	A	5.5 (A)	4.8 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound					62.6 (E)	47 (D)
		Southbound					24.4 (C)	33.7 (C)
		Eastbound					34.8 (C)	24.5 (C)
		Westbound					33 (C)	20.7 (C)
		Overall					37.1 (D)	31.1 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound					104 (F)	125.3 (F)
		Southbound					30.2 (C)	18.8 (B)
		Eastbound					37.8 (D)	64.6 (E)
		Westbound					23.7 (C)	60.9 (E)
		Overall					40 (D)	65.8 (E)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	11.3	8.1	B	A	15.3 (B)	11 (B)
		Eastbound	15.3	11.0	B	B	1.3 (A)	1 (A)
		Westbound	1.3	1.0	A	A	52.5 (D)	32.4 (C)
		Overall	52.5	32.4	D	C	11.3 (B)	8.1 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	5.6	19.2	A	B	3.8 (A)	20.5 (C)
		Southbound	3.8	20.5	A	C	2.8 (A)	14.3 (B)
		Eastbound	2.8	14.3	A	B	76 (E)	29.7 (C)
		Westbound	76.0	29.7	E	C	79.5 (E)	28.4 (C)
		Overall	79.5	28.4	E	C	5.6 (A)	19.2 (B)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	2.3	8.3	A	A	1.9 (A)	8.6 (A)
		Southbound	1.9	8.6	A	A	1.6 (A)	6.7 (A)
		Eastbound	1.6	6.7	A	A	38.3 (D)	29.9 (C)
		Westbound	38.3	29.9	D	C	37.5 (D)	27.8 (C)
		Overall	37.5	27.8	D	C	2.3 (A)	8.3 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	8.4	22.9	A	C	5.7 (A)	17.9 (B)
		Southbound	5.7	17.9	A	B	10.2 (B)	30.3 (C)
		Eastbound	10.2	30.3	B	C	36.6 (D)	29.9 (C)
		Westbound	36.6	29.9	D	C	39.7 (D)	32.1 (C)
		Overall	39.7	32.1	D	C	8.4 (A)	22.9 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.7	17.2	A	B	7.6 (A)	21.5 (C)
		Southbound	7.6	21.5	A	C	3 (A)	7 (A)
		Eastbound	3.0	7.0	A	A	48.4 (D)	34.9 (C)
		Westbound	48.4	34.9	D	C	51 (D)	31.6 (C)
		Overall	51.0	31.6	D	C	5.7 (A)	17.2 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	8.7	17.0	A	B	3.3 (A)	19.5 (B)
		Southbound	3.3	19.5	A	B	13.4 (B)	10.8 (B)
		Eastbound	13.4	10.8	B	B	23.7 (C)	28.7 (C)
		Westbound	23.7	28.7	C	C	26.1 (C)	34.4 (C)
		Overall	26.1	34.4	C	C	8.7 (A)	17 (B)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	6.8	16.1	A	B	6.7 (A)	20 (B)
		Southbound	6.7	20.0	A	B	3.5 (A)	9.6 (A)
		Eastbound	3.5	9.6	A	A	37.4 (D)	34.7 (C)
		Overall	37.4	34.7	D	C	6.8 (A)	16.1 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	18.9	23.1	B	C	8.8 (A)	12.2 (B)
		Southbound	8.8	12.2	A	B	13.6 (B)	28.8 (C)
		Westbound	13.6	28.8	B	C	31.2 (C)	27.2 (C)
		Overall	31.2	27.2	C	C	18.9 (B)	23.1 (C)
23: Rico Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	20.4	48.1	C	E	20.4 (C)	48.1 (E)
		Southbound	18.2	21.3	C	C	18.2 (C)	21.3 (C)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	18.7	32.2	C	D	18.7 (C)	32.2 (D)
		Southbound	16.2	15.1	C	C	16.2 (C)	15.1 (C)
25: SR 70/S Fulton Pkwy & Rivertown Rd	TWSC	Northbound	+	+	F	F	+ (F)	+ (F)
		Southbound	+	+	F	F	+ (F)	+ (F)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound	20.6	16.2	C	B	20.6 (C)	16.2 (B)
		Southbound	18.4	16.5	B	B	18.4 (B)	16.5 (B)
		Eastbound	59.9	60.0	E	E	59.9 (E)	60 (E)
		Westbound	48.9	89.8	D	F	48.9 (D)	89.8 (F)
		Overall	41.5	47.8	D	D	41.5 (D)	47.8 (D)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	587.8	206.9	F	F	587.8 (F)	206.9 (F)
		Southbound	88.5	69.6	F	E	88.5 (F)	69.6 (E)
		Eastbound	25.0	16.9	C	B	25 (C)	16.9 (B)
		Westbound	21.0	54.4	C	D	21 (C)	54.4 (D)
		Overall	178.8	88.4	F	F	178.8 (F)	88.4 (F)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound	51.1	36.3	D	D	51.1 (D)	36.3 (D)
		Southbound	39.8	29.2	D	C	39.8 (D)	29.2 (C)
		Eastbound	49.6	50.0	D	D	49.6 (D)	50 (D)
		Westbound	83.8	106.1	F	F	83.8 (F)	106.1 (F)
		Overall	55.0	58.0	D	E	55 (D)	58 (E)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound	68.4	45.6	E	D	68.4 (E)	45.6 (D)
		Southbound	476.9	267.2	F	F	476.9 (F)	267.2 (F)
		Eastbound	28.2	26.1	C	C	28.2 (C)	26.1 (C)
		Westbound	15.4	38.4	B	D	15.4 (B)	38.4 (D)
		Overall	109.0	71.0	F	E	109 (F)	71 (E)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	51.0	62.5	D	E	51 (D)	62.5 (E)
		Southbound	61.9	77.7	E	E	61.9 (E)	77.7 (E)
		Eastbound	29.3	26.4	C	C	29.3 (C)	26.4 (C)
		Westbound	18.9	34.3	B	C	18.9 (B)	34.3 (C)
		Overall	29.4	36.6	C	D	29.4 (C)	36.6 (D)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	TWSC	Eastbound	21.3	32.1	C	D	21.3 (C)	32.1 (D)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	TWSC	Eastbound	16.9	323.8	C	F	16.9 (C)	323.8 (F)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound					138.6 (F)	7.7 (A)
		Southbound					8.3 (A)	15.8 (C)
		Eastbound					15.6 (C)	7.5 (A)
		Westbound					6.5 (A)	9.2 (A)
		Overall					37.7 (E)	10 (B)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound			A	A	44.5 (E)	51.8 (F)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound			A	A	14.3 (B)	13.5 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	TWSC	Southbound			A	A	238.2 (F)	194.6 (F)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound			A	A	55.2 (E)	39.5 (D)
		Southbound			A	A	35.8 (D)	36.4 (D)
		Eastbound			A	A	31 (C)	33.9 (C)
		Westbound			A	A	62.9 (E)	48 (D)
		Overall			A	A	46.6 (D)	39.7 (D)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound			A	A	39 (D)	25.2 (C)
		Southbound			A	A	52 (D)	26.1 (C)
		Eastbound			A	A	63.7 (E)	79.7 (E)
		Westbound			A	A	44.5 (D)	66.1 (E)
		Overall			A	A	47.7 (D)	38.2 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	11.0	16.5	B	C	11 (B)	16.5 (C)
		Northbound	12.7	27.9	B	D	12.7 (B)	27.9 (D)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound	9.4	10.4	A	B	9.4 (A)	10.4 (B)
		Southbound	10.3	60.5	B	E	10.3 (B)	60.5 (E)
		Eastbound	1.3	1.0	A	A	1.3 (A)	1 (A)
		Westbound	1.1	1.0	A	A	1.1 (A)	1 (A)
		Overall	3.1	18.6	A	B	3.1 (A)	18.6 (B)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound	17.4	19.2	B	B	17.4 (B)	19.2 (B)
		Southbound	28.9	28.4	C	C	29.1 (C)	28.5 (C)
		Eastbound	25.4	18.1	C	B	25.1 (C)	17.9 (C)
		Westbound	24.1	24.4	C	C	23.8 (C)	24.0 (C)
		Overall	26.3	23.2	C	C	26.2 (C)	23.0 (C)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Eastbound	21.4	31.1	C	D	21.4 (C)	31.1 (D)
		Westbound	15.8	42.3	C	E	15.8 (C)	42.3 (E)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound	46.8	24.6	E	C	46.8 (E)	24.6 (C)
		Westbound	38.5	59.6	E	F	38.5 (E)	59.6 (F)
		Northbound	8.5	8.6	A	A	8.5 (A)	8.6 (A)
		Southbound	7.1	9.9	A	A	7.1 (A)	9.9 (A)

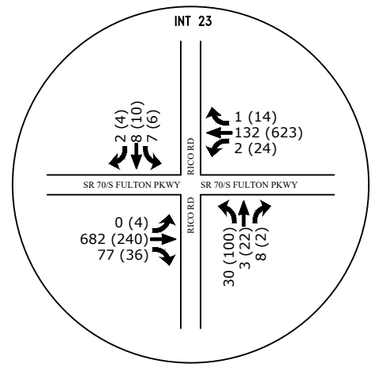
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Eastbound	6.5	7.1	A	A	6.5 (A)	7.1 (A)
		Westbound	6.4	5.9	A	A	6.4 (A)	5.9 (A)
		Overall	7.6	8.9	A	A	7.6 (A)	8.9 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound			A	A	4.2 (A)	7.6 (A)
		Southbound			A	A	20.2 (C)	22.8 (C)
		Eastbound			A	A	65.9 (F)	13.5 (B)
		Overall			A	A	33 (D)	13.1 (B)
46: SR 92/Old Lower River Rd & SR 154/FAIRBURN RD/SR 92/Fairburn Rd	Signalized	Northbound			A	A	37 (D)	64.9 (E)
		Southbound			A	A	60.5 (E)	26 (C)
		Eastbound			A	A	22.4 (C)	32.8 (C)
		Westbound			A	A	37.9 (D)	42.3 (D)
		Overall			A	A	44.5 (D)	40.6 (D)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound			A	A	31 (C)	68.7 (E)
		Southbound			A	A	49.3 (D)	19 (B)
		Westbound			A	A	53.6 (D)	172.1 (F)
		Overall			A	A	45 (D)	55.1 (E)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound	36.7	24.1	D	C	36.7 (D)	24.1 (C)
		Southbound	49.1	132.2	D	F	49.1 (D)	132.2 (F)
		Eastbound	335.6	439.0	F	F	335.6 (F)	439 (F)
		Westbound	32.9	54.0	C	D	32.9 (C)	54 (D)
		Overall	122.0	108.8	F	F	122 (F)	108.8 (F)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0.0	0.0	A	A	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	9.8	0.0	A	A	9.8 (A)	0 (A)
		Southbound	10.6	11.5	B	B	10.6 (B)	11.5 (B)
51: Hutchesons Ferry Rd & Cochran Mill Rd	TWSC	Southbound	11.3	12.3	B	B	11.3 (B)	12.3 (B)
52: Cochran Mill Rd & Wilkerson Mill Rd	TWSC	Westbound	9.3	9.5	A	A	9.3 (A)	9.5 (A)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	7.3	7.5	A	A	7.3 (A)	7.5 (A)
		Southbound	8.4	7.7	A	A	8.4 (A)	7.7 (A)
		Eastbound	7.5	7.1	A	A	7.5 (A)	7.1 (A)
		Westbound	7.5	7.3	A	A	7.5 (A)	7.3 (A)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	17.0	13.6	B	B	32.1 (C)	29.3 (C)
		Southbound	32.1	29.3	C	C	34.5 (C)	24 (C)
		Eastbound	34.5	24.0	C	C	17 (B)	8.9 (A)
		Westbound	17.0	8.9	B	A	10.7 (B)	12.8 (B)
		Overall	10.7	12.8	B	B	17 (B)	13.6 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	35.8	24.1	D	C	45.1 (D)	21.7 (C)
		Southbound	45.1	21.7	D	C	51.5 (D)	32 (C)
		Eastbound	51.5	32.0	D	C	35.4 (D)	26 (C)
		Westbound	35.4	26.0	D	C	23.9 (C)	18.7 (B)
		Overall	23.9	18.7	C	B	35.8 (D)	24.1 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	36.5	45.9	D	D	28.7 (C)	32.4 (C)
		Southbound	28.7	44.6	C	D	33.9 (C)	44.1 (D)
		Eastbound	33.9	49.3	C	D	45.2 (D)	50.3 (D)
		Westbound	45.2	42.1	D	D	48.1 (D)	60.6 (E)
		Overall	48.1	47.8	D	D	36.5 (D)	42.5 (D)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	26.2	45.9	C	D	548.7 (F)	204.5 (F)
		Southbound	39.3	44.6	D	D	197.6 (F)	147.2 (F)
		Eastbound	27.4	49.3	C	D	21.1 (C)	19.4 (B)
		Westbound	21.1	42.1	C	D	26.9 (C)	22.5 (C)
		Overall	26.9	47.8	C	D	107 (F)	41.4 (D)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	12.9	12.9	B	B	8.3 (A)	10.1 (B)
		Southbound	8.3	10.1	A	B	16.5 (B)	15.5 (B)
		Eastbound	16.5	15.5	B	B	28.5 (C)	28 (C)
		Overall	28.5	28.0	C	C	12.9 (B)	12.9 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	34.2	39.2	C	D	35.2 (D)	44.2 (D)
		Southbound	35.2	44.2	D	D	33.9 (C)	31.8 (C)
		Eastbound	33.9	31.8	C	C	36.5 (D)	31.5 (C)
		Westbound	36.5	31.5	D	C	21.6 (C)	57.5 (E)
		Overall	21.6	57.5	C	E	34.2 (C)	39.2 (D)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	7.0	5.9	A	A	6.2 (A)	5.3 (A)
		Southbound	8.9	13.5	A	B	7.7 (A)	10.5 (B)
		Eastbound	13.2	19.5	B	C	10.9 (B)	14.2 (B)
		Westbound	12.1	16.6	B	C	10.2 (B)	13.1 (B)
		Overall	10.2	14.2	B	B	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	19.5	17.6	B	B	43.7 (D)	46.4 (D)
		Southbound	43.7	46.4	D	D	0 (A)	0 (A)
		Eastbound	0.0	0.0	A	A	20.9 (C)	20.3 (C)
		Westbound	20.9	20.3	C	C	6.8 (A)	6.4 (A)
		Overall	6.8	6.4	A	A	19.5 (B)	17.6 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	6.8	7.6	A	A	6.8 (A)	7.6 (A)
		Southbound	15.3	11.7	C	B	15.3 (C)	11.7 (B)
		Eastbound	10.3	9.4	B	A	10.3 (B)	9.4 (A)
		Westbound	8.7	14.4	A	B	8.7 (A)	14.4 (B)
		Overall	11.1	10.3	B	B	11.1 (B)	10.3 (B)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	5.8	6.2	A	A	5.8 (A)	6.2 (A)
		Southbound	6.4	5.8	A	A	6.4 (A)	5.8 (A)
		Eastbound	7.5	6.8	A	A	7.5 (A)	6.8 (A)
		Westbound	9.0	10.5	A	B	9 (A)	10.5 (B)
		Overall	6.3	6.3	A	A	6.3 (A)	6.3 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	16.1	11.4	C	B	16.1 (C)	11.4 (B)
65: W Stubbs Rd & Butner Rd	AWSC	Northbound					17.8 (C)	18.6 (C)
		Southbound					68.8 (F)	34.5 (D)
		Eastbound					50.3 (F)	17.4 (C)
		Westbound					17.9 (C)	83.6 (F)

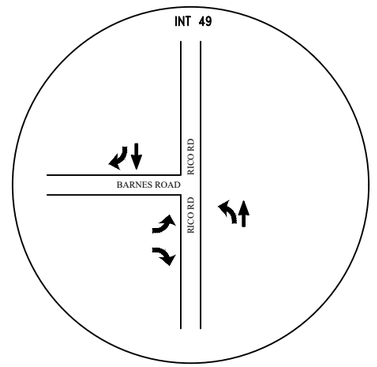












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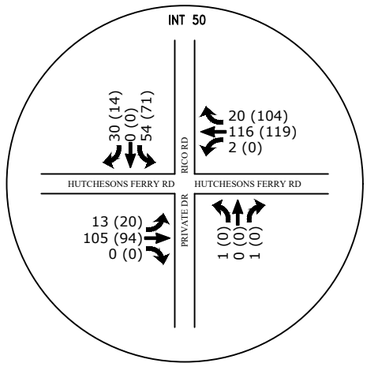
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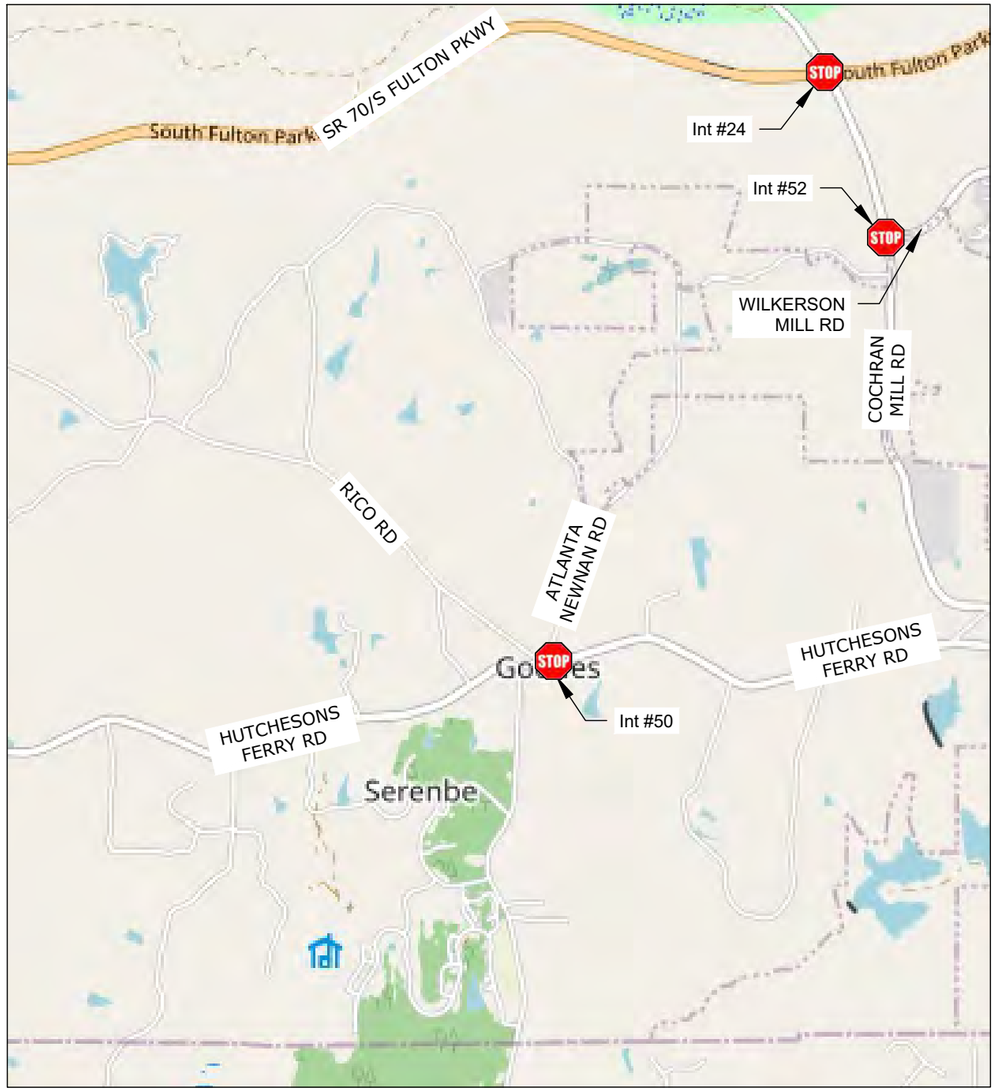
FIGURE 6: PHASE 2 NO BUILD PEAK HOUR VOLUMES (2035)

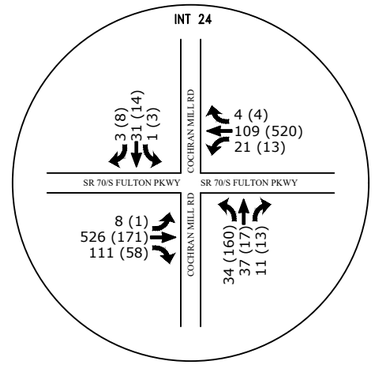
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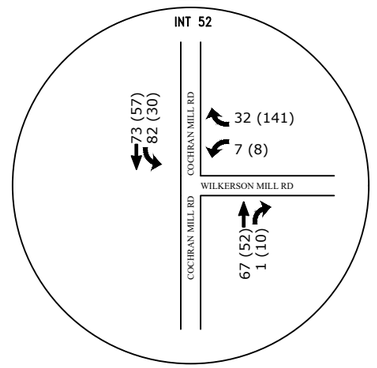
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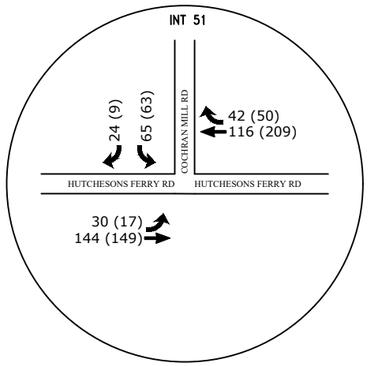
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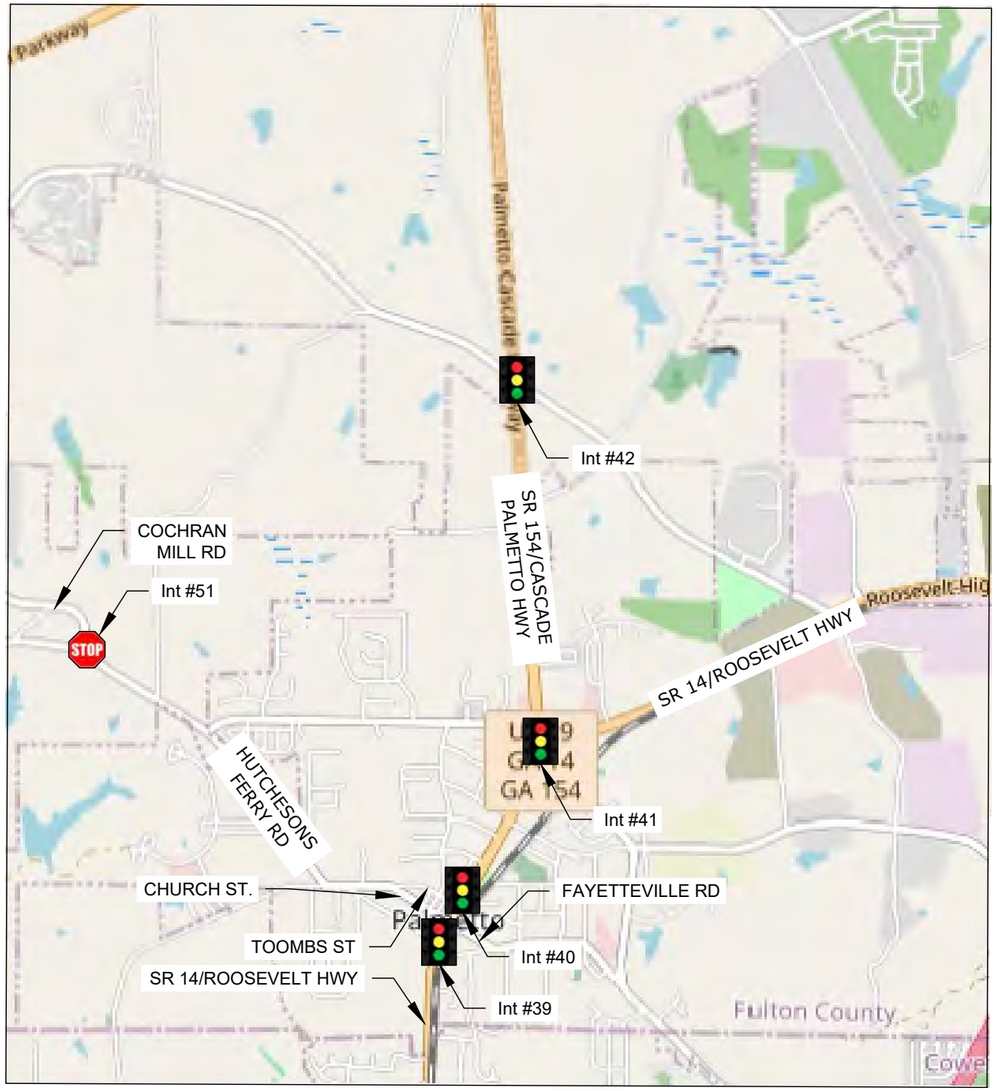
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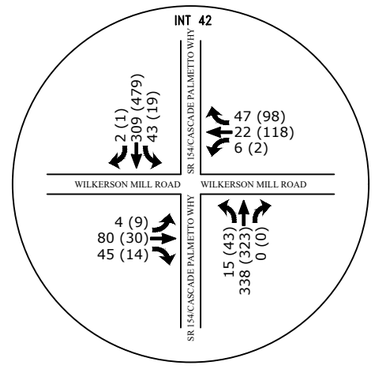
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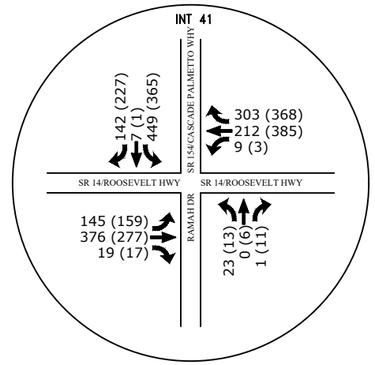
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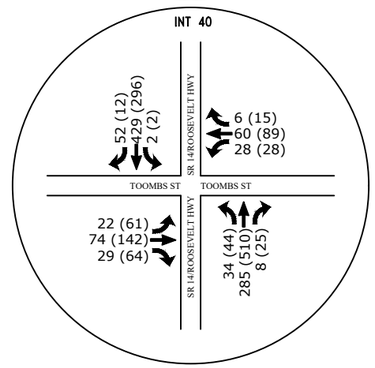
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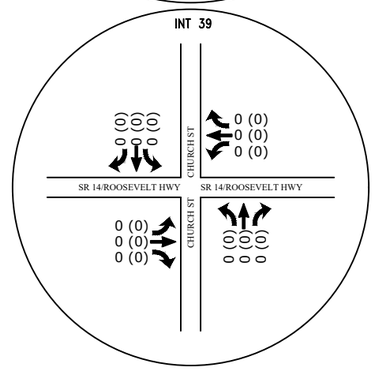












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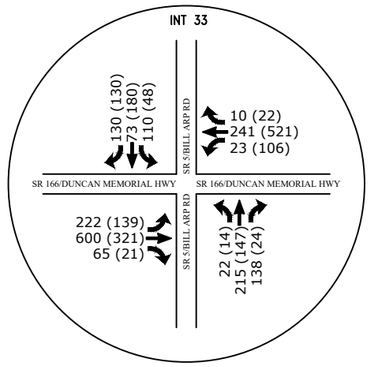
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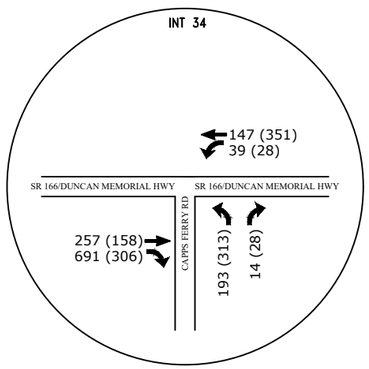
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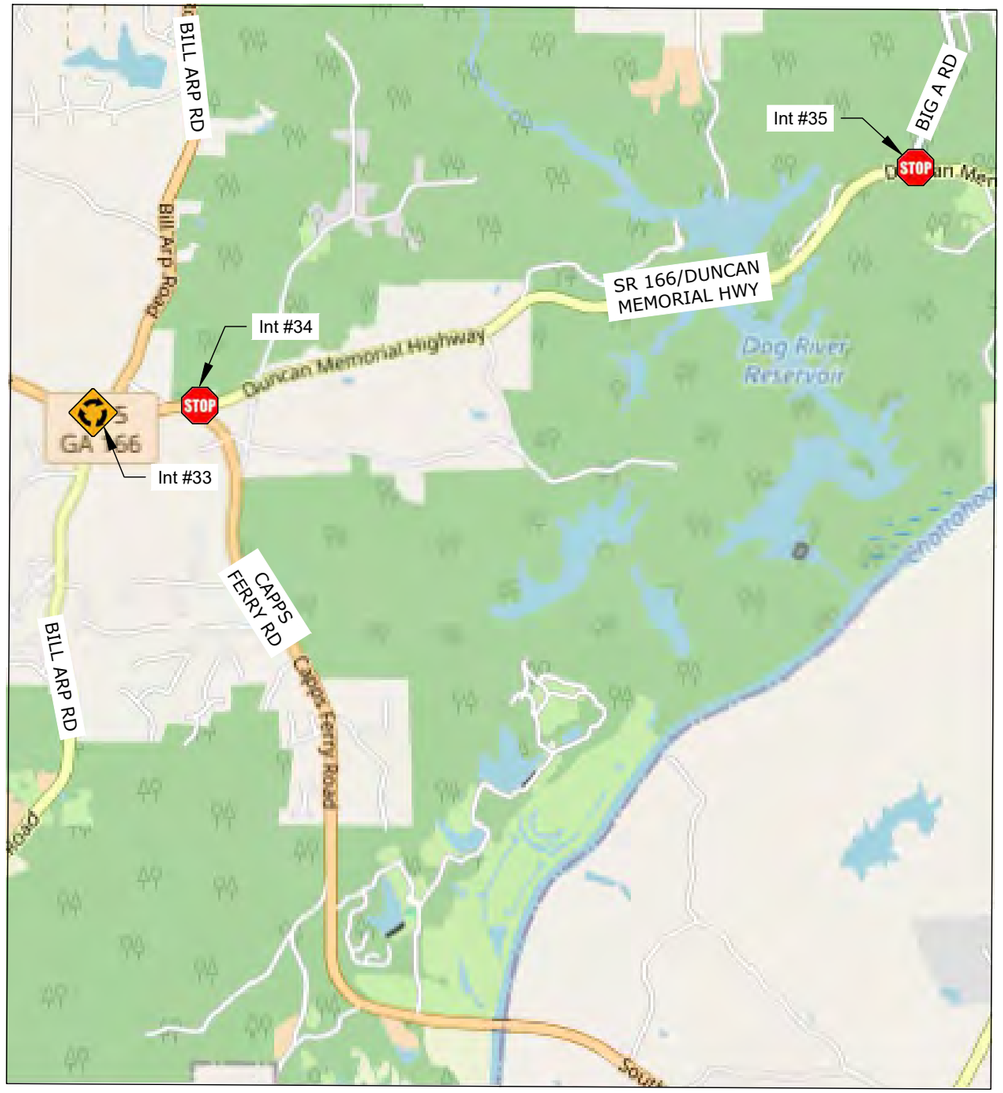
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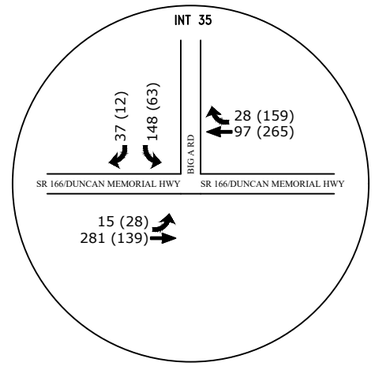
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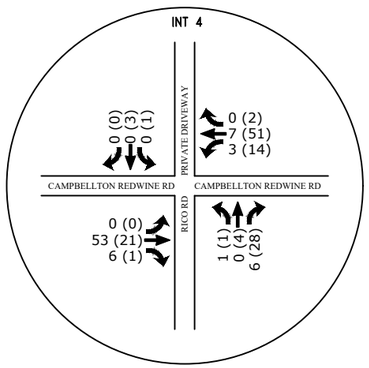
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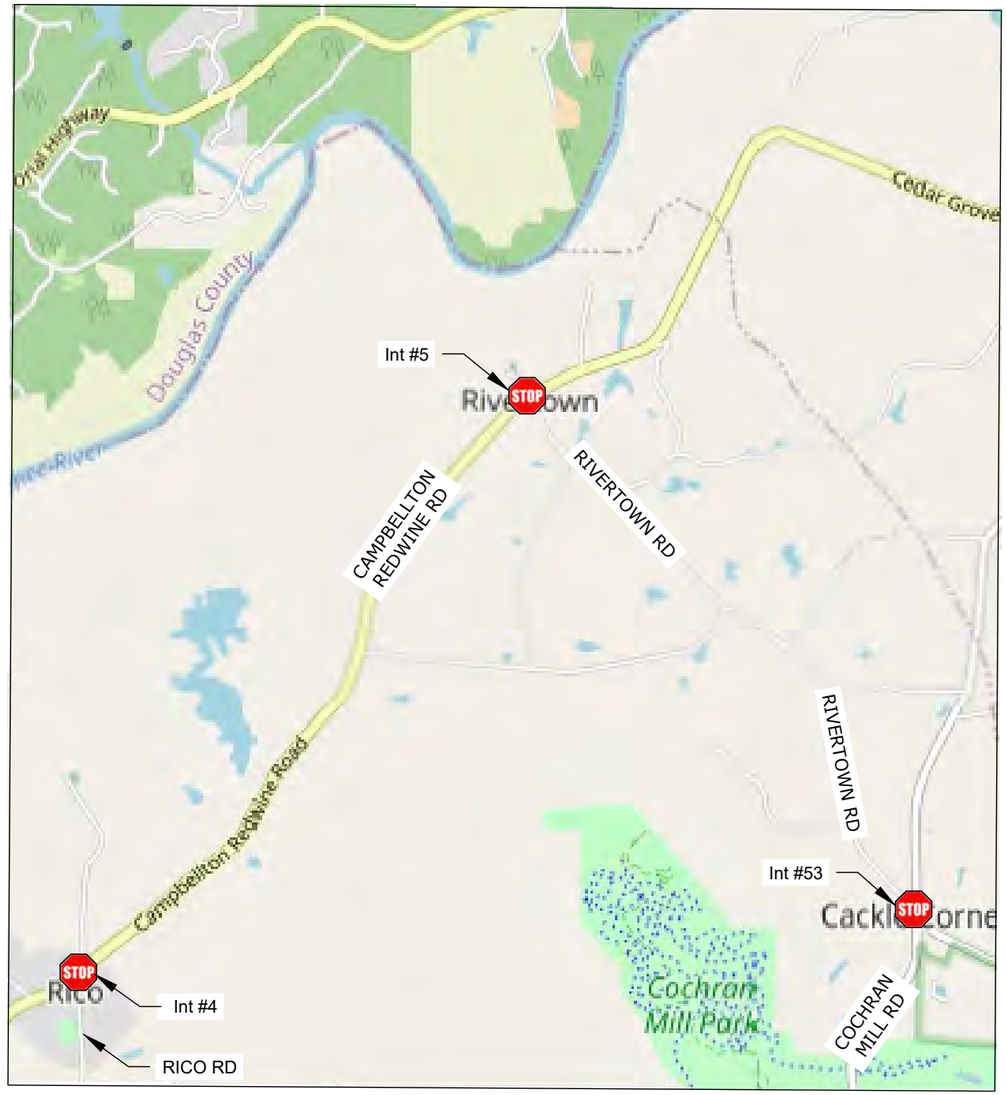
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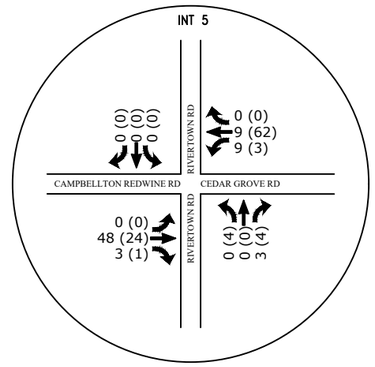
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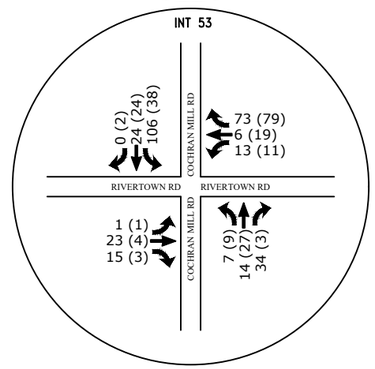
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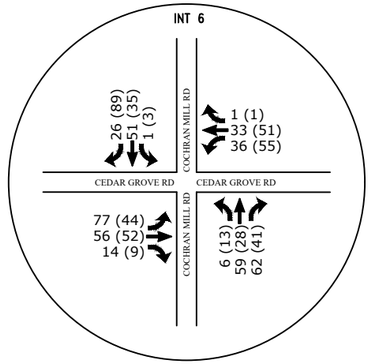
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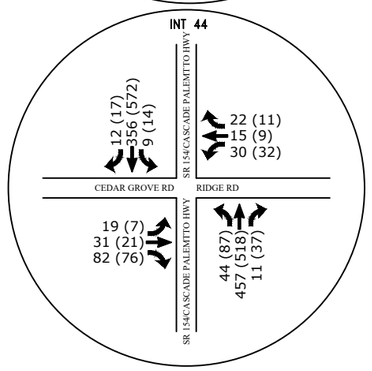
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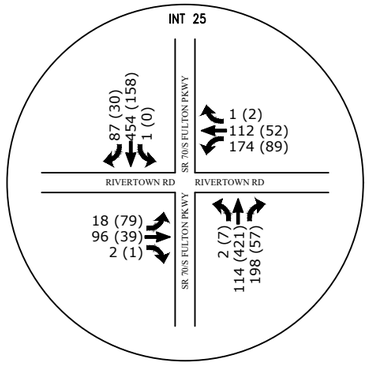
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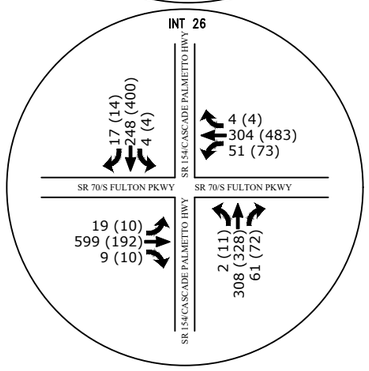
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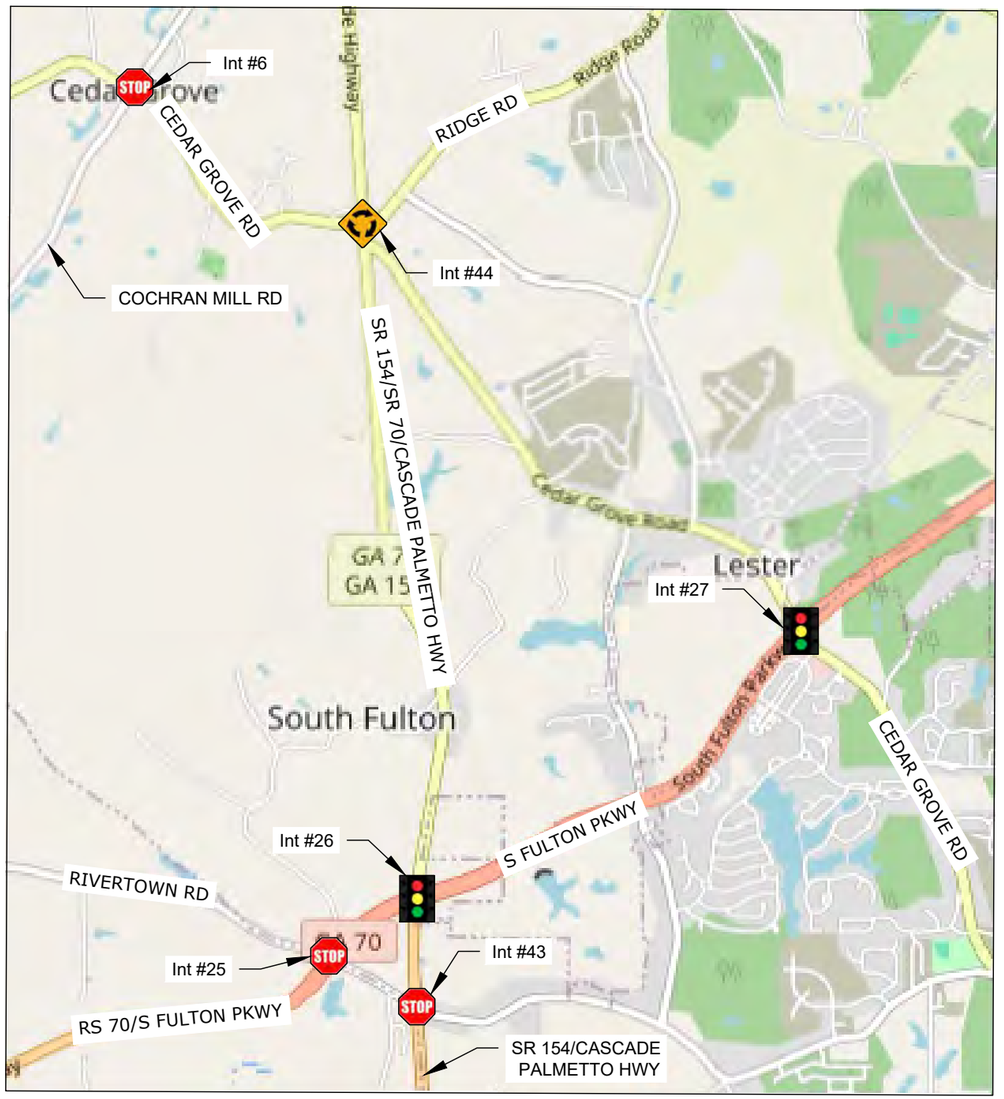
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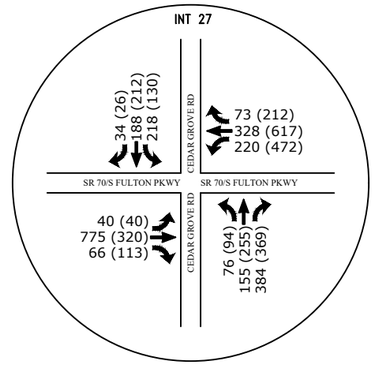


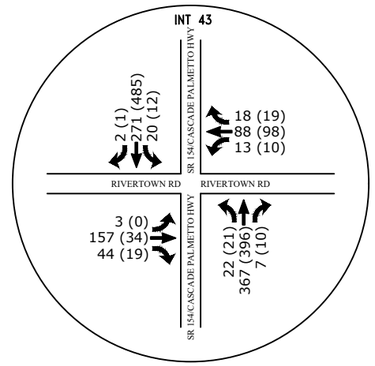












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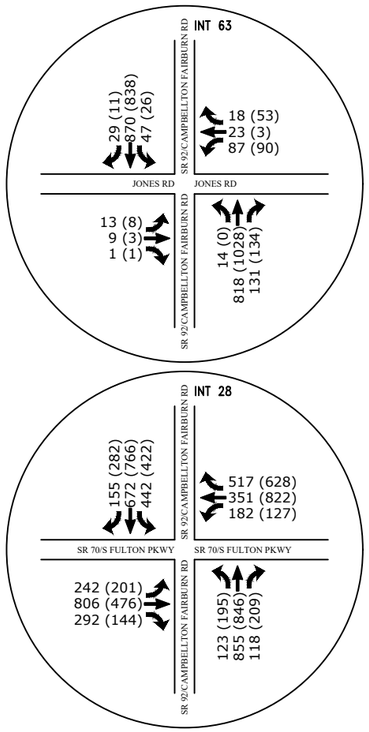
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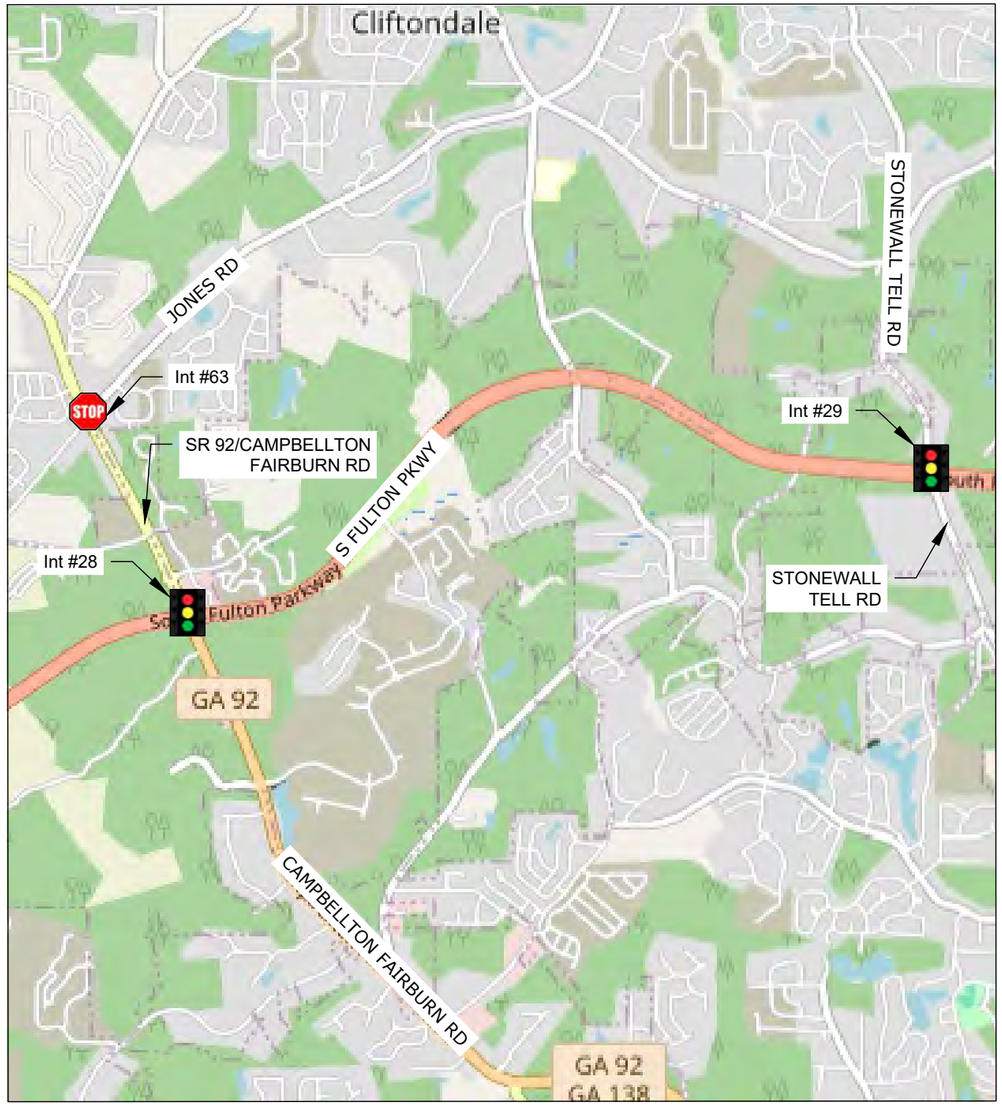
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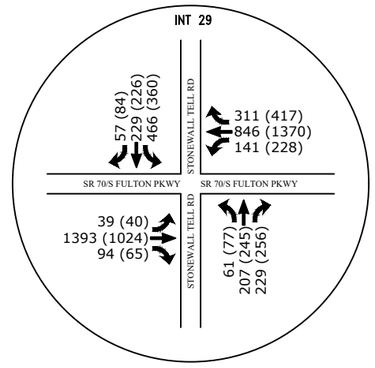
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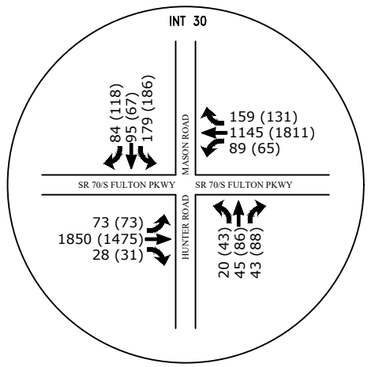
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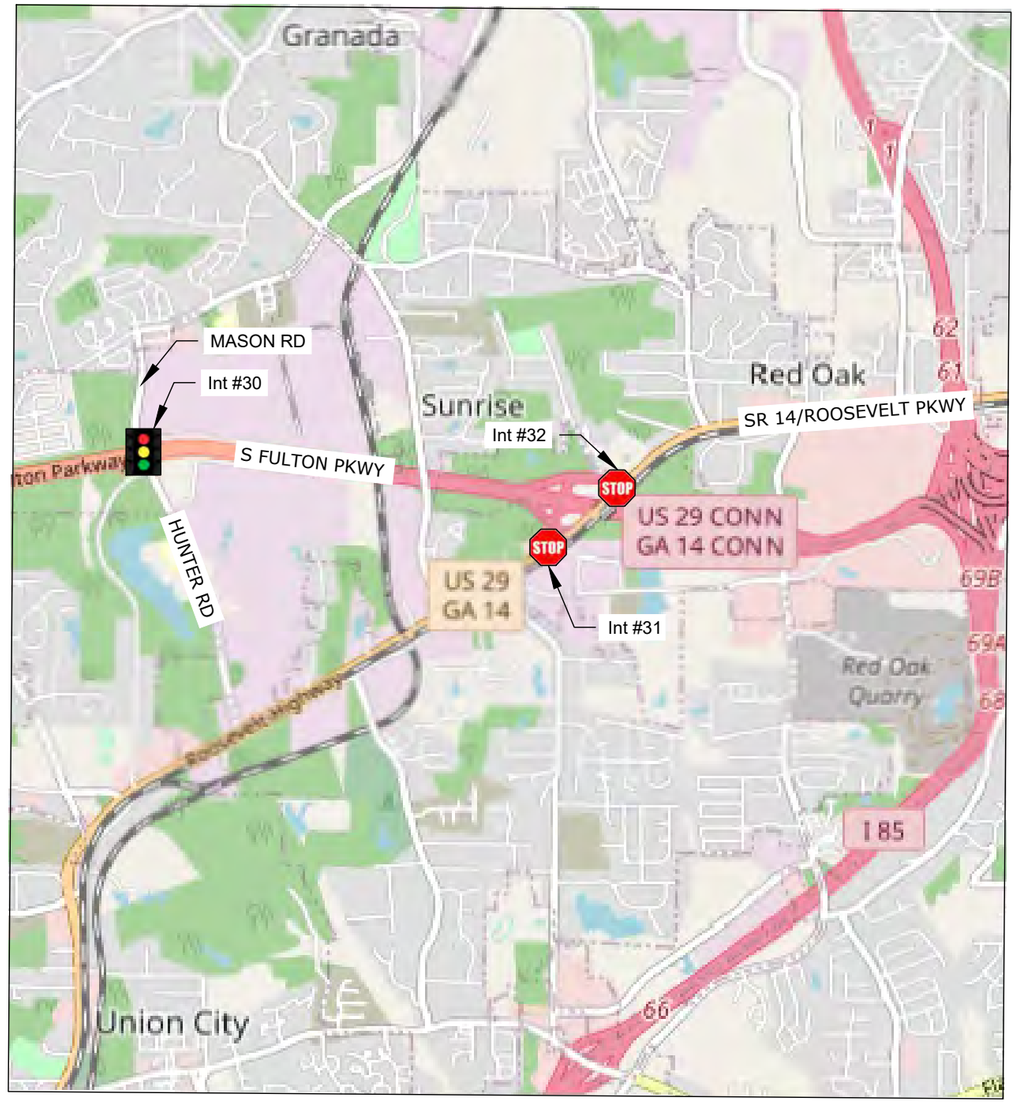
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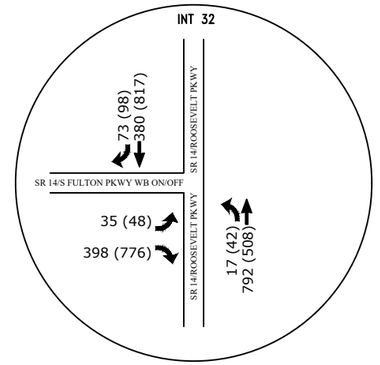
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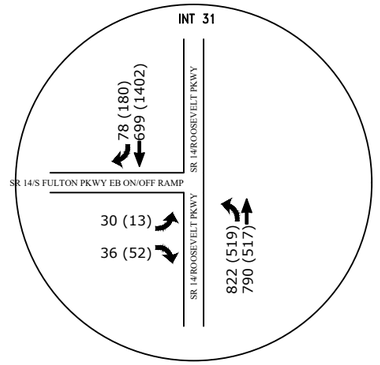
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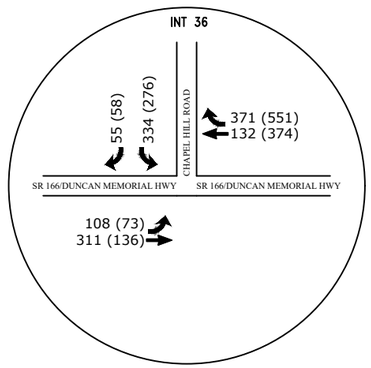
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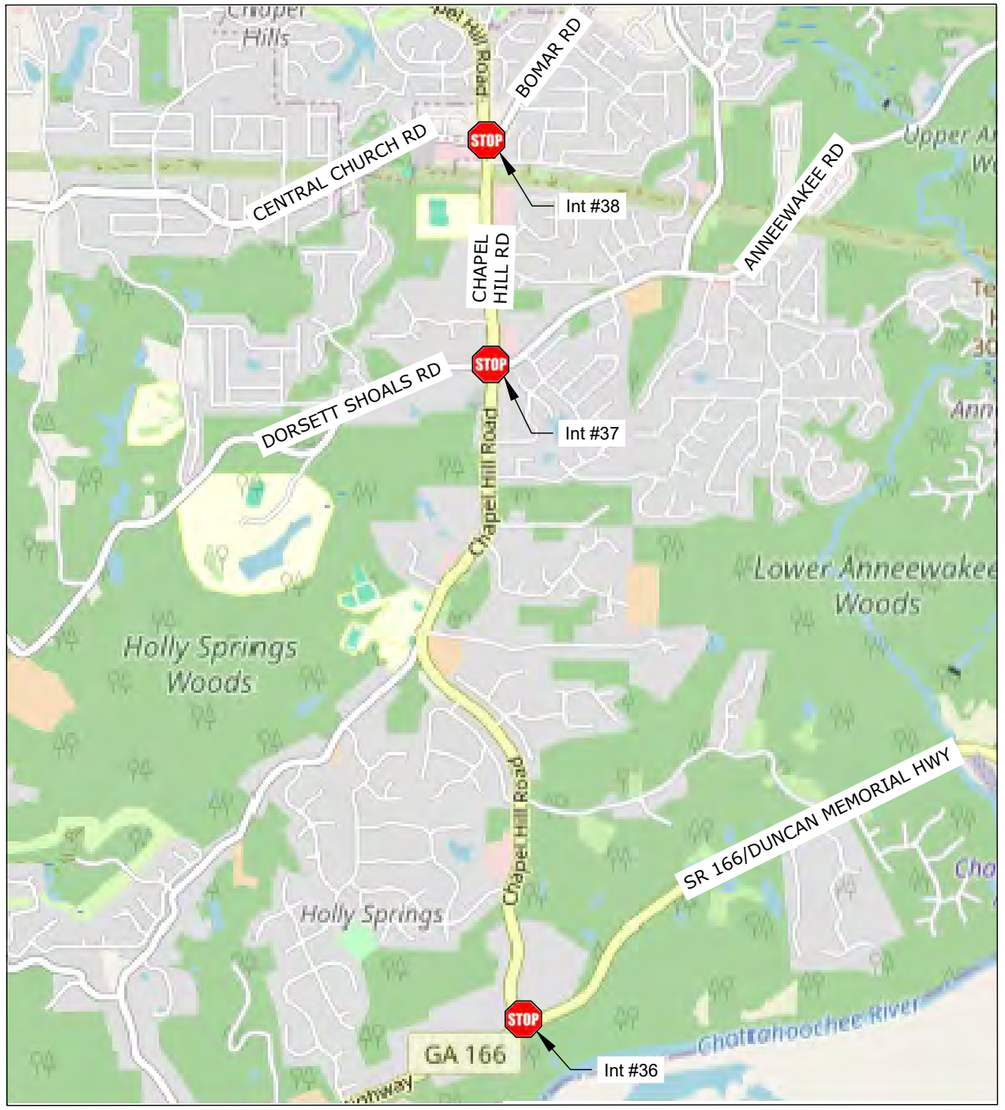
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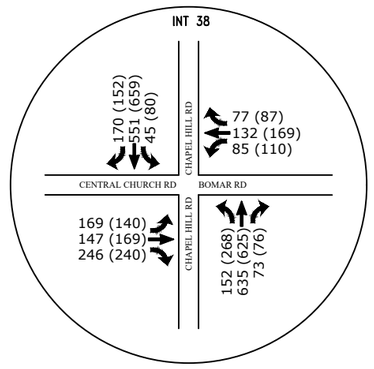
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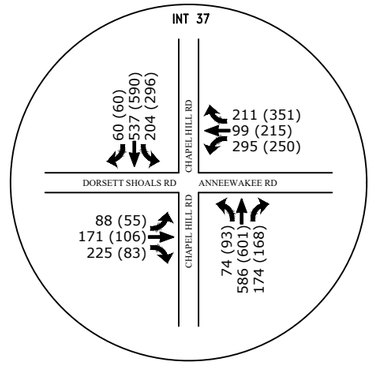
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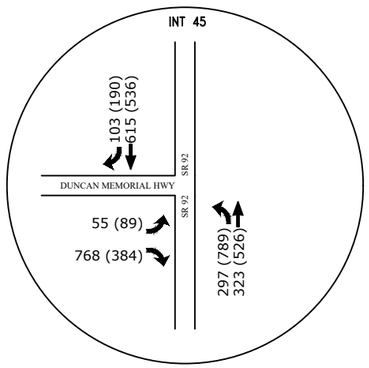
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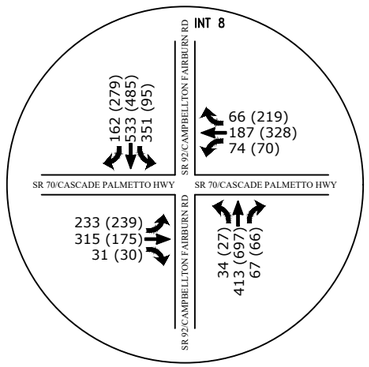
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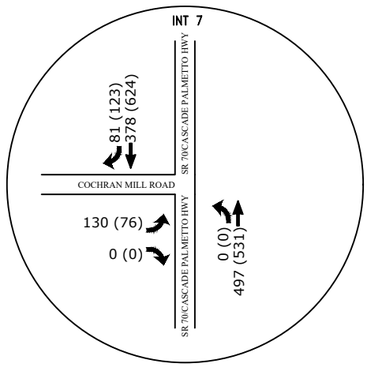
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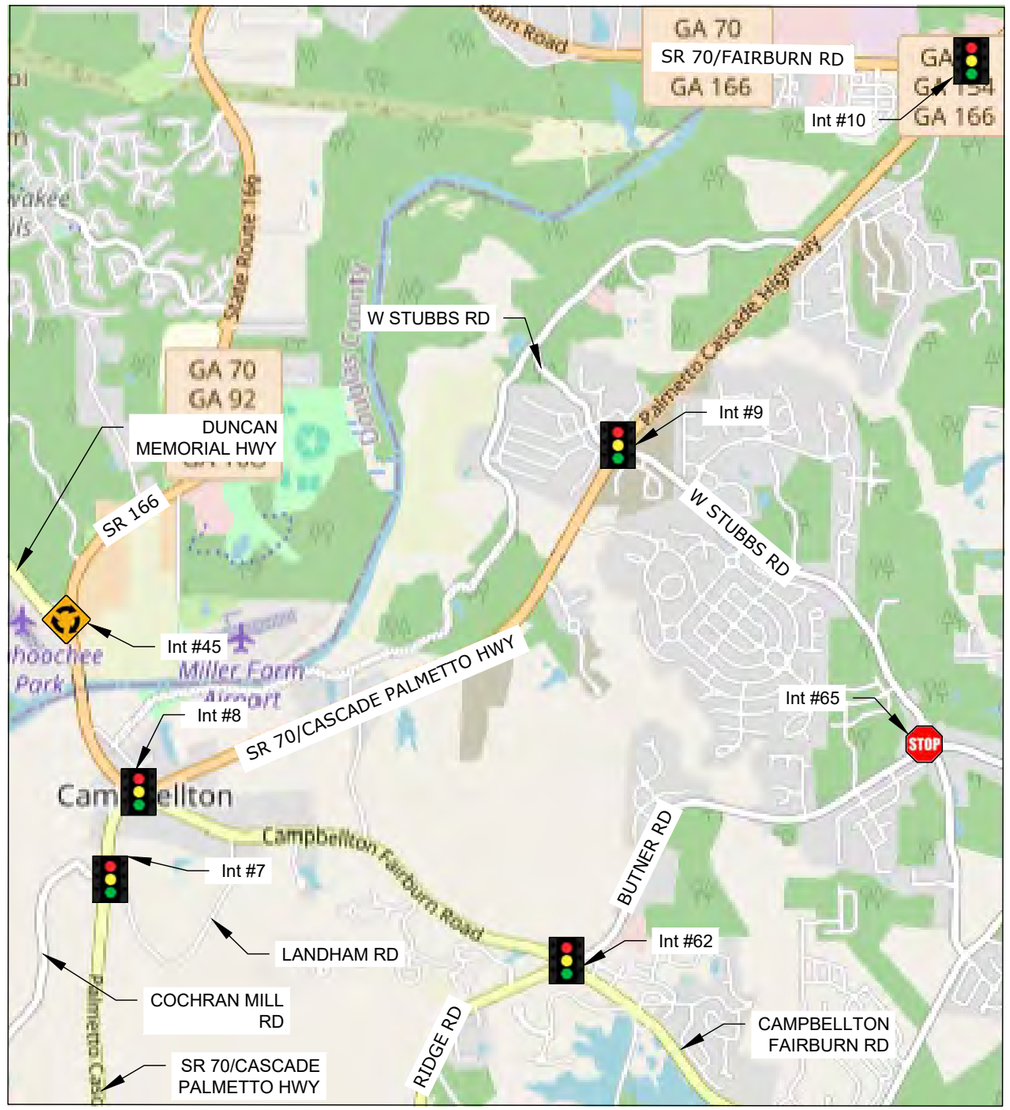
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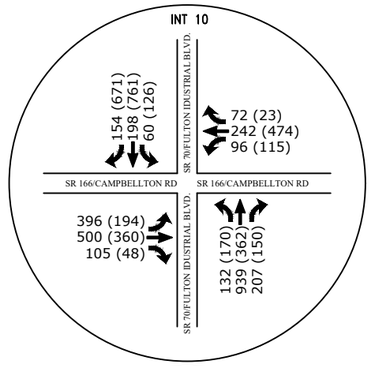
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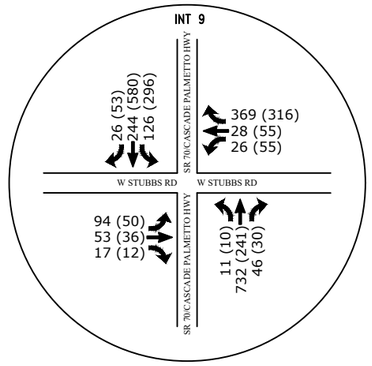


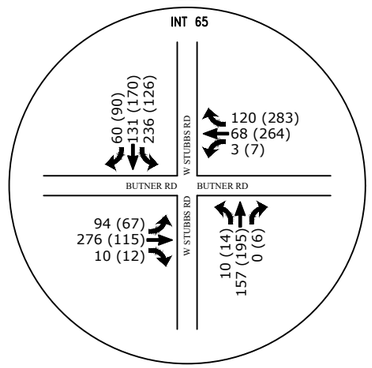


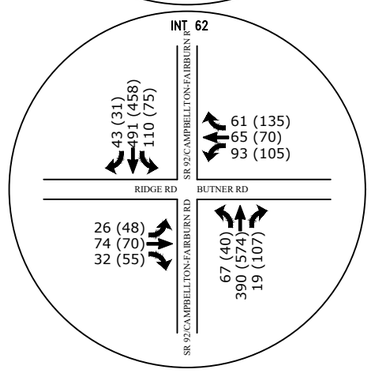












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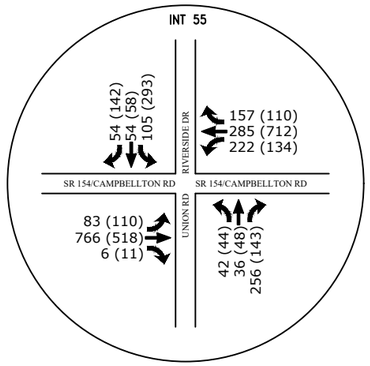
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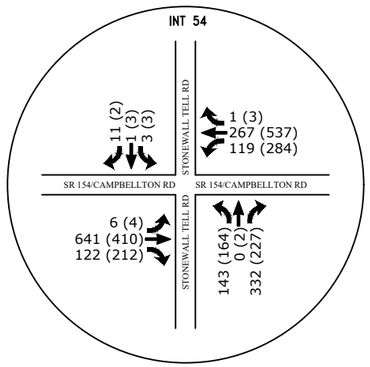
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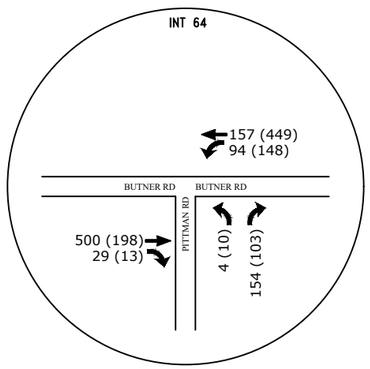
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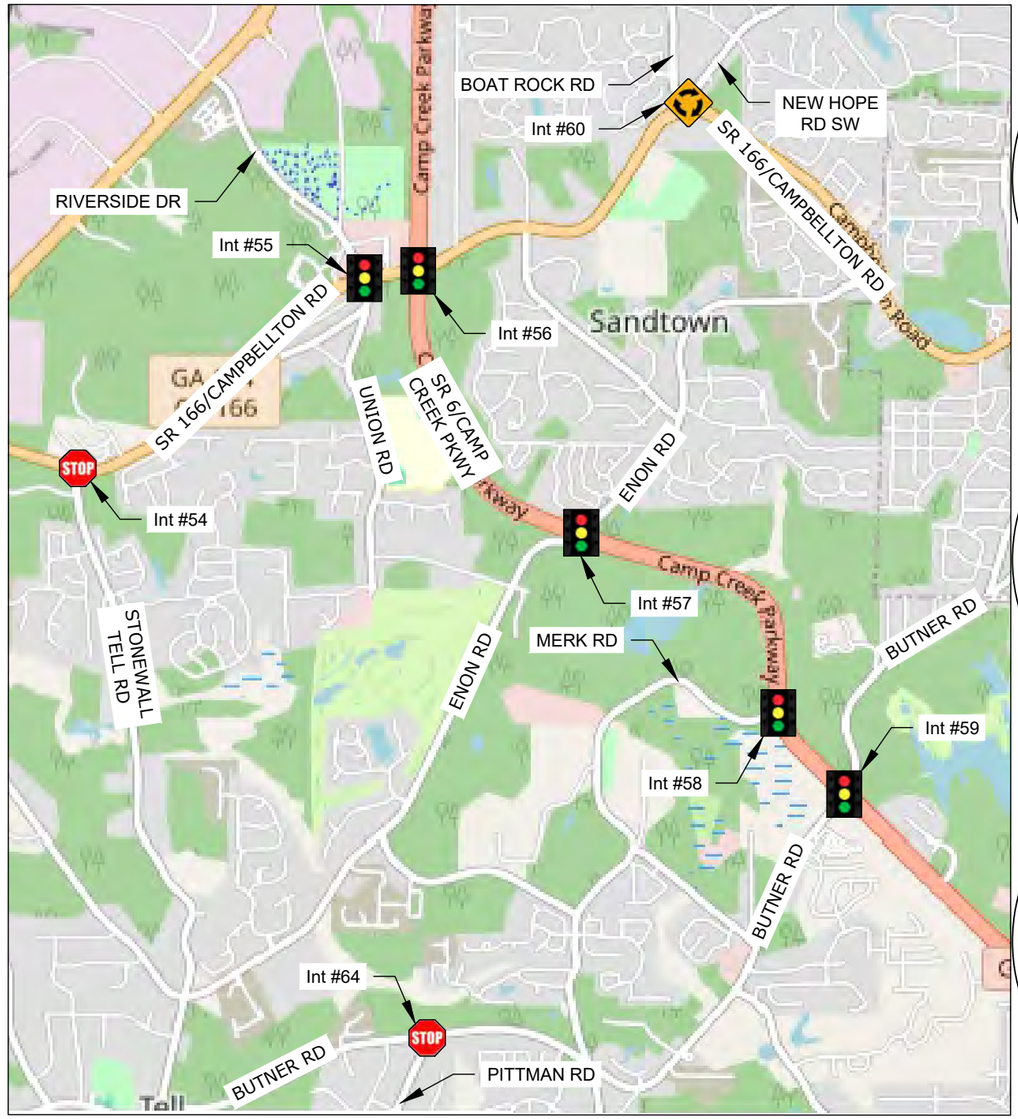
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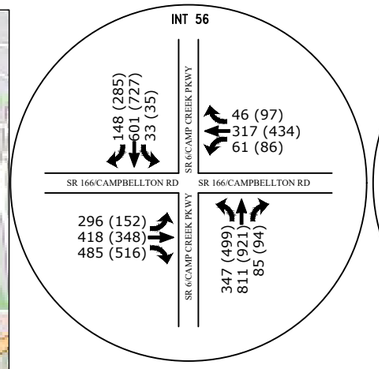
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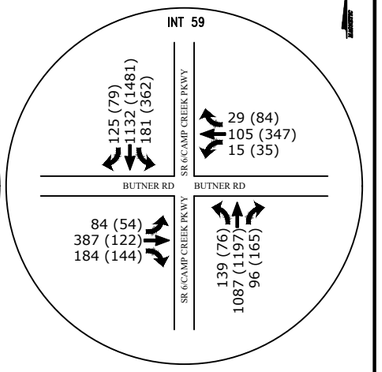


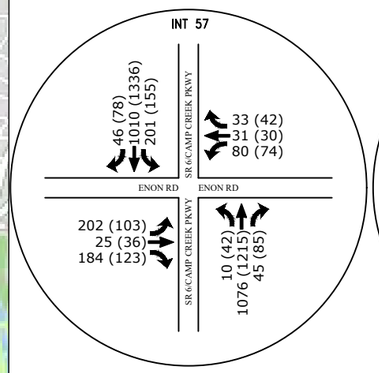


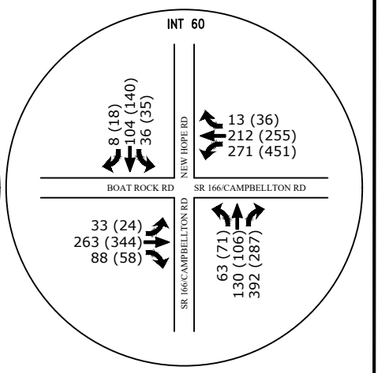


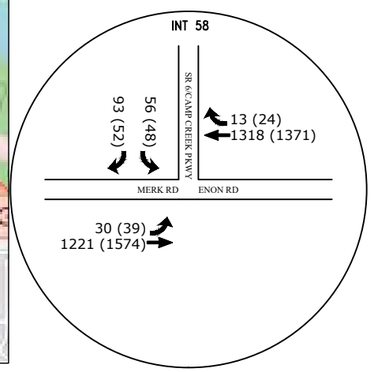












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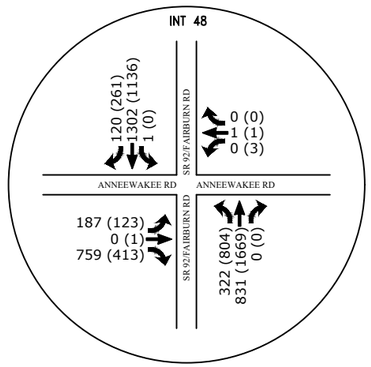
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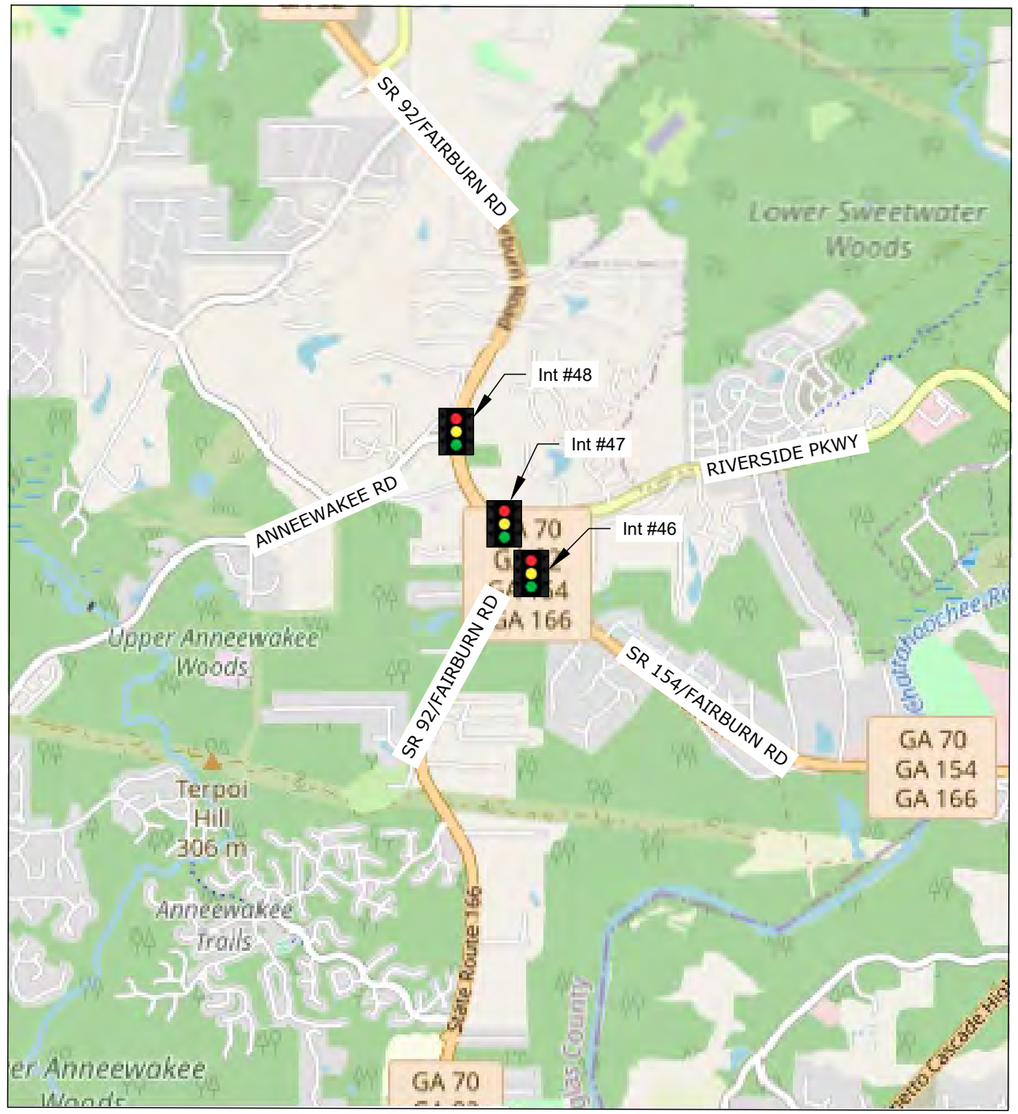
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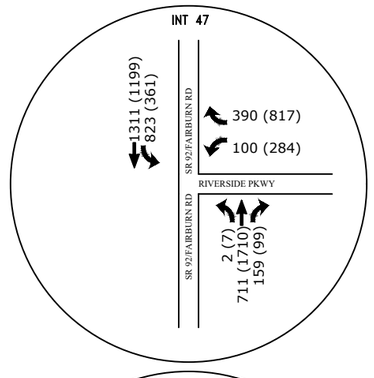
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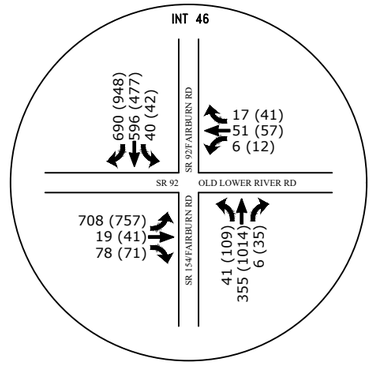
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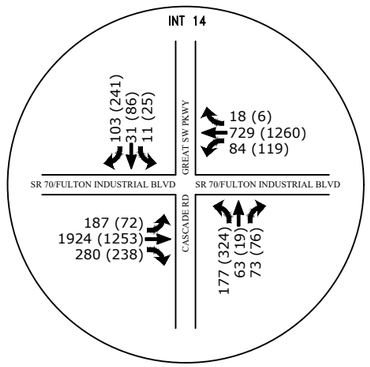
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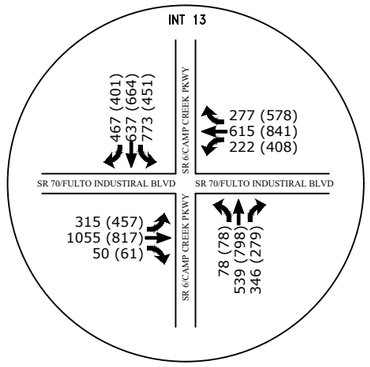
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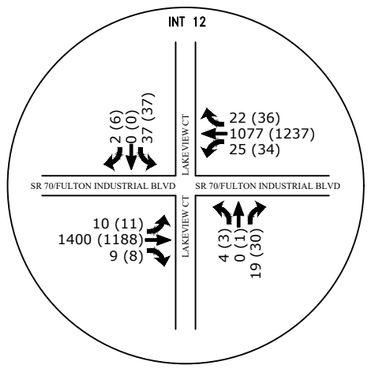
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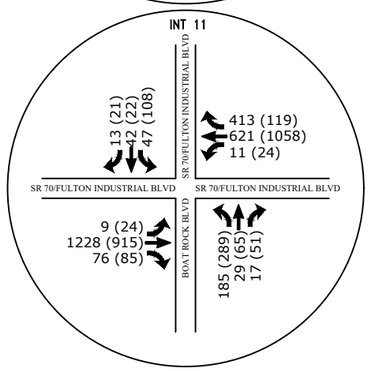
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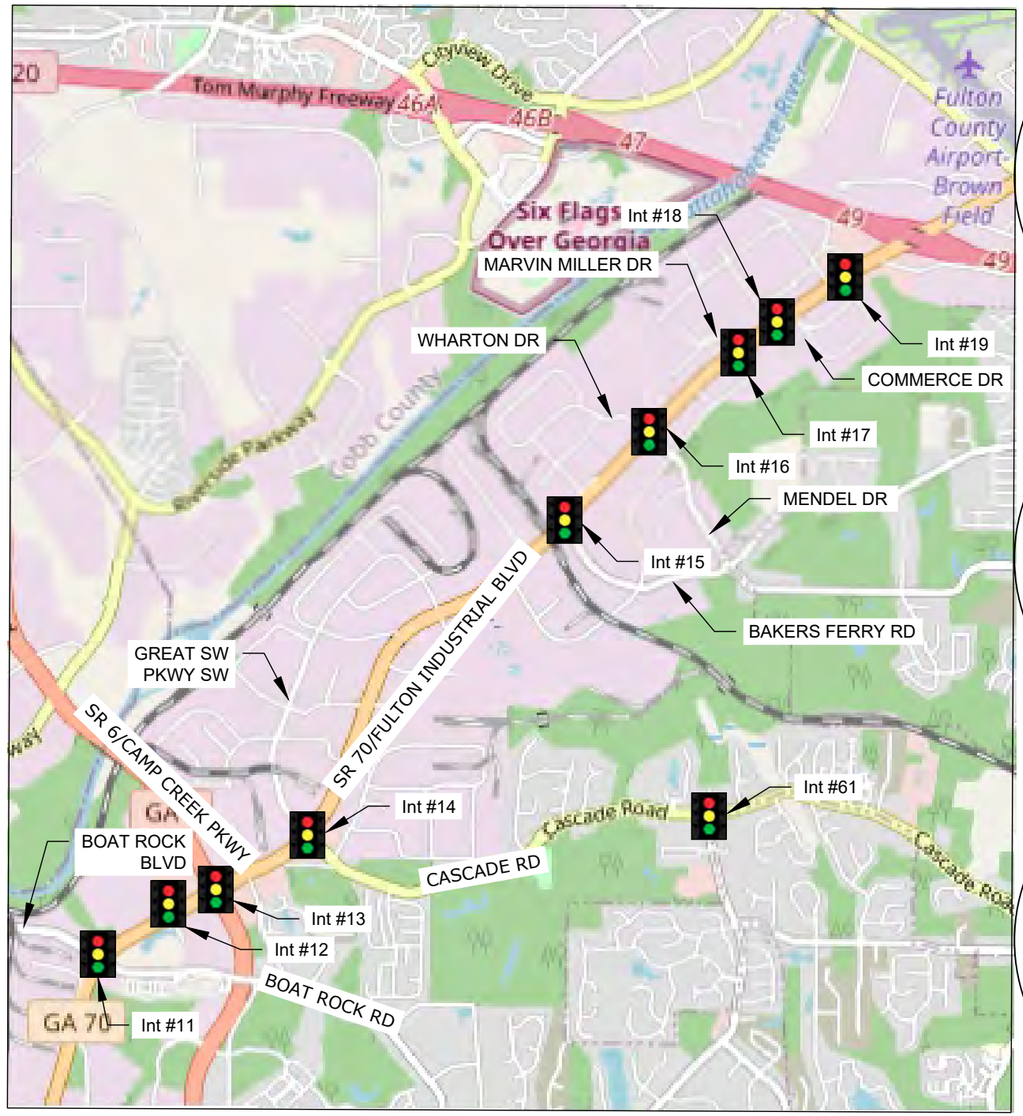
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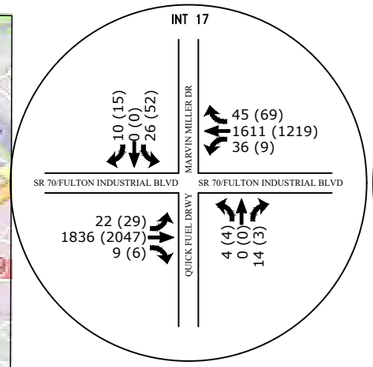


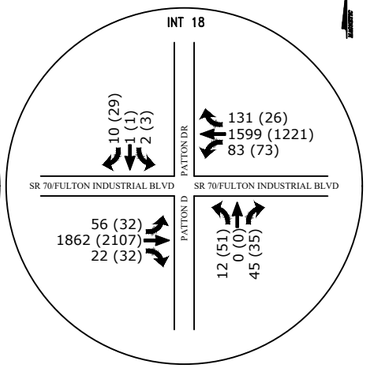


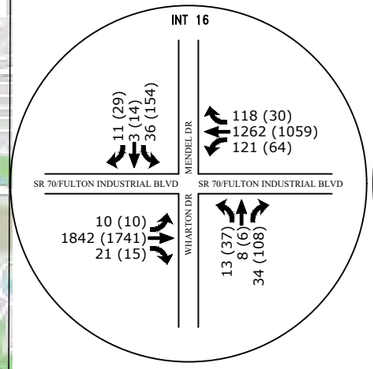


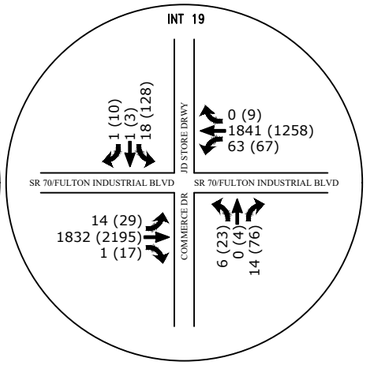


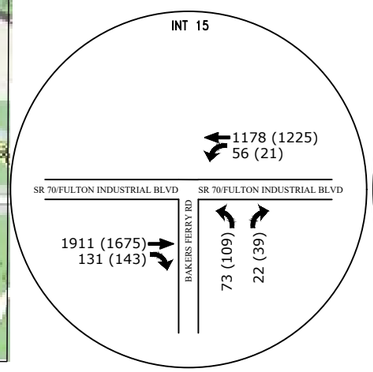


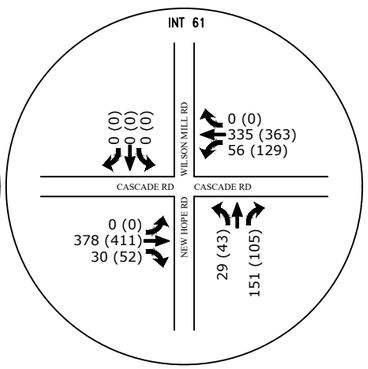












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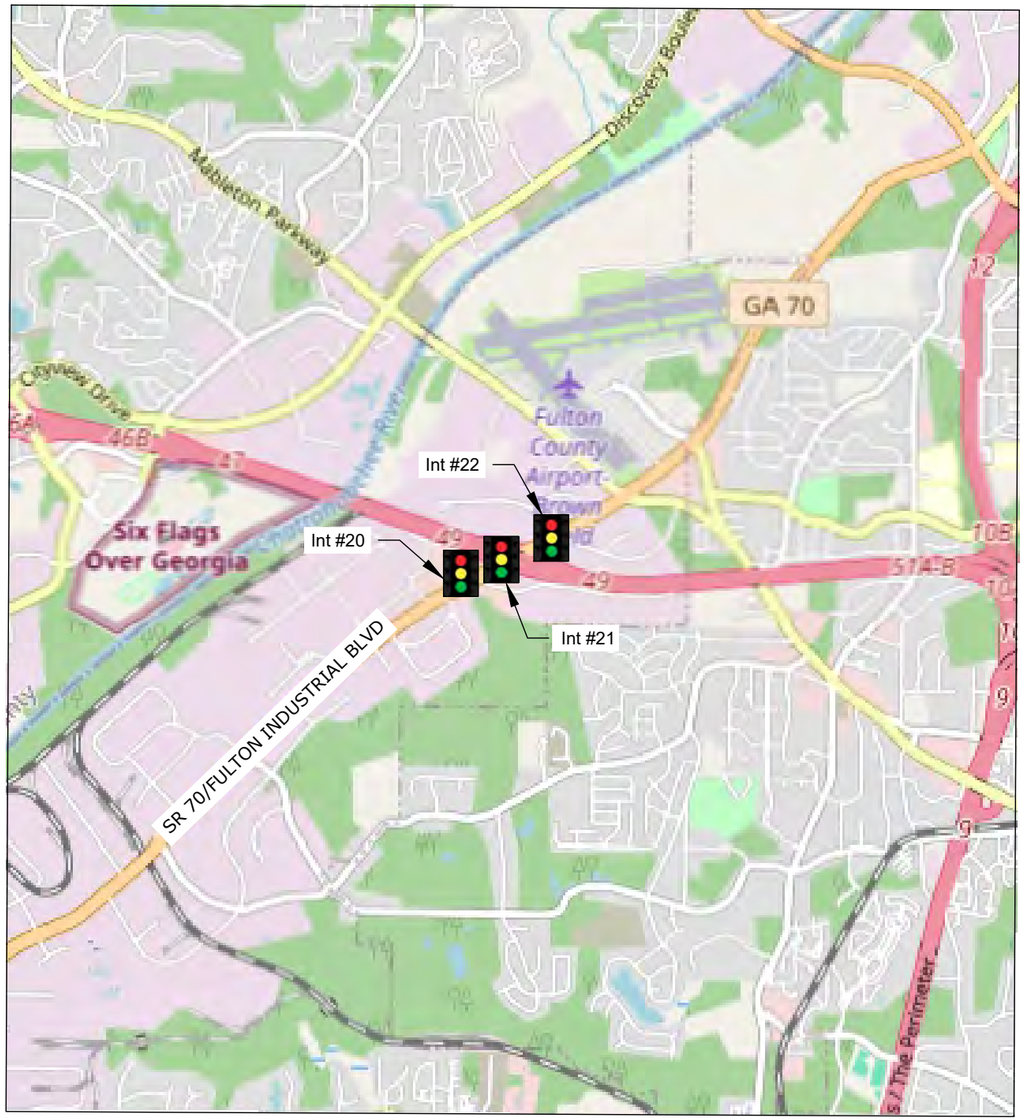
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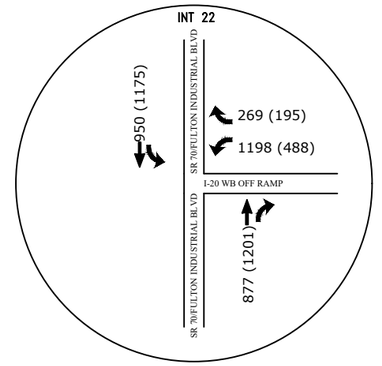
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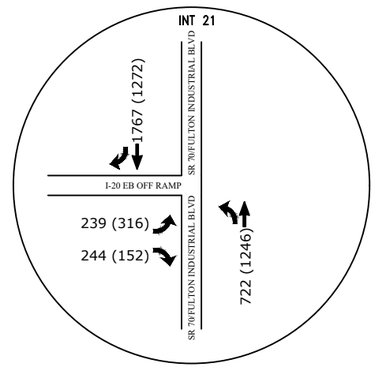
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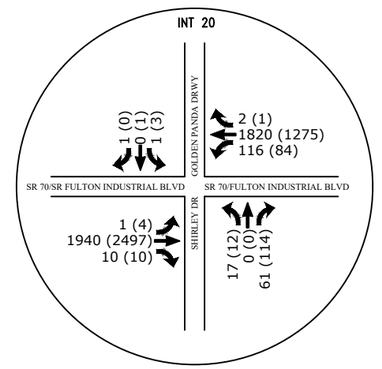
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FIGURE 6: PHASE 2 NO BUILD PEAK HOUR VOLUMES (2035)

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Based on the operational analysis 33 intersections out of the 65 intersections are operating unacceptably in the future no-build scenario. The intersections operating an unacceptable level of service are listed below;

- Campbellton Redwine Rd & S Fulton Pkwy
- SR 70/Cascade Palmetto Hwy & Cochran Mill Rd
- SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy
- SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd
- SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd
- SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy
- SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr
- Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd
- Rico Rd & SR 70/S Fulton Pkwy
- SR 70/S Fulton Pkwy & Rivertown Rd
- SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy
- S Fulton Pkwy & Cedar Grove Rd
- SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy
- Stonewell Tell Rd & S Fulton Pkwy
- Hunter Rd/Mason Rd & S Fulton Pkwy
- SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp
- SR 166/Duncan Memorial Hwy & Bill Arp Rd
- Capps Ferry Rd & SR 166/Duncan Memorial Hwy
- SR 166/Duncan Memorial Hwy & Chapel Hill Rd
- Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd
- Chapel Hill Rd & Central Church Rd/Bomar Rd
- Toombs St & SR 14/Roosevelt Hwy
- Cascade Palmetto Hwy & Wilkerson Mill Rd
- Cascade Palmetto Hwy & Rivertown Rd
- SR 92 & SR 166/Duncan Memorial Hwy
- SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd
- SR 92/Fairburn Rd & Riverside Pkwy
- SR 92/Fairburn Rd & Anneewakee Rd
- SR 6/Camp Creek Pkwy & Campbellton Rd
- SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd
- Butner Rd & SR 6/Camp Creek Parkway
- Jones Rd & SR 92/Campbellton Fairburn Rd
- W Stubbs Rd & Butner Rd

Most intersections failing in the existing year (2024) or Phase 1 conditions (2029) and are expected to continue operate unacceptably in the Phase 2 no-build conditions (2031). Out of 33 intersections 5 intersections are expected to start operating at unacceptable levels of service during Phase 2 no-build conditions.

Future Build Traffic Volumes (2031)

Future build traffic volumes for 2031 were calculated by summing the future 2031 no-build background traffic volumes and the site-generated peak hour volumes, assigned to the study network. The distribution of site-generated peak hour traffic volumes is shown in **Figure 10** and **Figure 11** shows the future build (2031) traffic volumes.

Auxiliary Lane Analysis

The need for auxiliary lanes was evaluated at both development driveway intersections on the State Route. Auxiliary lanes are used on approaches to intersections when the projected turning traffic volumes exceed minimum levels, per GDOT's Regulations for Driveway and Encroachment Control Manual. The results of the analysis will determine if auxiliary lanes on the state route should be considered in the ICE analysis for the driveways as they are new intersections on a State Route. A left-turn lane is warranted on an intersection approach if the daily left-turn volumes meet or exceed values shown in **Table 18**. And a right-turn lane is warranted on an intersection approach if the daily right-turn volumes meet or exceed the values shown in **Table 19**.

Driveway B will be along Cedar Grove Road. It is a two-lane road with a posted speed limit of 45 mph, and a future average daily traffic (ADT) of approximately 12,000 vehicles per day (vpd) in 2031. The threshold is set at 175 LTV per day for a left-turn lane and 75 RTV per day for a right-turn lane in 2031. The development is expected to have approximately 2,271 LTV per day and 1,136 RTV per day. Left turn and right turn lanes are warranted at this intersection. However, with a single lane roundabout proposed in Phase 5, 2034. The driveway will operate acceptably from installation in Phase 2 (2031) until Phase 5 (2034) when the single lane roundabout will be installed. As a result, auxiliary lanes are not recommended at this intersection. **Table 45** summarizes the auxiliary lane analysis for this intersection.

Table 45: Auxiliary Lane Analysis - Driveway B

Intersection	Posted Speed	Threshold		Build 2029	
		ADT		ADT	
		LTV	RTV	LTV	RTV
67: Driveway B at Cedar Grove Road	45 mph	175	75	2,271	1,136

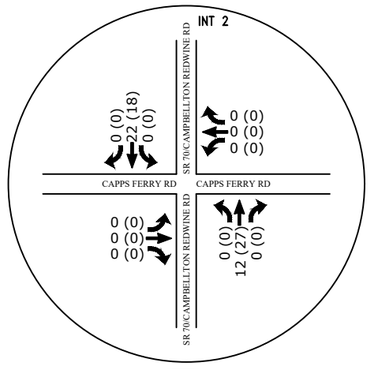
Future Build Level of Service (2031)

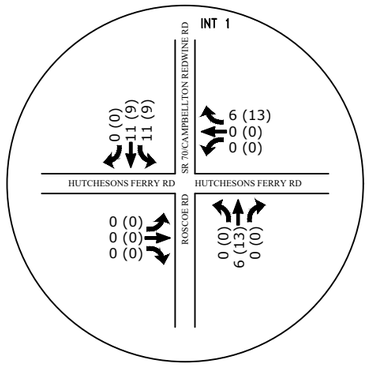
Similar to the no-build conditions the future build analysis was carried out using the existing intersection controls and roadway geometry, including the cycle lengths. Improvements will be recommended at the intersections that are expected to fail due to the traffic generated by the proposed development. The same methodology discussed previously was used to determine the level of service for the study intersections under phase 2 build conditions. The intersection capacity analysis results for phase 2 build conditions (2031) are summarized in **Table 46** and detailed synchro reports are attached in **Appendix E**.

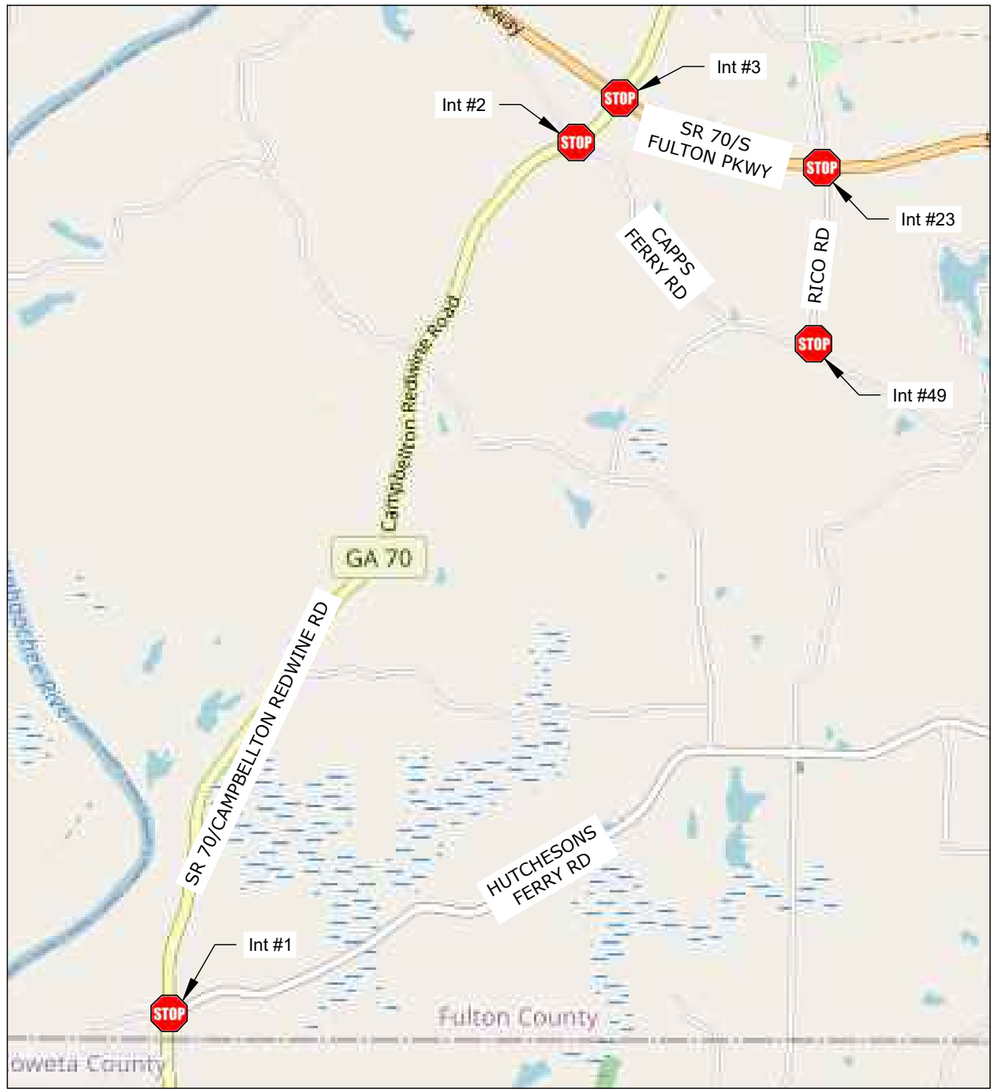
Table 46: Future Build Phase 2 (2031) Level of Service				
Intersection	**Intersection Control**	**Approach**	**AM-Peak Delay (LOS)**	**PM-Peak Delay (LOS)**
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0 (A)	11.3 (B)
		Westbound	9.9 (A)	10.4 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	11.1 (B)	11.6 (B)
		Westbound	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	Roundabout	Southbound	6.5 (A)	4.6 (A)
		Eastbound	3.3 (A)	6.5 (A)
		Westbound	7.7 (A)	4.5 (A)
		Overall	3.5 (A)	10 (0)
		Southbound	7 (A)	4.9 (A)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	9 (A)	8.9 (A)
		Southbound	0 (A)	10.5 (B)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	8.9 (A)	9.1 (A)
		Southbound	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	AWSC	Northbound	11.3 (B)	11.5 (B)
		Southbound	11.6 (B)	15.6 (C)
		Eastbound	23.1 (C)	18.2 (C)
		Westbound	10.9 (B)	13.4 (B)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	TWSC	Eastbound	206.5 (F)	256.8 (F)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound	35.9 (D)	31.0 (C)
		Southbound	27.2 (C)	25.1 (C)
		Eastbound	34.4 (C)	37.8 (D)
		Westbound	40.6 (D)	49.2 (D)
		Overall	32.8 (C)	34.9 (C)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	58.4 (E)	20 (B)
		Southbound	10.3 (B)	76.2 (E)
		Eastbound	23.8 (C)	20.3 (C)
		Westbound	21.5 (C)	20.9 (C)
		Overall	39.6 (D)	56.8 (E)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound	33.7 (C)	22.9 (C)
		Southbound	24.1 (C)	25 (C)
		Eastbound	37.8 (D)	36.1 (D)
		Westbound	41.9 (D)	47.6 (D)
		Overall	35.1 (D)	31.9 (C)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	24.9 (C)	28.1 (C)
		Southbound	18.6 (B)	32.7 (C)
		Eastbound	35.8 (D)	32.5 (C)
		Westbound	19.3 (B)	63.4 (E)
		Overall	24.9 (C)	35.5 (D)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	34 (C)	27.7 (C)
		Southbound	32.6 (C)	29 (C)
		Eastbound	8.5 (A)	8.2 (A)
		Westbound	0.8 (A)	1.1 (A)
		Overall	5.6 (A)	4.9 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	65.4 (E)	47 (D)
		Southbound	25.8 (C)	35.1 (D)
		Eastbound	35.2 (D)	23.3 (C)
		Westbound	35.1 (D)	21 (C)
		Overall	38.6 (D)	31 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	40.3 (D)	14.1 (B)
		Southbound	35.6 (D)	19.8 (B)
		Eastbound	24.7 (C)	221.4 (F)
		Westbound	22.1 (C)	20.6 (C)
		Overall	25.7 (C)	150.8 (F)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	17 (B)	10.5 (B)
		Eastbound	1.4 (A)	1 (A)
		Westbound	56.5 (E)	33.7 (C)
		Overall	12.4 (B)	7.8 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	3.7 (A)	20.7 (C)
		Southbound	2.7 (A)	14.5 (B)
		Eastbound	83.5 (F)	29.7 (C)
		Westbound	87.3 (F)	28.4 (C)
		Overall	5.7 (A)	19.4 (B)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	1.9 (A)	8.6 (A)
		Southbound	1.6 (A)	6.8 (A)
		Eastbound	38.3 (D)	29.9 (C)
		Westbound	37.5 (D)	27.8 (C)
		Overall	2.3 (A)	8.4 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.7 (A)	17.9 (B)
		Southbound	10.3 (B)	30.7 (C)
		Eastbound	36.6 (D)	29.9 (C)
		Westbound	39.7 (D)	32.1 (C)
		Overall	8.5 (A)	23.1 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	7.7 (A)	20.5 (C)
		Southbound	3 (A)	6.7 (A)
		Eastbound	48.4 (D)	36.3 (D)
		Westbound	51 (D)	32.6 (C)
		Overall	5.8 (A)	16.5 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	3.4 (A)	12.4 (B)
		Southbound	13.5 (B)	10.8 (B)
		Eastbound	23.7 (C)	28.7 (C)
		Westbound	26.1 (C)	34.4 (C)
		Overall	8.8 (A)	12.6 (B)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	6.7 (A)	20 (B)
		Southbound	3.5 (A)	9.7 (A)
		Eastbound	37.4 (D)	34.7 (C)
		Overall	6.8 (A)	16.1 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	8.9 (A)	8.4 (A)
		Southbound	13.7 (B)	21.2 (C)
		Westbound	31.2 (C)	34 (C)
		Overall	18.9 (B)	17 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	Roundabout	Northbound	6.5 (A)	4.6 (A)
		Southbound	3.3 (A)	0.1 (A)
		Eastbound	7.7 (A)	1.2 (A)
		Westbound	9.5 (A)	10 (0)
		Overall	7 (A)	7.7 (A)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	20.2 (C)	41.9 (E)
		Southbound	17.4 (C)	16.3 (C)
25: SR 70/S Fulton Pkwy & Rivertown Rd	Signalized	Northbound	6.8 (A)	3.6 (A)
		Southbound	6.2 (A)	5.2 (A)
		Eastbound	12.1 (B)	16.5 (B)
		Westbound	16.4 (B)	18.5 (B)

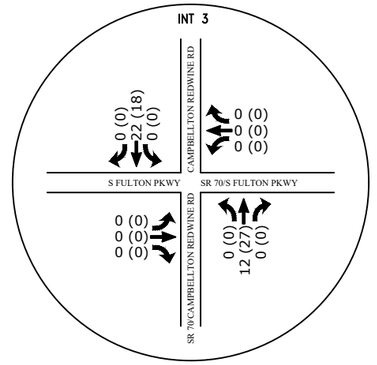
		Overall	10 (A)	8.8 (A)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound	22.2 (C)	19.6 (B)
		Southbound	20.0 (C)	19.4 (B)
		Eastbound	59.7 (E)	54.9 (D)
		Westbound	47.9 (D)	62.2 (E)
		Overall	41.6 (D)	38.9 (D)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	(A)	(A)
		Southbound	(A)	(A)
		Eastbound	(A)	(A)
		Westbound	(A)	(A)
		Overall	(A)	(A)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound	(A)	(A)
		Southbound	(A)	(A)
		Eastbound	(A)	(A)
		Westbound	(A)	(A)
		Overall	(A)	(A)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound	(A)	(A)
		Southbound	(A)	(A)
		Eastbound	(A)	(A)
		Westbound	(A)	(A)
		Overall	(A)	(A)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	(A)	(A)
		Southbound	(A)	(A)
		Eastbound	(A)	(A)
		Westbound	(A)	(A)
		Overall	(A)	(A)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	Signalized	Northbound	9.9 (A)	6.3 (A)
		Southbound	18.2 (B)	23.1 (C)
		Eastbound	15.2 (B)	24.4 (C)
		Overall	13.8 (B)	18.6 (B)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	Signalized	Northbound	10.9 (B)	13.5 (B)
		Southbound	13.6 (B)	17.5 (B)
		Eastbound	29.7 (C)	30 (C)
		Overall	12.4 (B)	16.5 (B)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound	14.8 (B)	5.2 (A)
		Southbound	4.6 (A)	6.7 (A)
		Eastbound	15.2 (C)	7.4 (A)
		Westbound	6.8 (A)	9.2 (A)
		Overall	11.8 (B)	7.7 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	Roundabout	Northbound	6.5 (A)	7.1 (A)
		Eastbound	18 (C)	6.7 (A)
		Westbound	5.6 (A)	9.9 (A)
		Overall	14.5 (B)	7.8 (A)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	14.3 (B)	13.5 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	Roundabout	Southbound	7.6 (A)	11.3 (B)
		Eastbound	11.1 (B)	6.9 (A)
		Westbound	9.2 (A)	20.7 (C)
		Overall	9.3 (A)	16.5 (C)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	26 (C)	24.1 (C)
		Southbound	23.4 (C)	22 (C)
		Eastbound	32.7 (C)	34.1 (C)
		Westbound	29.4 (C)	34.1 (C)
		Overall	26.5 (C)	26.1 (C)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound	27.1 (C)	28.7 (C)
		Southbound	40.5 (D)	46.5 (D)
		Eastbound	39.1 (D)	50.1 (D)
		Westbound	45.7 (D)	53.5 (D)
		Overall	35.2 (D)	40.6 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	11.1 (B)	17.2 (C)
		Northbound	8.5 (A)	28 (D)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound	9.5 (A)	10.5 (B)
		Southbound	10.5 (B)	68.8 (E)
		Eastbound	1.3 (A)	1 (A)
		Westbound	1.1 (A)	1.4 (A)
		Overall	3.2 (A)	16.3 (B)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound	17.4 (B)	19.2 (B)
		Southbound	29.3 (C)	28.7 (C)
		Eastbound	25.6 (C)	18.2 (B)
		Westbound	24.6 (C)	24.8 (C)
		Overall	26.6 (C)	23.5 (C)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	Signalized	Northbound	9.6 (A)	10.9 (B)
		Southbound	10.2 (B)	13.4 (B)
		Eastbound	36.1 (D)	30.9 (C)
		Westbound	34.6 (C)	37.8 (D)
		Overall	15.5 (B)	18 (B)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound	(A)	(A)
		Westbound	(A)	(A)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	6.9 (A)	6.7 (A)
		Southbound	6.2 (A)	7.9 (A)
		Eastbound	5 (A)	5.6 (A)
		Westbound	5.5 (A)	5.1 (A)
		Overall	7.6 (A)	8.9 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound	4.2 (A)	6.3 (A)
		Southbound	6.1 (A)	7.9 (A)
		Eastbound	17 (C)	8.6 (A)
		Overall	9.6 (A)	7.2 (A)
46: SR 92/Old Lower River Rd & SR 154/FAIRBURN RD/SR 92/Fairburn Rd	Signalized	Northbound	37.1 (D)	48.8 (D)
		Southbound	53.2 (D)	12.4 (B)
		Eastbound	23.2 (C)	37.9 (D)
		Westbound	38 (D)	42.5 (D)
		Overall	40.9 (D)	31 (C)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound	37 (D)	29.7 (C)
		Southbound	22.6 (C)	19.4 (B)
		Westbound	22.6 (C)	47.3 (D)
		Overall	25.8 (C)	30.4 (C)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound	16.5 (B)	30.6 (C)
		Southbound	32.1 (C)	42.4 (D)
		Eastbound	41.3 (D)	46.3 (D)
		Westbound	32.9 (C)	40.3 (D)
		Overall	26.1 (C)	35.3 (D)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	9.9 (A)	0 (A)
		Southbound	10.8 (B)	11.8 (B)
51: Hutchesons Ferry Rd & Cochran Mill Rd	TWSC	Southbound	11.7 (B)	12.9 (B)
52: Cochran Mill Rd & Wilkerson Mill Rd	TWSC	Westbound	9.5 (A)	9.7 (A)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	7.9 (A)	8.1 (A)
		Southbound	9.2 (A)	8.3 (A)

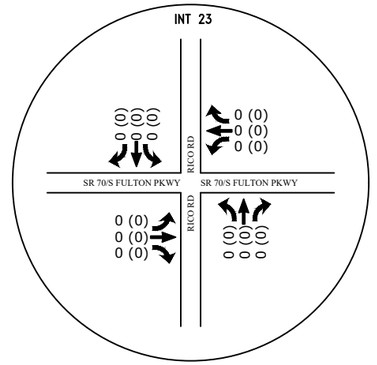
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		Westbound	8.1 (A)	8.1 (A)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	34.9 (C)	29.3 (C)
		Southbound	36.9 (D)	24 (C)
		Eastbound	16.4 (B)	9.1 (A)
		Westbound	10.4 (B)	13.1 (B)
		Overall	16.9 (B)	13.8 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	47.5 (D)	26.2 (C)
		Southbound	54.2 (D)	38.4 (D)
		Eastbound	36.2 (D)	26.7 (C)
		Westbound	23.9 (C)	7.3 (A)
		Overall	36.8 (D)	21.7 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	29 (C)	37.5 (D)
		Southbound	35.4 (D)	54.2 (D)
		Eastbound	47.1 (D)	56.8 (E)
		Westbound	45.1 (D)	65.8 (E)
		Overall	37.1 (D)	49.2 (D)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	38.9 (D)	45.7 (D)
		Southbound	26.5 (C)	40.3 (D)
		Eastbound	20.5 (C)	19.8 (B)
		Westbound	25.5 (C)	25.1 (C)
		Overall	25.4 (C)	25 (C)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	8.9 (A)	8.6 (A)
		Southbound	18.2 (B)	12.4 (B)
		Eastbound	25.9 (C)	40.6 (D)
		Overall	14 (B)	10.9 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	35.5 (D)	47.7 (D)
		Southbound	20.7 (C)	37 (D)
		Eastbound	32.2 (C)	43 (D)
		Westbound	36.9 (D)	68.4 (E)
		Overall	33.9 (C)	44.8 (D)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	6.2 (A)	5.3 (A)
		Southbound	7.7 (A)	10.5 (B)
		Eastbound	10.9 (B)	14.2 (B)
		Westbound	10.2 (B)	13.1 (B)
		Overall	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	46.9 (D)	50.9 (D)
		Southbound	0 (A)	0 (A)
		Eastbound	20.2 (C)	20.1 (C)
		Westbound	6.6 (A)	6.4 (A)
		Overall	19.6 (B)	18 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	7.2 (A)	8.3 (A)
		Southbound	16.8 (C)	13 (B)
		Eastbound	12.3 (B)	10.6 (B)
		Westbound	9.2 (A)	16.7 (C)
		Overall	0 (A)	0 (A)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	5.9 (A)	6.4 (A)
		Southbound	6.6 (A)	5.9 (A)
		Eastbound	7.8 (A)	6.9 (A)
		Westbound	9.2 (A)	10.8 (B)
		Overall	6.5 (A)	6.5 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	16.3 (C)	11.5 (B)
65: W Stubbs Rd & Butner Rd	Roundabout	Northbound	10.5 (B)	6.4 (A)
		Southbound	7.8 (A)	9.2 (A)
		Eastbound	10.6 (B)	5.7 (A)
		Westbound	6.5 (A)	12.8 (B)
		Overall	8.9 (A)	9.8 (A)
66: Cedar Grove Rd & Driveway A	Roundabout	Southbound	5.8 (A)	6.8 (A)
		Eastbound	5.6 (A)	5.1 (A)
		Westbound	4.7 (A)	6.6 (A)
		Overall	5.4 (A)	6.4 (A)
67: Cedar Grove Rd & Driveway B	TWSC	Southbound	9.3 (A)	9.7 (A)

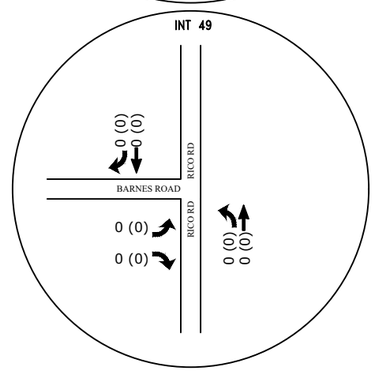












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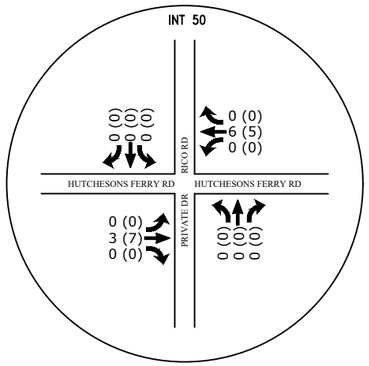
SECTION 1

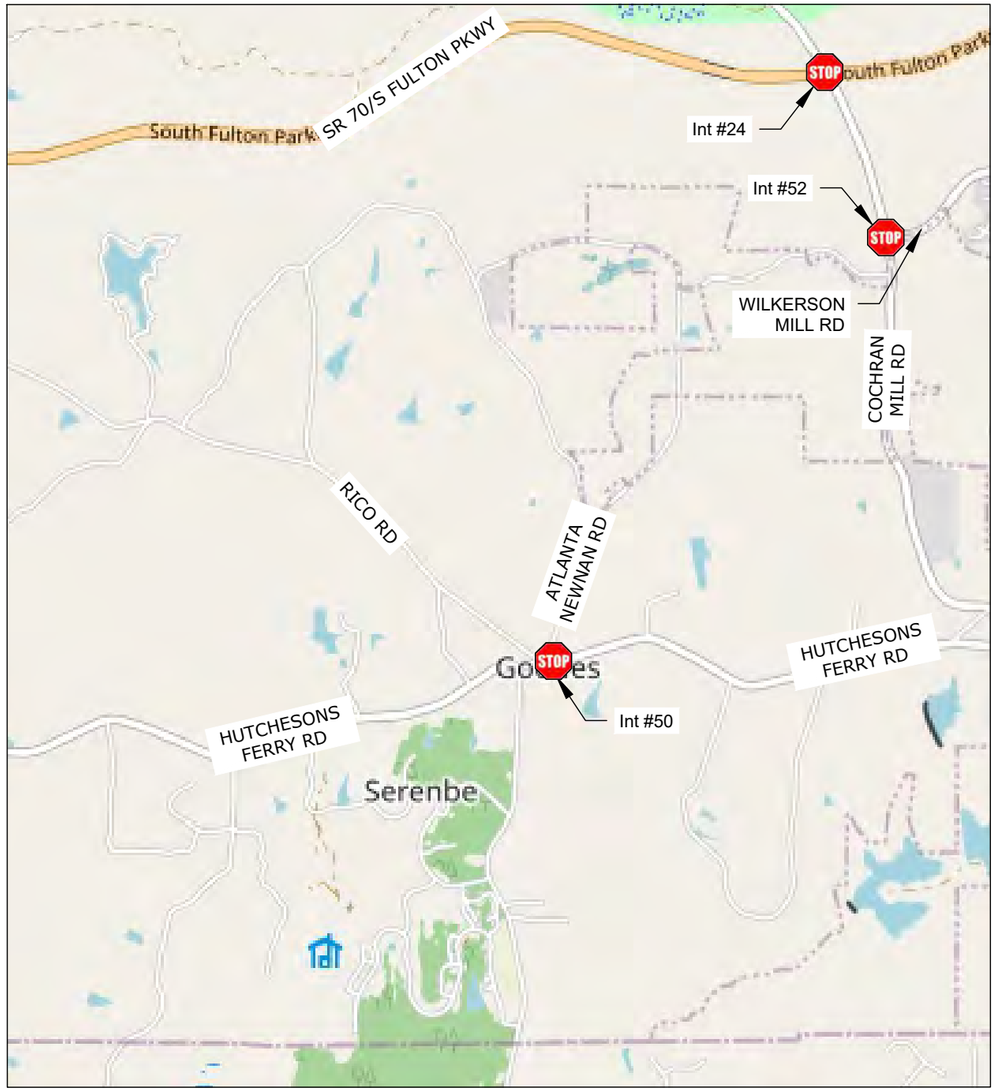
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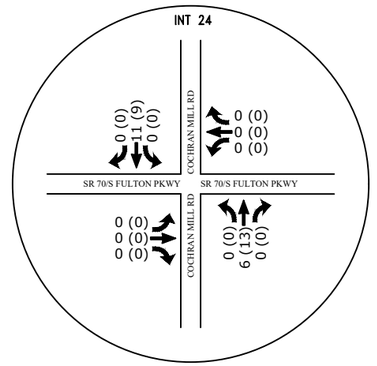
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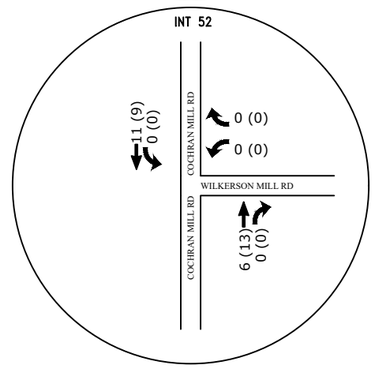
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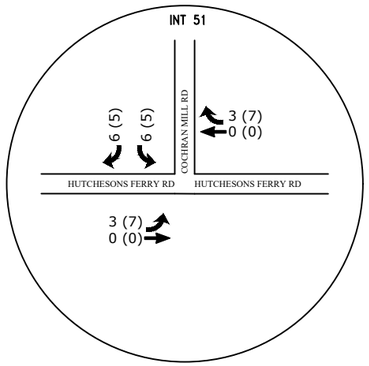
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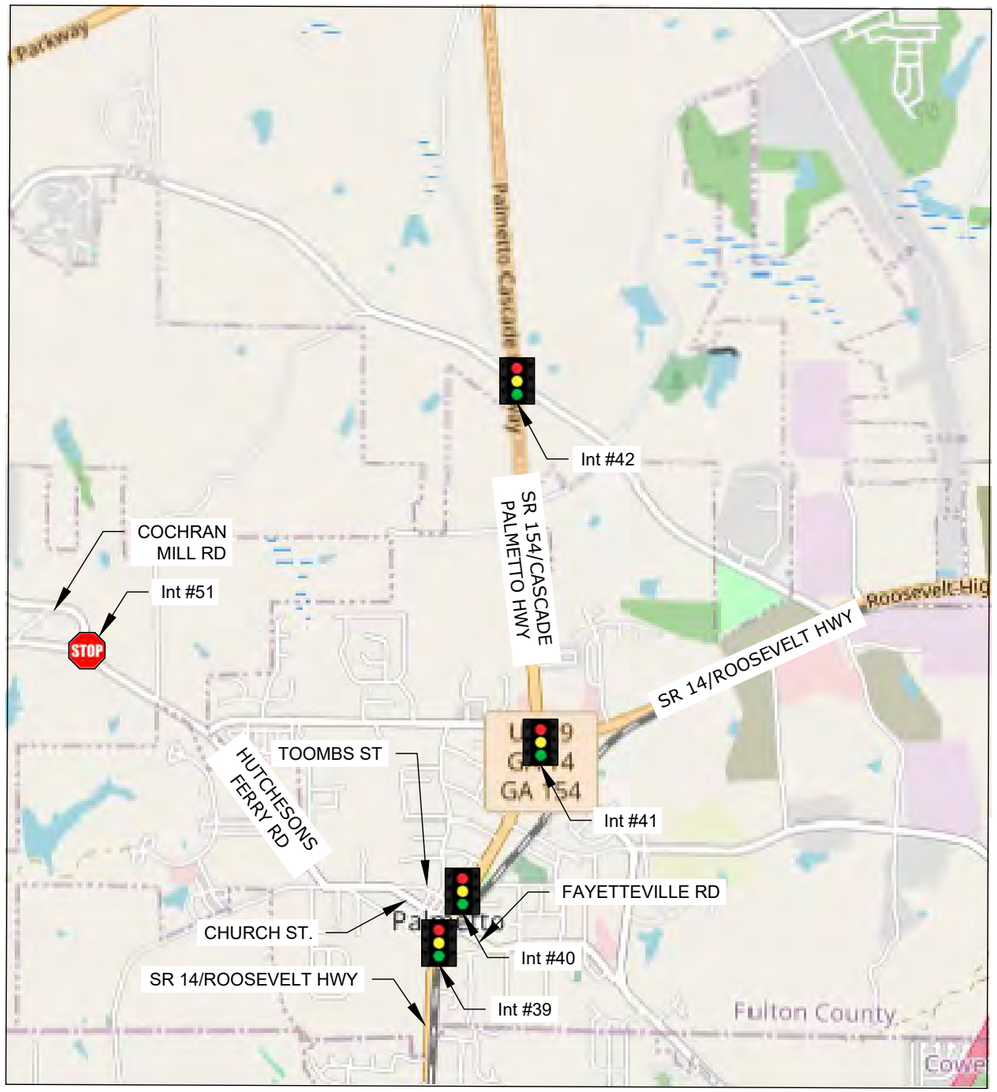
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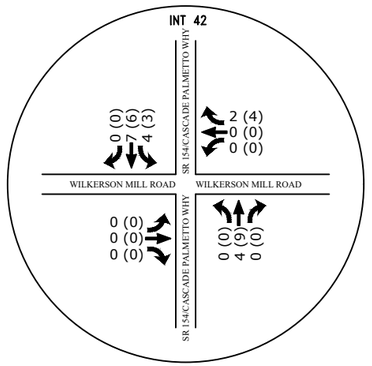
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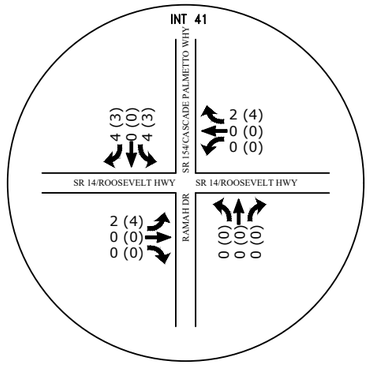
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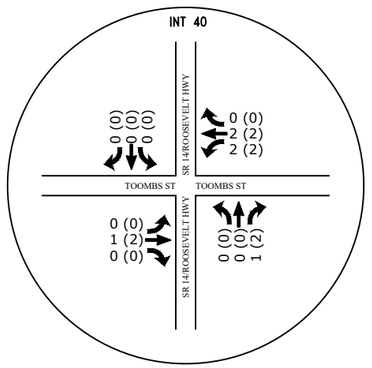
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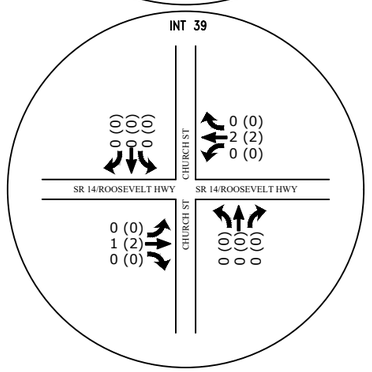












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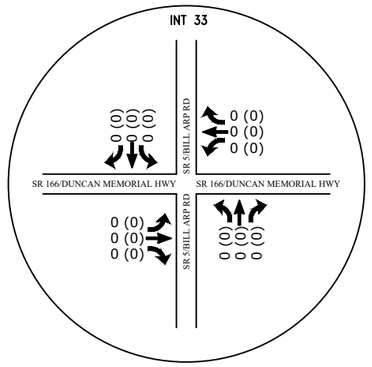
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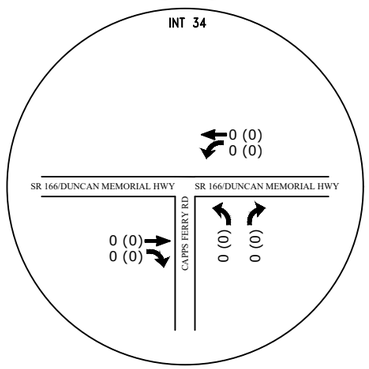
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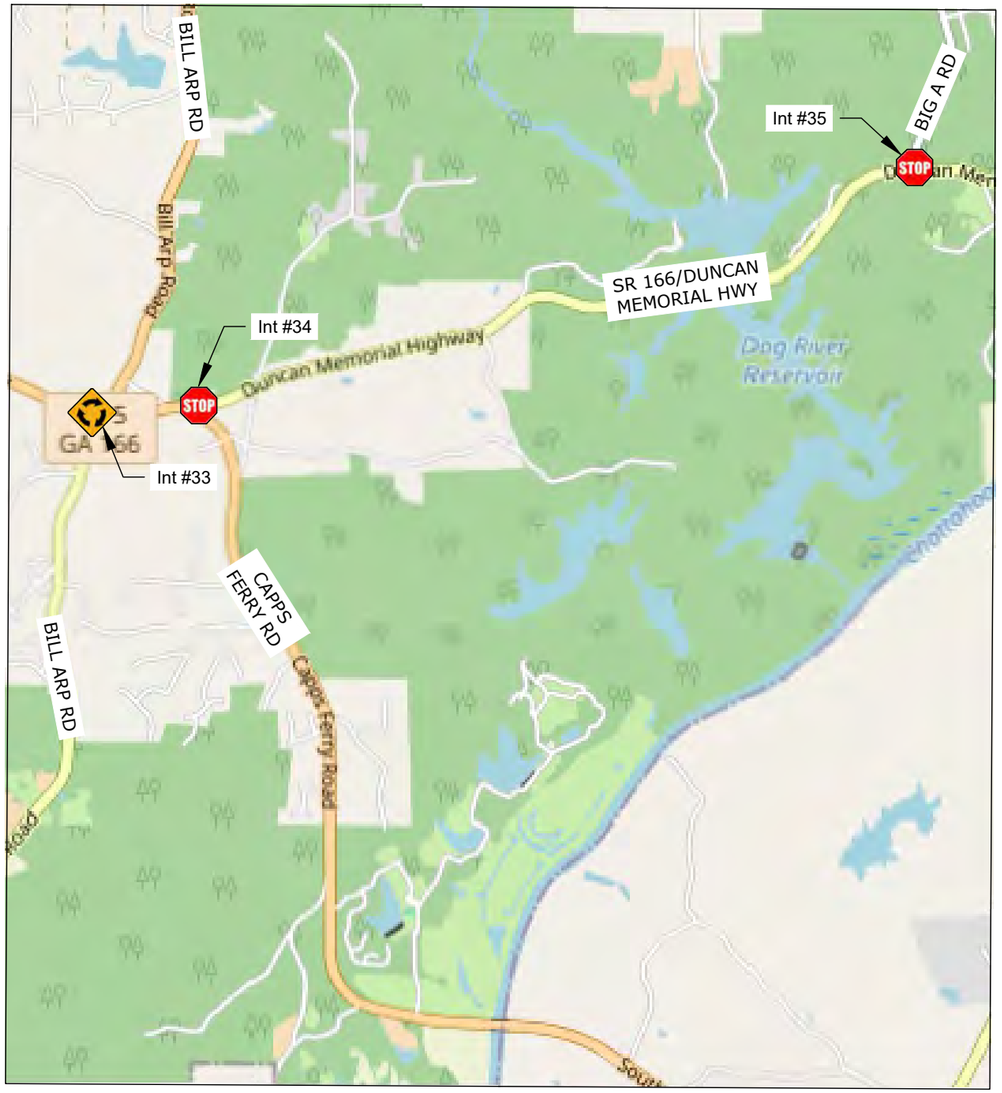
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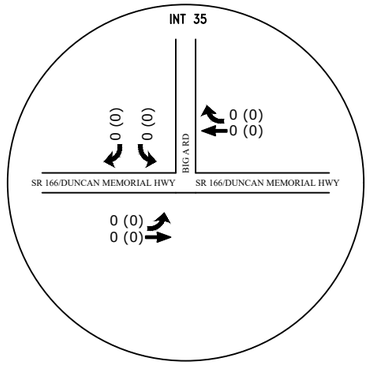
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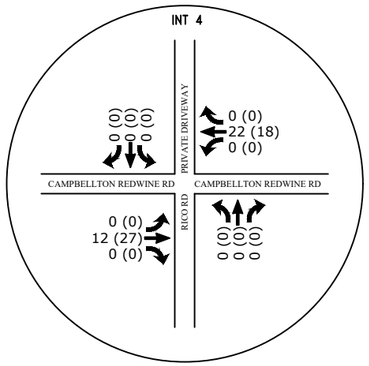
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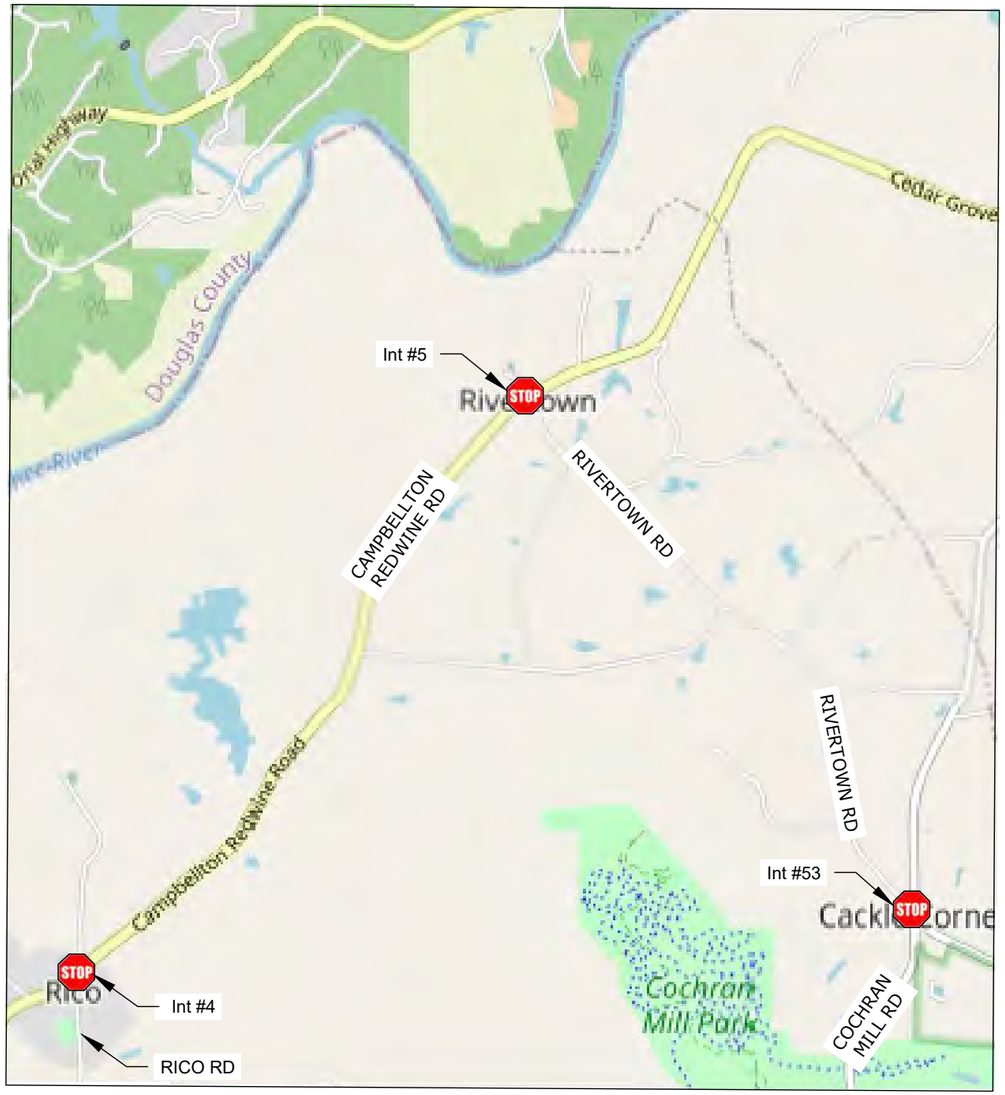
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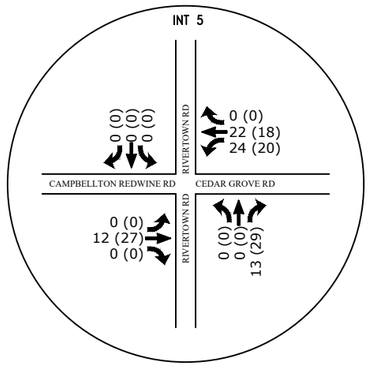
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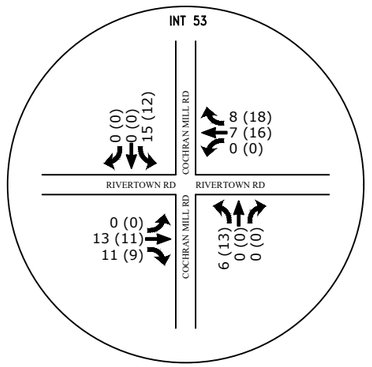
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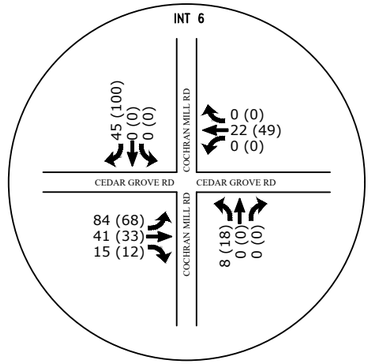
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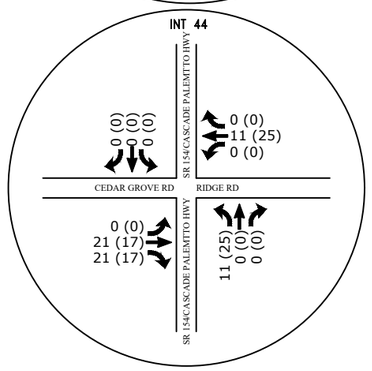
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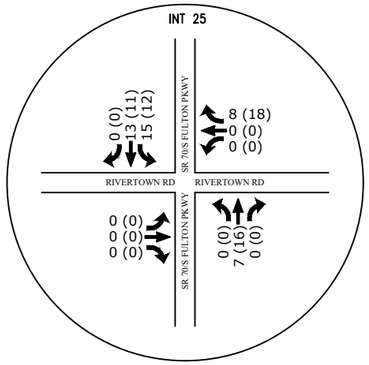
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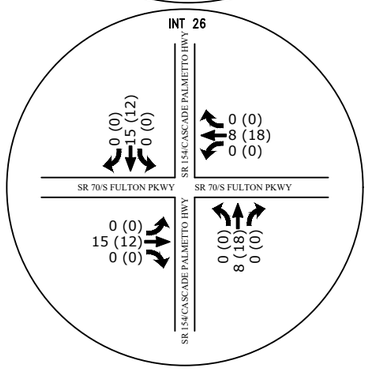
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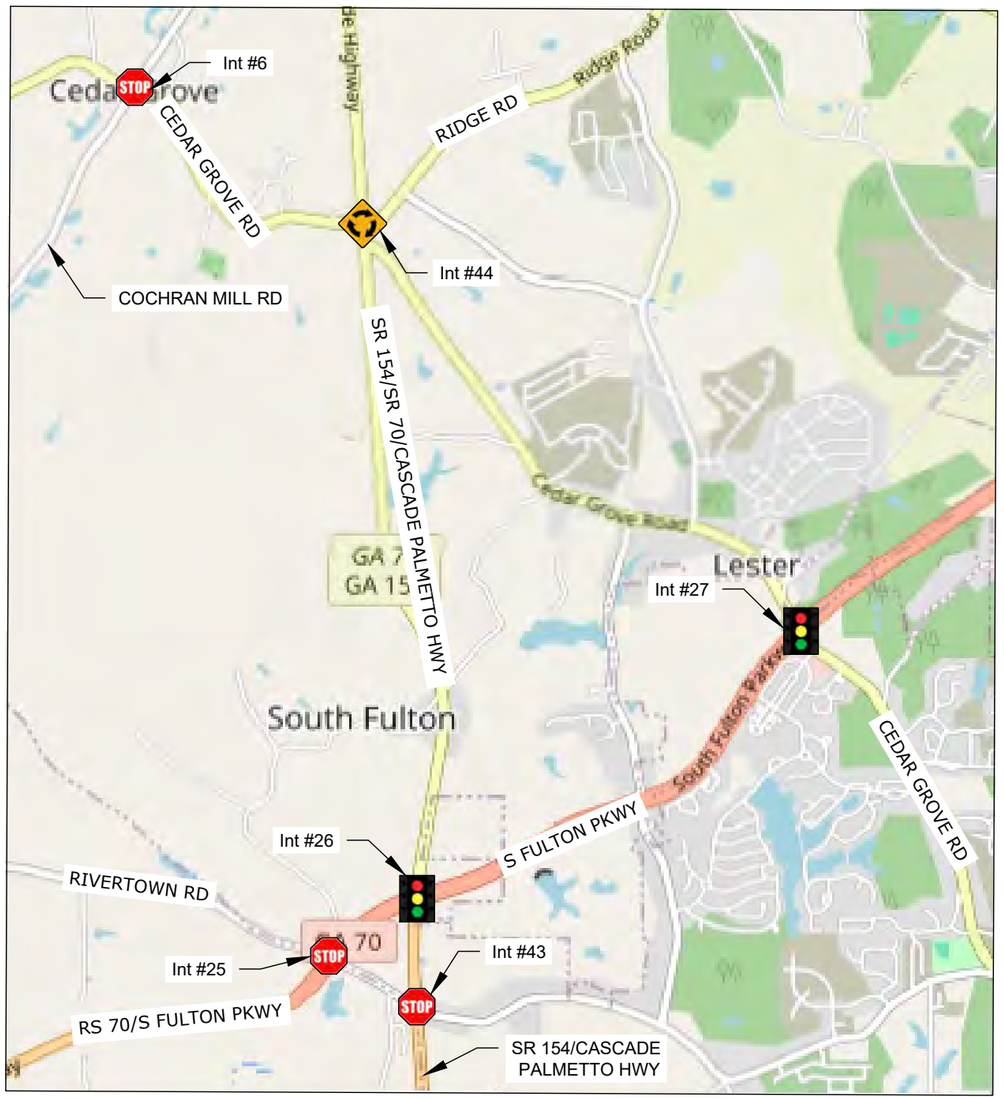
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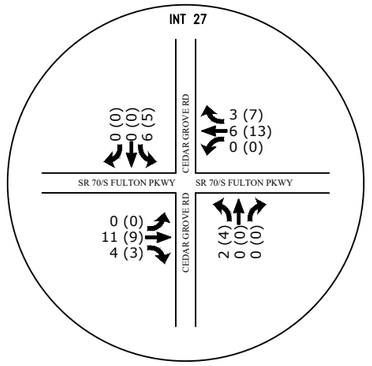


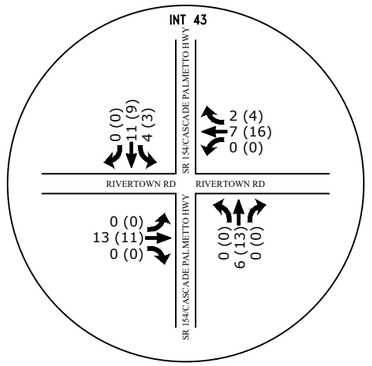












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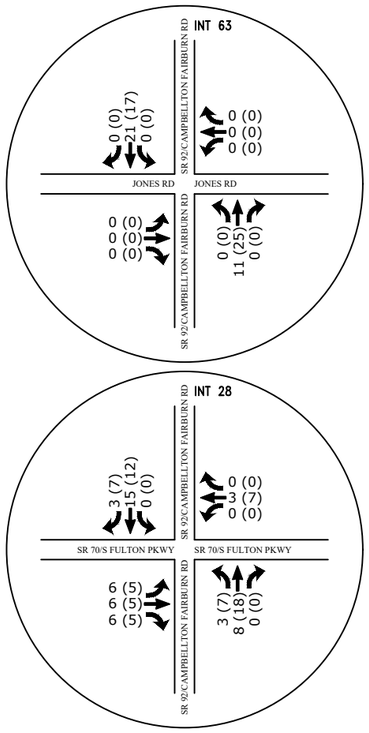
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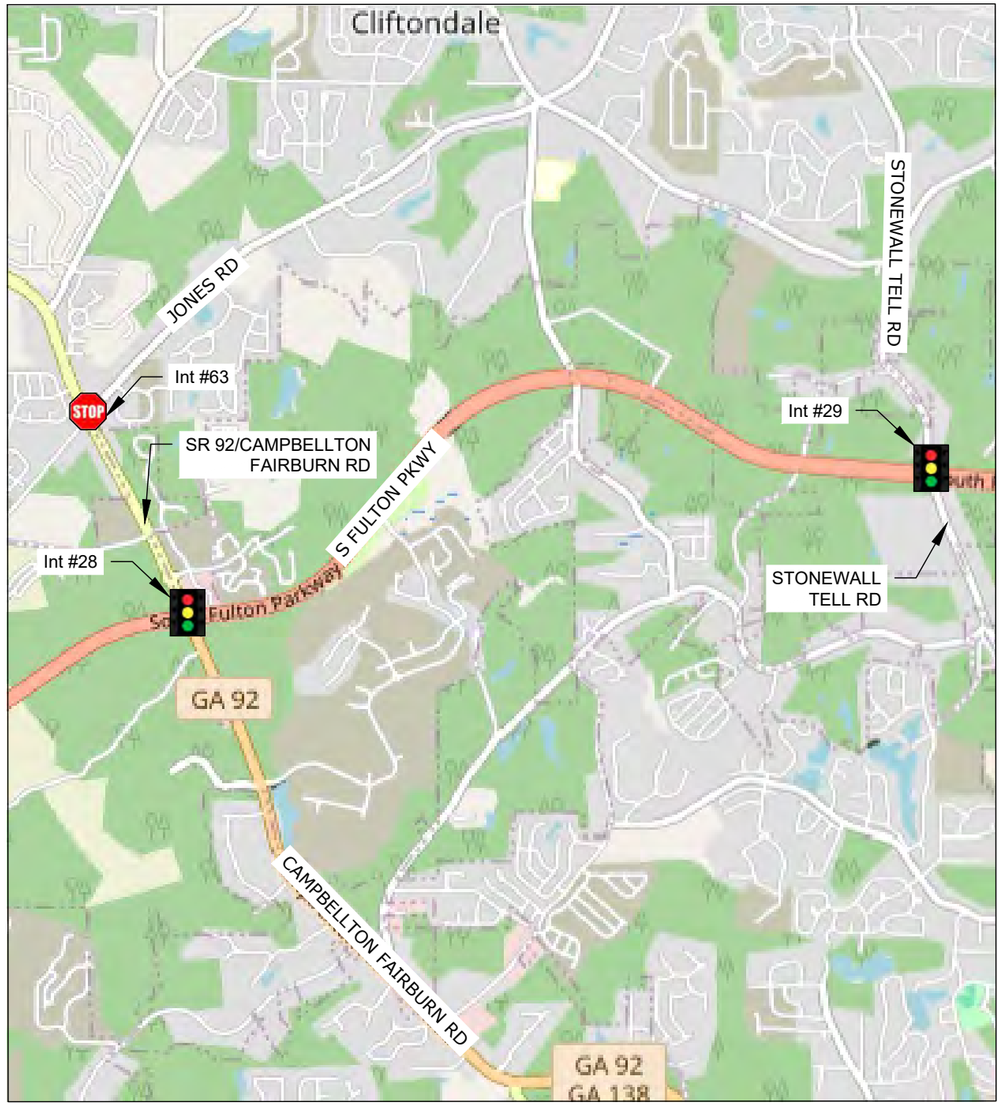
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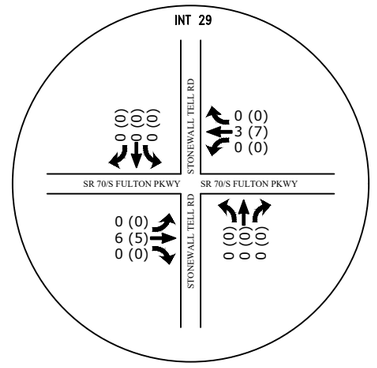
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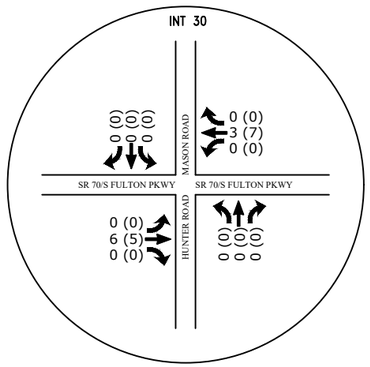
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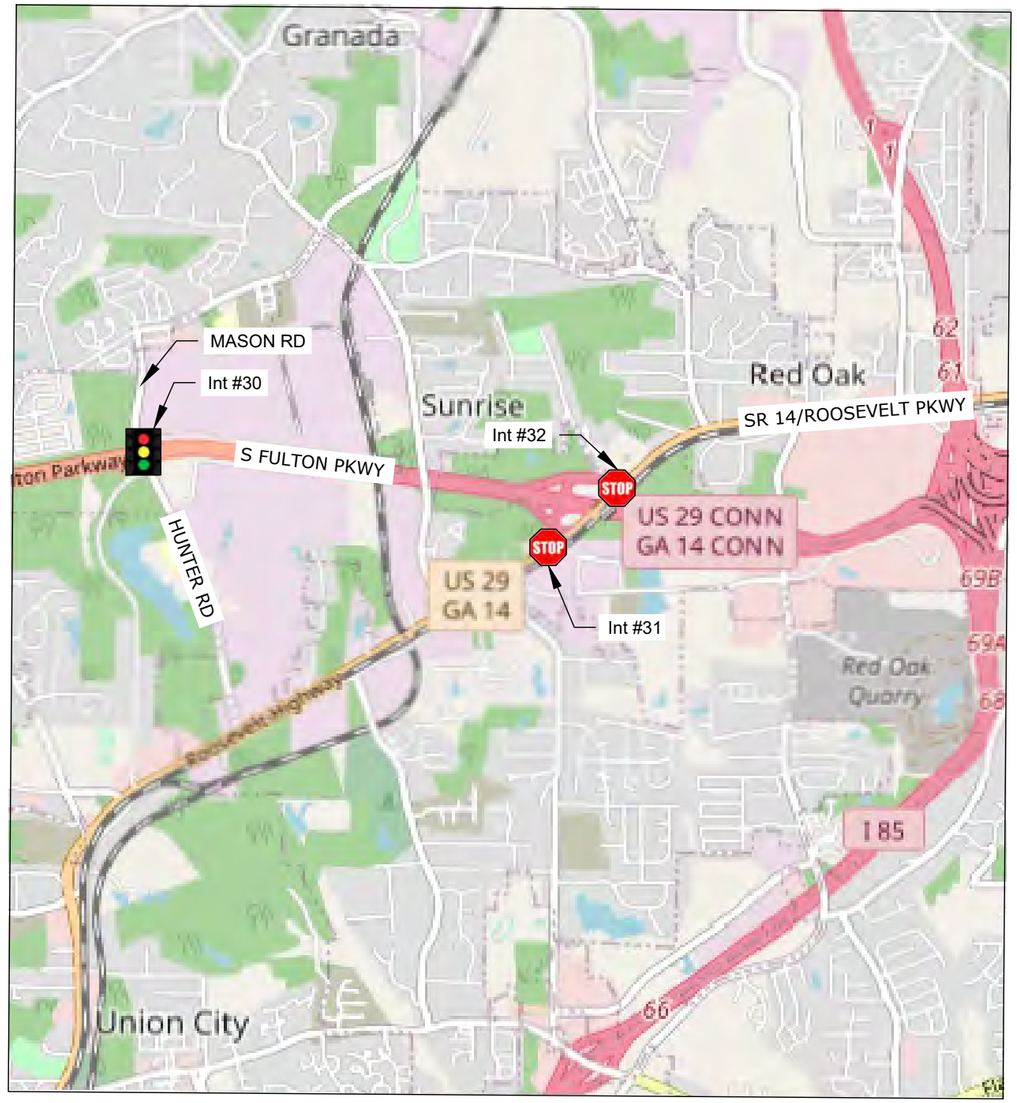
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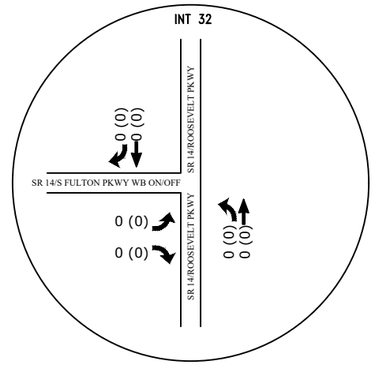
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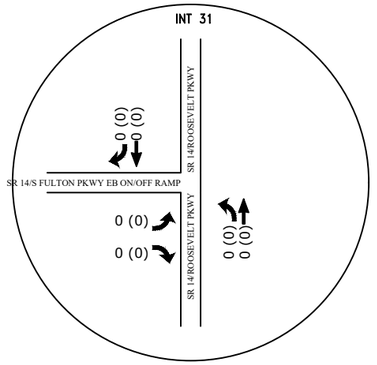
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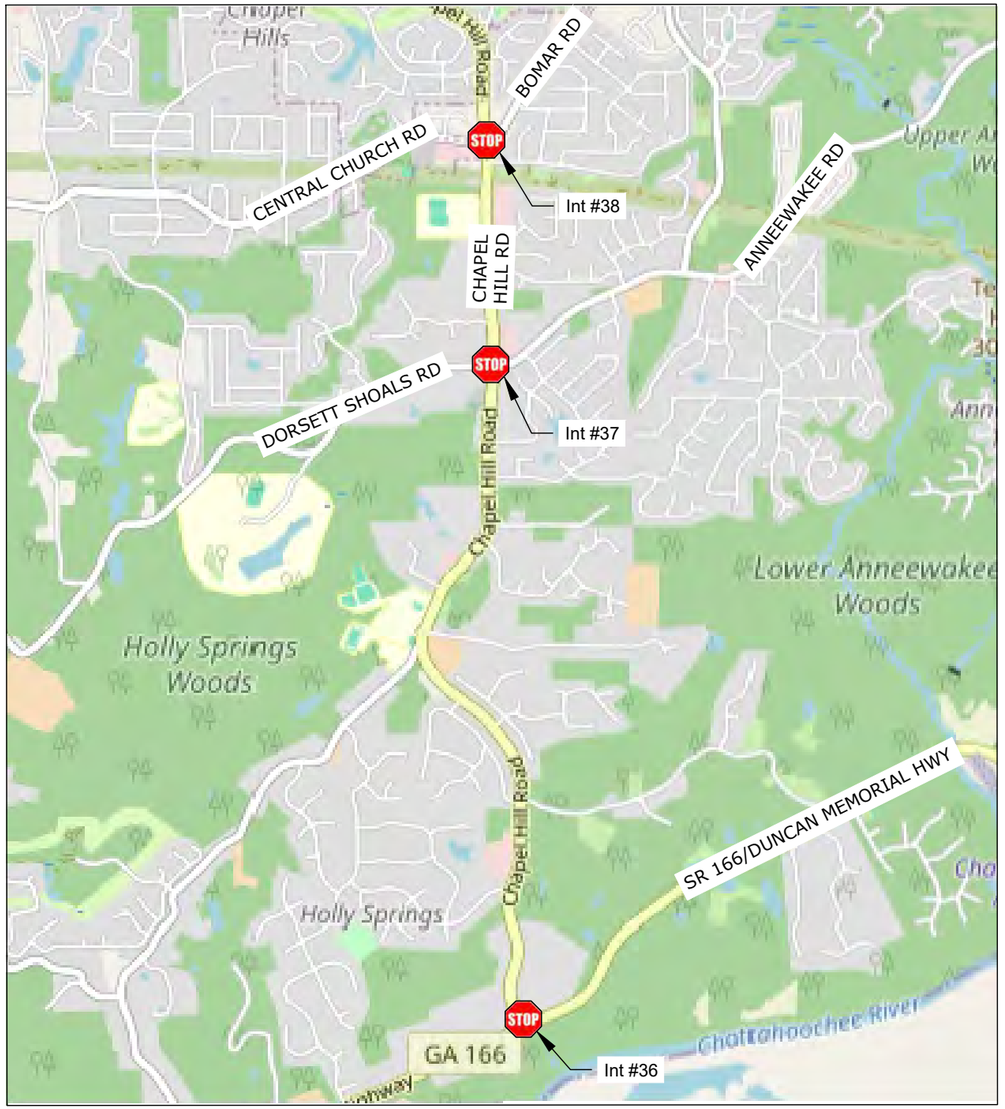
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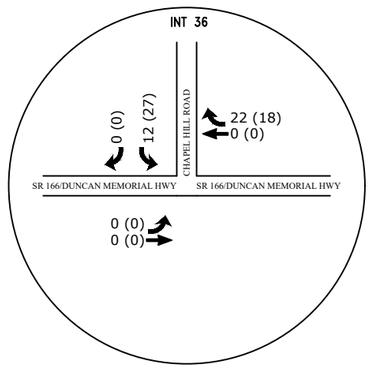
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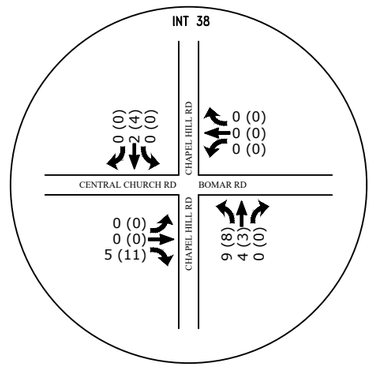
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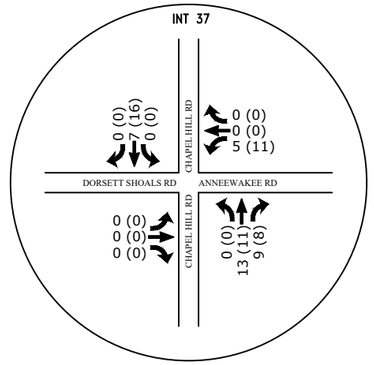
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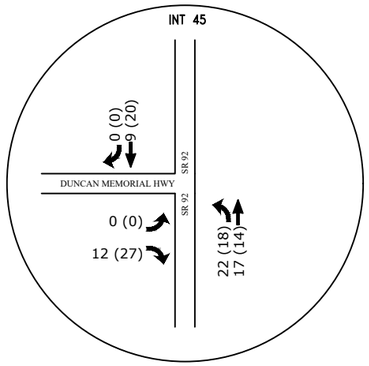
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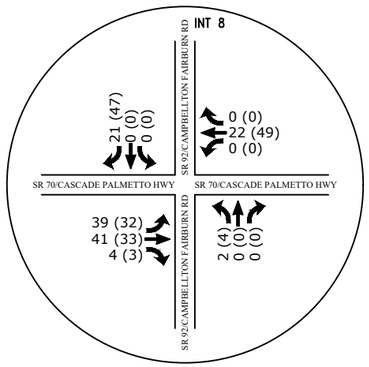
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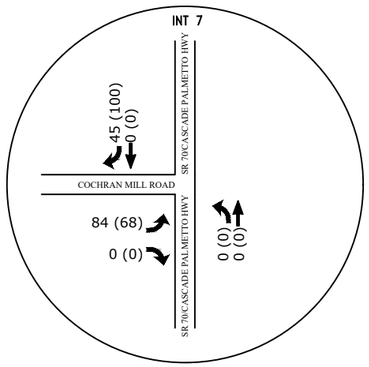
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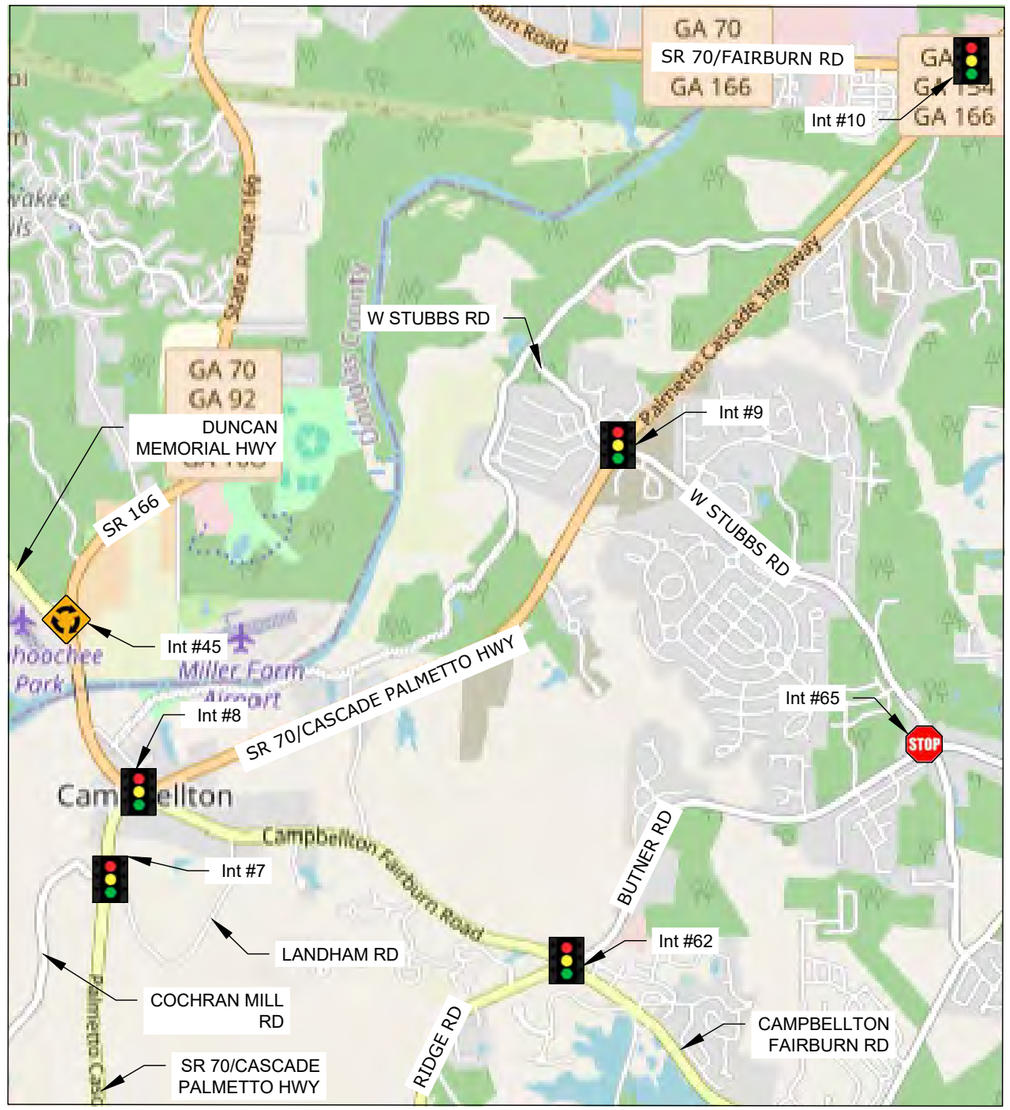
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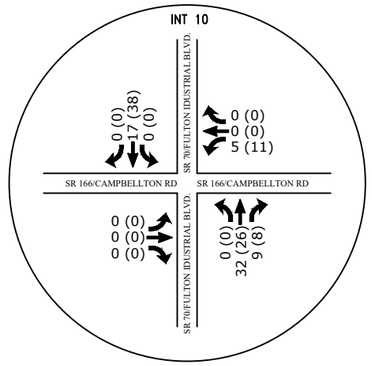
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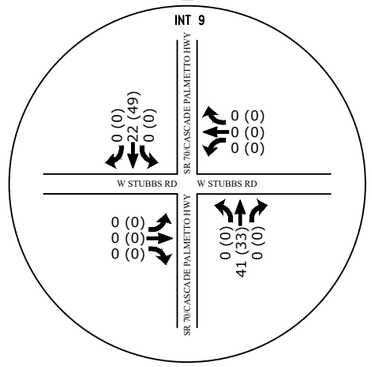


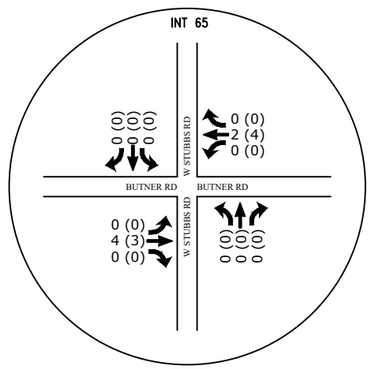


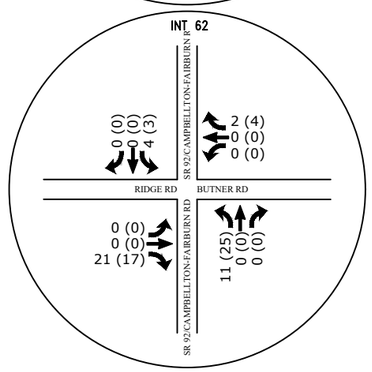












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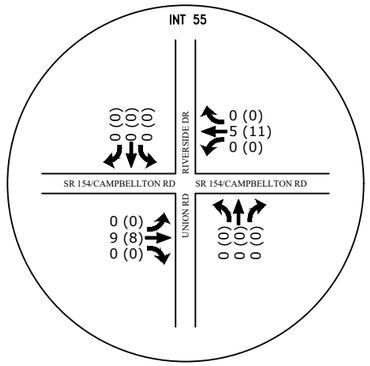
FIGURE 6: PHASE 2 TRIP GENERATION
PEAK HOUR VOLUMES (2031)

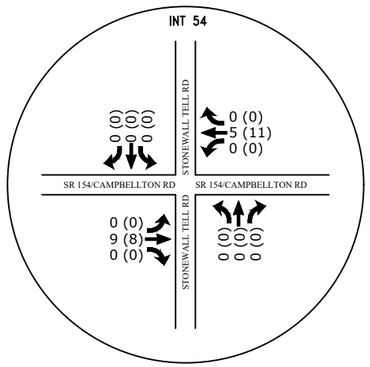
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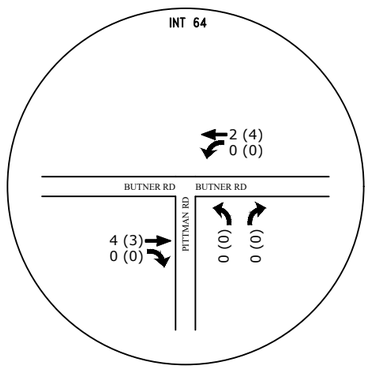
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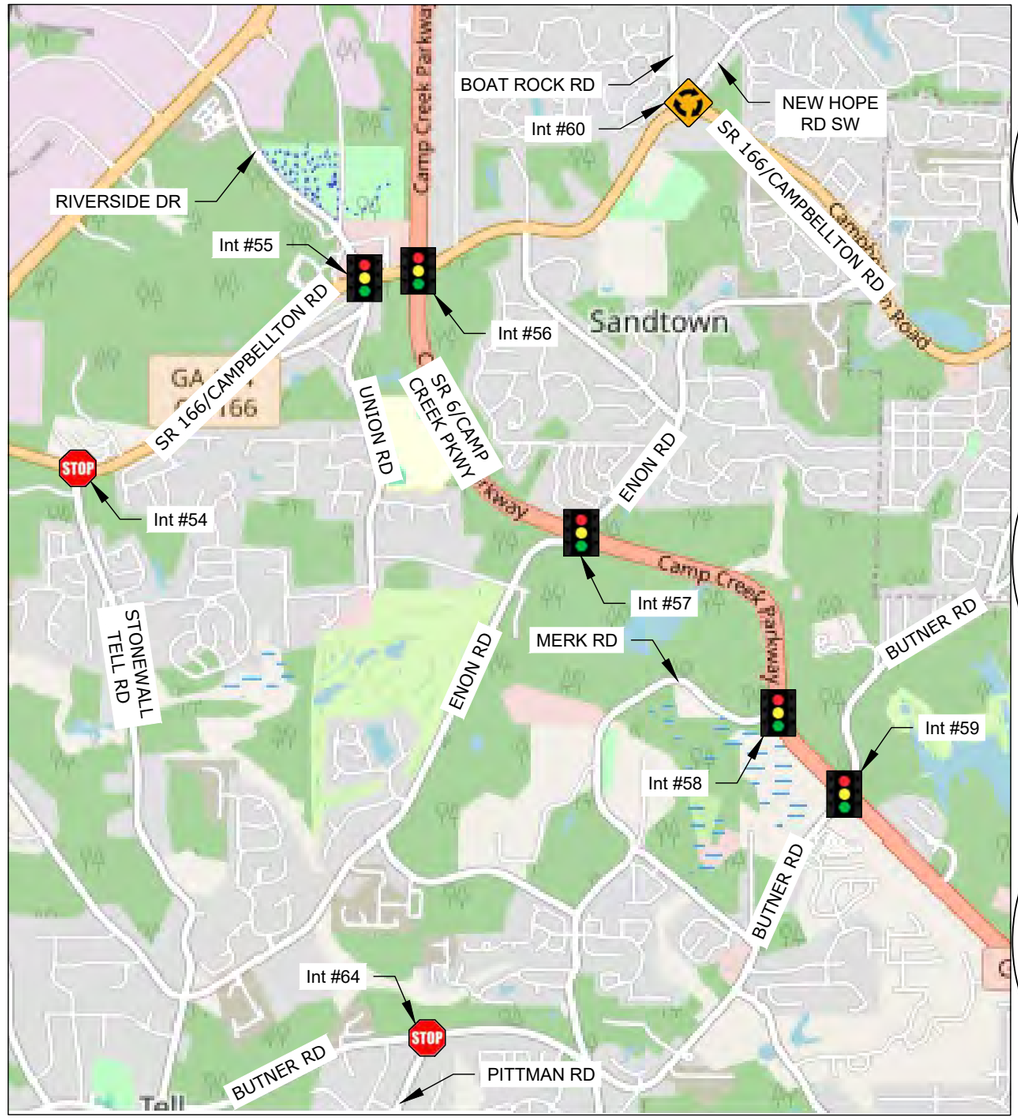
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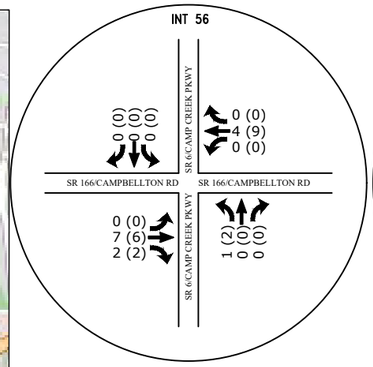
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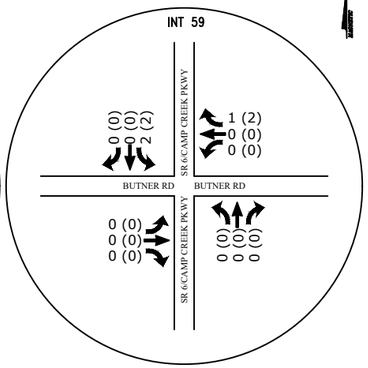


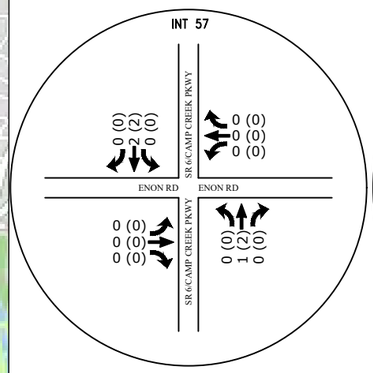


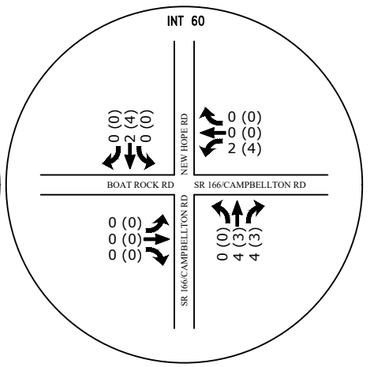


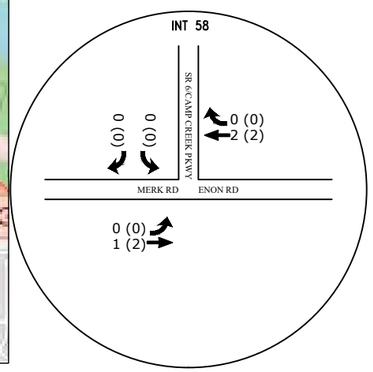












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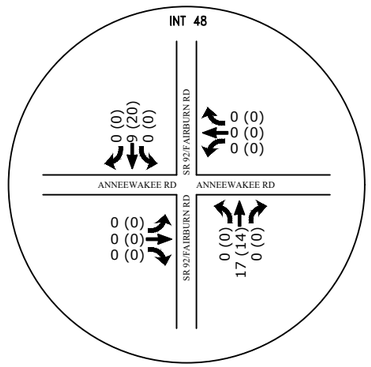
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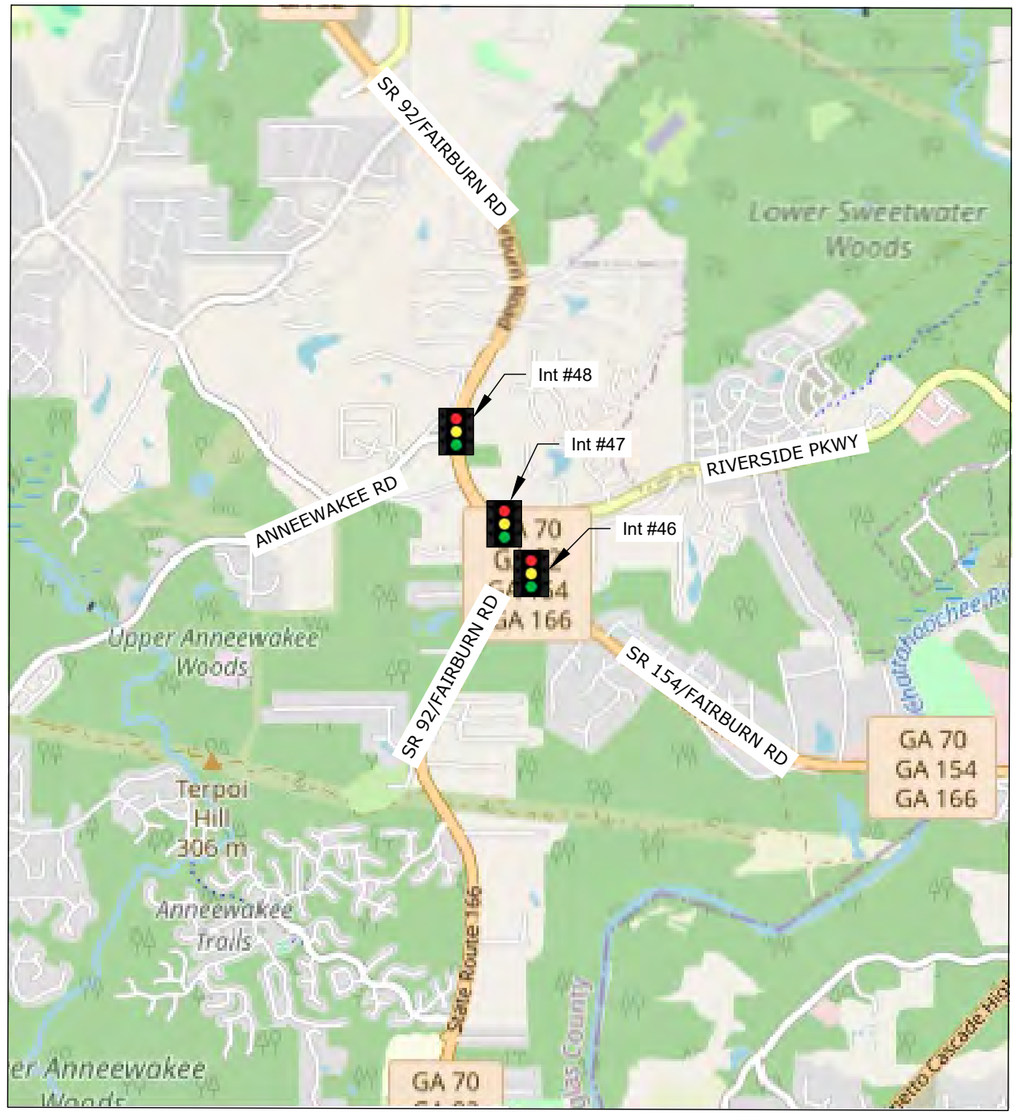
FIGURE 6: PHASE 2 TRIP GENERATION
PEAK HOUR VOLUMES (2031)

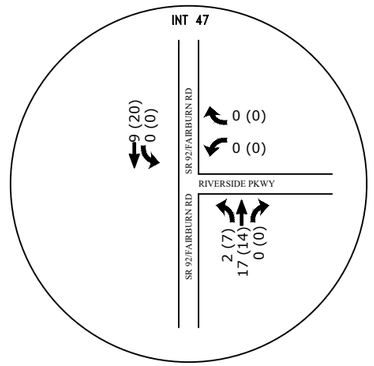
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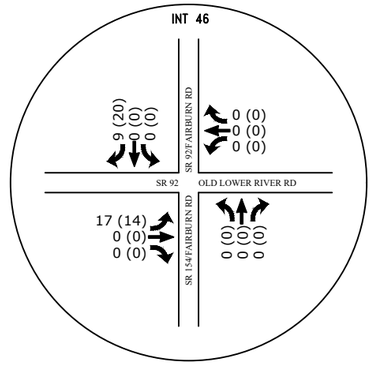
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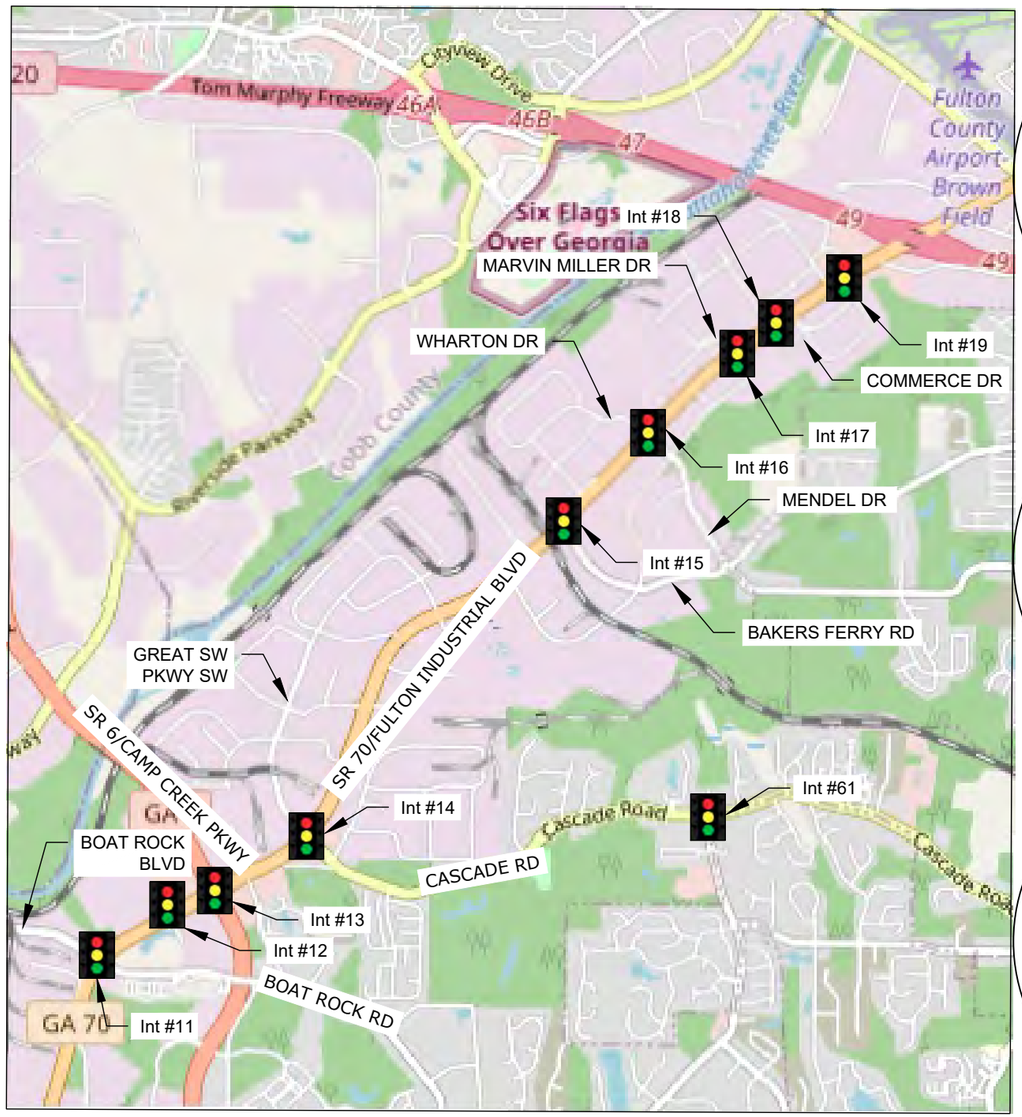
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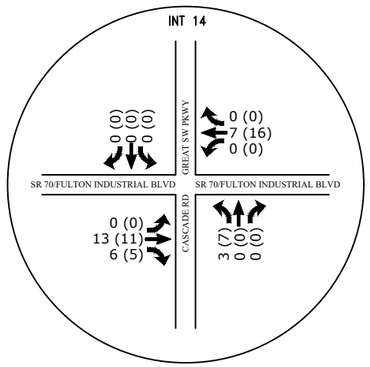
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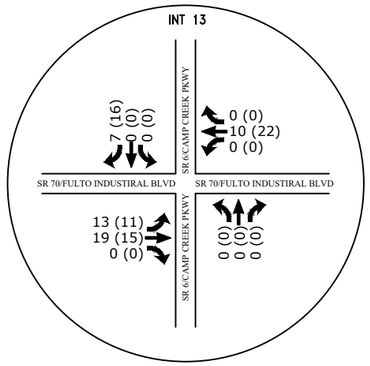
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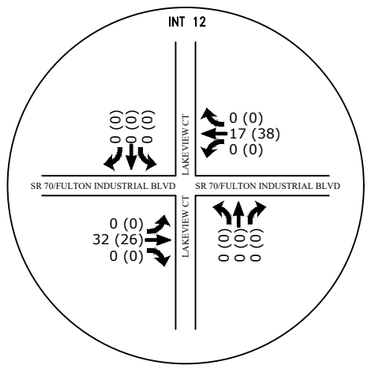
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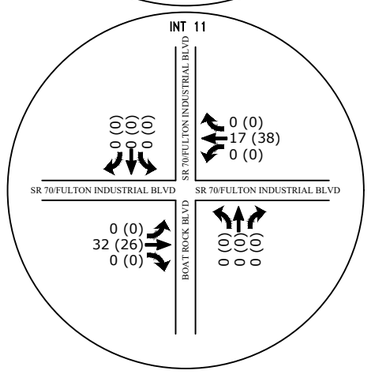
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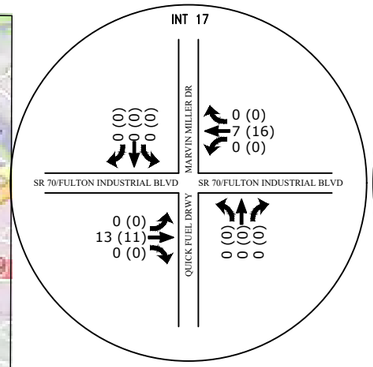


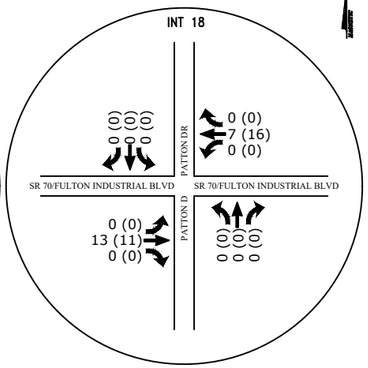


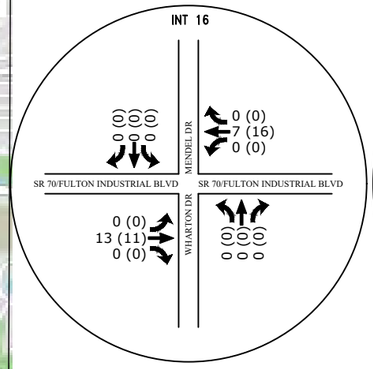


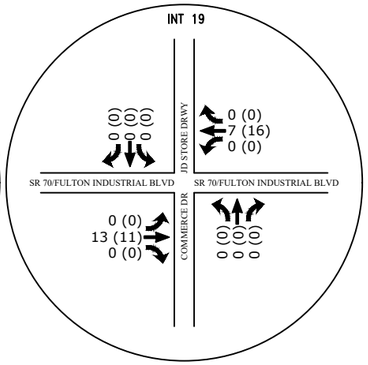


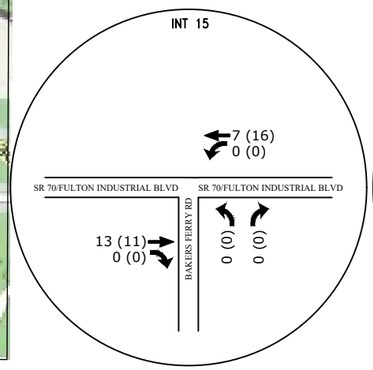


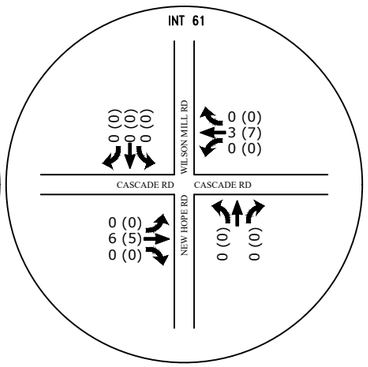












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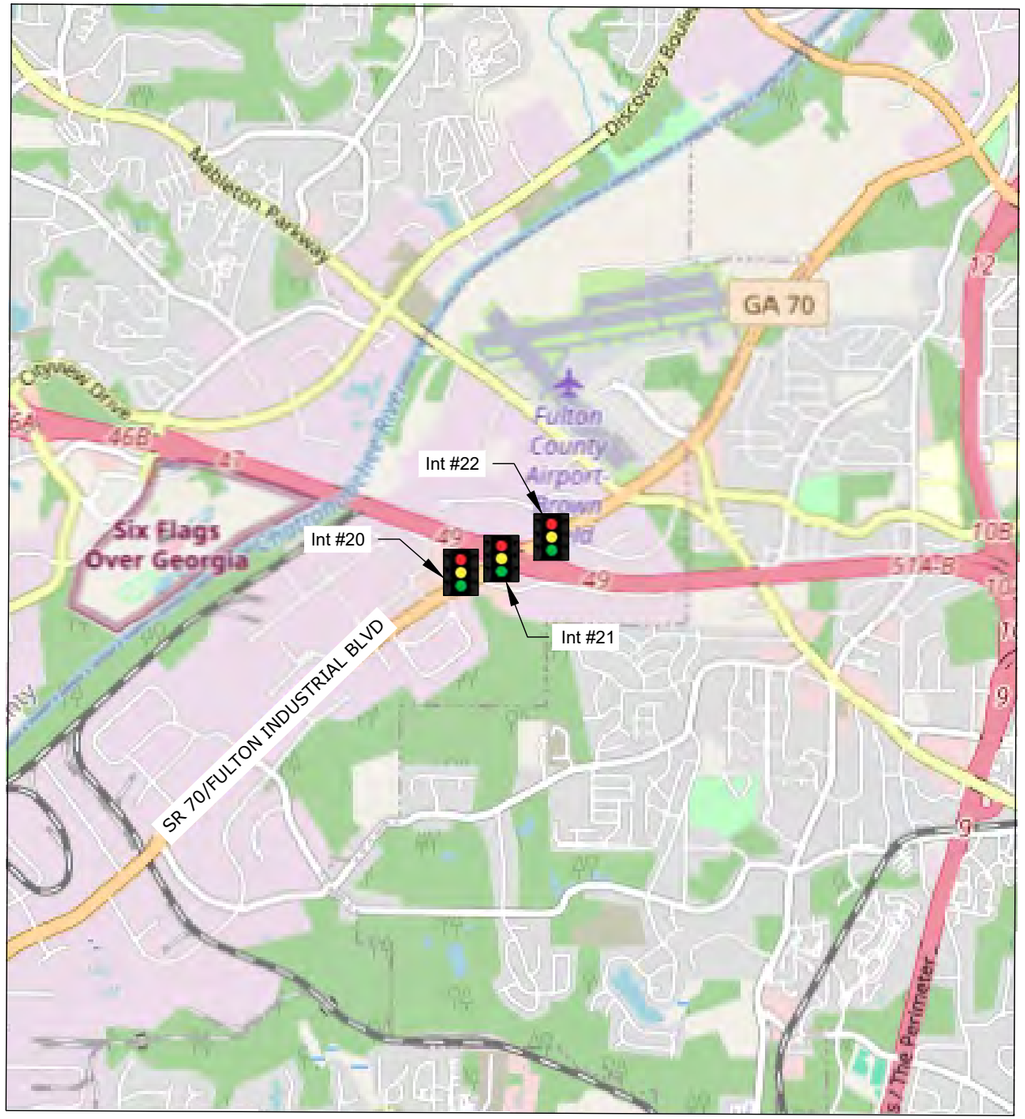
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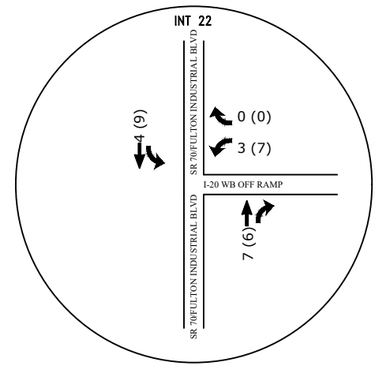
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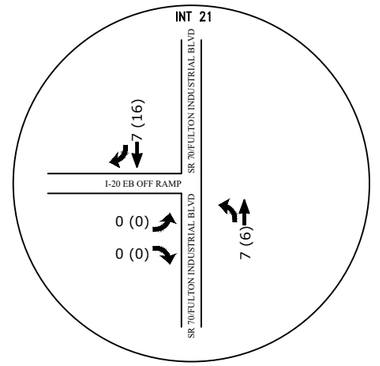
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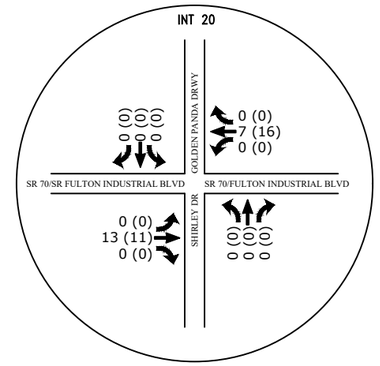
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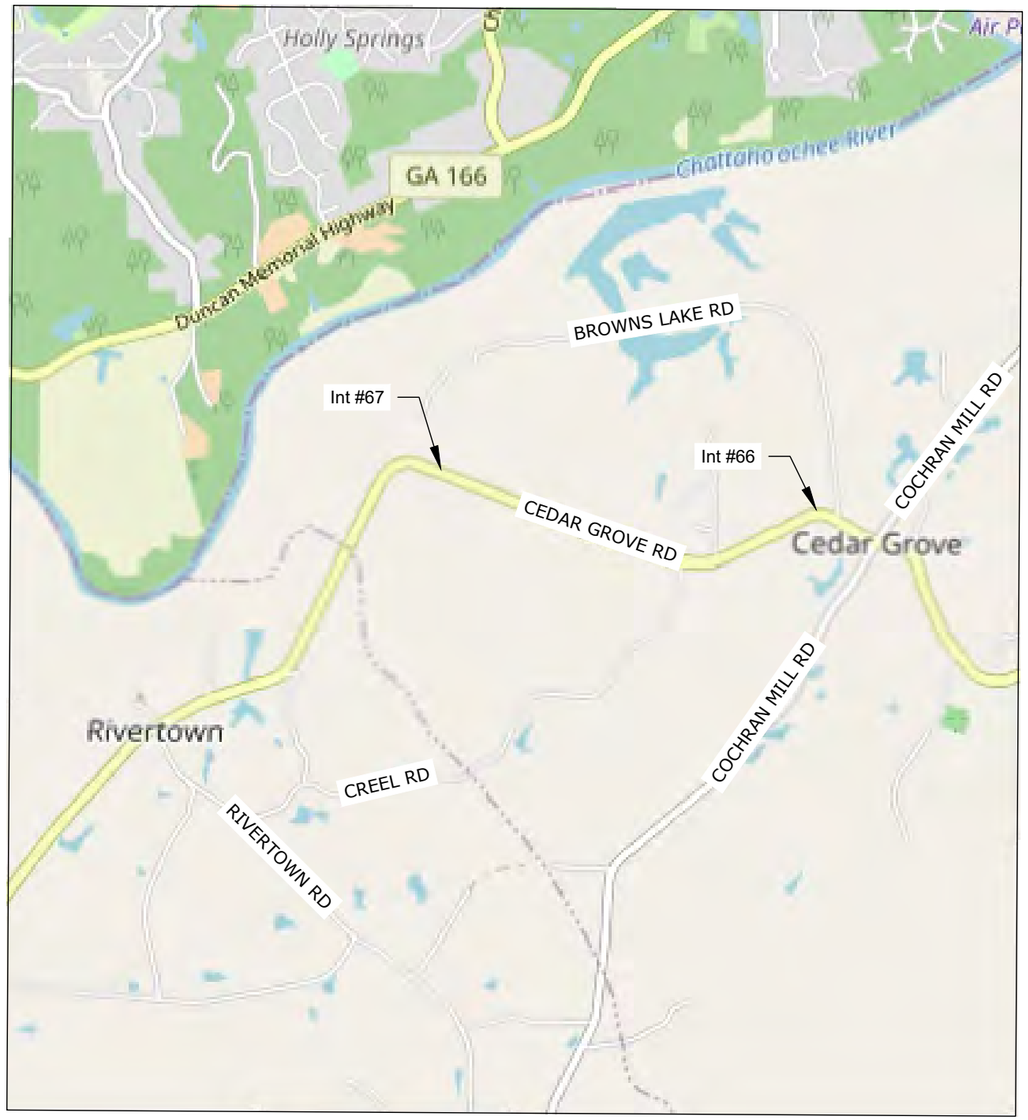
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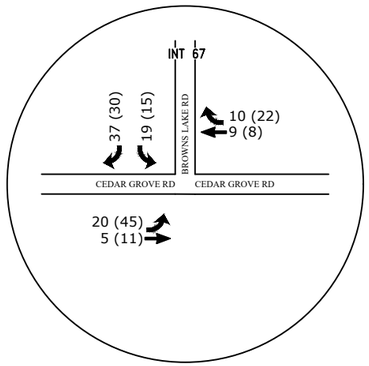
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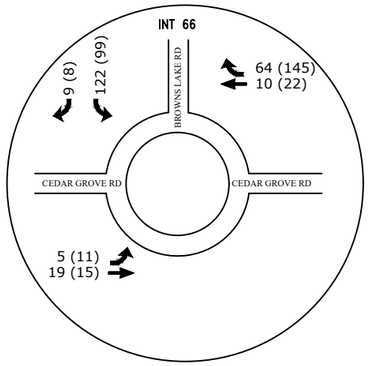
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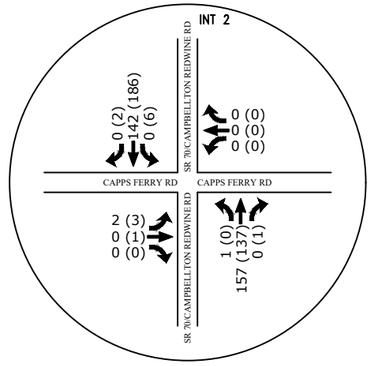
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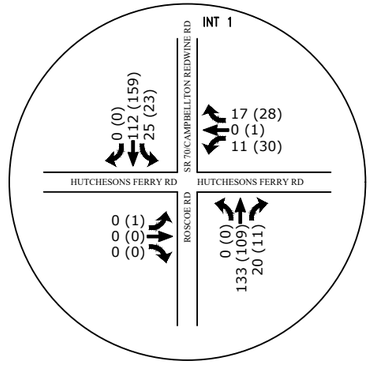
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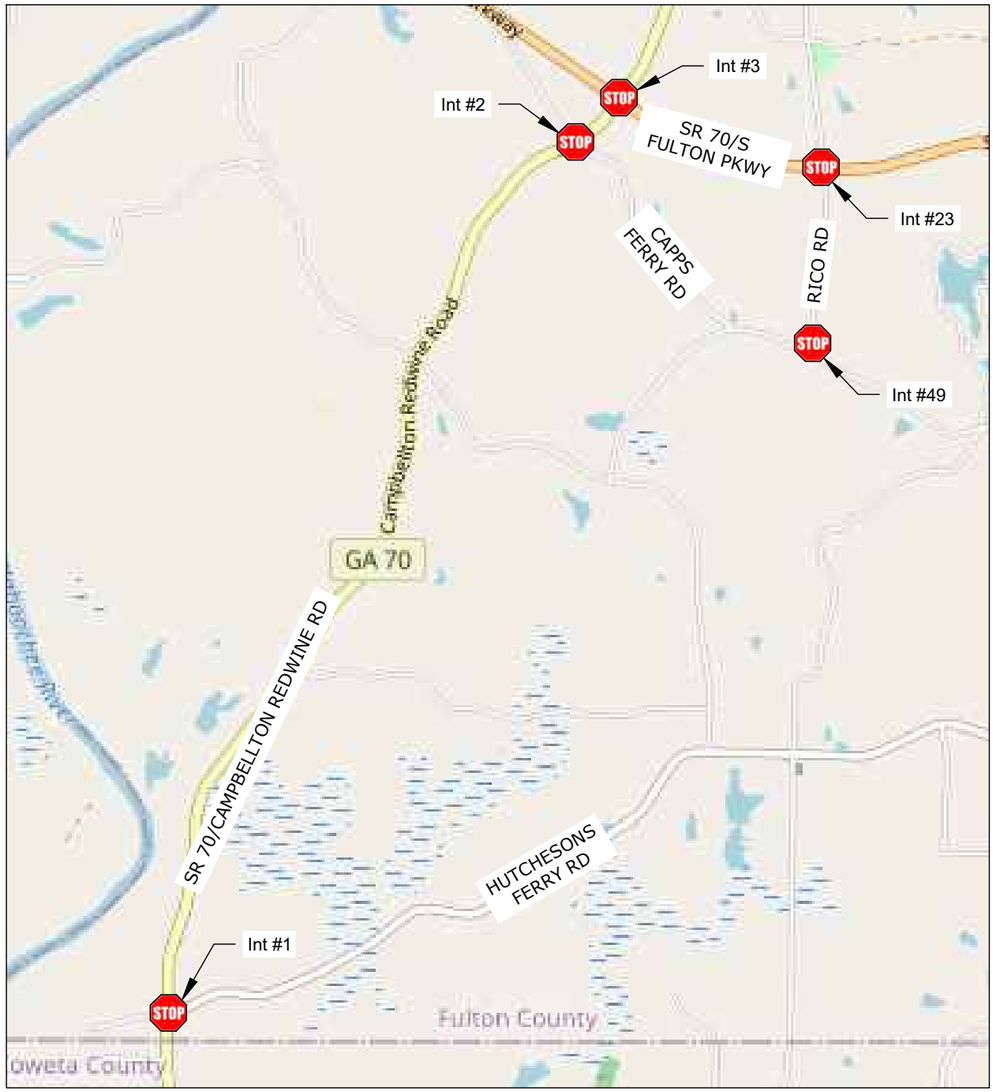
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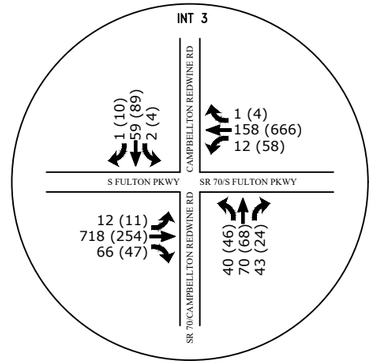
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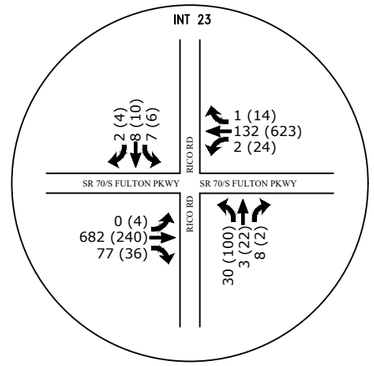
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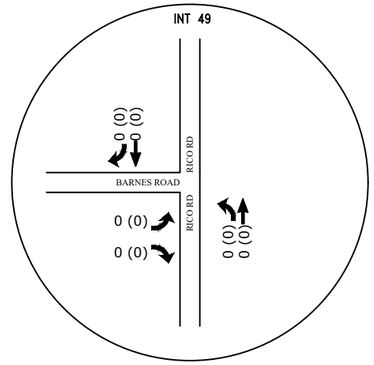












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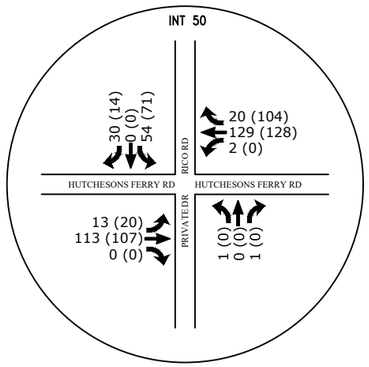
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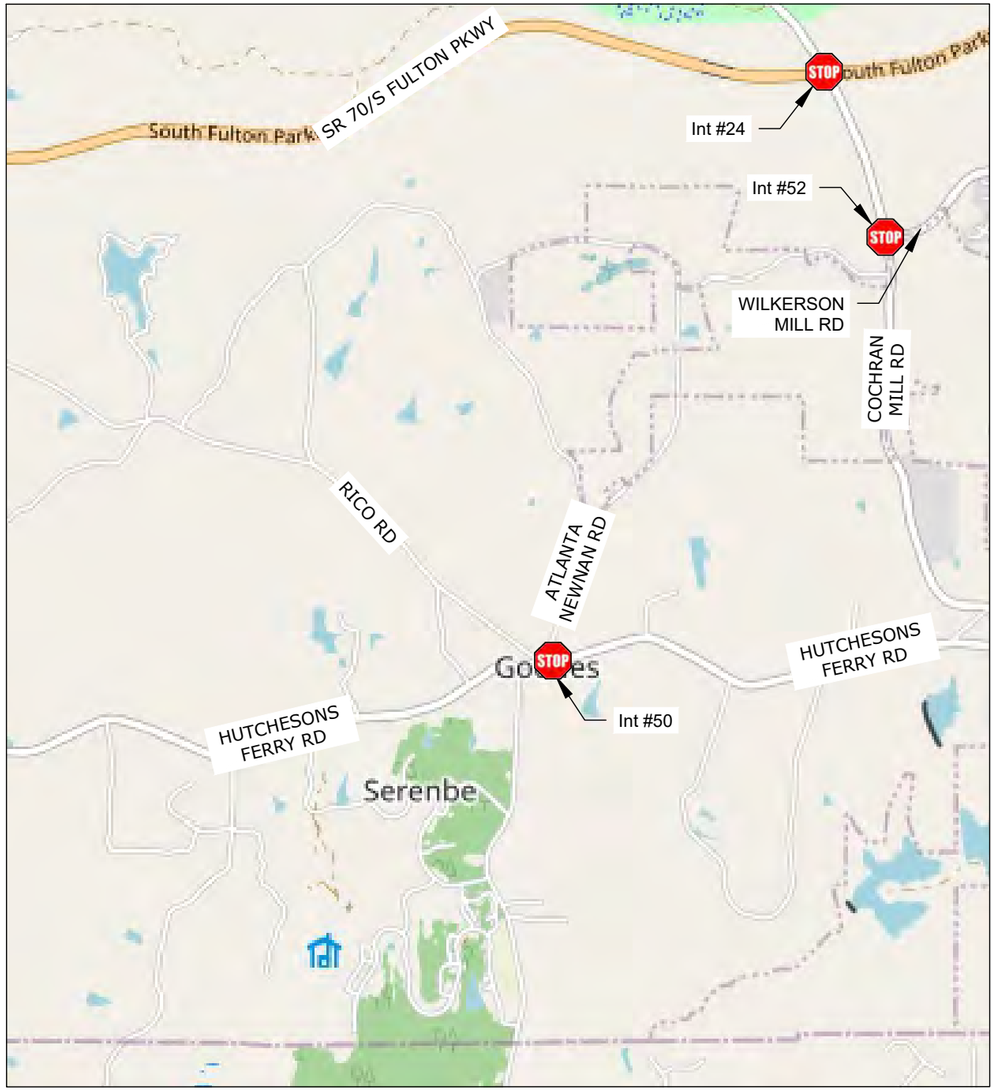
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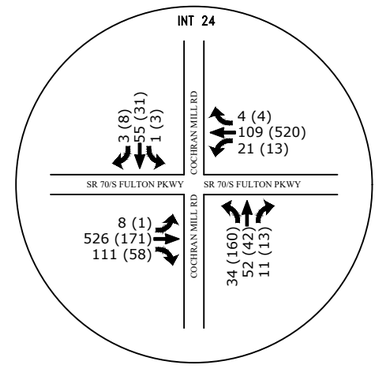
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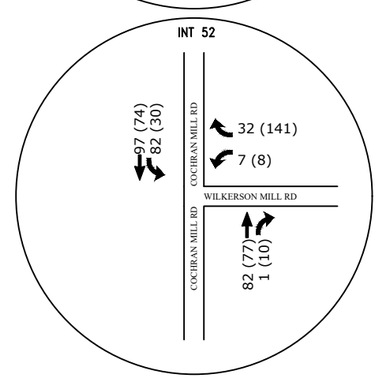
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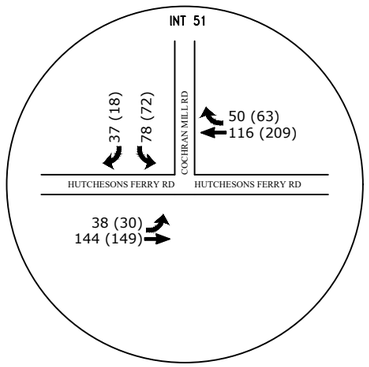
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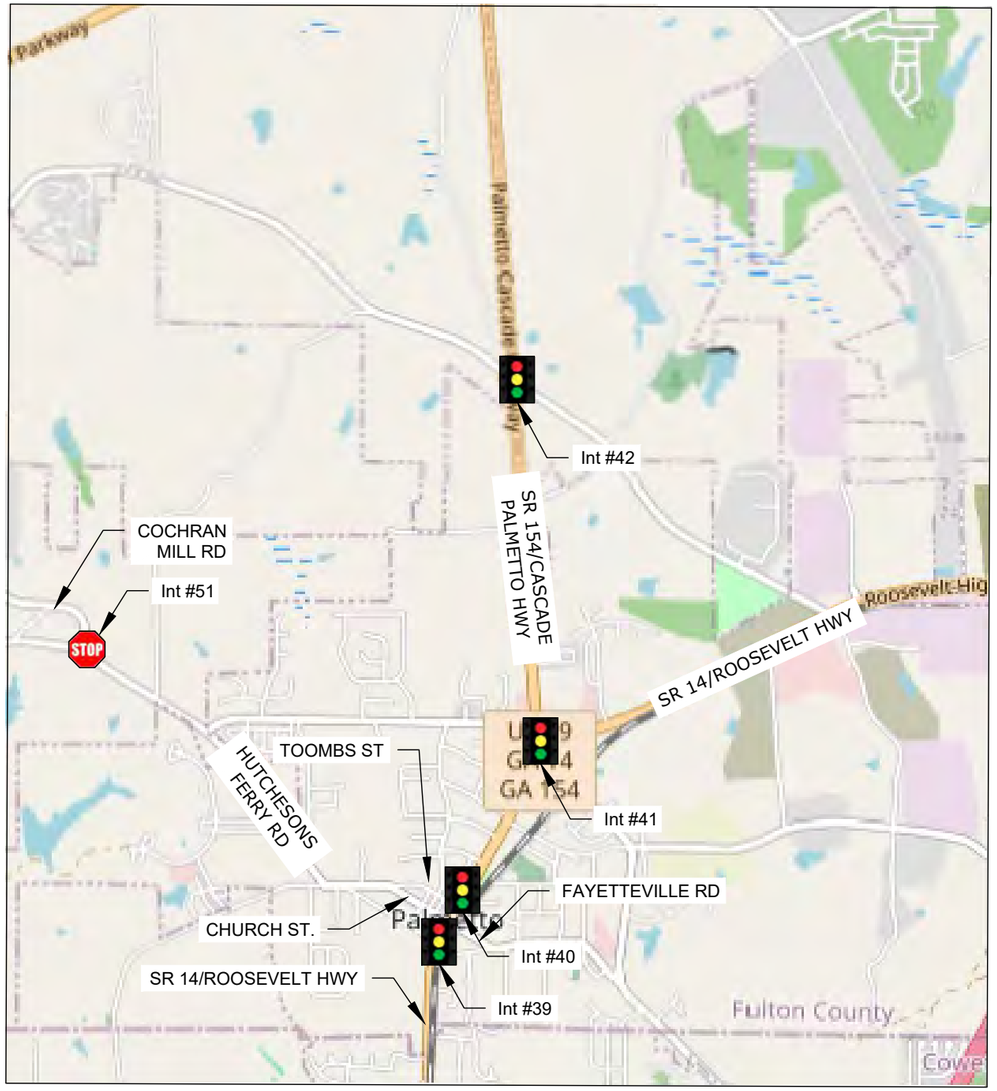
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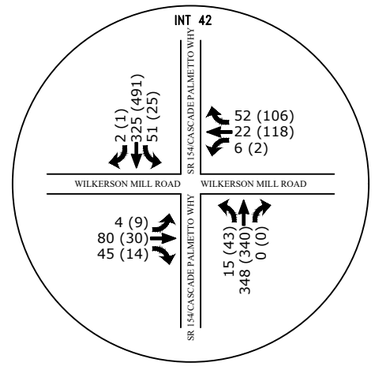
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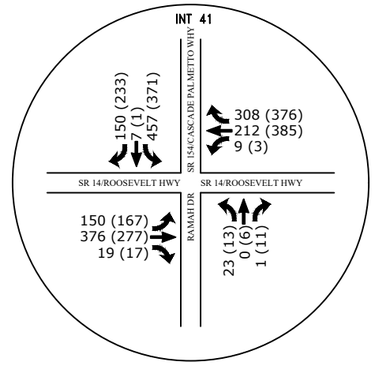
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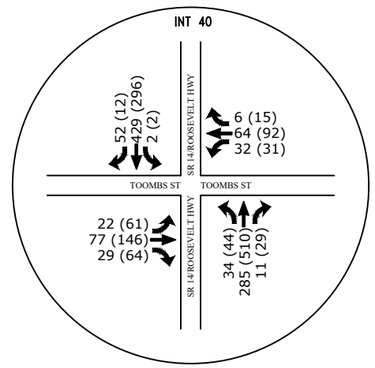
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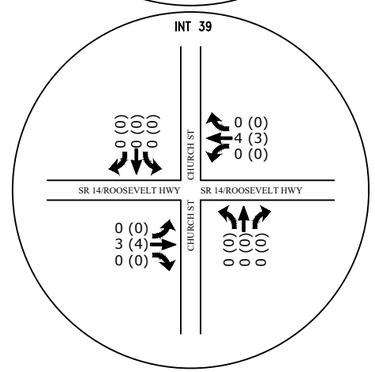












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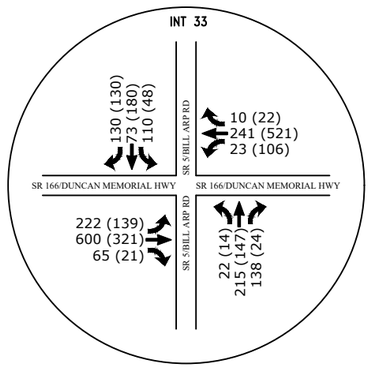
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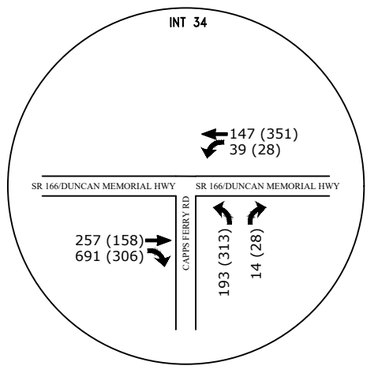
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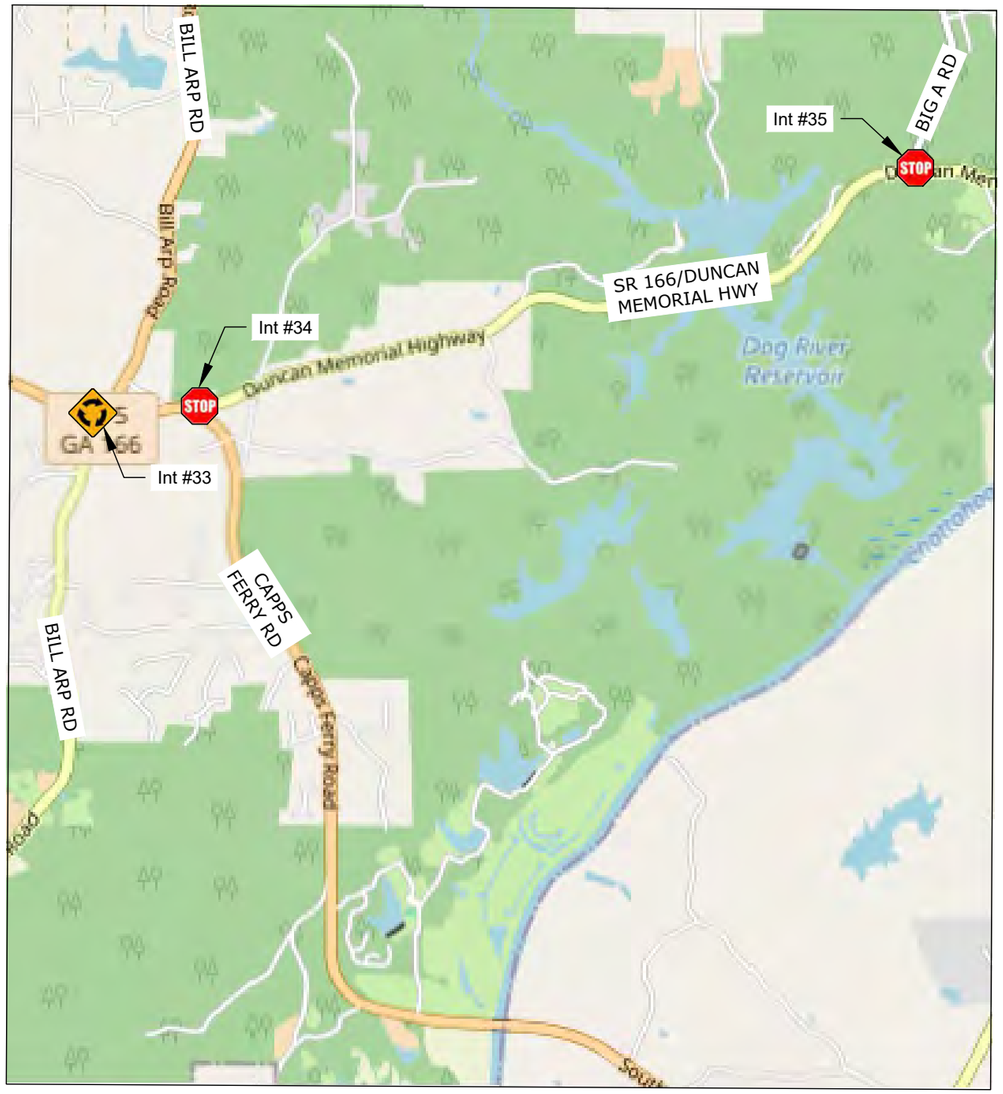
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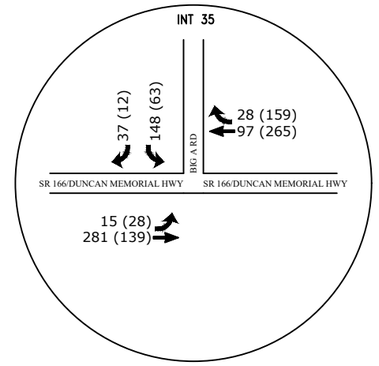
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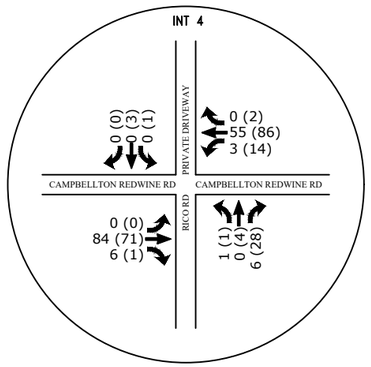
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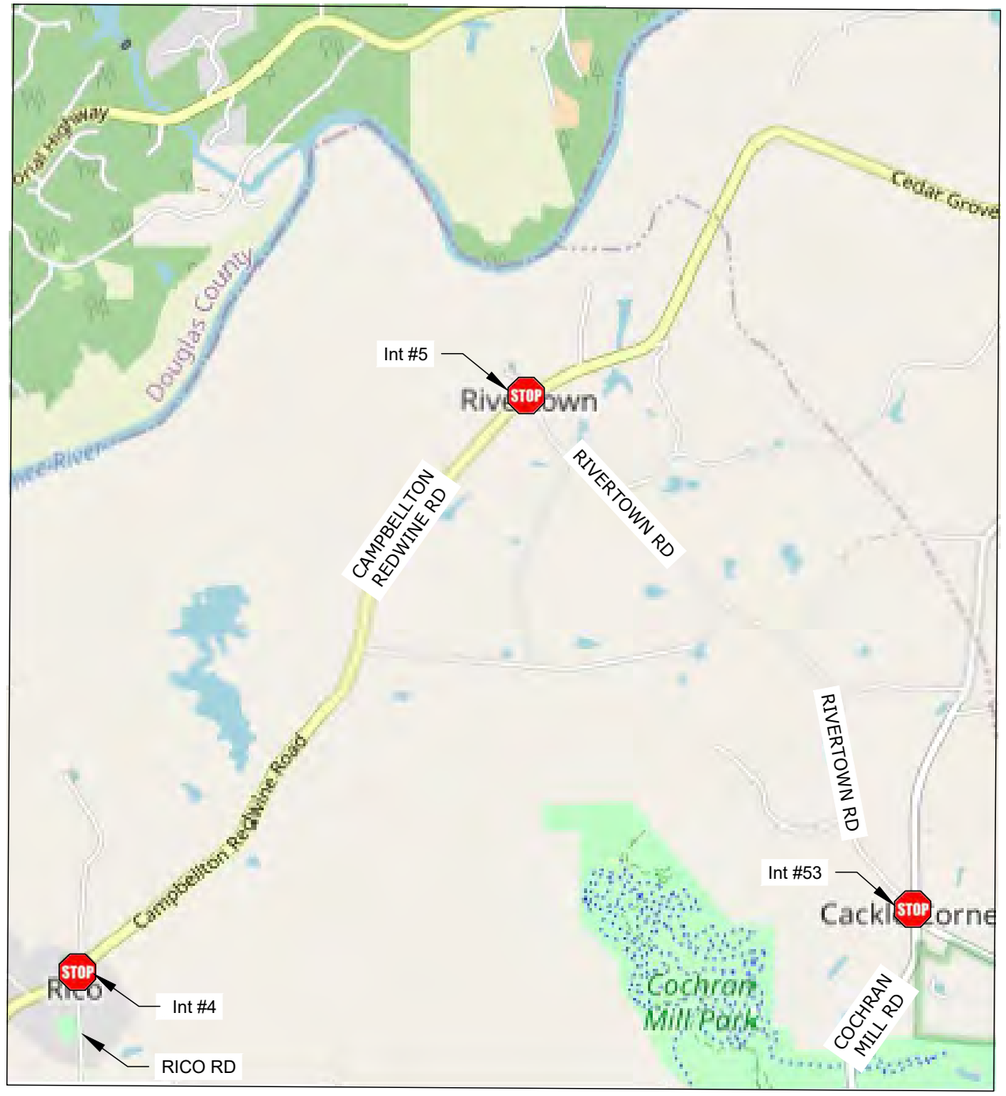
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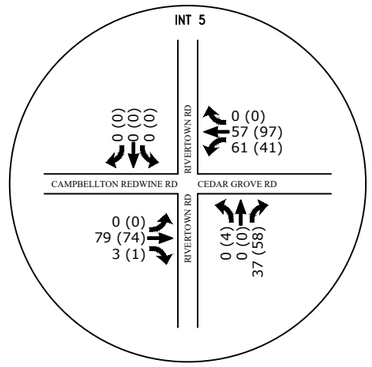
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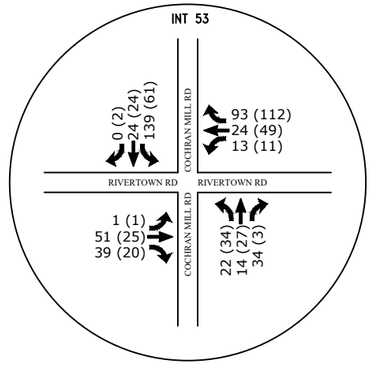
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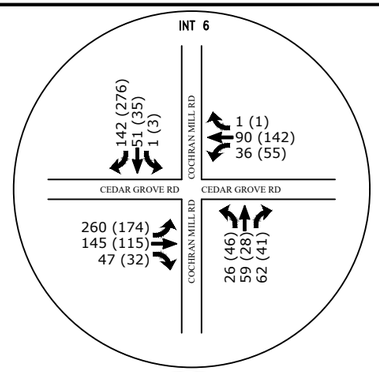
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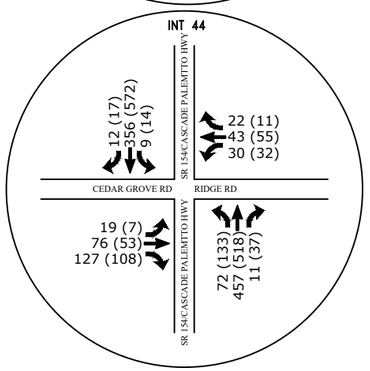
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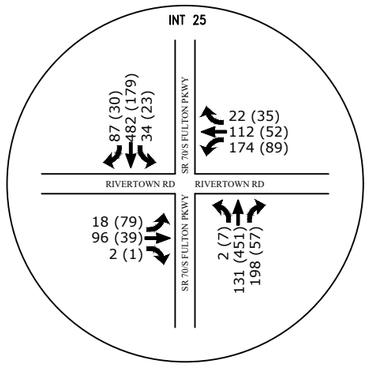
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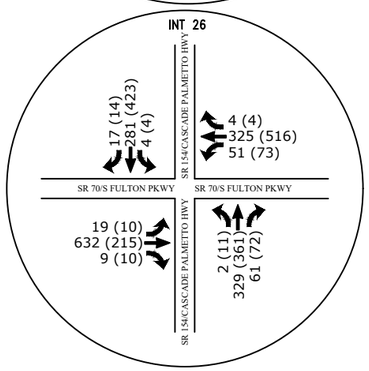
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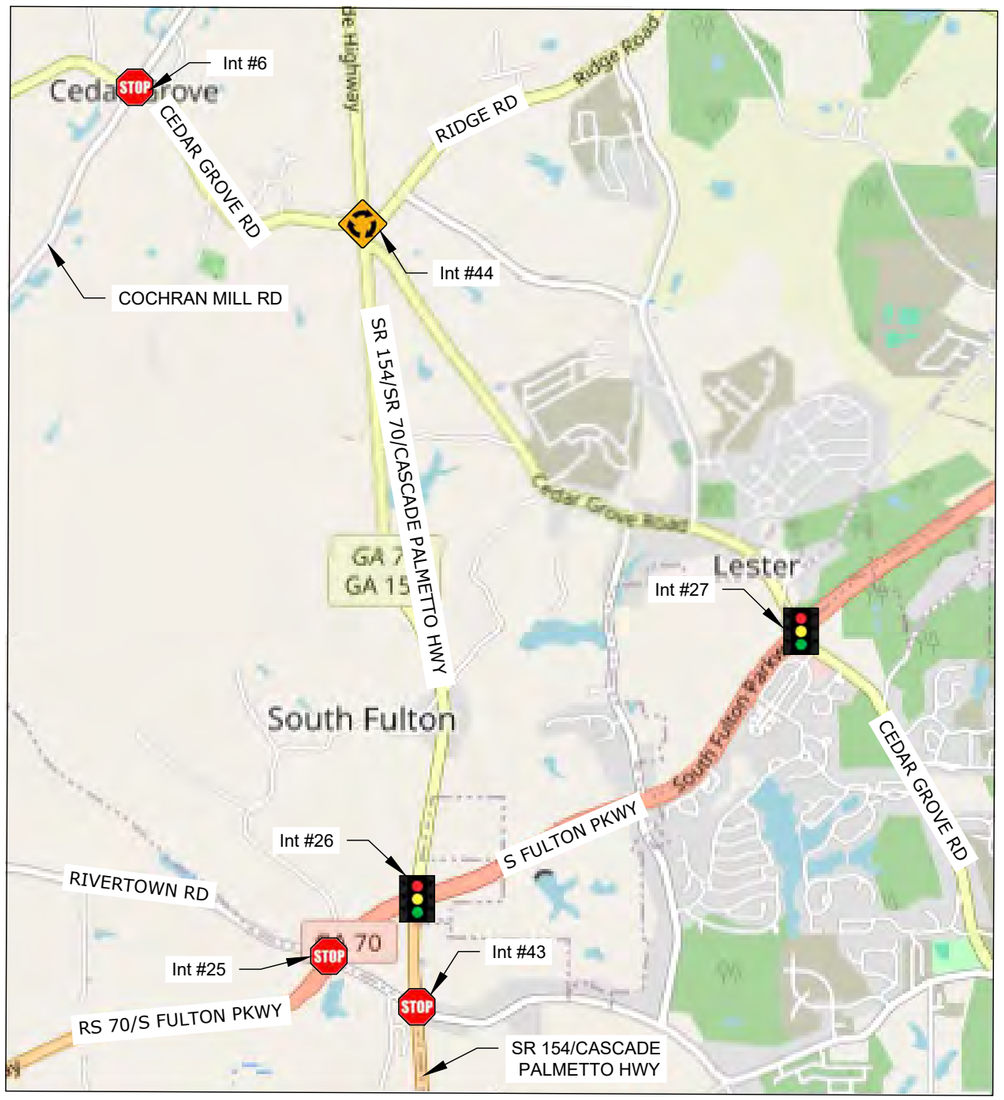
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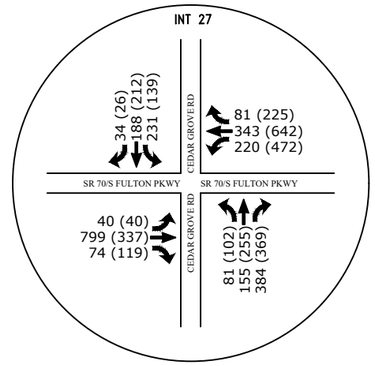


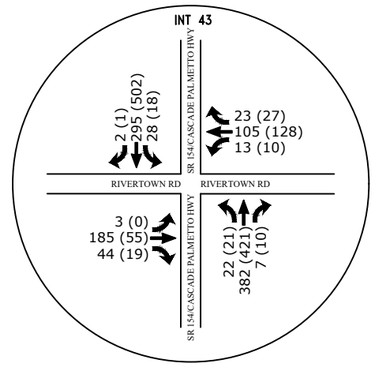












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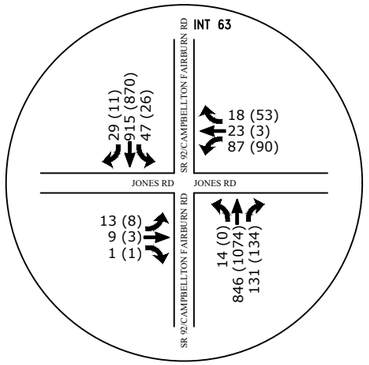
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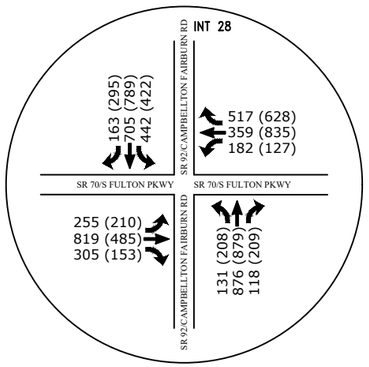
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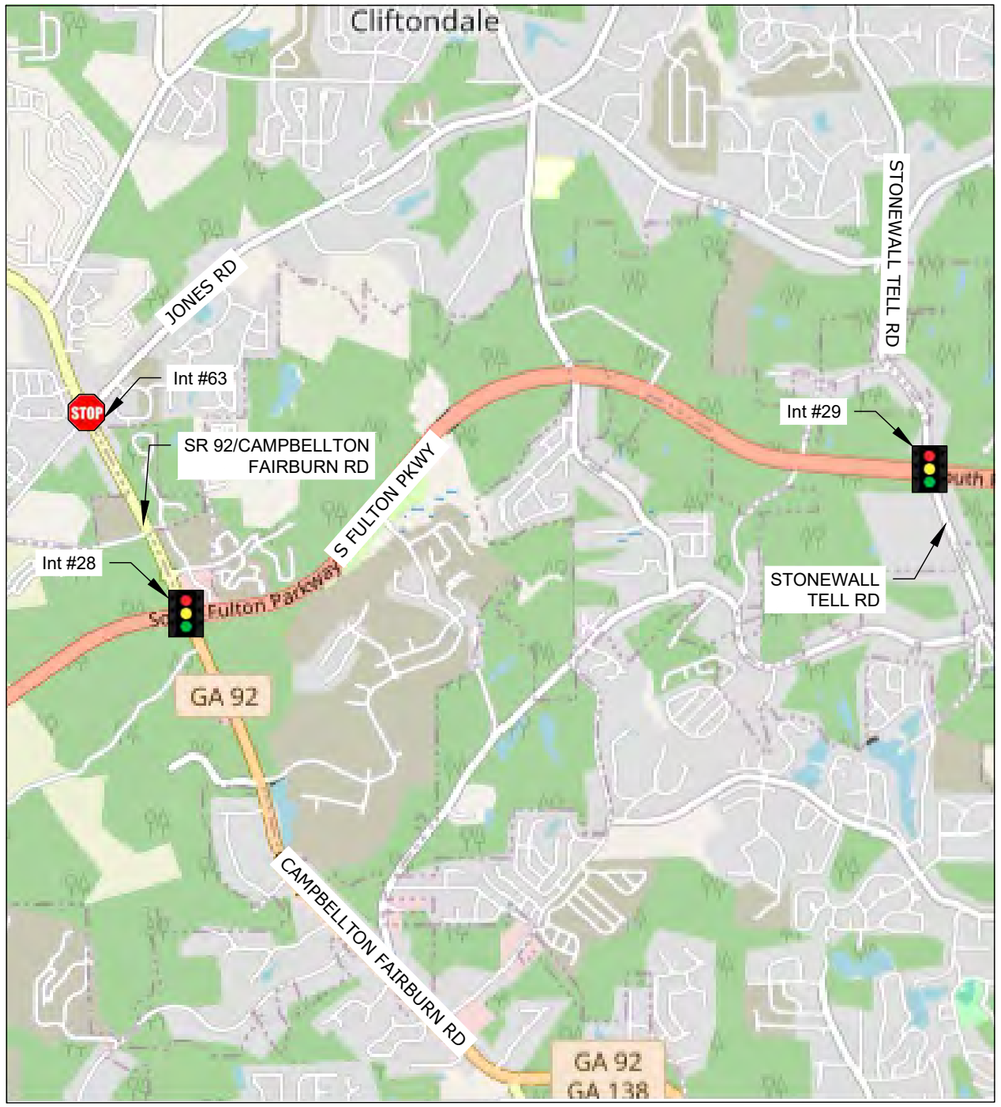
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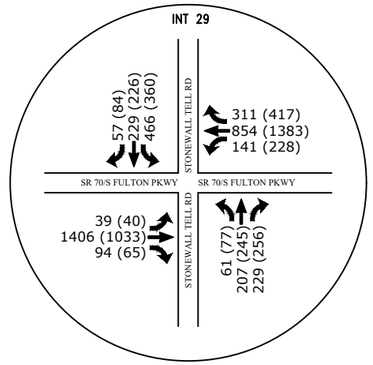
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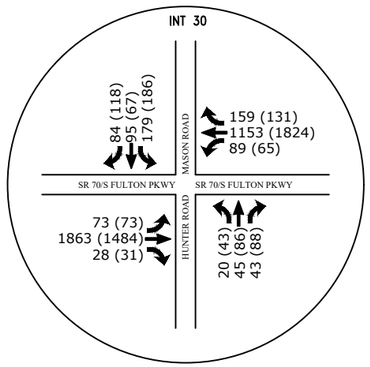
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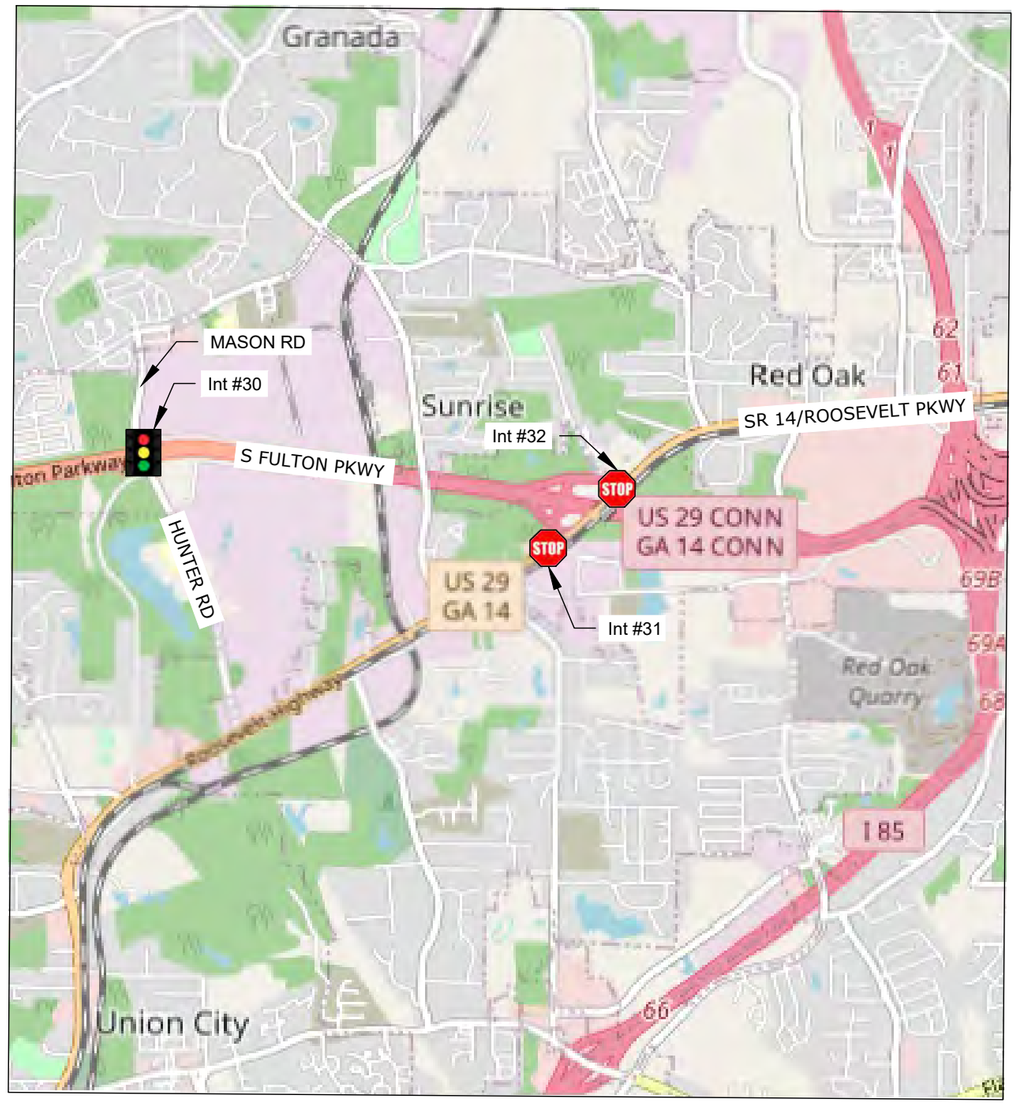
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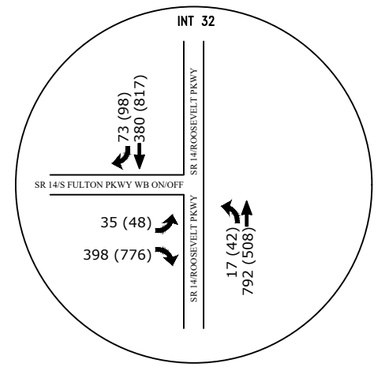
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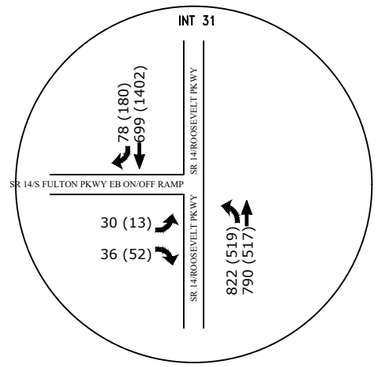
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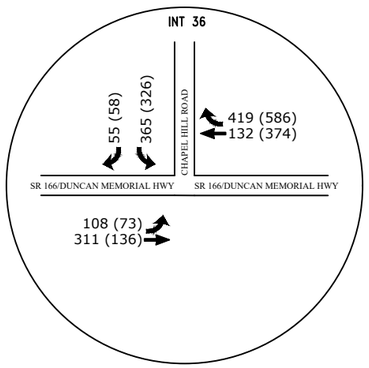
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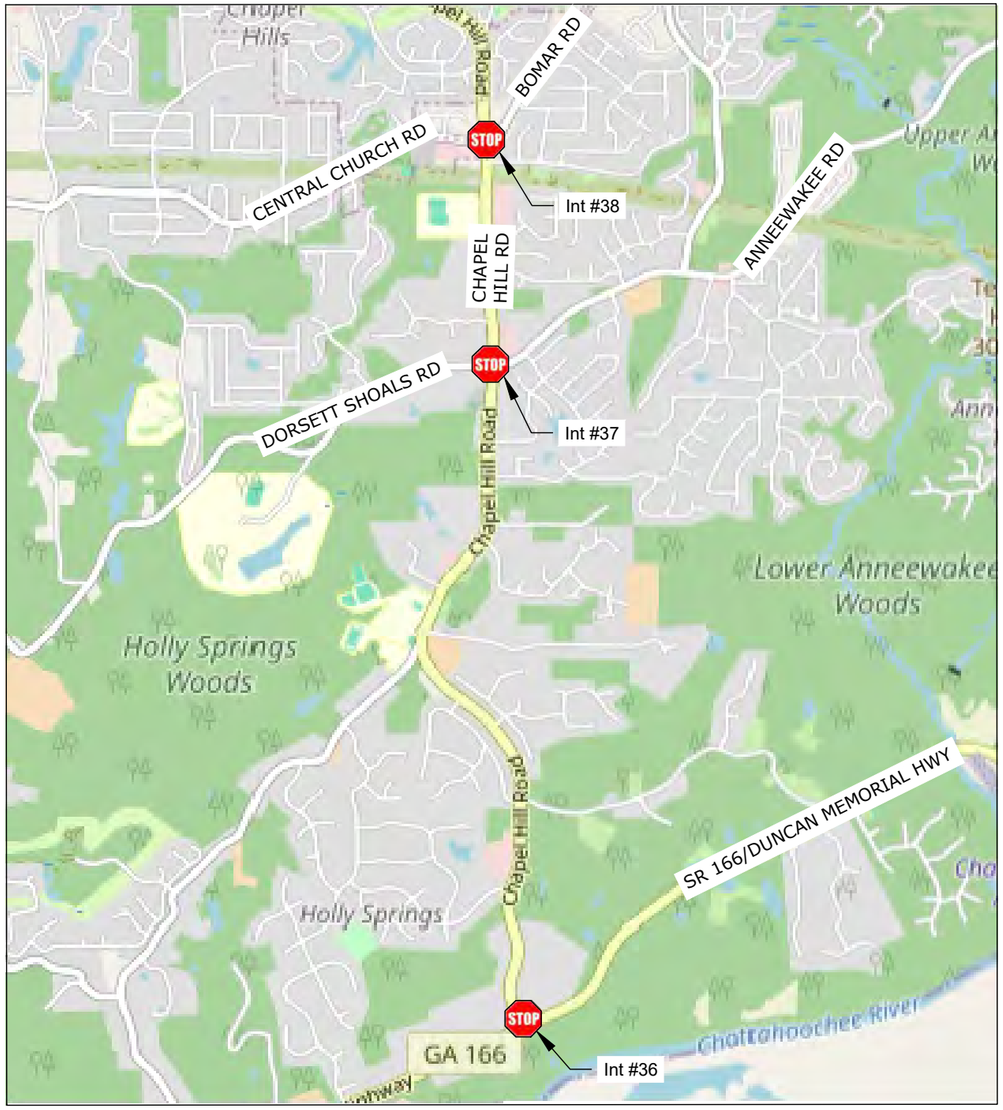
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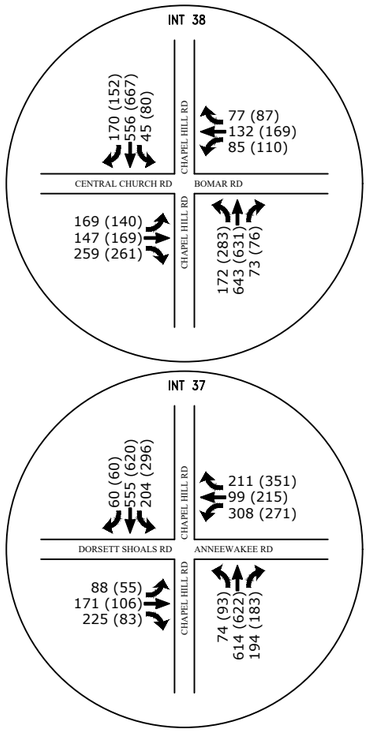
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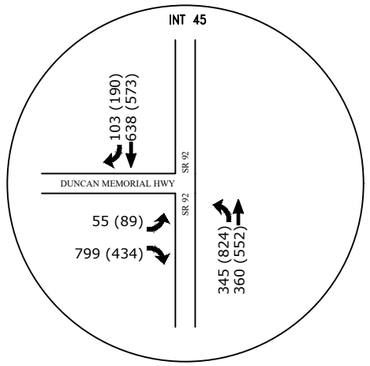
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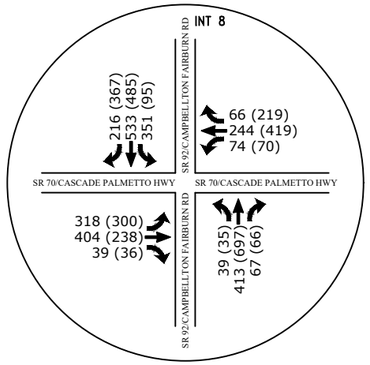
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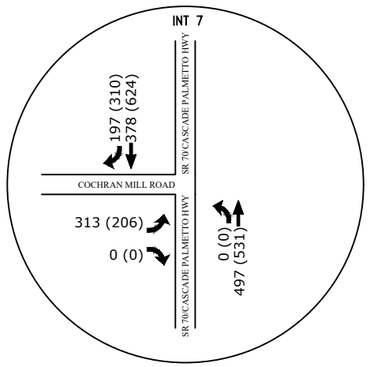
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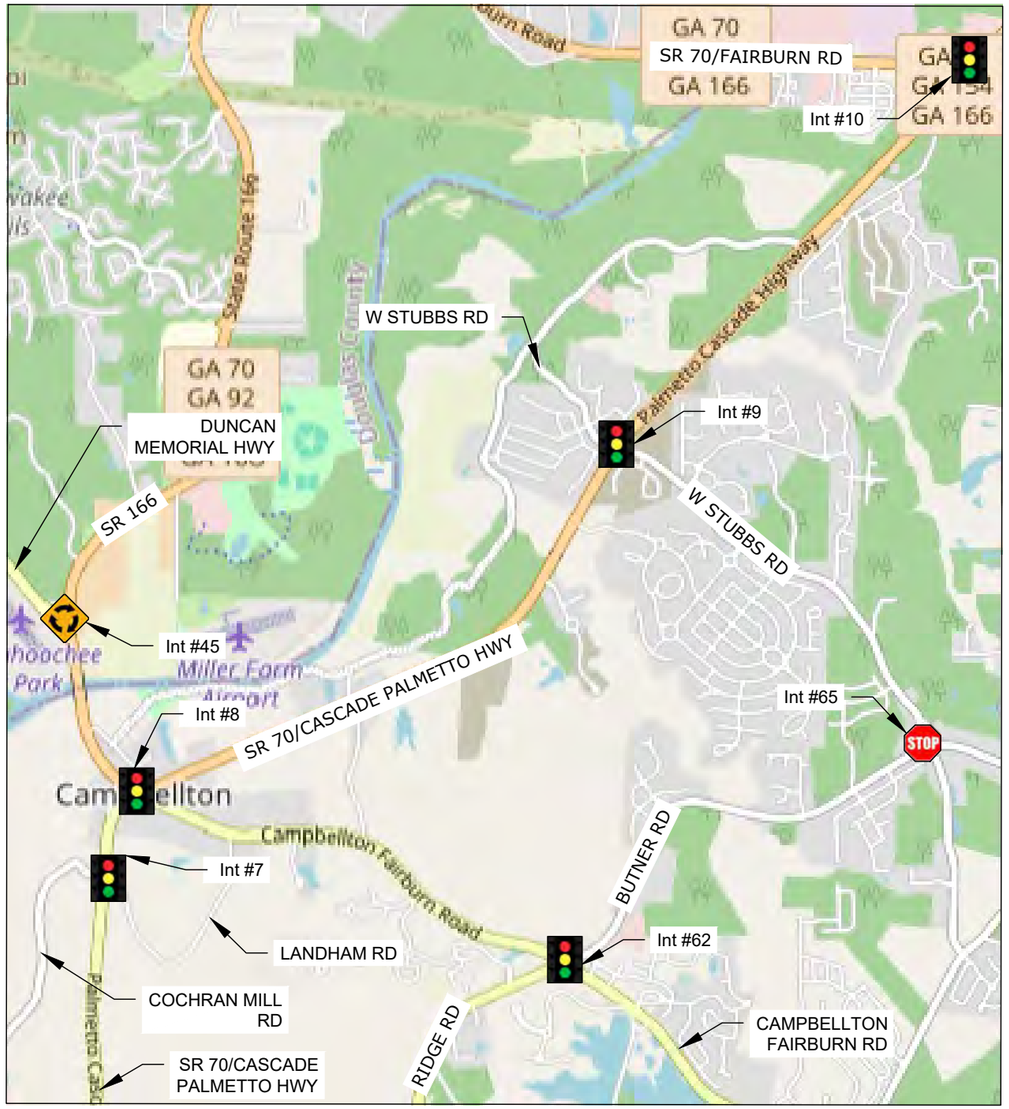
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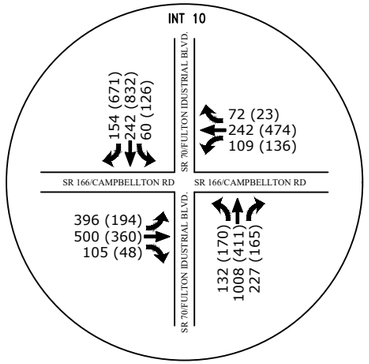
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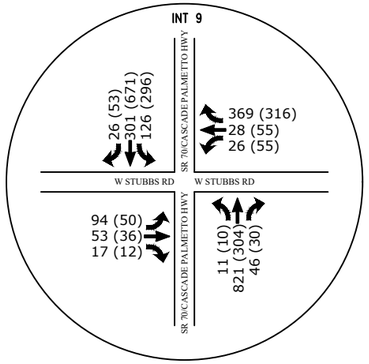


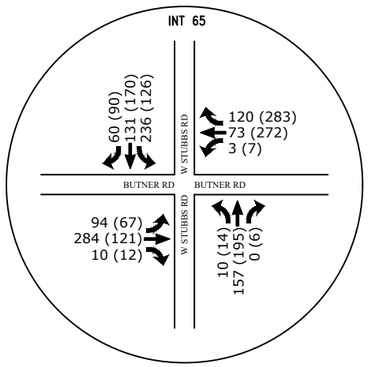


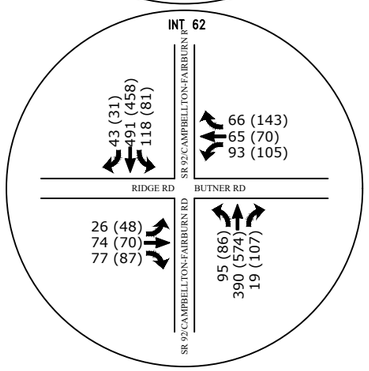












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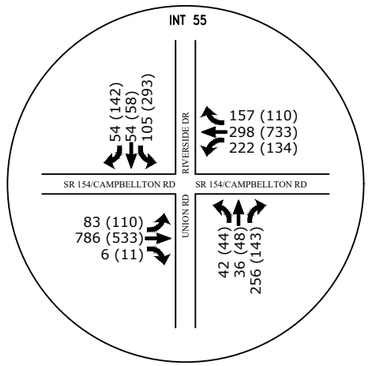
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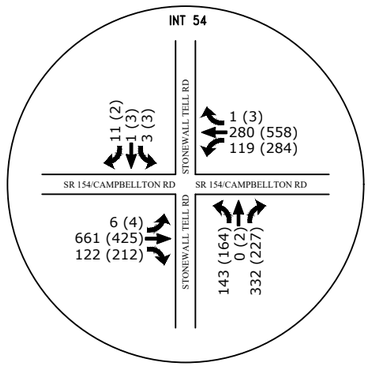
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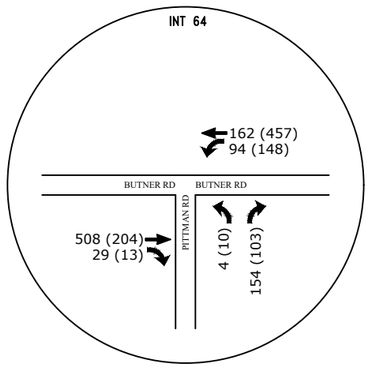
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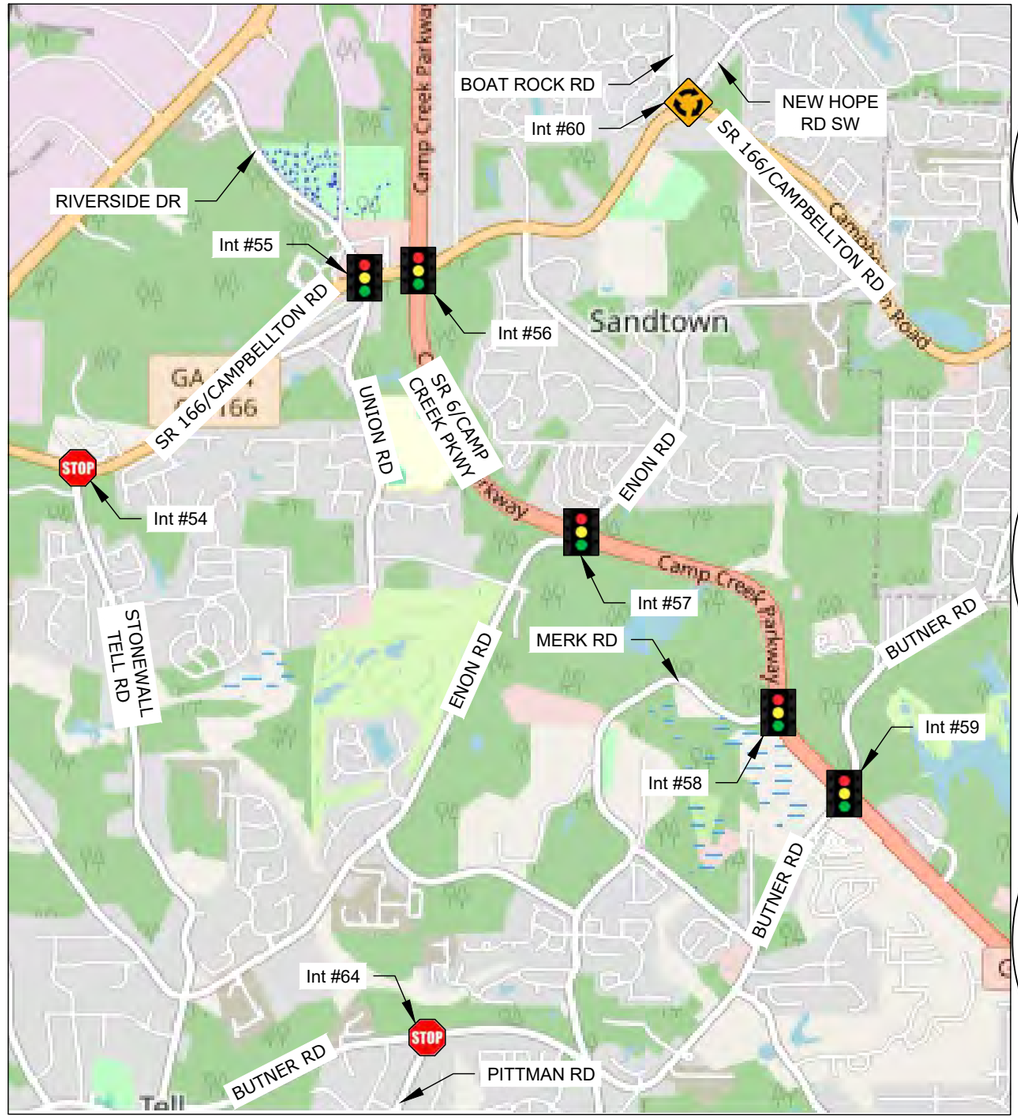
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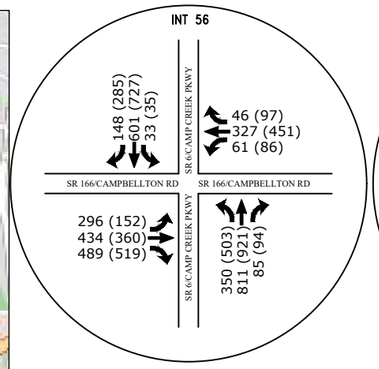
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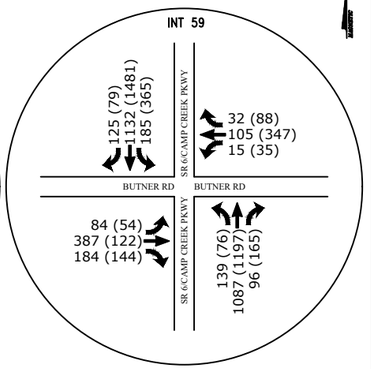


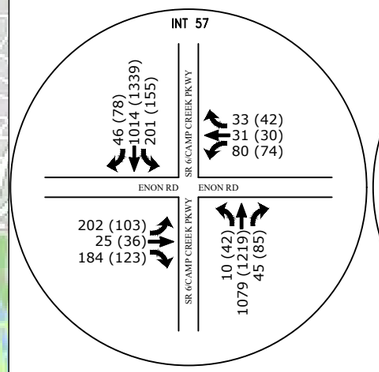


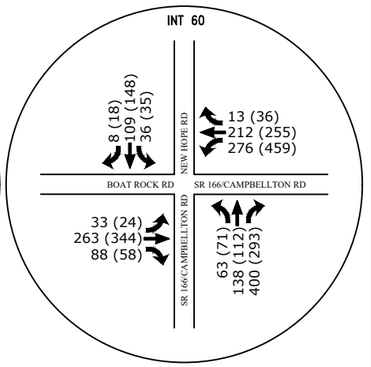


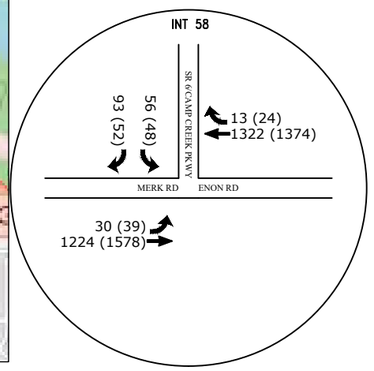












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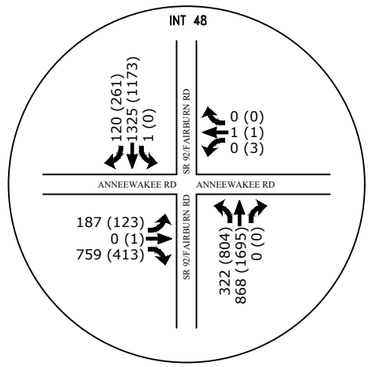
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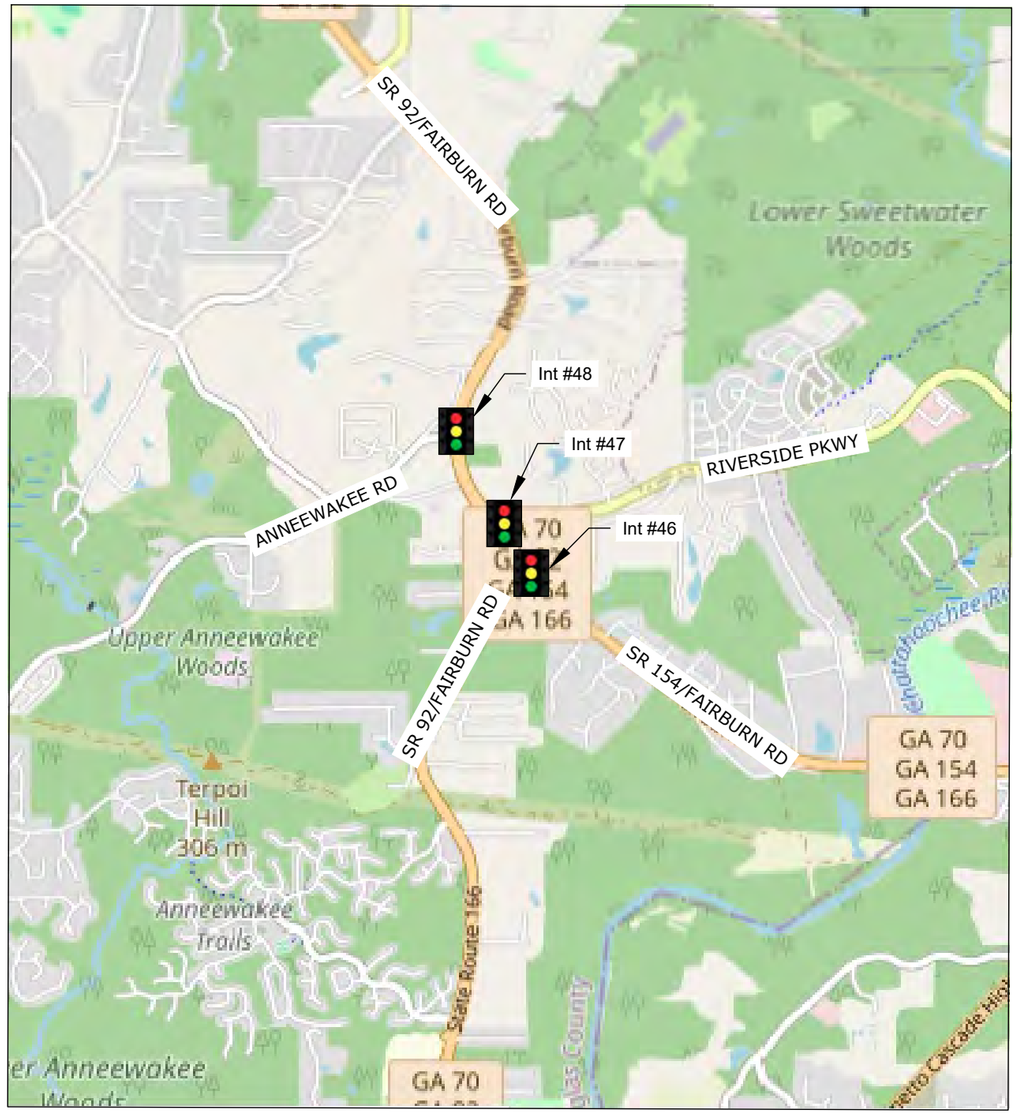
FIGURE 6: PHASE 2 BUILD
PEAK HOUR VOLUMES (2031)

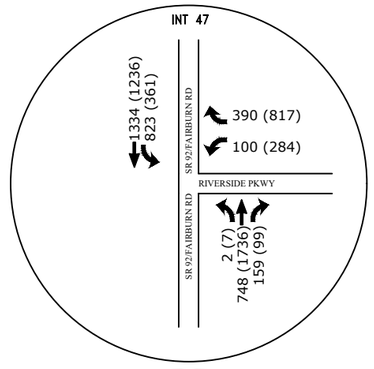
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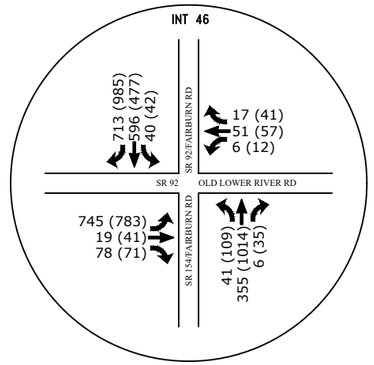
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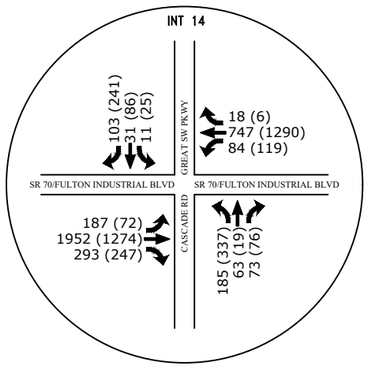
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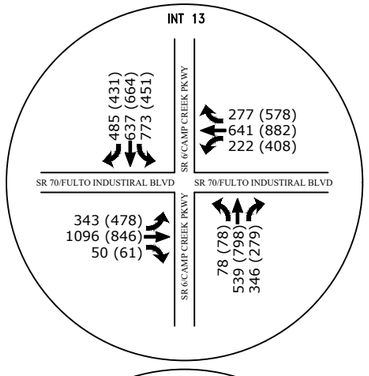
FIGURE 6: PHASE 2 BUILD
PEAK HOUR VOLUMES (2031)

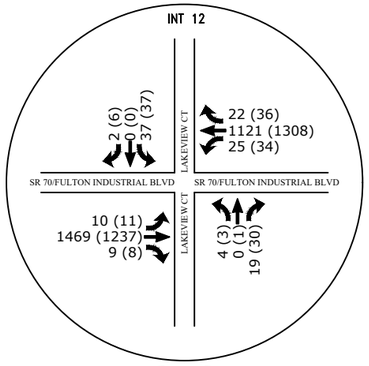
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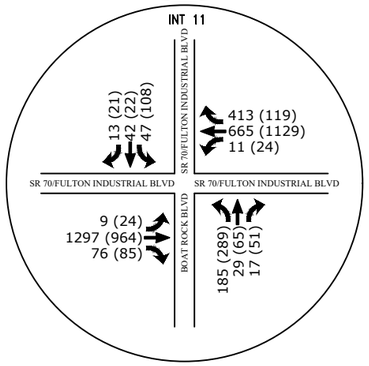
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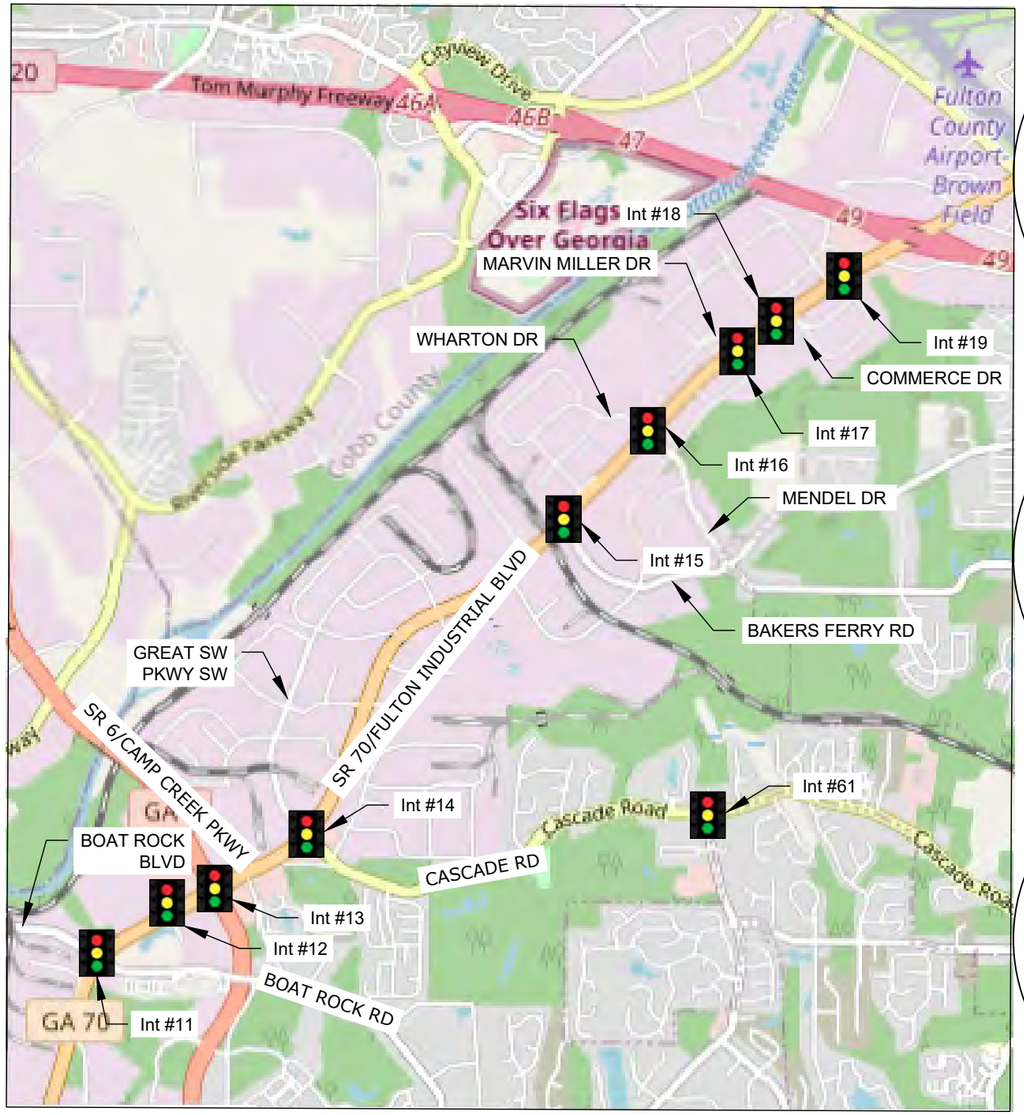
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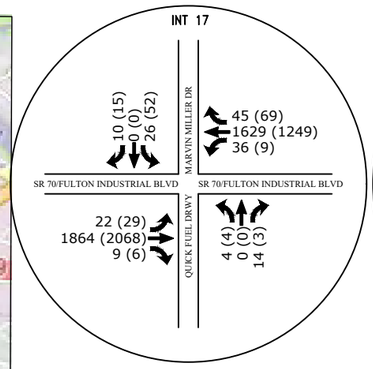


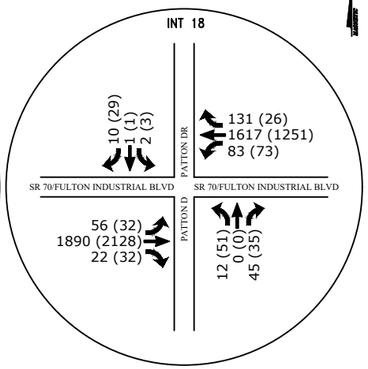


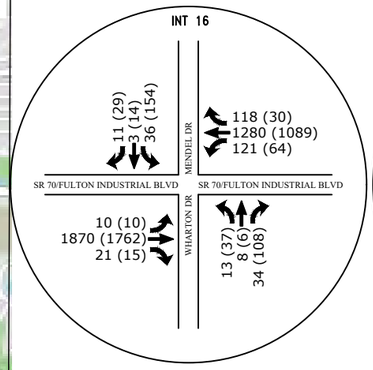


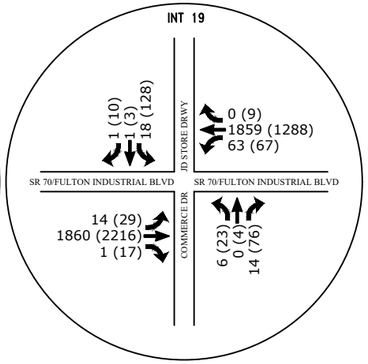


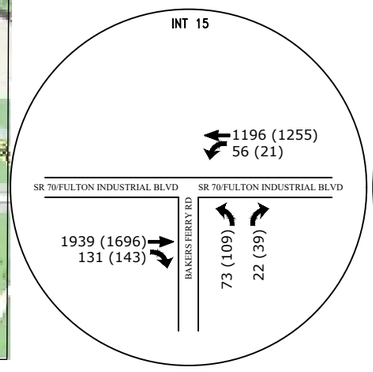


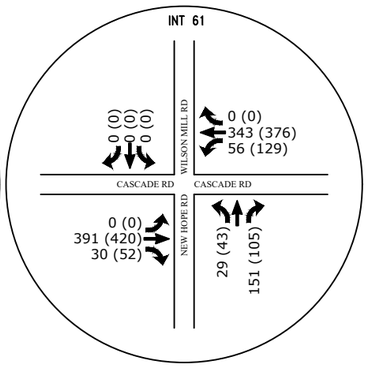












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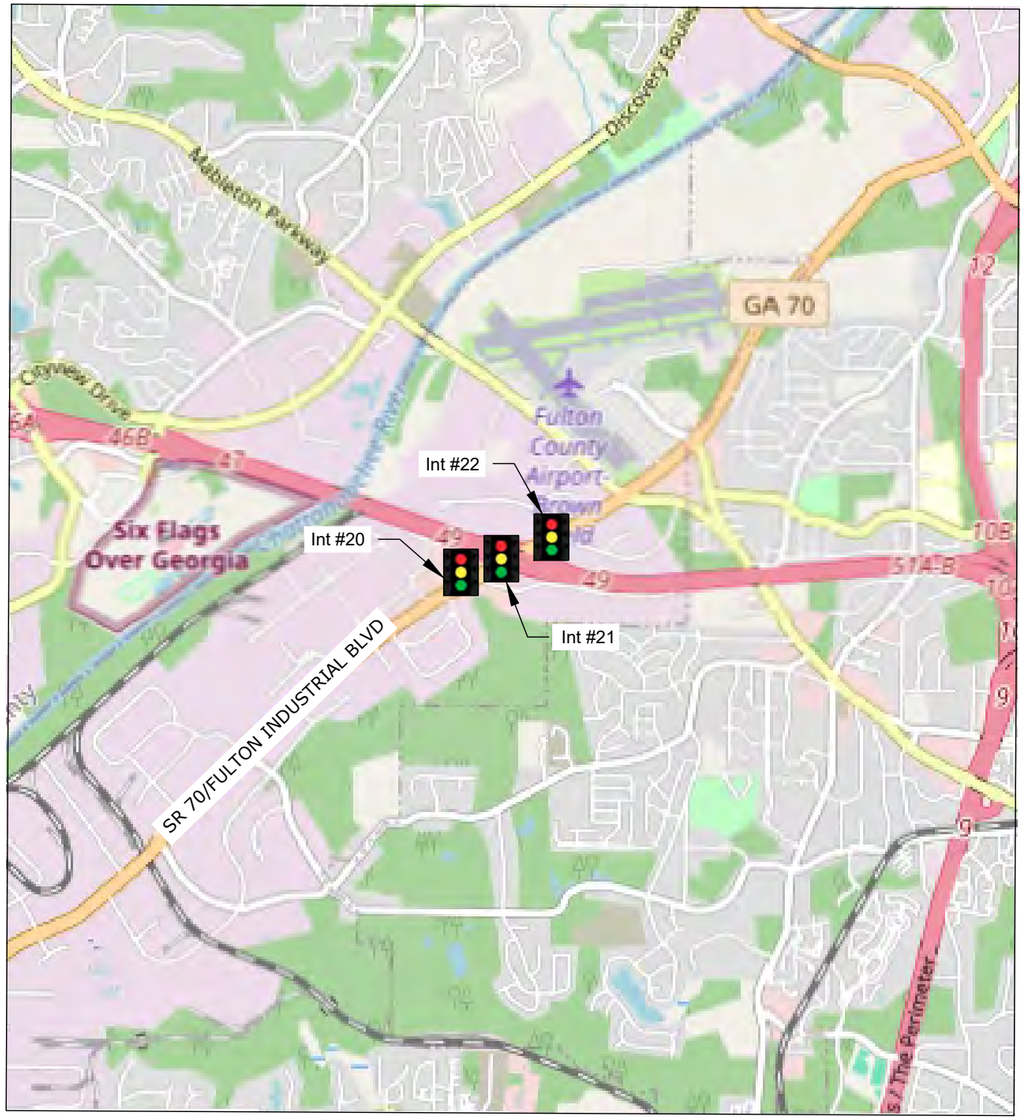
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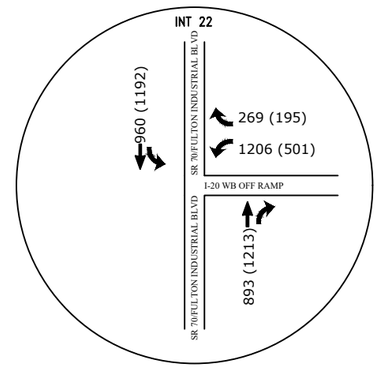
FIGURE 6: PHASE 2 BUILD
PEAK HOUR VOLUMES (2031)

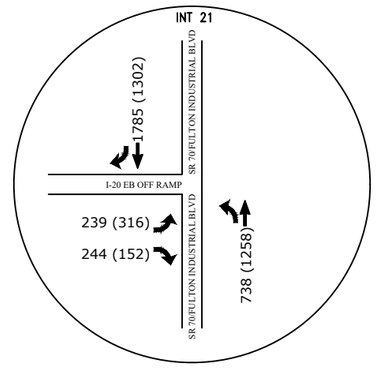
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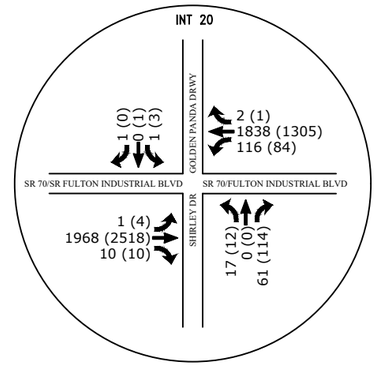
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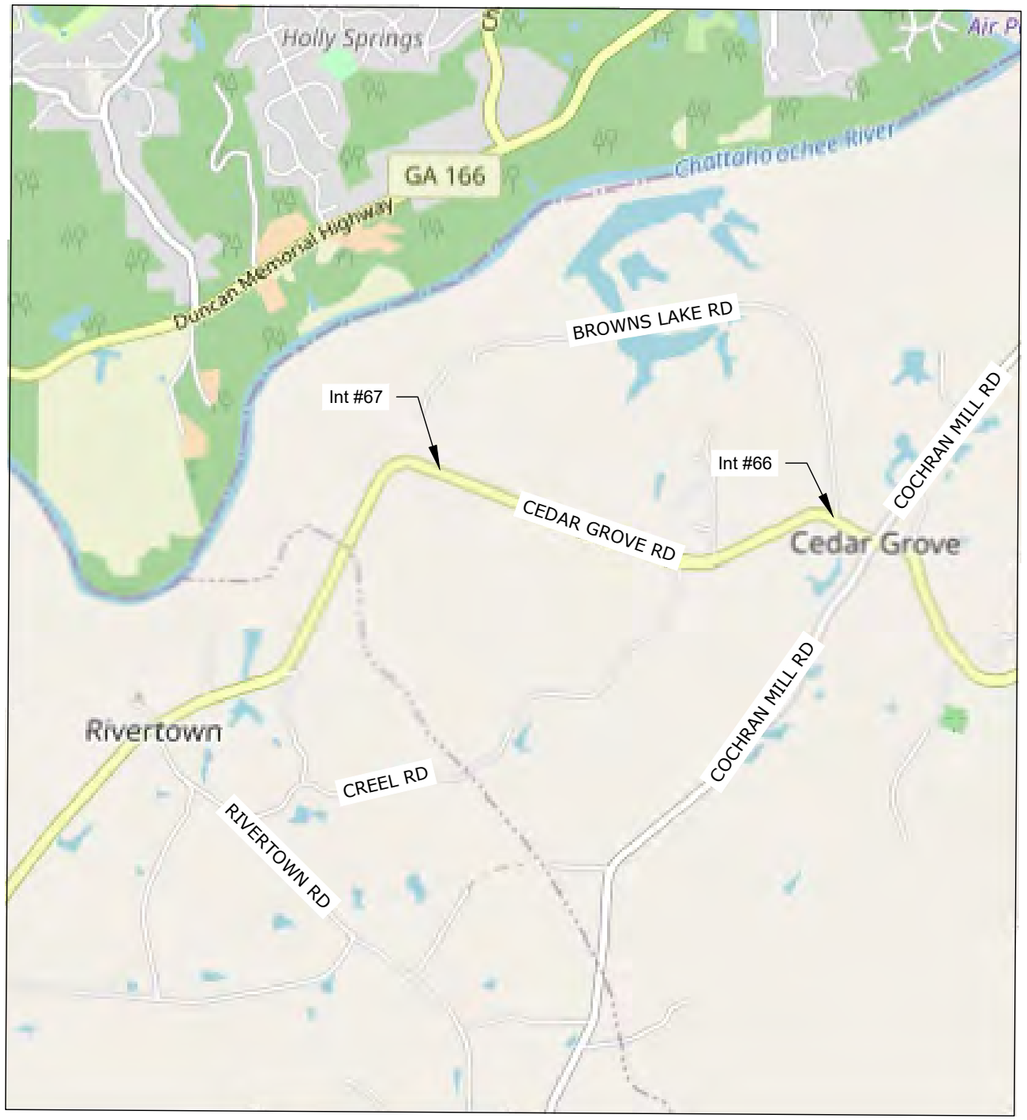
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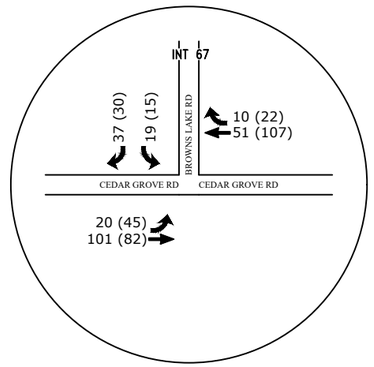
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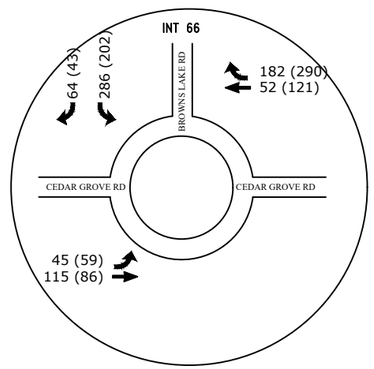
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SECTION 5
(EAST SITE ACCESS DRIVEWAY)

FIGURE 6: PHASE 2 BUILD
PEAK HOUR VOLUMES (2031)

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Study intersections are expected to continue to operate at the same level of service as Phase 2 no-build conditions (2031) and the intersections that were failing in no-build conditions are also expected to fail under Phase 2 build conditions. Intersections failing in the build condition but not in the no-build condition are listed below. These intersections will need to be mitigated by the developer as these are failing due to trips added by the development.

- SR 70/Fulton Industrial Blvd at W Stubbs Rd
- SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd
- Cochran Mill Rd & SR 70/S Fulton Pkwy

Intersection Improvement Alternative (Phase 2 - 2031)

Most intersections failing under Phase 2 no-build and build conditions have been operating unacceptably in the existing year (2024) and under Phase 1 (2029). Improvements were identified at study intersections that were operating at unacceptable service levels. These enhancements included modifications to intersection controls and roadway geometry to ensure they meet the appropriate levels of service as required by DRI guidelines. Some improvements at certain intersections will be included in other DRI projects or roadway enhancement initiatives; these improvements are planned for implementation in the respective no-build years. For intersections not associated with any other DRI or roadway project, previously recommended improvements were also evaluated under build conditions to confirm their effectiveness in achieving acceptable operational standards.

7. SR 70/Cascade Palmetto Highway at Cochran Mill Road

The study intersection is expected to operate unacceptably in the build phase 2 year (2031) therefore an improvement will be needed to have the intersection operate acceptably. A signal warrant analysis was carried out at the study intersection to determine if it warrants a traffic signal. Traffic signal warrants analysis was carried out based on the guidelines defined by the Manual on Uniform Traffic Control Devices (MUTCD) defined earlier.

Signal warrant analysis was carried out using the traffic volumes for the Phase 2 Build Conditions (2031) and based on the results of the analysis, the intersection does warrant a traffic signal, and the results of the signal warrant analysis are summarized in **Table 47**.

Table 47: Signal Warrant Analysis for SR 70/Cascade Palmetto Hwy at Cochran Mill Rd (2031)

Warrant	Description	Warrant Results	
Warrant 1A	Minimum Vehicular Volume	Satisfied (9/8 hours)	Satisfied
Warrant 1B	Interruption of Continuous Traffic	Satisfied (7/8 hours)	
Warrant 2	Four-Hour Vehicular Volume	Satisfied (6/4 hours)	
Warrant 3A	Peak Hour Conditions	Not Analyzed	Satisfied
Warrant 3B	Peak Hour Volumes	Satisfied (3/1 hours)	
Warrant 7A	Crash Experience	Not Satisfied	Not Satisfied
Warrant 7B	Crash Experience	Not Satisfied	
Warrant 7C	Volume Condition	Satisfied (9/8 hours)	

The following alternatives were considered as potential improvements; Alternative #1 is the existing conventional minor stop control. Alternative #2 will be a single lane roundabout. Alternative #3 will be traffic signal. The results of the ICE tool for the study intersection are summarized in **Table 48**. Based on the ICE analysis, installing a traffic signal with 60 second cycle and 90 second cycle in the AM and PM peak periods, respectively, is recommended. The ICE tool and associated operational analysis reports are attached in **Appendix H.** The LOS comparison with the mitigations are summarized in **Table 50** and **Table 51**.

Table 48: ICE Analysis Results for SR 92/SR154 @ 166/Duncan Memorial Hwy – Phase 1 (2029)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Conventional (Minor Stop)	1.32	1.37	1.2	3
Single Lane Roundabout	0.67	0.82	6.2	2
Traffic Signal	0.70	0.76	6.5	1

9. SR 70/Fulton Industrial Boulevard at W Stubbs Road

Alternative #1 is the installation of a multilane roundabout. Alternative #2 will keep the existing traffic signal with no geometric changes. Alternative #3 proposes maintaining the existing traffic signal and adding NB/SB thru lanes. The results of the ICE tool for the study intersection are summarized in **Table 49**. A traffic signal with additional thru lanes for northbound and southbound is recommended at this intersection. As the recommendation does not align with what the ICE tool has ranked as number 1, a waiver has been filled out. The ICE tool, waiver, and associated operational analysis reports are attached in **Appendix H**. The LOS comparison with the mitigations are summarized in **Table 50** and **Table 51**.

Table 49: ICE Analysis Results for SR 70/Fulton Industrial Boulevard at W Stubbs Road – Phase 1 (2029)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Multilane Roundabout	0.65	0.50	6.3	1
Traffic Signal	1.05	1.15	3.7	3
Add NB/SB Thru Lanes	0.62	0.61	5.4	2

13. SR 6/Camp Creek Parkway at SR 70/Fulton Industrial Boulevard

The intersection of SR 6/Camp Creek Pkwy at SR 70/Fulton Industrial Blvd is expected to fail in Phase 2 (2031) no-build and build scenario. Because the intersection fails in the no-build scenario, the improvement will be systematic. This intersection is major intersection therefore maintaining the intersection control is preferred. Thus, the existing traffic signal control should be maintained and it is recommended to add northbound right turn overlap phase to run concurrently with westbound protected left turn phase. The LOS comparison with the mitigations are summarized in **Table 50** and **Table 51**.

14. SR 70/Fulton Industrial Boulevard at Cascade Road/Great SW Parkway

The intersection of SR 70/Fulton Industrial Blvd at Cascade Rd/Great SW Pkwy is expected to operate at an unacceptable level in phase 2-2031 no-build and build conditions. The intersection operated unacceptably in the existing 2024 and phase 1 2029 no-build and build conditions, which was fixed by adding a northbound left turn lane. Because the intersection failed again in phase 2-2031 no-build and build conditions, further analysis has to be done. As a result of this analysis, it is recommended to add a southbound right turn lane.

24. Cochran Mill Rd & SR 70/S Fulton Pkwy

The intersection of Cochran Mill Rd & SR 70/S Fulton Pkwy is expected to operate unacceptably in the build condition of Phase 2 (2031); therefore, an improvement will be determined for the intersection. DRI #3488 recommends installing a traffic signal in 2032. To have the intersection of Cochran Mill Rd & SR 70/S Fulton Pkwy operating acceptably, the following is recommended: install the traffic signal at the end of Phase 1 Build conditions (2029) instead of 2032. While installing the traffic signal, provide westbound left and northbound right turn lanes. The LOS comparison with the mitigations are summarized in **Table 50** and **Table 51**.

40. SR 14/US 29/Roosevelt Highway at Toombs Street

The intersection of SR 14/US 29/Roosevelt Highway at Toombs Street is expected to operate unacceptably in Phase 2 (2031) no-build and build conditions. The following improvements like adding a southbound left turn lane on Toombs Street and a northbound left turn lane on Fayette Road were considered, but because of the proximity of the intersection to the railroad bridge, no mitigations are feasible. The LOS comparison with the mitigations are summarized in in **Table 50** and **Table 51**.

56. SR 6/Camp Creek Parkway at Campbellton Road

The intersection of SR 6/Camp Creek Pkwy at Campbellton Rd is expected to operate unacceptably in Phase 2 (2031) no-build and build conditions. A system improvement will be determined for the intersection as it fails in the no-build condition. The recommended mitigation at this intersection is to add eastbound right turn overlap phase with the protected northbound left turn phase. The LOS comparison with the mitigations are summarized in **Table 50** and **Table 51**.

Level of Service Comparison Phase 2 – 2031

The intersection capacity analysis for the Phase 2 future no-build (2031) conditions with existing controls was compared with the capacity analysis results obtained using mitigations, which are summarized in **Table 50**. Similarly, **Table 51** compares Phase 2 future build (2031) conditions with existing controls to the Phase 1 build with the mitigations. Most of these mitigations are system mitigations and are not caused due to the traffic generated by the development.

Table 50: Phase 2 No-Build Mitigation LOS Comparison

Intersection	Intersection Control	Approach	No-Build		Mitigation	No-Build Mitigated	
			AM Delay (LOS)	PM Delay (LOS)		AM Delay (LOS)	PM Delay (LOS)
8: SR 92/Campbellton-Fairburn Road & SR 70/Cascade Palmetto Highway	Signalized	Northbound	54.1 (D)	70.7 (E)	Add Thru Lane to all approaches	32.2 (C)	27.2 (C)
		Southbound	40.7 (D)	30.8 (C)		23.9 (C)	21.0 (C)
		Eastbound	59.2 (E)	57.8 (E)		33.3 (C)	37.1 (D)
		Westbound	38.4 (D)	56.4 (E)		36.5 (D)	45.9 (D)
		Overall	48.0 (D)	54.6 (D)		29.6 (C)	30.9 (C)

13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	62.6 (E)	47 (D)	Add NBR overlap phase	41.5 (D)	37.9 (D)
		Southbound	24.4 (C)	33.7 (C)		24.4 (C)	33.7 (C)
		Eastbound	34.8 (C)	24.5 (C)		34.8 (C)	24.5 (C)
		Westbound	33 (C)	20.7 (C)		33 (C)	20.7 (C)
		Overall	37.1 (D)	31.1 (C)		32.7 (C)	28.9 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	104 (F)	125.3 (F)	Add NB Left turn lane and SB right turn lane	38.4 (D)	31.5 (C)
		Southbound	30.2 (C)	18.8 (B)		34.4 (C)	20.3 (C)
		Eastbound	37.8 (D)	64.6 (E)		23.3 (C)	37.4 (D)
		Westbound	23.7 (C)	60.9 (E)		20.5 (C)	40.1 (D)
		Overall	40 (D)	65.8 (E)		24.4 (C)	36.1 (D)
24. Cochran Mill Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	18.7 (C)	32.2 (D)	Install Traffic Signal; Add WBL, NBR	24.7 (C)	18.5 (C)
		Southbound	16.2 (C)	15.1 (C)		23.7 (C)	15.5 (C)
		Eastbound	-	-		26.6 (D)	33.3 (D)
		Westbound	1.4 (A)	0.2 (A)		7.3 (A)	19.8 (C)
		Overall	3 (A)	7.2 (A)		23 (C)	22.1 (C)
27. S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	68.3 (E)	40.5 (D)	Add an additional NB right turn lane to DRI 3488 build	68.2 (E)	40.5 (D)
		Southbound	54.5 (D)	43.3 (D)		54.0 (D)	43.5 (D)
		Eastbound	25.0 (C)	24.1 (C)		26.1 (C)	24.7 (C)
		Westbound	41.0 (D)	45.1 (D)		40.8 (D)	44.8 (D)
		Overall	45.0 (D)	40.6 (D)		45.1 (D)	40.5 (D)
29. Stonewell Tell & S Fulton Pkwy	Signalized	Northbound	73.8 (E)	72.9 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.8 (E)	72.9 (E)
		Southbound	74.0 (E)	73.7 (E)		74.0 (E)	73.7 (E)
		Eastbound	31.3 (C)	22.4 (C)		31.6 (C)	22.5 (C)
		Westbound	20.2 (C)	19.6 (B)		20.4 (C)	19.8 (B)
		Overall	38.4 (D)	32.4 (C)		38.5 (D)	32.5 (C)
30. Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	73.7 (E)	72.3 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.0 (E)	72.3 (E)
		Southbound	74.1 (E)	70.4 (E)		69.1 (E)	70.4 (E)
		Eastbound	32.1 (C)	12.5 (B)		13.2 (B)	12.6 (B)
		Westbound	21.0 (C)	13.9 (B)		10.6 (B)	13.9 (B)
		Overall	38.9 (D)	20.6 (C)		18.8 (B)	20.6 (C)
		Northbound	138.6 (F)	7.7 (A)	Add Bypass lanes on	14.8 (B)	5.2 (A)
		Southbound	8.3 (A)	15.8 (C)		4.6 (A)	6.7 (A)

33. SR 166/Duncan Memorial Highway & SR 5/Bill Arp Road	Single-Lane Roundabout	Eastbound	15.6 (C)	7.5 (A)	northbound and southbound approaches	15.2 (C)	7.4 (A)
		Westbound	6.5 (A)	9.2 (A)		6.8 (A)	9.2 (A)
		Overall	37.7 (E)	10 (0)		11.8 (B)	7.7 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	44.5 (E)	51.8 (F)	Install a single-lane roundabout	6.5 (A)	7.1 (A)
		Eastbound	-	-		18 (C)	6.7 (A)
		Westbound	-	-		5.6 (A)	9.9 (A)
		Overall	-	-		14.5 (B)	7.8 (A)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	55.2 (E)	39.5 (D)	DO-252B Widening Project – Modify Chapel Hill Rd to 4-lane facility	25.4 (C)	23.8 (C)
		Southbound	35.8 (D)	36.4 (D)		23 (C)	21.6 (C)
		Eastbound	31 (C)	33.9 (C)		32.7 (C)	34.1 (C)
		Westbound	62.9 (E)	48 (D)		28 (C)	32.7 (C)
		Overall	46.6 (D)	39.7 (D)		26 (C)	25.5 (C)
42 Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Northbound	-	-	Install Signal with 120s cycle AM/PM	9.8 (A)	11.5 (B)
		Southbound	-	-		9.9 (A)	13.1 (B)
		Eastbound	21.4 (C)	31.1 (D)		36.1 (D)	31.2 (C)
		Westbound	15.8 (C)	42.3 (E)		34.4 (C)	37.3 (D)
		Overall	-	-		15.6 (B)	18.1 (B)
45 SR 92/SR 154 & SR 166/Duncan Memorial Highway	Multilane Roundabout	Northbound	4.2 (A)	7.6 (A)	Install a southbound bypass Lane and a northbound through/left turn lane	4 (A)	6.1 (A)
		Southbound	20.2 (C)	22.8 (C)		5.7 (A)	7.4 (A)
		Eastbound	65.9 (F)	13.5 (B)		15.3 (C)	7.8 (A)
		Overall	33 (D)	13.1 (B)		8.9 (A)	6.8 (A)
46 SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	37 (D)	64.9 (E)	Provide a southbound right turn lane	37.1 (D)	48.8 (D)
		Southbound	60.5 (E)	26 (C)		54.1 (D)	12.4 (B)
		Eastbound	22.4 (C)	32.8 (C)		22.3 (C)	36.5 (D)
		Westbound	37.9 (D)	42.3 (D)		38 (D)	42.5 (D)
		Overall	44.5 (D)	40.6 (D)		41.2 (D)	30.8 (C)
56 SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	28.7 (C)	32.4 (C)	Add EB RT overlap phase with protected NBL	28.7 (C)	44.6 (D)
		Southbound	33.9 (C)	44.1 (D)		33.9 (C)	49.3 (D)
		Eastbound	45.2 (D)	50.3 (D)		45.2 (D)	42.1 (D)
		Westbound	48.1 (D)	60.6 (E)		48.1 (D)	47.8 (D)
		Overall	36.5 (D)	42.5 (D)		36.5 (D)	45.9 (D)
57 SR 6/Camp Creek Parkway & Enon Rd	Signalized	Northbound	548.7 (F)	204.5 (F)		39.3 (D)	44.6 (D)
		Southbound	197.6 (F)	147.2 (F)		27.4 (C)	49.3 (D)

		Eastbound	21.1 (C)	19.4 (B)	Add exclusive NB left turn lane	21.1 (C)	42.1 (D)
		Westbound	26.9 (C)	22.5 (C)		26.9 (C)	47.8 (D)
		Overall	107 (F)	41.4 (D)		26.2 (C)	45.9 (D)
65 W Stubbs Rd & Butner Rd	AWSC	Northbound	17.8 (B)	18.6 (B)	Install Single Lane Roundabout	10.3 (B)	6.4 (A)
		Southbound	68.8 (E)	34.5 (C)		7.8 (A)	9.1 (A)
		Eastbound	50.3 (D)	17.4 (B)		10.4 (B)	5.6 (A)
		Westbound	17.9 (B)	83.6 (F)		6.5 (A)	12.6 (B)
		Overall	-	-		8.8 (A)	9.6 (A)

Table 51: Phase 2 Build Mitigation LOS Comparison

Intersection	Intersection Control	Approach	Build		Mitigation	Build Mitigated	
			AM Delay (LOS)	PM Delay (LOS)		AM Delay (LOS)	PM Delay (LOS)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	TWSC	Northbound	-	-	Install Signal 60s Cycle AM 90s Cycle PM	18.8 (B)	11.1 (B)
		Southbound	-	-		10.7 (B)	28.6 (C)
		Eastbound	206.5 (F)	256.8 (F)		22.5 (C)	35.5 (D)
		Overall	-	-		16.3 (B)	23.9 (C)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	58.4 (E)	20 (B)	Add NB/SB Thru Lanes	12.7 (B)	16.3 (B)
		Southbound	10.3 (B)	76.2 (E)		7.9 (A)	18.6 (B)
		Eastbound	23.8 (C)	20.3 (C)		23.8 (C)	20.3 (C)
		Westbound	21.5 (C)	20.9 (C)		21.5 (C)	20.9 (C)
		Overall	39.6 (D)	56.8 (E)		12.6 (B)	18.3 (B)
13 SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	65.4 (E)	47 (D)	Add NBR overlap phase	43.8 (D)	38.4 (D)
		Southbound	25.8 (C)	35.1 (D)		25.8 (C)	35.1 (D)
		Eastbound	35.2 (D)	23.3 (C)		35.2 (D)	23.3 (C)
		Westbound	35.1 (D)	21 (C)		35.1 (D)	21 (C)
		Overall	38.6 (D)	31 (C)		34.1 (C)	28.9 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	29 (C)	37.5 (D)	Add EB RT overlap phase with protected NBL	29 (C)	45.3 (D)
		Southbound	35.4 (D)	54.2 (D)		35.4 (D)	53.8 (D)
		Eastbound	47.1 (D)	56.8 (E)		47.1 (D)	51.8 (D)
		Westbound	45.1 (D)	65.8 (E)		45.1 (D)	51.2 (D)
		Overall	37.1 (D)	49.2 (D)		37.1 (D)	49.3 (D)

FUTURE CONDITIONS – PHASE 3 (2032)

Future No Build Traffic Volumes (2032)

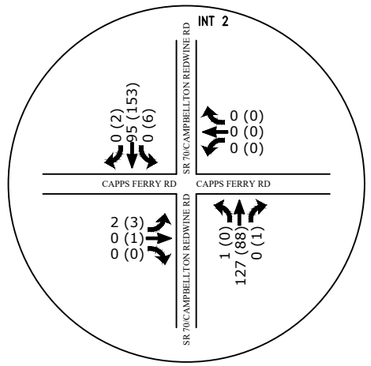
The future 2032 background traffic volumes were calculated by applying the annual exponential growth rate (1.4%) over eight years to the existing background traffic volumes and adding the trips generated from the adjacent DRI's. The future 2032 no-build traffic volumes are shown in **Figure 12**.

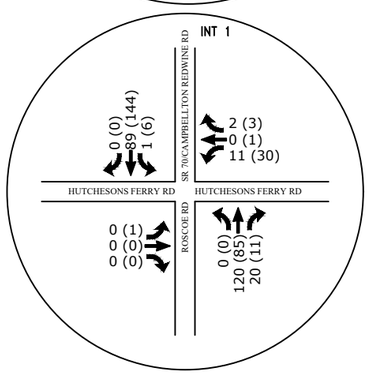
Future No Build Level of Service (2032)

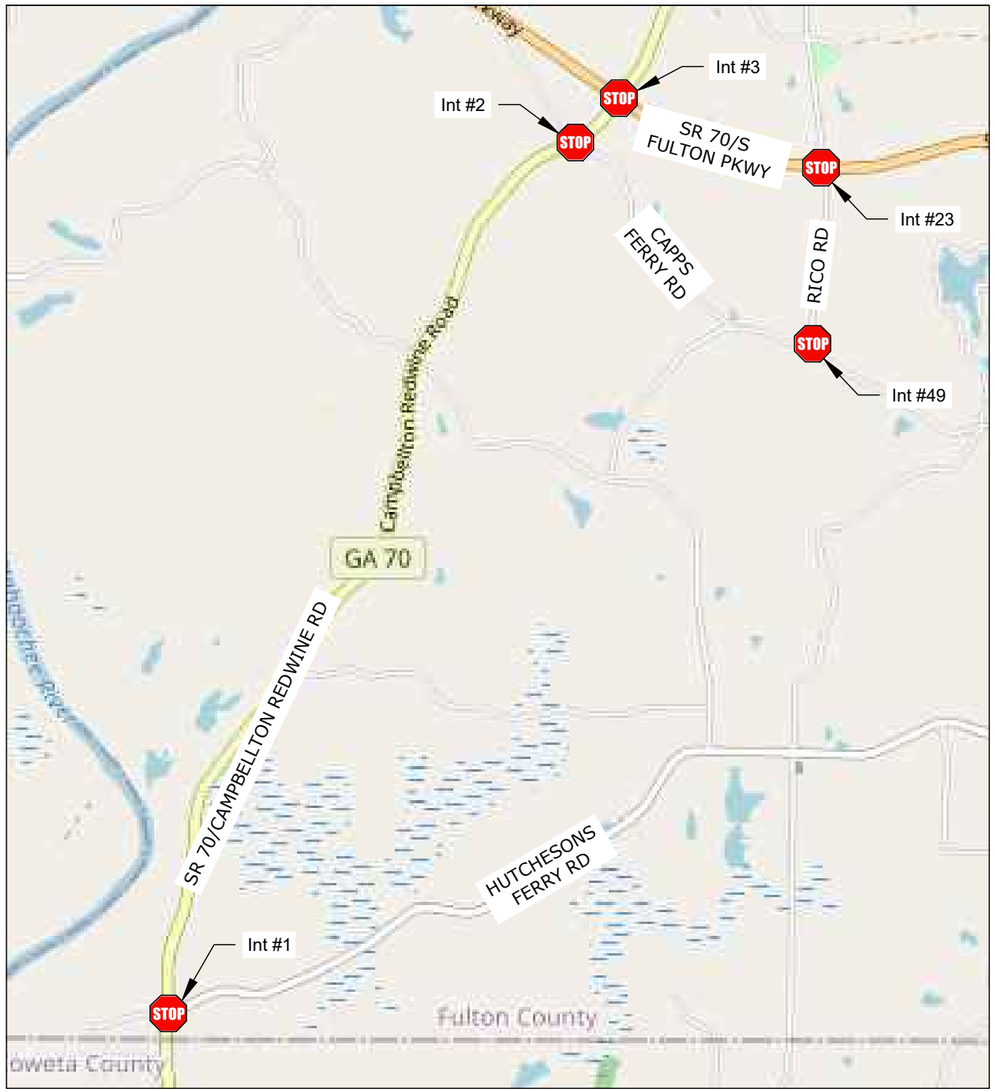
Like Phase 1 and 2 no-build analysis, it was assumed that the existing intersection controls and roadway geometry would remain unchanged, including the cycle lengths. The same methodology discussed previously was used to determine the level of service for the study intersections using the future 2032 no-build traffic volumes. The intersection capacity analysis results for no-build phase 3 (2032) are summarized in Error! Reference source not found. and detailed Synchro results are attached in **Appendix E**.

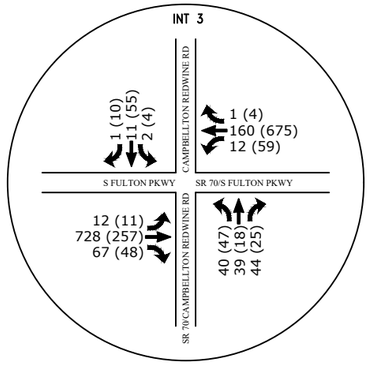
Table 52: Future No-Build Phase 3 (2032) Level of Service								
Intersection	**Intersection Control**	**Approach**	**AM-Peak Delay (LOS)**	**PM-Peak Delay (LOS)**	**LOS**	**LOS**	**AM-Peak Delay (LOS)**	**PM-Peak Delay (LOS)**
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0.0	10.3	A	B	0 (A)	10.3 (B)
		Westbound	10.0	10.4	A	B	10 (A)	10.4 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	10.3	10.7	B	B	10.3 (B)	10.7 (B)
		Westbound	0.0	0.0	A	A	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	TWSC	Northbound					36.5 (E)	70.1 (F)
		Southbound					23 (C)	39.1 (E)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	8.7	8.6	A	A	8.7 (A)	8.6 (A)
		Southbound	0.0	9.7	A	A	0 (A)	9.7 (A)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	8.6	8.8	A	A	8.6 (A)	8.8 (A)
		Southbound	0.0	0.0	A	A	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	AWSC	Northbound	8.3	8.1	A	A	8.3 (A)	8.1 (A)
		Southbound	8.1	8.1	A	A	8.1 (A)	8.1 (A)
		Eastbound	8.9	8.6	A	A	8.9 (A)	8.6 (A)
		Westbound	8.3	8.7	A	A	8.3 (A)	8.7 (A)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	TWSC	Eastbound	31.5	41.1	D	E	31.5 (D)	41.1 (E)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound					56.4 (E)	82.8 (F)
		Southbound					50.0 (D)	34.5 (C)
		Eastbound					87.8 (F)	63.3 (E)
		Westbound					42.8 (D)	58.4 (E)
		Overall					59.8 (E)	60.6 (E)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	70.7	22.2	E	C	70.7 (E)	22.2 (C)
		Southbound	12.2	91.1	B	F	12.2 (B)	91.1 (F)
		Eastbound	24.4	21.3	C	C	24.4 (C)	21.3 (C)
		Westbound	21.4	20.9	C	C	21.4 (C)	20.9 (C)
		Overall	44.4	66.6	D	E	44.4 (D)	66.6 (E)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound					36.6 (D)	46.9 (D)
		Southbound					33 (C)	35.2 (D)
		Eastbound					53.6 (D)	87.9 (F)
		Westbound					48.4 (D)	100.1 (F)
		Overall					42.4 (D)	60.7 (E)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	23.8	34.7	C	C	24 (C)	28.6 (C)
		Southbound	24.0	28.6	C	C	18.6 (B)	32.2 (C)
		Eastbound	18.6	32.2	B	C	40.7 (D)	32.6 (C)
		Westbound	40.7	32.6	D	C	35.8 (D)	57.1 (E)
		Overall	35.8	57.1	D	E	23.8 (C)	34.7 (C)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.6	4.8	A	A	30.1 (C)	27.7 (C)
		Southbound	30.1	27.7	C	C	31.5 (C)	29.1 (C)
		Eastbound	31.5	29.1	C	C	8.7 (A)	8 (A)
		Westbound	8.7	8.0	A	A	0.8 (A)	1 (A)
		Overall	0.8	1.0	A	A	5.6 (A)	4.8 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound					93.4 (F)	48 (D)
		Southbound					30.3 (C)	38.2 (D)
		Eastbound					30.9 (C)	26.9 (C)
		Westbound					31.4 (C)	23.9 (C)
		Overall					43.1 (D)	33.1 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound					108 (F)	136.6 (F)
		Southbound					30 (C)	18.9 (B)
		Eastbound					41.7 (D)	68.9 (E)
		Westbound					24.2 (C)	65.4 (E)
		Overall					42.9 (D)	70.5 (E)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	12.9	8.0	B	A	17.8 (B)	10.5 (B)
		Eastbound	17.8	10.5	B	B	1.4 (A)	1 (A)
		Westbound	1.4	1.0	A	A	57.4 (E)	35.6 (D)
		Overall	57.4	35.6	E	D	12.9 (B)	8 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	5.8	20.2	A	C	3.6 (A)	21.7 (C)
		Southbound	3.6	21.7	A	C	2.8 (A)	15 (B)
		Eastbound	2.8	15.0	A	B	86.1 (F)	30.9 (C)
		Westbound	86.1	30.9	F	C	89.8 (F)	29.4 (C)
		Overall	89.8	29.4	F	C	5.8 (A)	20.2 (C)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	2.3	8.0	A	A	1.9 (A)	8.2 (A)
		Southbound	1.9	8.2	A	A	1.6 (A)	6.4 (A)
		Eastbound	1.6	6.4	A	A	38.3 (D)	32.7 (C)
		Westbound	38.3	32.7	D	C	37.5 (D)	30.2 (C)
		Overall	37.5	30.2	D	C	2.3 (A)	8 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	8.5	23.1	A	C	5.8 (A)	17.9 (B)
		Southbound	5.8	17.9	A	B	10.3 (B)	30.6 (C)
		Eastbound	10.3	30.6	B	C	36.6 (D)	32.1 (C)
		Westbound	36.6	32.1	D	C	39.7 (D)	34.5 (C)
		Overall	39.7	34.5	D	C	8.5 (A)	23.1 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.8	17.3	A	B	7.7 (A)	21.4 (C)
		Southbound	7.7	21.4	A	C	3 (A)	7.2 (A)
		Eastbound	3.0	7.2	A	A	48.4 (D)	37.4 (D)
		Westbound	48.4	37.4	D	D	50.9 (D)	33.4 (C)
		Overall	50.9	33.4	D	C	5.8 (A)	17.3 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	8.8	21.8	A	C	3.4 (A)	27 (C)
		Southbound	3.4	27.0	A	C	13.5 (B)	10.6 (B)
		Eastbound	13.5	10.6	B	B	23.7 (C)	30.9 (C)
		Westbound	23.7	30.9	C	C	26.1 (C)	37.3 (D)
		Overall	26.1	37.3	C	D	8.8 (A)	21.8 (C)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	6.9	16.6	A	B	6.9 (A)	20.4 (C)
		Southbound	6.9	20.4	A	C	3.6 (A)	9.6 (A)
		Eastbound	3.6	9.6	A	A	37.3 (D)	38 (D)
		Overall	37.3	38.0	D	D	6.9 (A)	16.6 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	19.0	17.3	B	B	8.9 (A)	8.1 (A)
		Southbound	8.9	8.1	A	A	13.8 (B)	21.5 (C)
		Westbound	13.8	21.5	B	C	31.3 (C)	37 (D)
		Overall	31.3	37.0	C	D	19 (B)	17.3 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	20.8	51.5	C	F	20.8 (C)	51.5 (F)
		Southbound	18.5	21.6	C	C	18.5 (C)	21.6 (C)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	282.7	1370.9	F	F	282.7 (F)	1370.9 (F)
		Southbound	64.1	114.1	F	F	64.1 (F)	114.1 (F)
25: SR 70/S Fulton Pkwy & Rivertown Rd	TWSC	Northbound	+	+	F	F	+ (F)	+ (F)
		Southbound	+	+	F	F	+ (F)	+ (F)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound	58.2	42.6	E	D	58.2 (E)	42.6 (D)
		Southbound	33.5	34.7	C	C	33.5 (C)	34.7 (C)
		Eastbound	63.1	49.4	E	D	63.1 (E)	49.4 (D)
		Westbound	48.9	87.2	D	F	48.9 (D)	87.2 (F)
		Overall	54.4	60.2	D	E	54.4 (D)	60.2 (E)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	378.9	205.1	F	F	378.9 (F)	205.1 (F)
		Southbound	99.6	71.8	F	E	99.6 (F)	71.8 (E)
		Eastbound	57.0	39.7	E	D	57 (E)	39.7 (D)
		Westbound	49.9	122.6	D	F	49.9 (D)	122.6 (F)
		Overall	122.0	113.6	F	F	122 (F)	113.6 (F)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound	45.6	37.0	D	D	45.6 (D)	37 (D)
		Southbound	36.2	29.7	D	C	36.2 (D)	29.7 (C)
		Eastbound	44.5	63.4	D	E	44.5 (D)	63.4 (E)
		Westbound	53.4	110.5	D	F	53.4 (D)	110.5 (F)
		Overall	44.5	61.8	D	E	44.5 (D)	61.8 (E)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound	46.5	45.6	D	D	46.5 (D)	45.6 (D)
		Southbound	340.4	272.7	F	F	340.4 (F)	272.7 (F)
		Eastbound	23.5	26.5	C	C	23.5 (C)	26.5 (C)
		Westbound	31.0	39.0	C	D	31 (C)	39 (D)
		Overall	87.1	72.2	F	E	87.1 (F)	72.2 (E)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	46.2	62.5	D	E	46.2 (D)	62.5 (E)
		Southbound	73.9	76.9	E	E	73.9 (E)	76.9 (E)
		Eastbound	26.1	27.0	C	C	26.1 (C)	27 (C)
		Westbound	19.1	36.3	B	D	19.1 (B)	36.3 (D)
		Overall	28.6	37.8	C	D	28.6 (C)	37.8 (D)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	TWSC	Eastbound	21.8	32.8	C	D	21.8 (C)	32.8 (D)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	TWSC	Eastbound	17.3	339.4	C	F	17.3 (C)	339.4 (F)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound					165.1 (F)	7.9 (A)
		Southbound					8.5 (A)	16.6 (C)
		Eastbound					16.4 (C)	7.6 (A)
		Westbound					6.4 (A)	9.5 (A)
		Overall					43.4 (E)	10.3 (B)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	47.7	56.9	E	F	47.7 (E)	56.9 (F)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	14.5	13.6	B	B	14.5 (B)	13.6 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	TWSC	Southbound	262.7	211.3	F	F	262.7 (F)	211.3 (F)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound					58.4 (E)	41.3 (D)
		Southbound					37.3 (D)	39.9 (D)
		Eastbound					31.1 (C)	33.8 (C)
		Westbound					67.3 (E)	48.8 (D)
		Overall					49.1 (D)	41.8 (D)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound					40 (D)	25.8 (C)
		Southbound					53.4 (D)	26.5 (C)
		Eastbound					64.1 (E)	80.5 (F)
		Westbound					44.7 (D)	66.4 (E)

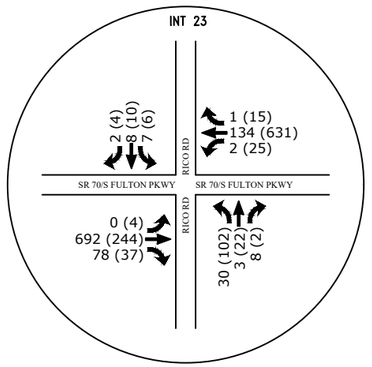
		Overall					48.7 (D)	38.7 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	11.1	16.5	B	C	11.1 (B)	16.5 (C)
		Northbound	8.5	27.9	A	D	8.5 (A)	27.9 (D)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound	286.7	417.6	F	F	82 (F)	22.5 (C)
		Southbound	36.9	494.3	D	F	12.5 (B)	98.8 (F)
		Eastbound	3.7	2.6	A	A	24.5 (C)	21.4 (C)
		Westbound	1.8	3.9	A	A	21.4 (C)	20.9 (C)
		Overall	788.2	138.4	F	F	50.5 (D)	71.6 (E)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound	16.6	18.0	B	B	16.6 (E)	18.1 (B)
		Southbound	62.9	43.6	E	D	62.8 (E)	43.7 (D)
		Eastbound	53.5	64.9	D	E	53.5 (D)	64.5 (E)
		Westbound	54.0	158.0	D	F	54.0 (D)	156.9 (F)
		Overall	56.7	83.9	E	F	56.7 (E)	83.9 (F)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Eastbound	+	+	F	F	+ (F)	+ (F)
		Westbound	+	+	F	F	+ (F)	+ (F)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound	49.9	25.4	E	D	49.9 (E)	25.4 (D)
		Westbound	40.7	62.5	E	F	40.7 (E)	62.5 (F)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	8.6	8.7	A	A	8.6 (A)	8.7 (A)
		Southbound	7.1	10.1	A	B	7.1 (A)	10.1 (B)
		Eastbound	6.5	7.2	A	A	6.5 (A)	7.2 (A)
		Westbound	6.5	5.9	A	A	6.5 (A)	5.9 (A)
		Overall	7.7	9.1	A	A	7.7 (A)	9.1 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound			A	A	4.2 (A)	7.8 (A)
		Southbound			A	A	21.2 (C)	24.8 (C)
		Eastbound			A	A	72.4 (F)	13.9 (B)
		Overall			A	A	35.8 (E)	13.8 (B)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound			A	A	30.2 (C)	68.5 (E)
		Southbound			A	A	125.2 (F)	33.3 (C)
		Eastbound			A	A	22 (C)	31.9 (C)
		Westbound			A	A	37.9 (D)	43 (D)
		Overall			A	A	75.2 (E)	45.3 (D)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound			A	A	33.6 (C)	115 (F)
		Southbound			A	A	64.7 (E)	18.7 (B)
		Westbound			A	A	56.3 (E)	232.3 (F)
		Overall			A	A	56.2 (E)	82 (F)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound	49.7	28.8	D	C	49.7 (D)	28.8 (C)
		Southbound	67.6	191.9	E	F	67.6 (E)	191.9 (F)
		Eastbound	367.2	515.4	F	F	367.2 (F)	515.4 (F)
		Westbound	32.9	54.1	C	D	32.9 (C)	54.1 (D)
		Overall	138.4	139.8	F	F	138.4 (F)	139.8 (F)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0.0	0.0	A	A	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	11.6	0.0	B	A	11.6 (B)	0 (A)
		Southbound	14.1	17.1	B	C	14.1 (B)	17.1 (C)
51: Hutchesons Ferry Rd & Cochran Mill Rd	TWSC	Southbound	871.6	1194.4	F	F	871.6 (F)	1194.4 (F)
52: Cochran Mill Rd & Wilkerson Mill Rd	TWSC	Westbound	1703.3	2210.2	F	F	1703.3 (F)	2210.2 (F)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	7.4	7.5	A	A	7.4 (A)	7.5 (A)
		Southbound	8.4	7.7	A	A	8.4 (A)	7.7 (A)
		Eastbound	7.5	7.1	A	A	7.5 (A)	7.1 (A)
		Westbound	7.5	7.3	A	A	7.5 (A)	7.3 (A)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	16.7	13.8	B	B	33.2 (C)	29.5 (C)
		Southbound	33.2	29.5	C	C	35.3 (D)	24 (C)
		Eastbound	35.3	24.0	D	C	16.4 (B)	9 (A)
		Westbound	16.4	9.0	B	A	10.3 (B)	13 (B)
		Overall	10.3	13.0	B	B	16.7 (B)	13.8 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	37.6	21.7	D	C	46.2 (D)	26.2 (C)
		Southbound	46.2	26.2	D	C	54 (D)	38.4 (D)
		Eastbound	54.0	38.4	D	D	37.3 (D)	26.7 (C)
		Westbound	37.3	26.7	D	C	25.6 (C)	7.3 (A)
		Overall	25.6	7.3	C	A	37.6 (D)	21.7 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	44.2	51.4	D	D	32.3 (C)	37.5 (D)
		Southbound	35.3	50.5	D	D	42.5 (D)	54.2 (D)
		Eastbound	49.6	54.7	D	D	57.5 (E)	56.8 (E)
		Westbound	52.3	50.5	D	D	60 (E)	65.8 (E)
		Overall	47.8	50.2	D	D	44.4 (D)	49.2 (D)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	26.6	25.0	C	C	562.3 (F)	341.9 (F)
		Southbound	40.1	45.7	D	D	197.6 (F)	276.5 (F)
		Eastbound	27.5	40.3	C	D	21.3 (C)	19.8 (B)
		Westbound	21.3	19.8	C	B	27.3 (C)	25.1 (C)
		Overall	27.3	25.1	C	C	109.4 (F)	59.5 (E)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	13.1	10.9	B	B	8.4 (A)	8.6 (A)
		Southbound	8.4	8.6	A	A	16.8 (B)	12.4 (B)
		Eastbound	16.8	12.4	B	B	28.5 (C)	40.6 (D)
		Overall	28.5	40.6	C	D	13.1 (B)	10.9 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	35.0	44.8	C	D	36 (D)	47.7 (D)
		Southbound	36.0	47.7	D	D	34.7 (C)	37 (D)
		Eastbound	34.7	37.0	C	D	37.1 (D)	43 (D)
		Westbound	37.1	43.0	D	D	21.7 (C)	68.4 (E)
		Overall	21.7	68.4	C	E	35 (C)	44.8 (D)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	7.1	6.0	A	A	6.2 (A)	5.3 (A)
		Southbound	9.1	14.1	A	B	7.7 (A)	10.5 (B)
		Eastbound	13.6	20.8	B	C	10.9 (B)	14.2 (B)
		Westbound	12.4	17.3	B	C	10.2 (B)	13.1 (B)
		Overall	10.5	14.9	B	B	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	19.6	18.1	B	B	43.9 (D)	51 (D)
		Southbound	43.9	51.0	D	D	0 (A)	0 (A)
		Eastbound	0.0	0.0	A	A	21 (C)	20.1 (C)
		Westbound	21.0	20.1	C	C	6.9 (A)	6.4 (A)
		Overall	6.9	6.4	A	A	19.6 (B)	18.1 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	6.9	7.7	A	A	6.9 (A)	7.7 (A)
		Southbound	15.7	11.9	C	B	15.7 (C)	11.9 (B)
		Eastbound	10.5	9.6	B	A	10.5 (B)	9.6 (A)
		Westbound	8.8	14.8	A	B	8.8 (A)	14.8 (B)
		Overall	11.4	10.5	B	B	11.4 (B)	10.5 (B)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	5.9	6.3	A	A	5.9 (A)	6.3 (A)
		Southbound	6.5	5.9	A	A	6.5 (A)	5.9 (A)
		Eastbound	7.6	6.9	A	A	7.6 (A)	6.9 (A)
		Westbound	9.1	10.7	A	B	9.1 (A)	10.7 (B)
		Overall	6.4	6.4	A	A	6.4 (A)	6.4 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	16.3	11.5	C	B	16.3 (C)	11.5 (B)
65: W Stubbs Rd & Butner Rd	AWSC	Northbound					21.1 (C)	25.3 (D)
		Southbound					127.3 (F)	67.1 (F)
		Eastbound					56.7 (F)	21 (C)
		Westbound					21.2 (C)	154.4 (F)

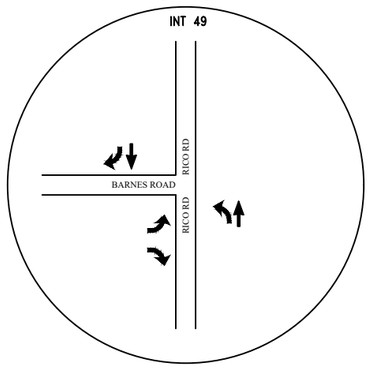












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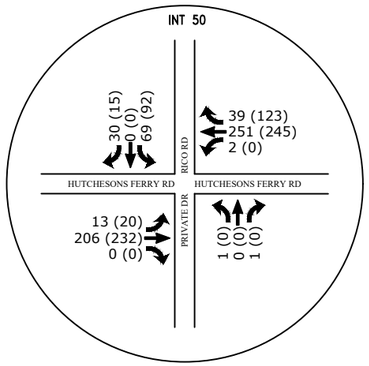
FIGURE 7: PHASE 3 NO BUILD PEAK HOUR VOLUMES (2035)

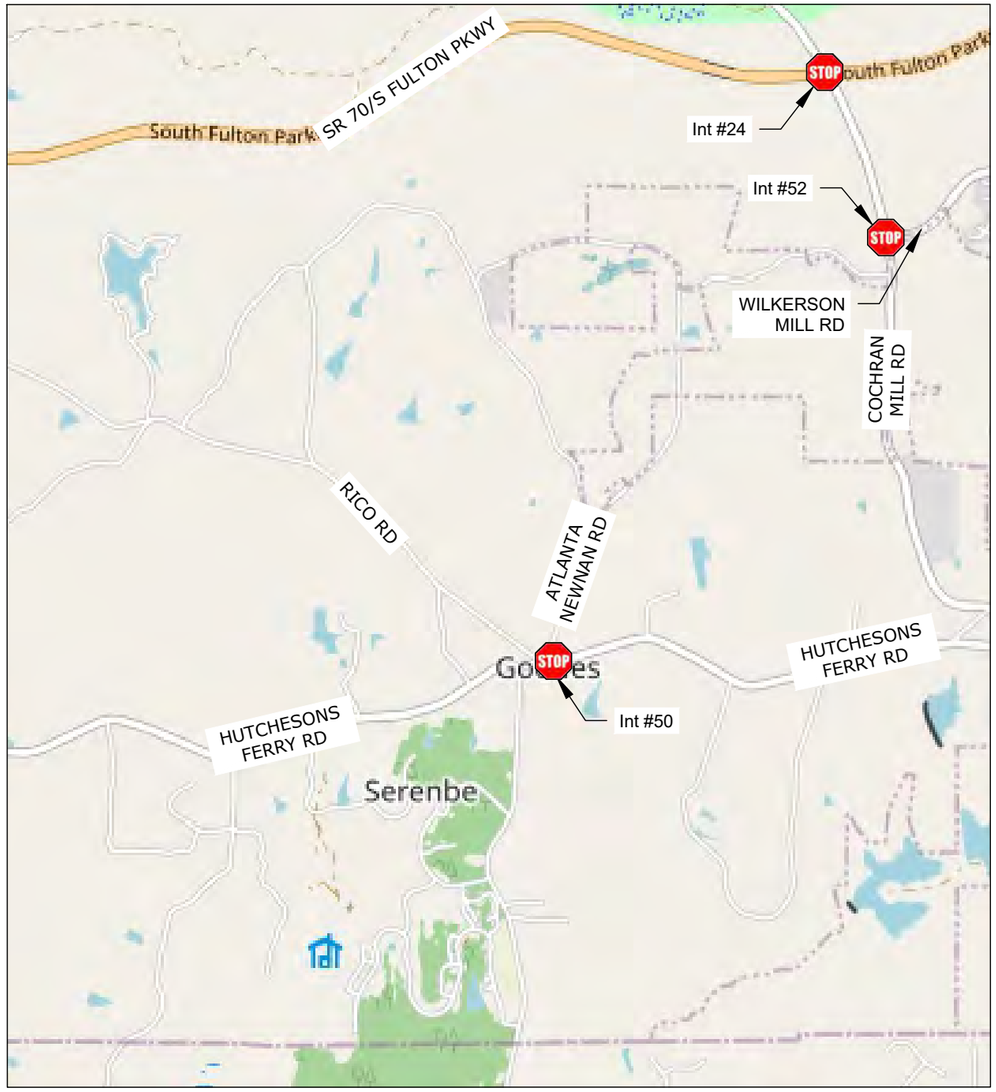
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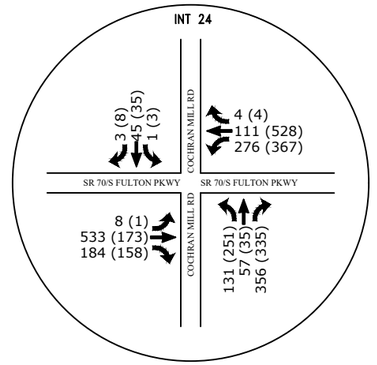
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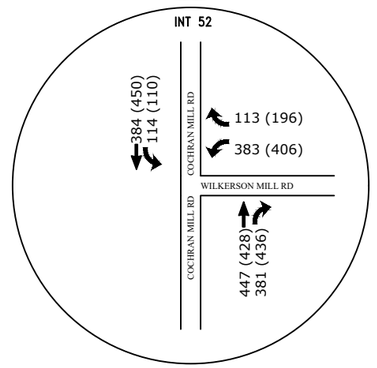
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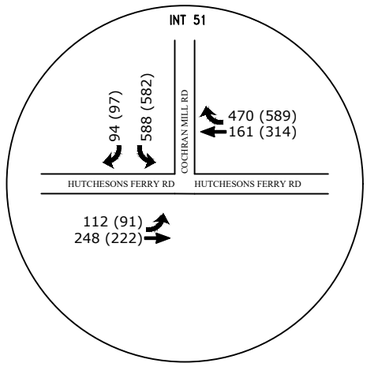
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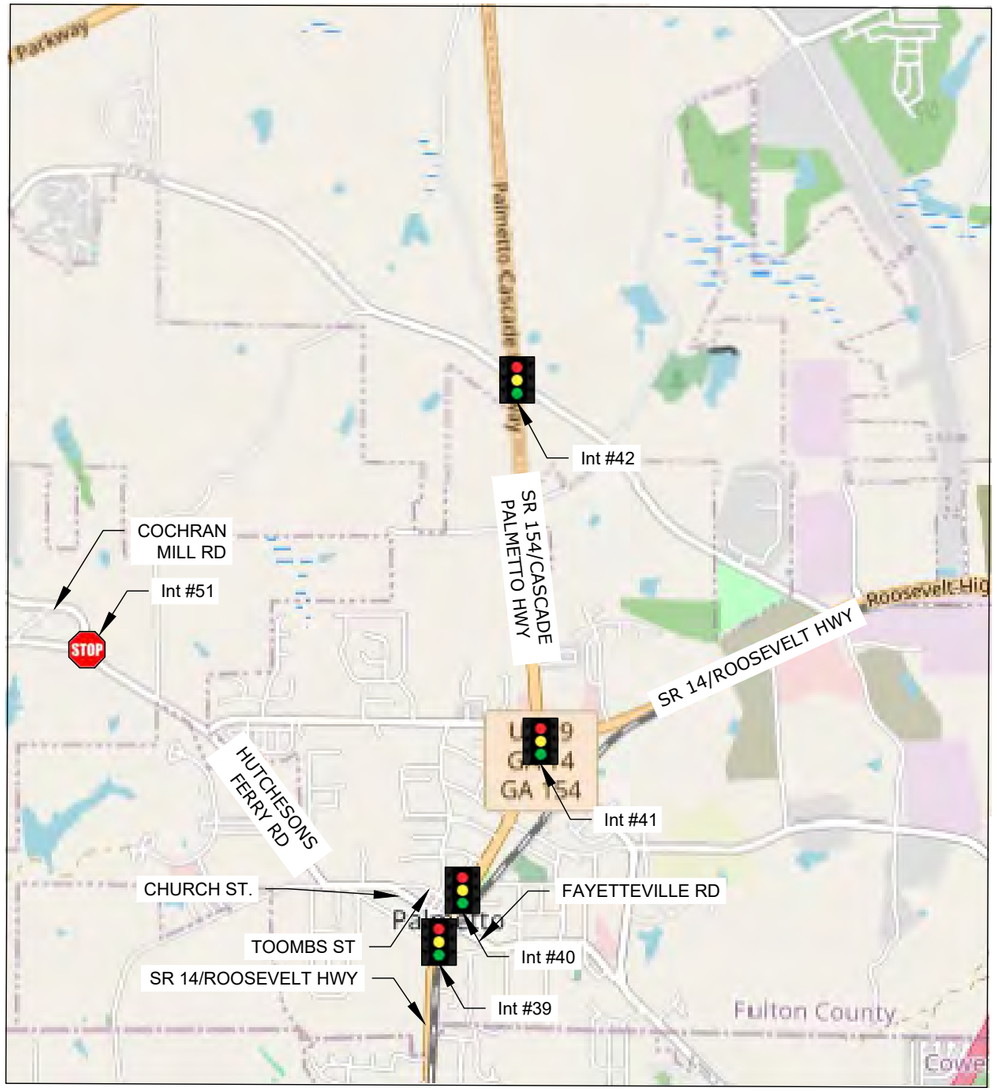
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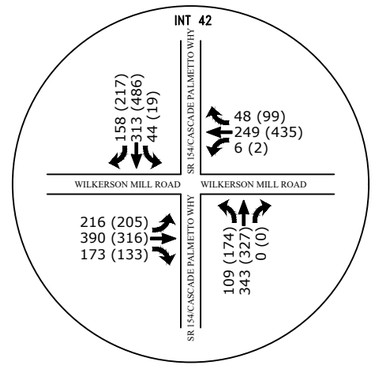
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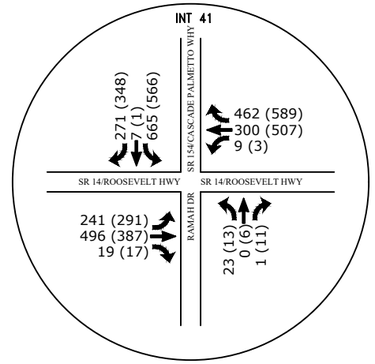
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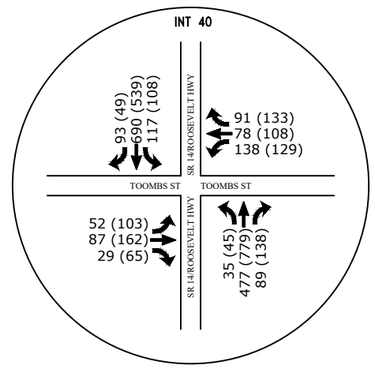
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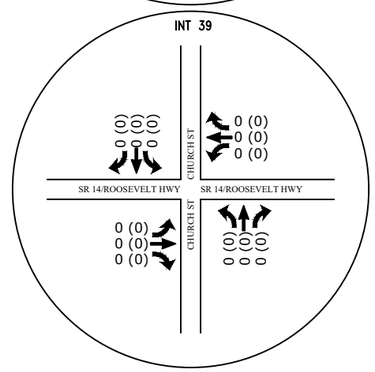












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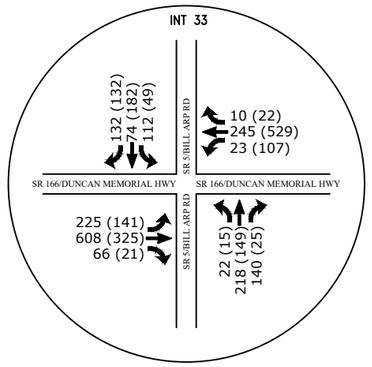
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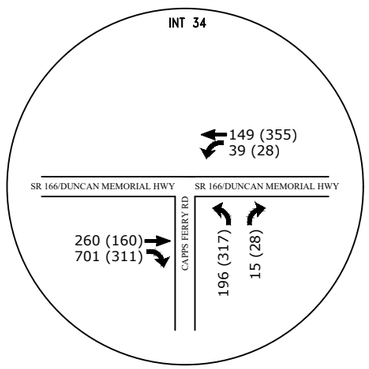
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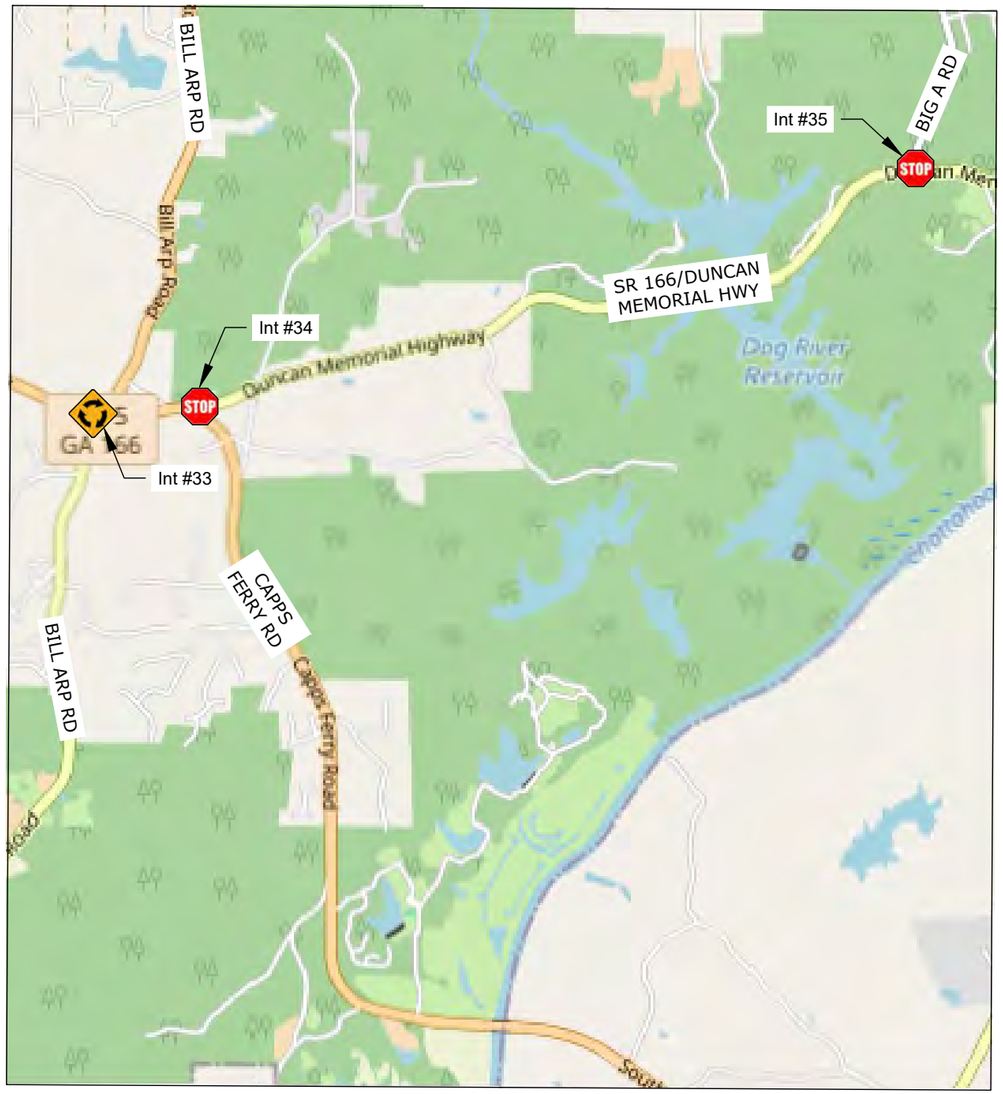
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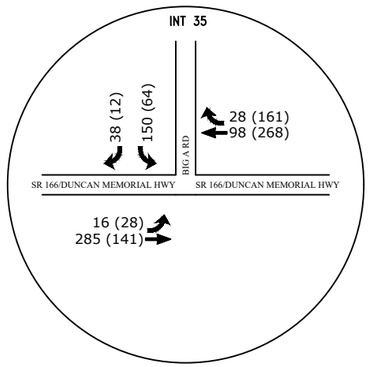
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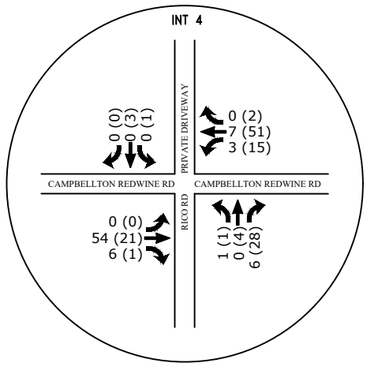
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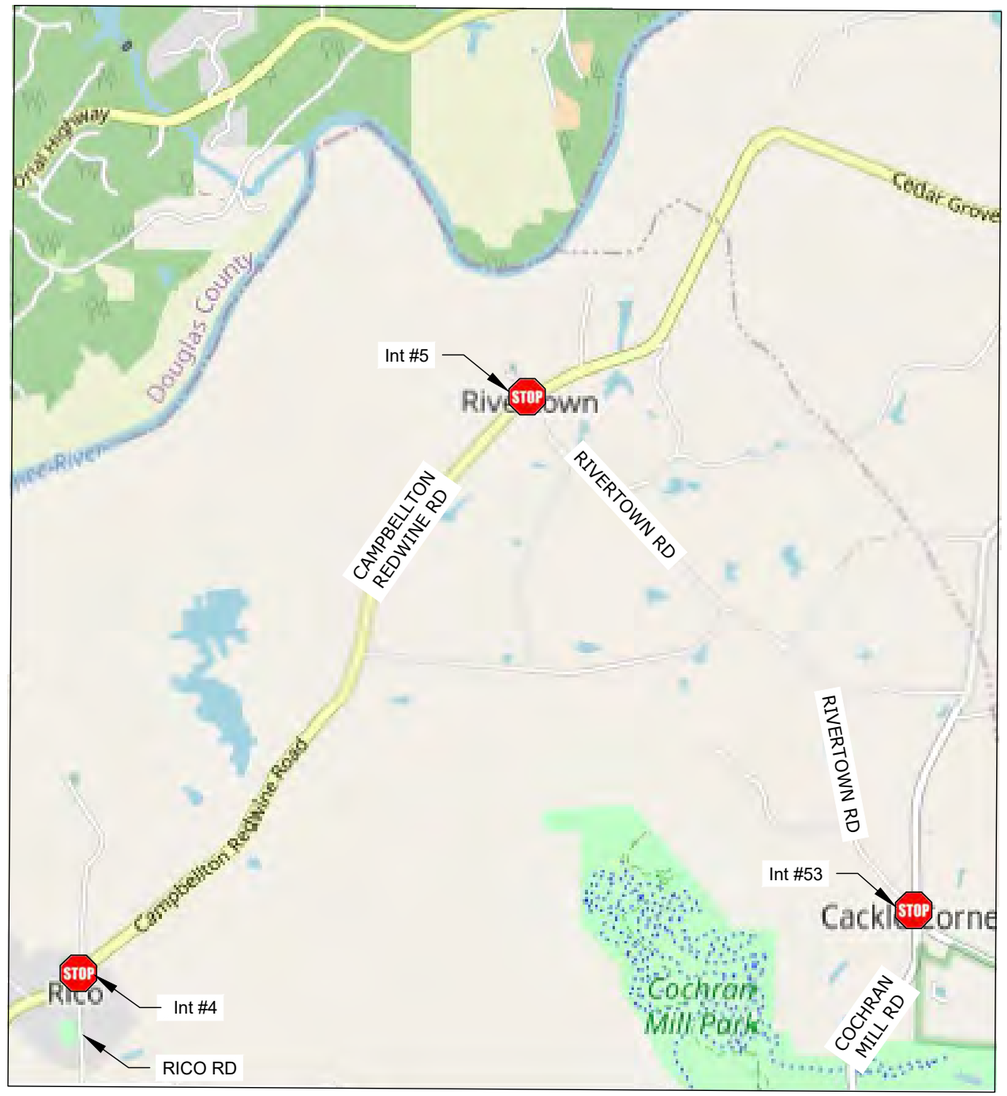
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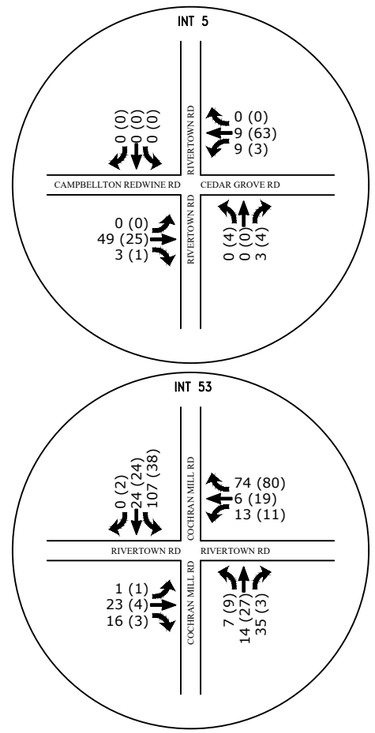
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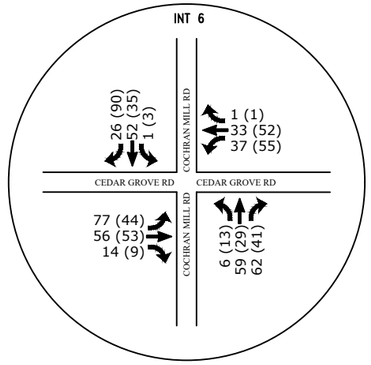
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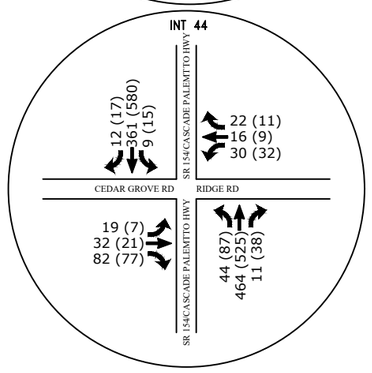
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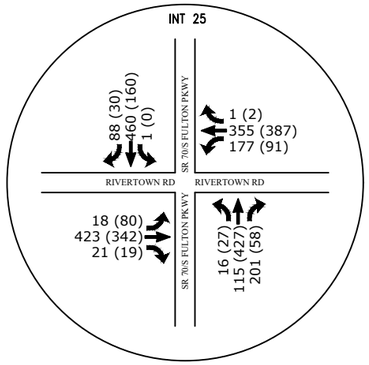
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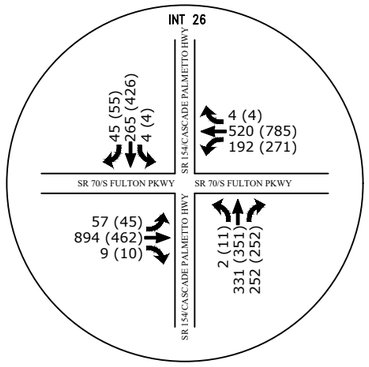
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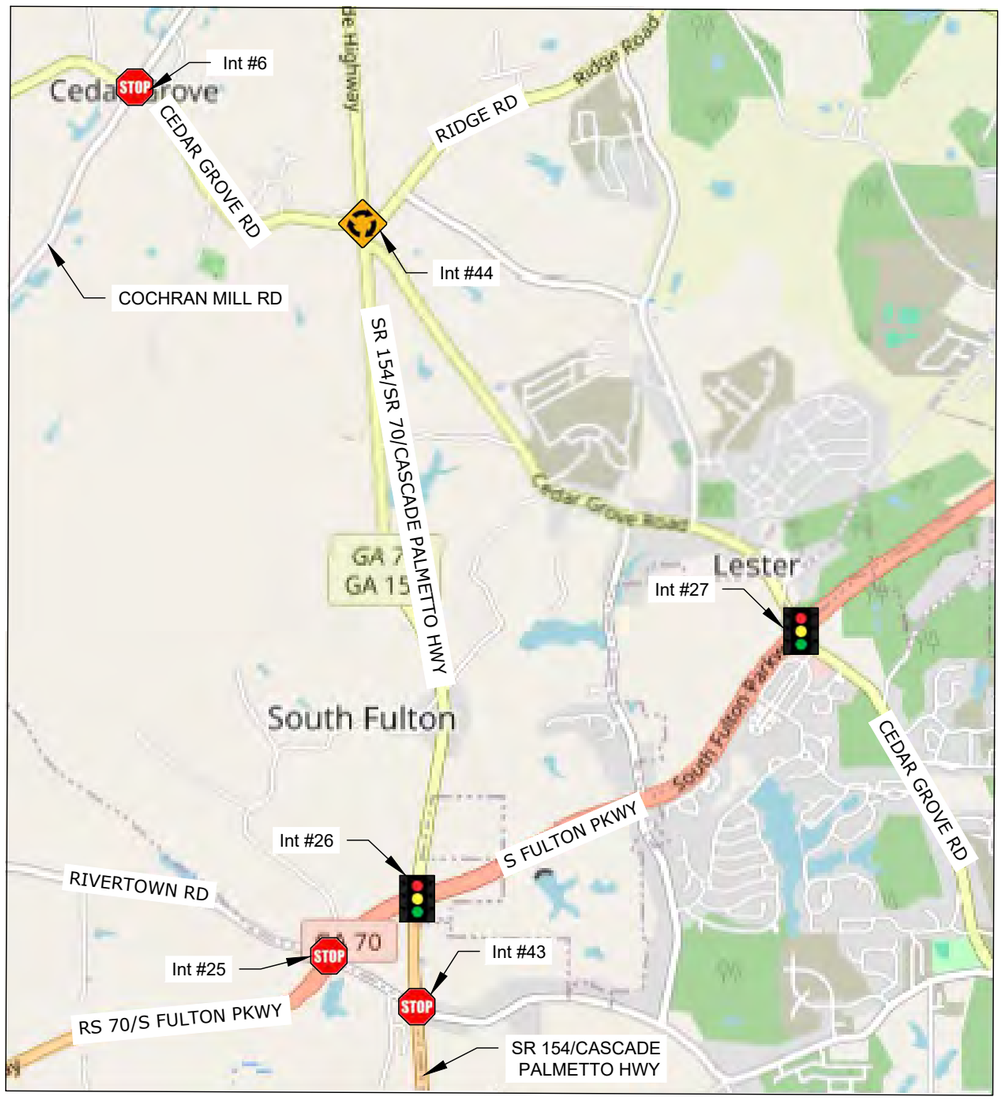
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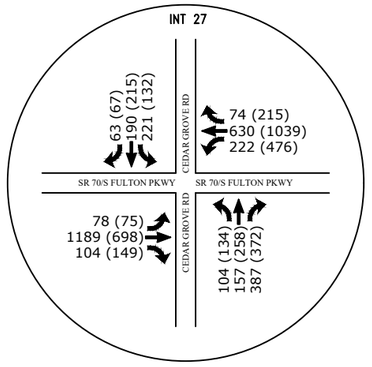


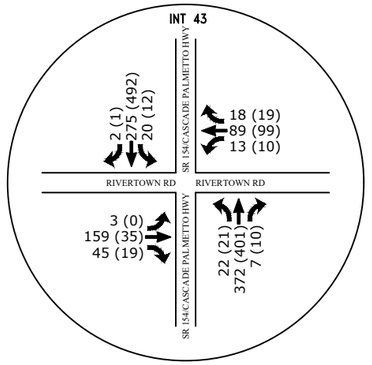












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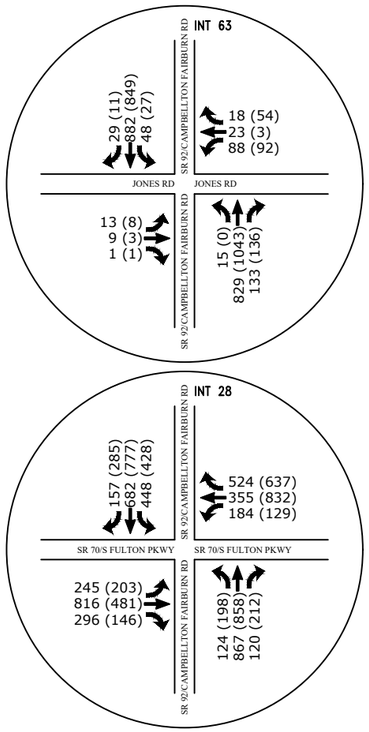
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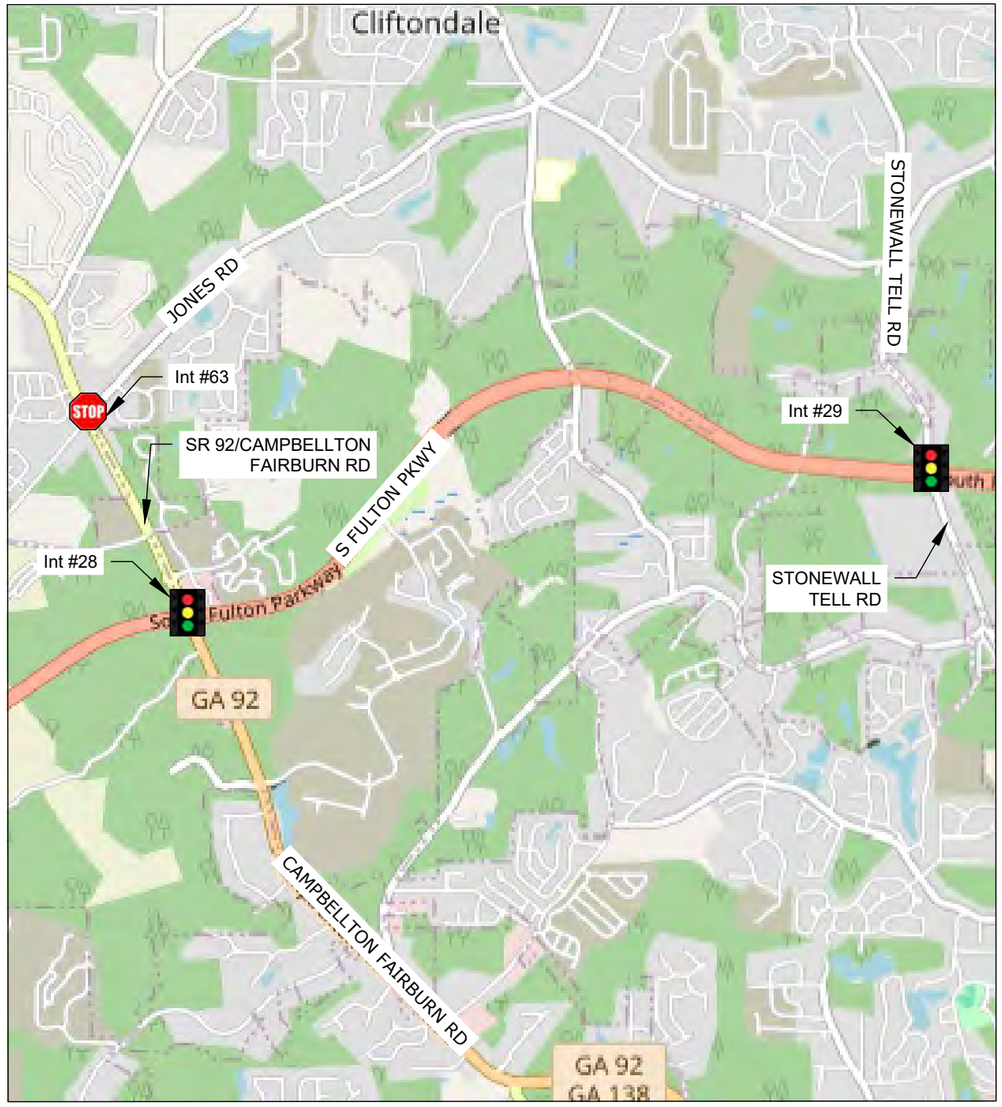
FIGURE 7: PHASE 3 NO BUILD PEAK HOUR VOLUMES (2035)

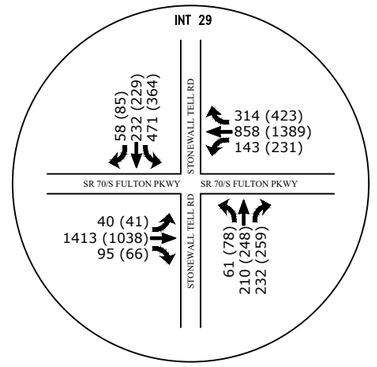
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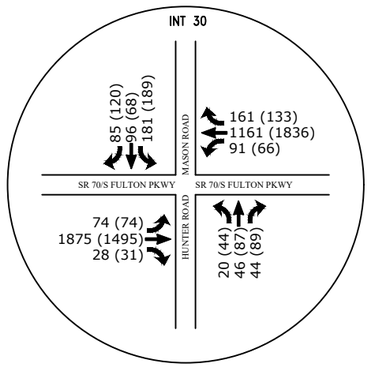
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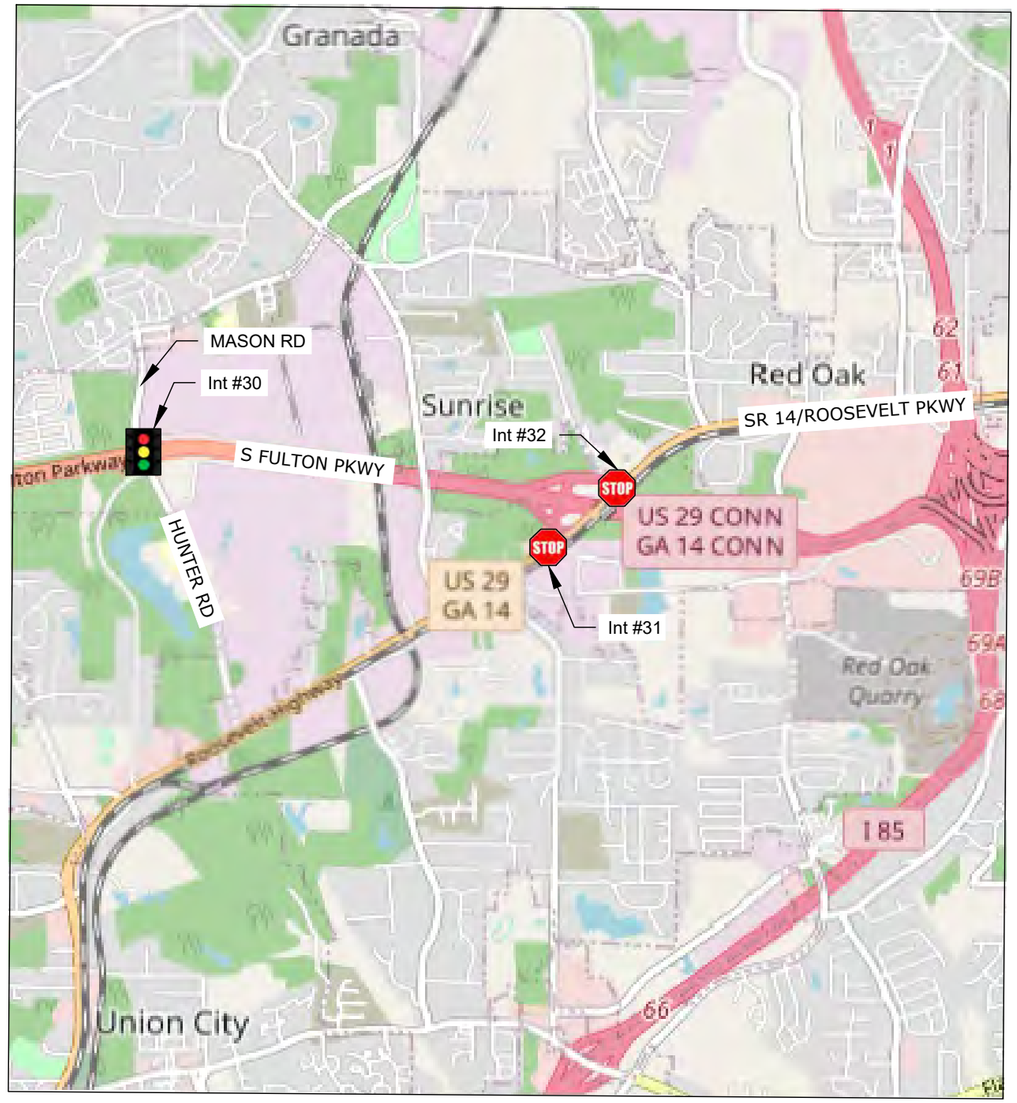
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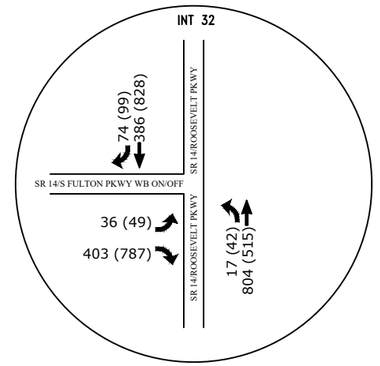
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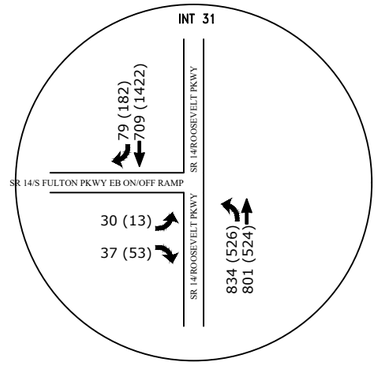
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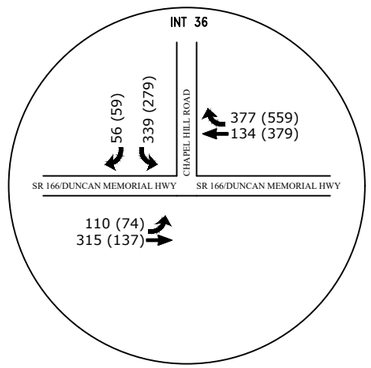
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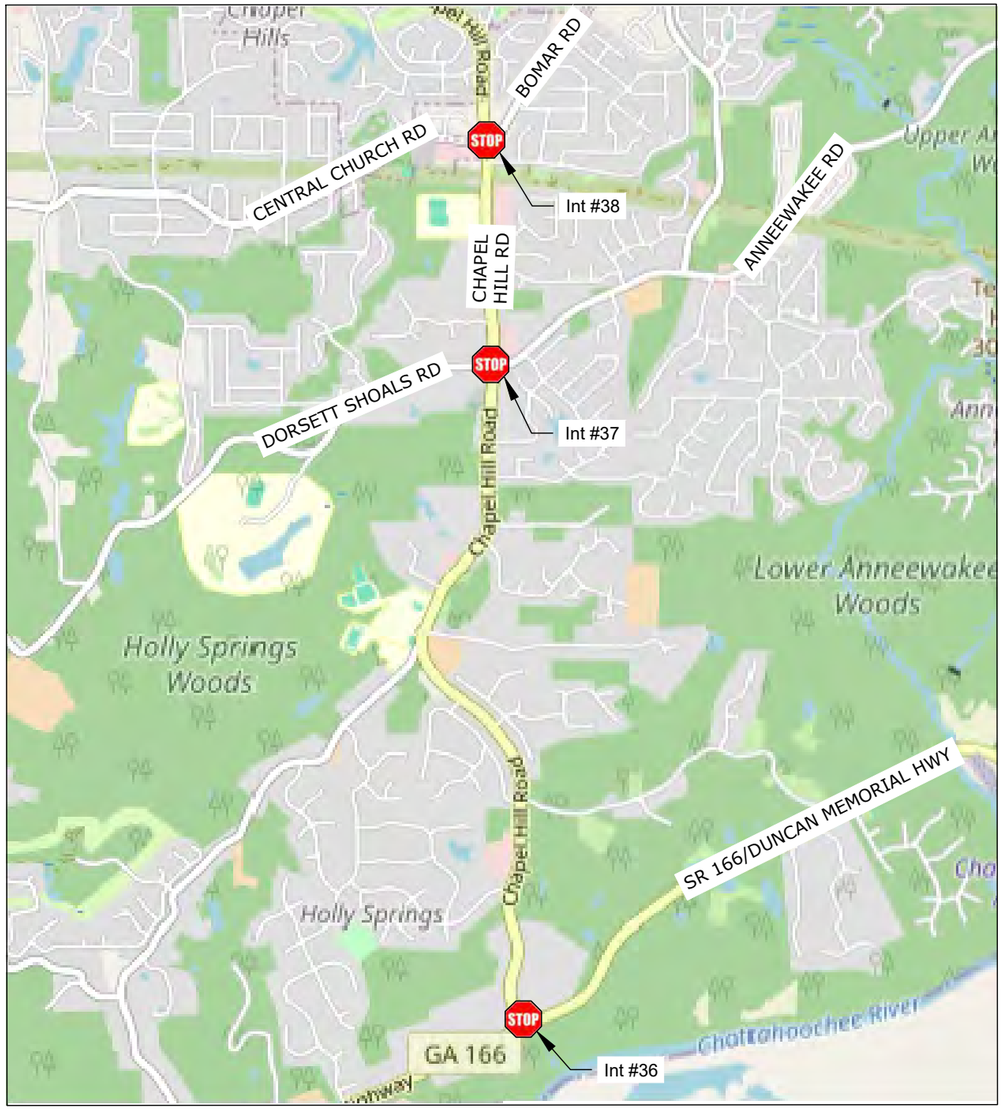
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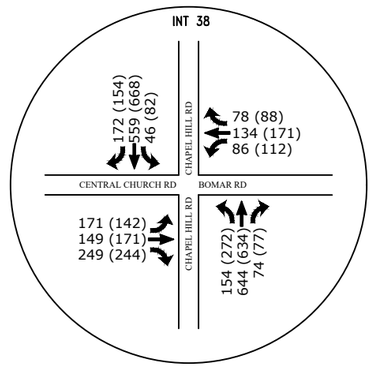
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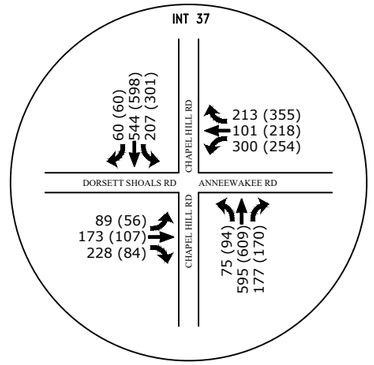
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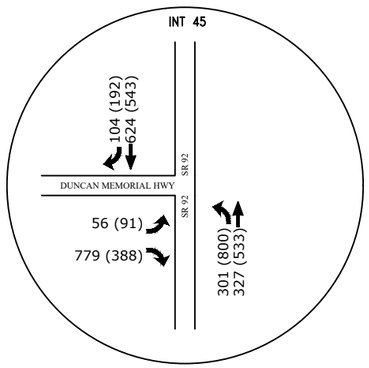
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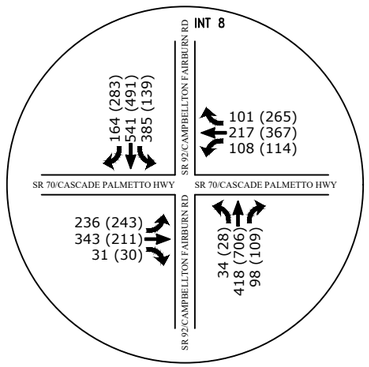
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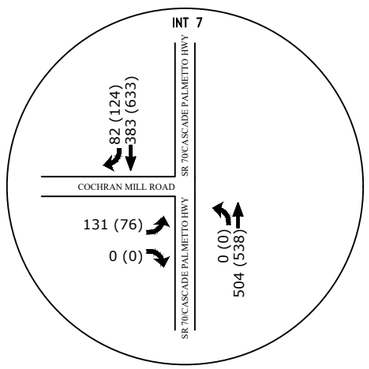
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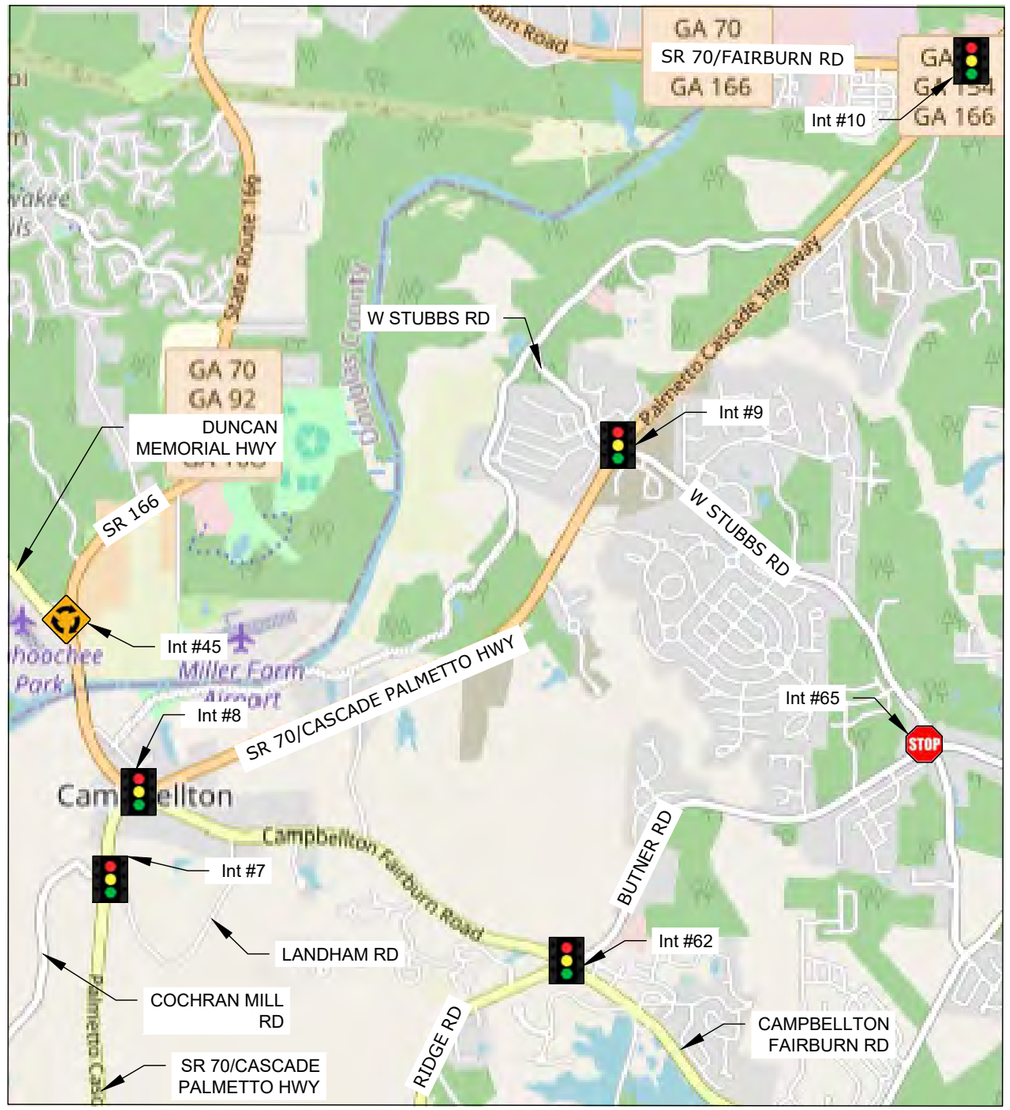
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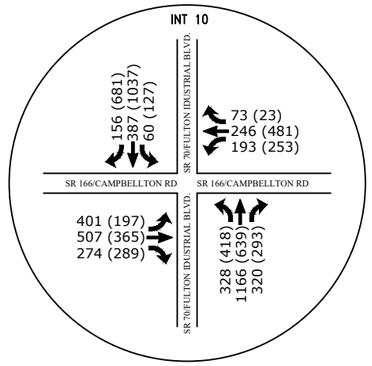
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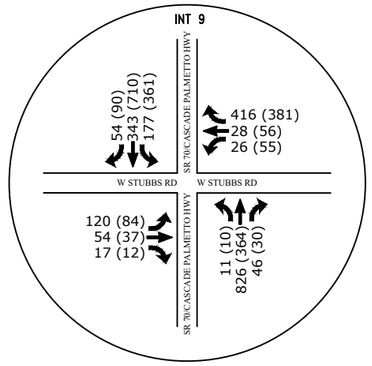


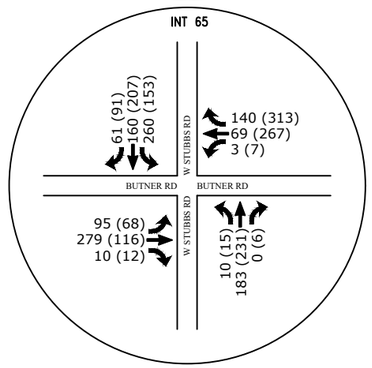


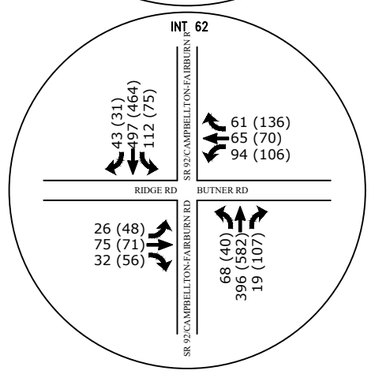












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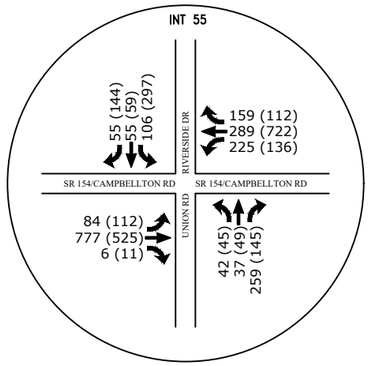
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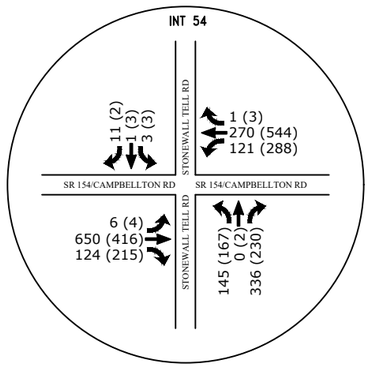
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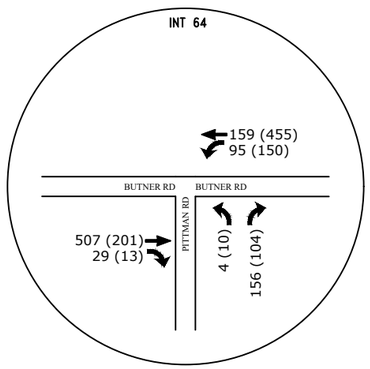
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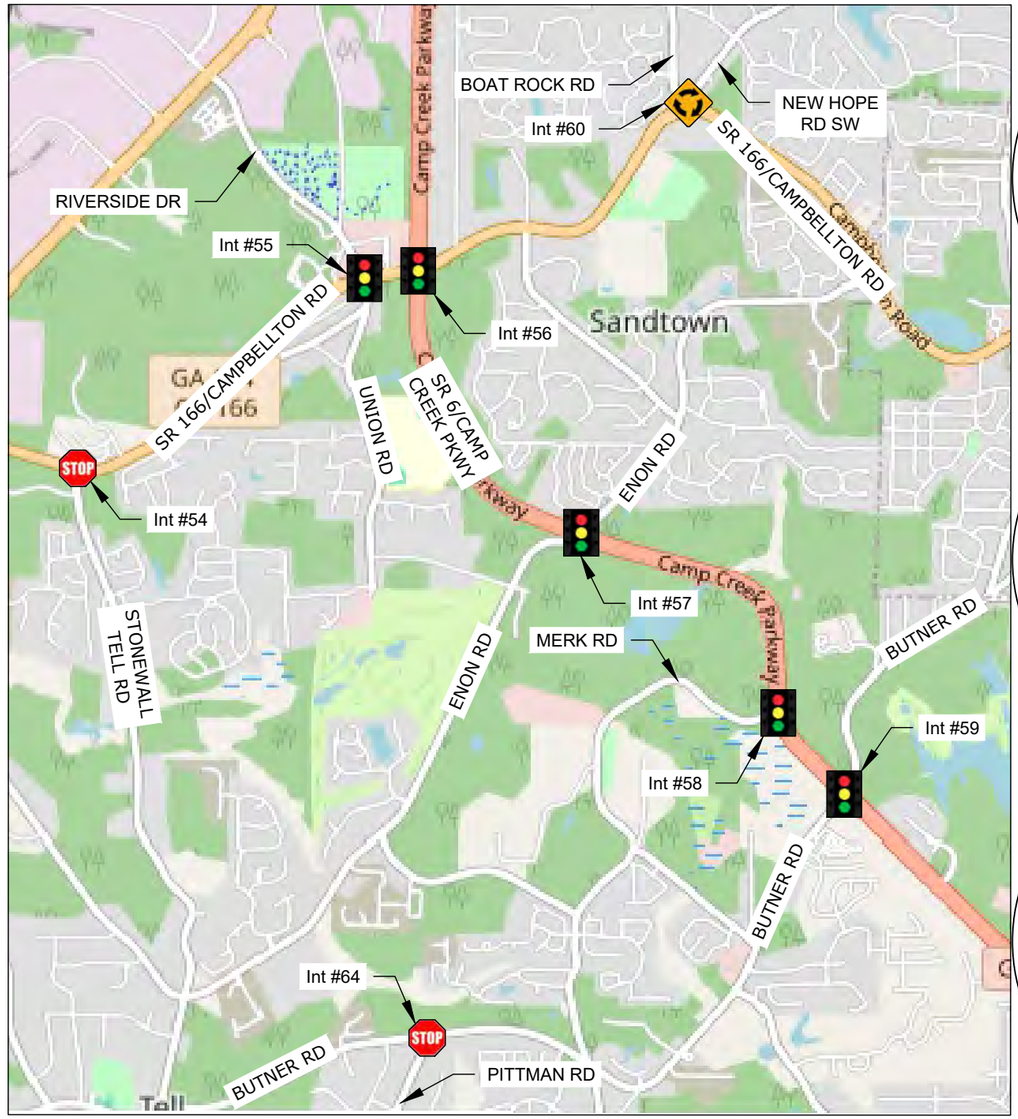
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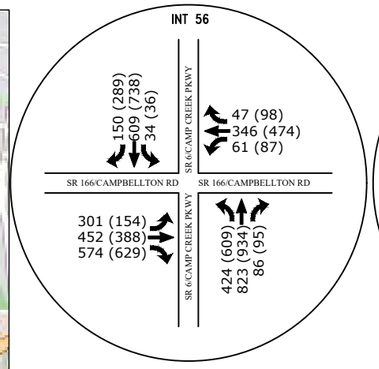
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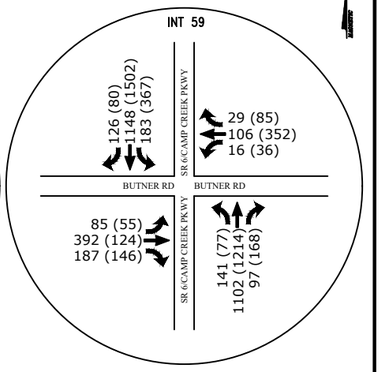


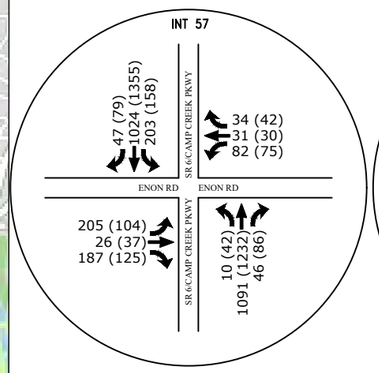


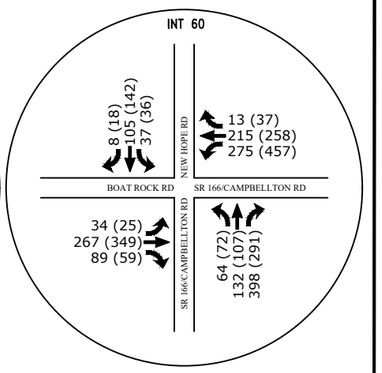


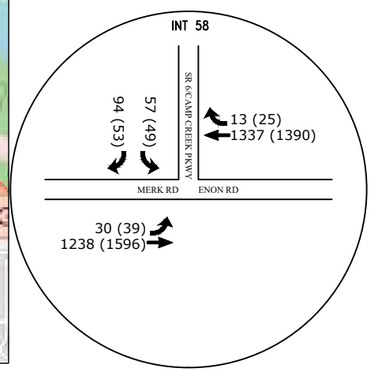












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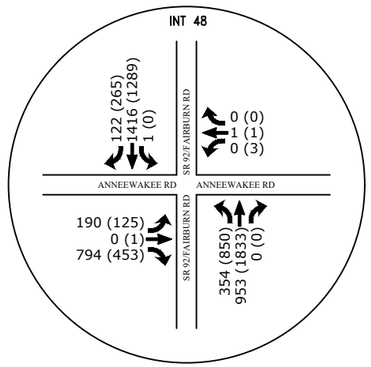
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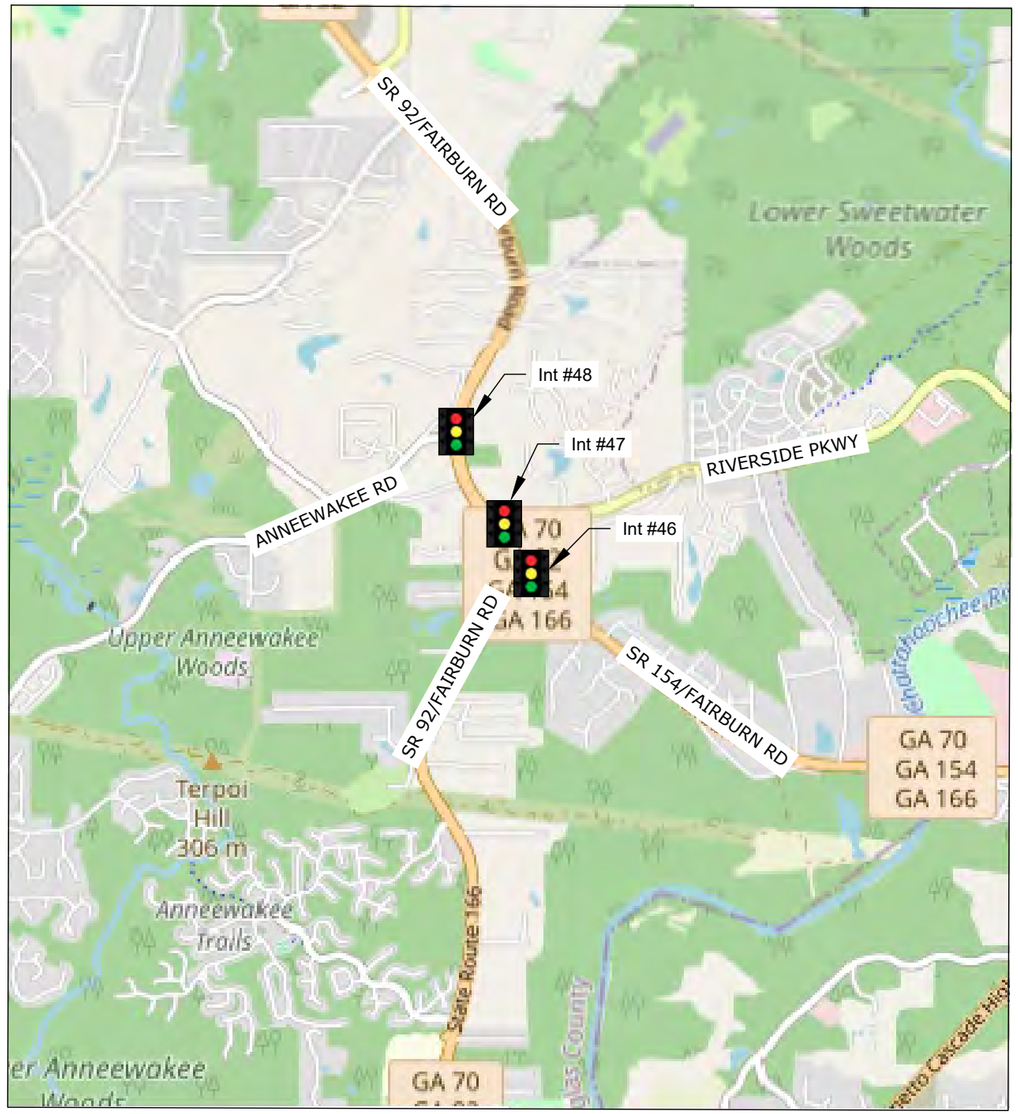
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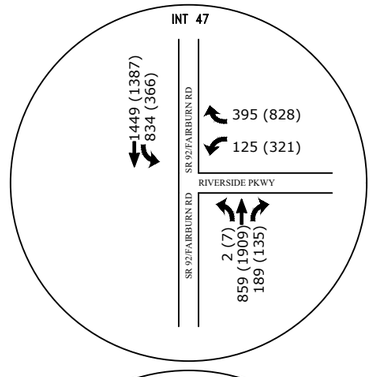
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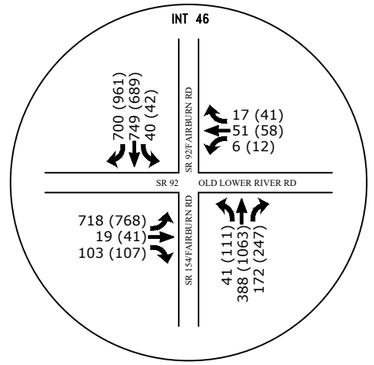
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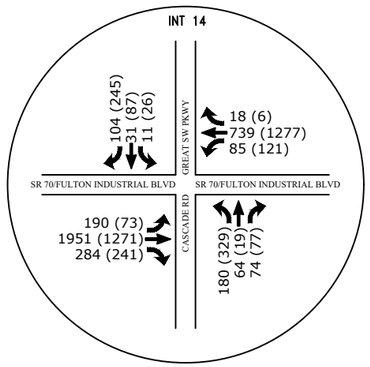
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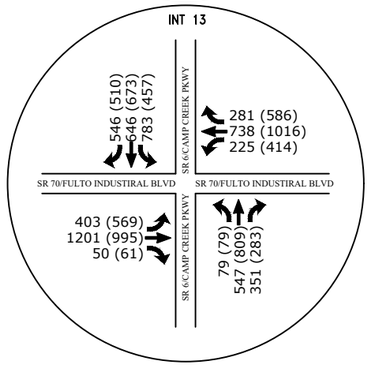
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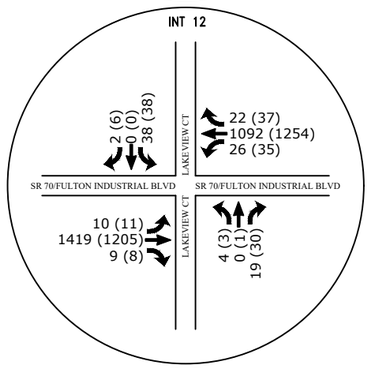
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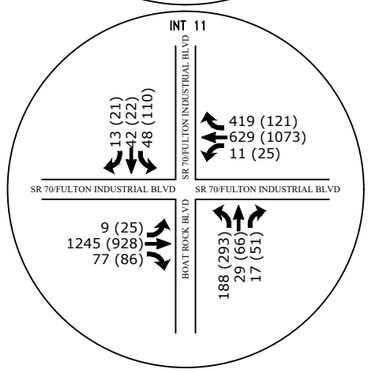
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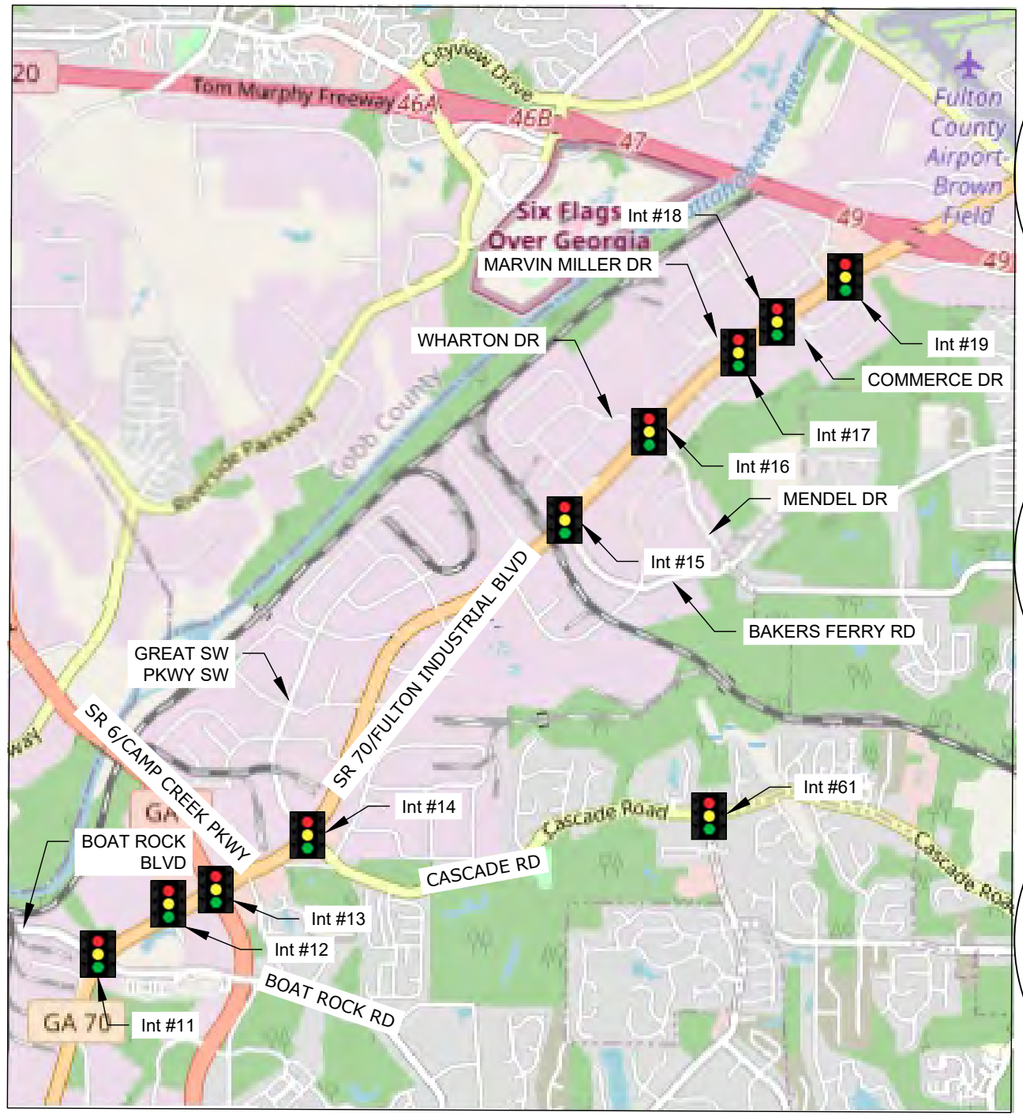
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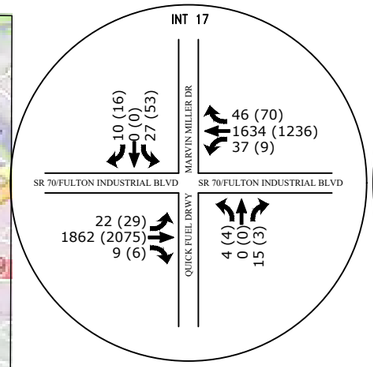


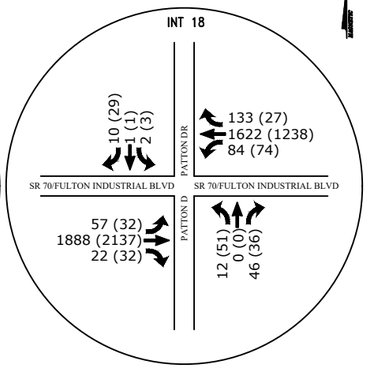


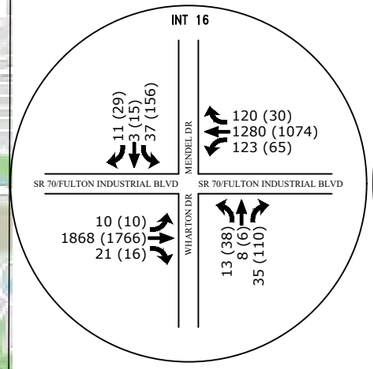


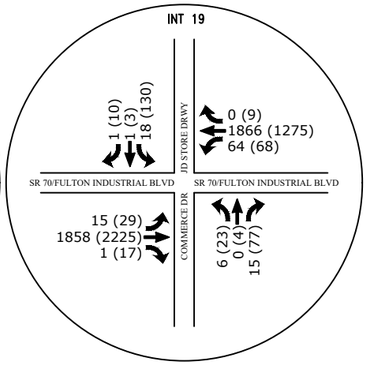


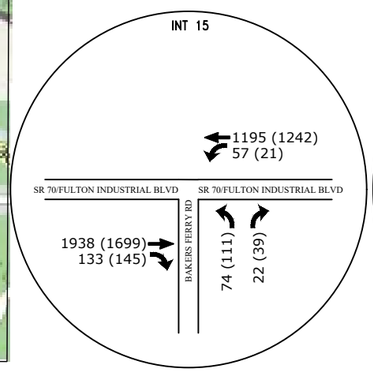


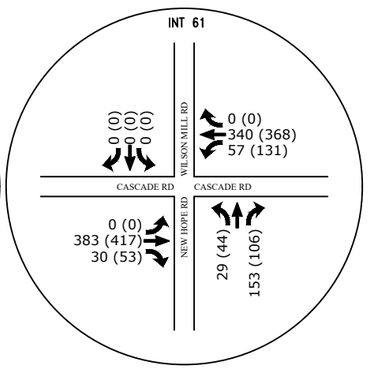












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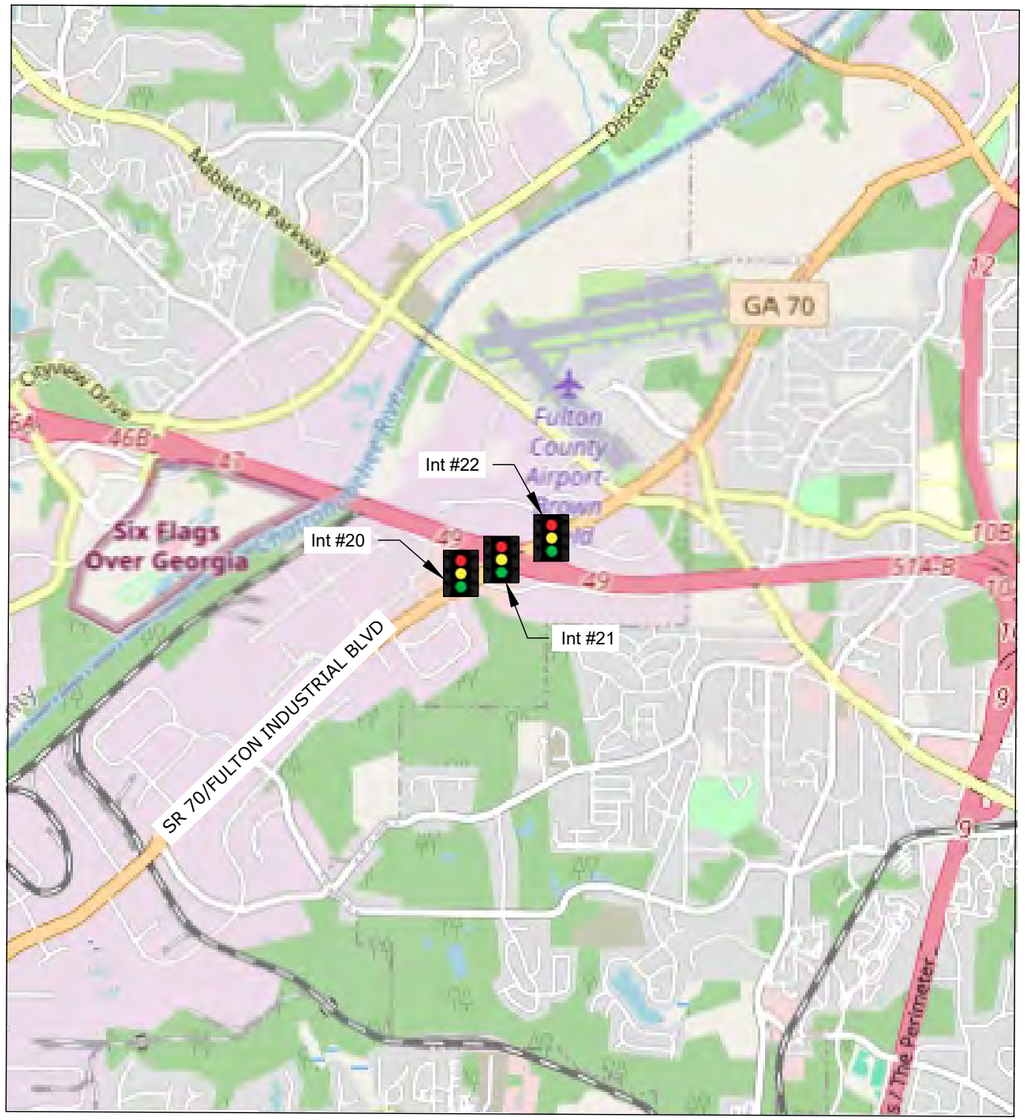
FIGURE 7: PHASE 3 NO BUILD PEAK HOUR VOLUMES (2035)

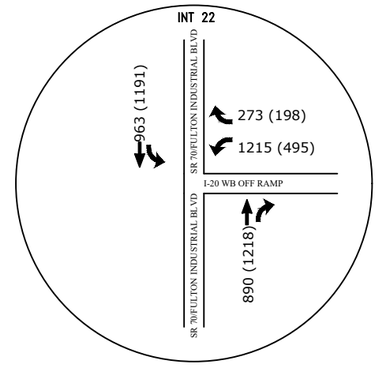
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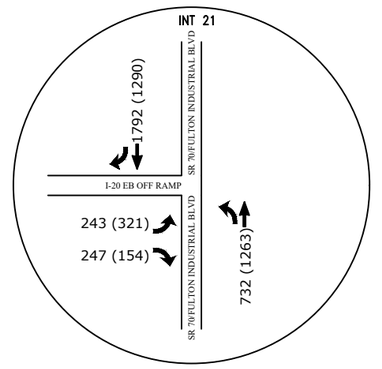
PROJECT NUMBER: 1416-24-046

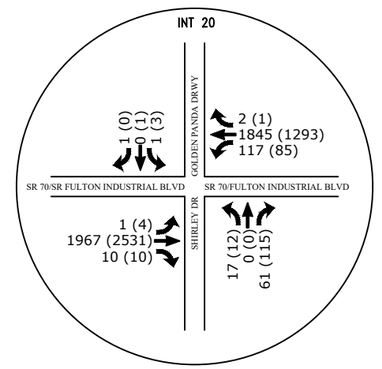
DATE: 03.27.2025

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SECTION 14

FIGURE 7: PHASE 3 NO BUILD PEAK HOUR VOLUMES (2035)

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PROJECT NUMBER: 1416-24-046 | DATE: 03.27.2025

Based on the operational analysis 39 intersections out of the 65 intersections are operating unacceptably in the future no-build scenario. The intersections operating an unacceptable level of service are listed below;

- Campbellton Redwine Rd & S Fulton Pkwy
- SR 70/Cascade Palmetto Hwy & Cochran Mill Rd
- SR 70/Fulton Industrial Blvd & W Stubbs Rd
- SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy
- SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd
- SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd
- SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy
- SR 70/Fulton Industrial Blvd & Bakers Ferry Rd
- SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr
- Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd
- Rico Rd & SR 70/S Fulton Pkwy
- Cochran Mill Rd & SR 70/S Fulton Pkwy
- SR 70/S Fulton Pkwy & Rivertown Rd
- SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy
- S Fulton Pkwy & Cedar Grove Rd
- SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy
- Stonewell Tell Rd & S Fulton Pkwy
- Hunter Rd/Mason Rd & S Fulton Pkwy
- SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp
- SR 166/Duncan Memorial Hwy & Bill Arp Rd
- Capps Ferry Rd & SR 166/Duncan Memorial Hwy
- SR 166/Duncan Memorial Hwy & Chapel Hill Rd
- Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd
- Chapel Hill Rd & Central Church Rd/Bomar Rd
- Toombs St & SR 14/Roosevelt Hwy
- Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy
- Cascade Palmetto Hwy & Wilkerson Mill Rd
- Cascade Palmetto Hwy & Rivertown Rd
- SR 92 & SR 166/Duncan Memorial Hwy
- SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd
- SR 92/Fairburn Rd & Riverside Pkwy
- SR 92/Fairburn Rd & Anneewakee Rd
- Hutchesons Ferry Rd & Cochran Mill Rd
- Cochran Mill Rd & Wilkerson Mill Rd
- SR 6/Camp Creek Pkwy & Campbellton Rd
- SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd
- Butner Rd & SR 6/Camp Creek Parkway
- Jones Rd & SR 92/Campbellton Fairburn Rd
- W Stubbs Rd & Butner Rd

Most intersections failing in the existing year (2024), Phase 1 conditions (2029), and Phase 2 conditions (2031) are expected to continue failing in the Phase 3 no-build conditions (2032). Out of the 39 intersections operating unacceptably 3 are expected to start operating at unacceptably under Phase 3 no-build conditions (2032)

Future Build Traffic Volumes (2032)

Future build traffic volumes for 2032 were calculated by summing the future 2032 no-build background traffic volumes and the site-generated peak hour volumes, assigned to the study network. The distribution

of site-generated peak hour traffic volumes is shown in **Figure 13** and **Figure 14** shows the future build (2032) traffic volumes.

Auxiliary Lane Analysis

The need for auxiliary lanes was evaluated at both development driveway intersections on the State Route. Auxiliary lanes are used on approaches to intersections when the projected turning traffic volumes exceed minimum levels, per GDOT's Regulations for Driveway and Encroachment Control Manual. The results of the analysis will determine if auxiliary lanes on the state route should be considered in the ICE analysis for the driveways as they are new intersections on a State Route. A left-turn lane is warranted on an intersection approach if the daily left-turn volumes meet or exceed values shown in **Table 18**. And a right-turn lane is warranted on an intersection approach if the daily right-turn volumes meet or exceed the values shown in **Table 19**.

Driveway C will be along Cochran Mill Road. It is a two-lane road with a posted speed limit of 45 mph, and a future average daily traffic (ADT) of approximately 6,700 vehicles per day (vpd) in 2032. The threshold is set at 175 LTV per day for a left-turn lane and 75 RTV per day for a right-turn lane in 2032 The development is expected to have approximately 721 LTV per day and 4,326 RTV per day. The intersection operates at LOS B for the AM and PM peaks and the 95th Queue lengths are nominal (0 feet). Therefore, auxiliary lanes are not recommended at this intersection. **Table 20** summarizes the auxiliary lane analysis for this intersection.

Table 53: Auxiliary Lane analysis - Driveway C

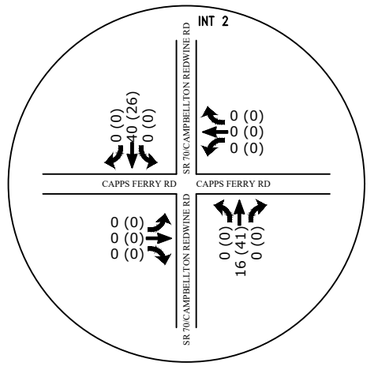
Intersection	Posted Speed	Threshold		Build 2029	
		ADT		ADT	
		LTV	RTV	LTV	RTV
68: Driveway C at Cochran Mill Road	45 mph	175	75	721	4,326

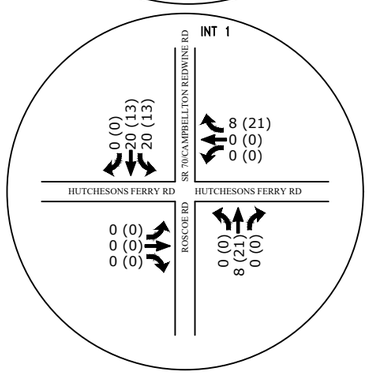
Future Build Level of Service (2032)

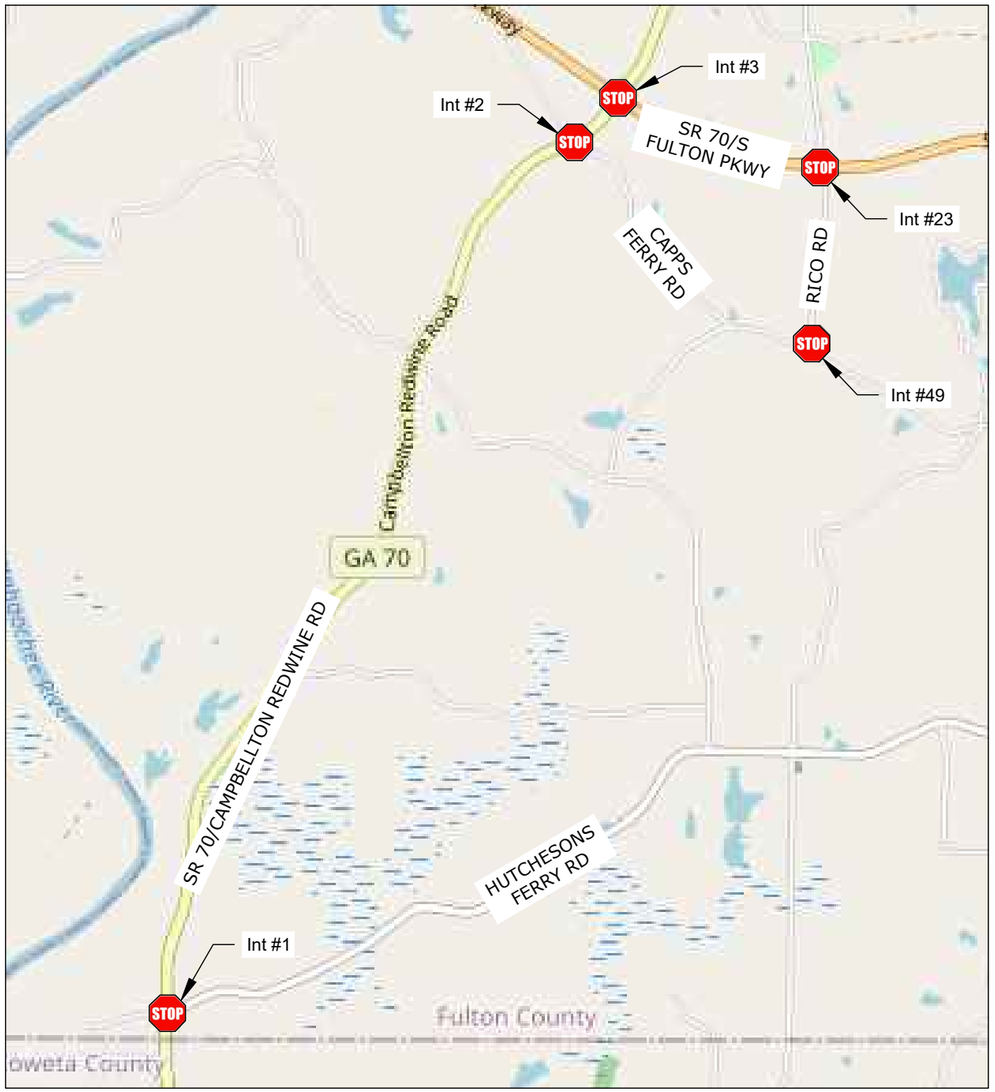
Similar to the no-build conditions the future build analysis was carried out using the existing intersection controls and roadway geometry, including the cycle lengths. Improvements will be recommended at the intersections that are expected to fail due to the traffic generated by the proposed development. The same methodology discussed previously was used to determine the level of service for the study intersections under phase 3 build conditions. The intersection capacity analysis results for phase 3 build conditions (2032) are summarized in **Table 54** and detailed reports are attached in **Appendix E**.

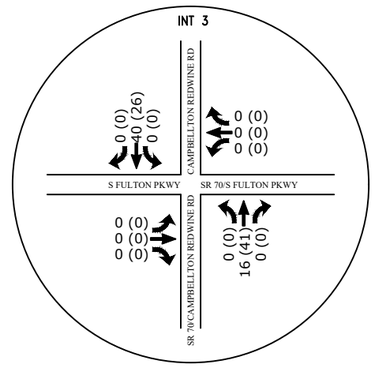
Table 54: Future Build Phase 3 (2032) Level of Service								
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)	LOS	LOS	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0.0	12.4	A	B	0 (A)	12.4 (B)
		Westbound	10.1	10.7	B	B	10.1 (B)	10.7 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	11.8	12.5	B	B	11.8 (B)	12.5 (B)
		Westbound	0.0	0.0	A	A	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	Roundabout	Northbound					6.6 (A)	5.2 (A)
		Southbound					3.3 (A)	6.8 (A)
		Eastbound					7.8 (A)	7.5 (A)
		Westbound					3.6 (A)	9.4 (A)
		Overall					7.1 (A)	7.9 (A)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	9.1	9.2	A	A	9.1 (A)	9.2 (A)
		Southbound	0.0	11.1	A	B	0 (A)	11.1 (B)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	9.1	9.6	A	A	9.1 (A)	9.6 (A)
		Southbound	0.0	0.0	A	A	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	AWSC	Northbound	13.5	16.8	B	C	13.5 (B)	16.8 (C)
		Southbound	15.2	38.7	C	E	15.2 (C)	38.7 (E)
		Eastbound	80.0	59.2	F	F	80 (F)	59.2 (F)
		Westbound	13.1	25.8	B	D	13.1 (B)	25.8 (D)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	Signalized	Northbound					28.6 (C)	13.9 (B)
		Southbound					18.9 (B)	91.3 (F)
		Eastbound					42.7 (D)	40.2 (D)
		Overall					29.6 (C)	61.9 (E)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound	35.6	95.8	D	F	27.1 (C)	28.3 (C)
		Southbound	67.4	39.4	E	D	23.2 (C)	22.8 (C)
		Eastbound	335.8	181.2	F	F	32.9 (C)	39.1 (D)
		Westbound	208.8	397.8	F	F	32.0 (C)	46.6 (D)
		Overall	176.7	196.0	F	F	29.1 (C)	34.1 (C)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	153.0	30.0	F	C	15.4 (B)	17.8 (B)
		Southbound	12.6	182.7	B	F	9.0 (A)	23.6 (C)
		Eastbound	24.4	21.3	C	C	24.4 (C)	21.3 (C)
		Westbound	21.4	20.9	C	C	21.4 (C)	20.9 (C)
		Overall	89.8	126.7	F	F	14.2 (B)	21.9 (C)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound	37.9	46.6	D	D	42.1 (D)	50.7 (D)
		Southbound	42.1	50.7	D	D	33.5 (C)	48.8 (D)
		Eastbound	33.5	48.8	C	D	33.8 (C)	41.1 (D)
		Westbound	33.8	41.1	C	D	36.6 (D)	41.1 (D)
		Overall	36.6	41.1	D	D	37.9 (D)	46.6 (D)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	25.2	36.7	C	D	25.4 (C)	28 (C)
		Southbound	25.4	28.0	C	C	18.1 (B)	33.2 (C)
		Eastbound	18.1	33.2	B	C	35.9 (D)	35.4 (D)
		Westbound	35.9	35.4	D	D	53.7 (D)	70.4 (E)
		Overall	53.7	70.4	D	E	25.2 (C)	36.7 (D)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.5	4.9	A	A	33.4 (C)	30.1 (C)
		Southbound	33.4	30.1	C	C	35 (C)	31.6 (C)
		Eastbound	35.0	31.6	C	C	8.4 (A)	8 (A)
		Westbound	8.4	8.0	A	A	0.8 (A)	1.2 (A)
		Overall	0.8	1.2	A	A	5.5 (A)	4.9 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound					54.8 (D)	40.3 (D)
		Southbound					31 (C)	39.2 (D)
		Eastbound					33.5 (C)	29 (C)
		Westbound					35.6 (D)	27 (C)
		Overall					37.3 (D)	33 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	27.8	46.9	C	D	27.4 (C)	49.8 (D)
		Southbound	27.4	49.8	C	D	23.1 (C)	54.2 (D)
		Eastbound	23.1	54.2	C	D	35.2 (D)	19.9 (B)
		Westbound	35.2	19.9	D	B	40.3 (D)	34.6 (C)
		Overall	40.3	34.6	D	C	27.8 (C)	46.9 (D)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	10.8	8.1	B	A	14.5 (B)	10.9 (B)
		Eastbound	14.5	10.9	B	B	1.3 (A)	1 (A)
		Westbound	1.3	1.0	A	A	55.3 (E)	35.6 (D)
		Overall	55.3	35.6	E	D	10.8 (B)	8.1 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	5.6	20.5	A	C	3.9 (A)	22.1 (C)
		Southbound	3.9	22.1	A	C	2.9 (A)	15.3 (B)
		Eastbound	2.9	15.3	A	B	76 (E)	30.9 (C)
		Westbound	76.0	30.9	E	C	79.5 (E)	29.4 (C)
		Overall	79.5	29.4	E	C	5.6 (A)	20.5 (C)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	2.3	8.1	A	A	1.4 (A)	8.3 (A)
		Southbound	1.4	8.3	A	A	1.1 (A)	6.5 (A)
		Eastbound	1.1	6.5	A	A	69.3 (E)	32.7 (C)
		Westbound	69.3	32.7	E	C	67.3 (E)	30.2 (C)
		Overall	67.3	30.2	E	C	2.3 (A)	8.1 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.2	23.0	A	C	4.4 (A)	17.5 (B)
		Southbound	4.4	17.5	A	B	3.7 (A)	30.9 (C)
		Eastbound	3.7	30.9	A	C	64.2 (E)	32.4 (C)
		Westbound	64.2	32.4	E	C	69.9 (E)	34.9 (C)
		Overall	69.9	34.9	E	C	5.2 (A)	23 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.1	16.8	A	B	6.4 (A)	20.7 (C)
		Southbound	6.4	20.7	A	C	2.5 (A)	6.9 (A)
		Eastbound	2.5	6.9	A	A	65.6 (E)	38.9 (D)
		Westbound	65.6	38.9	E	D	69.2 (E)	34.5 (C)
		Overall	69.2	34.5	E	C	5.1 (A)	16.8 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	6.9	21.8	A	C	1.6 (A)	27.2 (C)
		Southbound	1.6	27.2	A	C	10.9 (B)	10.6 (B)
		Eastbound	10.9	10.6	B	B	36.5 (D)	31.1 (C)
		Westbound	36.5	31.1	D	C	40.4 (D)	37.6 (D)
		Overall	40.4	37.6	D	D	6.9 (A)	21.8 (C)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	7.6	16.4	A	B	6.1 (A)	19.8 (B)
		Southbound	6.1	19.8	A	B	3.3 (A)	9.9 (A)
		Eastbound	3.3	9.9	A	A	52.2 (D)	38 (D)
		Overall	52.2	38.0	D	D	7.6 (A)	16.4 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	23.0	17.6	C	B	12.4 (B)	8.2 (A)
		Southbound	12.4	8.2	B	A	17 (B)	21.7 (C)
		Westbound	17.0	21.7	B	C	35.5 (D)	37.4 (D)
		Overall	35.5	37.4	D	D	23 (C)	17.6 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	Roundabout	Northbound					6.6 (A)	4.7 (A)
		Southbound					3.3 (A)	6.7 (A)
		Eastbound					7.8 (A)	4.7 (A)
		Westbound					3.6 (A)	10.6 (B)
		Overall					7.1 (A)	8.3 (A)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	Signalized	Northbound					29.6 (B)	21.4 (C)
		Southbound					25 (A)	15.8 (C)
		Eastbound					26.9 (B)	33.4 (D)
		Westbound					11.1 (A)	20.2 (C)
		Overall					22.2 (B)	22 (C)
25: SR 70/S Fulton Pkwy & Rivertown Rd	TWSC	Northbound			A	A	10.4 (B)	10.3 (B)
		Southbound					9.7 (A)	16.2 (B)
		Eastbound					12.8 (B)	10.8 (B)
		Westbound					189.9 (F)	27 (C)
		Overall			A	A	68.7 (E)	17.4 (B)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	Signalized	Northbound					10 (A)	6.3 (A)
		Southbound					18.4 (B)	24 (C)
		Eastbound					15.2 (B)	24.4 (C)
		Overall	21.8	32.8	C	D	13.9 (B)	19.3 (B)

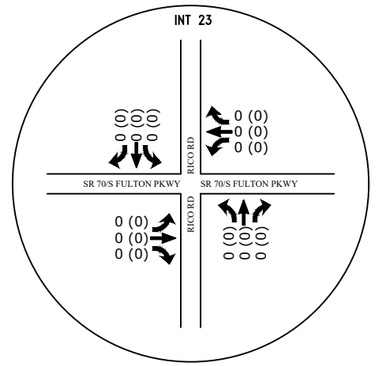
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	Signalized	Northbound					10.9 (B)	13.5 (B)
		Southbound					13.7 (B)	17.6 (B)
		Eastbound					29.7 (C)	30.1 (C)
		Overall			A	A	12.4 (B)	16.5 (B)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound					15.8 (C)	5.2 (A)
		Southbound					4.6 (A)	6.8 (A)
		Eastbound					16 (C)	7.5 (A)
		Westbound					6.9 (A)	9.4 (A)
		Overall					12.4 (B)	7.9 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	Roundabout	Northbound					6.6 (A)	7.1 (A)
		Eastbound					18.7 (C)	6.7 (A)
		Westbound					5.6 (A)	9.9 (A)
		Overall					15 (B)	7.8 (A)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	14.5	13.6	B	B	14.5 (B)	13.6 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	Roundabout	Southbound					7.9 (A)	13 (B)
		Eastbound					11.7 (B)	7.4 (A)
		Westbound					10.1 (B)	23.9 (C)
		Overall					9.9 (A)	18.9 (C)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound					26.7 (C)	24.5 (C)
		Southbound					23.9 (C)	22.8 (C)
		Eastbound					33 (C)	34.1 (C)
		Westbound					31.4 (C)	36.5 (D)
		Overall					27.4 (C)	27.1 (C)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound					27.5 (C)	29.2 (C)
		Southbound					40.7 (D)	46.9 (D)
		Eastbound					39.3 (D)	50.2 (D)
		Westbound					45.8 (D)	53.6 (D)
		Overall					35.5 (D)	40.9 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	11.2	17.2	B	C	11.2 (B)	17.2 (C)
		Northbound	8.5	29.4	A	D	8.5 (A)	29.4 (D)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound			A	A	23.7 (C)	27.1 (C)
		Southbound			A	A	21.4 (C)	25.7 (C)
		Eastbound			A	A	28.7 (C)	24.3 (C)
		Westbound			A	A	14.9 (B)	24.4 (C)
		Overall			A	A	23.1 (C)	25 (C)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound			A	A	16.8 (B)	17.8 (B)
		Southbound			A	A	70.0 (E)	44.7 (D)
		Eastbound			A	A	52.9 (D)	74.9 (E)
		Westbound			A	A	54.4 (D)	163.5 (F)
		Overall			A	A	59.4 (D)	89.3 (F)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	Signalized	Northbound			A	A	9.8 (A)	13.2 (B)
		Southbound					10.5 (B)	13.7 (B)
		Eastbound					282.8 (F)	202.4 (F)
		Westbound					78.4 (E)	165.8 (F)
		Overall			A	A	129.4 (F)	104.8 (F)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	6.9	6.7	A	A	6.9 (A)	6.7 (A)
		Southbound	6.2	7.9	A	A	6.2 (A)	7.9 (A)
		Eastbound	5.0	5.6	A	A	5 (A)	5.6 (A)
		Westbound	5.5	5.1	A	A	5.5 (A)	5.1 (A)
		Overall	7.7	9.1	A	A	7.7 (A)	9.1 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound			A	A	4.4 (A)	6.5 (A)
		Southbound			A	A	6.5 (A)	8.6 (A)
		Eastbound			A	A	18.9 (C)	9.5 (A)
		Overall			A	A	10.3 (B)	7.7 (A)
46: SR 92/Old Lower River Rd & SR 154/FAIRBURN RD/SR 92/Fairburn Rd	Signalized	Northbound			A	A	30.2 (C)	50.5 (D)
		Southbound			A	A	119.1 (F)	17.2 (B)
		Eastbound			A	A	23.8 (C)	38.5 (D)
		Westbound			A	A	37.9 (D)	43.2 (D)
		Overall			A	A	72.1 (E)	33.8 (C)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound			A	A	39.3 (D)	33 (C)
		Southbound			A	A	22.7 (C)	22.9 (C)
		Westbound			A	A	23.8 (C)	48 (D)
		Overall			A	A	27 (C)	32.8 (C)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound	48.4	28.7	D	C	17.9 (B)	33.8 (C)
		Southbound	75.3	219.6	E	F	33.8 (C)	45.9 (D)
		Eastbound	367.2	515.4	F	F	41.5 (D)	46.4 (D)
		Westbound	32.9	54.1	C	D	32.9 (C)	40.3 (D)
		Overall	138.9	148.6	F	F	27.3 (C)	38.6 (D)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0.0	0.0	A	A	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	11.9	0.0	B	A	11.9 (B)	0 (A)
		Southbound	14.8	18.2	B	C	14.8 (B)	18.2 (C)
51: Hutchesons Ferry Rd & Cochran Mill Rd	TWSC	Southbound	1024.1	1500.0	F	F	1024.1 (F)	1500 (F)
52: Cochran Mill Rd & Wilkerson Mill Rd	TWSC	Westbound	2014.4	2635.0	F	F	2014.4 (F)	2635 (F)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	8.4	8.6	A	A	8.4 (A)	8.6 (A)
		Southbound	9.9	8.8	A	A	9.9 (A)	8.8 (A)
		Eastbound	8.7	8.0	A	A	8.7 (A)	8 (A)
		Westbound	8.6	8.8	A	A	8.6 (A)	8.8 (A)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	17.3	13.8	B	B	35.1 (D)	32.4 (C)
		Southbound	35.1	32.4	D	C	36.9 (D)	26.3 (C)
		Eastbound	36.9	26.3	D	C	17.2 (B)	8.7 (A)
		Westbound	17.2	8.7	B	A	10.7 (B)	12.7 (B)
		Overall	10.7	12.7	B	B	17.3 (B)	13.8 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	43.4	22.3	D	C	43.8 (D)	27.1 (C)
		Southbound	43.8	27.1	D	C	50.6 (D)	41 (D)
		Eastbound	50.6	41.0	D	D	50.6 (D)	26.4 (C)
		Westbound	50.6	26.4	D	C	28.1 (C)	7.5 (A)
		Overall	28.1	7.5	C	A	43.4 (D)	22.3 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound					109.6 (F)	42.6 (D)
		Southbound					24.5 (C)	48.2 (D)
		Eastbound					24.5 (C)	52.9 (D)
		Westbound					30.8 (C)	59.8 (E)
		Overall					83.3 (F)	48.4 (D)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	29.6	25.2	C	C	41.8 (D)	45.9 (D)
		Southbound	41.8	45.9	D	D	30.2 (C)	40.1 (D)
		Eastbound	30.2	40.1	C	D	23.3 (C)	20.1 (C)
		Westbound	23.3	20.1	C	C	31.8 (C)	25.4 (C)
		Overall	31.8	25.4	C	C	29.6 (C)	25.2 (C)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	11.6	11.0	B	B	7.4 (A)	8.8 (A)
		Southbound	7.4	8.8	A	A	14.4 (B)	12.6 (B)
		Eastbound	14.4	12.6	B	B	35.9 (D)	40.6 (D)
		Overall	35.9	40.6	D	D	11.6 (B)	11 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	37.5	47.6	D	D	39.2 (D)	52.6 (D)
		Southbound	39.2	52.6	D	D	36.4 (D)	38.6 (D)
		Eastbound	36.4	38.6	D	D	40.2 (D)	43 (D)
		Westbound	40.2	43.0	D	D	24.7 (C)	70.9 (E)
		Overall	24.7	70.9	C	E	37.5 (D)	47.6 (D)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	7.3	6.1	A	A	6.2 (A)	5.3 (A)
		Southbound	9.6	15.8	A	C	7.7 (A)	10.5 (B)
		Eastbound	14.2	23.2	B	C	10.9 (B)	14.2 (B)
		Westbound	13.2	18.7	B	C	10.2 (B)	13.1 (B)
		Overall	10.9	16.2	B	C	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	19.7	17.2	B	B	47.1 (D)	44.8 (D)
		Southbound	47.1	44.8	D	D	0 (A)	0 (A)
		Eastbound	0.0	0.0	A	A	20.5 (C)	20.3 (C)
		Westbound	20.5	20.3	C	C	6.7 (A)	6.5 (A)
		Overall	6.7	6.5	A	A	19.7 (B)	17.2 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	7.6	9.1	A	A	7.6 (A)	9.1 (A)
		Southbound	18.5	14.4	C	B	18.5 (C)	14.4 (B)
		Eastbound	14.8	11.9	B	B	14.8 (B)	11.9 (B)
		Westbound	9.7	20.0	A	C	9.7 (A)	20 (C)
		Overall	0.0	0.0	A	A	0 (A)	0 (A)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	6.1	6.6	A	A	6.1 (A)	6.6 (A)
		Southbound	6.9	6.1	A	A	6.9 (A)	6.1 (A)
		Eastbound	8.1	7.1	A	A	8.1 (A)	7.1 (A)
		Westbound	9.5	11.4	A	B	9.5 (A)	11.4 (B)
		Overall	6.7	6.7	A	A	6.7 (A)	6.7 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	16.8	11.7	C	B	16.8 (C)	11.7 (B)
65: W Stubbs Rd & Butner Rd	Roundabout	Northbound					12.5 (B)	7.2 (A)
		Southbound					8.8 (A)	11.1 (B)
		Eastbound					12.3 (B)	6.3 (A)
		Westbound					7.3 (A)	15.8 (C)
		Overall					10.2 (B)	11.7 (B)
66: Cedar Grove Rd & Driveway A	Roundabout	Southbound	7.2	6.7	A	A	7.2 (A)	6.7 (A)
		Eastbound	7.1	6.0	A	A	7.1 (A)	6 (A)
		Westbound	5.3	8.7	A	A	5.3 (A)	8.7 (A)
		Overall	6.6	7.6	A	A	6.6 (A)	7.6 (A)
67: Cedar Grove Rd & Driveway B	TWSC	Southbound	10.7	11.9	B	B	10.7 (B)	11.9 (B)
68: Cochran Mill Rd & DRWY C	TWSC	Southbound	11.0	11.1	B	B	11 (B)	11.1 (B)

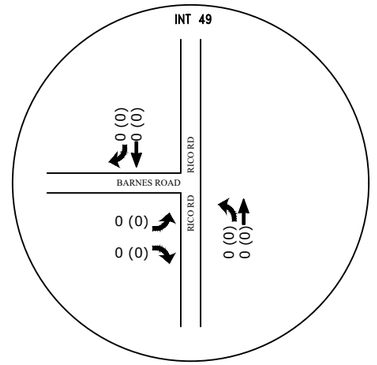












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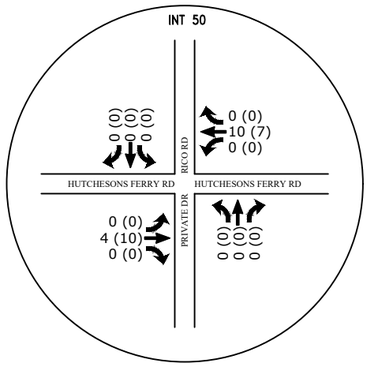
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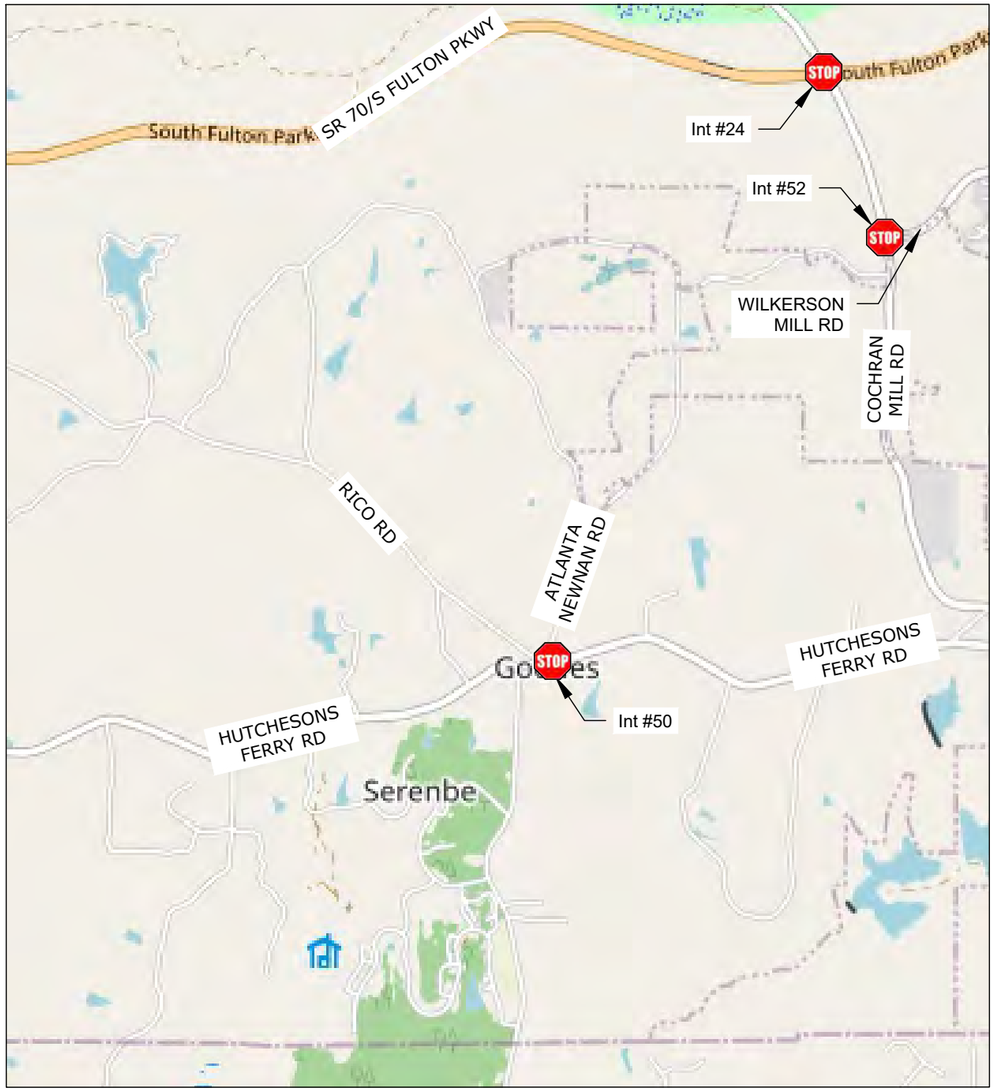
FIGURE 7: PHASE 3 TRIP GENERATION
PEAK HOUR VOLUMES (2032)

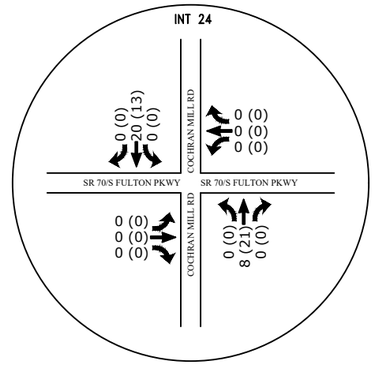
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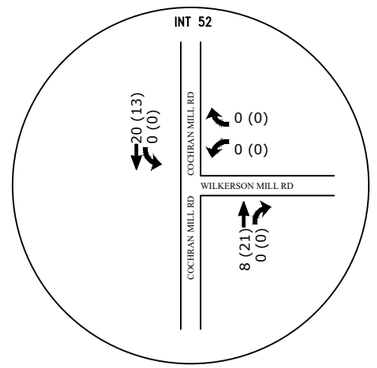
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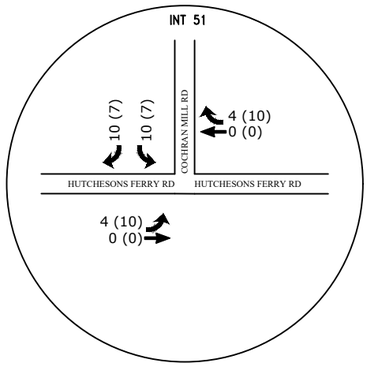
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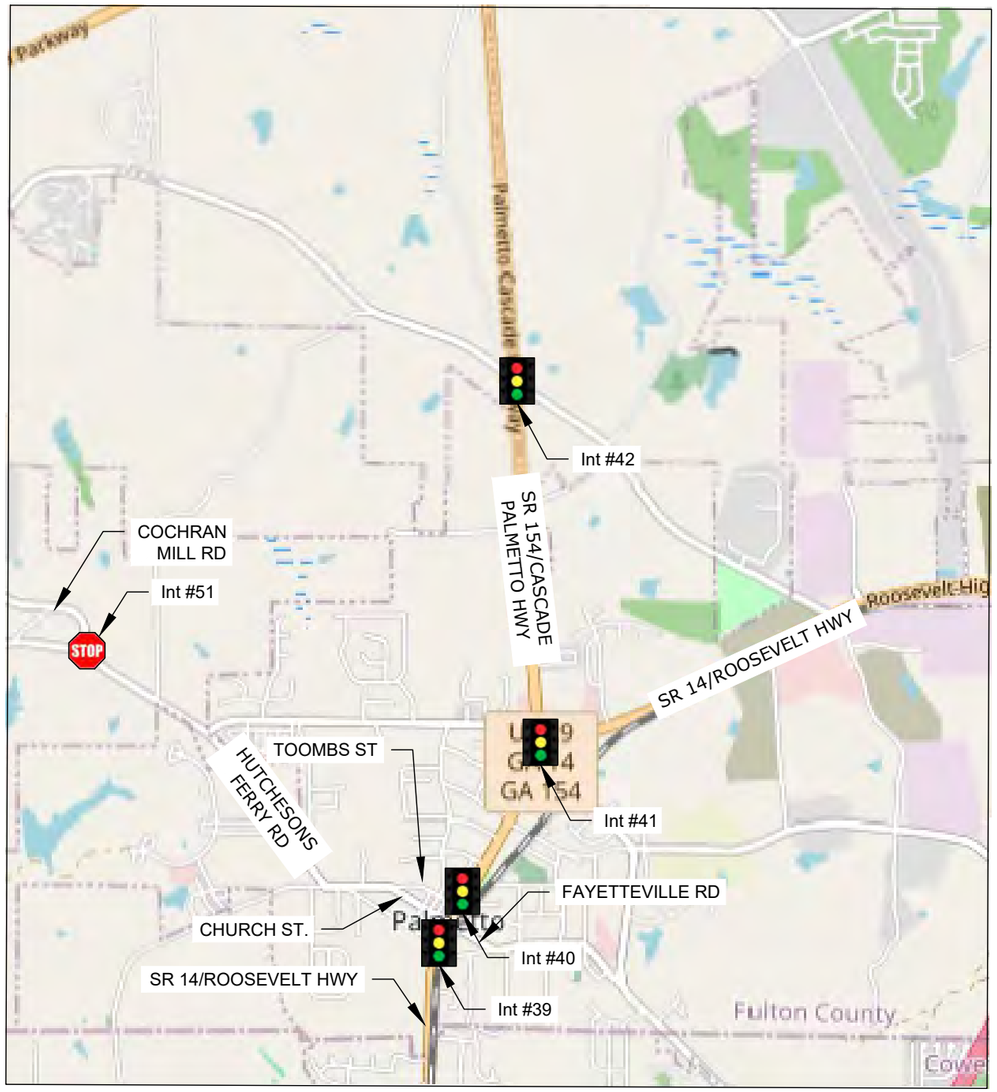
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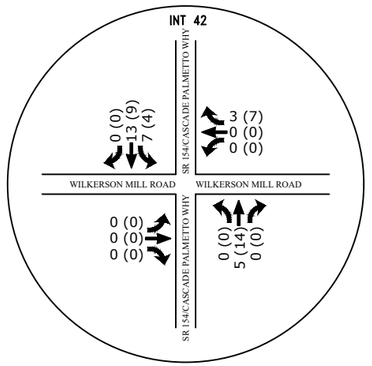
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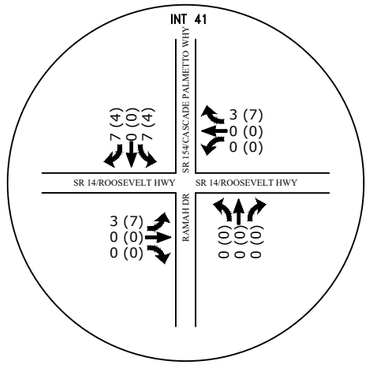
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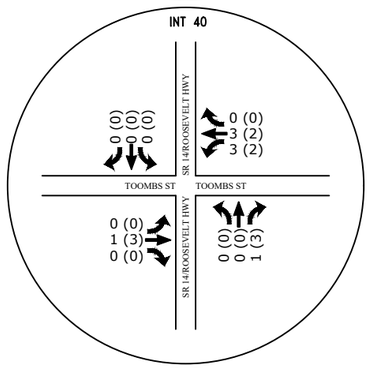
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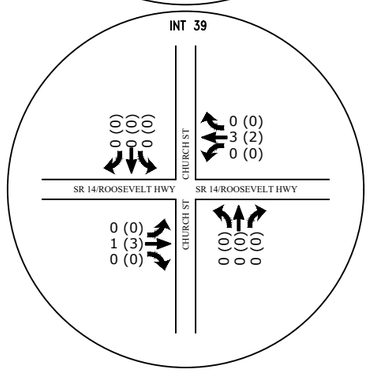












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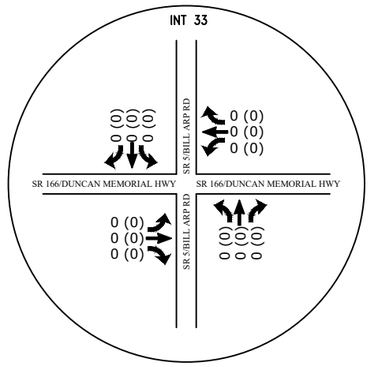
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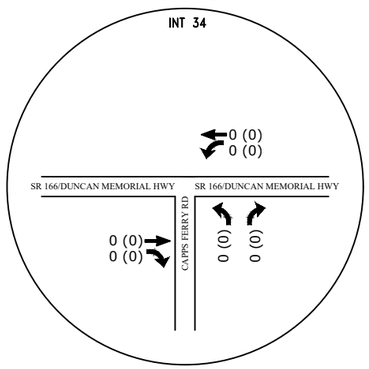
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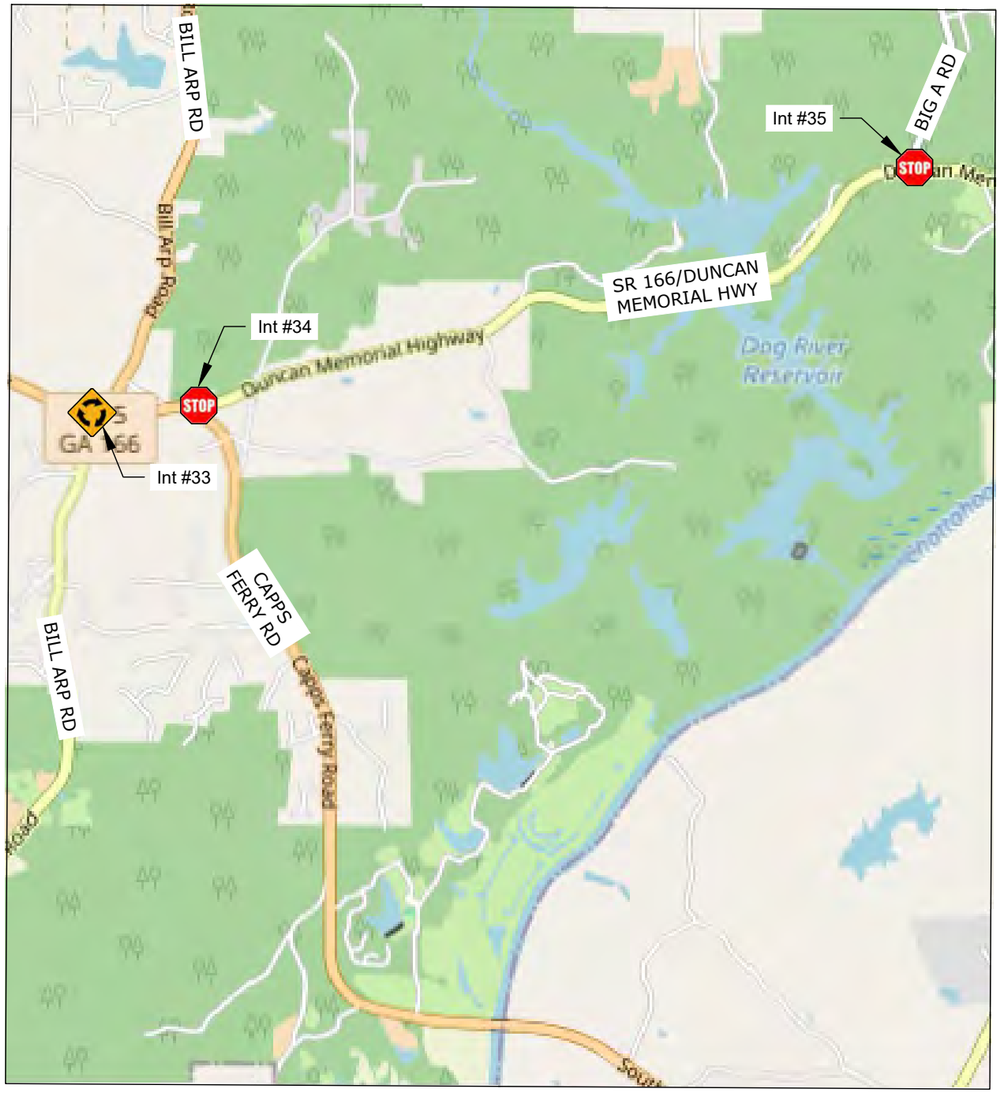
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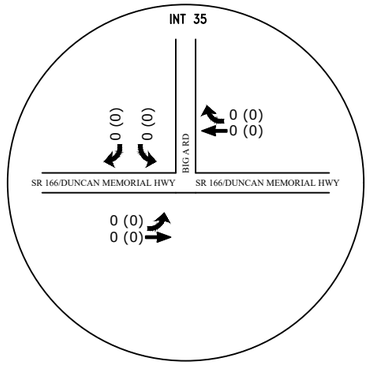
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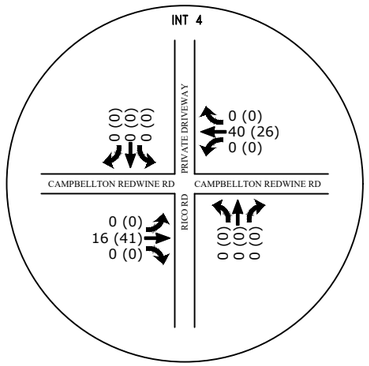
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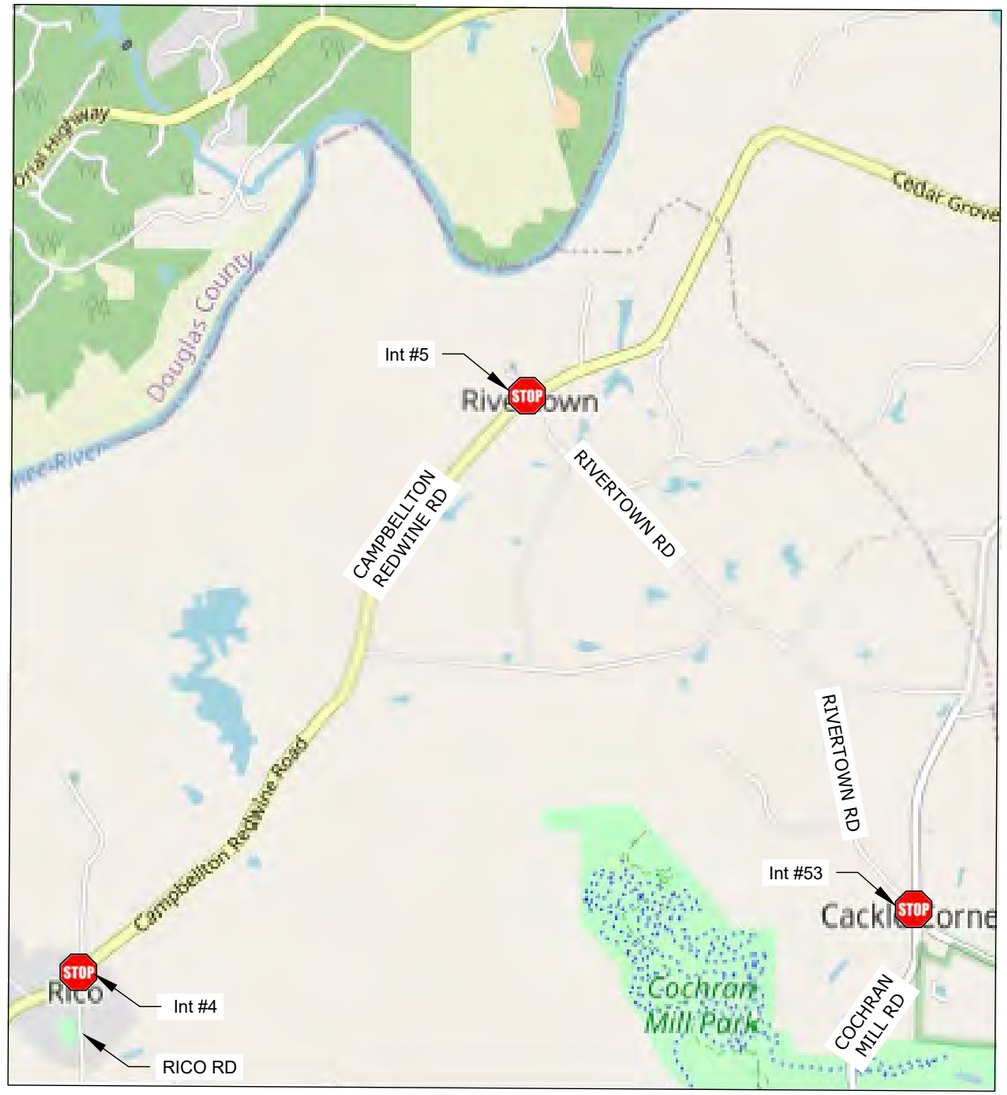
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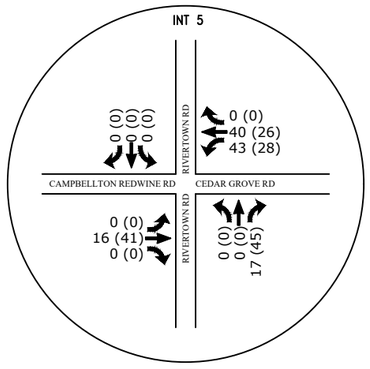
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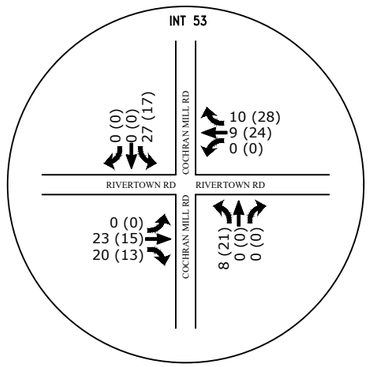
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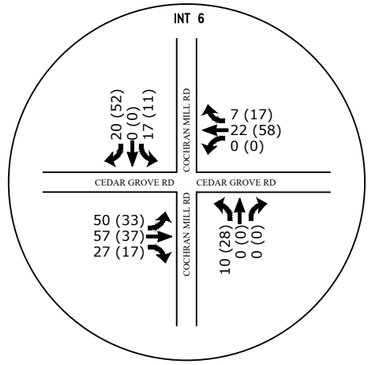
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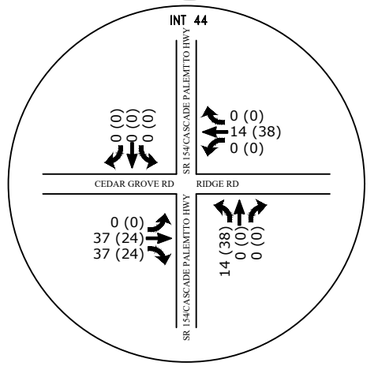
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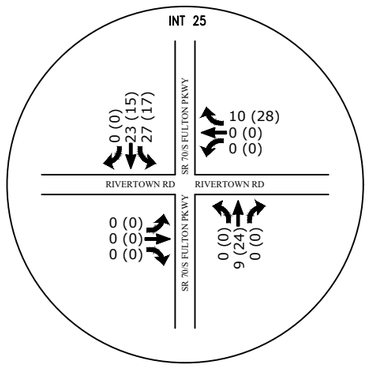
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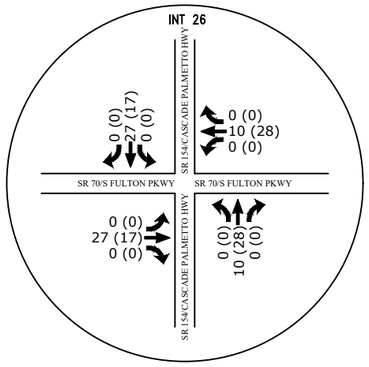
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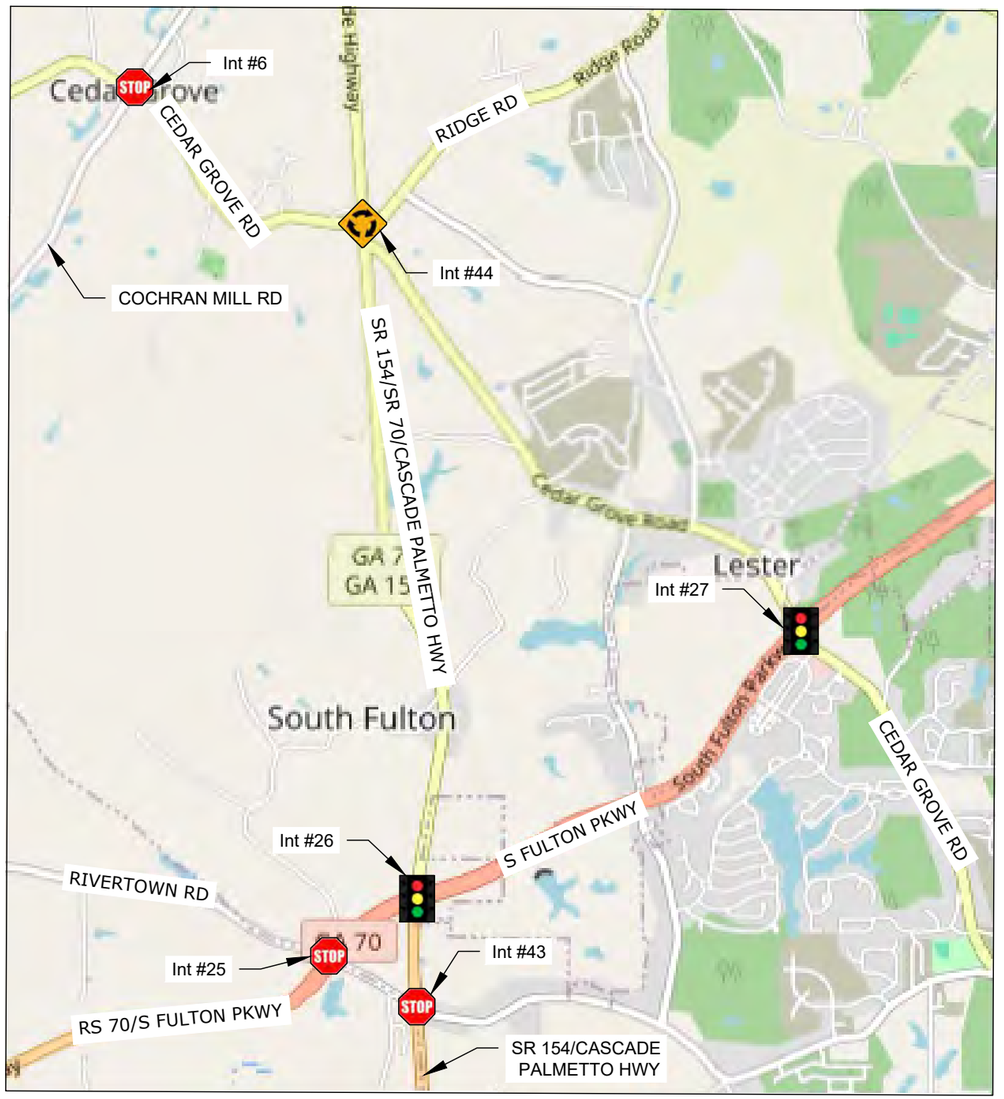
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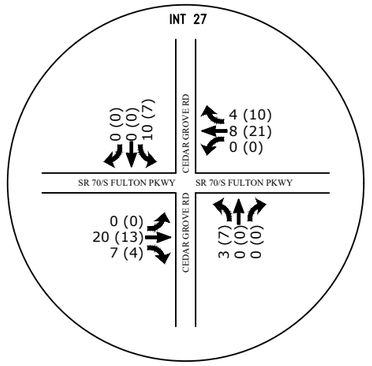


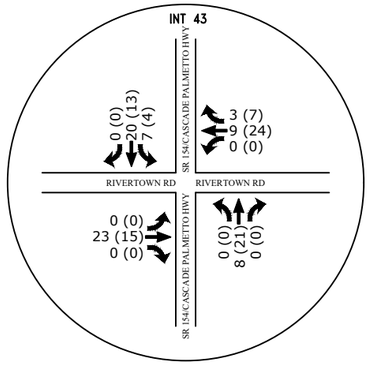












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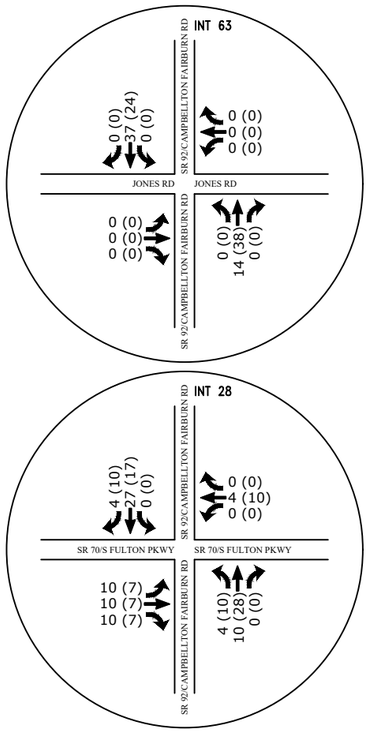
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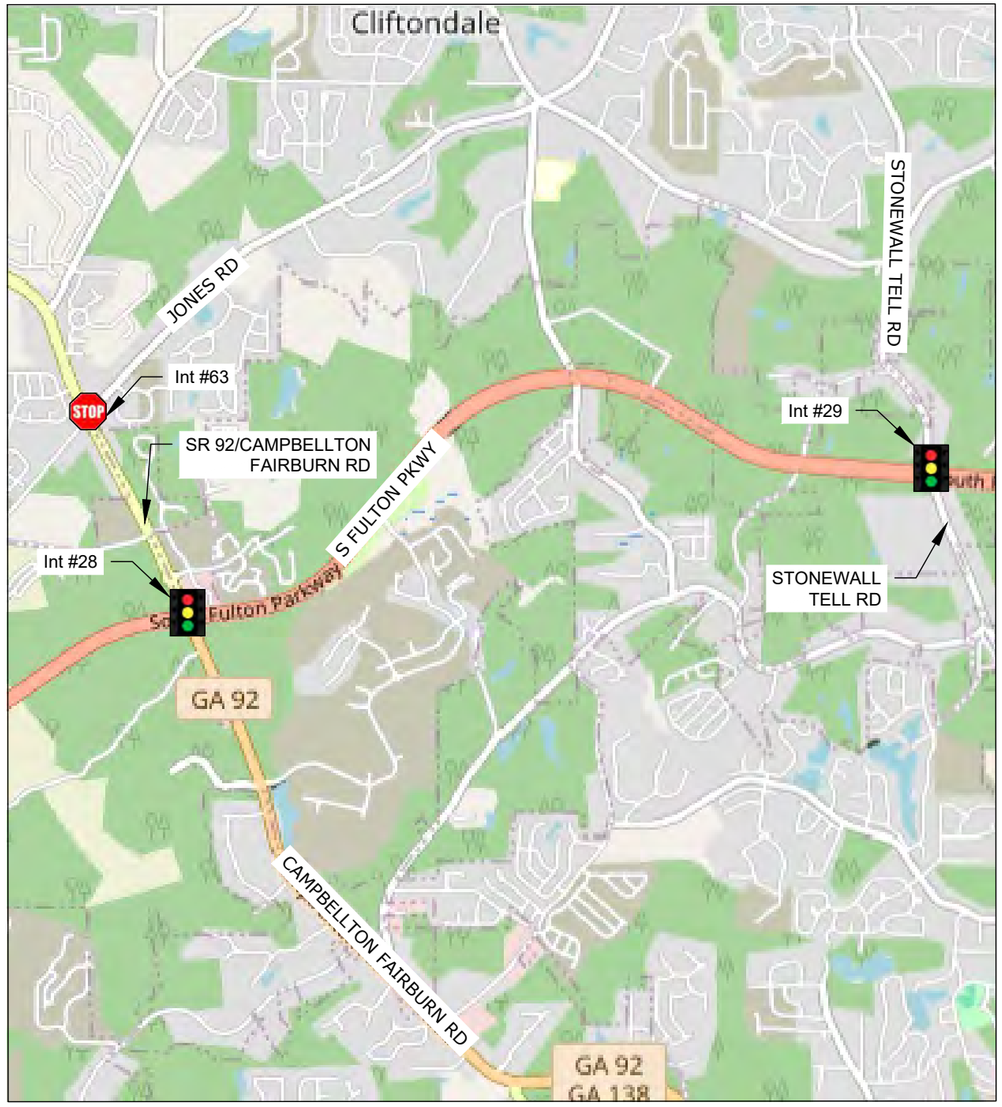
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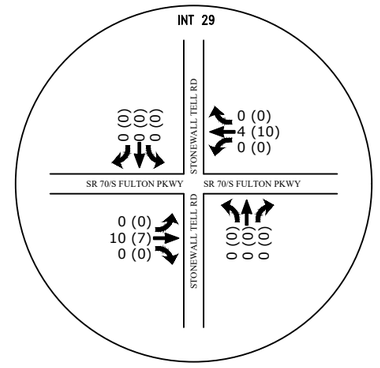
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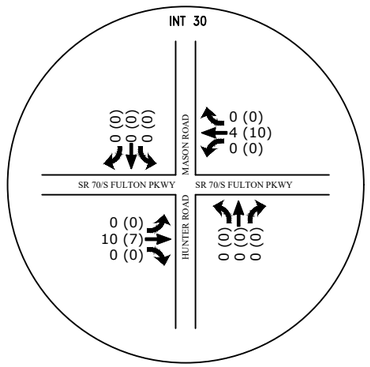
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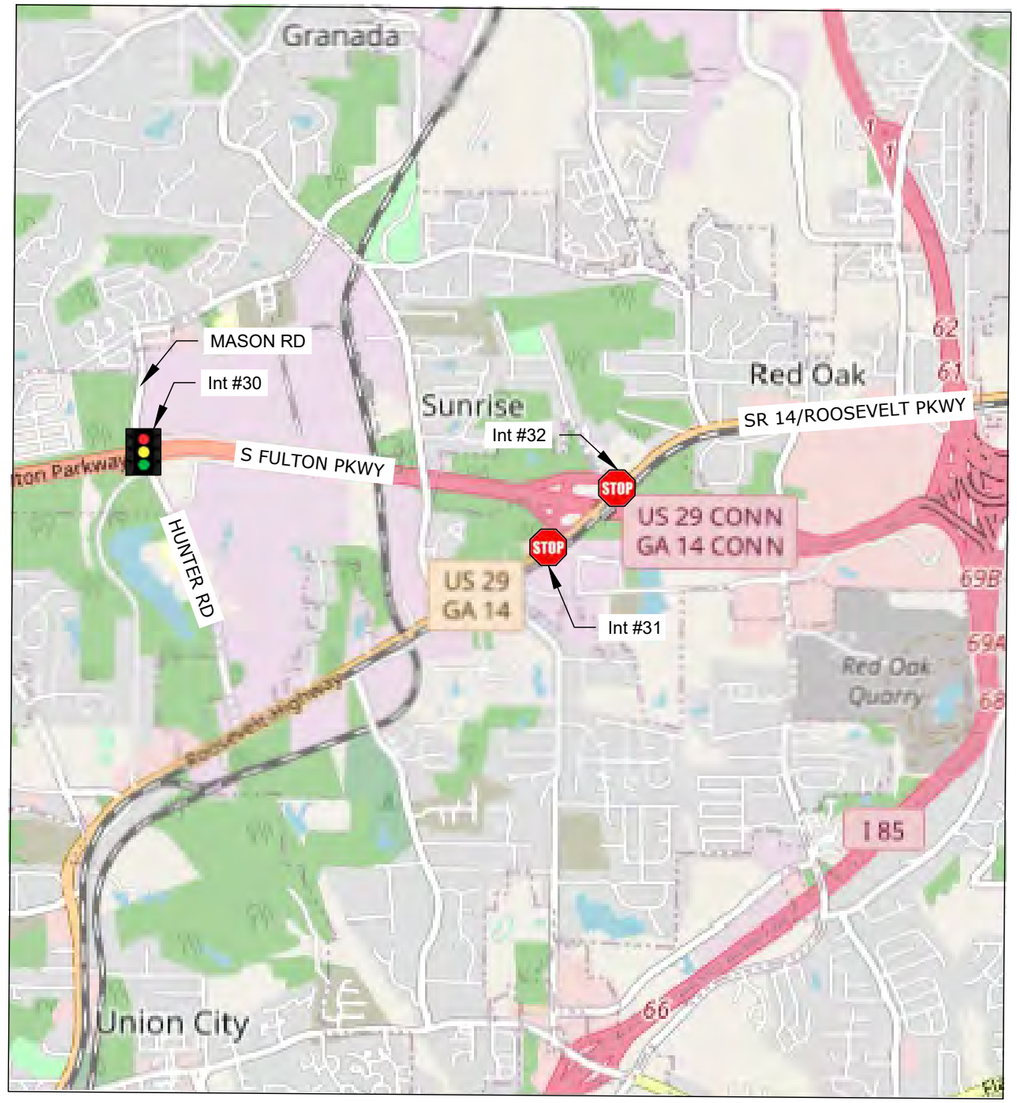
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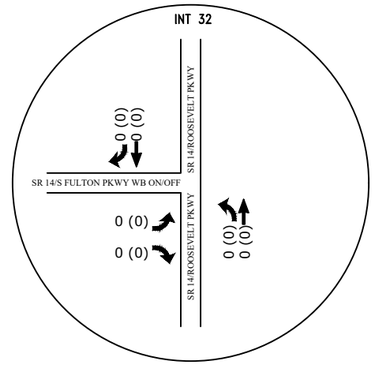
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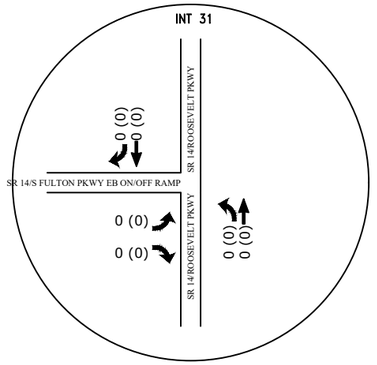
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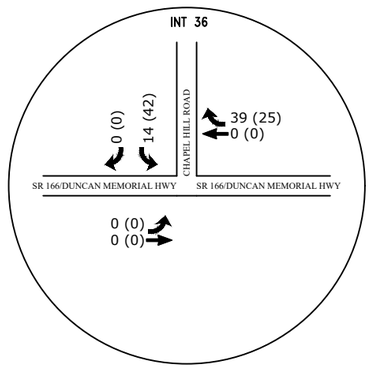
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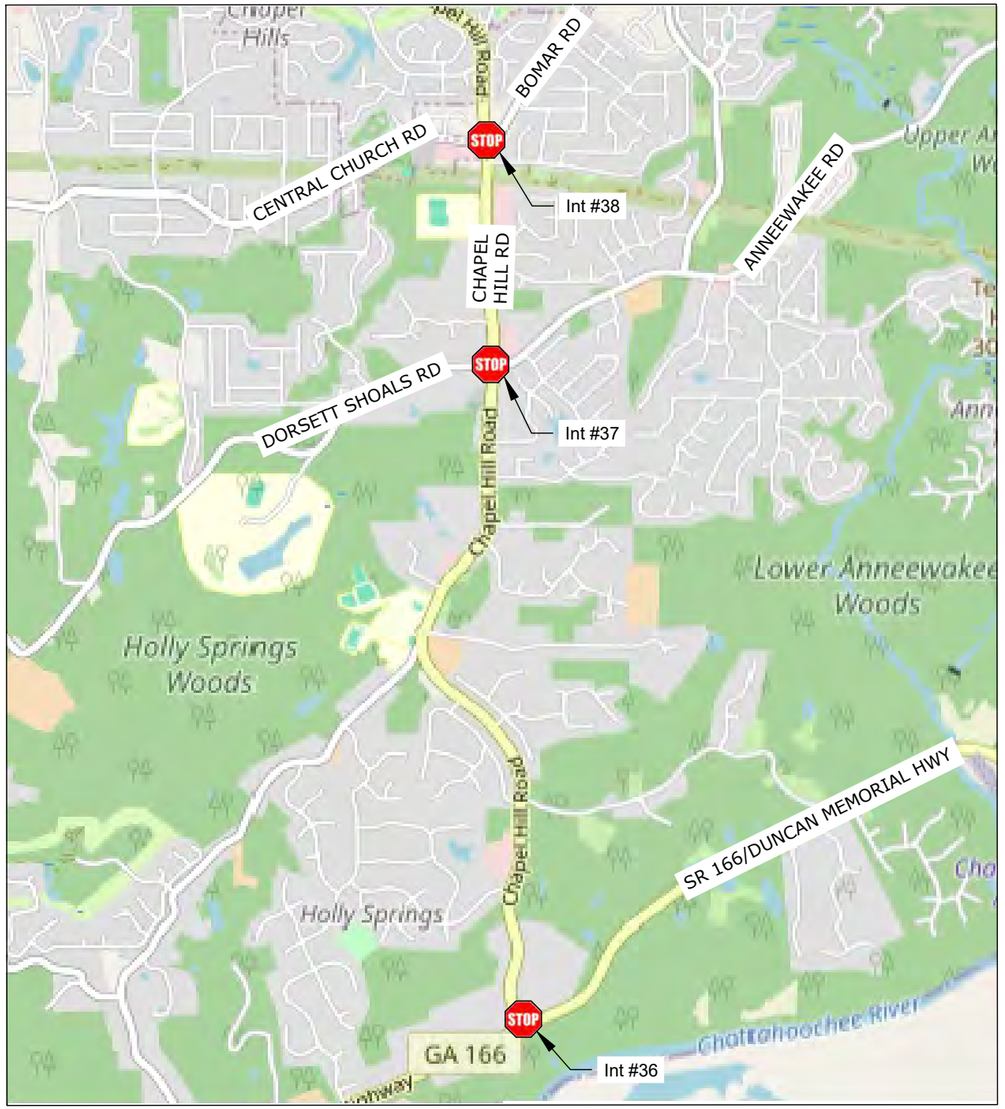
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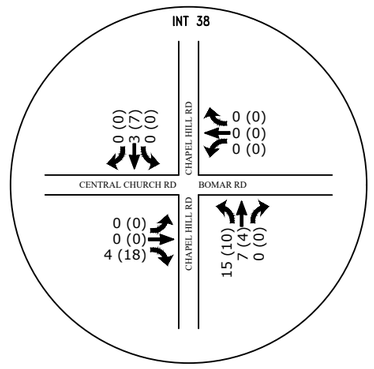
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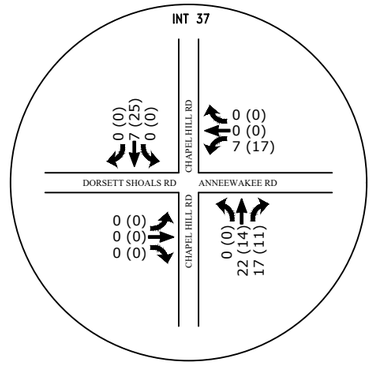
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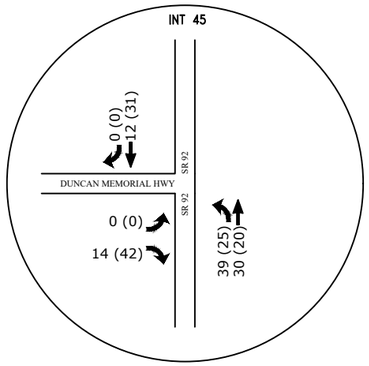
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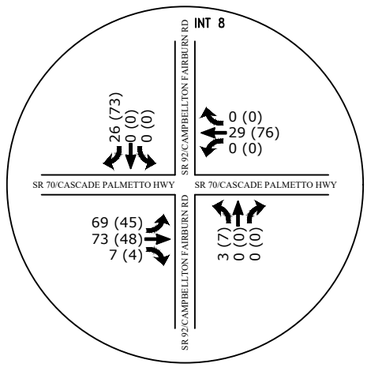
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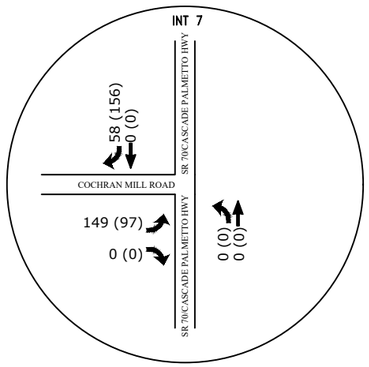
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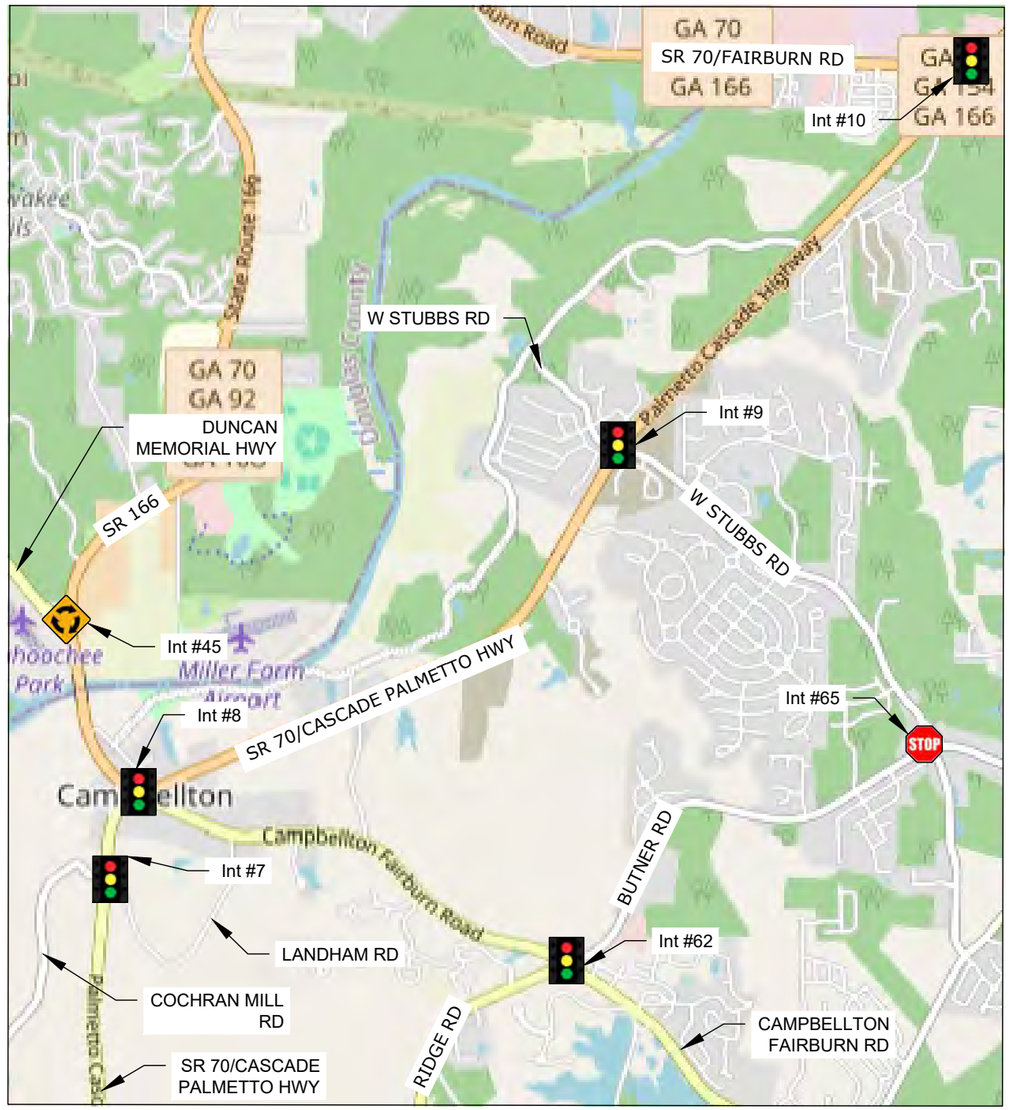
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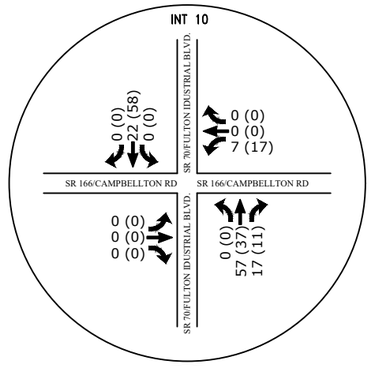
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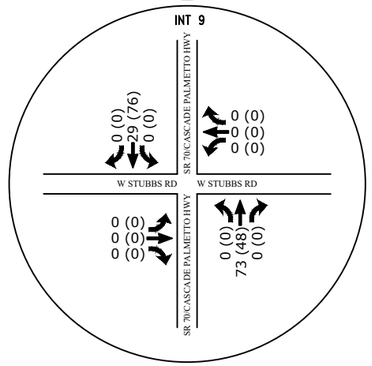


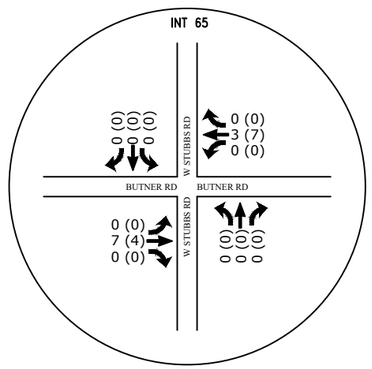


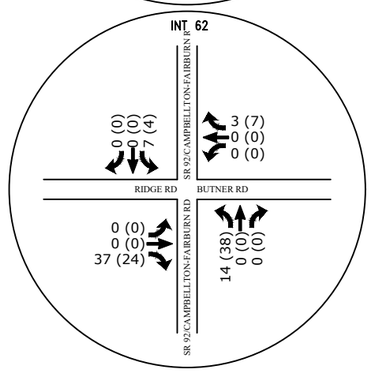












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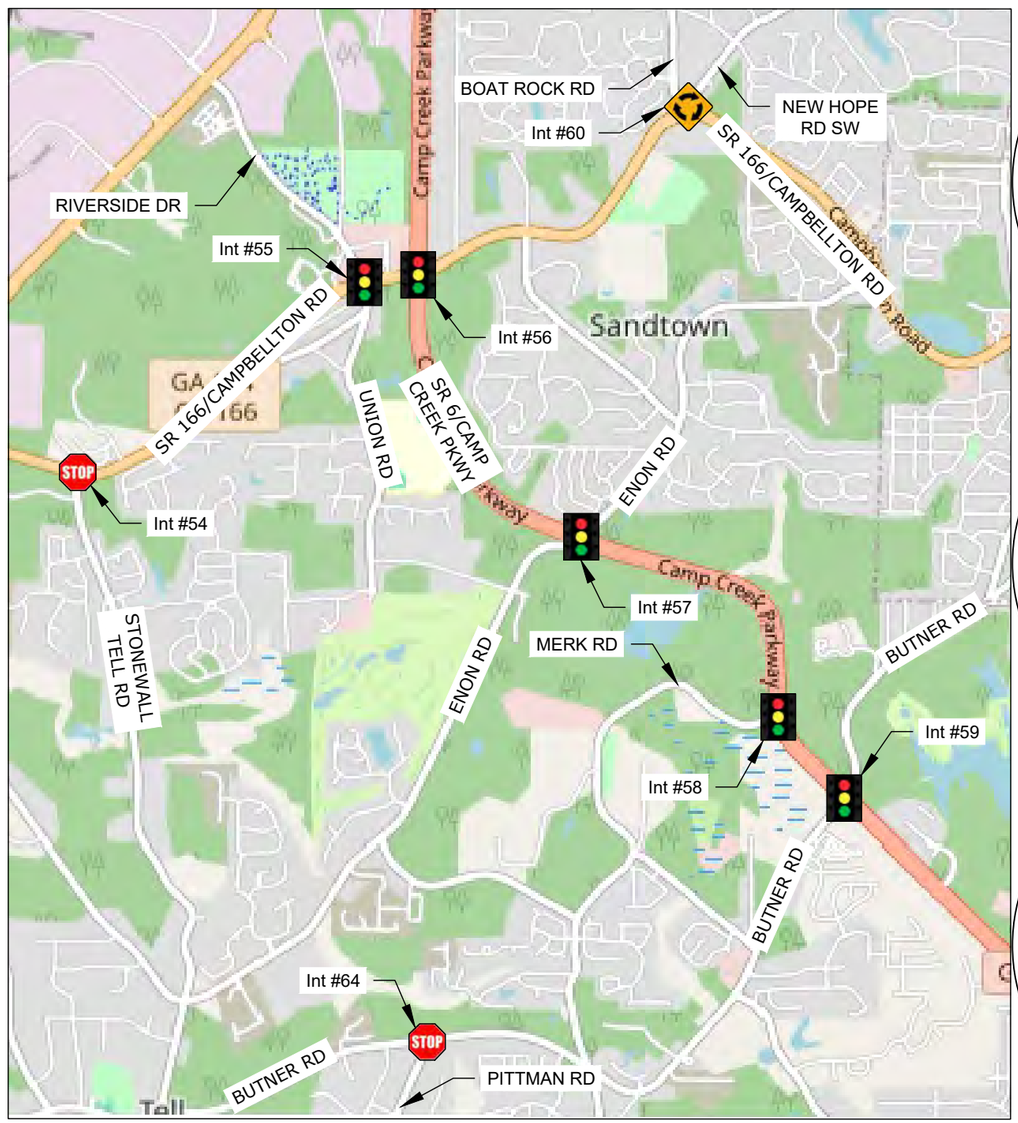
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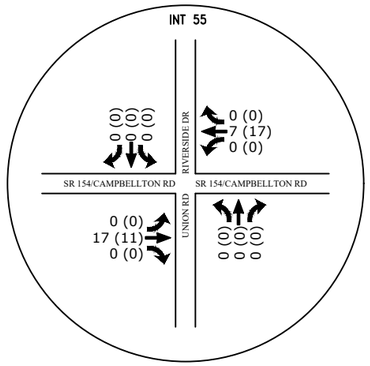
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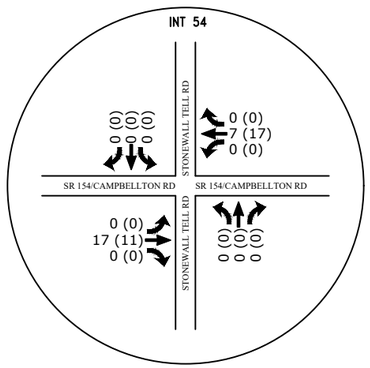
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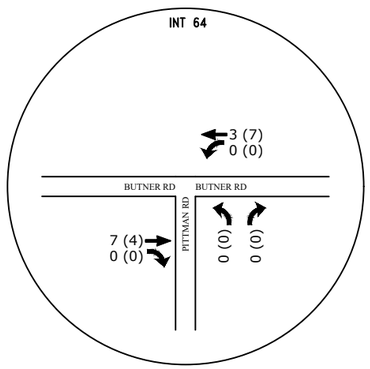
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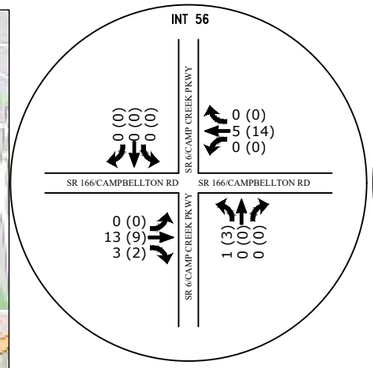
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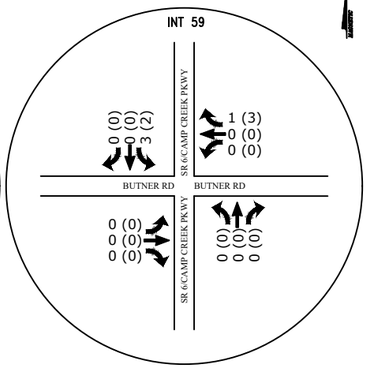


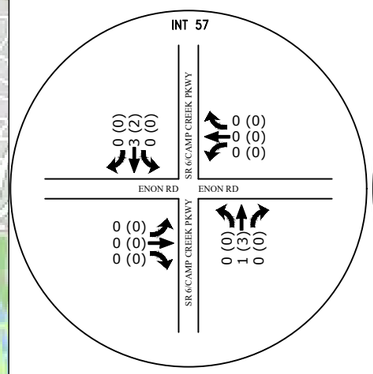


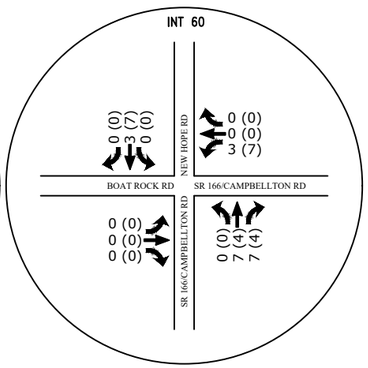


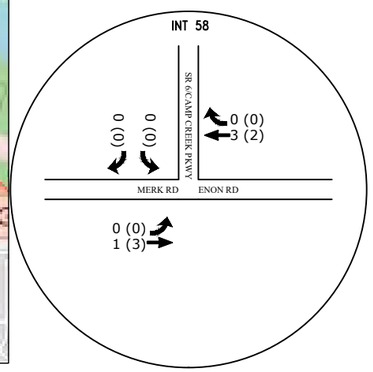












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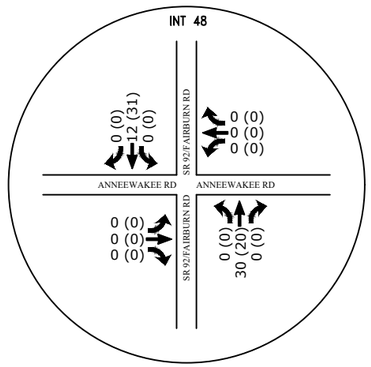
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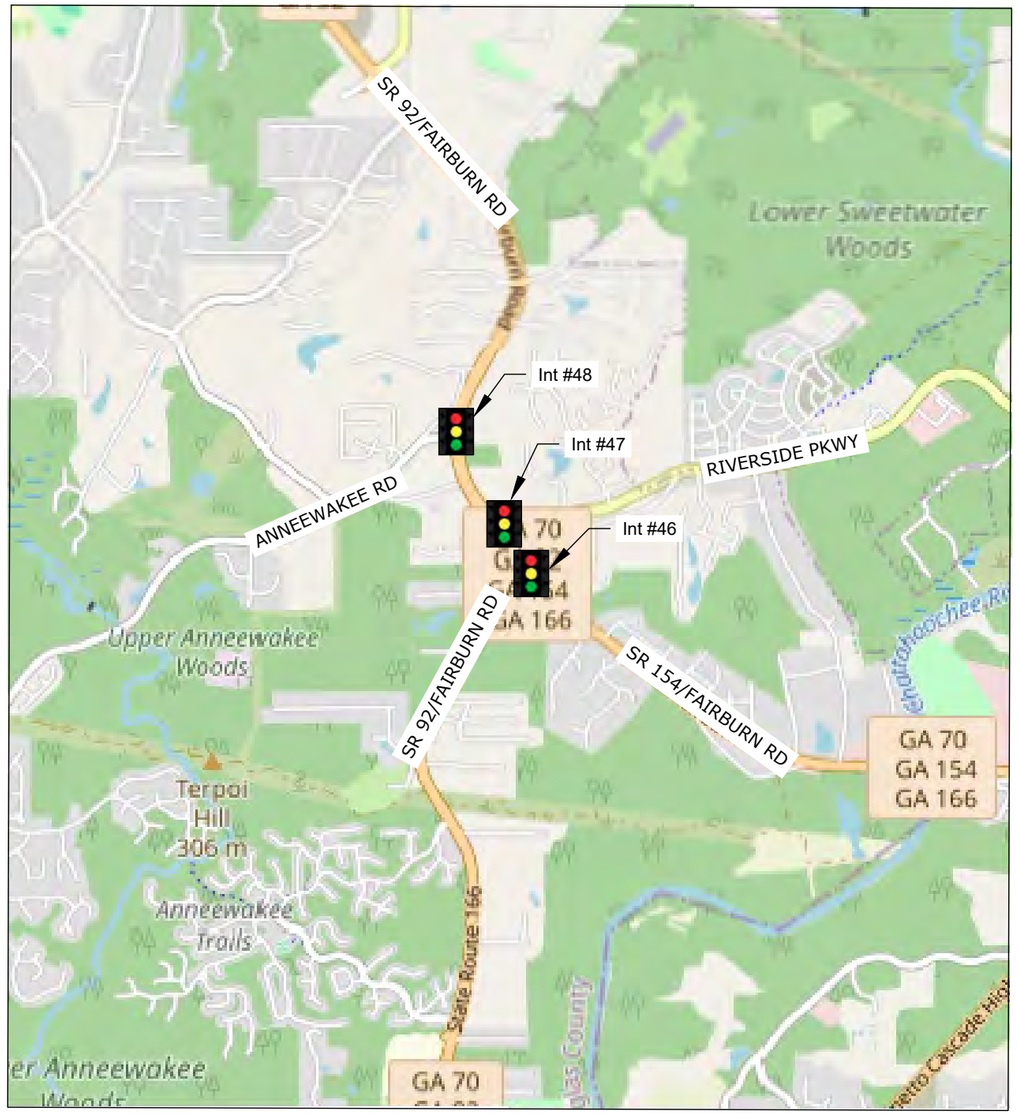
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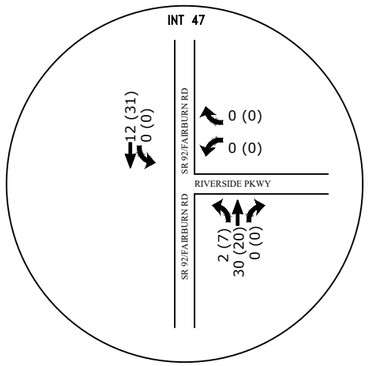
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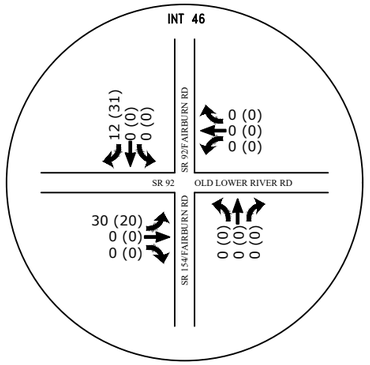
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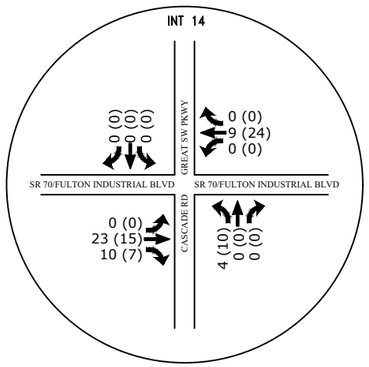
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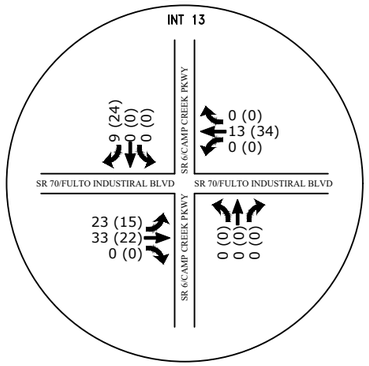
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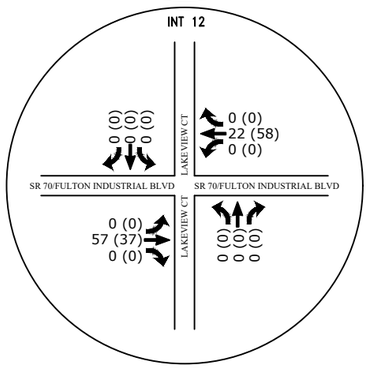
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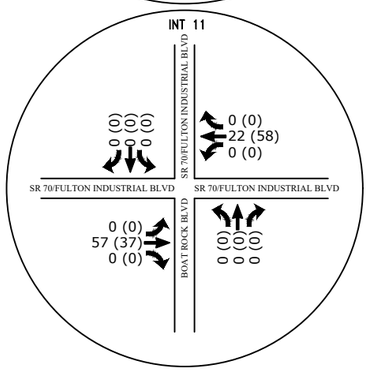
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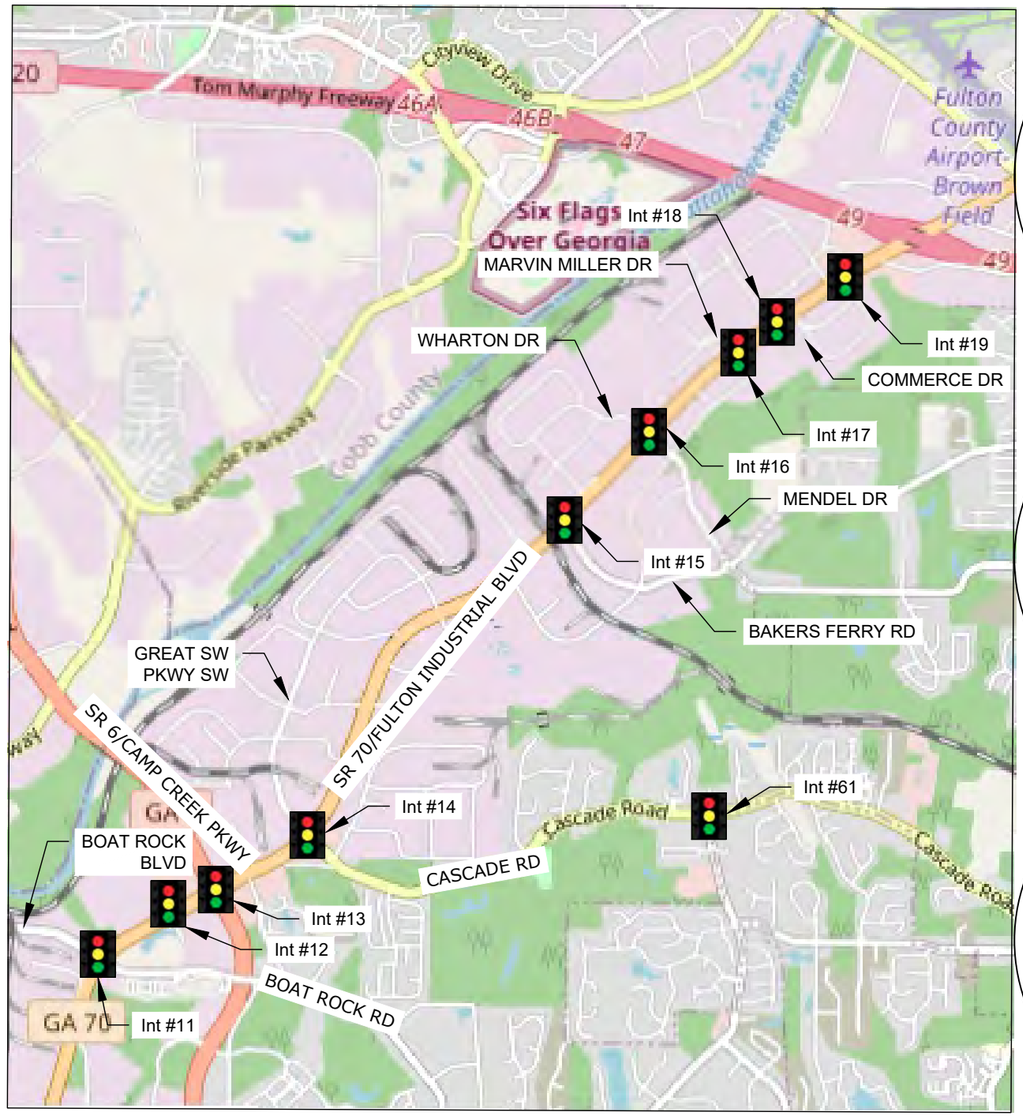
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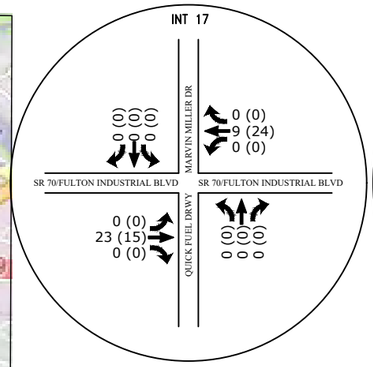


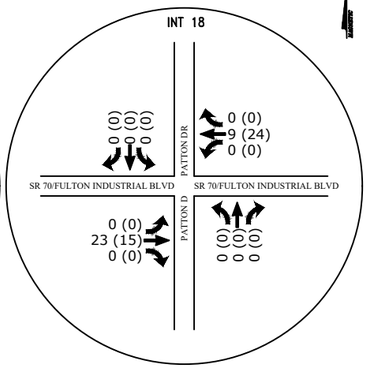


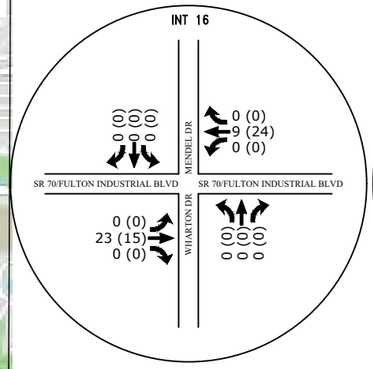


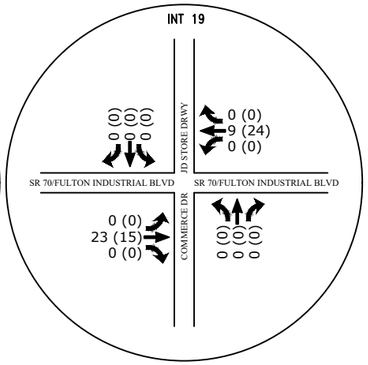


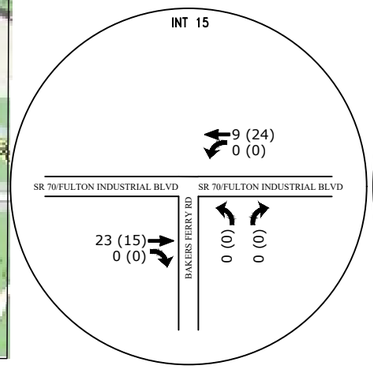


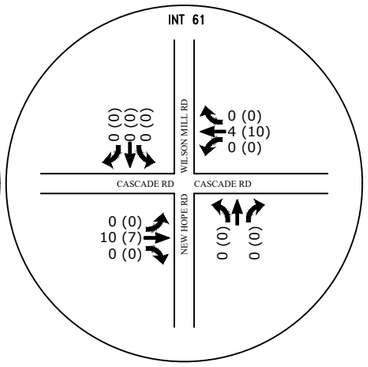












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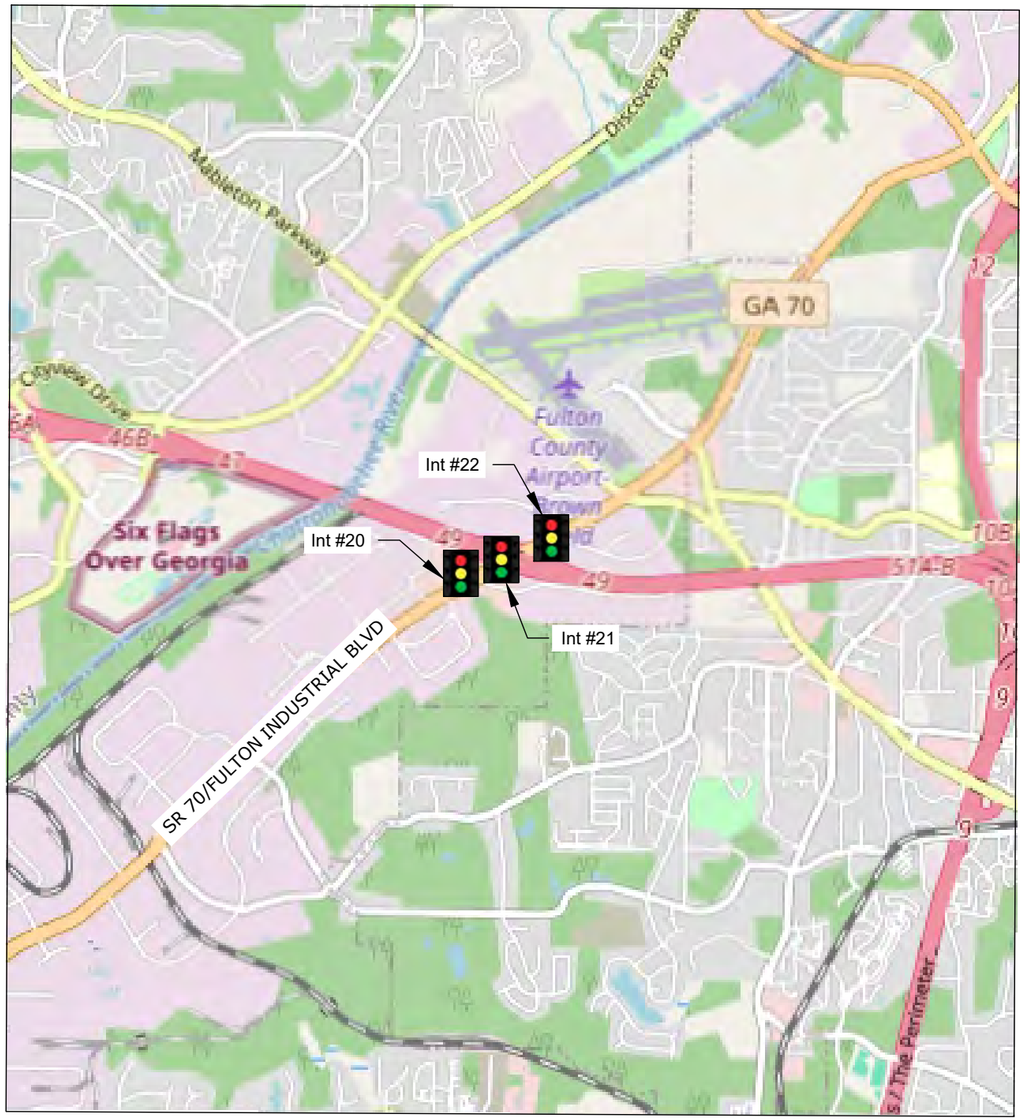
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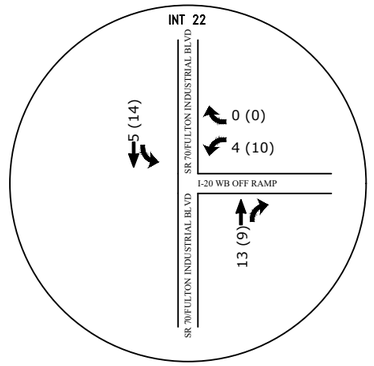
FIGURE 7: PHASE 3 TRIP GENERATION
PEAK HOUR VOLUMES (2032)

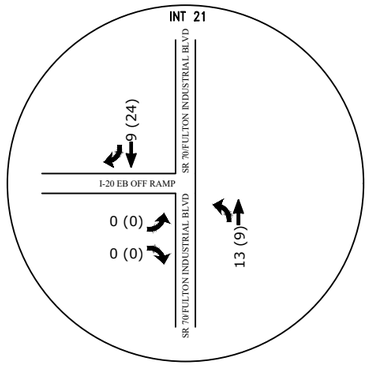
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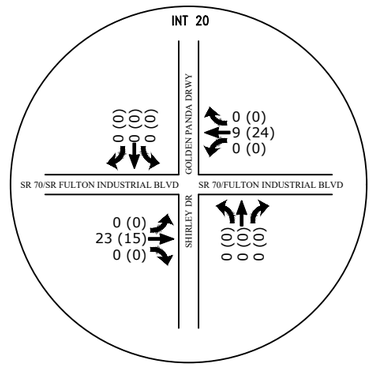
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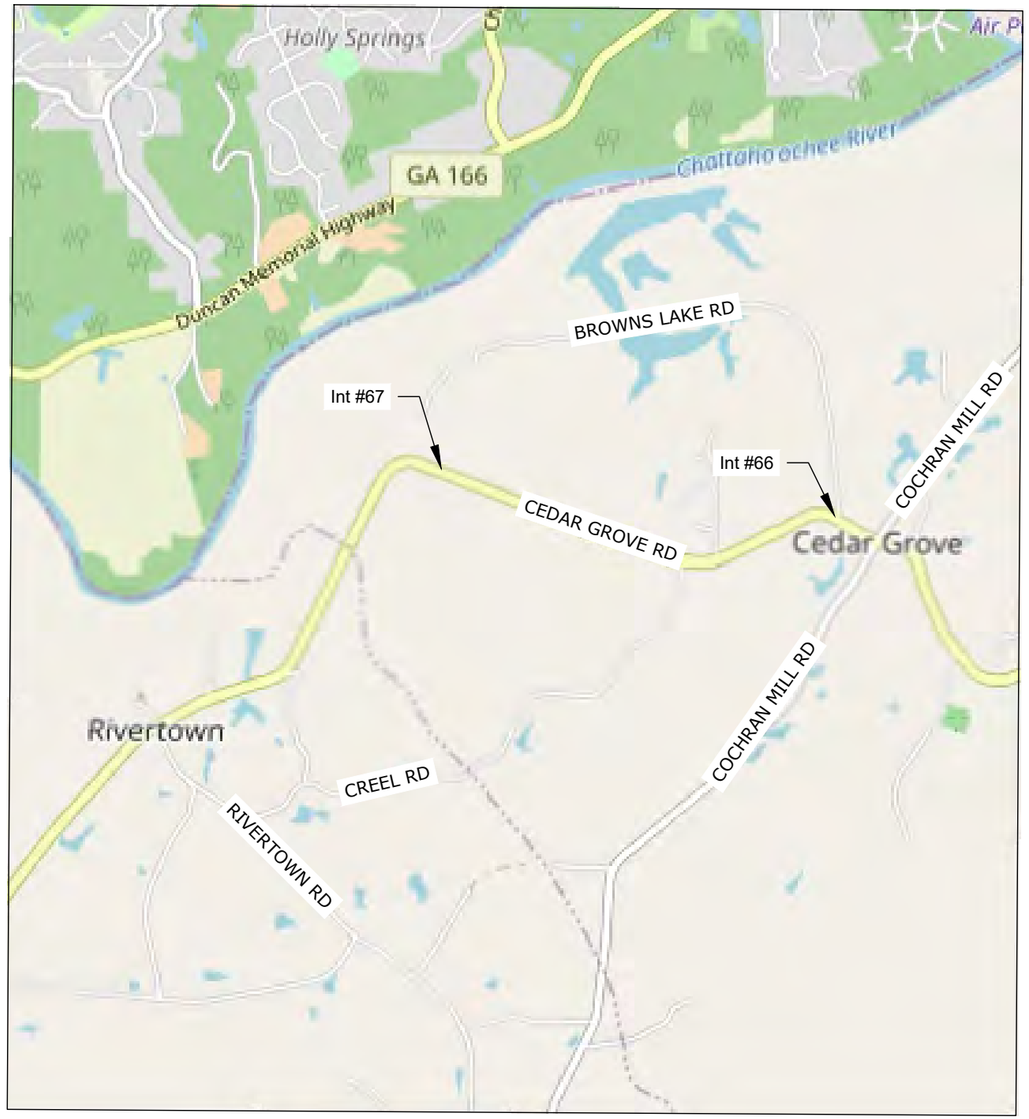
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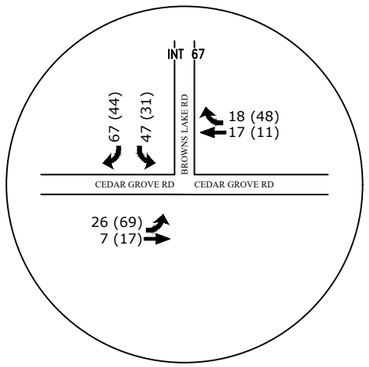
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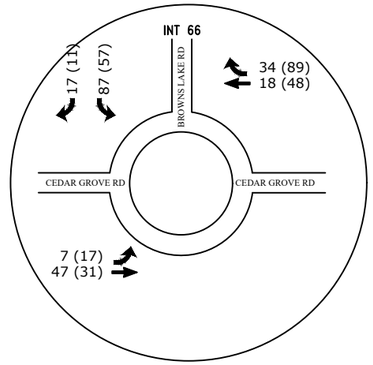
FIGURE 7: PHASE 3 TRIP GENERATION
PEAK HOUR VOLUMES (2032)

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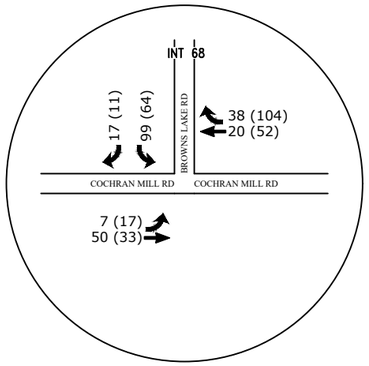
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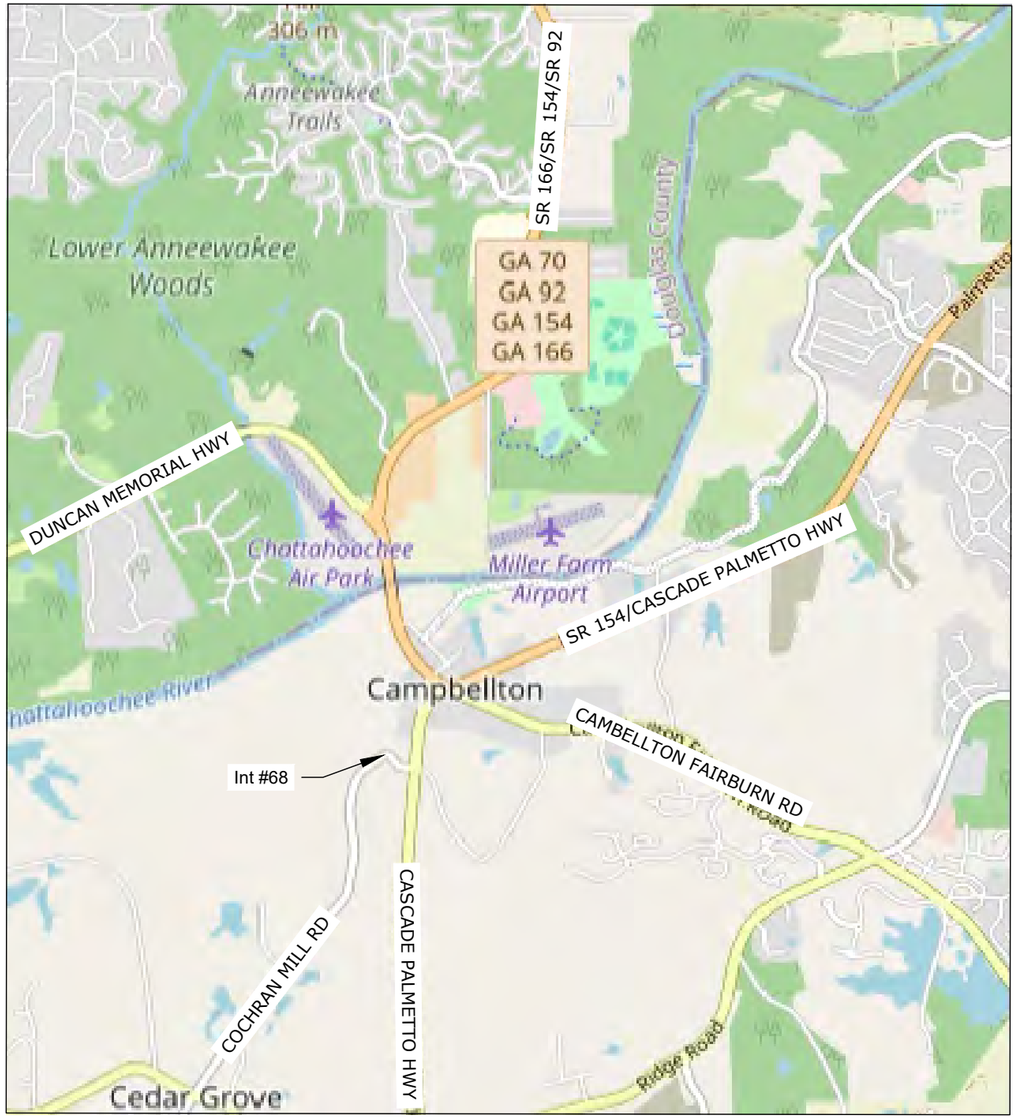
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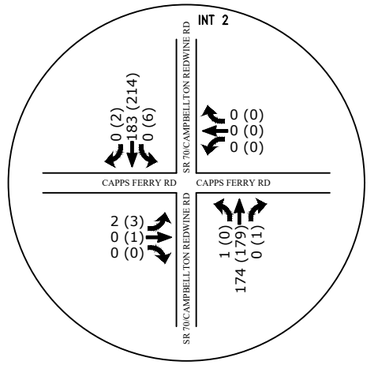
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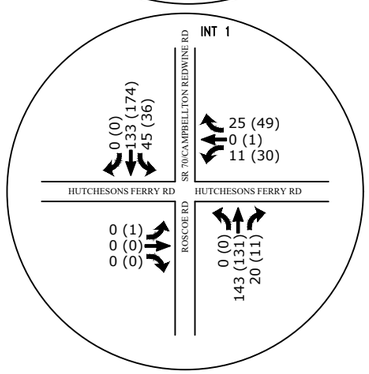
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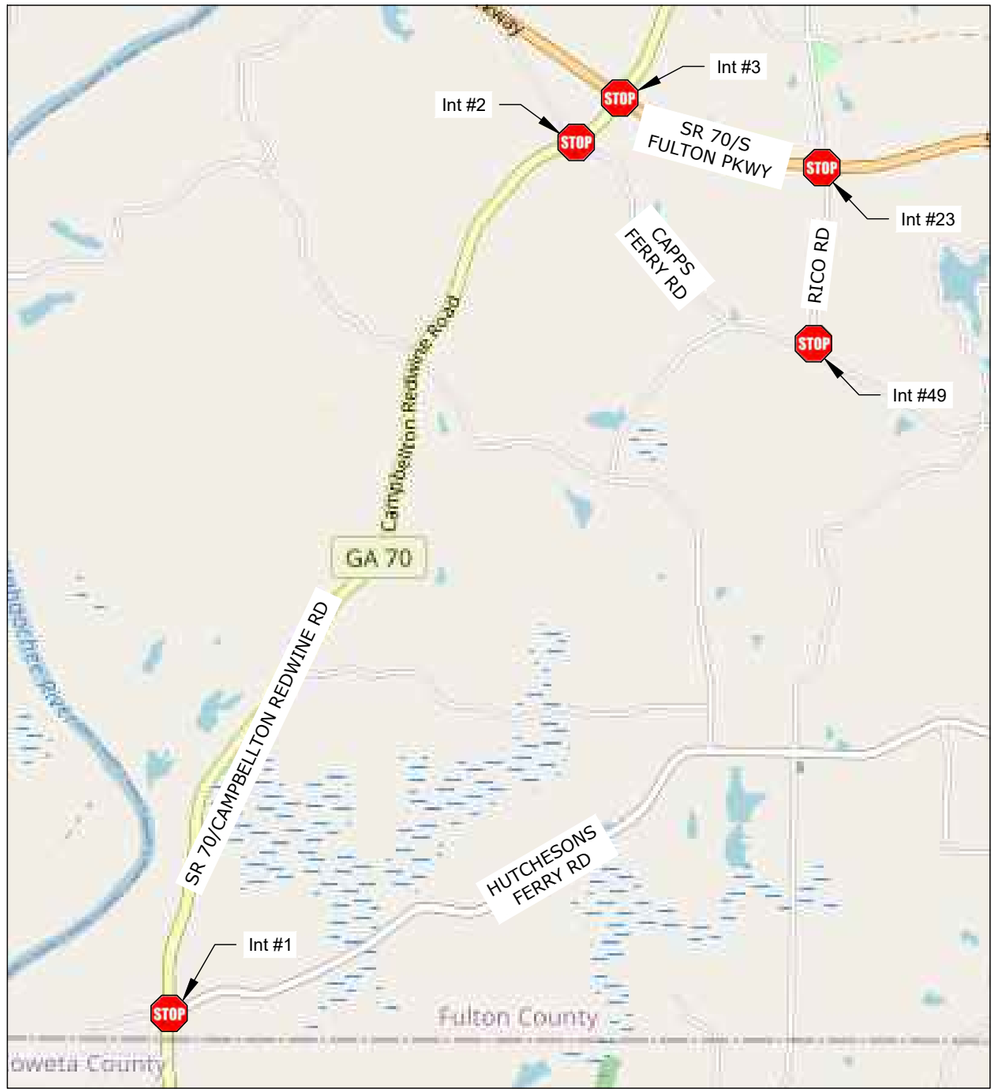
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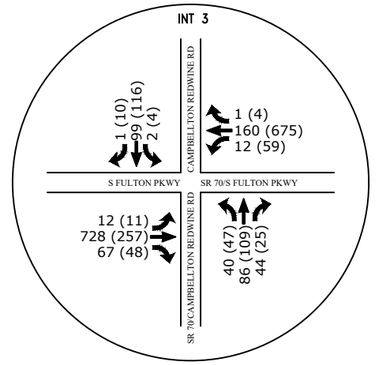
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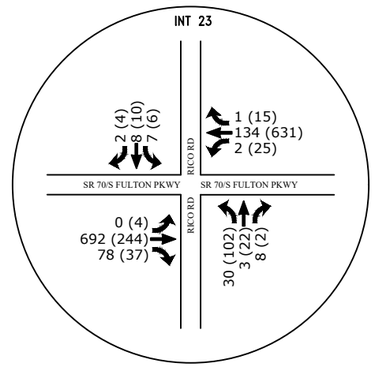
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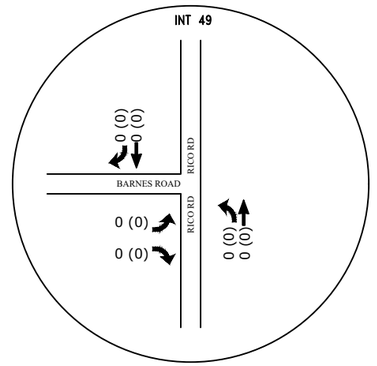












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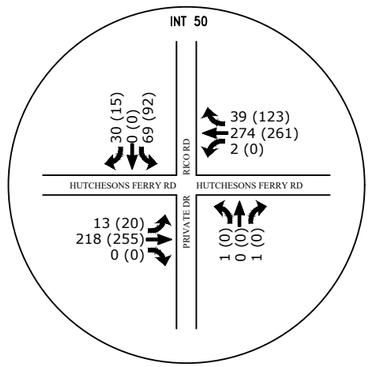
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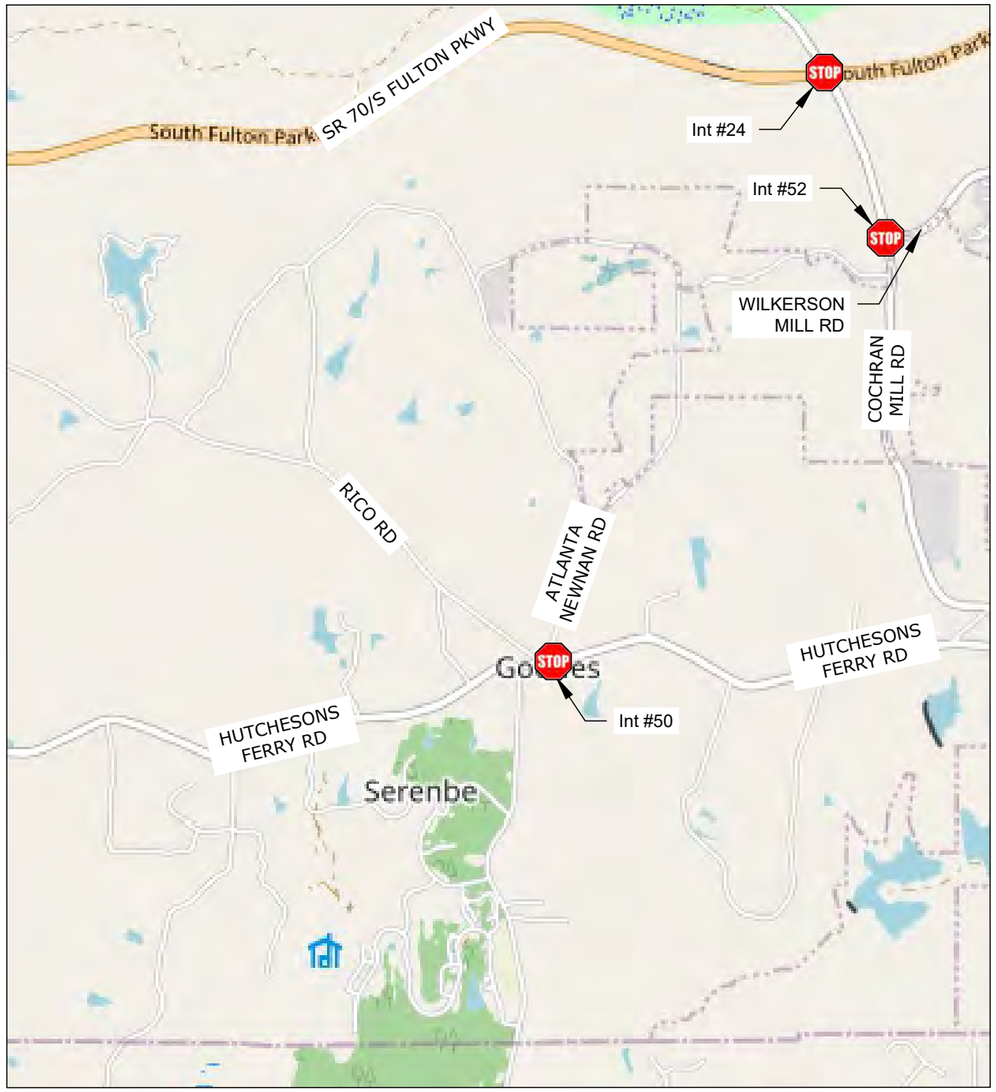
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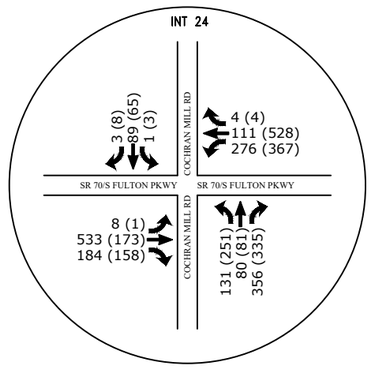
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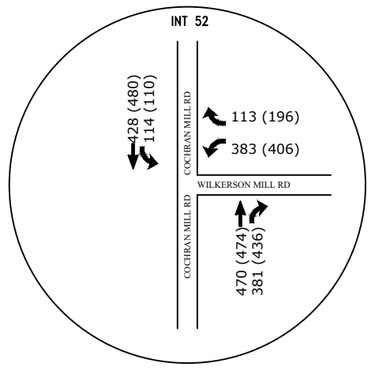
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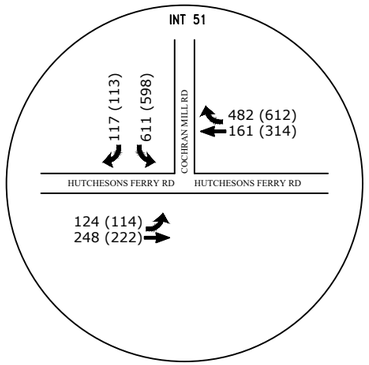
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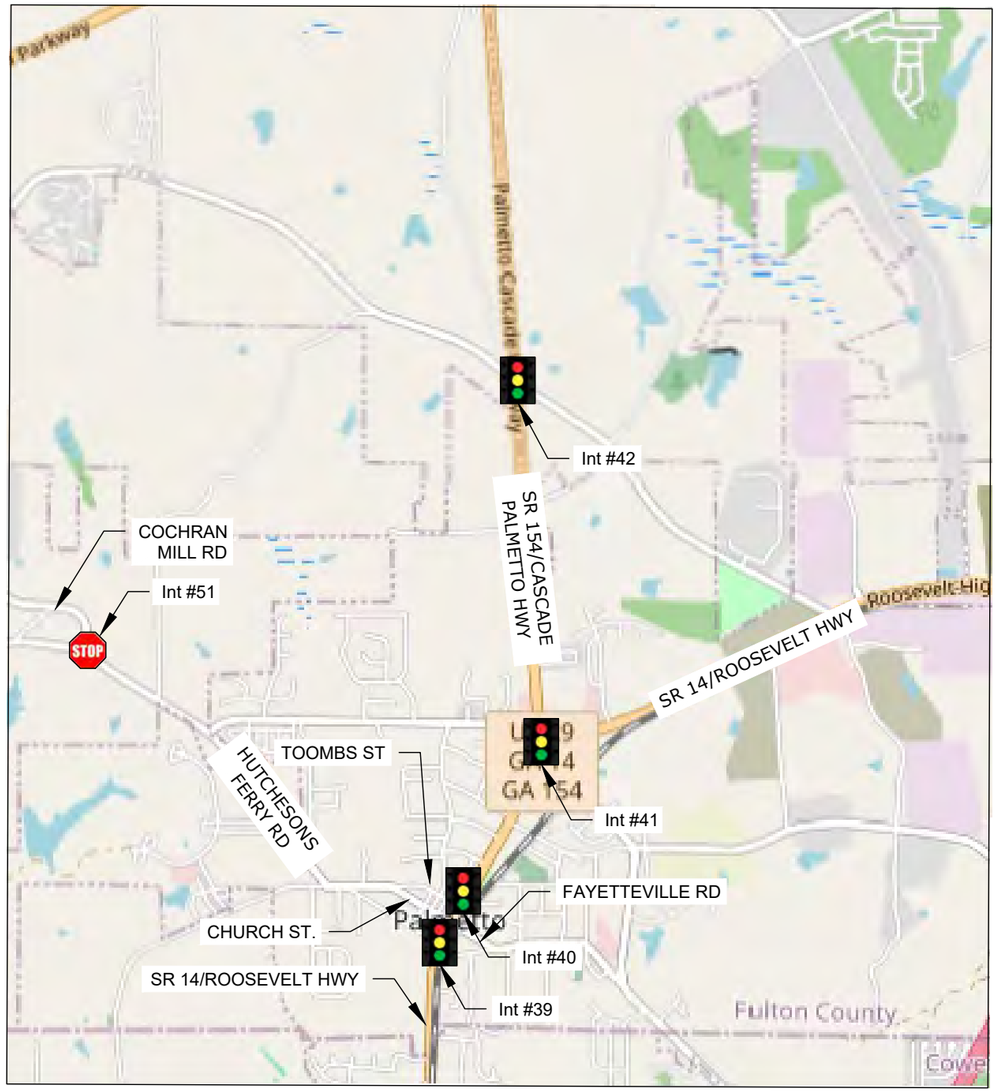
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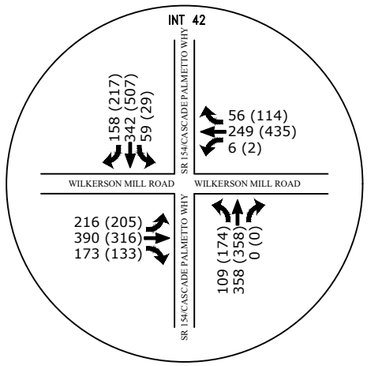
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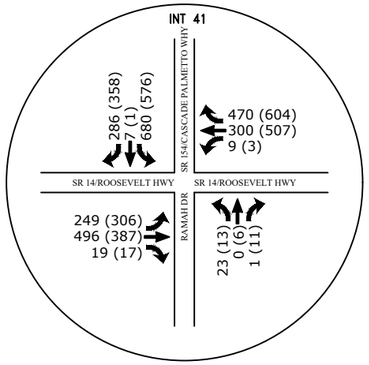
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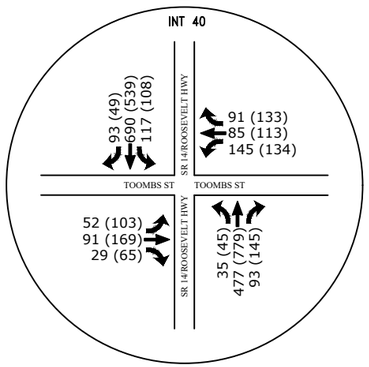
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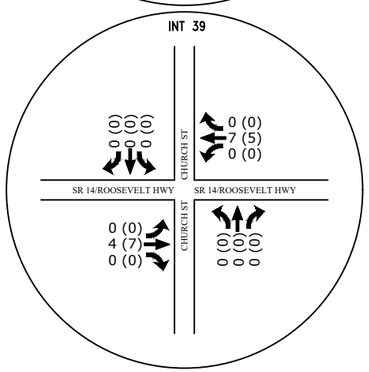












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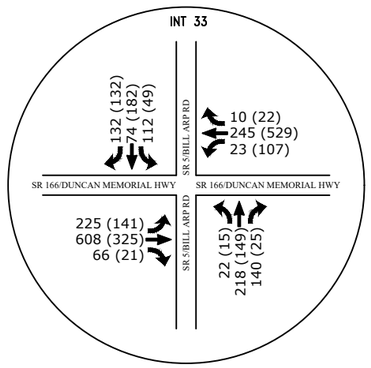
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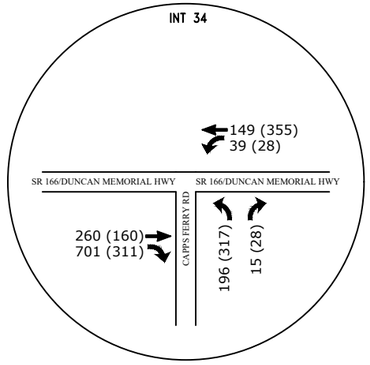
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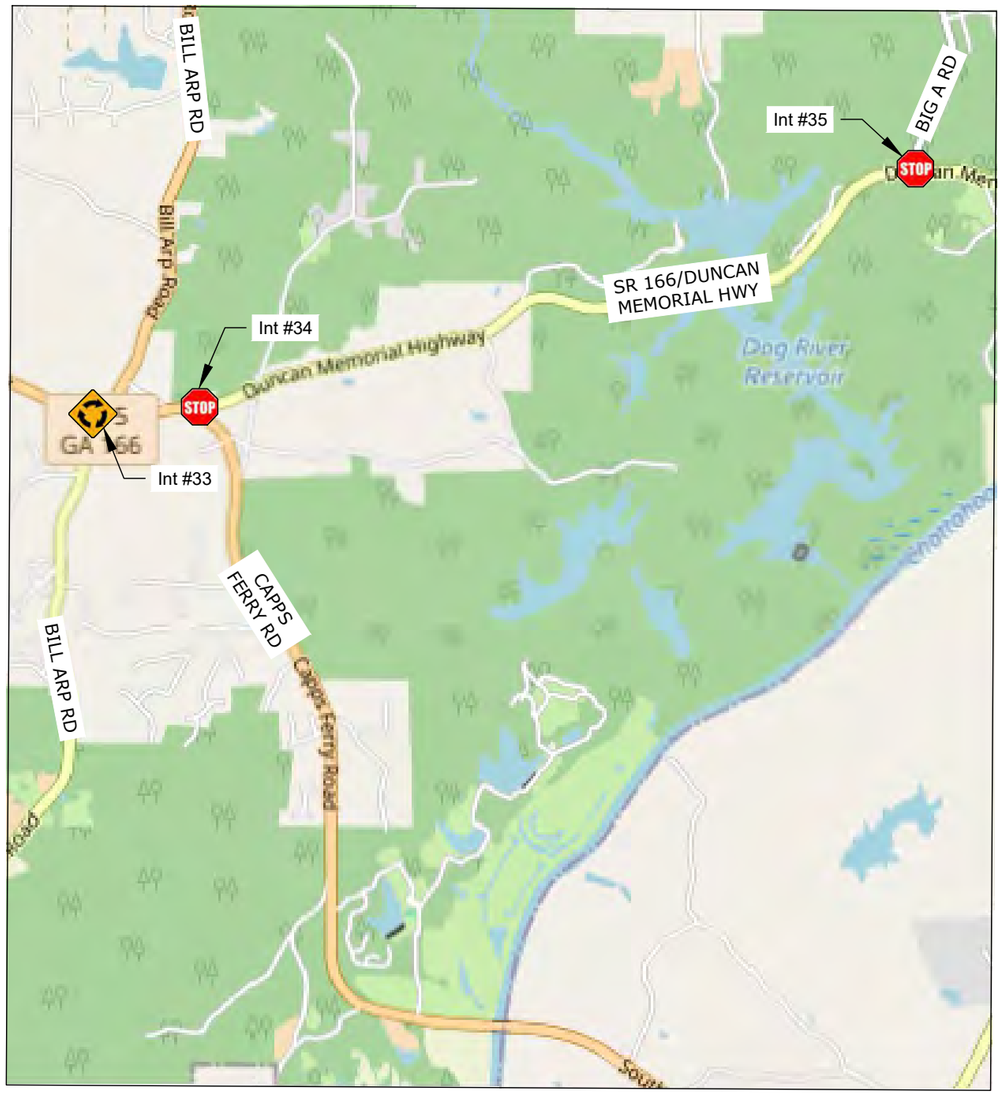
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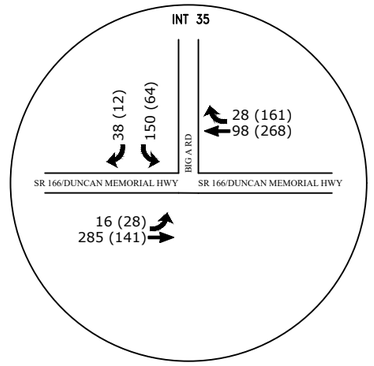
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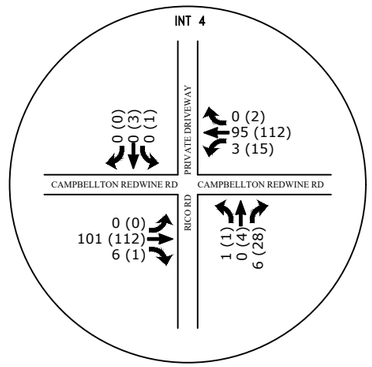
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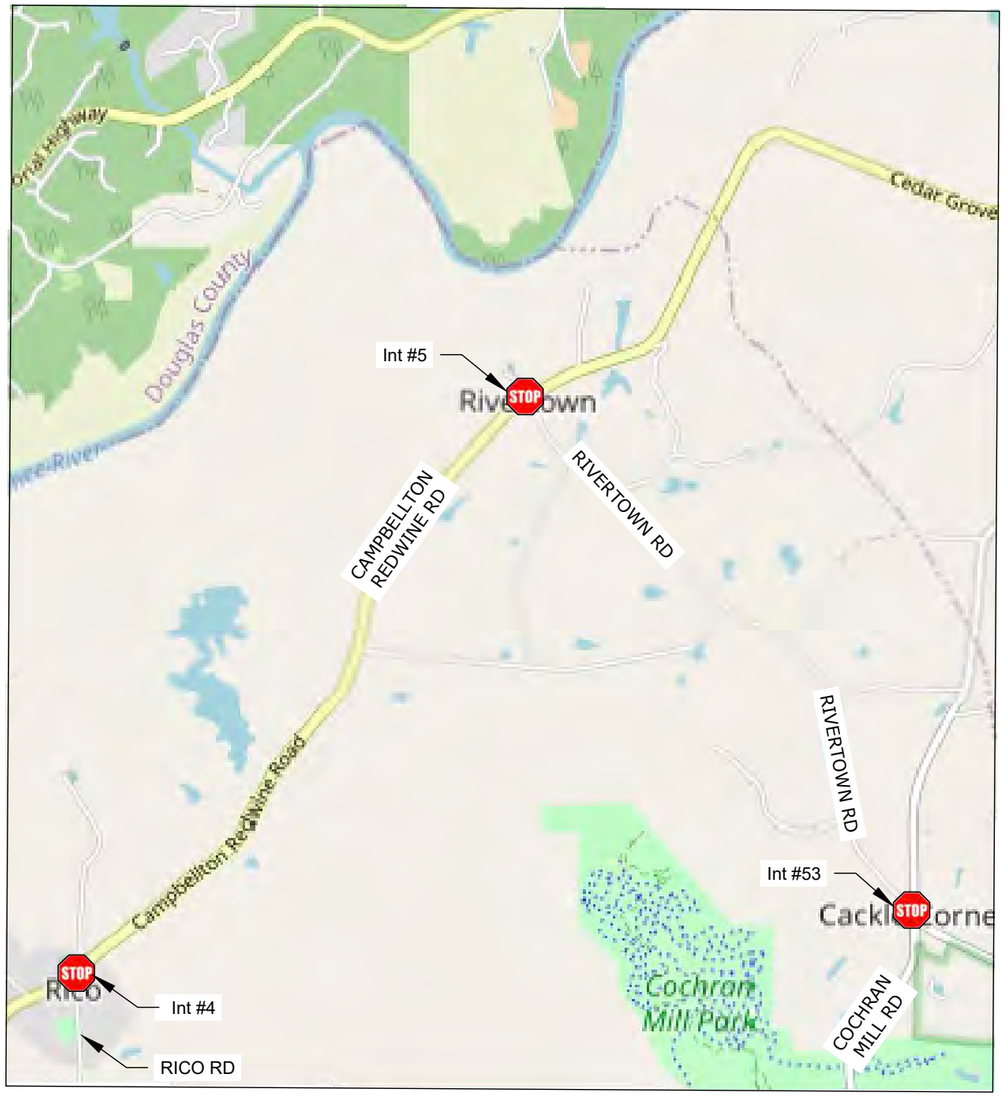
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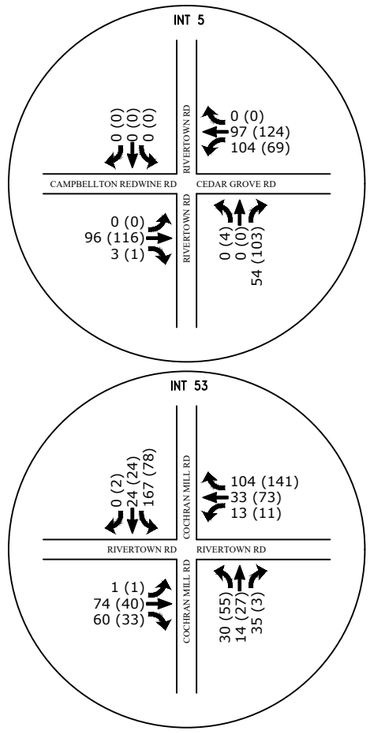
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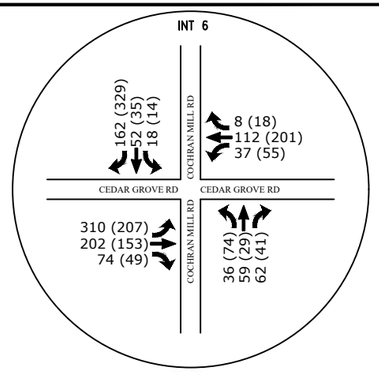
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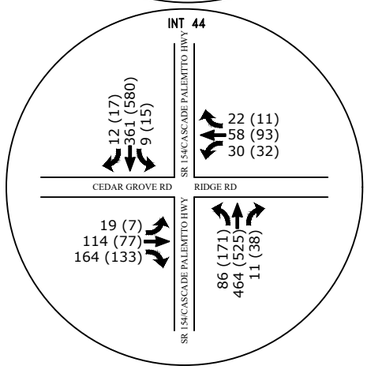
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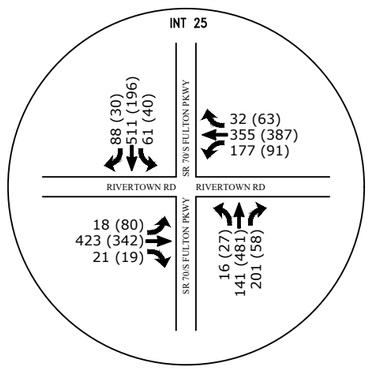
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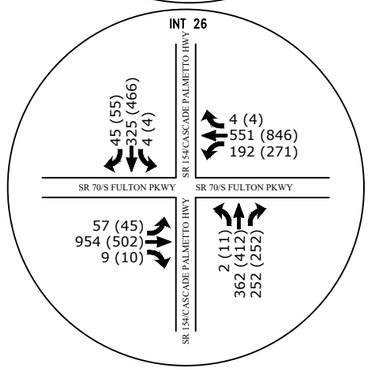
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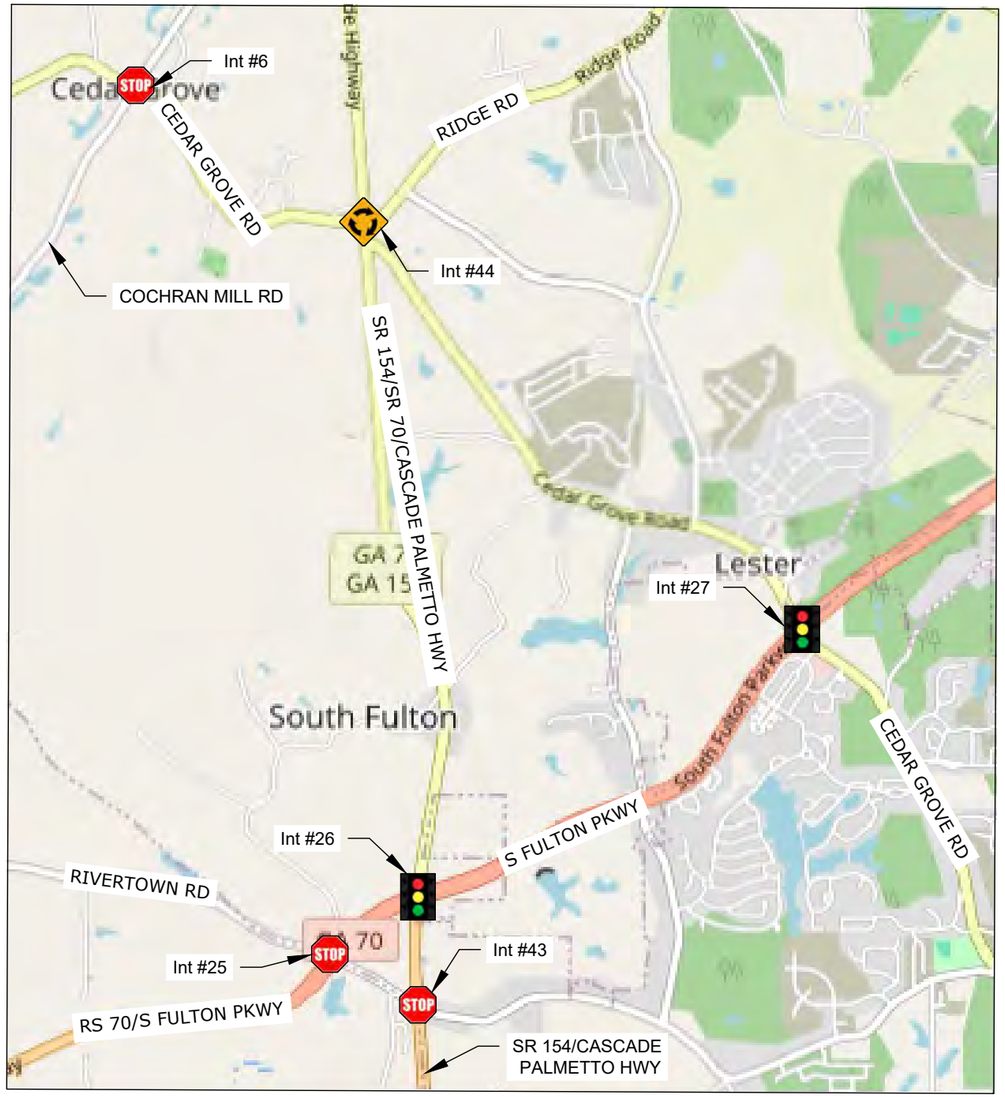
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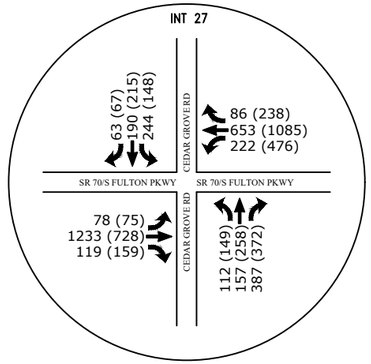


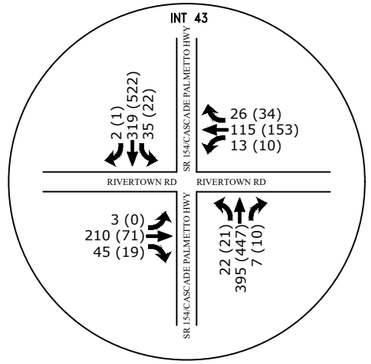












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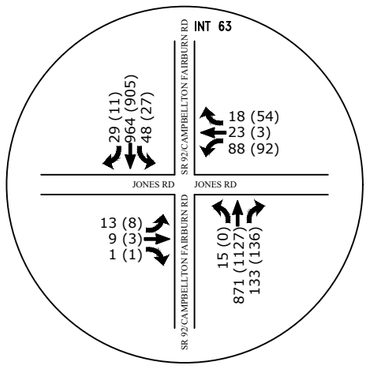
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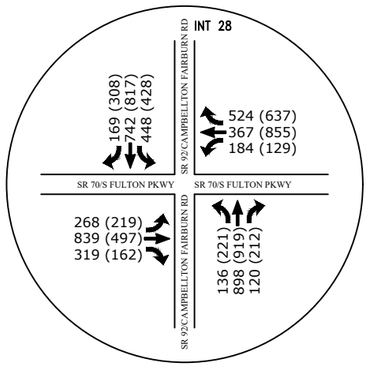
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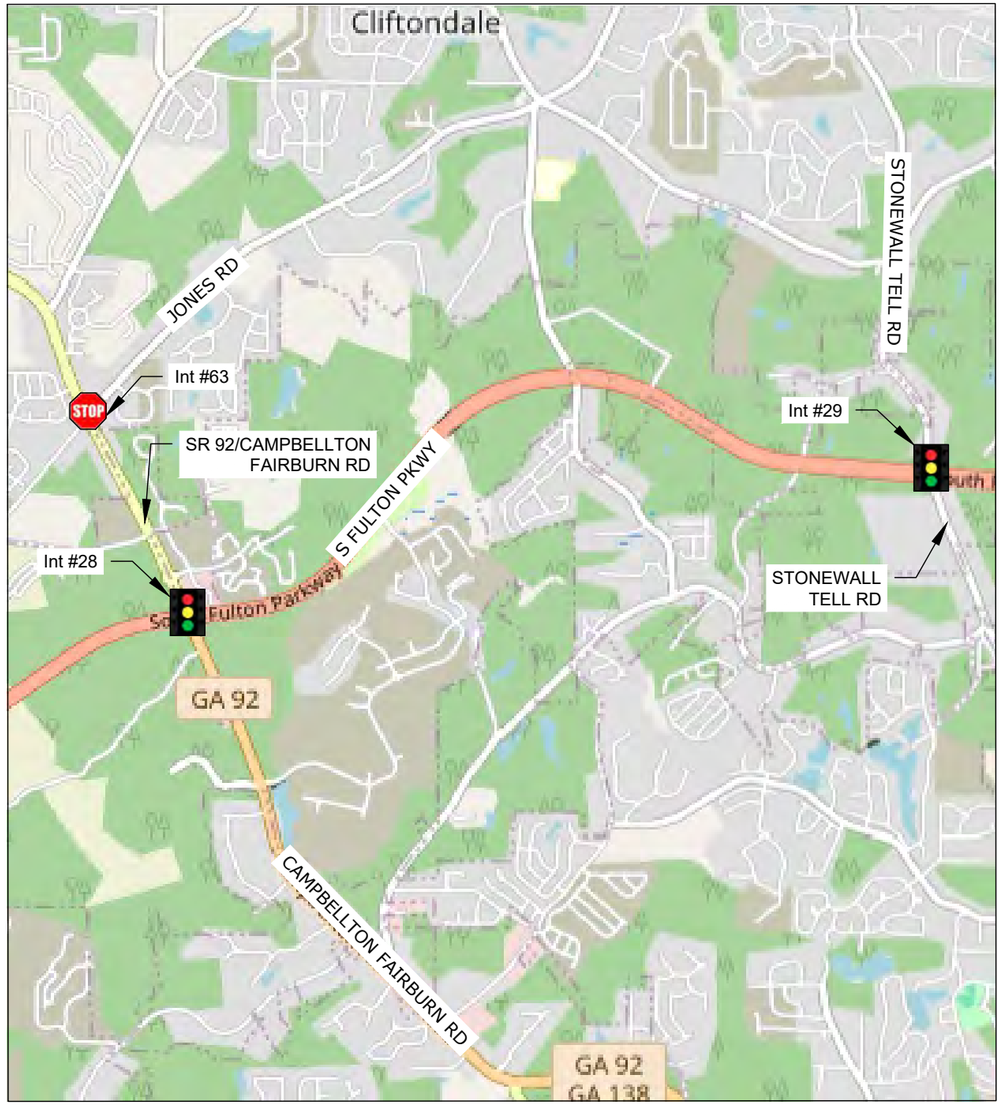
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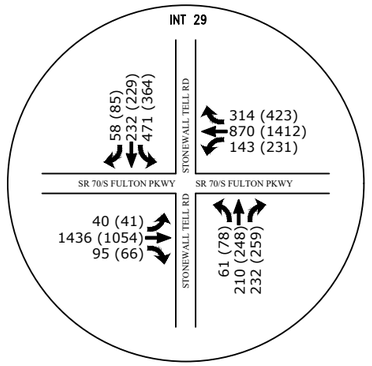
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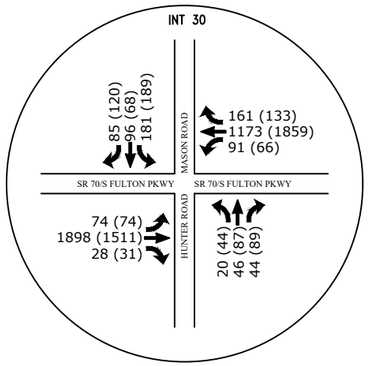
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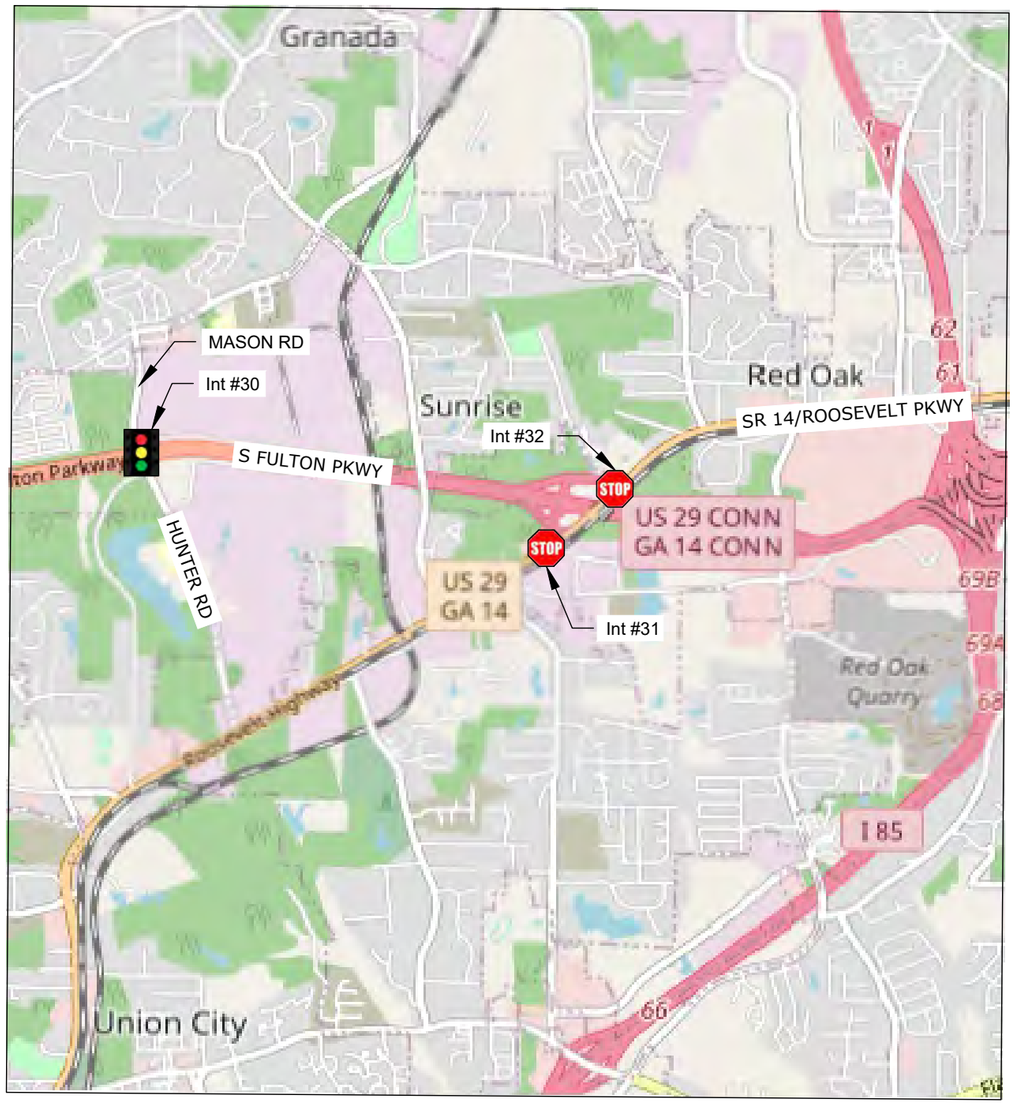
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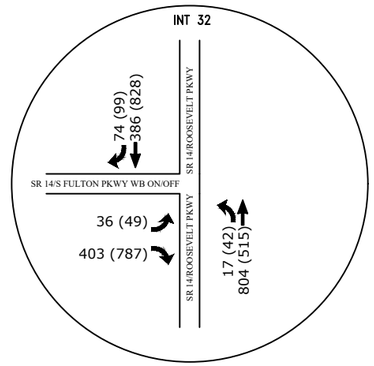
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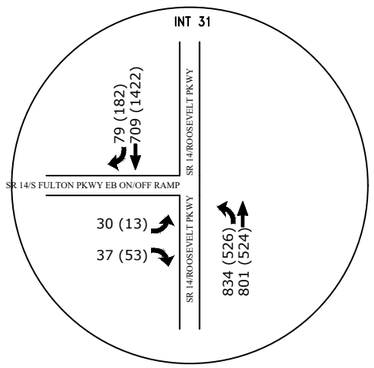
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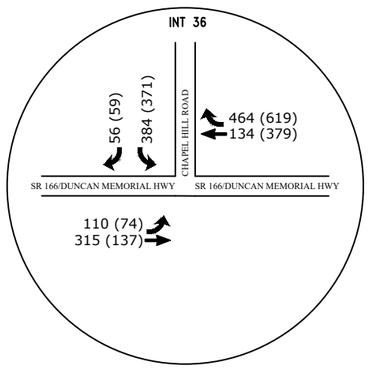
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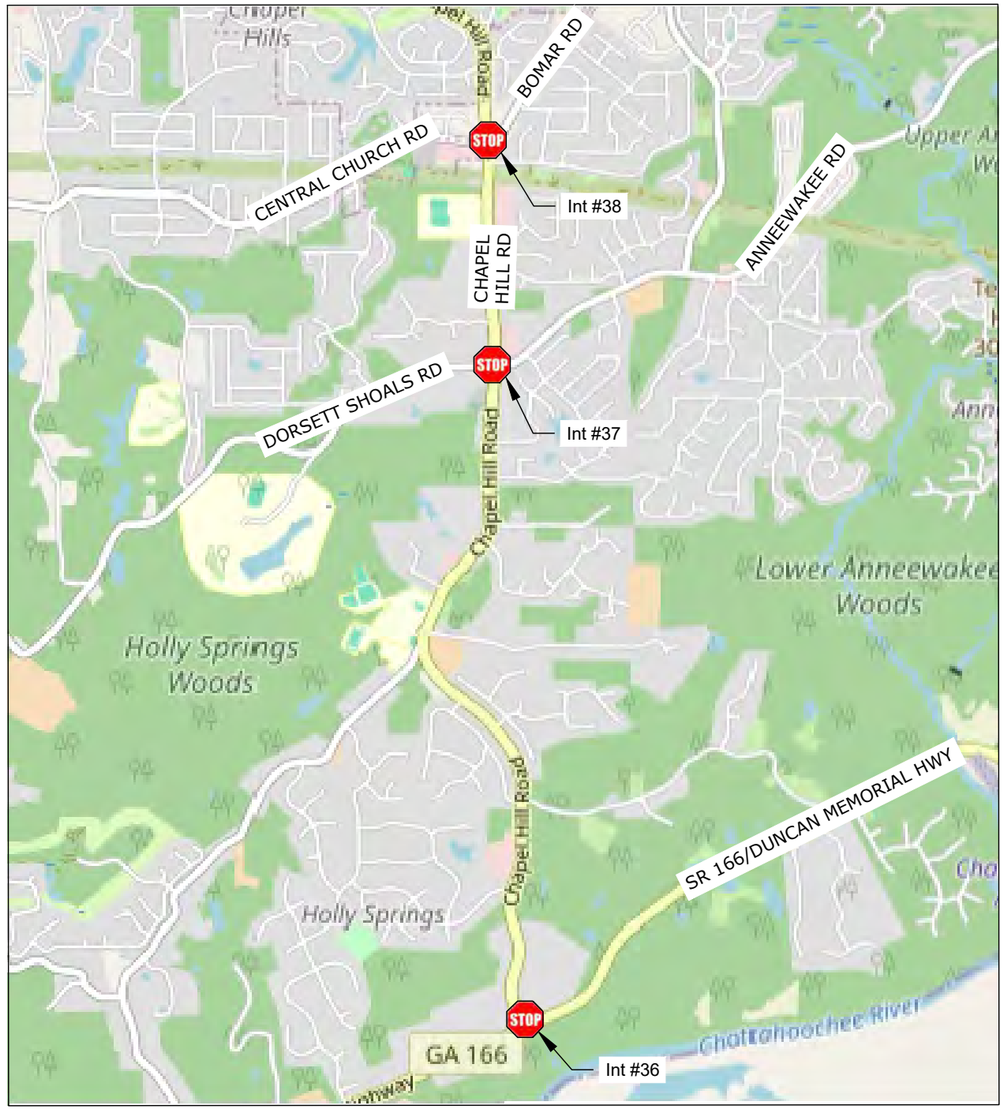
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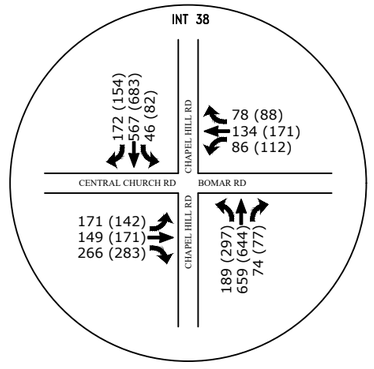
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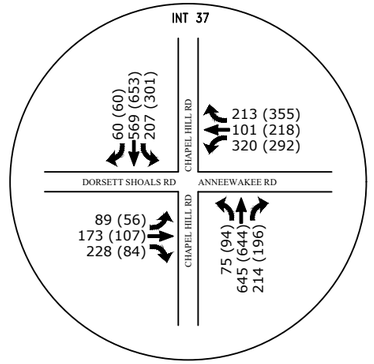
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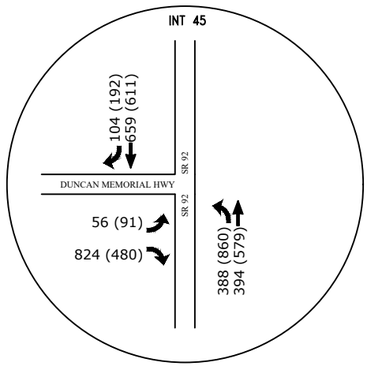
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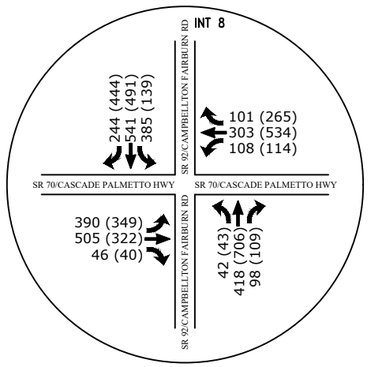
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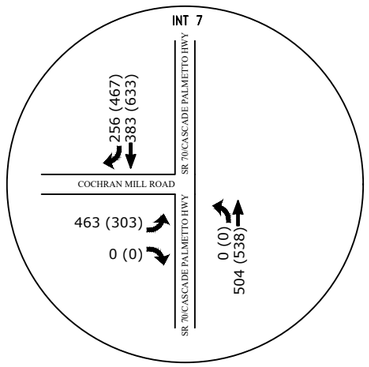
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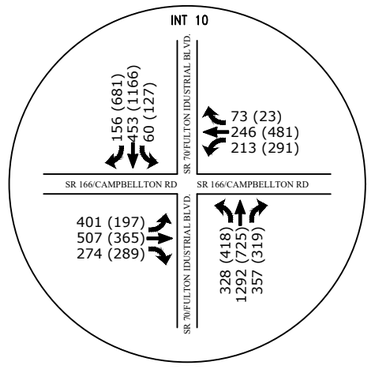
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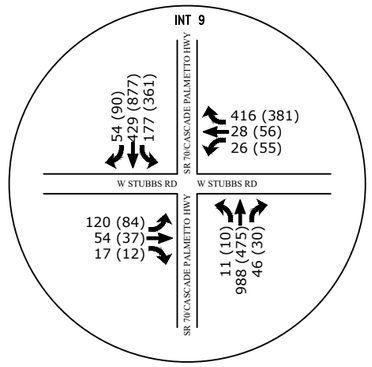


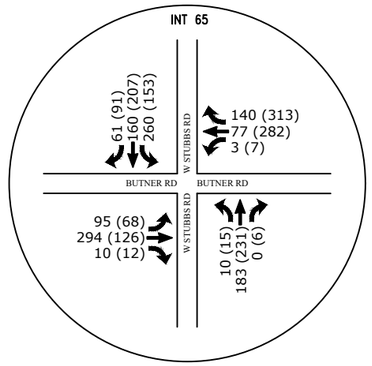


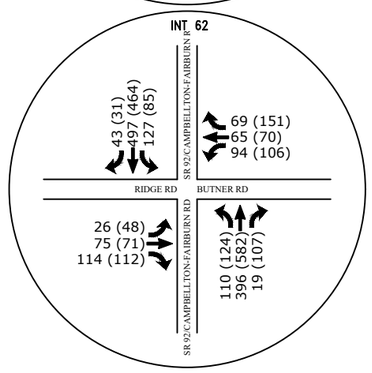












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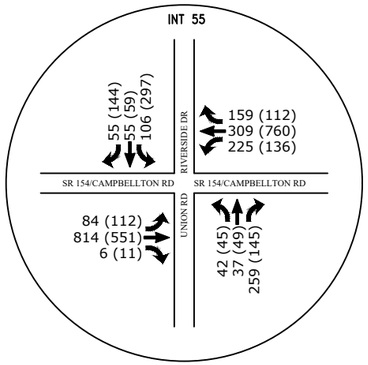
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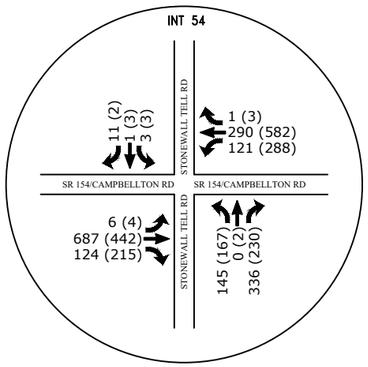
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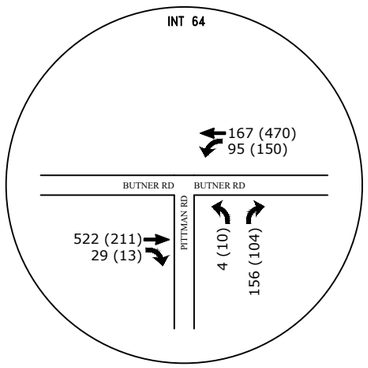
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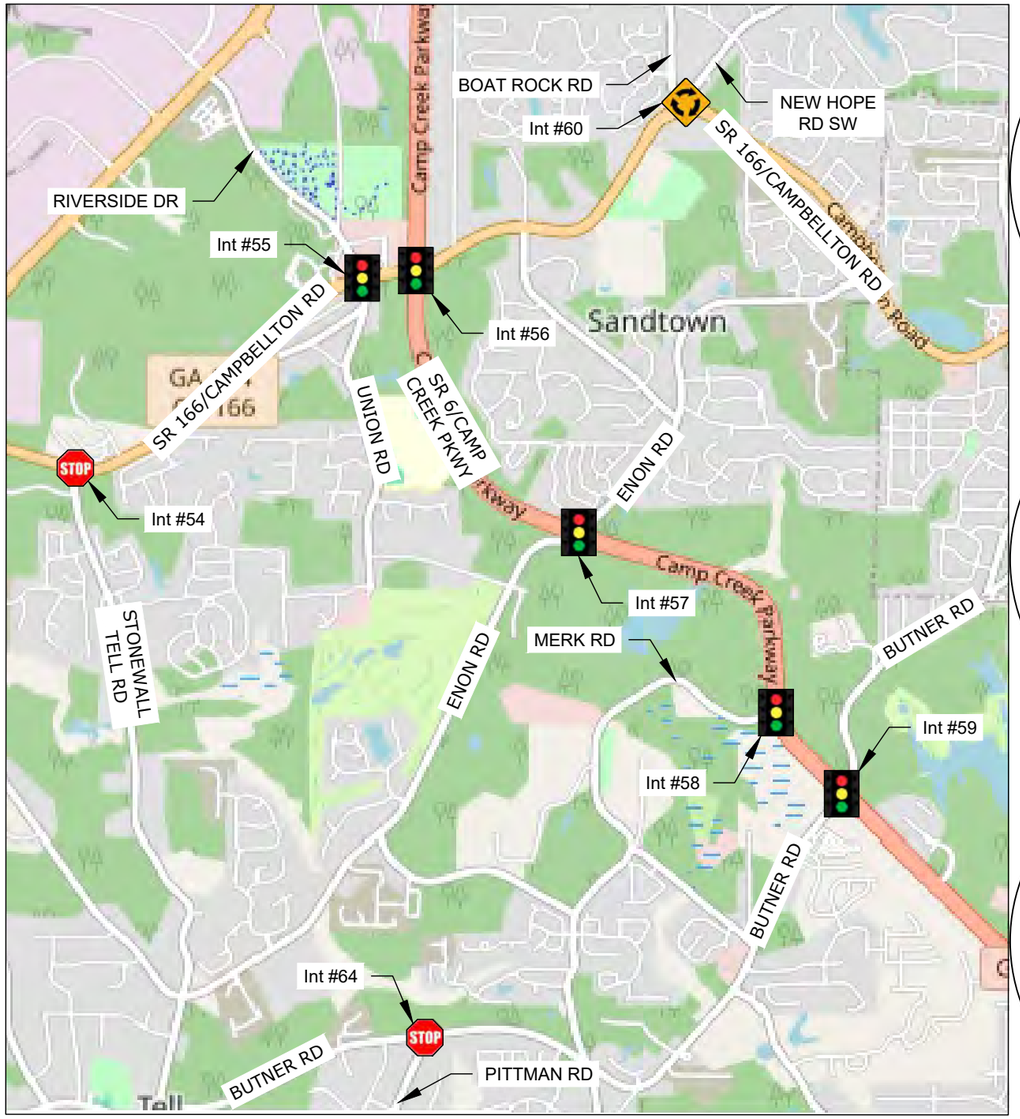
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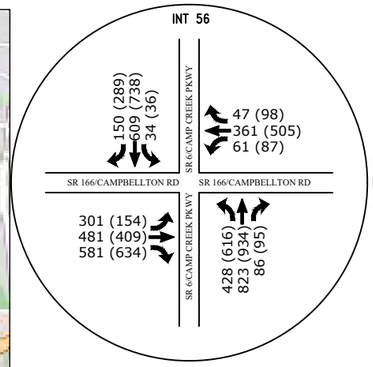
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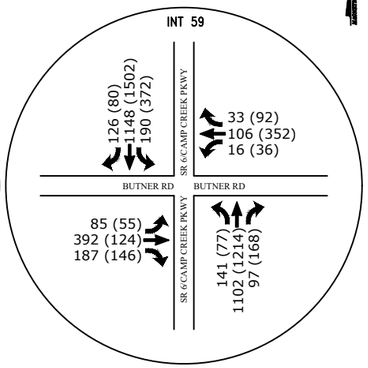


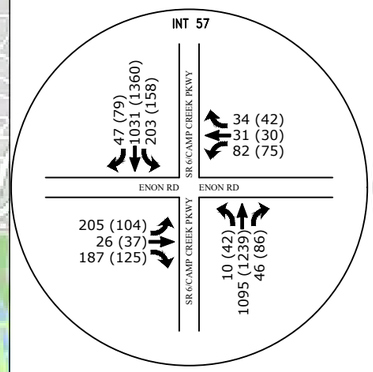


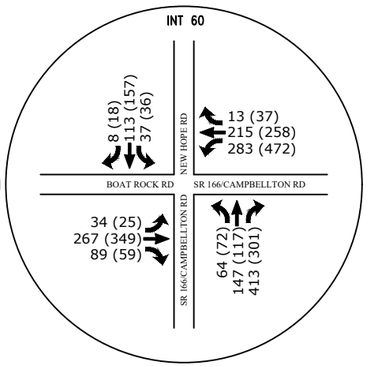


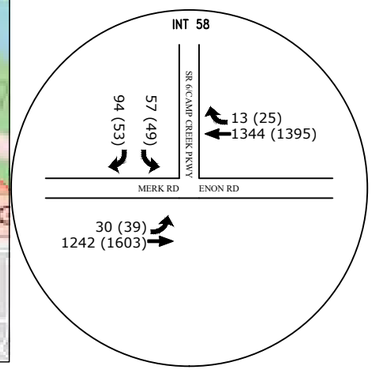












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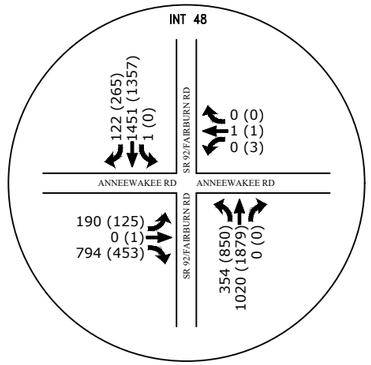
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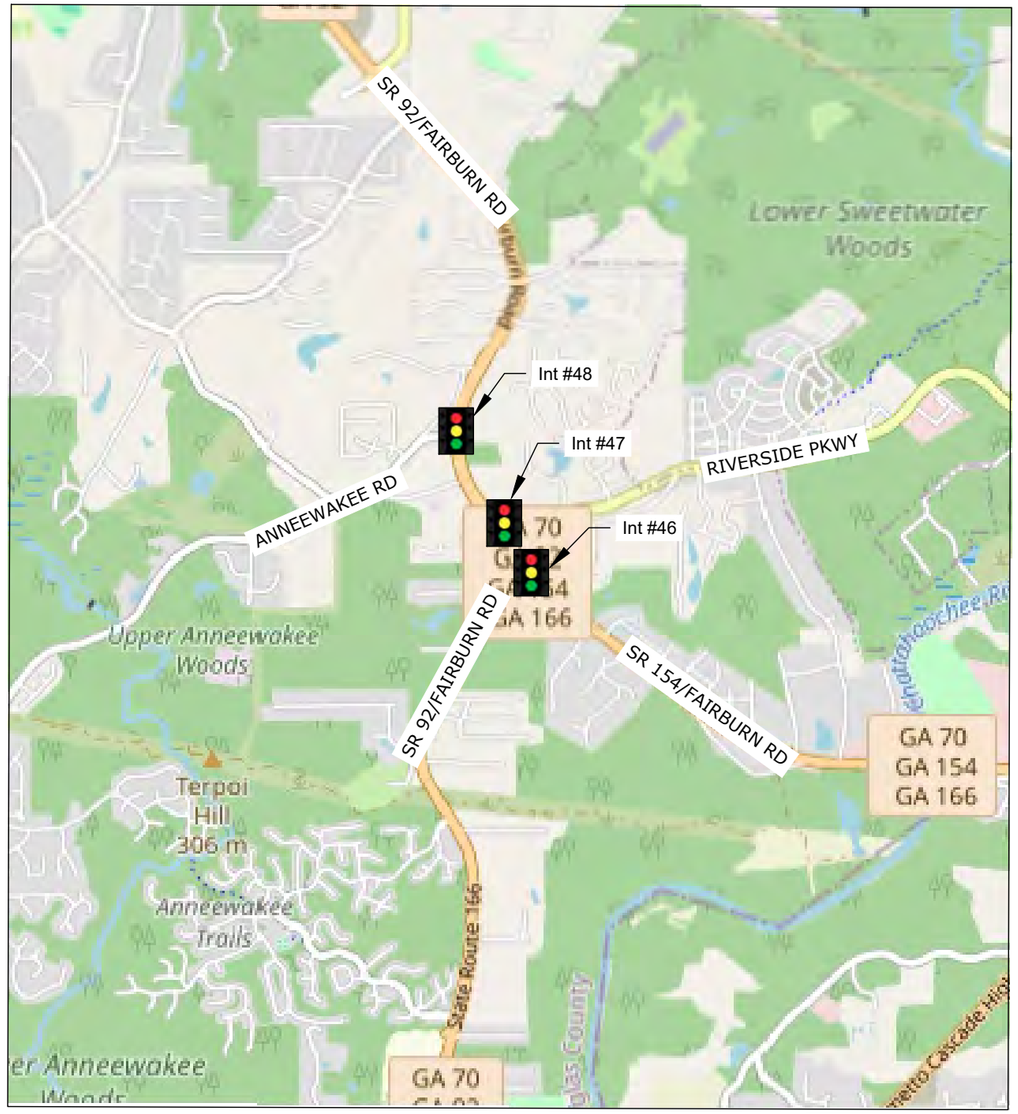
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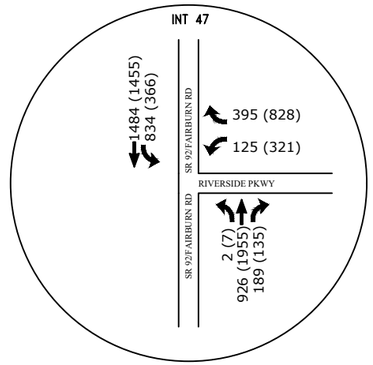
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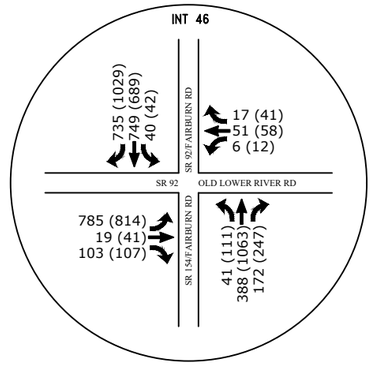
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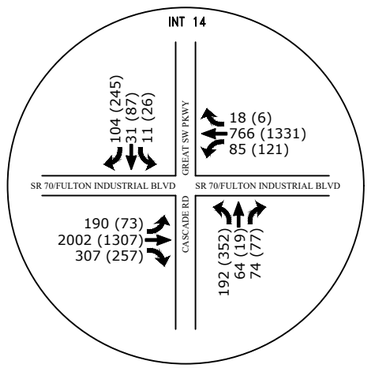
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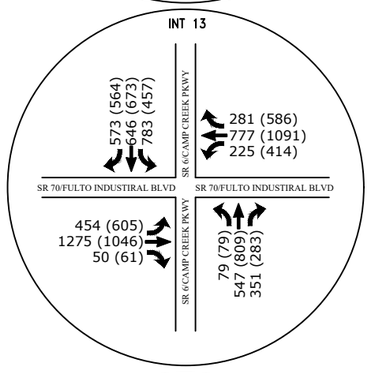
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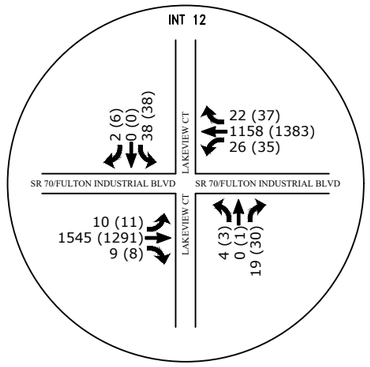
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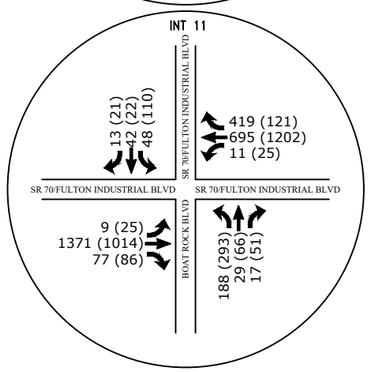
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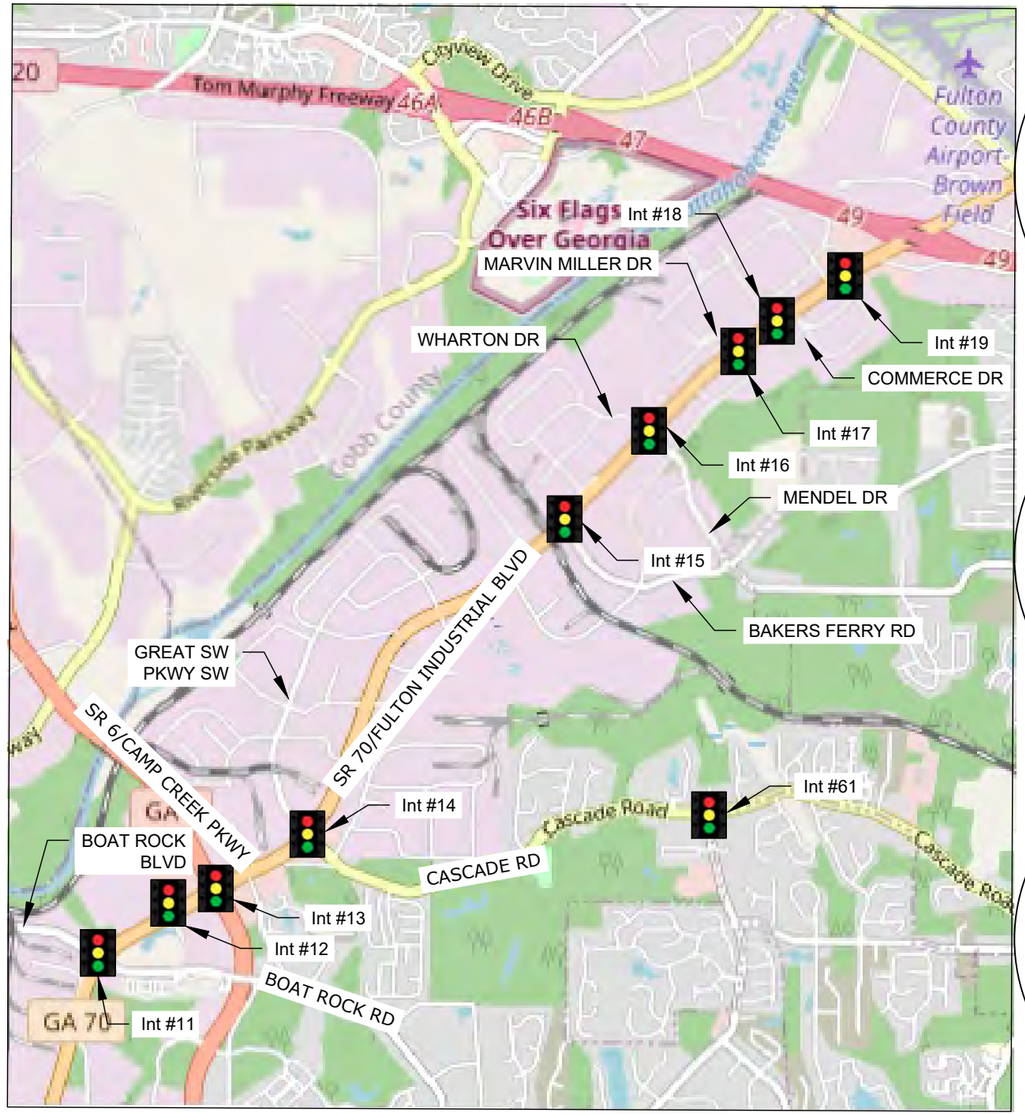
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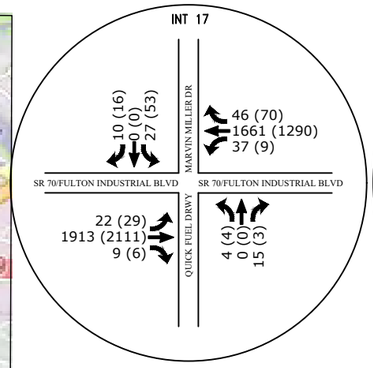


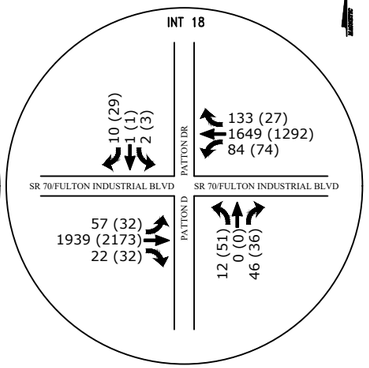


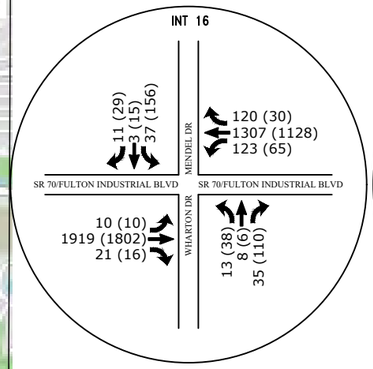


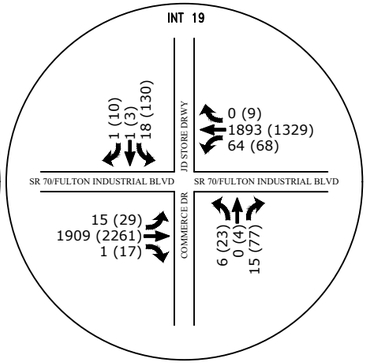


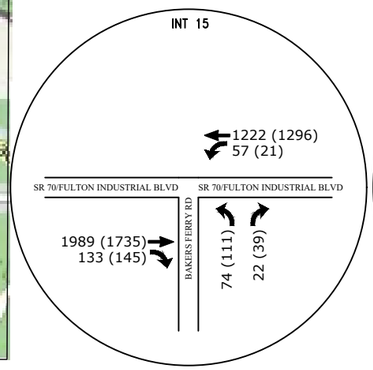


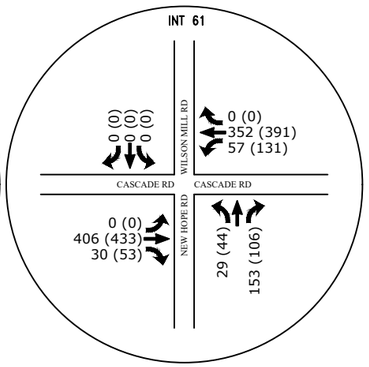












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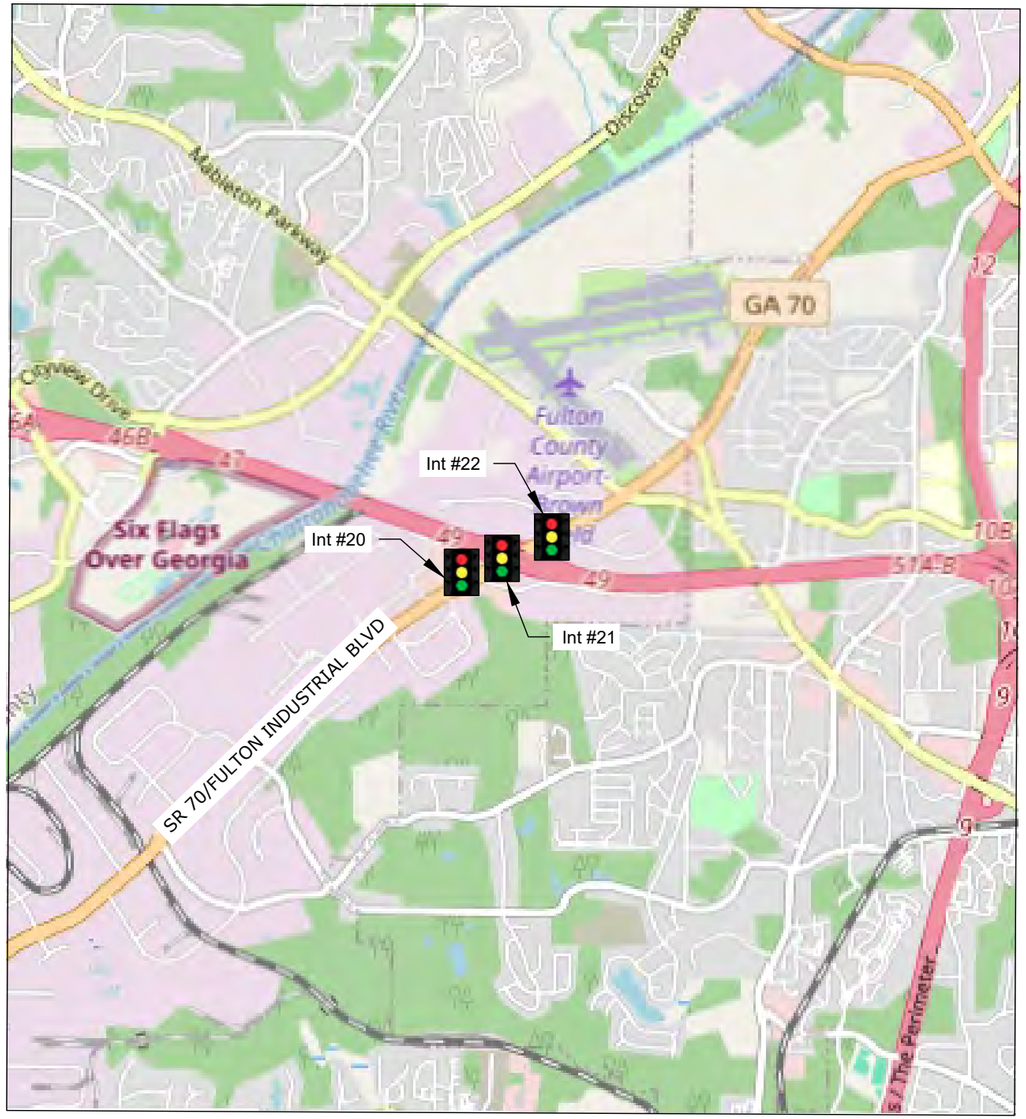
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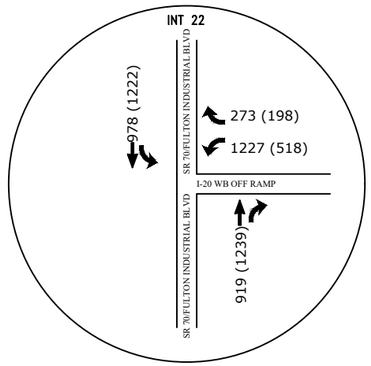
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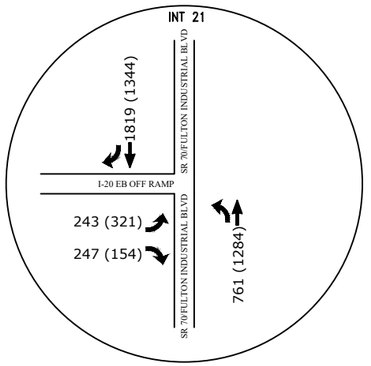
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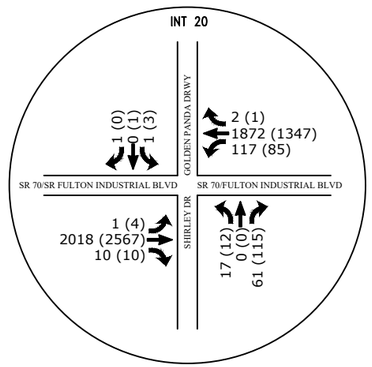
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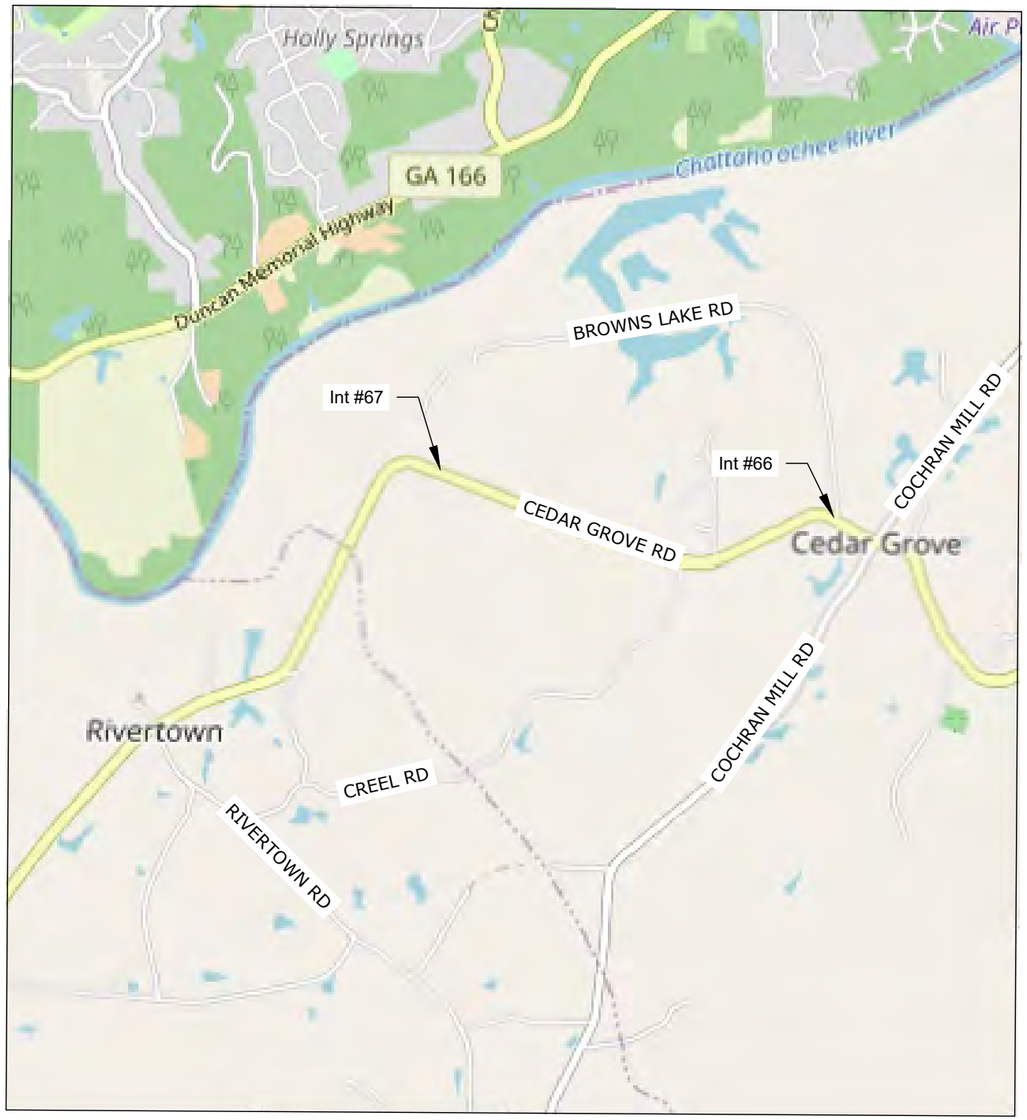
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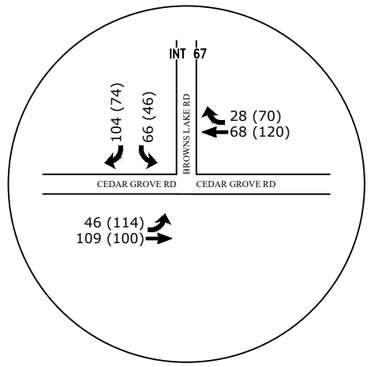
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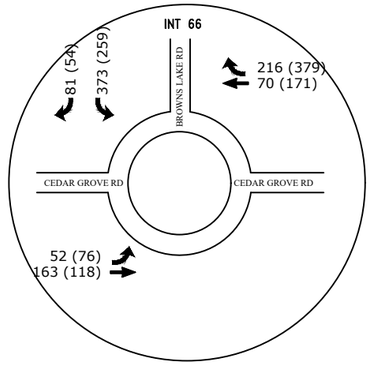
FIGURE 7: PHASE 3 BUILD
PEAK HOUR VOLUMES (2032)

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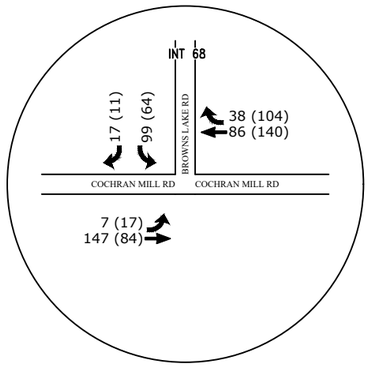
FIGURE 7: PHASE 3 BUILD
PEAK HOUR VOLUMES (2032)

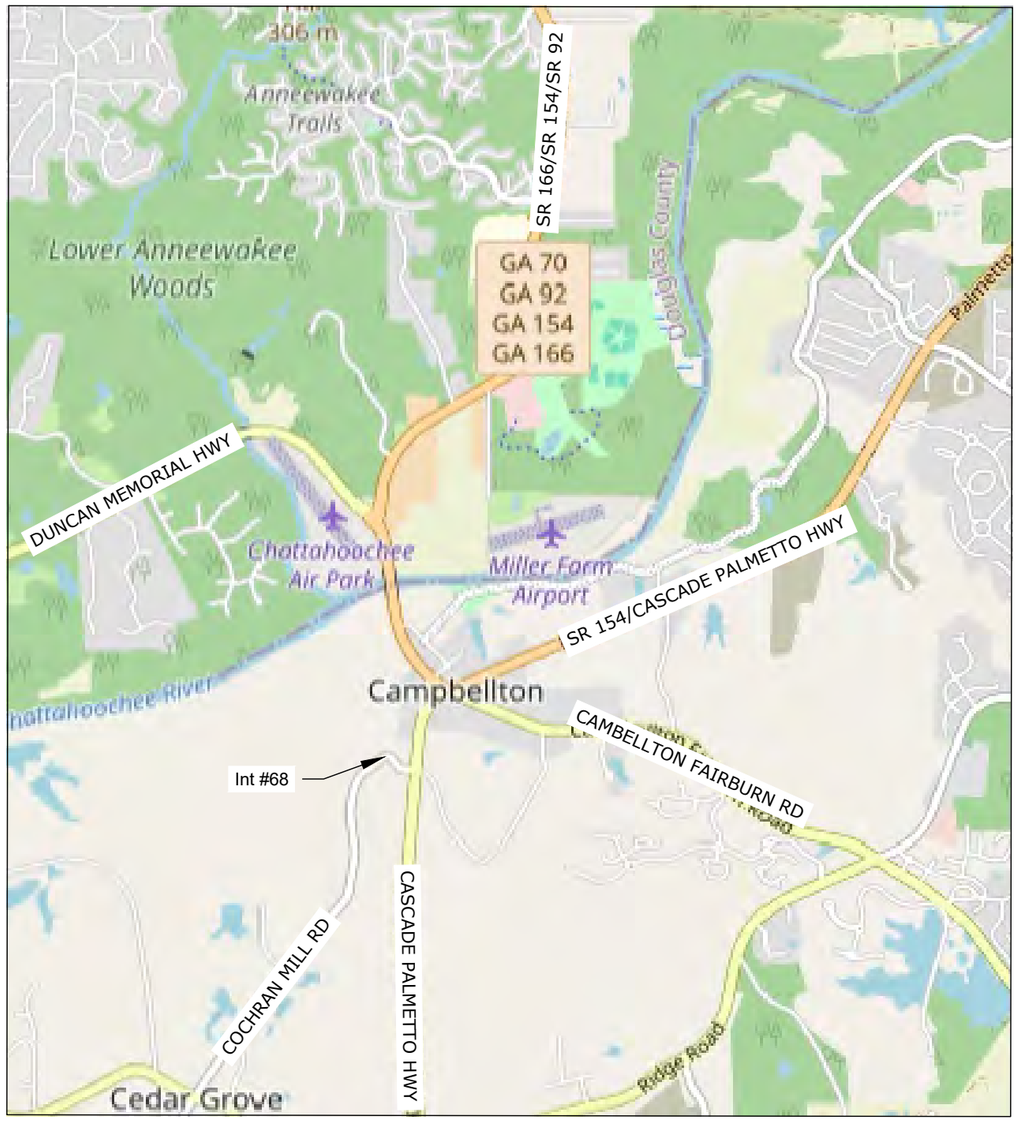
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FIGURE 7: PHASE 3 BUILD
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Study intersections are expected to continue to operate at the same level of service as Phase 3 no-build conditions (2032) and the intersections that were failing in no-build conditions are also expected to fail under Phase 3 build conditions. Intersections failing in the build condition but not in the no-build condition are listed below:

- Cochran Mill Rd at Cedar Grove Rd
- R 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr
- Patton Dr & SR 70/Fulton Industrial Blvd

These intersections will need to be mitigated by the developer as these are failing due to trips added by the development.

Intersection Improvement Alternative (Phase 3 - 2032)

Most intersections failing under Phase 3 no-build and build conditions have been operating unacceptably in the existing year (2024), Phase 1 (2029), and Phase 2 (2031). Improvements were identified at study intersections that were operating at unacceptable service levels. These enhancements included modifications to intersection controls and roadway geometry to ensure they meet the appropriate levels of service as required by DRI guidelines. Some improvements at certain intersections will be included in other DRI projects or roadway enhancement initiatives; these improvements are planned for implementation in the respective no-build years. For intersections not associated with any other DRI or roadway project, previously recommended improvements were also evaluated under build conditions to confirm their effectiveness in achieving acceptable operational standards.

6. Cochran Mill Road at Cedar Grove Road

The intersection of Cochran Mill Rd at Cedar Grove Rd is expected to operate at an unacceptable level of service in the Phase 3-2032 build scenario. The intersection fails due to the addition of the development trips. As this intersection is not on a State Route, ICE analysis was not required. The recommended mitigation at this intersection is to install a single lane roundabout. The LOS comparison with the mitigations are summarized in **Table 56** and **Table 57**.

17. SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr

The intersection of Hutchesons Ferry Rd & Cochran Mill Rd is expected to fail in Phase 3-2032 no-build and build conditions. DRI #3488 recommends installing a traffic signal in 2032. The recommendation for this intersection remains the same; install a traffic signal with an eastbound left, westbound right and northbound right lanes.

18. Patton Dr & SR 70/Fulton Industrial Blvd

The intersection of Hutchesons Ferry Rd & Cochran Mill Rd is expected to fail in Phase 3-2032 no-build and build conditions. DRI #3488 recommends installing a traffic signal in 2032. The recommendation for this intersection remains the same; install a traffic signal with an eastbound left, westbound right and northbound right lanes.

41. Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy

The intersection of Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy is expected to start operating at unacceptable levels of service in Phase 3 no-build and conditions (2032). The

intersection was part of the study network for DRI # 3488, which recommends removing northbound leg to the church, add southbound left turn lane on SR 154 to create dual left turns with protected phasing, add receiving lane on westbound SR 14, and add southbound right turn lane on SR 154. The proposed improvements will be made by DRI #3488 in 2032. Therefore, no other improvements are needed to have the intersection operate at acceptable levels of service.

42. SR 154/Cascade Palmetto Highway at Wilkerson Mill Road

The intersection of Cascade Palmetto Hwy at Wilkerson Mill Rd is expected to operate at an unacceptable level of service in Phase 3-2032 no-build and build scenario. The intersection failed in Phase 1, which was fixed with the installation of a signal with 120s cycles for both the AM and PM peak periods. Because it is failing again, further analysis was completed to bring the operations at this intersection to an acceptable level of service.

During the buildout of phase 3, DRI #3488 recommended the installation of a traffic signal with a protected + permissive phasing eastbound left turn lane on Wilkerson Mill Road, northbound left turn lane on SR 154/Cascade Palmetto Highway, and the addition of a southbound right turn lane on SR 154/Cascade Palmetto Highway. The future build condition was analyzed with the recommended lane/geometric configurations. The LOS comparison with the mitigations are summarized in **Table 56** and **Table 57**.

10. SR 70/Fulton Industrial Boulevard at SR 166/Campbellton Road

The intersection of SR 70/Fulton Industrial Blvd at SR 166/Campbellton Rd is expected to fail in Phase 3-2032 no-build and build scenario. Because the intersection fails in the no-build scenario, the improvement will be systematic. It is recommended that northbound and southbound through lanes be added on Fulton Industrial Boulevard. The LOS comparison with the mitigations are summarized in **Table 56** and **Table 57**.

41. SR 14/US 29/Roosevelt Hwy at SR 154/Cascade Palmetto Hwy/Ramah Dr

The intersection of SR 14/US 29/Roosevelt Hwy at SR 154/Cascade Palmetto Hwy/Ramah Dr is expected to operate at an unacceptable level in phase 3-2032 no-build and build conditions. The intersection is part of the study network for DRI #3488 and the traffic study for DRI #3488 recommends following improvements, remove northbound leg to the church, add southbound left turn lane on SR 154 to create dual left turns with protected phasing, add receiving lane on westbound SR 14, and add southbound right turn lane on SR 154. The proposed improvements help the intersection operate acceptably in the no-build and build conditions. The LOS comparison with the mitigations are summarized in **Table 56** and **Table 57**.

46. SR 154/Fairburn Road at SR 92/Old Lower River Road

The intersection of SR 92/SR 154 and SR 92/Old Lower River Rd is expected to operate at an unacceptable level of service with Phase 3-2032 no-build and build volumes. The intersection failed under Phase 1, which was fixed by providing a southbound right turn lane. Because it is failing again, ICE was carried out to find an improvement.

Alternative #1 is the existing traffic signal with improvements from Phase 1. Alternative #2 will maintain the traffic signal control and add eastbound right turn lane on SR 92/Old Lower River Road, this improvement is aligned with the DRI #4057-Westwood Mixed-use Development recommended improvements. The results of the ICE tool for the study intersection are summarized in **Table 55**. Based on the ICE analysis, Alternative #2 improvements to install a northbound through lane is recommended at the intersection. The ICE tool and associated operational analysis reports are attached in **Appendix H.**

Table 55: ICE Analysis Results for SR 154/Fairburn Road at SR 92/Old Lower River Road – Phase 1 (2029)				
Intersection Control	**AM Peak Delay (V/C Ratio)**	**PM Peak Delay (V/C Ratio)**	**ICE Score**	**Rank**
Traffic Signal	125.2 (1.13)	68.5 (0.91)	3.0	2
Add Through Lane on SR 154/Fairburn Road	44.0 (0.79)	48.1 (0.46)	3.7	1

Most intersections failing under Phase 3 no-build and build conditions have been operating unacceptably in the existing year (2024), Phase 1 (2029), and Phase 2 (2031). Thus, improvements recommended in the previous sections were used to verify whether the proposed improvements are still operating at acceptable service levels in Phase 3. If not, improvements will be recommended under Phase 3 to have failing intersections operate acceptably.

51. Hutchesons Ferry Rd & Cochran Mill Rd

The intersection of Hutchesons Ferry Rd & Cochran Mill Rd is expected to fail in Phase 3-2032 no-build and build conditions. DRI #3488 recommends installing a traffic signal in 2032. The recommendation for this intersection remains the same; install a traffic signal with an eastbound left, westbound right and northbound right lanes. The LOS comparison with the mitigations are summarized in **Table 56** and **Table 57**.

52. Cochran Mill Rd & Wilkerson Mill Rd

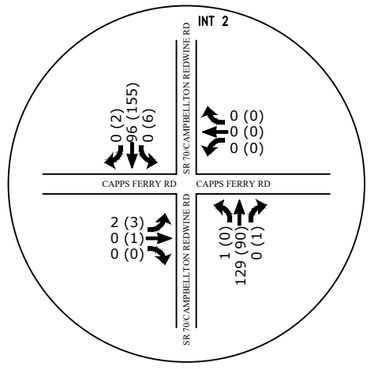
The intersection of Cochran Mill Rd & Wilkerson Mill Rd is expected to fail in Phase 3-2032 no-build and build conditions. DRI #3488 recommends the installation of a traffic signal in 2032. The recommendation for this intersection remains the same; install a traffic signal with a westbound left, southbound left and northbound right lanes. The LOS comparison with the mitigations are summarized in **Table 56** and **Table 57**.

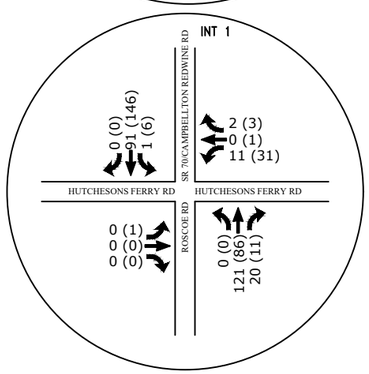
56. SR 6/Camp Creek Parkway at Campbellton Road

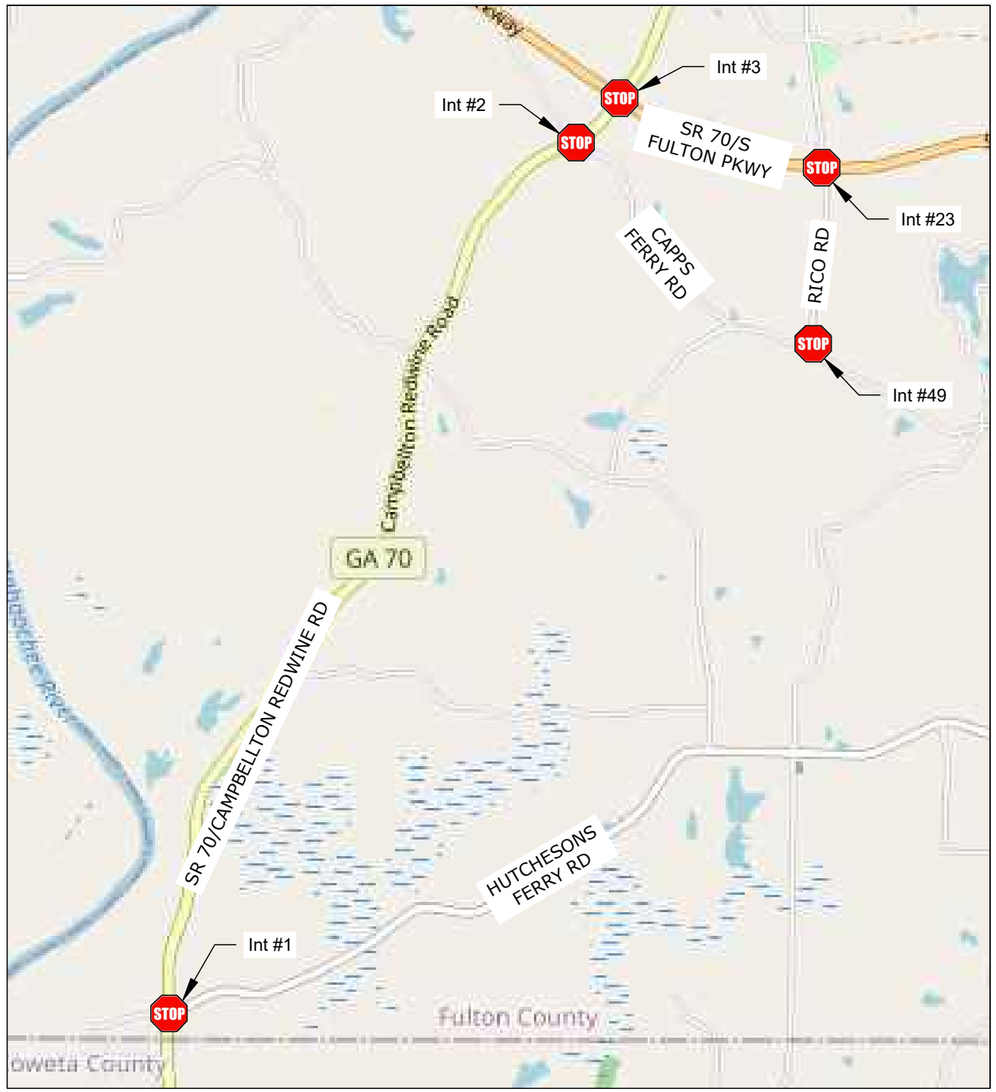
The intersection of SR 6/Camp Creek Pkwy at Campbellton Rd is expected to operate unacceptably in Phase 3 (2032) no-build and build conditions. A system improvement will be determined for the intersection as it fails in the no-build condition. The recommended system mitigation at this intersection is to add eastbound right turn overlap phase with the protected northbound left turn phase for the no-build condition. However, for the build condition, the recommended developer mitigation is to keep the mitigation offered for the no-build condition with the addition of reconfiguring the westbound travel lanes to accommodate for two through lanes. The LOS comparison with the mitigations are summarized in **Table 56** and **Table 57**.

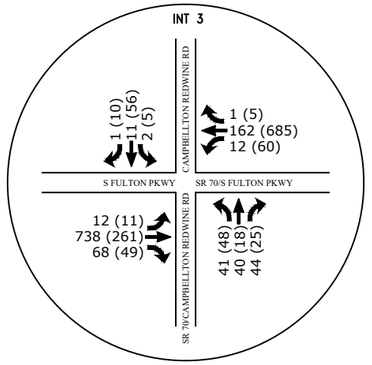
Level of Service Comparison Phase 3 – 2032

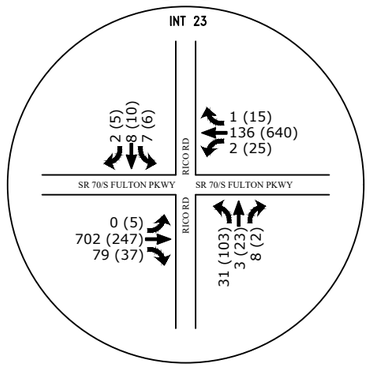
The intersection capacity analysis for the Phase 3 future no-build (2032) conditions with existing controls was compared with the capacity analysis results obtained using mitigations, which are summarized in **Table 23**. Similarly, **Table 24** compares Phase 3 future build (2032) conditions with existing controls to the Phase 3 build with the mitigations. Most of these mitigations are system mitigations and are not caused due to the traffic generated by the development.

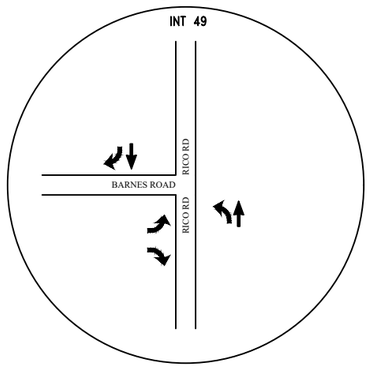












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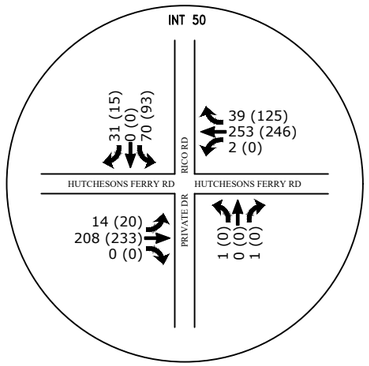
FIGURE 8: PHASE 4 NO BUILD
PEAK HOUR VOLUMES (2035)

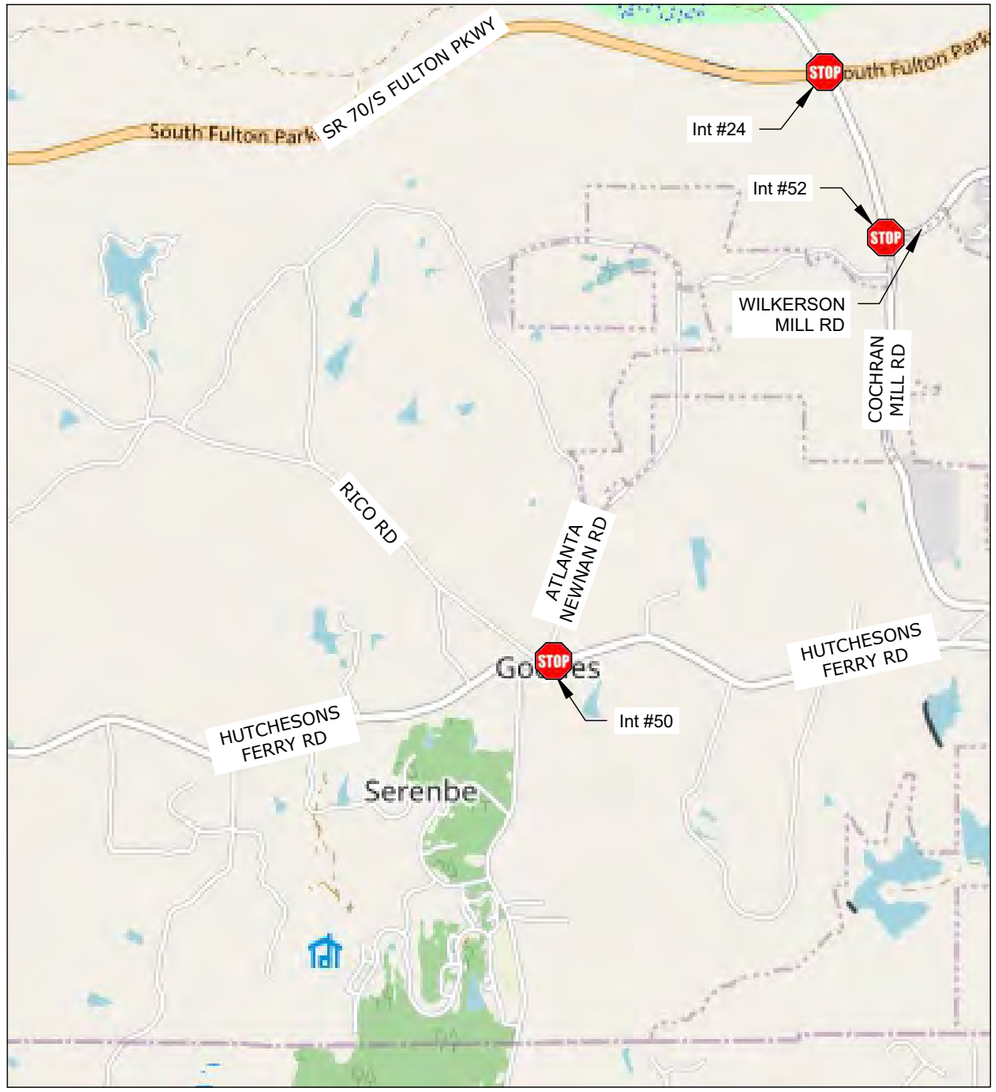
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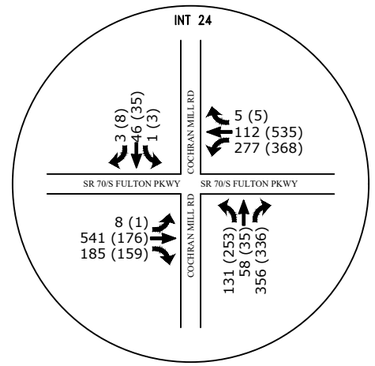
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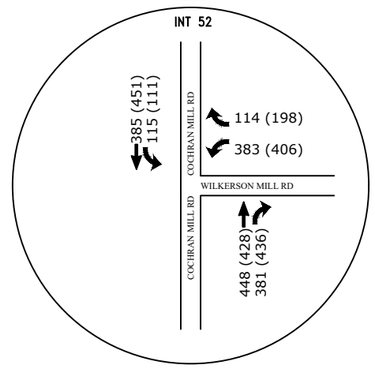
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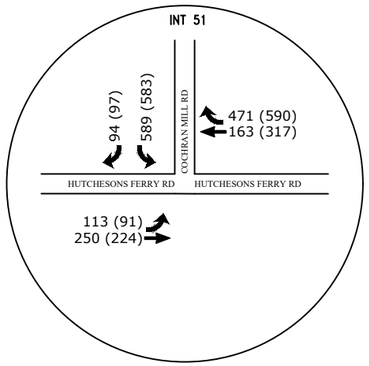
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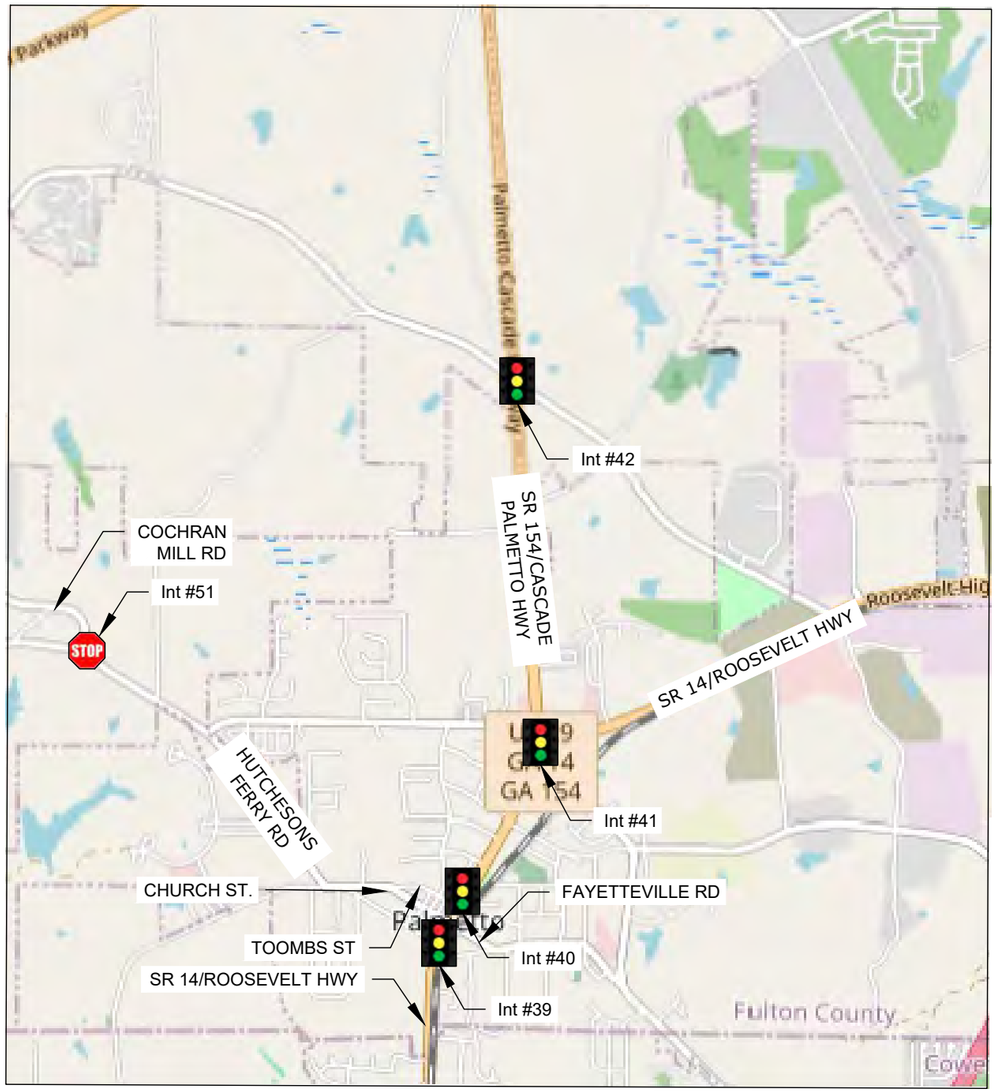
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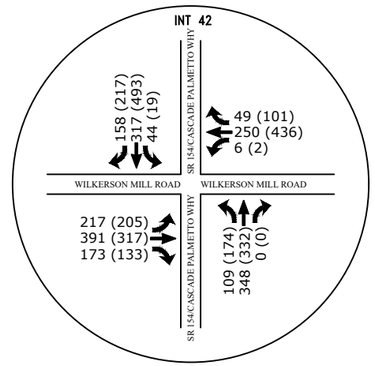
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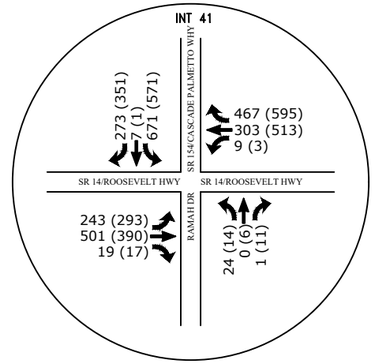
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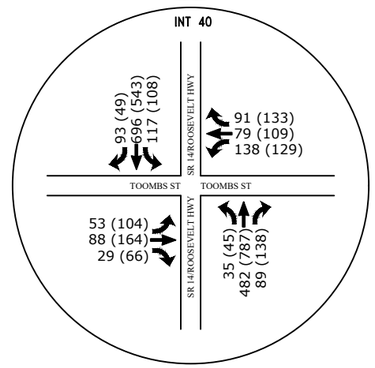
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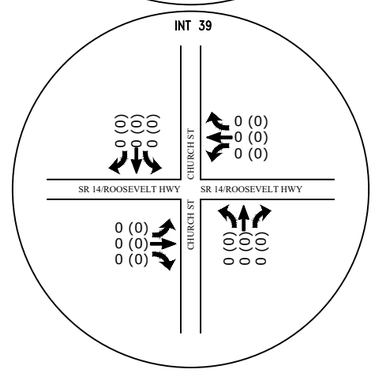












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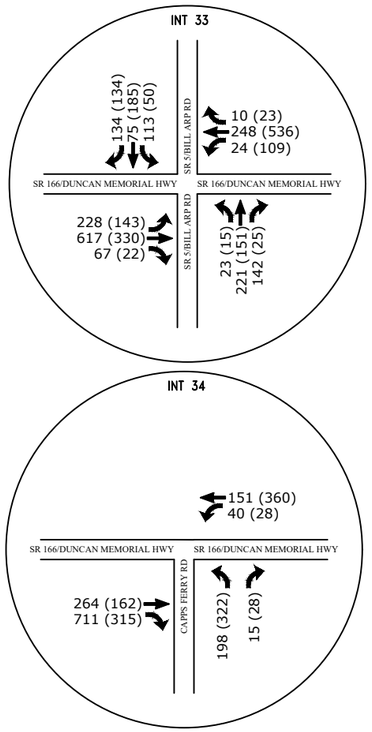
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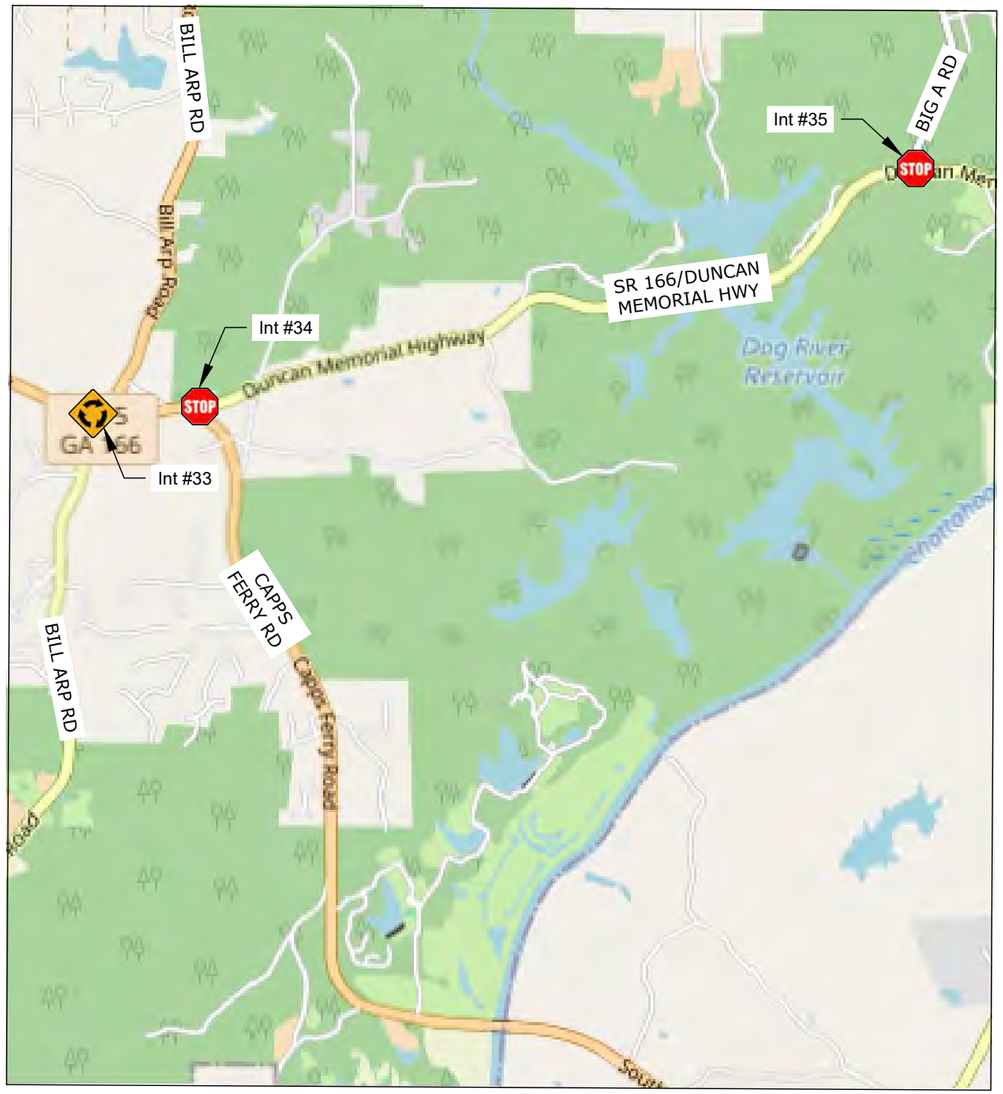
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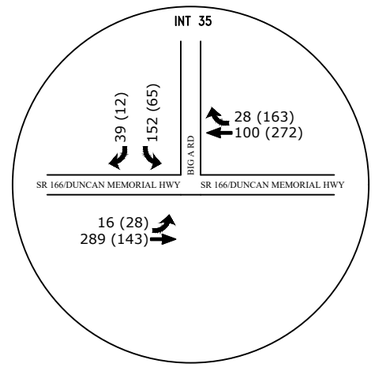
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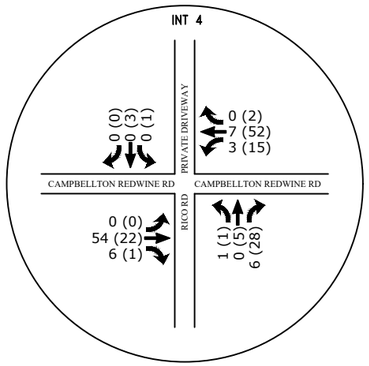
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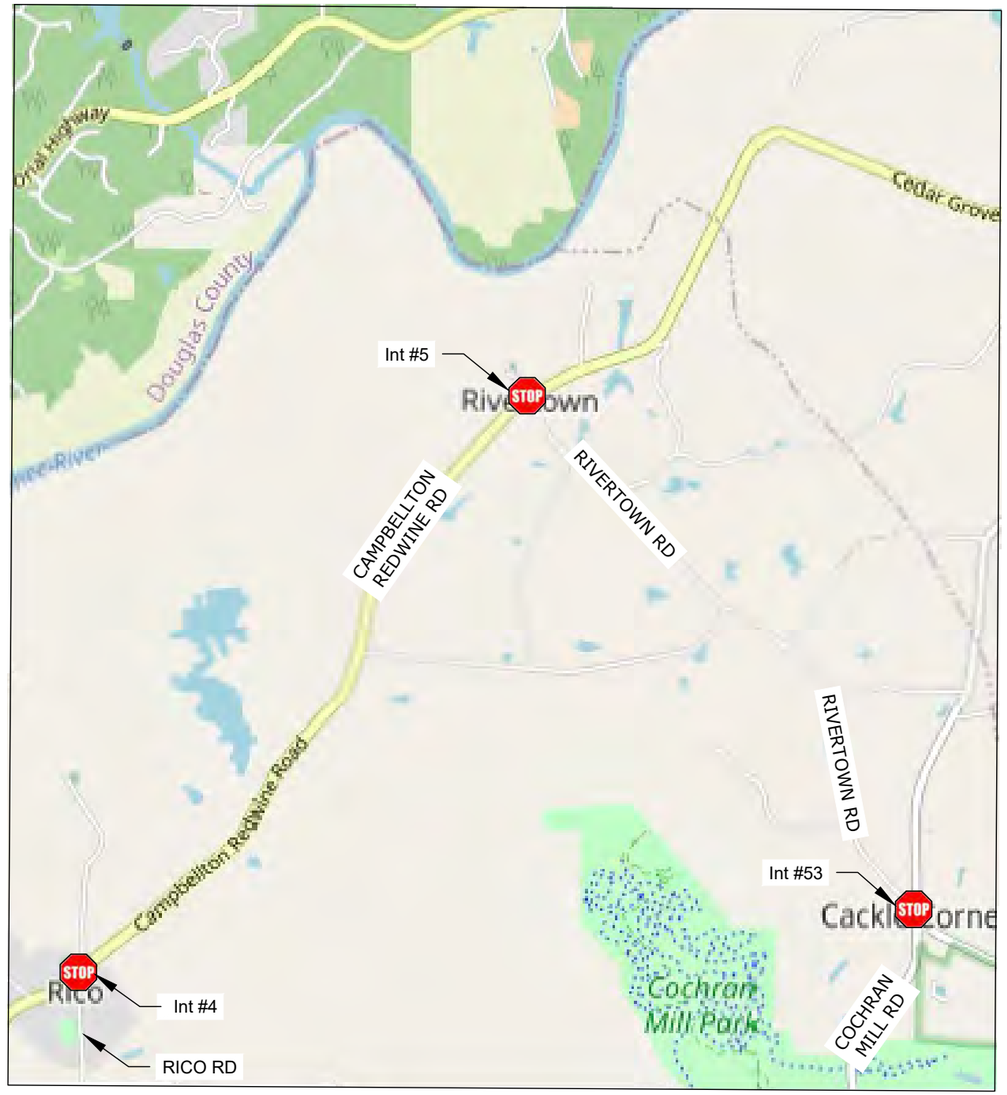
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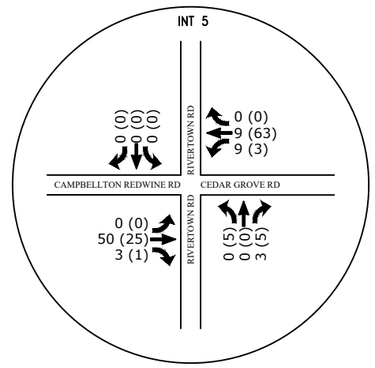
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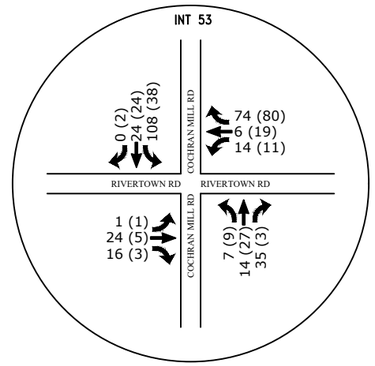
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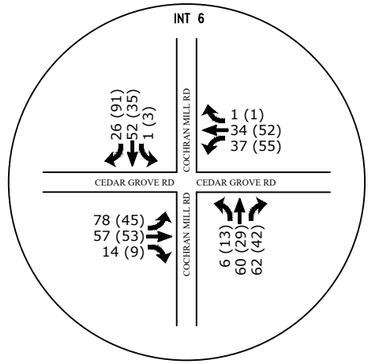
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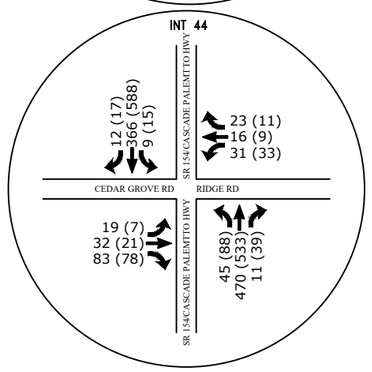
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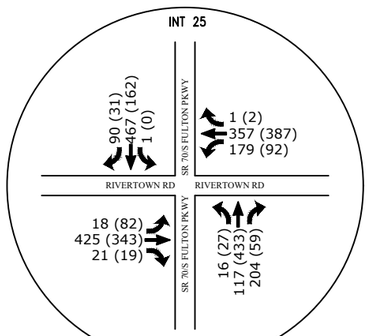
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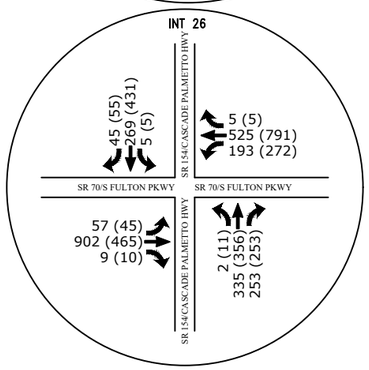
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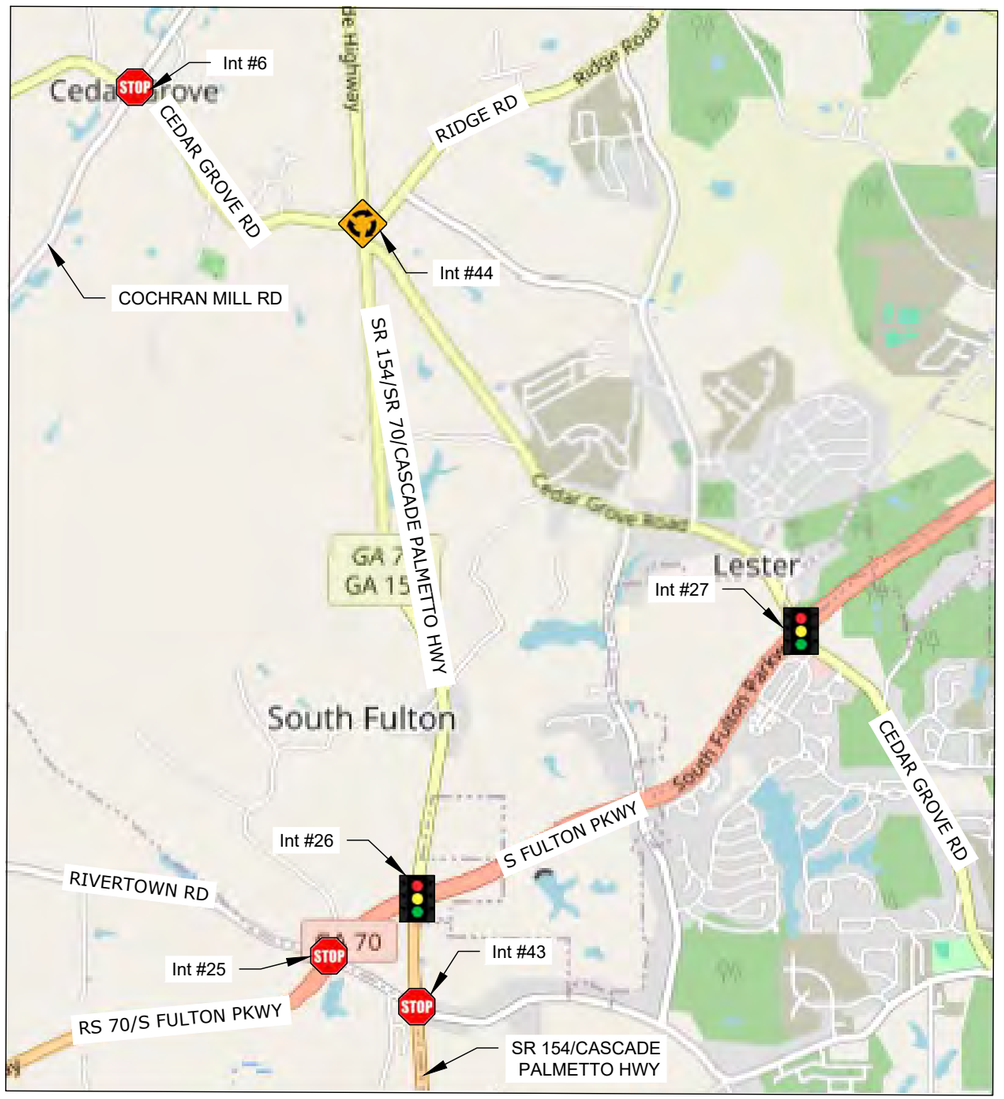
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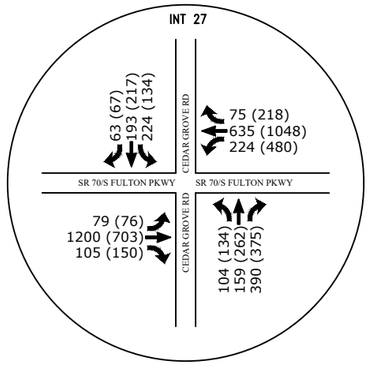


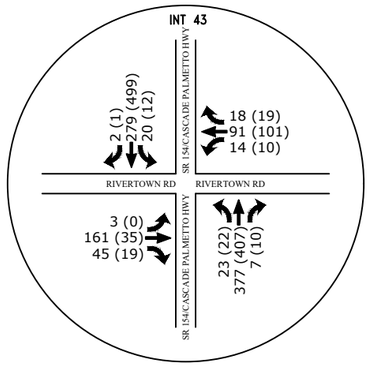












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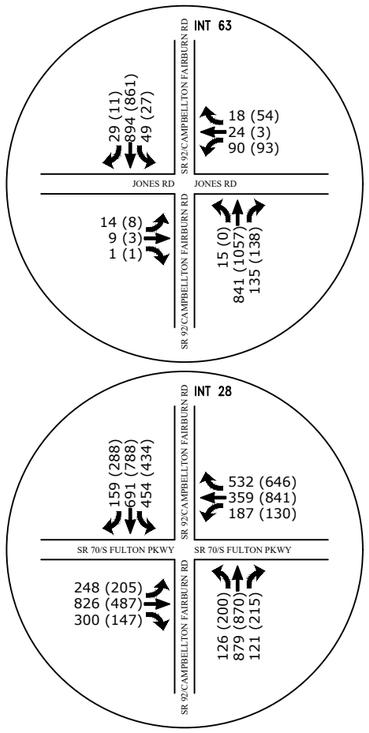
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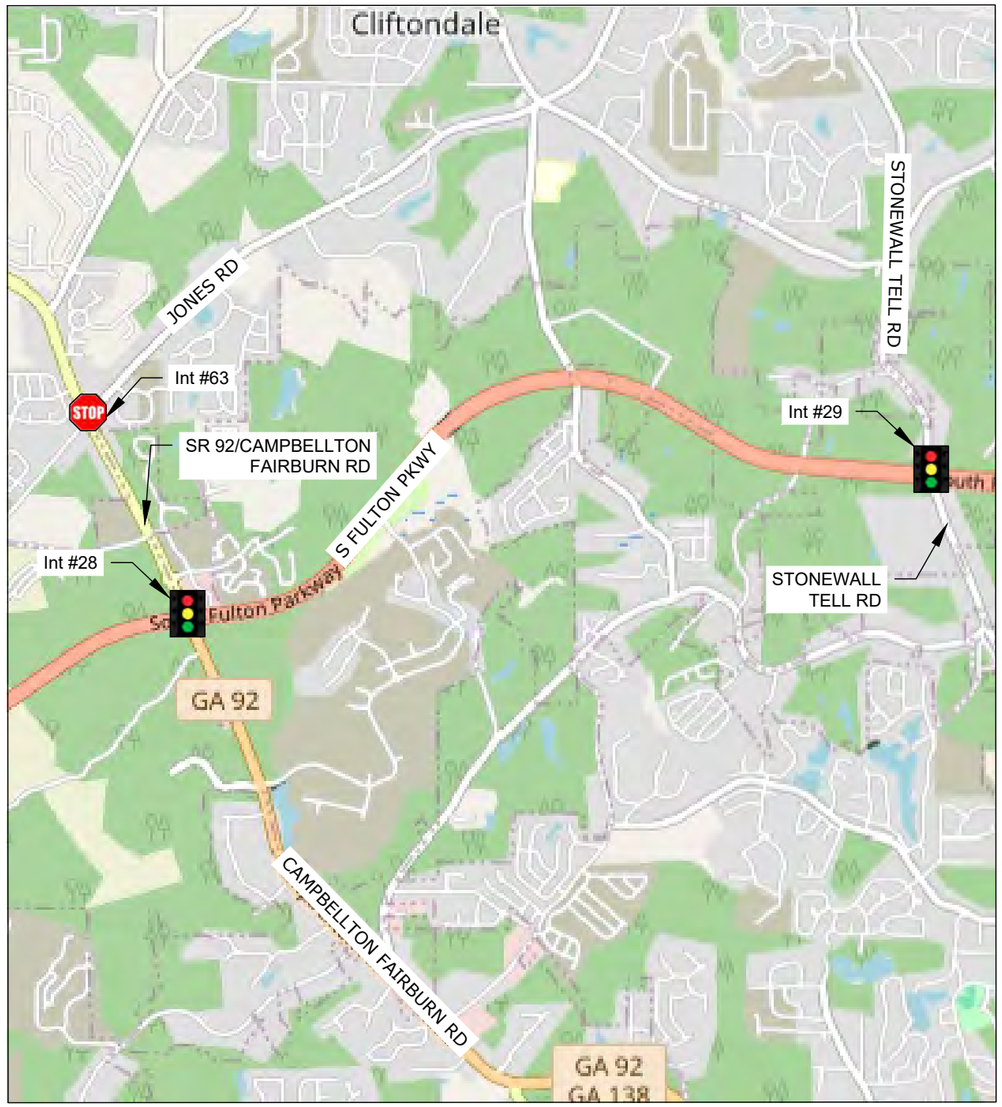
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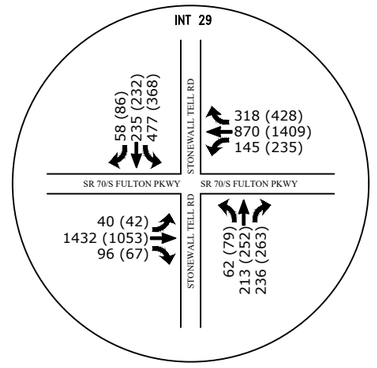
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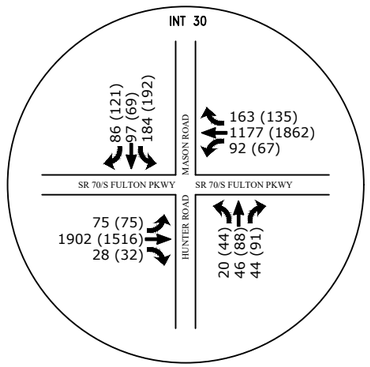
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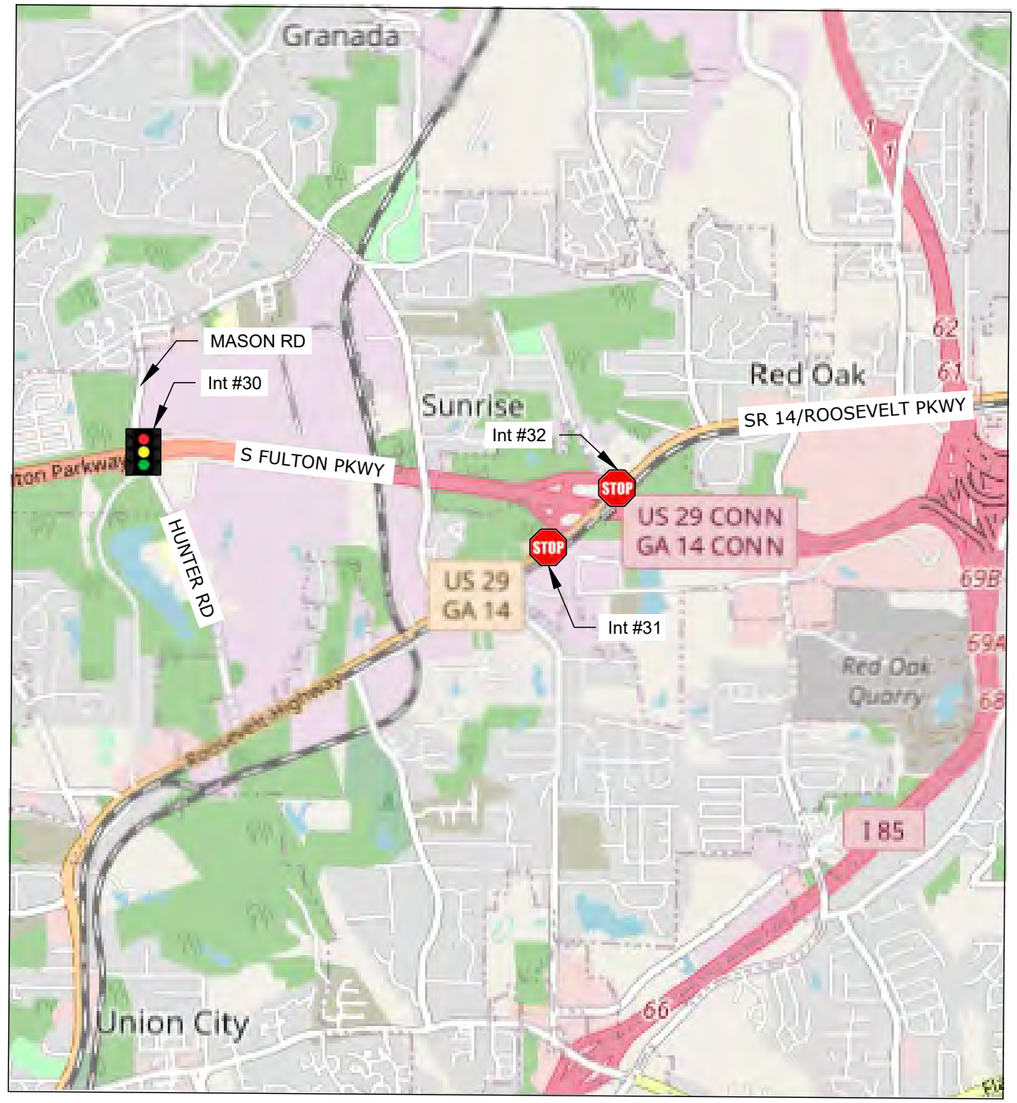
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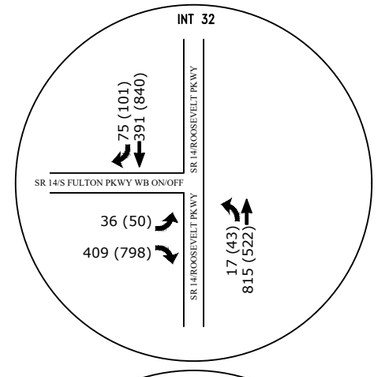
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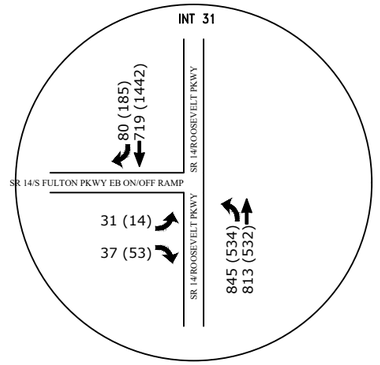
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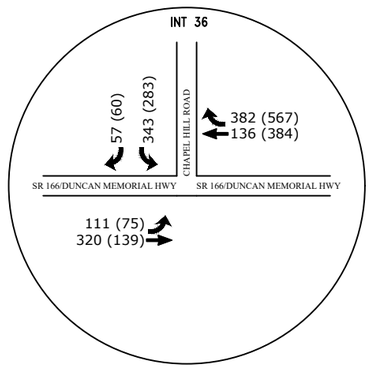
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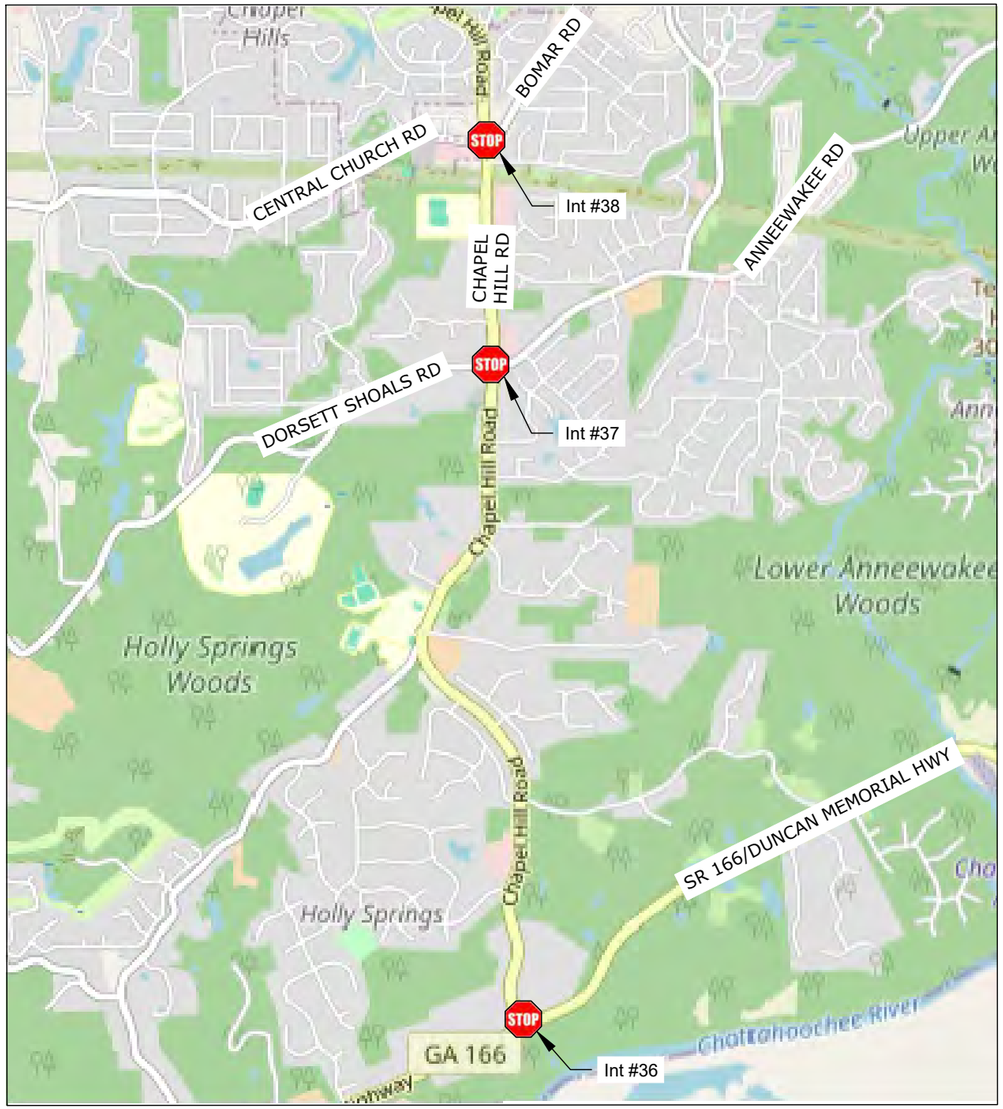
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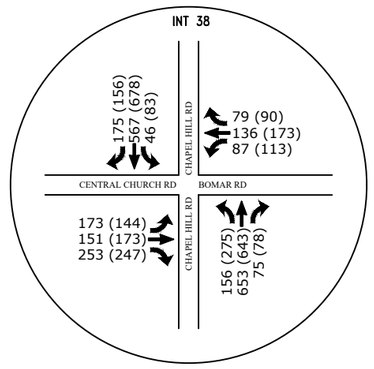
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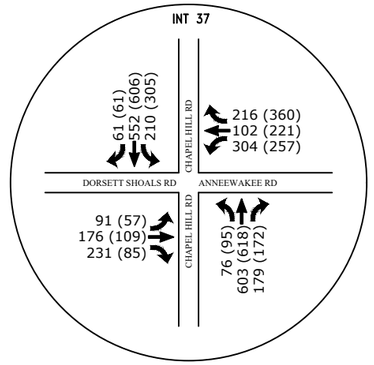
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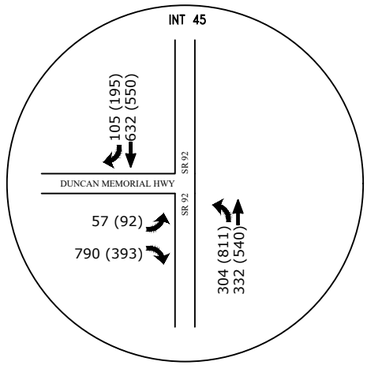
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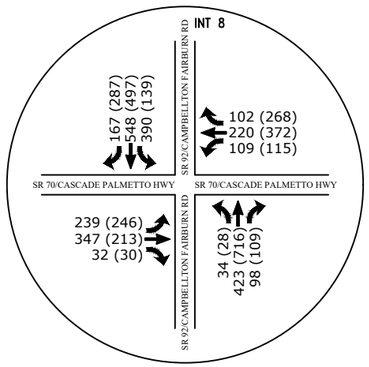
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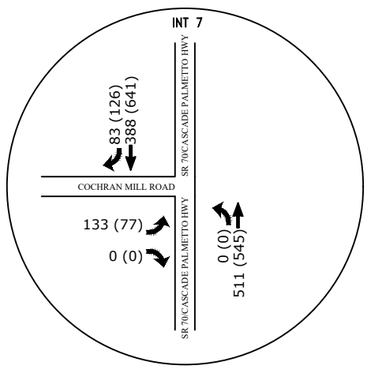
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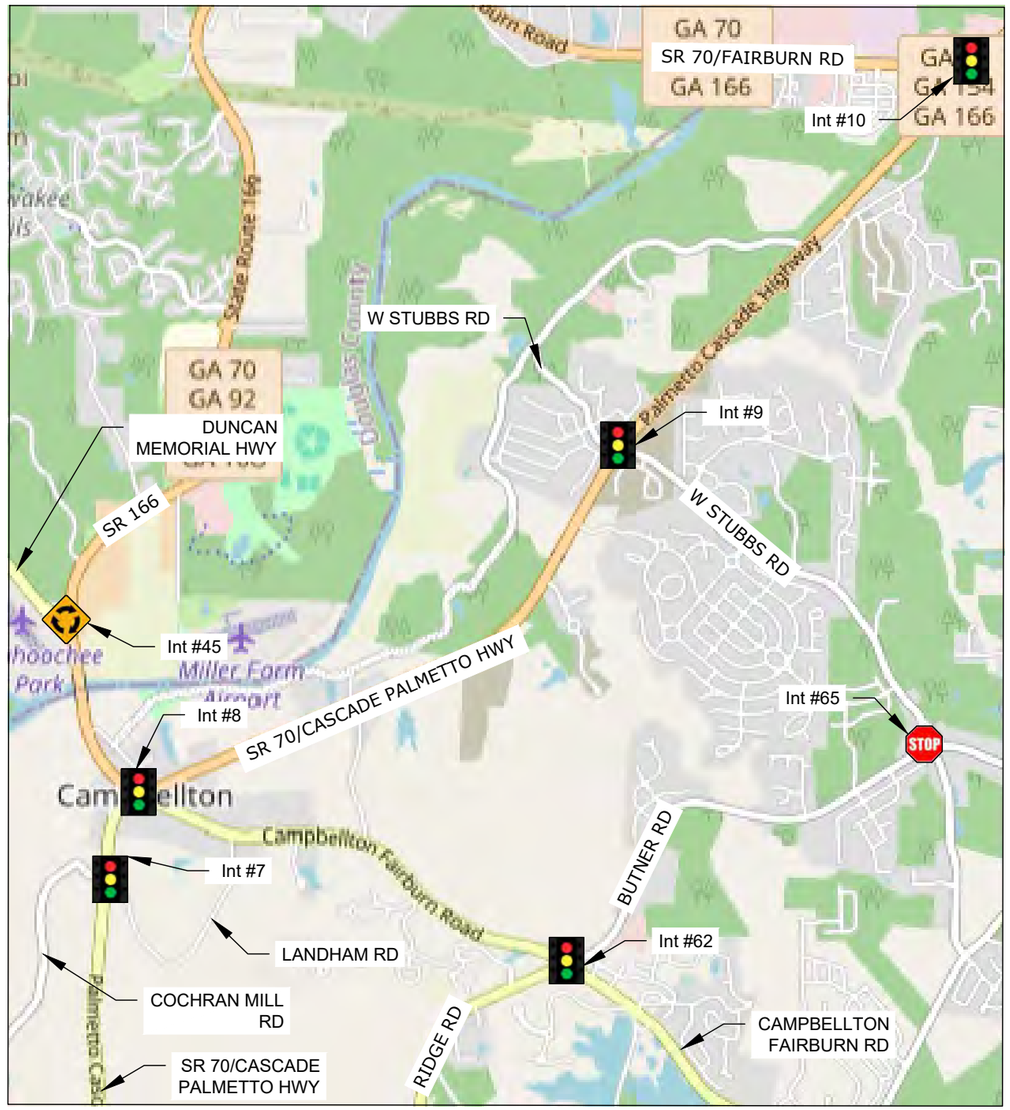
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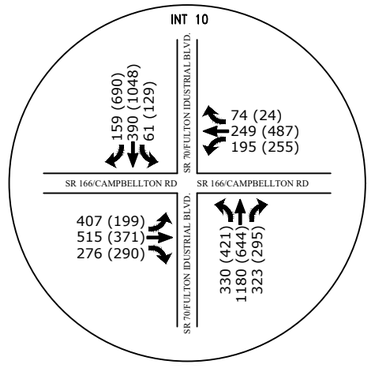
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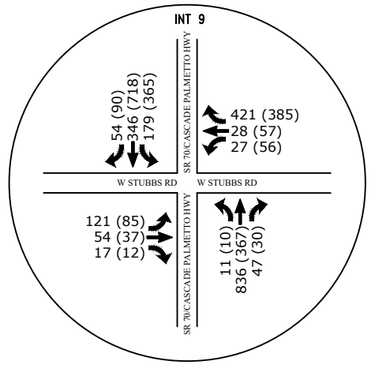


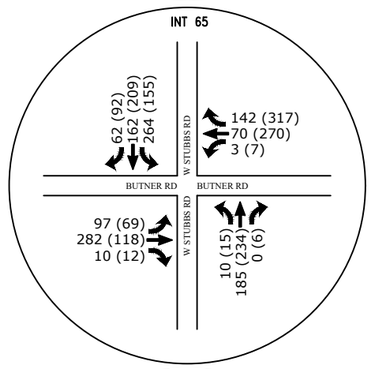


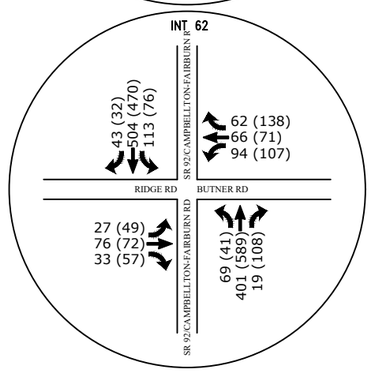












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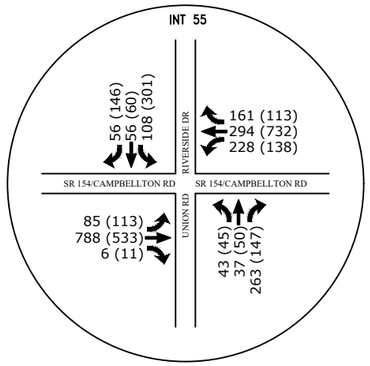
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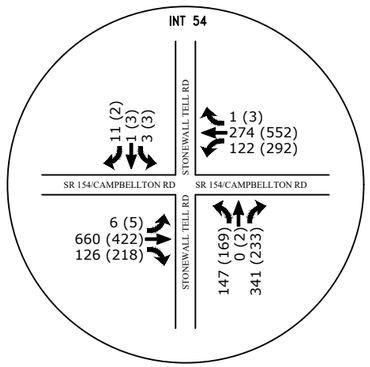
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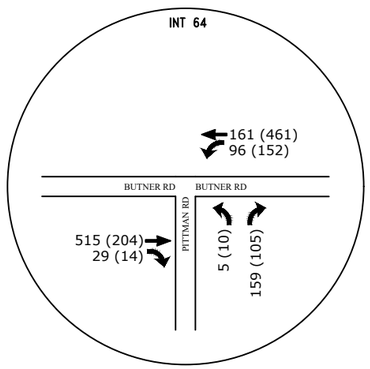
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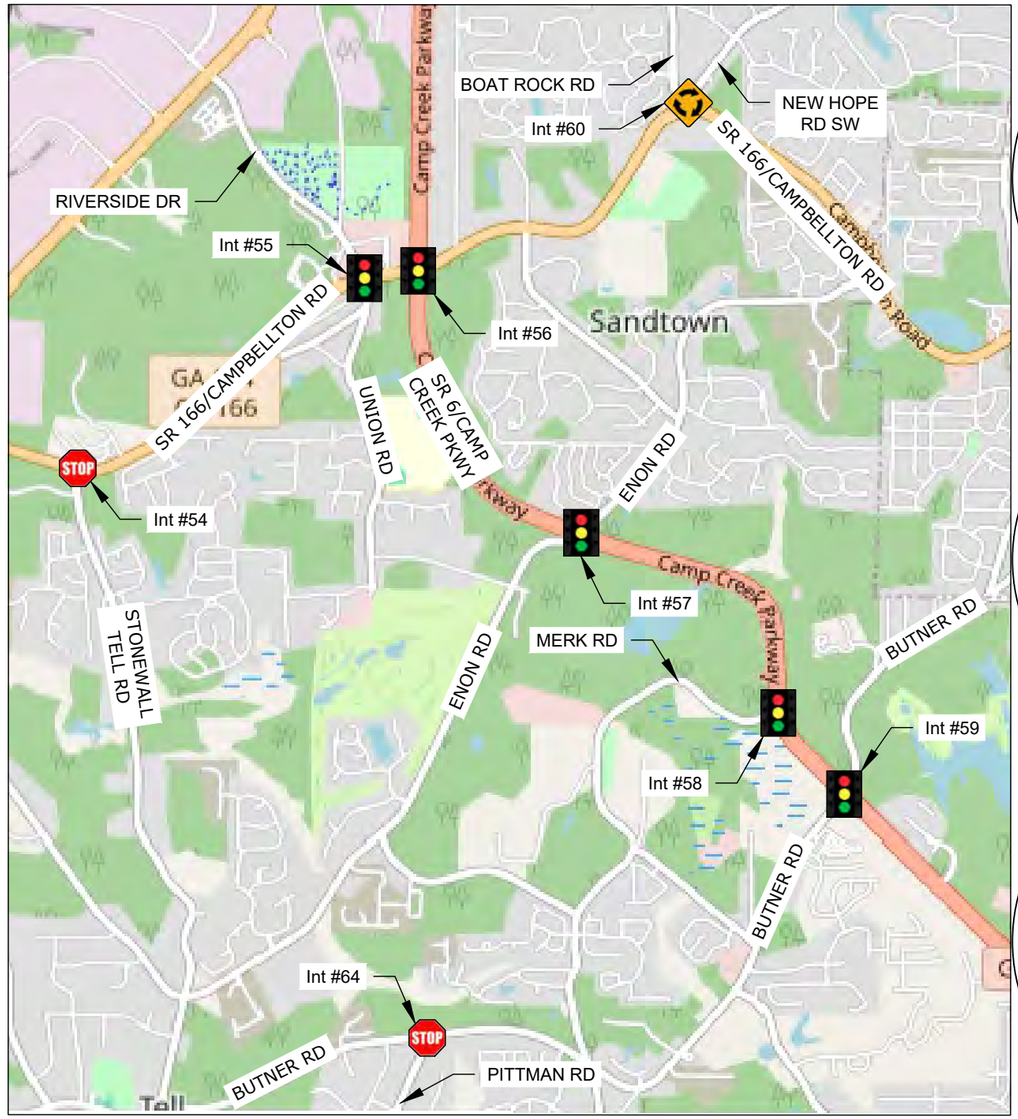
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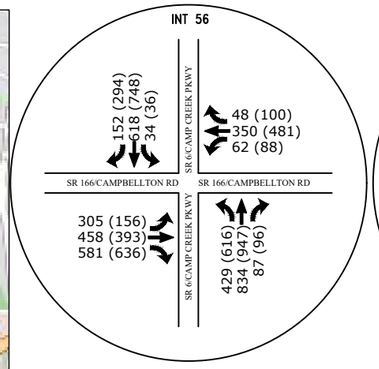
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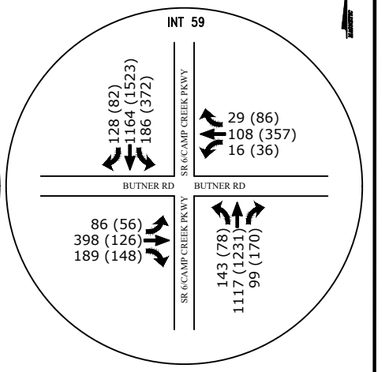


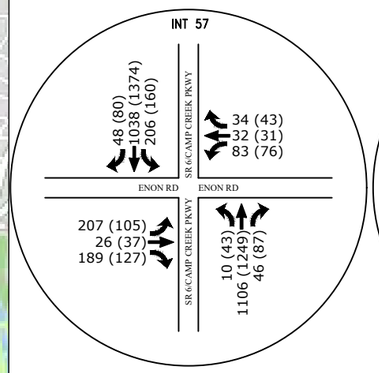


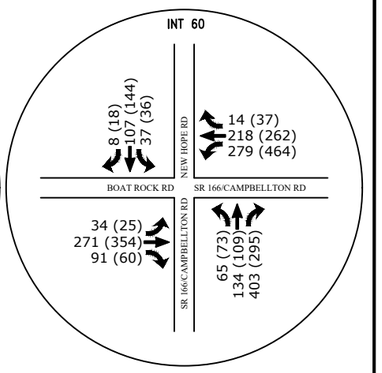


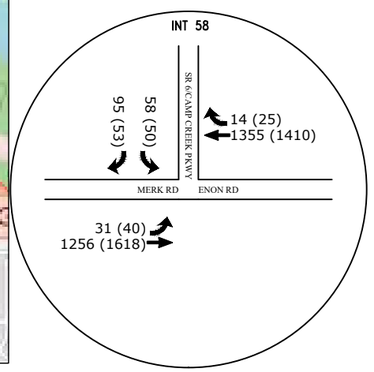












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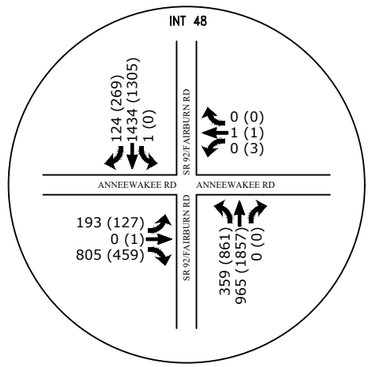
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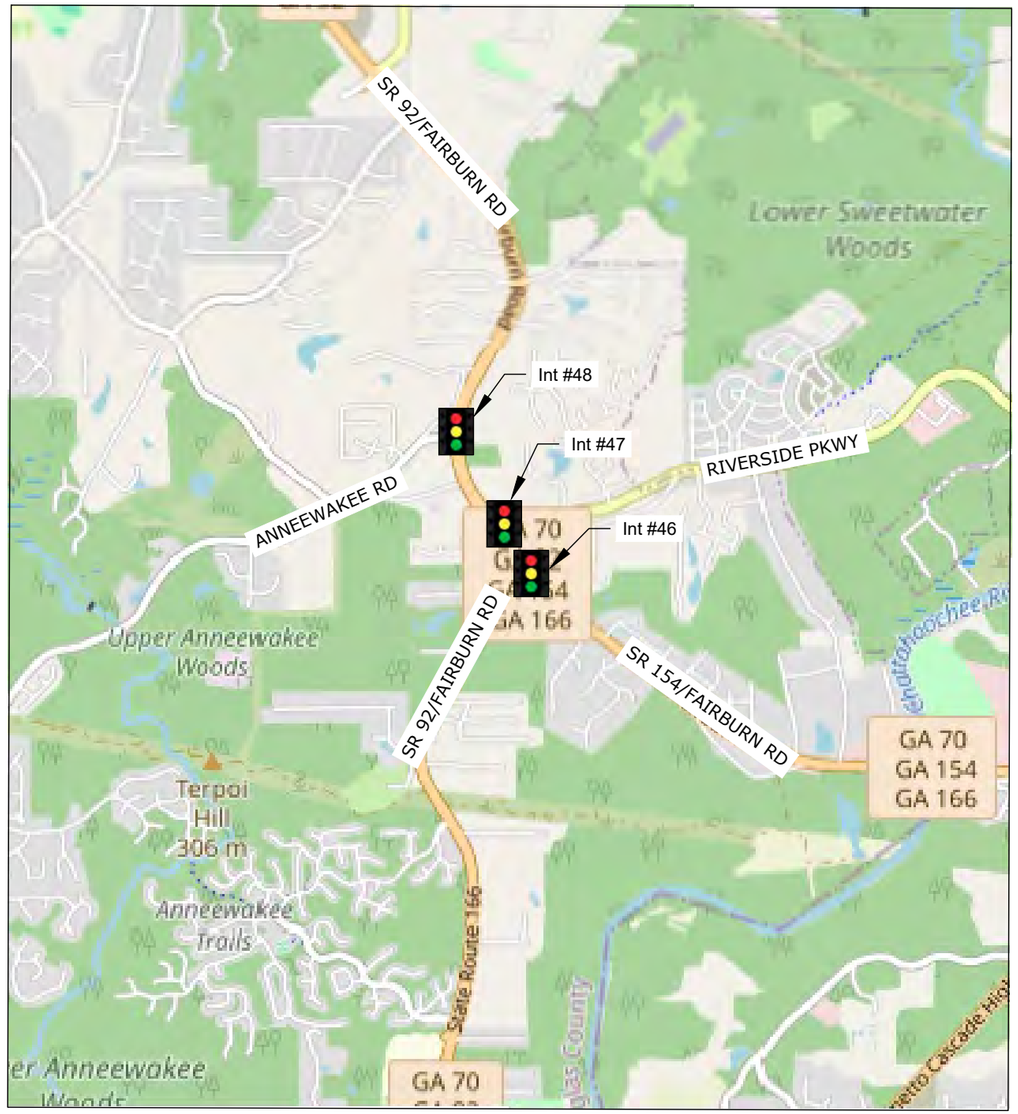
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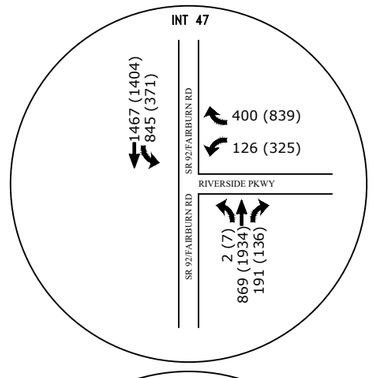
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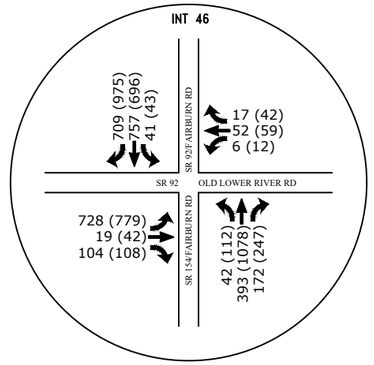
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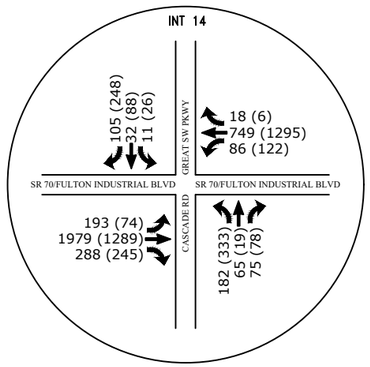
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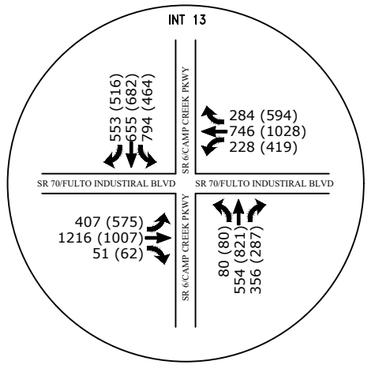
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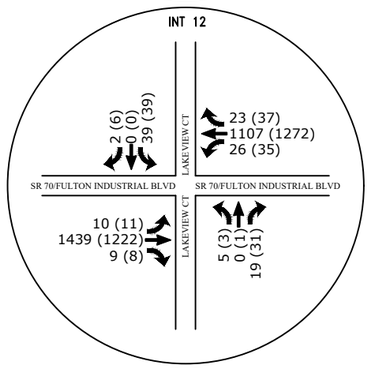
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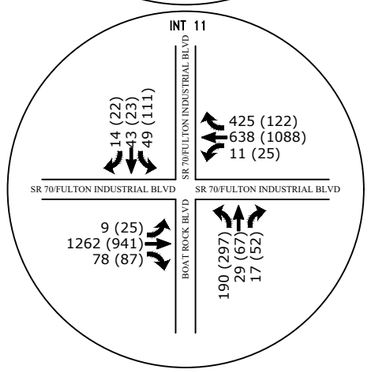
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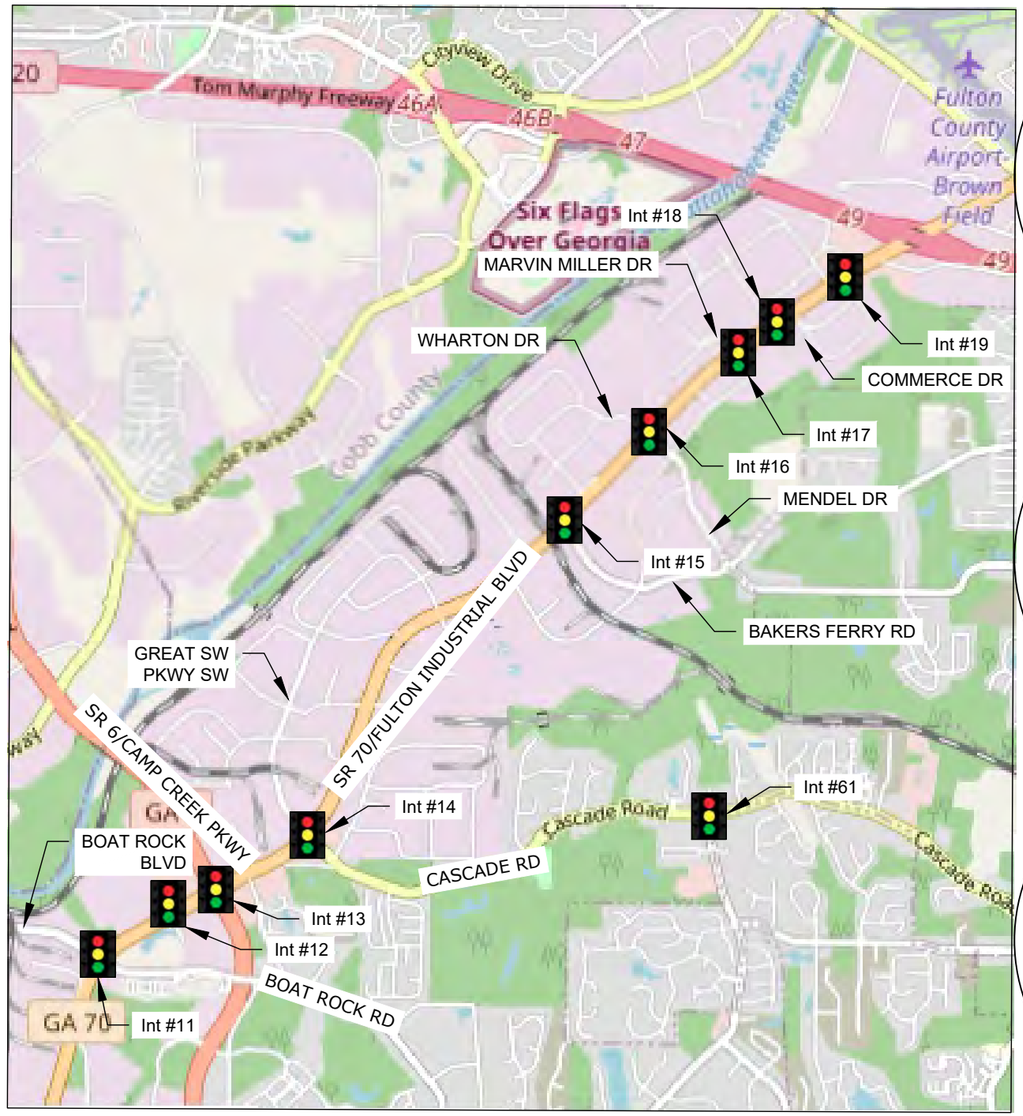
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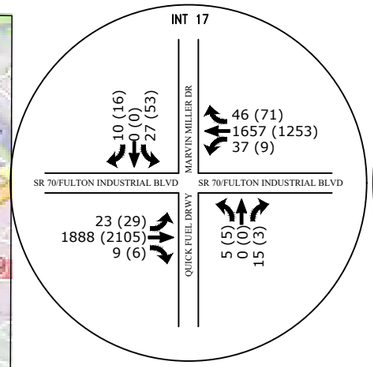


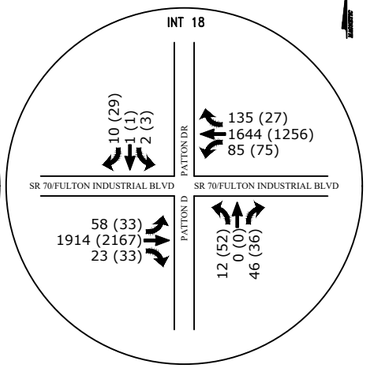


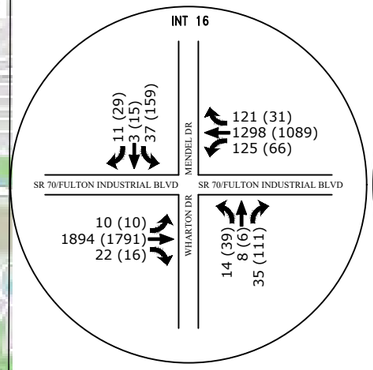


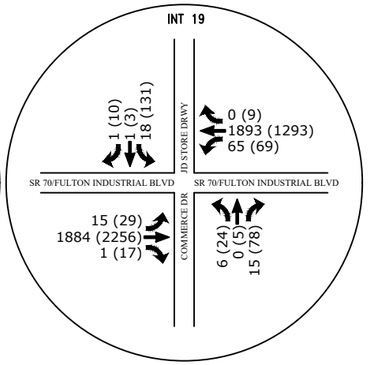


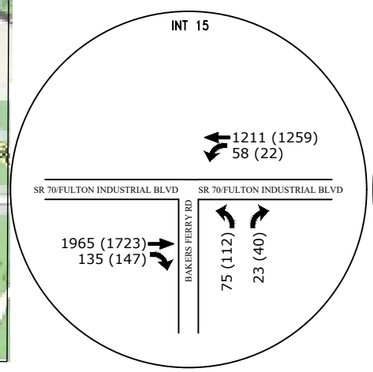


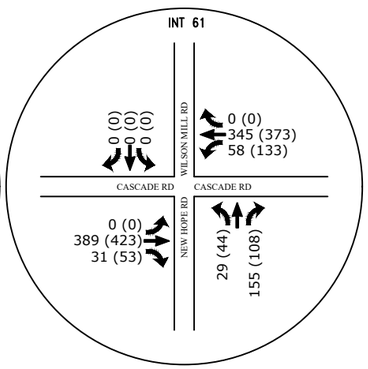












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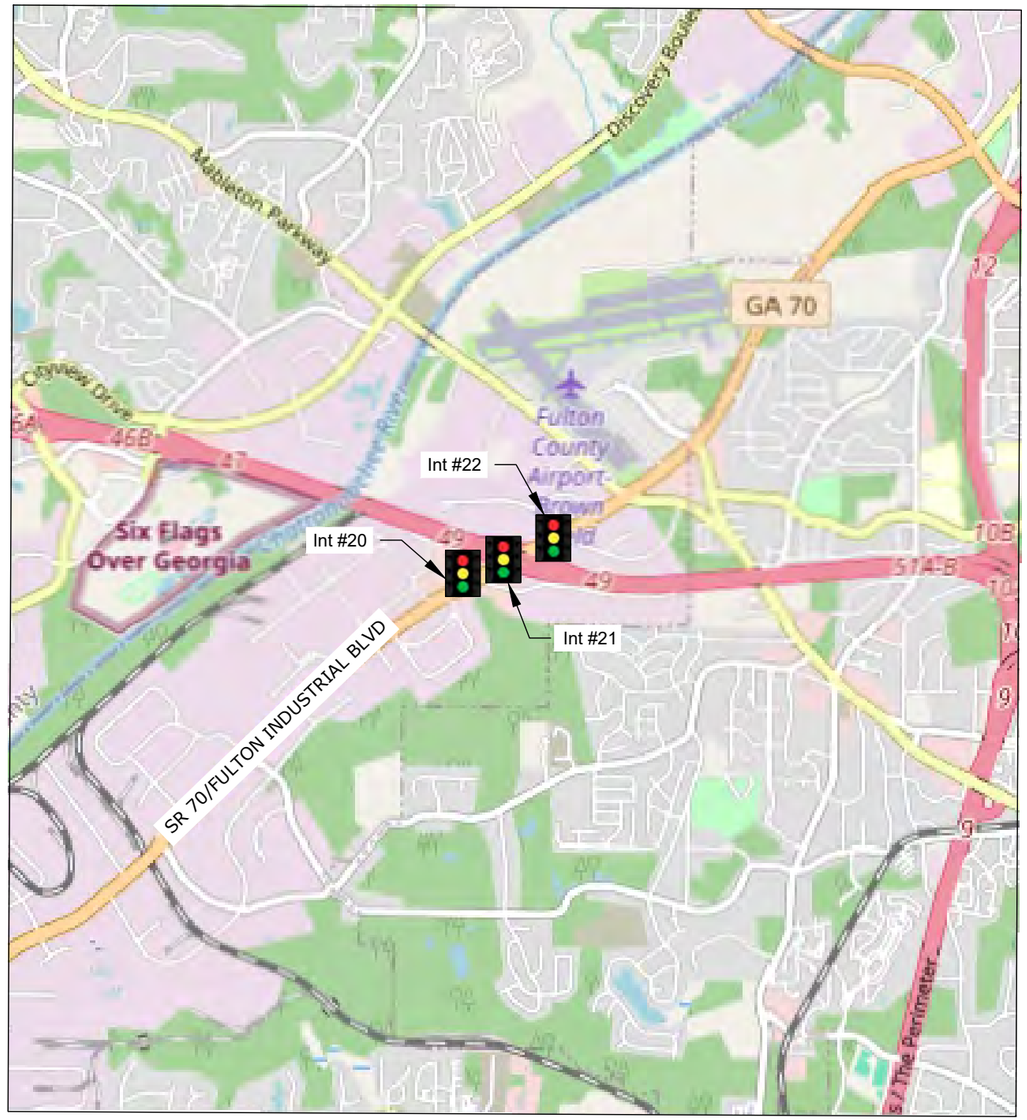
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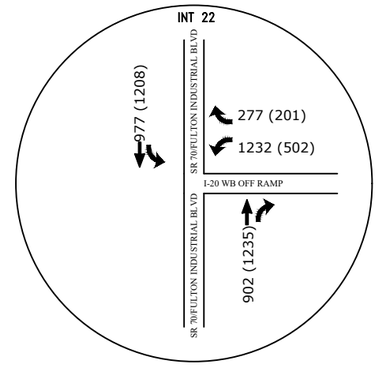
SECTION 13

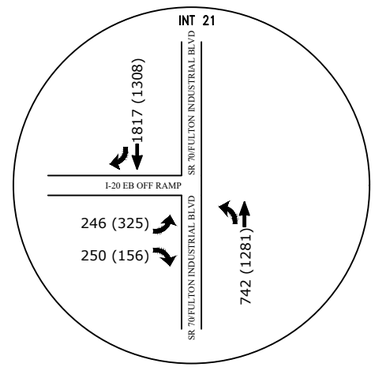
FIGURE 8: PHASE 4 NO BUILD
PEAK HOUR VOLUMES (2035)

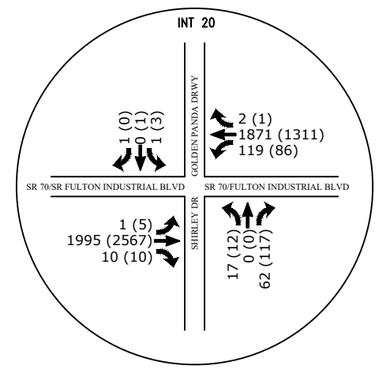
BOUCKAERT
TRAFFIC STUDY

PROJECT NUMBER: 1416-24-046
DATE: 03.27.2025









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SECTION 14

FIGURE 8: PHASE 4 NO BUILD
PEAK HOUR VOLUMES (2035)

BOUCKAERT
TRAFFIC STUDY

PROJECT NUMBER: 1416-24-046

DATE: 03.27.2025

Table 56: Phase 3 No-Build Mitigation LOS Comparison							
Intersection	Intersection Control	Approach	No-Build		Mitigation	No-Build Mitigated	
			AM Delay (LOS)	PM Delay (LOS)		AM Delay (LOS)	PM Delay (LOS)
3							
6							
7							
8: SR 92/Campbellton-Fairburn Road & SR 70/Cascade Palmetto Highway	Signalized	Northbound	56.4 (E)	82.8 (F)	Add Thru Lane to all approaches	34.4 (C)	27.7 (C)
		Southbound	50.0 (D)	34.5 (C)		25.1 (C)	21.4 (C)
		Eastbound	87.8 (F)	63.3 (E)		34.3 (C)	38.0 (D)
		Westbound	42.8 (D)	58.4 (E)		36.7 (D)	46.3 (D)
		Overall	59.8 (E)	60.6 (E)		30.9 (C)	31.9 (C)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	70.7 (E)	22.2 (C)	Add NB/SB Thru Lanes	13.6 (B)	16.8 (B)
		Southbound	12.2 (B)	91.1 (F)		8.5 (A)	20 (B)
		Eastbound	24.4 (C)	21.3 (C)		24.4 (C)	21.3 (C)
		Westbound	21.4 (C)	20.9 (C)		21.4 (C)	20.9 (C)
		Overall	44.4 (D)	66.6 (E)		13.2 (B)	19.4 (B)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound	36.6 (D)	46.9 (D)	Add NB/SB through Lanes	36.6 (D)	30.7 (C)
		Southbound	33 (C)	35.2 (D)		33 (C)	35.3 (D)
		Eastbound	53.6 (D)	87.9 (F)		30.9 (C)	44.9 (D)
		Westbound	48.4 (D)	100.1 (F)		32.5 (C)	46.9 (D)
		Overall	42.4 (D)	60.7 (E)		34 (C)	37.9 (D)
11							
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	93.4 (F)	48 (D)	Add NBR overlap phase	51 (D)	38.4 (D)
		Southbound	30.3 (C)	38.2 (D)		31.6 (C)	38.2 (D)
		Eastbound	30.9 (C)	26.9 (C)		30.9 (C)	26.9 (C)
		Westbound	31.4 (C)	23.9 (C)		31.4 (C)	23.9 (C)
		Overall	43.1 (D)	33.1 (C)		35.2 (D)	31 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	108 (F)	136.6 (F)	Add NB Left turn lane and SB right turn lane	38.3 (D)	31.1 (C)
		Southbound	30 (C)	18.9 (B)		34.2 (C)	19.9 (B)
		Eastbound	41.7 (D)	68.9 (E)		24.6 (C)	41.6 (D)
		Westbound	24.2 (C)	65.4 (E)		21 (C)	43.8 (D)
		Overall	42.9 (D)	70.5 (E)		25.4 (C)	39.2 (D)
15							
16							
17							
18							
19							
23							

24							
25							
26							
27. S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	67.6 (E)	40.3 (D)	Add an additional NB right turn lane to DRI 3488 build	67.4 (E)	40.4 (D)
		Southbound	55.4 (E)	45.2 (D)		54.4 (D)	45.5 (D)
		Eastbound	32.0 (C)	29.1 (C)		35.1 (D)	30.5 (C)
		Westbound	35.3 (D)	41.8 (D)		36.0 (D)	42.3 (D)
		Overall	43.4 (D)	39.1 (D)		44.5 (D)	39.6 (D)
28							
29. Stonewell Tell & S Fulton Pkwy	Signalized	Northbound	73.7 (E)	72.8 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.7 (E)	72.8 (E)
		Southbound	74.1 (E)	73.7 (E)		74.1 (E)	73.7 (E)
		Eastbound	32.1 (C)	22.9 (C)		32.7 (C)	23.1 (C)
		Westbound	21.0 (C)	20.1 (C)		21.4 (C)	23.1 (C)
		Overall	38.9 (D)	32.8 (C)		39.2 (D)	32.9 (C)
30. Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	73.0 (B)	72.1 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.0 (E)	72.1 (E)
		Southbound	69.1 (E)	70.2 (E)		69.1 (E)	70.2 (E)
		Eastbound	13.3 (B)	12.8 (B)		13.4 (B)	12.9 (B)
		Westbound	10.7 (B)	14.2 (B)		10.8 (B)	14.3 (B)
		Overall	38.9 (D)	20.8(B)		19.1 (B)	20.8 (C)
32							
33. SR 166/Duncan Memorial Highway & SR 5/Bill Arp Road	Single-Lane Roundabout	Northbound	165.1 (F)	7.9 (A)	Add Bypass lanes on northbound and southbound approaches	15.8 (B)	5.2 (A)
		Southbound	8.5 (A)	16.6 (C)		4.6 (A)	6.8 (A)
		Eastbound	16.4 (B)	7.6 (A)		16 (B)	7.5 (A)
		Westbound	6.4 (A)	9.5 (A)		6.9 (A)	9.4 (A)
		Overall	43.4 (D)	10.3 (B)		12.4 (B)	7.9 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	47.7 (E)	56.9 (F)	Install a single-lane roundabout	6.6 (A)	7.1 (A)
		Eastbound	-	-		18.7 (C)	6.8 (A)
		Westbound	-	-		5.6 (A)	10.1 (B)
		Overall	-	-		15 (B)	7.9 (A)
36							
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	58.4 (E)	41.3 (D)	DO-252B Widening Project – Modify Chapel	25.6 (C)	23.9 (C)
		Southbound	37.3 (D)	39.9 (D)		23.2 (C)	21.9 (C)
		Eastbound	31.1 (C)	33.8 (C)		33 (C)	34.1 (C)

		Westbound	67.3 (E)	48.8 (D)	Hill Rd to 4-lane facility	28.6 (C)	33.1 (C)
		Overall	49.1 (D)	41.8 (D)		26.2 (C)	25.8 (C)
38							
40							
41							
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Northbound	-	-	Install signal, with 150s cycle AM/PM, Pm+pt for EBL, NBL and SBL lanes, and add channelized right turn for EBR and WBR	27.3 (C)	40.2 (D)
		Southbound	-	-		25.5 (C)	32 (C)
		Eastbound	+ (F)	+ (F)		32.3 (C)	30.9 (C)
		Westbound	+ (F)	+ (F)		50 (D)	52.2 (D)
		Overall	-	-		32.2 (C)	38.3 (D)
43							
45: SR 92/SR 154 & SR 166/Duncan Memorial Highway	Multilane Roundabout	Northbound	4.2 (A)	7.8 (A)	Install a southbound bypass Lane and a northbound through/left turn lane	4 (A)	6.2 (A)
		Southbound	21.2 (C)	24.8 (C)		5.8 (A)	7.5 (A)
		Eastbound	72.4 (F)	13.9 (B)		15.9 (C)	7.9 (A)
		Overall	35.8 (E)	13.8 (B)		9.1 (A)	6.9 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	30.2 (C)	68.5 (E)	Provide a southbound right turn lane and northbound through lane	21.8 (C)	27.1 (C)
		Southbound	125.2 (F)	33.3 (C)		23.3 (C)	18.7 (B)
		Eastbound	22 (C)	31.9 (C)		30.2 (C)	37 (D)
		Westbound	37.9 (D)	43 (D)		44 (D)	48.1 (D)
		Overall	75.2 (E)	45.3 (D)		25.4 (C)	26.4 (C)
47							
48							
51: Hutchesons Ferry Rd & Cochran Mill Rd	TWSC	Northbound	-	-	Install Traffic Signal. Add EBL, SBR, WBR	-	-
		Southbound	+ (A)	+ (F)		4.6 (A)	8.6 (A)
		Eastbound	3 (B)	3.2 (A)		16 (B)	9.7 (A)
		Westbound	-	-		6.9 (A)	10 (0)
52: Cochran Mill Rd & Wilkerson Mill Rd	TWSC	Northbound	-	-	Install Traffic Signal. Add WBL,SBL, NBR	15.8 (C)	22 (C)
		Southbound	2.6 (A)	2.3 (A)		17.5 (C)	23 (C)
		Eastbound	-	-		-	-
		Westbound	1703.3 (A)	2210.2 (F)		18 (C)	14.9 (B)
		Overall	464.4 (D)	657.4 (F)		16.9 (C)	20.2 (C)

56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	32.3 (C)	37.5 (D)	Add EB RT overlap phase with protected NBL	35.3 (D)	50.5 (D)
		Southbound	42.5 (D)	54.2 (D)		49.6 (D)	54.7 (D)
		Eastbound	57.5 (E)	56.8 (E)		52.3 (D)	50.5 (D)
		Westbound	60 (E)	65.8 (E)		47.8 (D)	50.2 (D)
		Overall	44.4 (D)	49.2 (D)		44.2 (D)	51.4 (D)
57: SR 6/Camp Creek Parkway & Enon Rd	Signalized	Northbound	562.3 (F)	341.9 (F)	Add exclusive NB left turn lane	40.1 (D)	45.7 (D)
		Southbound	197.6 (F)	276.5 (F)		27.5 (C)	40.3 (D)
		Eastbound	21.3 (C)	19.8 (B)		21.3 (C)	19.8 (B)
		Westbound	27.3 (C)	25.1 (C)		27.3 (C)	25.1 (C)
		Overall	109.4 (F)	59.5 (E)		26.6 (C)	25 (C)
59							
63							
65: W Stubbs Rd & Butner Rd	AWSC	Northbound	21.1 (C)	25.3 (C)	Install Single Lane Roundabout	12.0 (B)	7.1 (A)
		Southbound	127.3 (F)	67.1 (E)		8.6 (A)	10.7 (B)
		Eastbound	56.7 (E)	21 (C)		11.7 (B)	6.1 (A)
		Westbound	21.2 (C)	154.4 (F)		7.1 (A)	15.1 (C)
		Overall	-	-		9.8 (A)	11.2 (B)

Table 57: Phase 3 Build Mitigation LOS Comparison

Intersection	Intersection Control	Approach	Build		Mitigation	Build Mitigated	
			AM Delay (LOS)	PM Delay (LOS)		AM Delay (LOS)	PM Delay (LOS)
6: Cochran Mill Rd & Cedar Grove Rd	AWSC	Northbound	13.5 (B)	16.8 (B)	Install Single Lane Roundabout	8.6 (A)	6.8 (A)
		Southbound	15.2 (B)	38.7 (D)		6.2 (A)	11.6 (B)
		Eastbound	80 (E)	59.2 (E)		10.8 (B)	7.9 (A)
		Westbound	13.1 (B)	25.8 (C)		7.0 (A)	8.4 (A)
		Overall	-	-		9.0 (A)	9.0 (A)
8: SR 92/Campbellton-Fairburn Road & SR 70/Cascade Palmetto Highway	Signalized	Northbound	46.4 (D)	58.0 (E)	Add Thru Lane to all approaches	32.0 (C)	26.7 (C)
		Southbound	32.4 (C)	27.4 (C)		22.2 (C)	19.4 (B)
		Eastbound	53.3 (D)	55.6 (E)		32.1 (C)	37.0 (D)
		Westbound	37.5 (D)	54.2 (D)		34.8 (C)	45.5 (D)
		Overall	41.2 (D)	48.5 (D)		28.3 (C)	30.4 (C)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound	42.1 (D)	53.7 (D)	Add NB/SB through Lanes	42.1 (D)	50.7 (D)
		Southbound	33.5 (C)	65.8 (E)		33.5 (C)	48.8 (D)
		Eastbound	63.9 (E)	90.8 (F)		33.8 (C)	41.1 (D)
		Westbound	64.8 (E)	94.5 (F)		36.6 (D)	41.1 (D)
		Overall	49.5 (D)	71.7 (E)		37.9 (D)	46.6 (D)
33. SR 166/Duncan Memorial Highway & SR 5/Bill Arp Road	Single-Lane Roundabout	Northbound	165.1 (F)	7.9 (A)	Add Bypass lanes on northbound and southbound approaches	15.8 (B)	5.2 (A)
		Southbound	8.5 (A)	16.6 (C)		4.6 (A)	6.8 (A)
		Eastbound	16.4 (B)	7.6 (A)		16 (B)	7.5 (A)
		Westbound	6.4 (A)	9.5 (A)		6.9 (A)	9.4 (A)
		Overall	43.4 (D)	10.3 (B)		12.4 (B)	7.9 (A)

34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	47.7 (E)	56.9 (F)	Install a single-lane roundabout		
		Eastbound	-	-			
		Westbound	-	-			
		Overall	-	-			
36: Chapel Hill Rd & SR 166/Duncan Memorial Hwy	TWSC	Southbound	398.5 (F)	415.6 (F)	Install a single-lane roundabout	7.9 (A)	13 (B)
		Eastbound	-	-		11.7 (B)	7.4 (A)
		Westbound	-	-		10.1 (B)	23.9 (C)
		Overall	-	-		9.9 (A)	18.9 (C)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	82.5 (F)	50.2 (D)	DO-252B Widening Project – Modify Chapel Hill Rd to 4-lane facility	26.7 (C)	24.5 (C)
		Southbound	40.9 (D)	51.4 (D)		23.9 (C)	22.8 (C)
		Eastbound	31.1 (C)	33.8 (C)		33 (C)	34.1 (C)
		Westbound	82.1 (F)	61.7 (E)		31.4 (C)	36.5 (D)
		Overall	61.4 (E)	52 (D)		27.4 (C)	27.1 (C)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound	42.3 (D)	27.7 (C)	DO-252B Widening Project – Modify Chapel Hill Rd to 4-lane facility	27.5 (C)	29.2 (C)
		Southbound	55.2 (E)	27 (C)		40.7 (D)	46.9 (D)
		Eastbound	64.1 (E)	80.5 (F)		39.3 (D)	50.2 (D)
		Westbound	44.7 (D)	66.4 (E)		45.8 (D)	53.6 (D)
		Overall	50 (D)	39.4 (D)		35.5 (D)	40.9 (D)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	Signalized	Northbound	9.8 (A)	13.2 (B)	Install signal, with 150s cycle AM/PM, Pm+pt for EBL, NBL and SBL lanes, and add channelized right turn for EBR and WBR	28 (C)	41.7 (D)
		Southbound	10.5 (B)	13.7 (B)		26.5 (C)	33 (C)
		Eastbound	282.8 (F)	202.4 (F)		32.3 (C)	30.9 (C)
		Westbound	78.4 (E)	165.8 (F)		50 (D)	52.2 (D)
		Overall	129.4 (F)	104.8 (F)		32.4 (C)	38.9 (D)
45: SR 92/SR 154 & SR 166/Duncan Memorial Highway	Multilane Roundabout	Northbound	4.7 (A)	8.5 (A)	Install a southbound bypass Lane and a northbound through/left turn lane	4.4 (A)	6.5 (A)
		Southbound	25.5 (D)	47.6 (E)		6.5 (A)	8.6 (A)
		Eastbound	107.8 (F)	18.3 (C)		18.9 (C)	9.5 (A)
		Overall	48.7 (E)	21.7 (C)		10.3 (B)	7.7 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	30.2 (C)	68.5 (E)	Provide a southbound right turn lane and northbound through lane	21.8 (C)	27.2 (C)
		Southbound	122.8 (F)	43.8 (D)		22.9 (C)	18.4 (B)
		Eastbound	23.8 (C)	347 (F)		33.1 (C)	39.4 (D)
		Westbound	37.9 (D)	43 (D)		44.1 (D)	48.3 (D)
		Overall	73.9 (E)	49.8 (D)		26.2 (C)	26.9 (C)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound	35 (C)	127 (F)	Provide Westbound and southbound left turn lanes, and northbound through lane	39.3 (D)	33 (C)
		Southbound	70.5 (E)	18.5 (B)		22.7 (C)	22.9 (C)
		Westbound	56.3 (E)	232.3 (F)		23.8 (C)	48 (D)
		Overall	60.2 (E)	87 (F)		27 (C)	32.8 (C)
	Signalized	Northbound	48.4 (D)	28.7 (C)		17.9 (B)	33.8 (C)

48: SR 92/Fairburn Rd & Anneewakee Rd		Southbound	75.3 (E)	219.6 (F)	Add Southbound through lane, and northbound left turn lane	33.8 (C)	45.9 (D)
		Eastbound	367.2 (F)	515.4 (F)		41.5 (D)	46.4 (D)
		Westbound	32.9 (C)	54.1 (D)		32.9 (C)	40.3 (D)
		Overall	138.9 (F)	148.6 (F)		27.3 (C)	38.6 (D)
51: Hutchesons Ferry Rd & Cochran Mill Rd	TWSC	Northbound	-	-	Install Traffic Signal. Add EBL,SBR,WBR	-	-
		Southbound	+ (A)	+ (F)		4.6 (A)	8.7 (A)
		Eastbound	3.3 (B)	3.9 (A)		16 (B)	9.8 (A)
		Westbound	0 (A)	0 (A)		6.9 (A)	10 (0)
		Overall	428.4 (D)	541.2 (F)		12.4 (B)	9.7 (A)
52: Cochran Mill Rd & Wilkerson Mill Rd	TWSC	Northbound	0 (F)	0 (A)	Install Traffic Signal. Add WBL,SBL, NBR	16.2 (B)	23 (C)
		Southbound	2.4 (A)	2.2 (A)		18.4 (A)	25 (C)
		Eastbound	N/A (B)	N/A (F)		N/A (B)	N/A (F)
		Westbound	2014 (A)	2635 (F)		18 (A)	14.9 (B)
		Overall	529.6 (D)	755.3 (F)		17.3 (B)	21.3 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	34.9 (C)	56.6 (E)	Add EB RT overlap phase, add NBL lane, reconfigure to two thru lanes in WB direction	31 (C)	42.6 (D)
		Southbound	49.4 (D)	63.1 (E)		49.4 (D)	48.2 (D)
		Eastbound	57.2 (E)	82.1 (F)		48.5 (D)	45.8 (D)
		Westbound	62.9 (E)	93.9 (F)		35.4 (D)	32.8 (C)
		Overall	47.3 (D)	68.5 (E)		39.8 (D)	42.7 (D)
65: W Stubbs Rd & Butner Rd	AWSC	Northbound	16.9 (B)	18.2 (B)	Install Single Lane Roundabout	7.6 (A)	6.3 (A)
		Southbound	55.2 (E)	32.5 (C)		10.0 (A)	8.8 (A)
		Eastbound	42.6 (D)	17.2 (B)		10.1 (B)	5.5 (A)
		Westbound	17.1 (B)	78.5 (E)		6.4 (A)	12.1 (B)
		Overall	-	-		8.6 (A)	9.3 (A)

FUTURE CONDITIONS – PHASE 4 (2033)

Future No Build Traffic Volumes (2033)

The future 2033 background traffic volumes were calculated by applying the annual exponential growth rate (1.4%) over seven years to the existing background traffic volumes and adding the trips generated from the adjacent DRI's. The future 2033 no-build traffic volumes are shown in **Figure 15.**

Future No Build Level of Service (2033)

Like Phase 1,2, and 3 no-build analysis, it was assumed that the existing intersection controls and roadway geometry would remain unchanged, including the cycle lengths. The same methodology discussed previously was used to determine the level of service for the study intersections using the future 2033 no-build traffic volumes. The intersection capacity analysis results for no-build Phase 4 (2033) are summarized in **Table 58** and detailed Synchro results are attached in **Appendix E**.

Table 58: Future No-Build Phase 4 (2033) Level of Service								
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)	LOS	LOS	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0.0	10.3	A	B	0 (A)	10.3 (B)
		Westbound	10.0	10.4	A	B	10 (A)	10.4 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	10.3	10.8	B	B	10.3 (B)	10.8 (B)
		Westbound	0.0	0.0	A	A	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	TWSC	Northbound					38.5 (E)	77.7 (F)
		Southbound					23.3 (C)	41.4 (E)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	8.7	8.6	A	A	8.7 (A)	8.6 (A)
		Southbound	0.0	9.8	A	A	0 (A)	9.8 (A)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	8.6	8.8	A	A	8.6 (A)	8.8 (A)
		Southbound	0.0	0.0	A	A	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	AWSC	Northbound	8.3	8.1	A	A	8.3 (A)	8.1 (A)
		Southbound	8.1	8.2	A	A	8.1 (A)	8.2 (A)
		Eastbound	8.9	8.6	A	A	8.9 (A)	8.6 (A)
		Westbound	8.4	8.7	A	A	8.4 (A)	8.7 (A)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	TWSC	Eastbound	32.9	43.3	D	E	32.9 (D)	43.3 (E)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound					58.1 (E)	88.5 (F)
		Southbound					53.1 (D)	35.0 (C)
		Eastbound					91.1 (F)	65.9 (E)
		Westbound					43.4 (D)	58.9 (E)
		Overall					62.4 (E)	63.2 (E)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	76.0	22.3	E	C	76 (E)	22.3 (C)
		Southbound	12.3	95.2	B	F	12.3 (B)	95.2 (F)
		Eastbound	24.5	21.3	C	C	24.5 (C)	21.3 (C)
		Westbound	21.4	20.9	C	C	21.4 (C)	20.9 (C)
		Overall	47.3	69.3	D	E	47.3 (D)	69.3 (E)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound					37.8 (D)	53.2 (D)
		Southbound					35.9 (D)	39.6 (D)
		Eastbound					53.8 (D)	82.3 (F)
		Westbound					50.4 (D)	90.4 (F)
		Overall					43.6 (D)	61.1 (E)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	23.1	28.1	C	C	22.5 (C)	21.8 (C)
		Southbound	22.5	21.8	C	C	17.6 (B)	23 (C)
		Eastbound	17.6	23.0	B	C	45 (D)	53.9 (D)
		Westbound	45.0	53.9	D	D	38.9 (D)	39.1 (D)
		Overall	38.9	39.1	D	D	23.1 (C)	28.1 (C)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.5	4.7	A	A	32.6 (C)	30.1 (C)
		Southbound	32.6	30.1	C	C	34.1 (C)	31.6 (C)
		Eastbound	34.1	31.6	C	C	8.3 (A)	7.6 (A)
		Westbound	8.3	7.6	A	A	0.7 (A)	1 (A)
		Overall	0.7	1.0	A	A	5.5 (A)	4.7 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound					89 (F)	54.5 (D)
		Southbound					29.7 (C)	41.2 (D)
		Eastbound					35 (C)	26.8 (C)
		Westbound					33.9 (C)	24.3 (C)
		Overall					43.9 (D)	35.3 (D)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	26.5	41.0	C	D	118.3 (F)	136.2 (F)
		Southbound	40.4	32.7	D	C	31.5 (C)	19.4 (B)
		Eastbound	35.8	20.7	D	C	42.2 (D)	73 (E)
		Westbound	25.2	42.7	C	D	26.6 (C)	71.8 (E)
		Overall	23.3	46.7	C	D	44.8 (D)	74.6 (E)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	11.5	8.1	B	A	15.5 (B)	10.7 (B)
		Eastbound	15.5	10.7	B	B	1.4 (A)	1 (A)
		Westbound	1.4	1.0	A	A	55.4 (E)	35.7 (D)
		Overall	55.4	35.7	E	D	11.5 (B)	8.1 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	5.7	20.5	A	C	3.8 (A)	22 (C)
		Southbound	3.8	22.0	A	C	2.9 (A)	15.1 (B)
		Eastbound	2.9	15.1	A	B	78.4 (E)	31.2 (C)
		Westbound	78.4	31.2	E	C	82 (F)	29.4 (C)
		Overall	82.0	29.4	F	C	5.7 (A)	20.5 (C)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	2.4	8.1	A	A	2 (A)	8.3 (A)
		Southbound	2.0	8.3	A	A	1.6 (A)	6.5 (A)
		Eastbound	1.6	6.5	A	A	38.2 (D)	32.7 (C)
		Westbound	38.2	32.7	D	C	37.5 (D)	30.2 (C)
		Overall	37.5	30.2	D	C	2.4 (A)	8.1 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	8.6	23.1	A	C	5.8 (A)	17.8 (B)
		Southbound	5.8	17.8	A	B	10.4 (B)	30.8 (C)
		Eastbound	10.4	30.8	B	C	36.6 (D)	32.1 (C)
		Westbound	36.6	32.1	D	C	39.7 (D)	34.6 (C)
		Overall	39.7	34.6	D	C	8.6 (A)	23.1 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.9	16.9	A	B	7.8 (A)	20.6 (C)
		Southbound	7.8	20.6	A	C	3 (A)	6.9 (A)
		Eastbound	3.0	6.9	A	A	48.4 (D)	39.1 (D)
		Westbound	48.4	39.1	D	D	50.9 (D)	34.6 (C)
		Overall	50.9	34.6	D	C	5.9 (A)	16.9 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	8.9	21.9	A	C	3.6 (A)	27.2 (C)
		Southbound	3.6	27.2	A	C	13.6 (B)	10.6 (B)
		Eastbound	13.6	10.6	B	B	23.7 (C)	31.1 (C)
		Westbound	23.7	31.1	C	C	26.1 (C)	37.7 (D)
		Overall	26.1	37.7	C	D	8.9 (A)	21.9 (C)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	7.0	16.8	A	B	7 (A)	20.5 (C)
		Southbound	7.0	20.5	A	C	3.7 (A)	9.9 (A)
		Eastbound	3.7	9.9	A	A	37.3 (D)	38.1 (D)
		Overall	37.3	38.1	D	D	7 (A)	16.8 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	19.2	17.5	B	B	9.1 (A)	8.3 (A)
		Southbound	9.1	8.3	A	A	14 (B)	21.6 (C)
		Westbound	14.0	21.6	B	C	31.5 (C)	37.1 (D)
		Overall	31.5	37.1	C	D	19.2 (B)	17.5 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	21.3	56.1	C	F	21.3 (C)	56.1 (F)
		Southbound	18.7	21.8	C	C	18.7 (C)	21.8 (C)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	301.6	1463.0	F	F	301.6 (F)	1463 (F)
		Southbound	68.2	120.8	F	F	68.2 (F)	120.8 (F)
25: SR 70/S Fulton Pkwy & Rivertown Rd	TWSC	Northbound	+	+	F	F	+ (F)	+ (F)
		Southbound	+	+	F	F	+ (F)	+ (F)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound	60.1	43.4	E	D	60.1 (E)	43.4 (D)
		Southbound	33.7	32.6	C	C	33.7 (C)	32.6 (C)
		Eastbound	63.9	50.6	E	D	63.9 (E)	50.6 (D)
		Westbound	48.9	67.7	D	E	48.9 (D)	67.7 (E)
		Overall	55.1	52.4	E	D	55.1 (E)	52.4 (D)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	386.3	265.3	F	F	386.3 (F)	265.3 (F)
		Southbound	102.0	74.0	F	E	102 (F)	74 (E)
		Eastbound	57.2	32.2	E	C	57.2 (E)	32.2 (C)
		Westbound	52.4	115.2	D	F	52.4 (D)	115.2 (F)
		Overall	124.4	124.9	F	F	124.4 (F)	124.9 (F)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound	46.8	41.0	D	D	46.8 (D)	41 (D)
		Southbound	37.8	36.1	D	D	37.8 (D)	36.1 (D)
		Eastbound	44.5	68.9	D	E	44.5 (D)	68.9 (E)
		Westbound	55.2	230.6	E	F	55.2 (E)	230.6 (F)
		Overall	45.6	105.1	D	F	45.6 (D)	105.1 (F)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound	46.9	72.2	D	E	46.9 (D)	72.2 (E)
		Southbound	348.6	409.2	F	F	348.6 (F)	409.2 (F)
		Eastbound	24.8	27.8	C	C	24.8 (C)	27.8 (C)
		Westbound	31.5	19.4	C	B	31.5 (C)	19.4 (B)
		Overall	89.2	82.1	F	F	89.2 (F)	82.1 (F)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	45.9	57.3	D	E	45.9 (D)	57.3 (E)
		Southbound	74.1	62.8	E	E	74.1 (E)	62.8 (E)
		Eastbound	27.1	28.1	C	C	27.1 (C)	28.1 (C)
		Westbound	19.5	39.1	B	D	19.5 (B)	39.1 (D)
		Overall	29.2	37.5	C	D	29.2 (C)	37.5 (D)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	TWSC	Eastbound	22.5	35.2	C	E	22.5 (C)	35.2 (E)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	TWSC	Eastbound	17.7	358.5	C	F	17.7 (C)	358.5 (F)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound	194.3	8.0	F	A	194.3 (F)	8 (A)
		Southbound	8.6	17.4	A	C	8.6 (A)	17.4 (C)
		Eastbound	17.3	7.8	C	A	17.3 (C)	7.8 (A)
		Westbound	6.5	9.7	A	A	6.5 (A)	9.7 (A)
		Overall	49.8	10.6	E	B	49.8 (E)	10.6 (B)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	51.8	62.1	F	F	51.8 (F)	62.1 (F)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	14.6	13.7	B	B	14.6 (B)	13.7 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	TWSC	Southbound	282.3	230.5	F	F	282.3 (F)	230.5 (F)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound					61.9 (E)	43.9 (D)
		Southbound					38.8 (D)	44.7 (D)
		Eastbound					31.3 (C)	33.7 (C)
		Westbound					71.3 (E)	49.7 (D)
		Overall					51.5 (D)	44.7 (D)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound					40.9 (D)	26.3 (C)
		Southbound					55.2 (E)	26.8 (C)
		Eastbound					64.7 (E)	61.7 (F)
		Westbound					44.8 (D)	66.8 (E)

		Overall					49.7 (D)	39.3 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	11.2	17.9	B	C	11.2 (B)	17.9 (C)
		Northbound	8.5	29.1	A	D	8.5 (A)	29.1 (D)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound	38.7	497.2	D	F	88.6 (F)	22.6 (C)
		Southbound	289.5	427.5	F	F	12.7 (B)	102.9 (F)
		Eastbound	3.8	2.6	A	A	24.5 (C)	21.4 (C)
		Westbound	1.8	3.9	A	A	21.4 (C)	21 (C)
		Overall	50.4	140.2	D	F	54.1 (D)	74.4 (E)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound	16.6	17.9	B	B	16.6 (B)	17.9 (B)
		Southbound	65.4	44.0	E	D	65.4 (E)	44.0 (D)
		Eastbound	54.5	66.9	D	E	54.5 (D)	66.9 (E)
		Westbound	54.5	166.9	D	F	54.5 (D)	166.9 (F)
		Overall	58.2	87.4	E	F	58.2 (E)	87.1 (F)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Eastbound	+	+	F	F	+ (F)	+ (F)
		Westbound	+	+	F	F	+ (F)	+ (F)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound	53.8	26.1	F	D	53.8 (F)	26.1 (D)
		Westbound	45.5	69.1	E	F	45.5 (E)	69.1 (F)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	8.8	8.9	A	A	8.8 (A)	8.9 (A)
		Southbound	7.2	10.3	A	B	7.2 (A)	10.3 (B)
		Eastbound	6.6	7.3	A	A	6.6 (A)	7.3 (A)
		Westbound	6.6	6.0	A	A	6.6 (A)	6 (A)
		Overall	7.8	9.2	A	A	7.8 (A)	9.2 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound			A	A	4.3 (A)	7.9 (A)
		Southbound			A	A	22.2 (C)	27.2 (D)
		Eastbound			A	A	79.1 (F)	14.2 (B)
		Overall			A	A	38.8 (E)	14.7 (B)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound			A	A	30.7 (C)	72.7 (E)
		Southbound			A	A	128.4 (F)	35.6 (D)
		Eastbound			A	A	22.2 (C)	32.3 (C)
		Westbound			A	A	38.4 (D)	43.4 (D)
		Overall			A	A	76.9 (E)	47.8 (D)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound			A	A	33.7 (C)	121.6 (F)
		Southbound			A	A	68.4 (E)	19.1 (B)
		Westbound			A	A	56.4 (E)	238.7 (F)
		Overall			A	A	58.8 (E)	85.9 (F)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound	51.3	30.2	D	C	51.3 (D)	30.2 (C)
		Southbound	71.4	197.8	E	F	71.4 (E)	197.8 (F)
		Eastbound	376.4	525.2	F	F	376.4 (F)	525.5 (F)
		Westbound	32.9	54.1	C	D	32.9 (C)	54.1 (D)
		Overall	143.0	143.7	F	F	143 (F)	143.7 (F)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0.0	0.0	A	A	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	11.7	0.0	B	A	11.7 (B)	0 (A)
		Southbound	14.3	17.2	B	C	14.3 (B)	17.2 (C)
51: Hutchesons Ferry Rd & Cochran Mill Rd	TWSC	Southbound	888.6	1212.5	F	F	888.6 (F)	1212.5 (F)
52: Cochran Mill Rd & Wilkerson Mill Rd	TWSC	Westbound	1707.5	2240.6	F	F	1707.5 (F)	2240.6 (F)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	7.4	7.5	A	A	7.4 (A)	7.5 (A)
		Southbound	8.4	7.7	A	A	8.4 (A)	7.7 (A)
		Eastbound	7.5	7.2	A	A	7.5 (A)	7.2 (A)
		Westbound	7.5	7.3	A	A	7.5 (A)	7.3 (A)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	17.0	14.2	B	B	35.2 (D)	31.5 (C)
		Southbound	35.2	31.5	D	C	36.9 (D)	25.5 (C)
		Eastbound	36.9	25.5	D	C	16.4 (B)	9 (A)
		Westbound	16.4	9.0	B	A	10.4 (B)	13.1 (B)
		Overall	10.4	13.1	B	B	17 (B)	14.2 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	37.6	26.4	D	C	46.2 (D)	26.4 (C)
		Southbound	46.2	26.4	D	C	54 (D)	39.8 (D)
		Eastbound	54.0	39.8	D	D	37.3 (D)	29.2 (C)
		Westbound	37.3	29.2	D	C	25.6 (C)	16.5 (B)
		Overall	25.6	16.5	C	B	37.6 (D)	26.4 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound					32.3 (C)	53.6 (D)
		Southbound					42.5 (D)	80.2 (F)
		Eastbound					57.5 (E)	71.7 (E)
		Westbound					60 (E)	87.5 (F)
		Overall					44.4 (D)	68.1 (E)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	27.1	25.5	C	C	563 (F)	354.1 (F)
		Southbound	43.1	46.4	D	D	197.9 (F)	289.3 (F)
		Eastbound	28.5	40.5	C	D	23.4 (C)	20.3 (C)
		Westbound	23.4	20.3	C	C	26.2 (C)	25.6 (C)
		Overall	26.2	25.6	C	C	96.8 (F)	61.6 (E)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	13.1	11.1	B	B	8.4 (A)	8.9 (A)
		Southbound	8.4	8.9	A	A	16.8 (B)	12.7 (B)
		Eastbound	16.8	12.7	B	B	28.5 (C)	40.7 (D)
		Overall	28.5	40.7	C	D	13.1 (B)	11.1 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	35.0	48.4	C	D	36 (D)	54.1 (D)
		Southbound	36.0	54.1	D	D	34.7 (C)	38.8 (D)
		Eastbound	34.7	38.8	C	D	37.1 (D)	43.9 (D)
		Westbound	37.1	43.9	D	D	21.7 (C)	72 (E)
		Overall	21.7	72.0	C	E	35 (C)	48.4 (D)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	7.2	6.1	A	A	6.2 (A)	5.3 (A)
		Southbound	9.4	14.8	A	B	7.7 (A)	10.5 (B)
		Eastbound	14.1	22.1	B	C	10.9 (B)	14.2 (B)
		Westbound	12.8	18.1	B	C	10.2 (B)	13.1 (B)
		Overall	10.8	15.6	B	C	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	19.0	17.8	B	B	40.4 (D)	46.6 (D)
		Southbound	40.4	46.6	D	D	0 (A)	0 (A)
		Eastbound	0.0	0.0	A	A	21.3 (C)	20.6 (C)
		Westbound	21.3	20.6	C	C	6.7 (A)	6.5 (A)
		Overall	6.7	6.5	A	A	19 (B)	17.8 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	7.0	7.8	A	A	7 (A)	7.8 (A)
		Southbound	16.2	12.2	C	B	16.2 (C)	12.2 (B)
		Eastbound	10.8	9.9	B	A	10.8 (B)	9.9 (A)
		Westbound	8.9	15.3	A	C	8.9 (A)	15.3 (C)
		Overall	11.6	10.7	B	B	11.6 (B)	10.7 (B)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	6.0	6.3	A	A	6 (A)	6.3 (A)
		Southbound	6.6	5.9	A	A	6.6 (A)	5.9 (A)
		Eastbound	7.7	6.9	A	A	7.7 (A)	6.9 (A)
		Westbound	9.3	10.8	A	B	9.3 (A)	10.8 (B)
		Overall	6.5	6.5	A	A	6.5 (A)	6.5 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	16.8	11.5	C	B	16.8 (C)	11.5 (B)
65: W Stubbs Rd & Butner Rd	Roundabout	Northbound					21.7 (C)	26.2 (D)
		Southbound					138.6 (F)	71.5 (F)
		Eastbound					60.8 (F)	21.7 (C)
		Westbound					21.9 (C)	166.2 (F)

Based on the operational analysis XX intersections out of the 65 intersections are operating unacceptably in the future no-build scenario. The intersections operating an unacceptable level of service are listed below;

- SR 92/Campbellton-Fairburn Rd at SR 70/Cascade Palmetto Hwy
- SR 70/Fulton Industrial Boulevard at W Stubbs Road
- SR 70/Fulton Industrial Blvd at SR 166/Campbellton Rd
- SR 6/Camp Creek Pkwy at SR 70/Fulton Industrial Blvd
- SR 70/Fulton Industrial Blvd at Cascade Rd/Great SW Pkwy
- SR 166/Duncan Memorial Hwy at SR 5/Bill Arp Rd
- SR 166/Duncan Memorial Hwy at Capps Ferry Rd
- SR 166/Duncan Memorial Hwy at Chapel Hill Rd
- Cascade Palmetto Hwy at Wilkerson Mill Rd
- Chapel Hill Rd at Dorsett Shoals Rd/Anneewakee Rd
- Chapel Hill Rd at Central Church Rd/Bomar Rd
- SR 154/SR 92 at SR 166/Duncan Memorial Hwy
- SR 92/Fairburn Rd at SR 154/Old Lower River Rd
- SR 92/Fairburn Rd at Riverside Pkwy
- SR 92/Fairburn Rd at Anneewakee Rd
- SR 6/Camp Creek Pkwy at Campbellton Rd
- SR 6/Camp Creek Pkwy at Enon Rd
- W Stubbs Rd at Butner Rd

Most intersections failing in the existing year (2024), Phase 1 (2029), Phase 2 (2031), and Phase 3 (2032) are expected to continue failing in the Phase 4 no-build conditions (2033). Out of the 39 intersections operating unacceptably 3 are expected to start operating at unacceptably under Phase 4 no-build conditions (2033).

Future Build Traffic Volumes (2033)

Future build traffic volumes for 2033 were calculated by summing the future 2033 no-build background traffic volumes and the site-generated peak hour volumes, assigned to the study network. The distribution of site-generated peak hour traffic volumes is shown in **Figure 16** and **Figure 17** shows the future build (2033) traffic volumes.

Auxiliary Lane Analysis

The need for auxiliary lanes was evaluated at both development driveway intersections on the State Route. Auxiliary lanes are used on approaches to intersections when the projected turning traffic volumes exceed minimum levels, per GDOT's Regulations for Driveway and Encroachment Control Manual. The results of the analysis will determine if auxiliary lanes on the state route should be considered in the ICE analysis for the driveways as they are new intersections on a State Route. A left-turn lane is warranted on an intersection approach if the daily left-turn volumes meet or exceed values shown in **Table 18**. And a right-turn lane is warranted on an intersection approach if the daily right-turn volumes meet or exceed the values shown in **Table 19**.

Driveway C will be along Cedar Grove Road. It is a two-lane road with a posted speed limit of 45 mph, and a future average daily traffic (ADT) of approximately 16,000 vehicles per day (vpd) in 2033. The threshold is set at 175 LTV per day for a left-turn lane and 75 RTV per day for a right-turn lane in 2033. The development is expected to have approximately 3,331 LTV per day and 4,091 RTV per day. The intersection operates at LOS D and LOS C for the AM and PM peak periods, respectively. The intersection is subject to mitigation. The recommended mitigation at this intersection is to add bypass lanes and receiving lanes at all approaches. Therefore, auxiliary lanes are not recommended at this intersection. **TABLE 59** summarizes the auxiliary lane analysis for this intersection. The ICE analysis for this intersection is included in the section: Intersection Improvement Alternative (Phase 4 – 2033).

TABLE 59: AUXILIARY LANE ANALYSIS - DRIVEWAY D					
INTERSECTION	**POSTED SPEED**	**THRESHOLD**		**BUILD 2029**	
		ADT		**ADT**	
		LTV	RTV	LTV	RTV
69: DRIVEWAY D AT SR 92/ CAMPBELTON-FAIRBURN ROAD	45 MPH	175	75	3,331	4,091

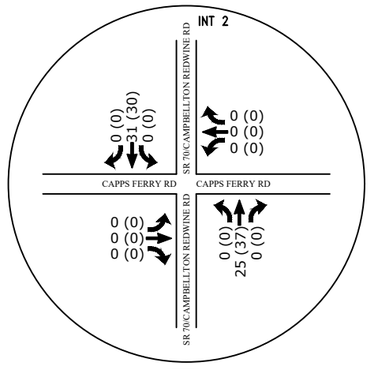
Future Build Level of Service (2033)

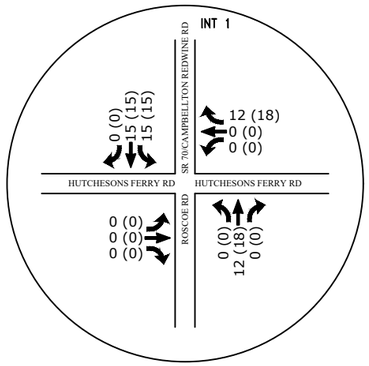
Similar to the no-build conditions the future build analysis was carried out using the existing intersection controls and roadway geometry, including the cycle lengths. Improvements will be recommended at the intersections that are expected to fail due to the traffic generated by the proposed development. The same methodology discussed previously was used to determine the level of service for the study intersections under phase 4 build conditions. The intersection capacity analysis results for Phase 4 build conditions (2033) are summarized in **Table 54** and detailed reports are attached in **Appendix E**.

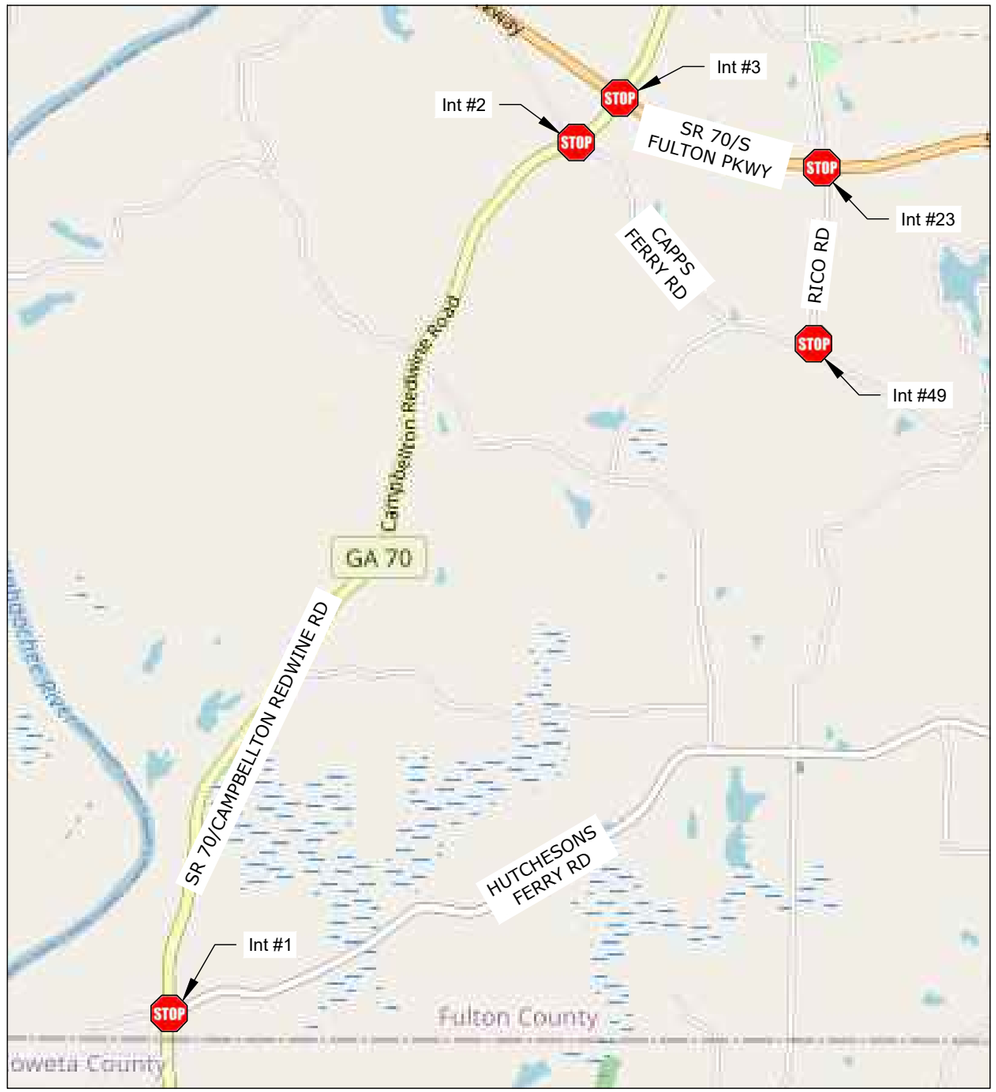
Table 60: Future Build Phase 4 (2033) Level of Service								
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)	LOS	LOS	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0.0	13.6	A	B	0 (A)	13.6 (B)
		Westbound	10.3	11.1	B	B	10.3 (B)	11.1 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	12.6	13.5	B	B	12.6 (B)	13.5 (B)
		Westbound	0.0	0.0	A	A	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	Roundabout	Northbound					6.7 (A)	6.8 (A)
		Southbound					3.3 (A)	4.8 (A)
		Eastbound					7.9 (A)	4.7 (A)
		Westbound					3.6 (A)	10.9 (B)
		Overall					6.5 (A)	8.5 (A)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	9.3	9.5	A	A	9.3 (A)	9.5 (A)
		Southbound	0.0	11.9	A	B	0 (A)	11.9 (B)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	9.4	10.3	A	B	9.4 (A)	10.3 (B)
		Southbound	0.0	0.0	A	A	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	Roundabout	Northbound	8.6	7.5	A	A	8.6 (A)	7.5 (A)
		Southbound	5.9	12.7	A	B	5.9 (A)	12.7 (B)
		Eastbound	10.6	8.6	B	A	10.6 (B)	8.6 (A)
		Westbound	7.1	9.6	A	A	7.1 (A)	9.6 (A)
		Overall	8.9	9.8	A	A	8.9 (A)	9.8 (A)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	Signalized	Northbound					18.9 (B)	11.4 (B)
		Southbound					21.4 (C)	47.2 (D)
		Eastbound					23.7 (C)	35.7 (D)
		Overall					21.0 (C)	34.9 (C)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound	36.4	104.0	D	F	39.0 (D)	40.5 (D)
		Southbound	73.2	40.0	E	D	40.4 (D)	31.0 (C)
		Eastbound	393.2	180.9	F	F	80.6 (F)	46.9 (D)
		Westbound	273.0	468.6	F	F	47.1 (D)	52.2 (D)
		Overall	213.2	223.8	F	F	52.3 (D)	41.6 (D)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	190.9	39.4	F	D	16.4 (B)	18.4 (B)
		Southbound	13.2	231.8	B	F	9.2 (A)	26.7 (C)
		Eastbound	24.5	21.3	C	C	24.5 (C)	21.3 (C)
		Westbound	21.4	20.9	C	C	21.4 (C)	20.9 (C)
		Overall	110.7	159.7	F	F	14.8 (B)	24.0 (C)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound					49.8 (D)	53.8 (D)
		Southbound					36.9 (D)	41.8 (D)
		Eastbound					34.9 (C)	45.8 (D)
		Westbound					37.8 (D)	54.8 (D)
		Overall					42.5 (D)	48.7 (D)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	25.8	38.5	C	D	26.2 (C)	29.5 (C)
		Southbound	26.2	29.5	C	C	18.1 (B)	36.4 (D)
		Eastbound	18.1	36.4	B	D	38.6 (D)	38.4 (D)
		Westbound	38.6	38.4	D	D	55.8 (E)	69.5 (E)
		Overall	55.8	69.5	E	E	25.8 (C)	38.5 (D)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.6	4.9	A	A	35.9 (D)	32.5 (C)
		Southbound	35.9	32.5	D	C	37.6 (D)	34.2 (C)
		Eastbound	37.6	34.2	D	C	8.4 (A)	7.9 (A)
		Westbound	8.4	7.9	A	A	0.8 (A)	1.3 (A)
		Overall	0.8	1.3	A	A	5.6 (A)	4.9 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound					49.8 (D)	40.3 (D)
		Southbound					36 (D)	38.7 (D)
		Eastbound					37 (D)	30 (C)
		Westbound					37.3 (D)	30.8 (C)
		Overall					39.2 (D)	34.2 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	30.5	46.7	C	D	42.1 (D)	41.6 (D)
		Southbound	42.1	41.6	D	D	36.3 (D)	21.5 (C)
		Eastbound	36.3	21.5	D	C	30.7 (C)	47.1 (D)
		Westbound	30.7	47.1	C	D	24.7 (C)	54 (D)
		Overall	24.7	54.0	C	D	30.5 (C)	46.7 (D)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	11.9	7.9	B	A	16.1 (B)	10.5 (B)
		Eastbound	16.1	10.5	B	B	1.4 (A)	1.1 (A)
		Westbound	1.4	1.1	A	A	59.9 (E)	37.1 (D)
		Overall	59.9	37.1	E	D	11.9 (B)	7.9 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	5.8	20.9	A	C	3.8 (A)	22.7 (C)
		Southbound	3.8	22.7	A	C	2.9 (A)	15.4 (B)
		Eastbound	2.9	15.4	A	B	83.5 (F)	31.2 (C)
		Westbound	83.5	31.2	F	C	87.2 (F)	29.4 (C)
		Overall	87.2	29.4	F	C	5.8 (A)	20.9 (C)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	2.4	8.3	A	A	2 (A)	8.5 (A)
		Southbound	2.0	8.5	A	A	1.7 (A)	6.6 (A)
		Eastbound	1.7	6.6	A	A	38.2 (D)	32.7 (C)
		Westbound	38.2	32.7	D	C	37.5 (D)	30.2 (C)
		Overall	37.5	30.2	D	C	2.4 (A)	8.3 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	8.8	23.5	A	C	6 (A)	18 (B)
		Southbound	6.0	18.0	A	B	10.6 (B)	31.4 (C)
		Eastbound	10.6	31.4	B	C	36.6 (D)	32.4 (C)
		Westbound	36.6	32.4	D	C	39.7 (D)	35 (C)
		Overall	39.7	35.0	D	C	8.8 (A)	23.5 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	6.0	17.4	A	B	8.1 (A)	21.7 (C)
		Southbound	8.1	21.7	A	C	3.1 (A)	7 (A)
		Eastbound	3.1	7.0	A	A	48.4 (D)	39.1 (D)
		Westbound	48.4	39.1	D	D	50.9 (D)	34.6 (C)
		Overall	50.9	34.6	D	C	6 (A)	17.4 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	8.8	22.1	A	C	3.5 (A)	27.6 (C)
		Southbound	3.5	27.6	A	C	13.5 (B)	10.7 (B)
		Eastbound	13.5	10.7	B	B	24 (C)	31.1 (C)
		Westbound	24.0	31.1	C	C	26.5 (C)	37.7 (D)
		Overall	26.5	37.7	C	D	8.8 (A)	22.1 (C)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	7.0	16.6	A	B	7 (A)	19.9 (B)
		Southbound	7.0	19.9	A	B	3.7 (A)	10.3 (B)
		Eastbound	3.7	10.3	A	B	37.3 (D)	38.1 (D)
		Overall	37.3	38.1	D	D	7 (A)	16.6 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	19.3	17.9	B	B	9.3 (A)	8.4 (A)
		Southbound	9.3	8.4	A	A	14.2 (B)	21.9 (C)
		Westbound	14.2	21.9	B	C	31.8 (C)	37.7 (D)
		Overall	31.8	37.7	C	D	19.3 (B)	17.9 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	Roundabout	Northbound					17.4 (C)	4.8 (A)
		Southbound					4.7 (A)	6.8 (A)
		Eastbound					16.9 (C)	4.7 (A)
		Westbound					7 (A)	10.9 (B)
		Overall					13.2 (B)	8.5 (A)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	Signalized	Northbound					30.1 (D)	23.3 (C)
		Southbound					25.4 (D)	16.3 (C)
		Eastbound					27.2 (D)	33.5 (D)
		Westbound					11.2 (B)	20.3 (C)
		Overall					22.6 (C)	22.3 (C)
25: SR 70/S Fulton Pkwy & Rivertown Rd	Signalized	Northbound			A	A	10.6 (B)	10.8 (B)
		Southbound					9.9 (A)	16.5 (B)
		Eastbound					13.1 (B)	12.8 (B)
		Westbound					15 (B)	15.5 (B)
		Overall			A	A	12.6 (B)	14.4 (B)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	Signalized	Northbound					10 (A)	6.3 (A)
		Southbound					18.5 (B)	25 (C)
		Eastbound					15.3 (B)	24.4 (C)

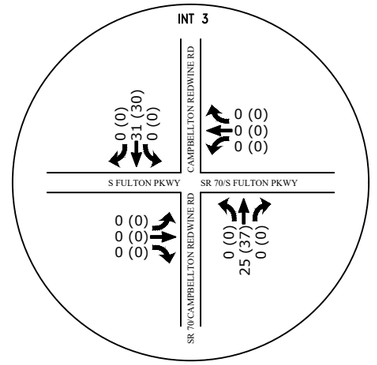
		Overall					14 (B)	20 (B)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	Signalized	Northbound					11 (B)	13.6 (B)
		Southbound					13.7 (B)	17.8 (B)
		Eastbound					29.7 (C)	30.1 (C)
		Overall			A	A	12.4 (B)	16.7 (B)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound					17.4 (C)	5.3 (A)
		Southbound					4.7 (A)	7 (A)
		Eastbound					16.9 (C)	7.7 (A)
		Westbound					7 (A)	9.6 (A)
		Overall					13.2 (B)	8 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	Roundabout	Northbound					6.7 (A)	7.2 (A)
		Eastbound					19.8 (C)	6.8 (A)
		Westbound					5.7 (A)	10.3 (B)
		Overall					15.8 (C)	8.1 (A)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	14.6	13.7	B	B	14.6 (B)	13.7 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	Roundabout	Southbound					8.4 (A)	14.8 (B)
		Eastbound					12.6 (B)	8 (A)
		Westbound					10.9 (B)	28.8 (D)
		Overall					10.6 (B)	22.4 (C)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound					27.4 (C)	24.9 (C)
		Southbound					24.5 (C)	23.7 (C)
		Eastbound					33.4 (C)	34.2 (C)
		Westbound					34.8 (C)	39.5 (D)
		Overall					28.5 (C)	28.2 (C)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound					27.9 (C)	29.9 (C)
		Southbound					41 (D)	47.2 (D)
		Eastbound					39.5 (D)	50.4 (D)
		Westbound					45.9 (D)	53.8 (D)
		Overall					35.7 (D)	41.3 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	11.3	18.5	B	C	11.3 (B)	18.5 (C)
		Northbound	8.5	30.0	A	D	8.5 (A)	30 (D)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound			A	A	23.9 (C)	27.3 (C)
		Southbound			A	A	21.5 (C)	25.9 (C)
		Eastbound			A	A	29.5 (C)	24.9 (C)
		Westbound			A	A	15 (B)	25 (C)
		Overall			A	A	23.5 (C)	25.5 (C)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound			A	A	-	-
		Southbound			A	A	30.2 (C)	41 (D)
		Eastbound			A	A	10.7 (B)	10.7 (B)
		Westbound			A	A	18.1 (B)	20.6 (C)
		Overall			A	A	19.7 (B)	23.4 (C)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	Signalized	Northbound			A	A	28.4 (C)	43.3 (D)
		Southbound					27 (C)	33.8 (C)
		Eastbound					32.4 (C)	30.9 (C)
		Westbound					50 (D)	52.3 (D)
		Overall			A	A	32.6 (C)	39.5 (D)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	6.9	6.7	A	A	6.9 (A)	6.7 (A)
		Southbound	6.2	7.9	A	A	6.2 (A)	7.9 (A)
		Eastbound	5.0	5.6	A	A	5 (A)	5.6 (A)
		Westbound	5.5	5.1	A	A	5.5 (A)	5.1 (A)
		Overall	7.8	9.2	A	A	7.8 (A)	9.2 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound			A	A	4.6 (A)	6.9 (A)
		Southbound			A	A	6.9 (A)	9.4 (A)
		Eastbound			A	A	21.9 (C)	10.6 (B)
		Overall			A	A	11.5 (B)	8.3 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound			A	A	22 (C)	27.4 (C)
		Southbound			A	A	23.2 (C)	18.5 (B)
		Eastbound			A	A	34.4 (C)	41.6 (D)
		Westbound			A	A	44.7 (D)	48.4 (D)
		Overall			A	A	26.8 (C)	27.5 (C)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound			A	A	39.8 (D)	33.9 (C)
		Southbound			A	A	23 (C)	24 (C)
		Westbound			A	A	23.8 (C)	48.7 (D)
		Overall			A	A	27.3 (C)	33.6 (C)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound	49.6	30.1	D	C	18.2 (B)	35 (C)
		Southbound	84.4	237.1	F	F	34.3 (C)	47.1 (D)
		Eastbound	376.4	525.2	F	F	41.7 (D)	46.5 (D)
		Westbound	32.9	54.1	C	D	32.9 (C)	40.3 (D)
		Overall	144.6	156.1	F	F	27.7 (C)	39.7 (D)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0.0	0.0	A	A	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	12.1	0.0	B	A	12.1 (B)	0 (A)
		Southbound	15.2	18.8	C	C	15.2 (C)	18.8 (C)
51: Hutchesons Ferry Rd & Cochran Mill Rd	Signalized	Southbound					28 (D)	28 (C)
		Eastbound					20.2 (C)	20.2 (C)
		Westbound					26.2 (D)	26.2 (C)
		Overall					25.7 (D)	25.7 (C)
52: Cochran Mill Rd & Wilkerson Mill Rd	Signalized	Northbound					16.4 (B)	23.6 (C)
		Southbound					19 (B)	26.6 (C)
		Westbound					18 (B)	14.9 (B)
		Overall					17.6 (B)	22 (C)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	8.9	9.2	A	A	8.9 (A)	9.2 (A)
		Southbound	10.7	9.5	B	A	10.7 (B)	9.5 (A)
		Eastbound	9.4	8.5	A	A	9.4 (A)	8.5 (A)
		Westbound	9.3	9.8	A	A	9.3 (A)	9.8 (A)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	17.3	14.8	B	B	38 (D)	33.4 (C)
		Southbound	38.0	33.4	D	C	39.4 (D)	27.1 (C)
		Eastbound	39.4	27.1	D	C	16.7 (B)	9.4 (A)
		Westbound	16.7	9.4	B	A	10.5 (B)	13.9 (B)
		Overall	10.5	13.9	B	B	17.3 (B)	14.8 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	47.1	22.3	D	C	44.4 (D)	26.9 (C)
		Southbound	44.4	26.9	D	C	52.2 (D)	42.2 (D)
		Eastbound	52.2	42.2	D	D	53.2 (D)	25.5 (C)
		Westbound	53.2	25.5	D	C	36.5 (D)	7.7 (A)
		Overall	36.5	7.7	D	A	47.1 (D)	22.3 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound					109.6 (F)	33.3 (C)
		Southbound					24.5 (C)	43.4 (D)
		Eastbound					23.4 (C)	58.8 (E)
		Westbound					19.4 (B)	36 (D)
		Overall					61.2 (E)	40.2 (D)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	30.7	24.5	C	C	44.2 (D)	46.2 (D)
		Southbound	44.2	46.2	D	D	31.8 (C)	39.8 (D)
		Eastbound	31.8	39.8	C	D	23.9 (C)	19.5 (B)
		Westbound	23.9	19.5	C	B	33 (C)	24.2 (C)
		Overall	33.0	24.2	C	C	30.7 (C)	24.5 (C)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	11.2	11.2	B	B	7.1 (A)	9 (A)
		Southbound	7.1	9.0	A	A	13.9 (B)	12.9 (B)
		Eastbound	13.9	12.9	B	B	38.7 (D)	38.5 (D)
		Overall	38.7	38.5	D	D	11.2 (B)	11.2 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	39.3	48.2	D	D	42.2 (D)	53.6 (D)
		Southbound	42.2	53.6	D	D	37 (D)	37.1 (D)
		Eastbound	37.0	37.1	D	D	42.2 (D)	41.9 (D)
		Westbound	42.2	41.9	D	D	25.8 (C)	78.8 (E)
		Overall	25.8	78.8	C	E	39.3 (D)	48.2 (D)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	7.5	6.3	A	A	6.2 (A)	5.3 (A)
		Southbound	10.1	17.6	B	C	7.7 (A)	10.5 (B)
		Eastbound	15.1	26.2	C	D	10.9 (B)	14.2 (B)
		Westbound	13.9	20.4	B	C	10.2 (B)	13.1 (B)
		Overall	11.4	17.7	B	C	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	20.1	17.7	C	B	49.1 (D)	49.4 (D)
		Southbound	49.1	49.4	D	D	0 (A)	0 (A)
		Eastbound	0.0	0.0	A	A	20.7 (C)	20.1 (C)
		Westbound	20.7	20.1	C	C	6.9 (A)	6.5 (A)
		Overall	6.9	6.5	A	A	20.1 (C)	17.7 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	8.1	9.9	A	A	8.1 (A)	9.9 (A)
		Southbound	20.9	16.3	C	C	20.9 (C)	16.3 (C)
		Eastbound	17.9	13.6	C	B	17.9 (C)	13.6 (B)
		Westbound	10.5	24.8	B	C	10.5 (B)	24.8 (C)
		Overall	14.9	14.7	B	B	14.9 (B)	14.7 (B)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	6.3	6.8	A	A	6.3 (A)	6.8 (A)
		Southbound	7.1	6.3	A	A	7.1 (A)	6.3 (A)
		Eastbound	8.3	7.3	A	A	8.3 (A)	7.3 (A)
		Westbound	9.8	11.8	A	B	9.8 (A)	11.8 (B)
		Overall	6.9	6.9	A	A	6.9 (A)	6.9 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	17.4	11.8	C	B	17.4 (C)	11.8 (B)
65: W Stubbs Rd & Butner Rd	Roundabout	Northbound					13.1 (B)	7.4 (A)
		Southbound					9.1 (A)	11.4 (B)
		Eastbound					12.9 (B)	6.4 (A)
		Westbound					7.4 (A)	16.6 (C)
		Overall					10.6 (B)	12.1 (B)
		Southbound	8.9	8.5	A	A	7.0 (A)	7.3 (A)

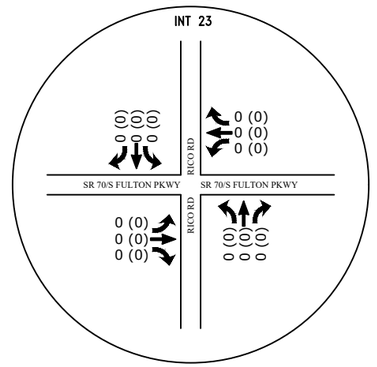
66: Cedar Grove Rd & Driveway A	Roundabout	Eastbound	8.9	7.4	A	A	7.2 (A)	6.5 (A)
		Westbound	6.3	11.6	A	B	5.3 (A)	9.8 (A)
		Overall	8.1	9.9	A	A	6.5 (A)	8.4 (A)
67: Cedar Grove Rd & Driveway B	TWSC	Southbound	13.2	16.9	B	C	12.3 (B)	14.3 (B)
68: Cochran Mill Rd & DRWY C	TWSC	Southbound	12.5	12.9	B	B	11.4 (B)	9.3 (A)
69: SR 92/Campbellton-Fairburn Rd & DRWY D	Roundabout	Northbound	10.0	43.8	A	E	7.1 (A)	20.9 (C)
		Southbound	9.2	8.1	A	A	74.5 (E)	28.0 (C)
		Eastbound	14.3	7.7	B	A	71.5 (E)	20.9 (C)
		Overall	9.7	27.9	A	D	49.0 (D)	23.3 (C)

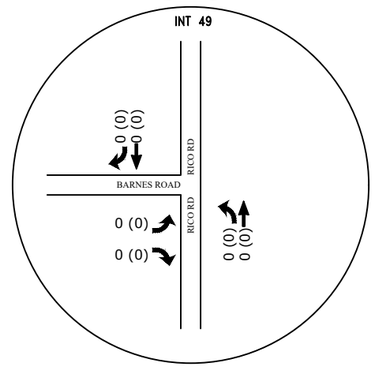












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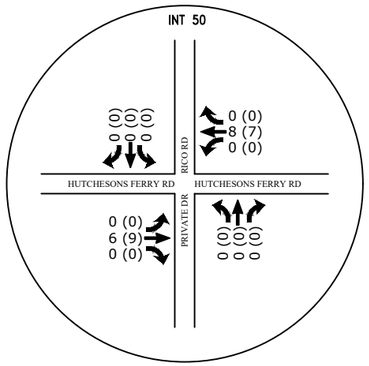
FIGURE 8: PHASE 4 TRIP GENERATION
PEAK HOUR VOLUMES (2033)

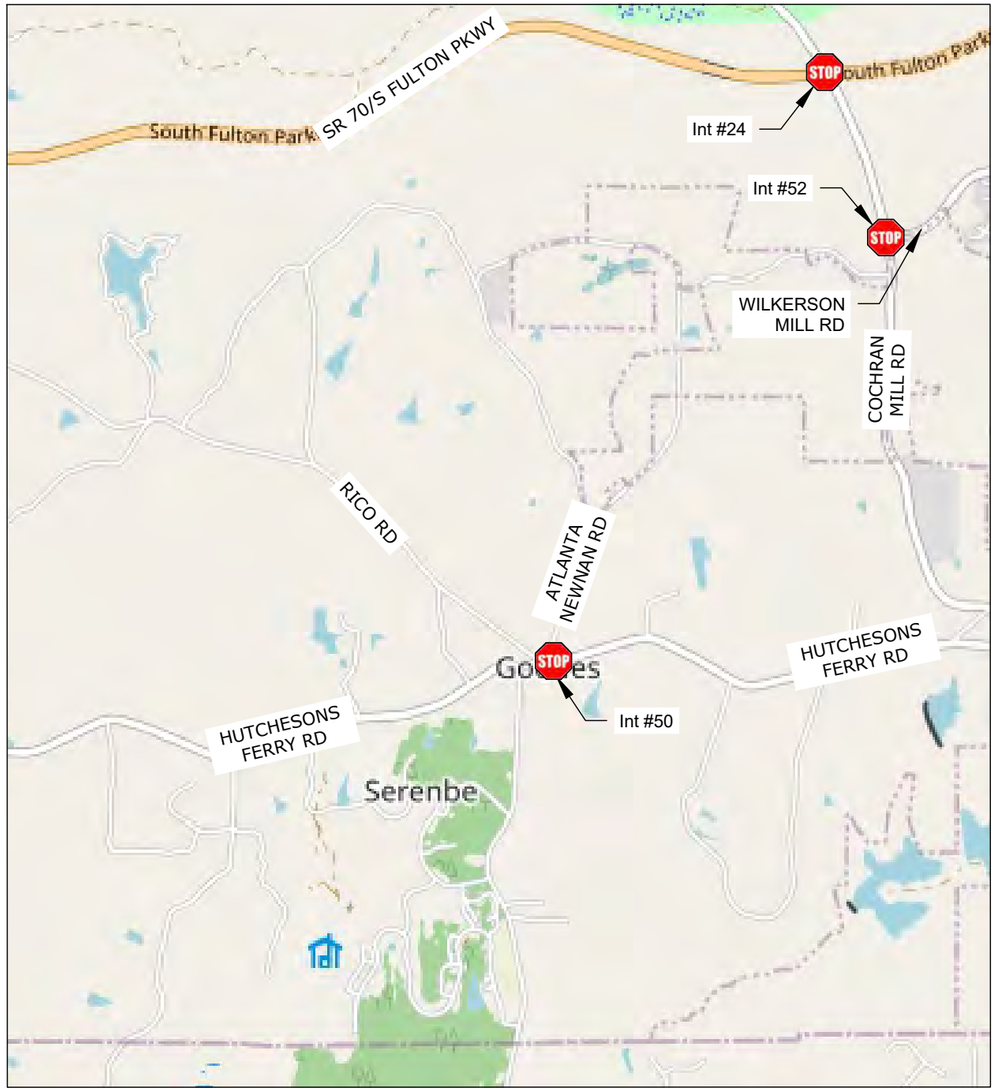
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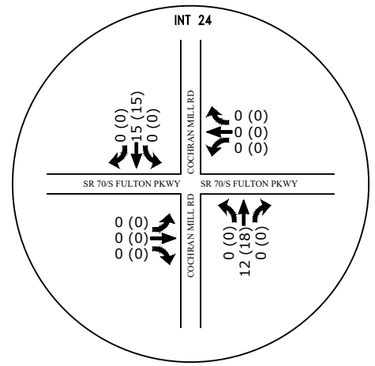
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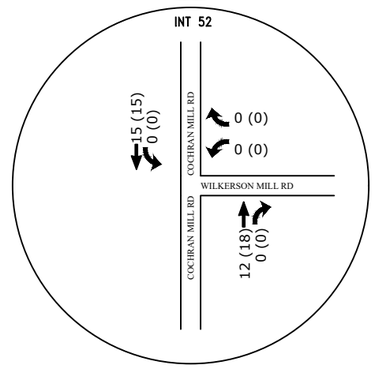
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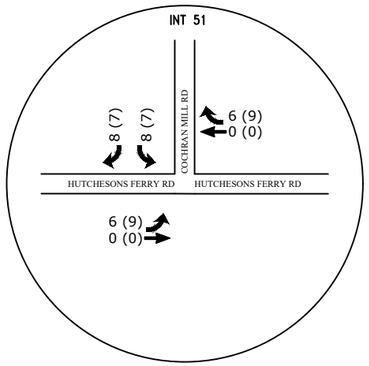
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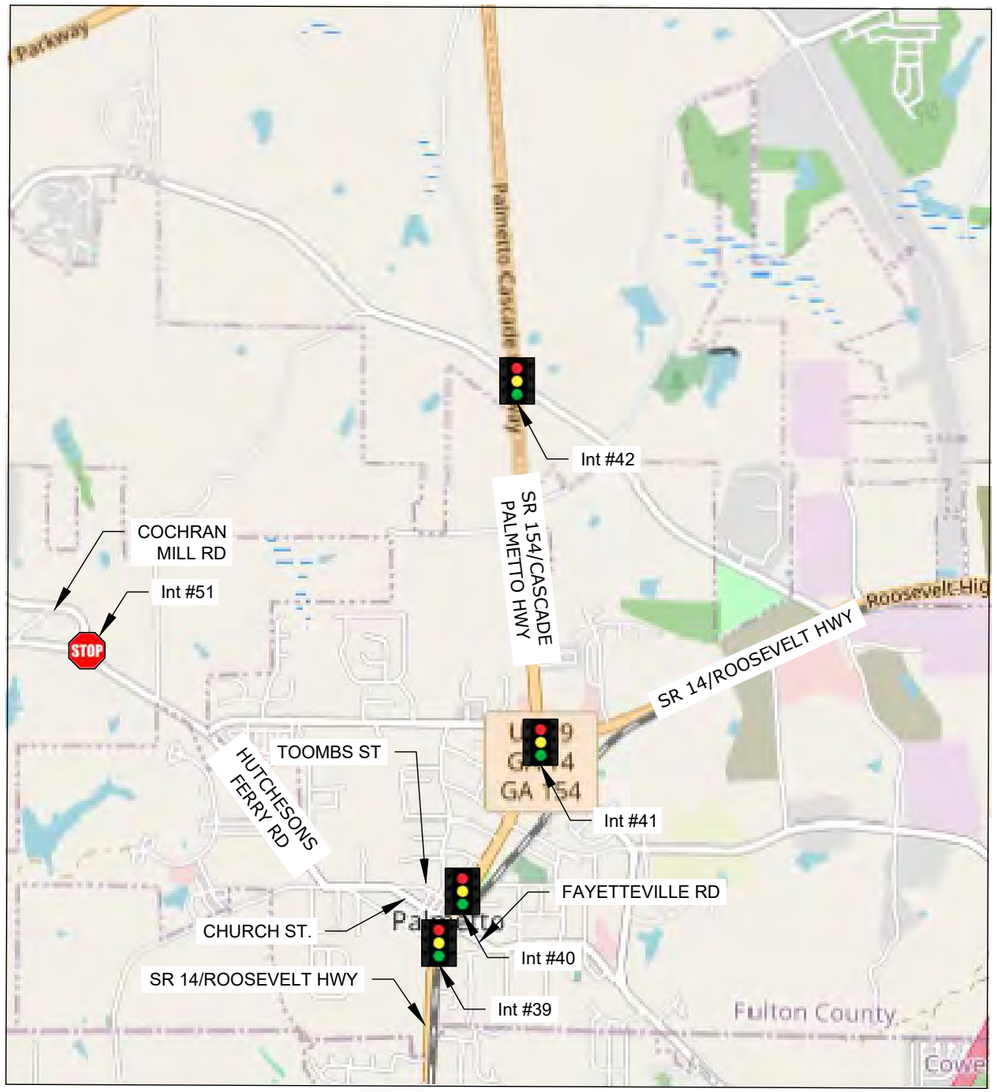
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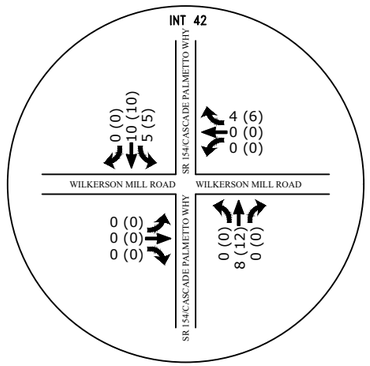
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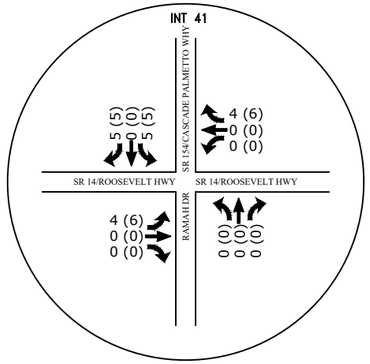
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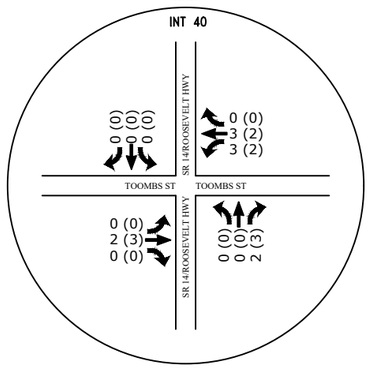
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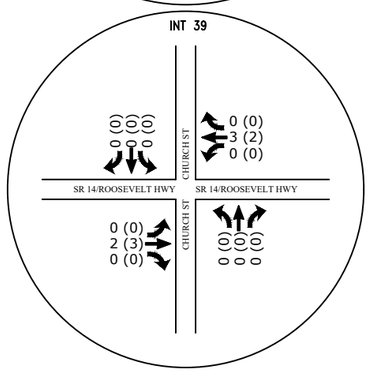












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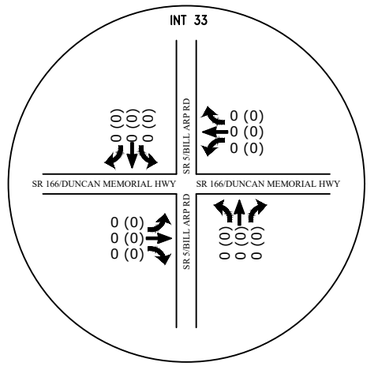
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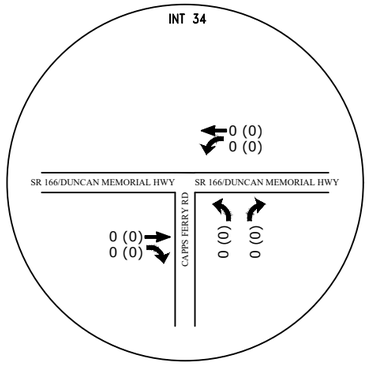
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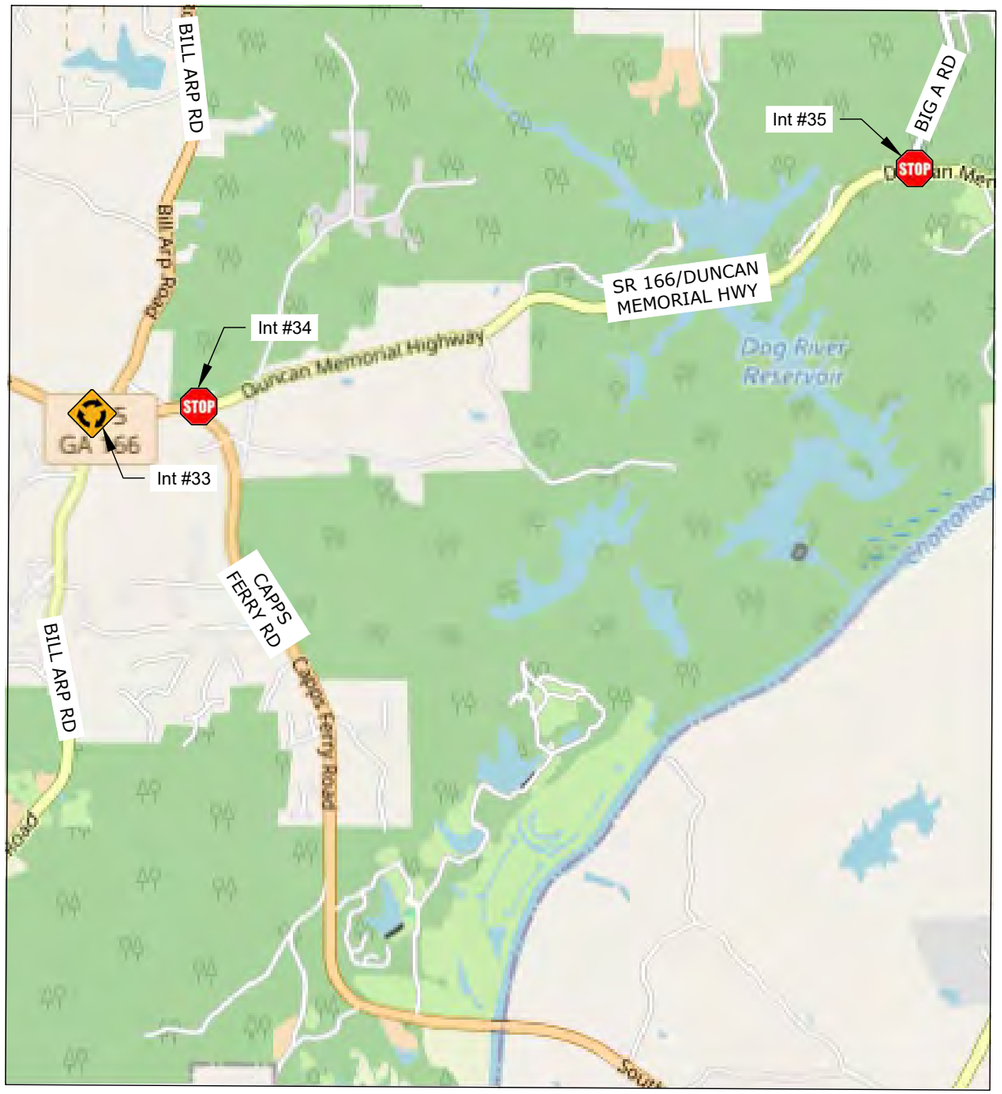
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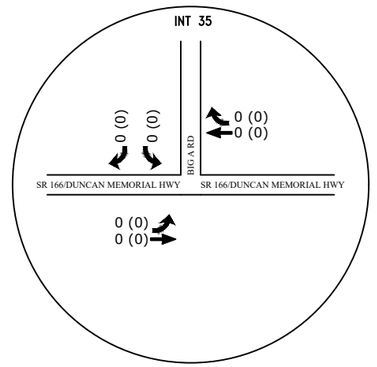
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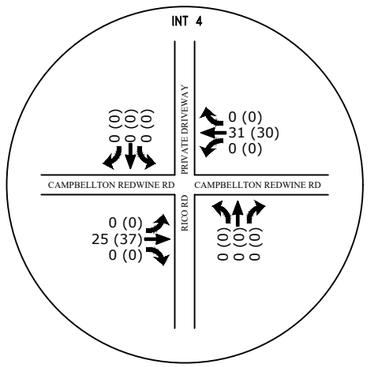
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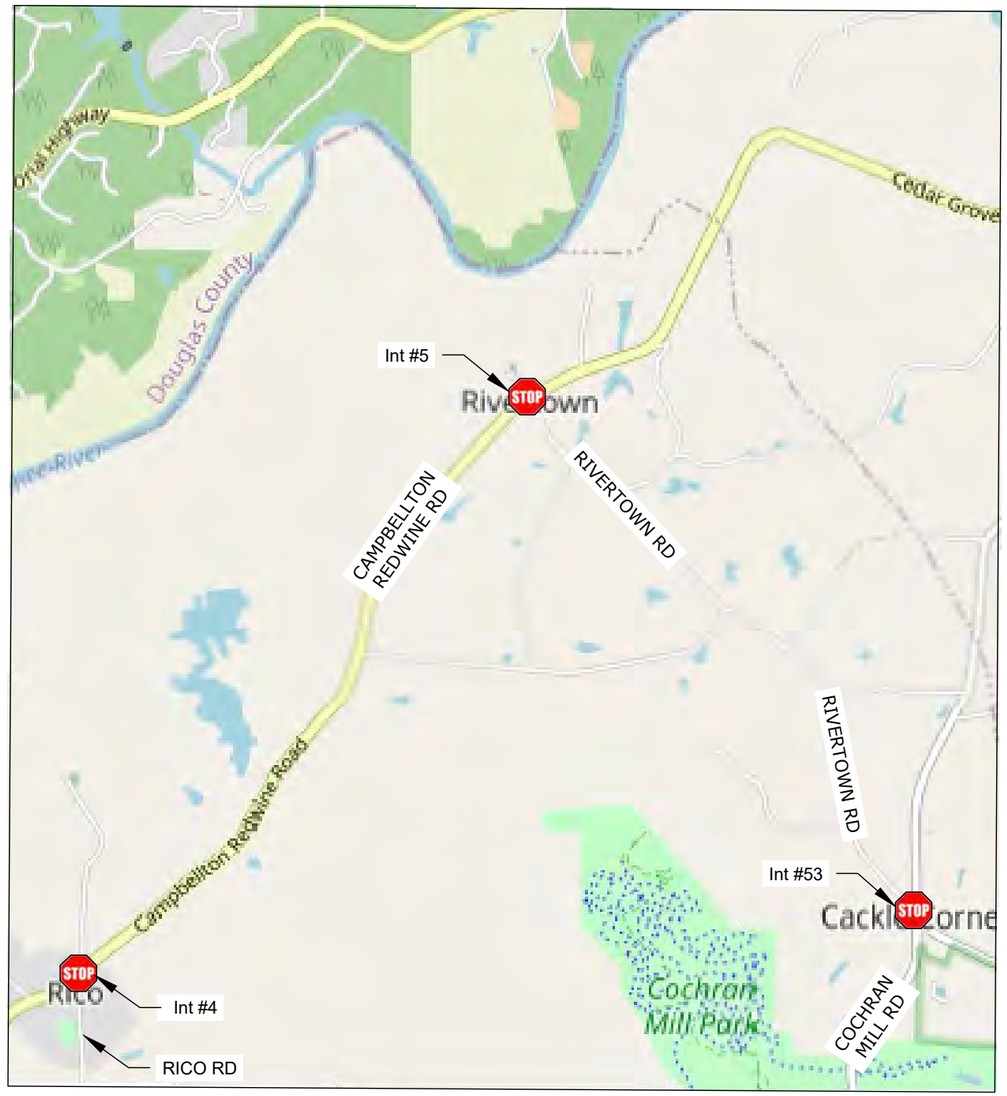
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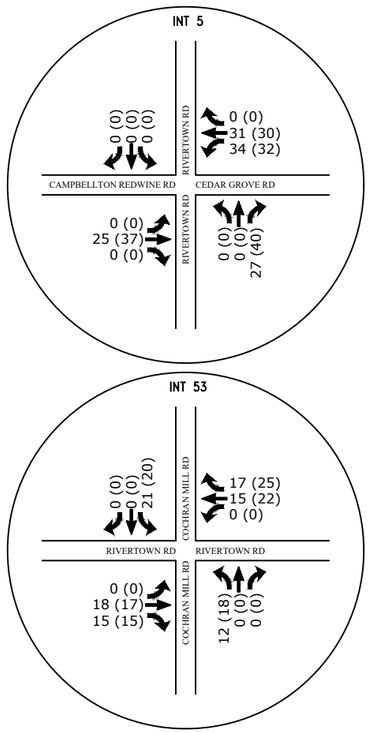
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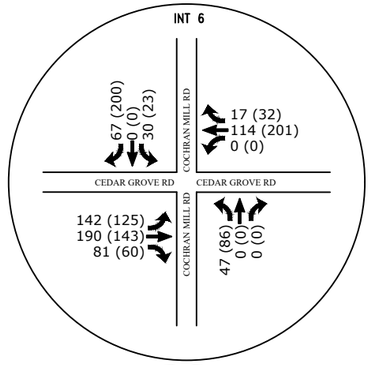
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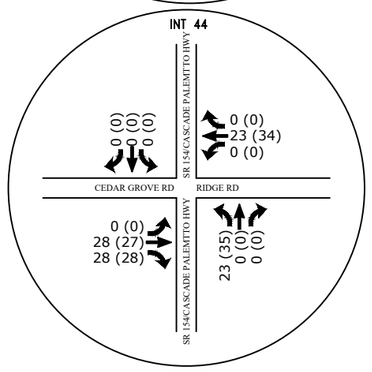
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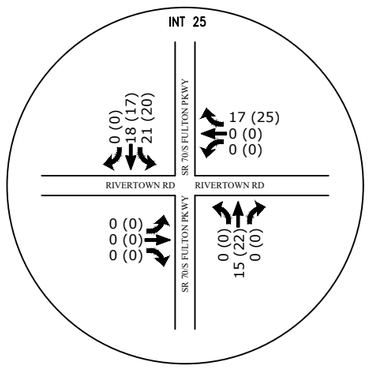
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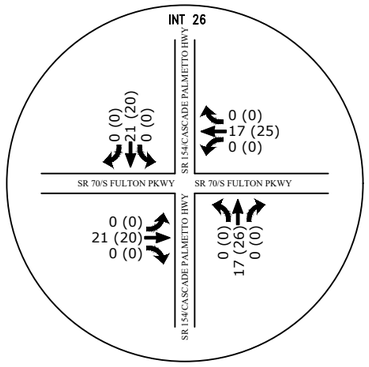
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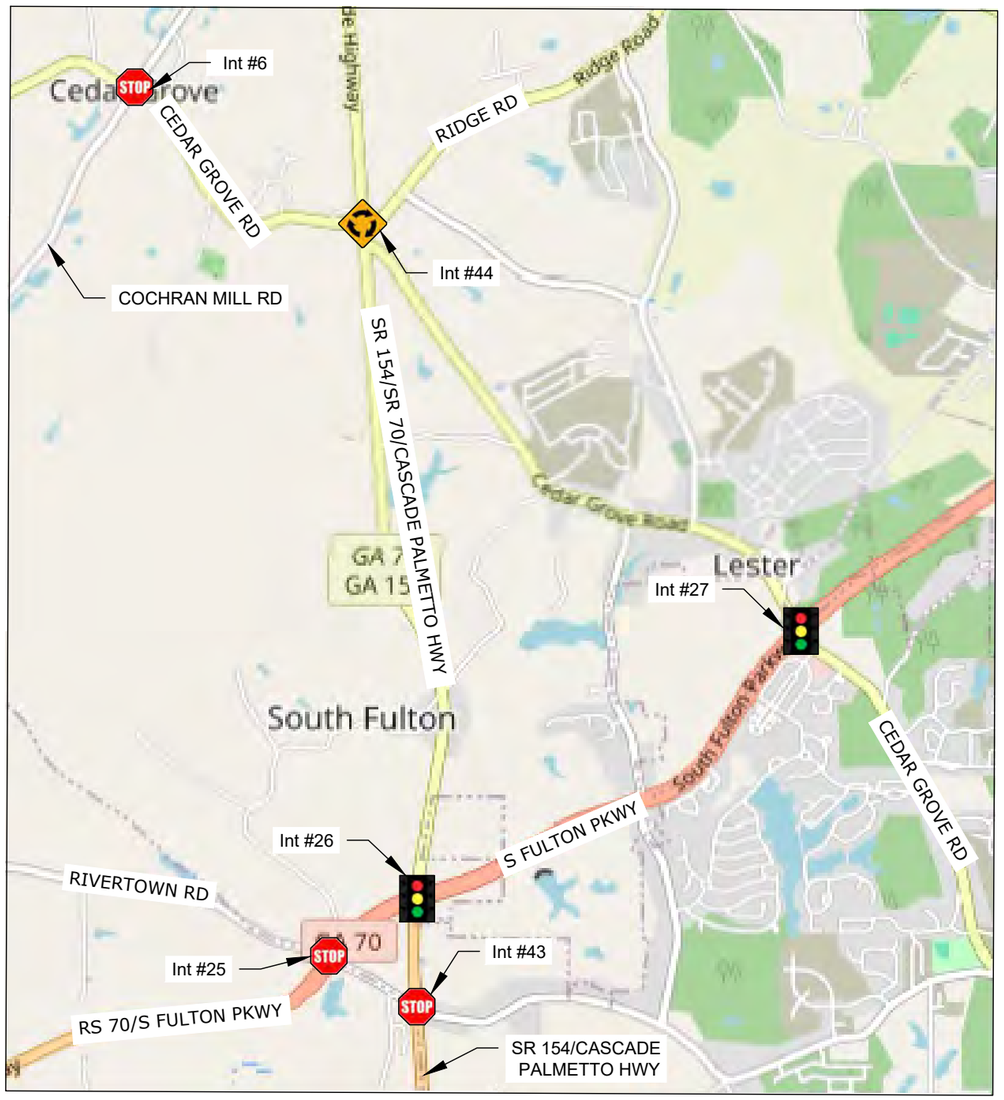
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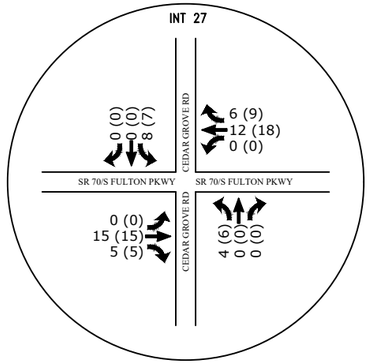


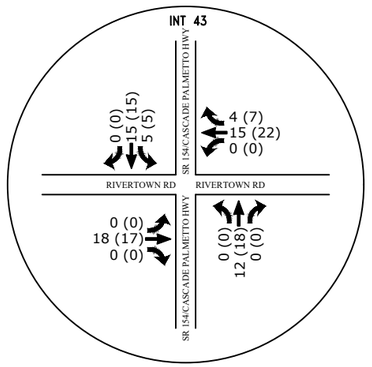












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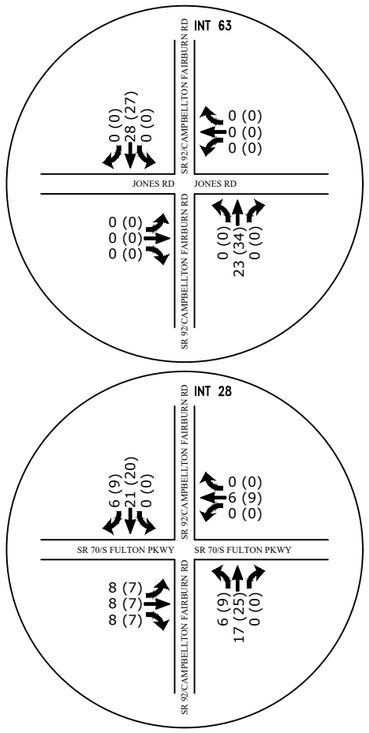
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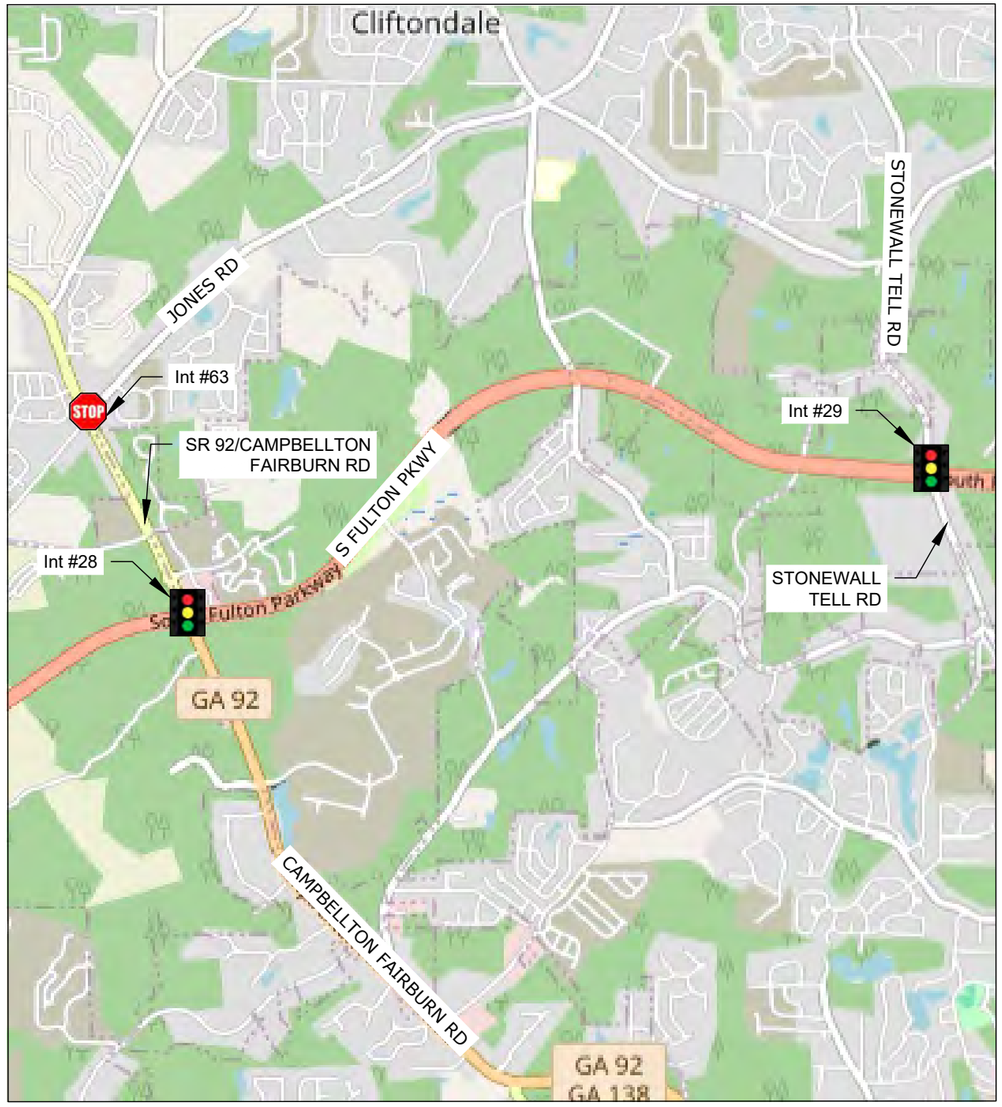
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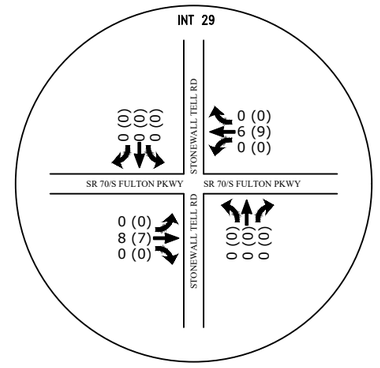
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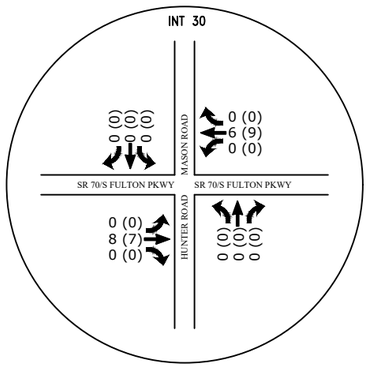
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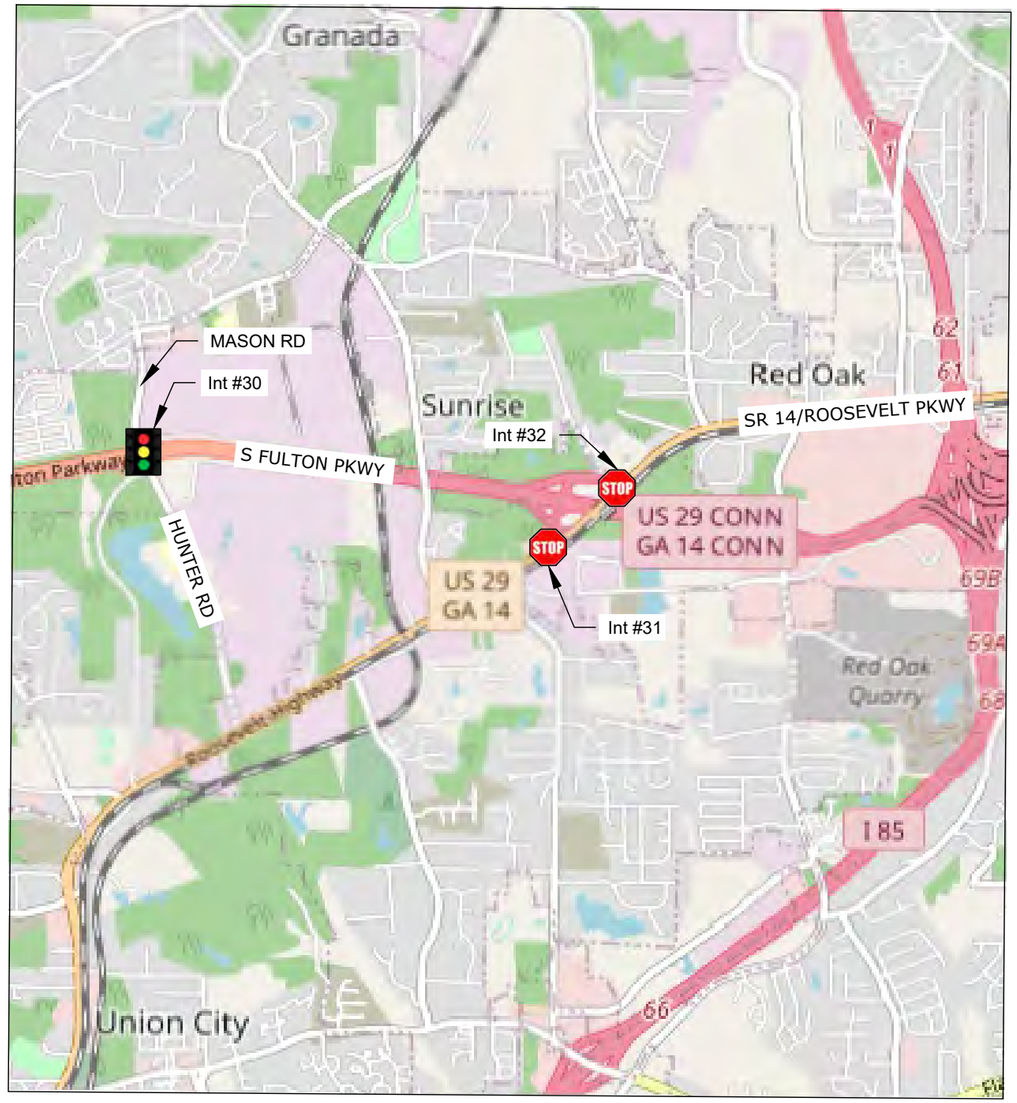
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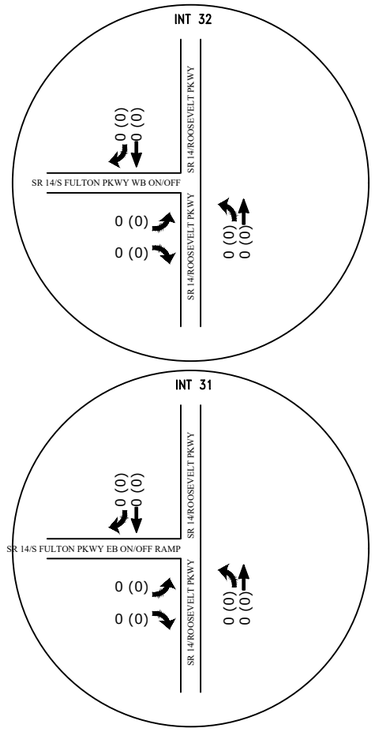
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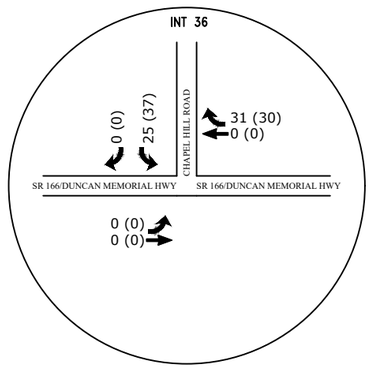
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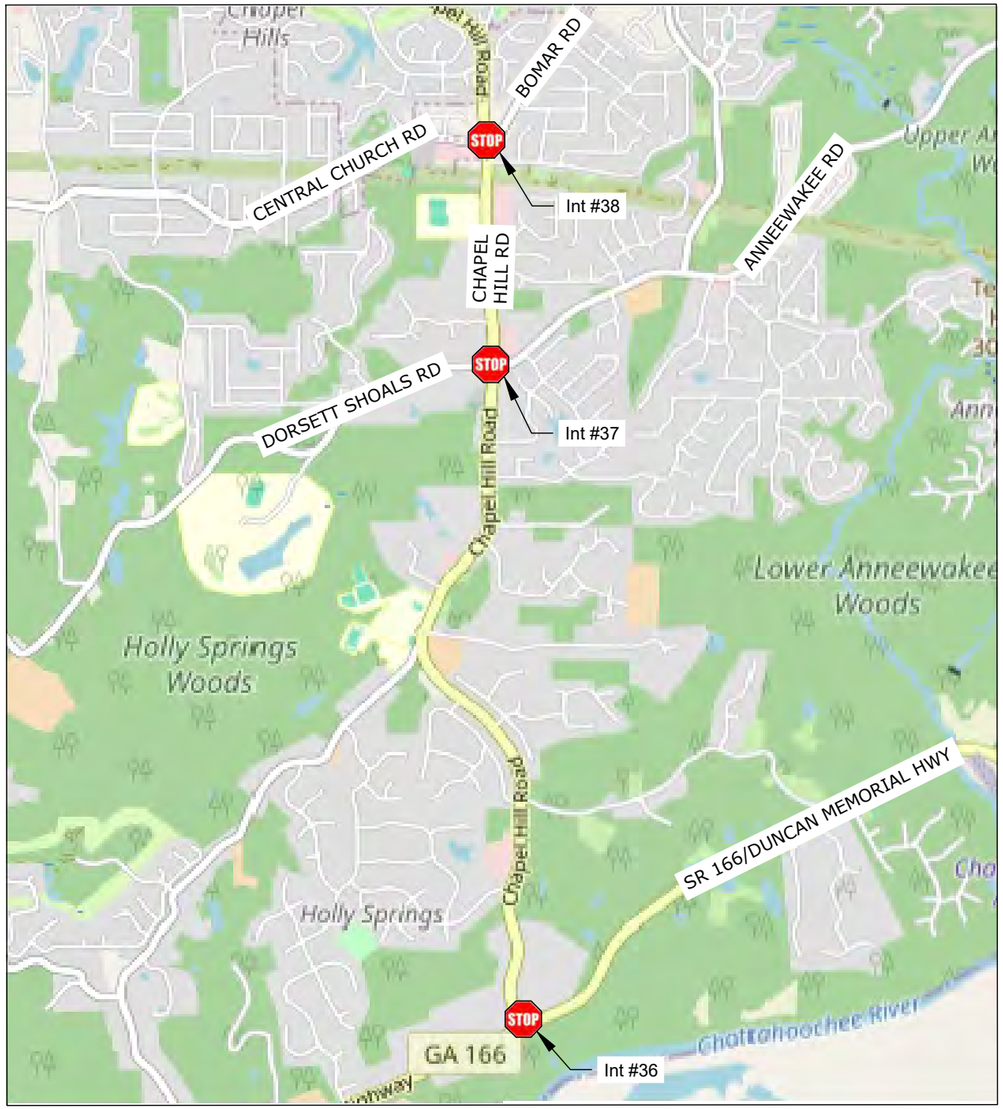
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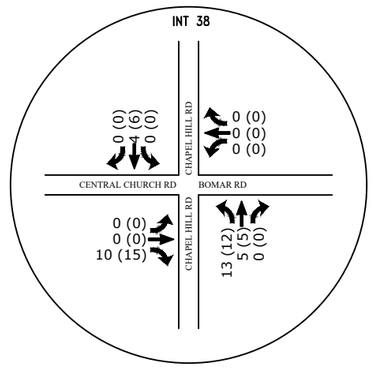
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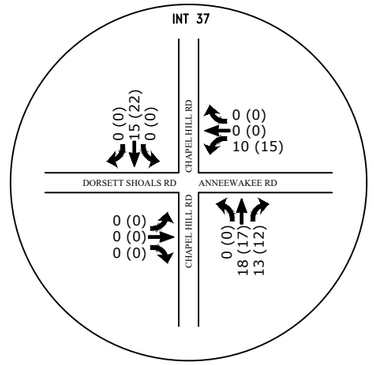
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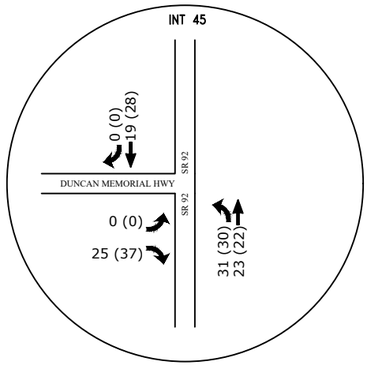
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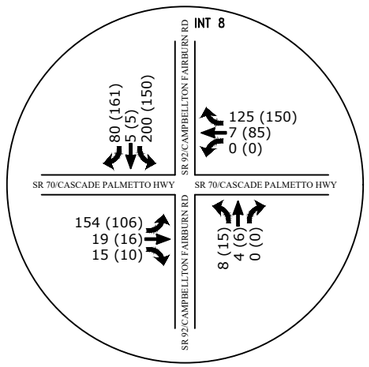
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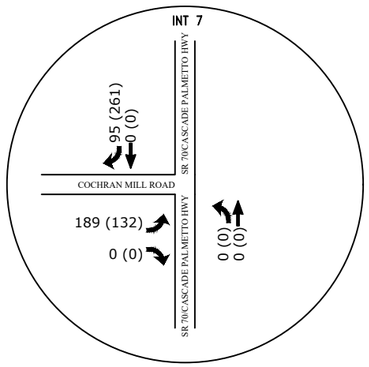
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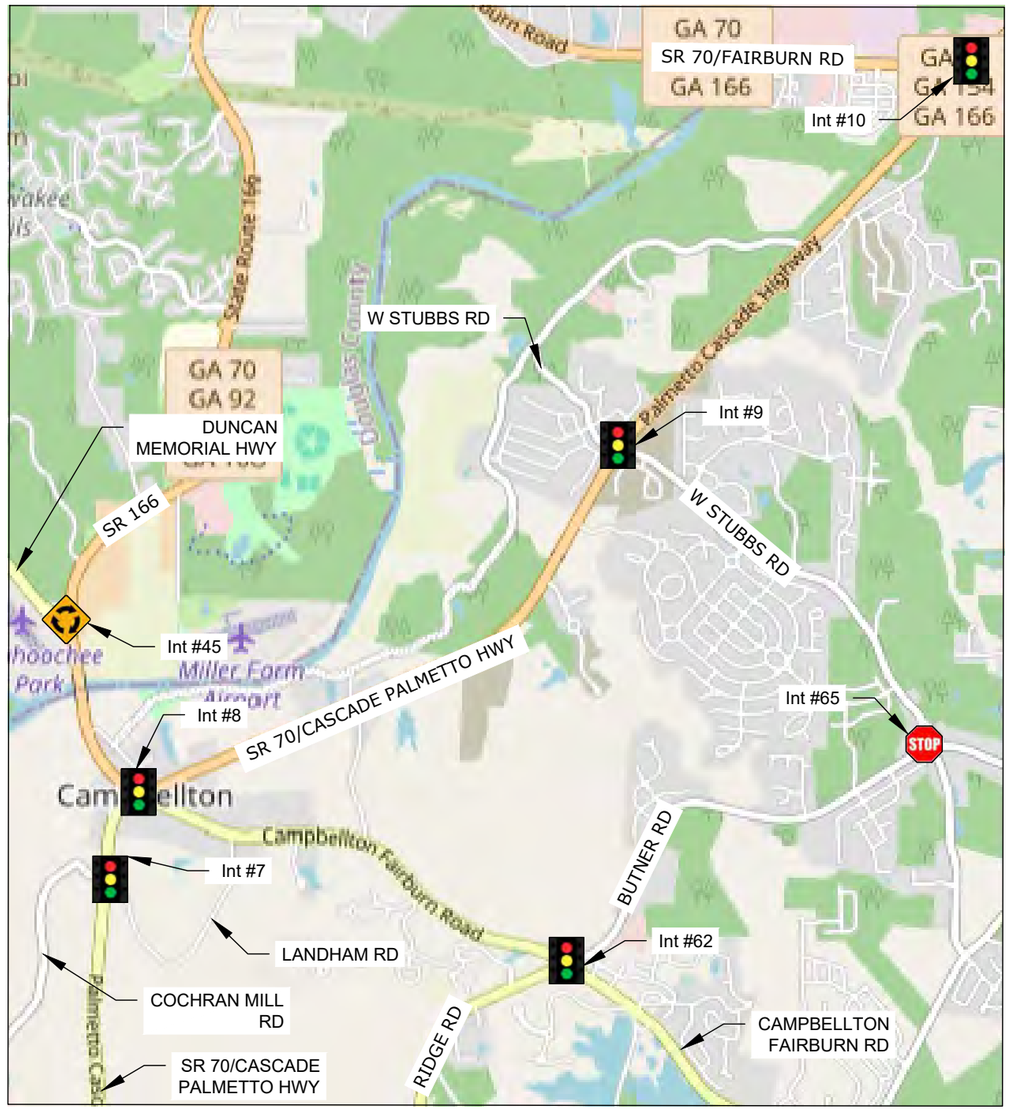
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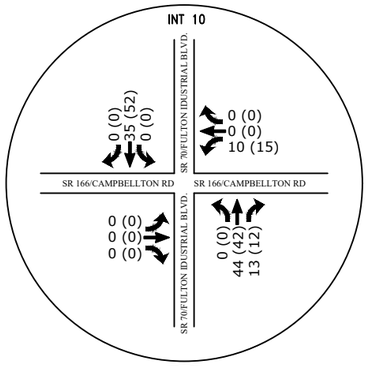
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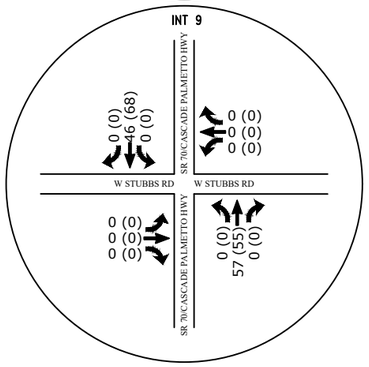


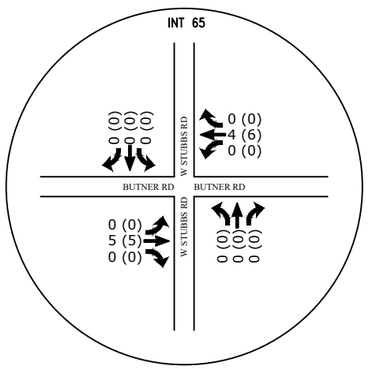


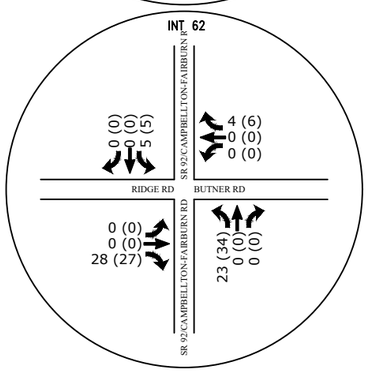












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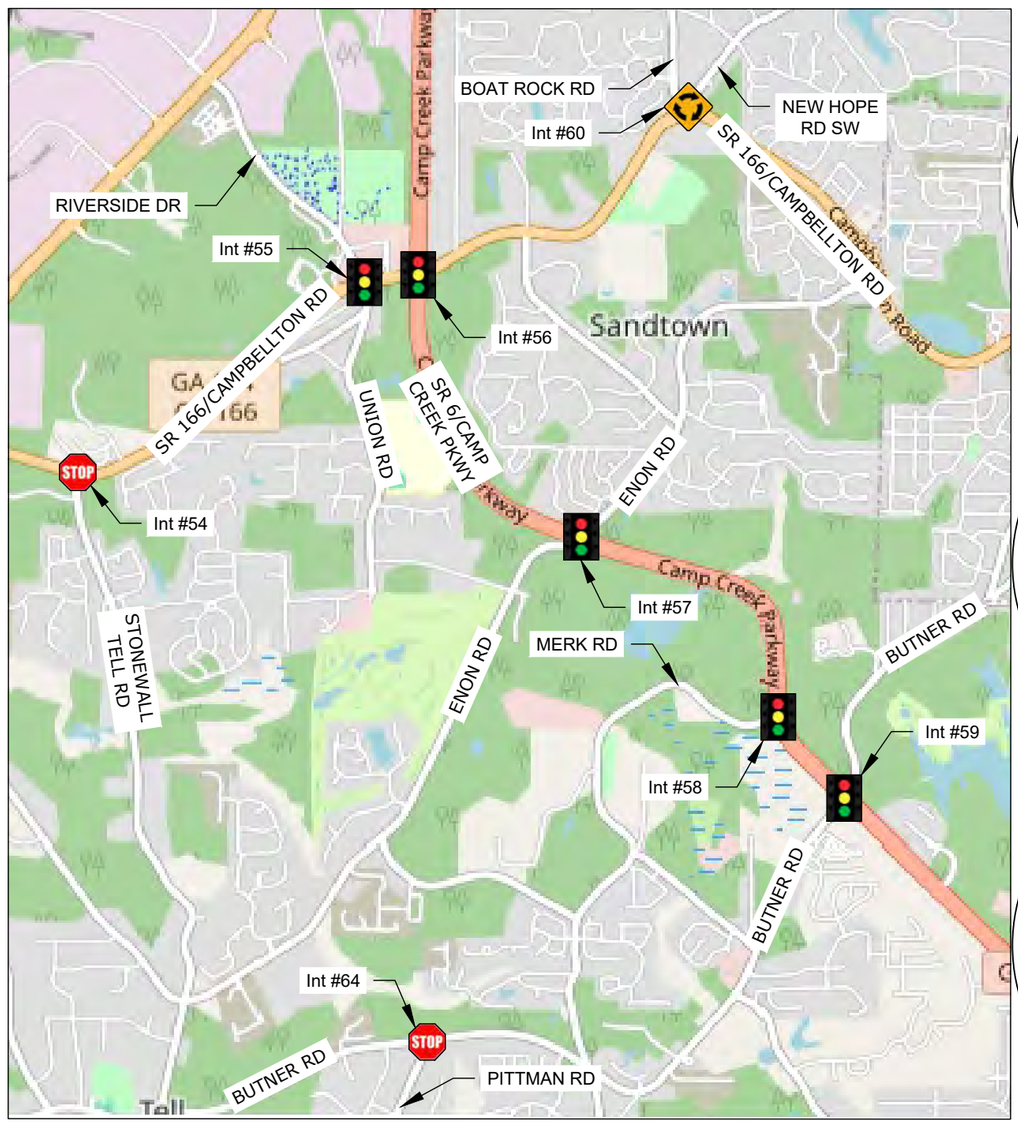
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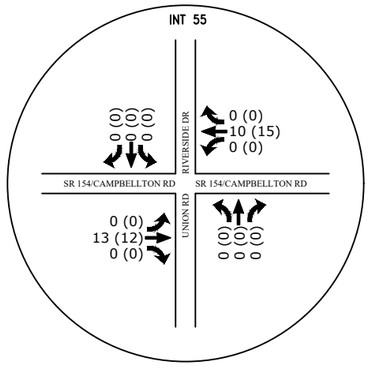
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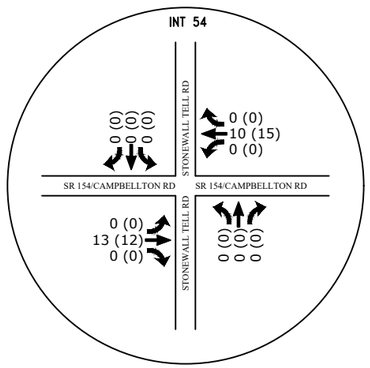
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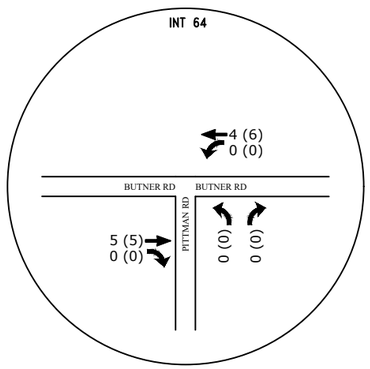
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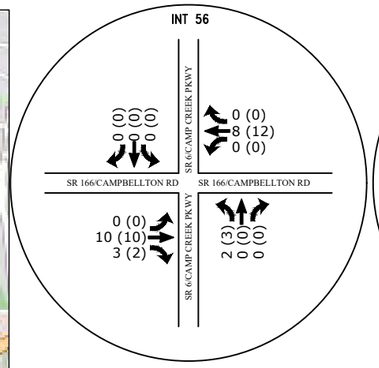
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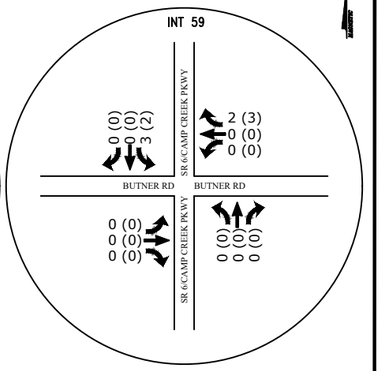


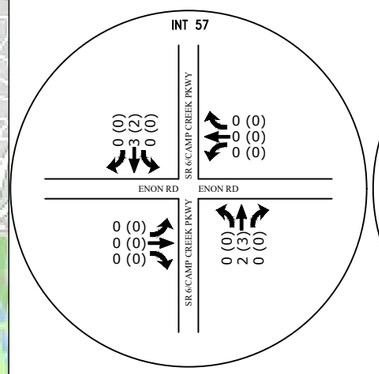


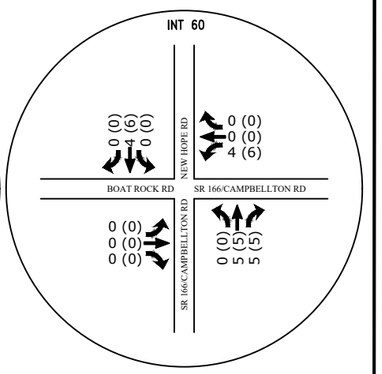


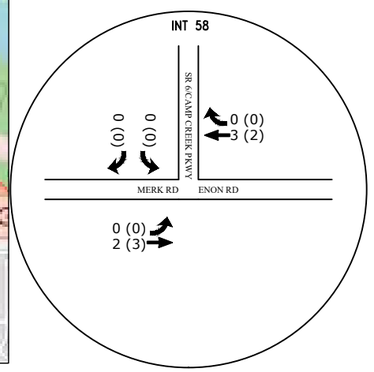












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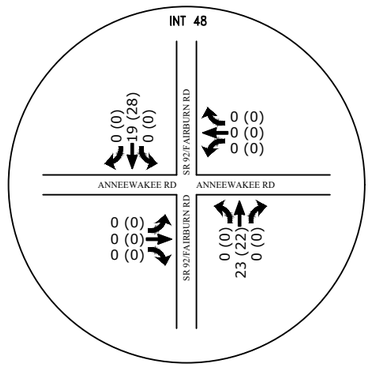
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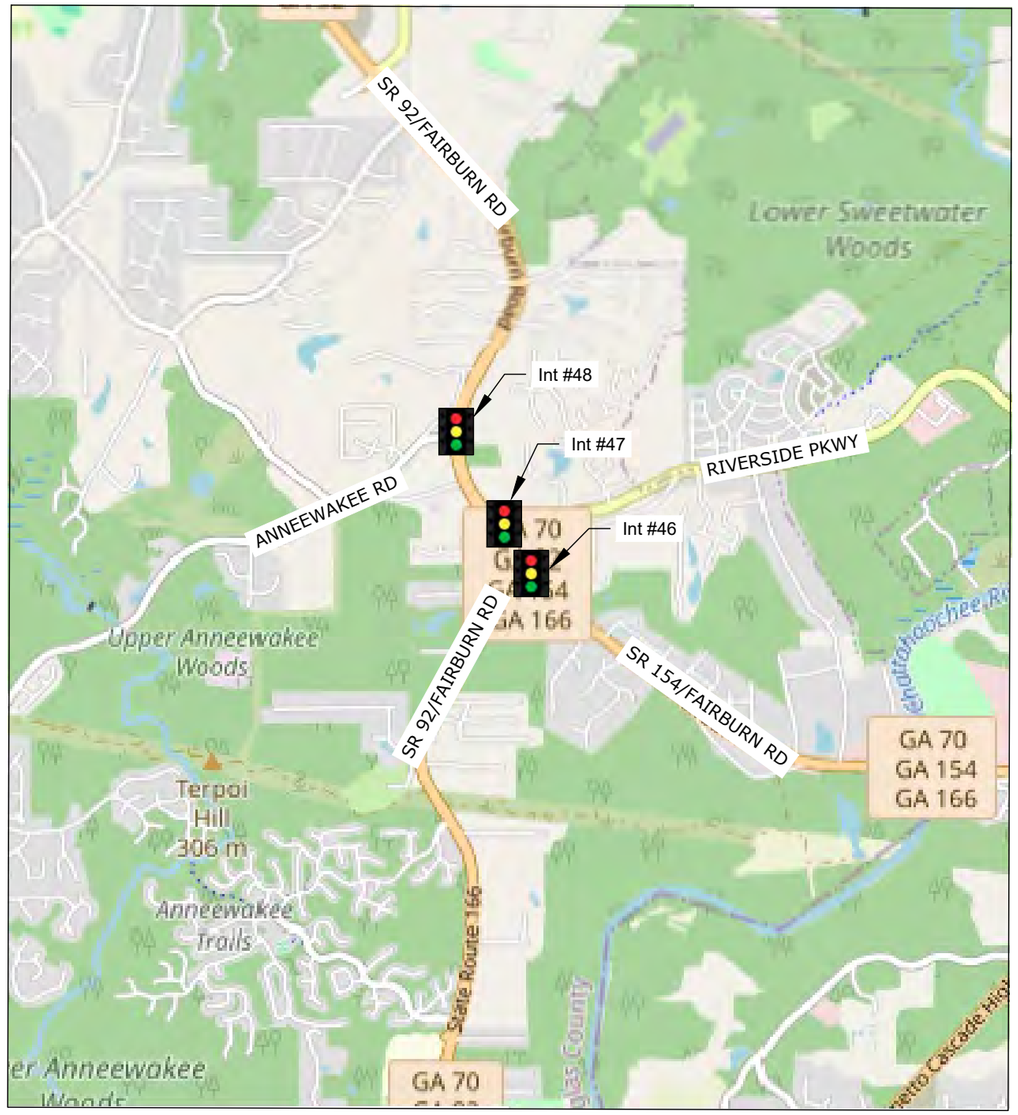
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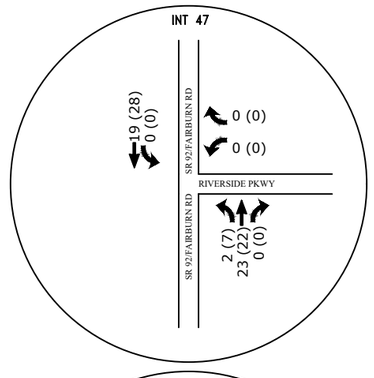
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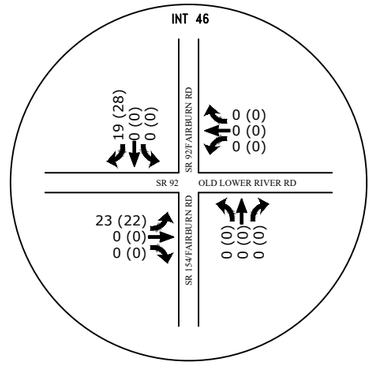
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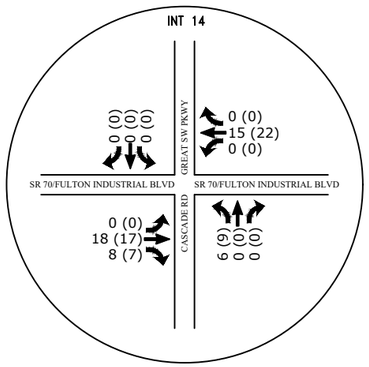
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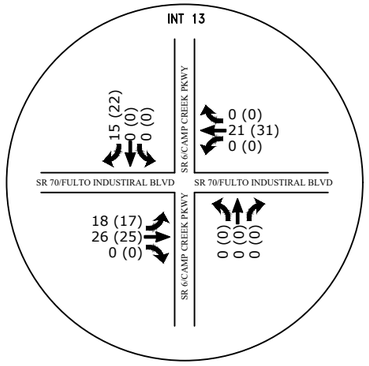
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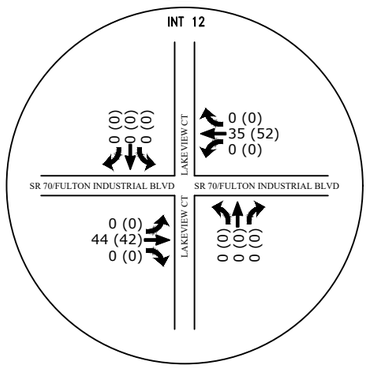
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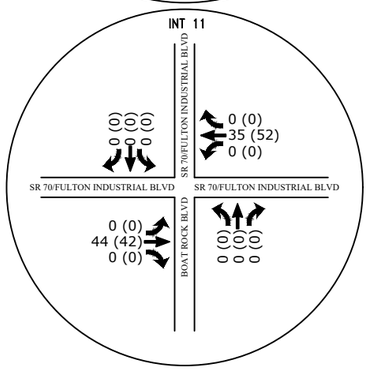
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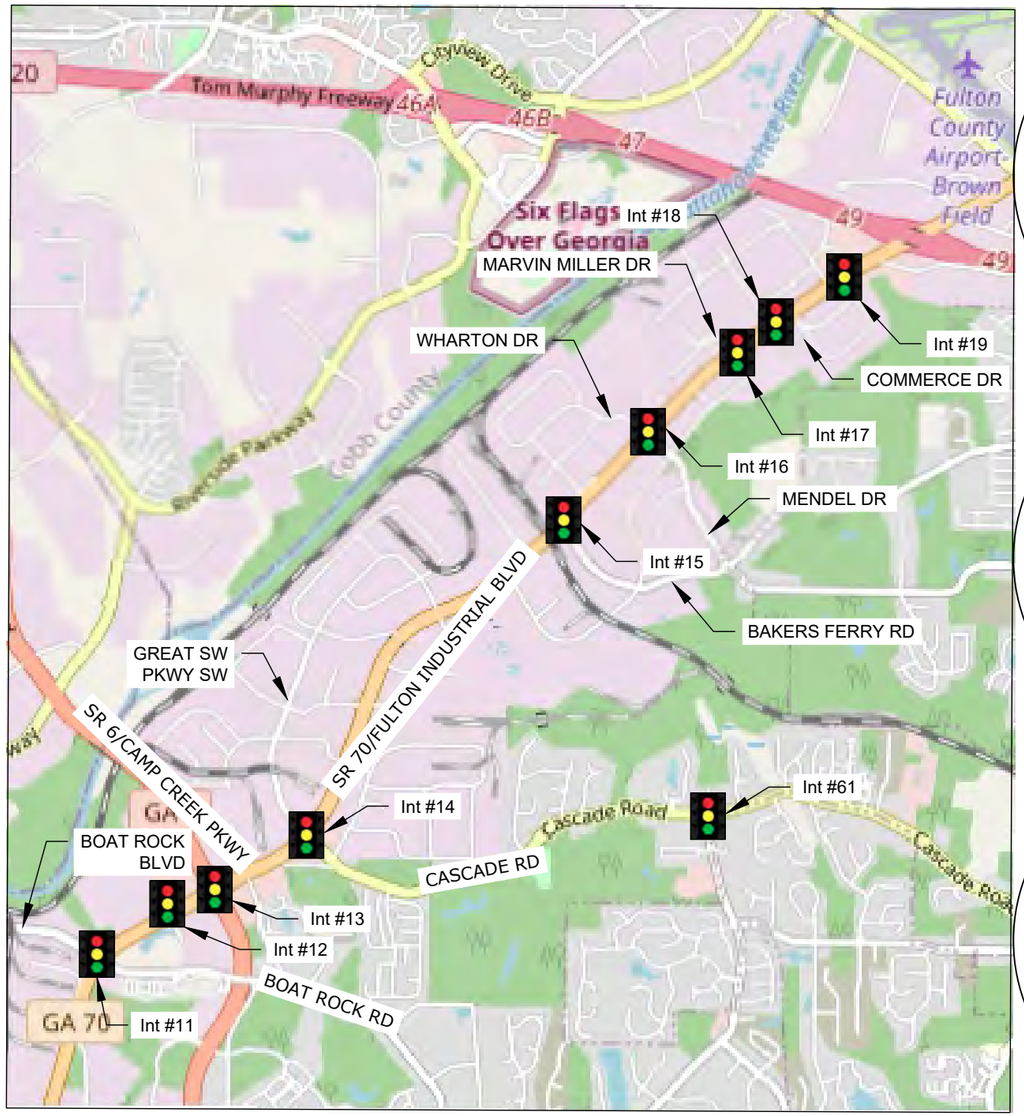
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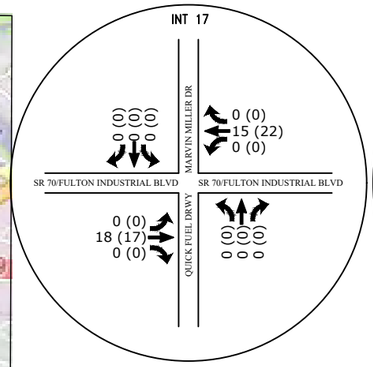


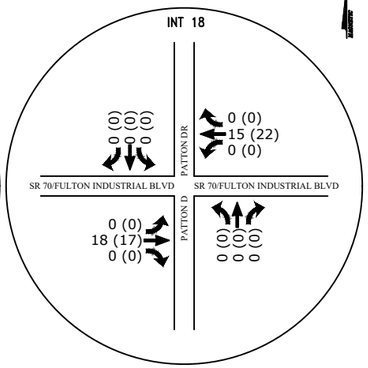


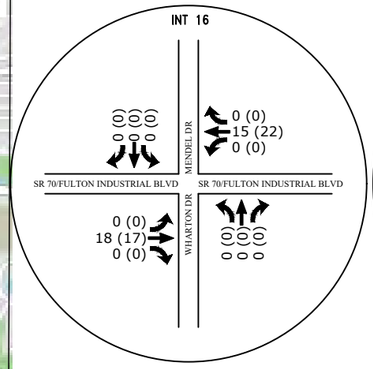


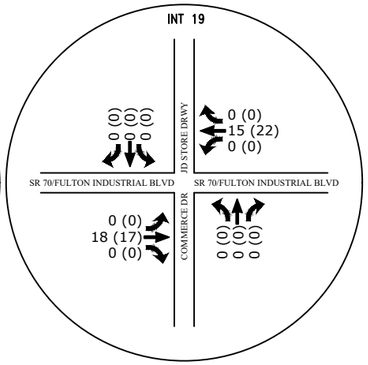


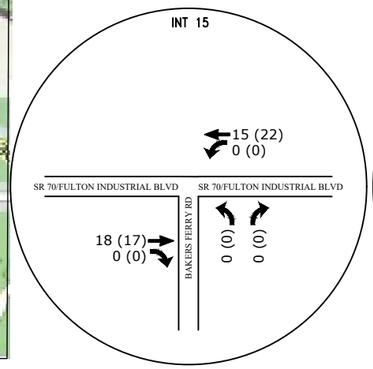


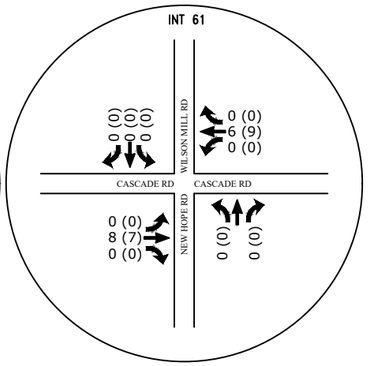












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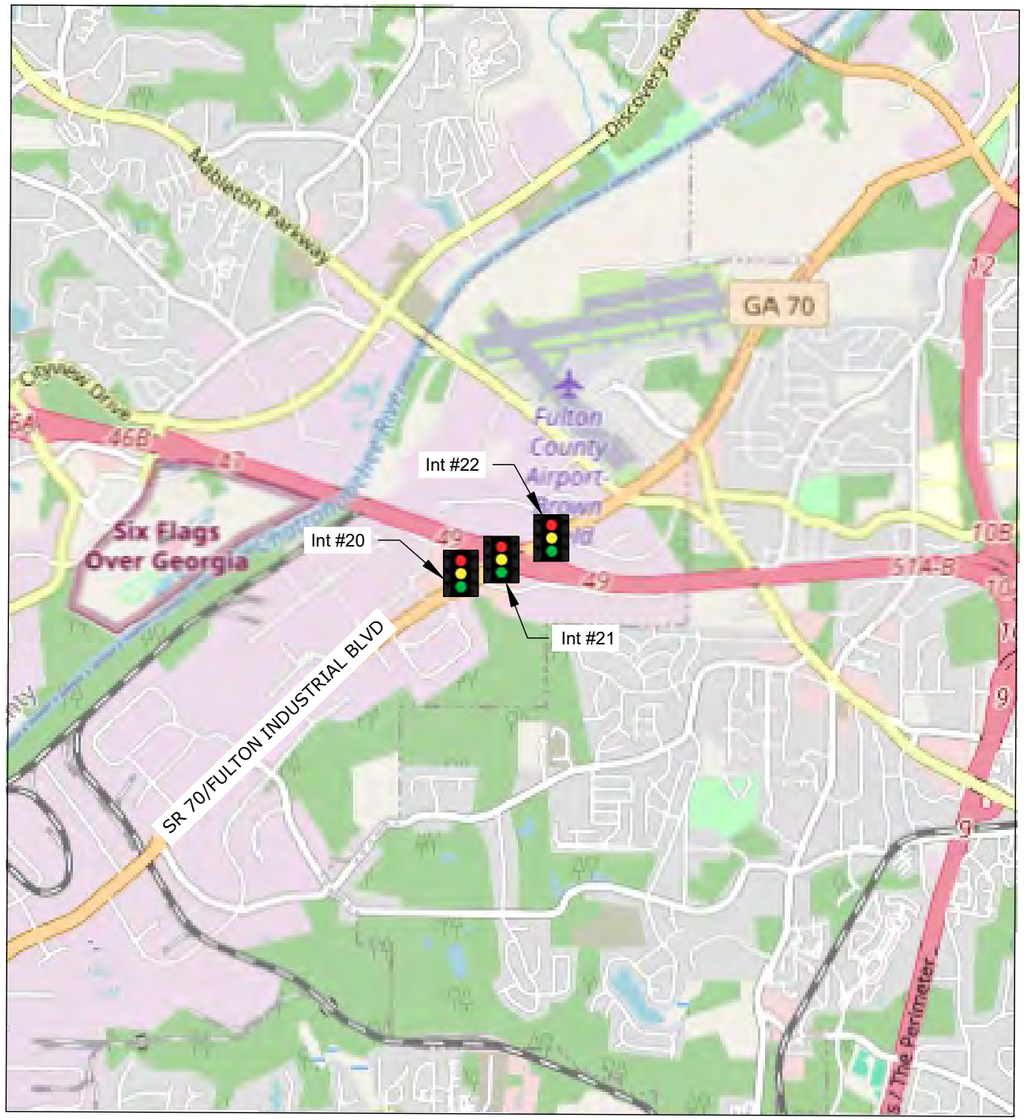
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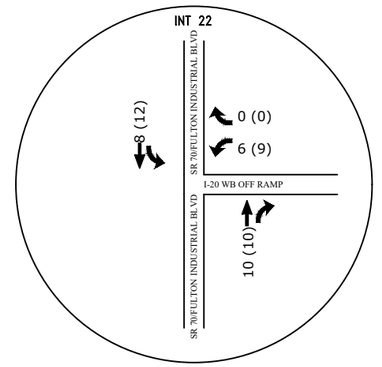
FIGURE 8: PHASE 4 TRIP GENERATION
PEAK HOUR VOLUMES (2033)

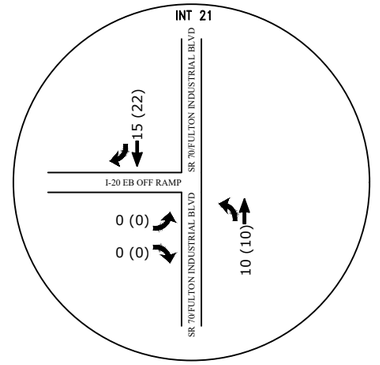
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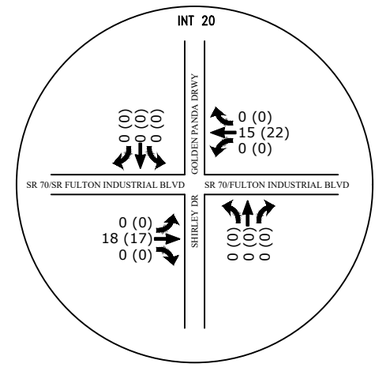
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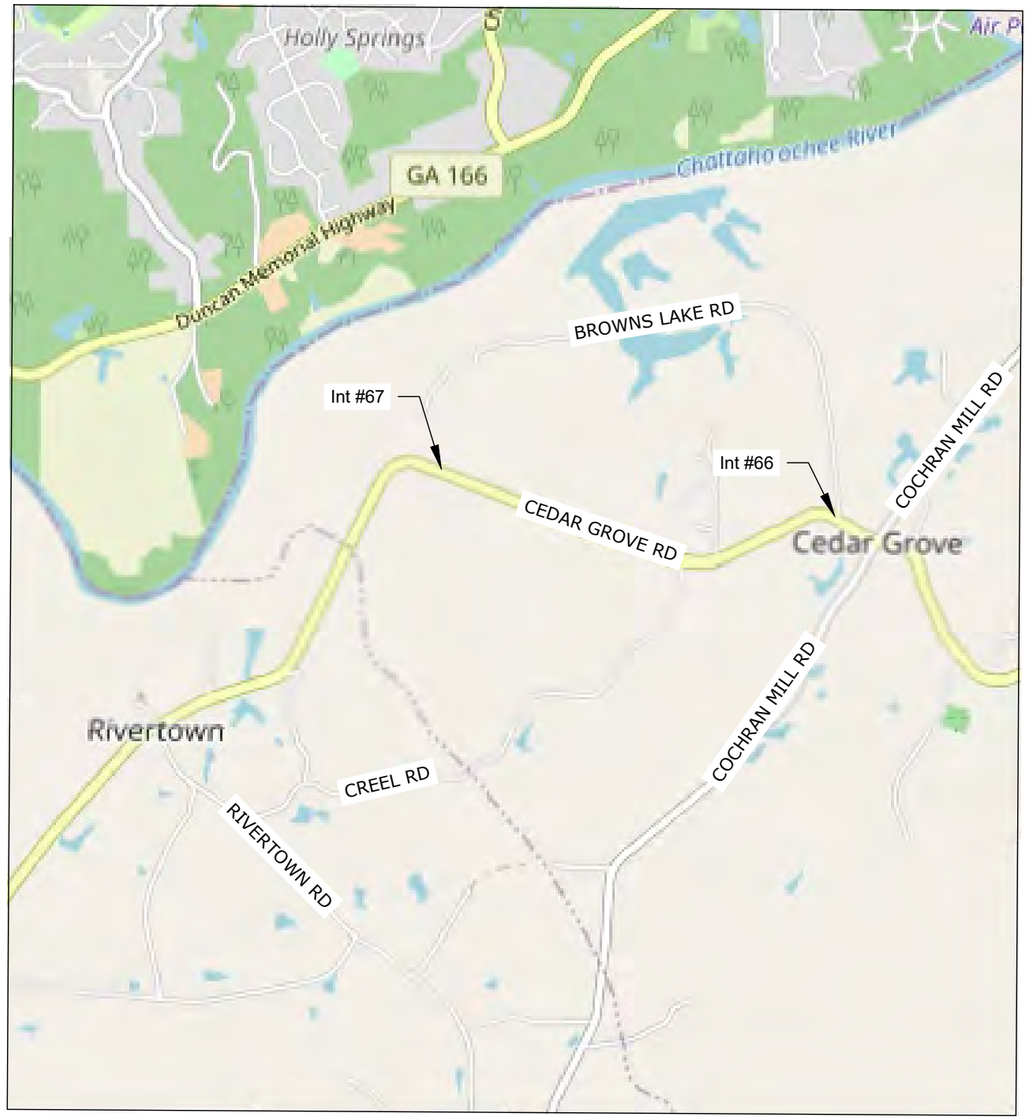
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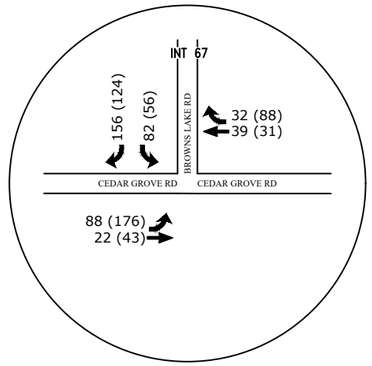
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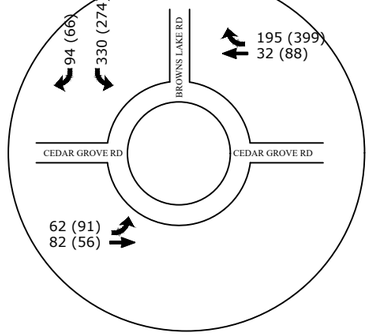
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PEAK HOUR VOLUMES (2033)

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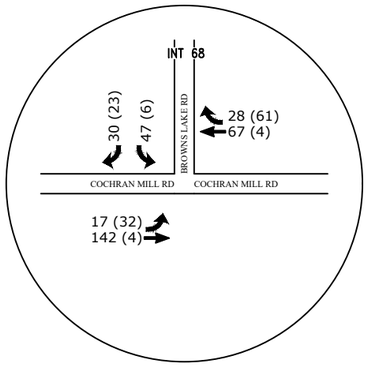
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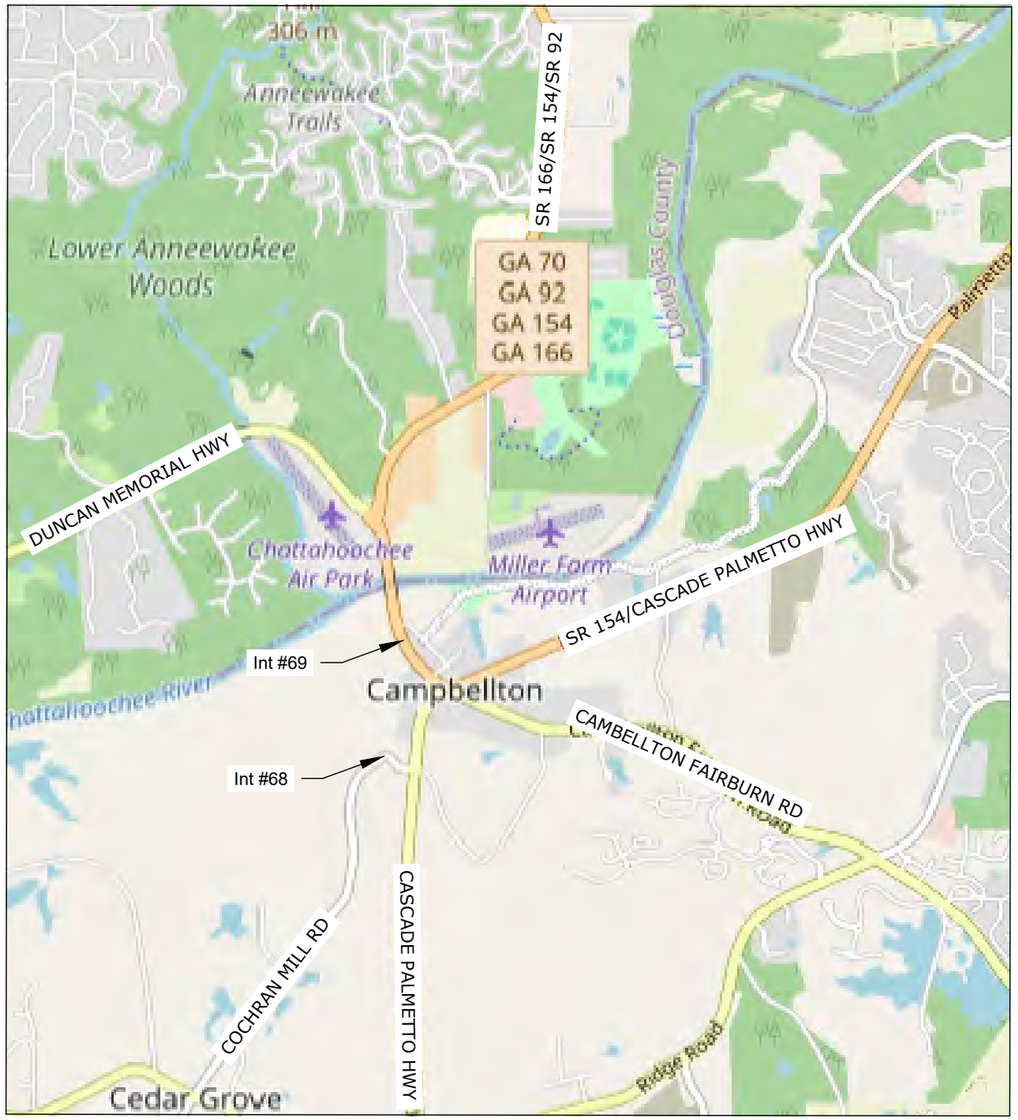
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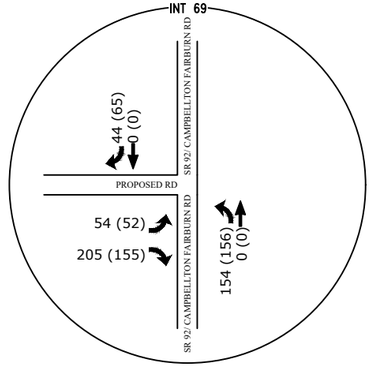
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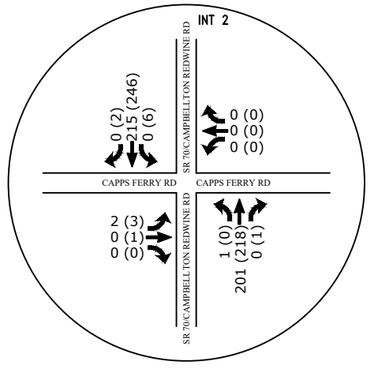
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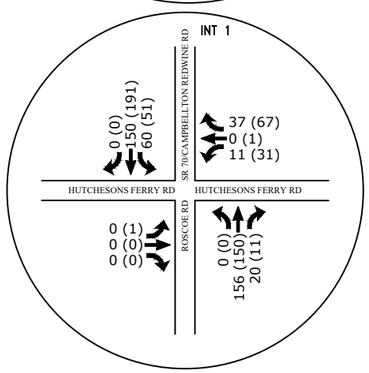
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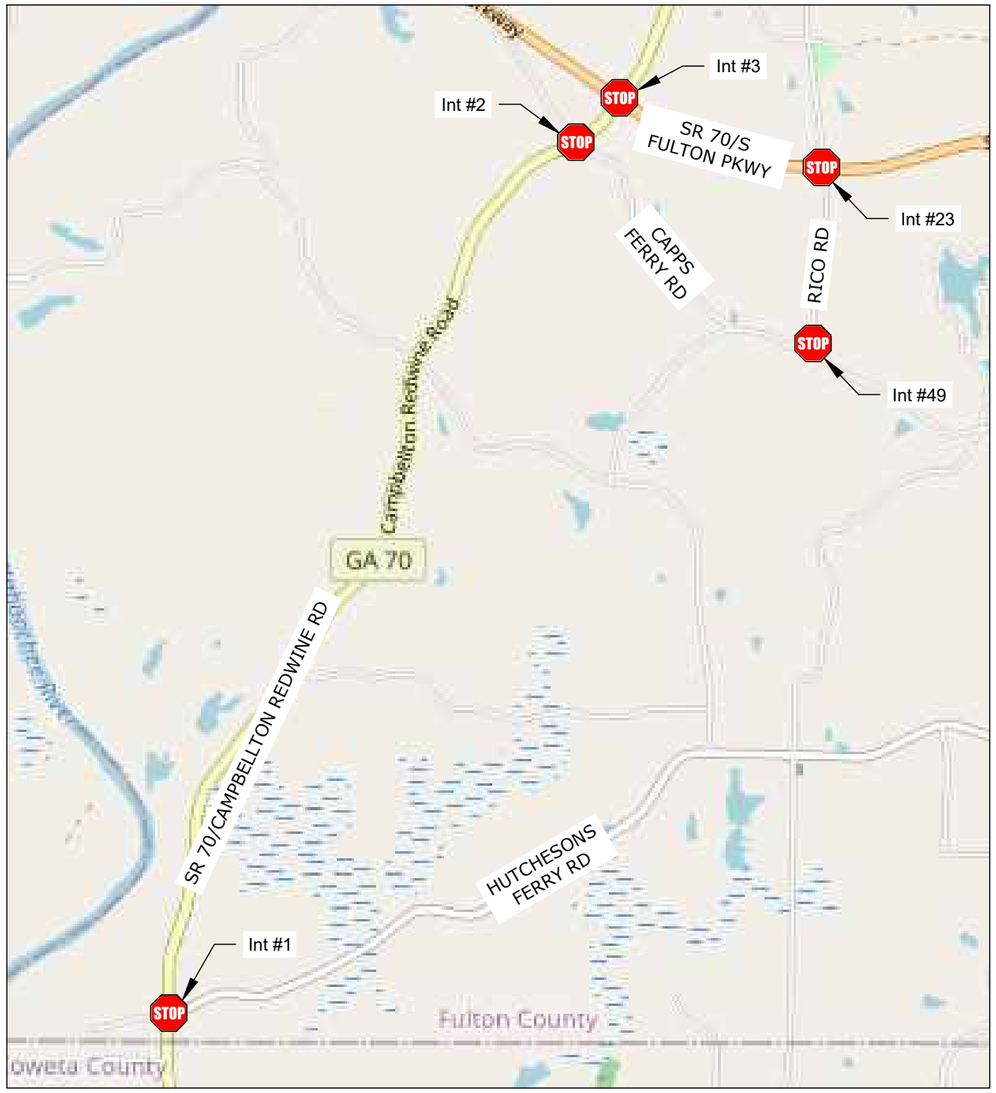
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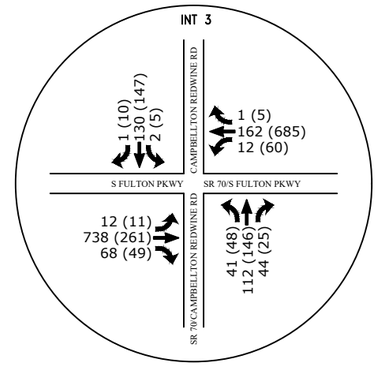
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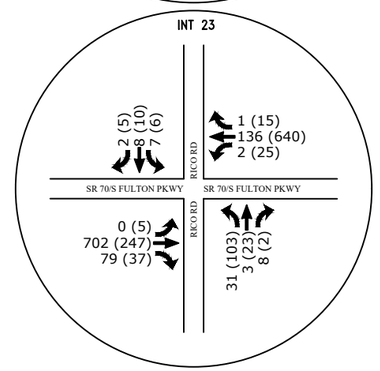
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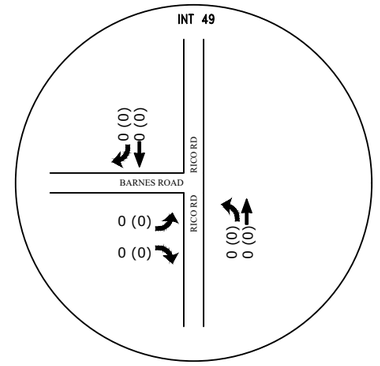












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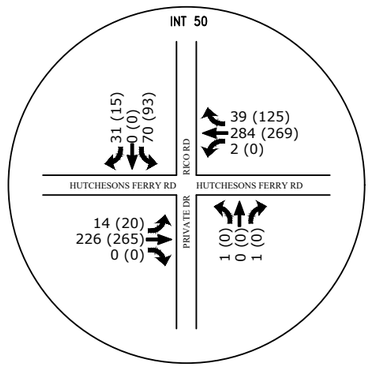
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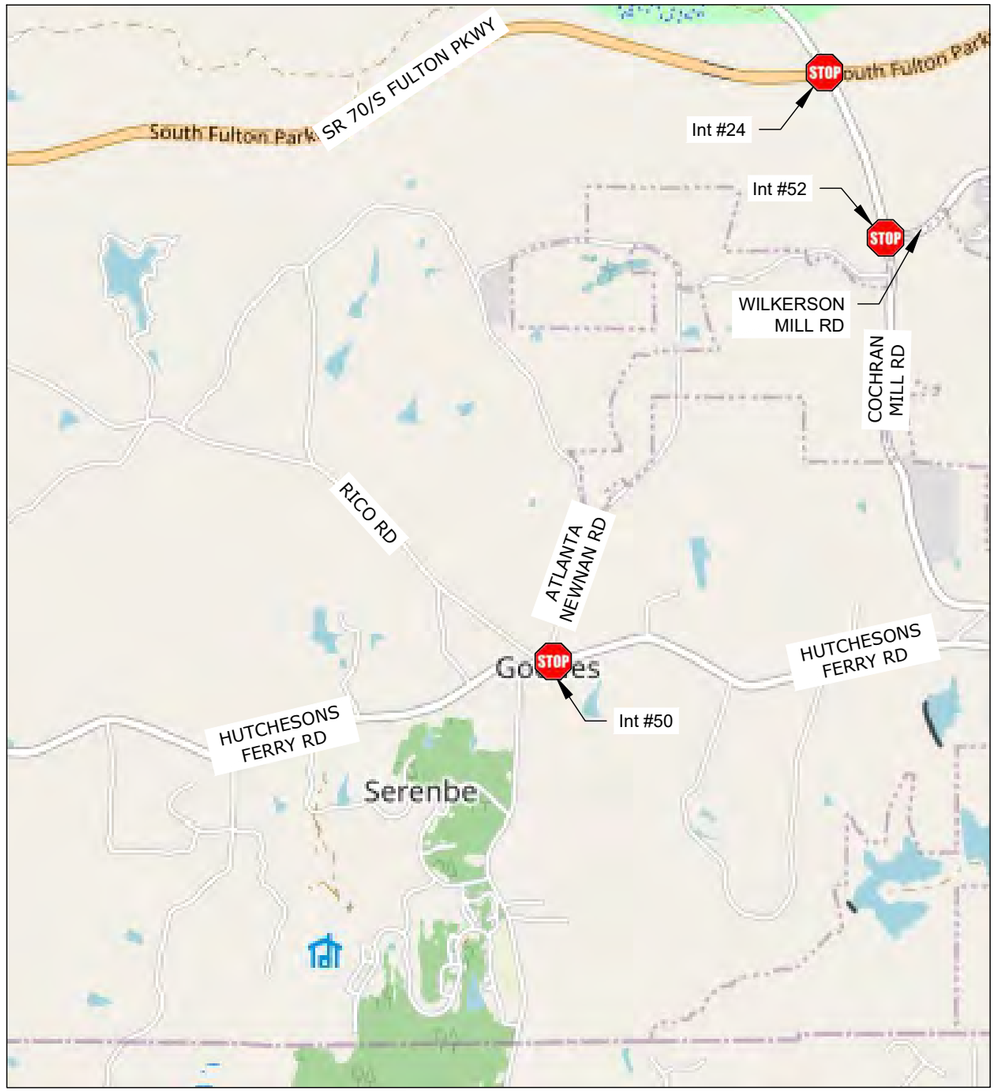
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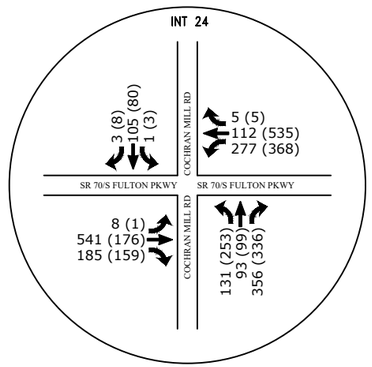
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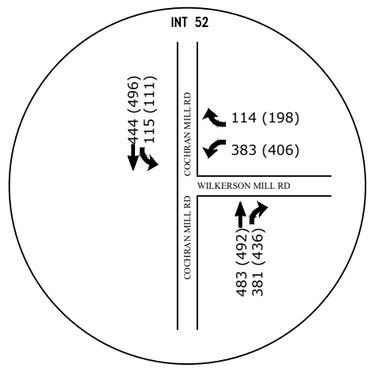
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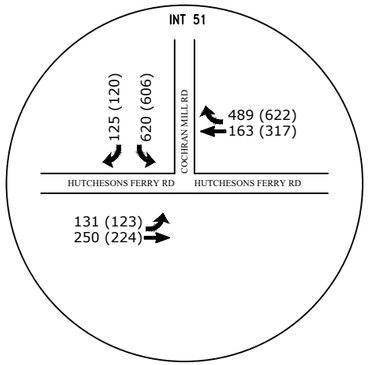
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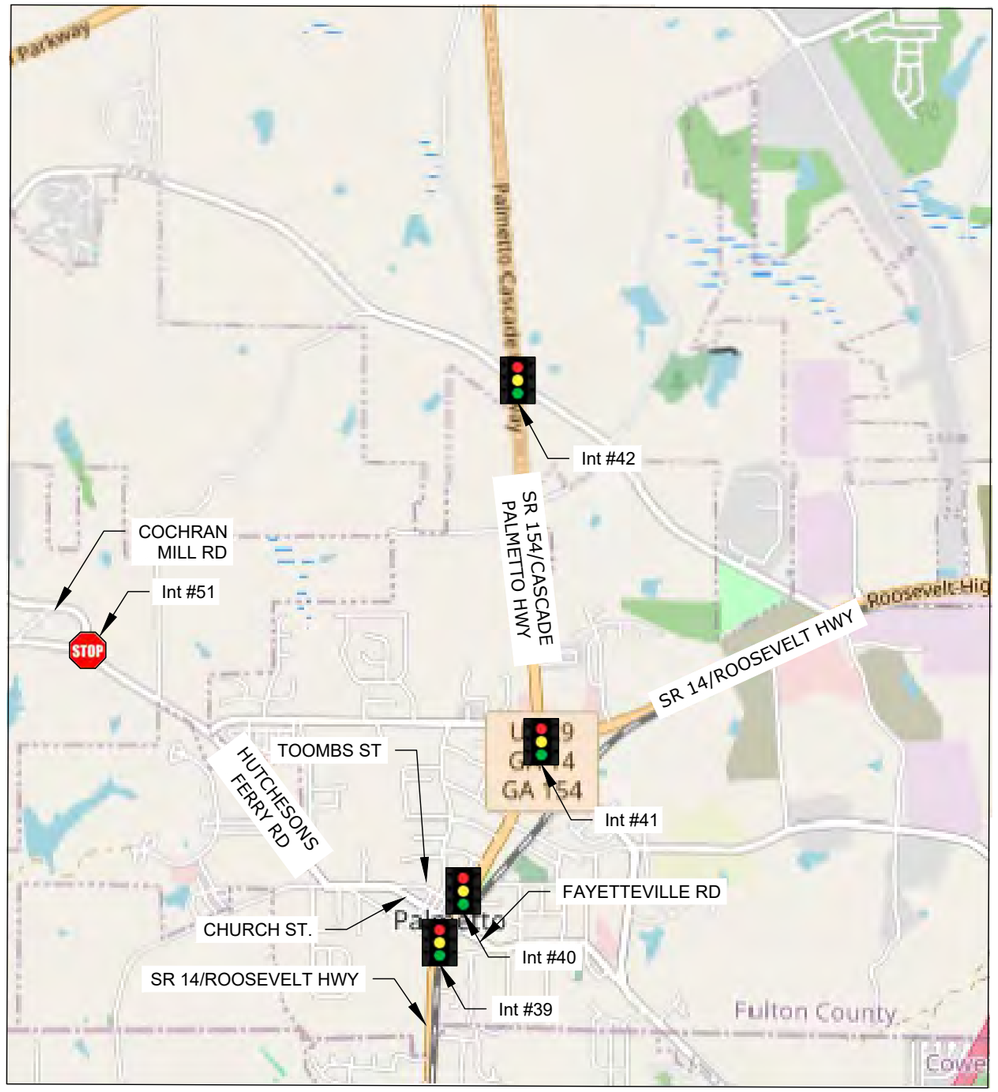
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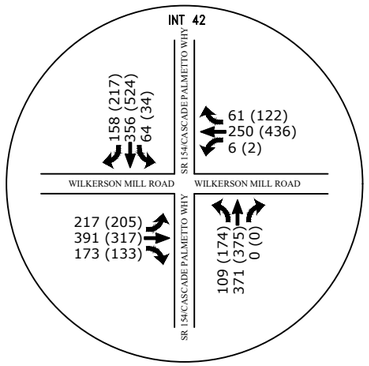
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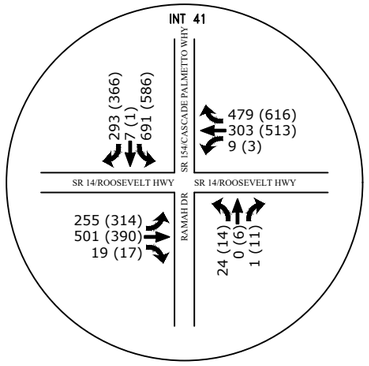
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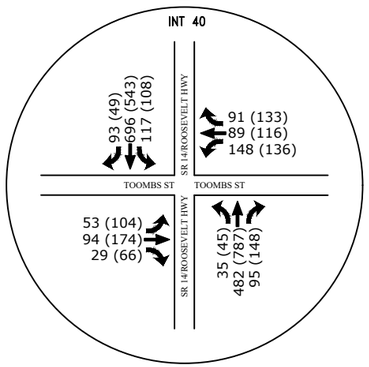
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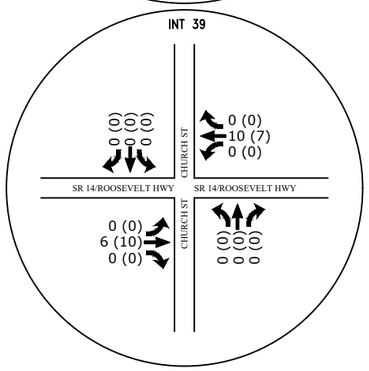












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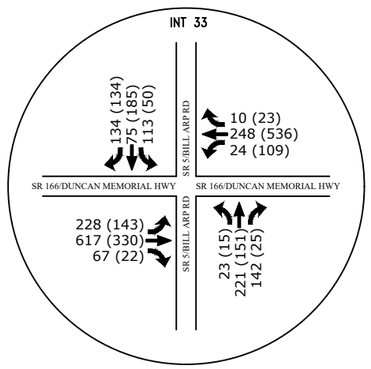
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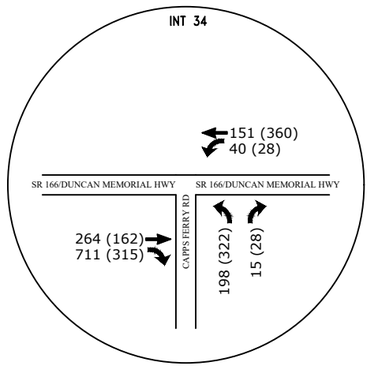
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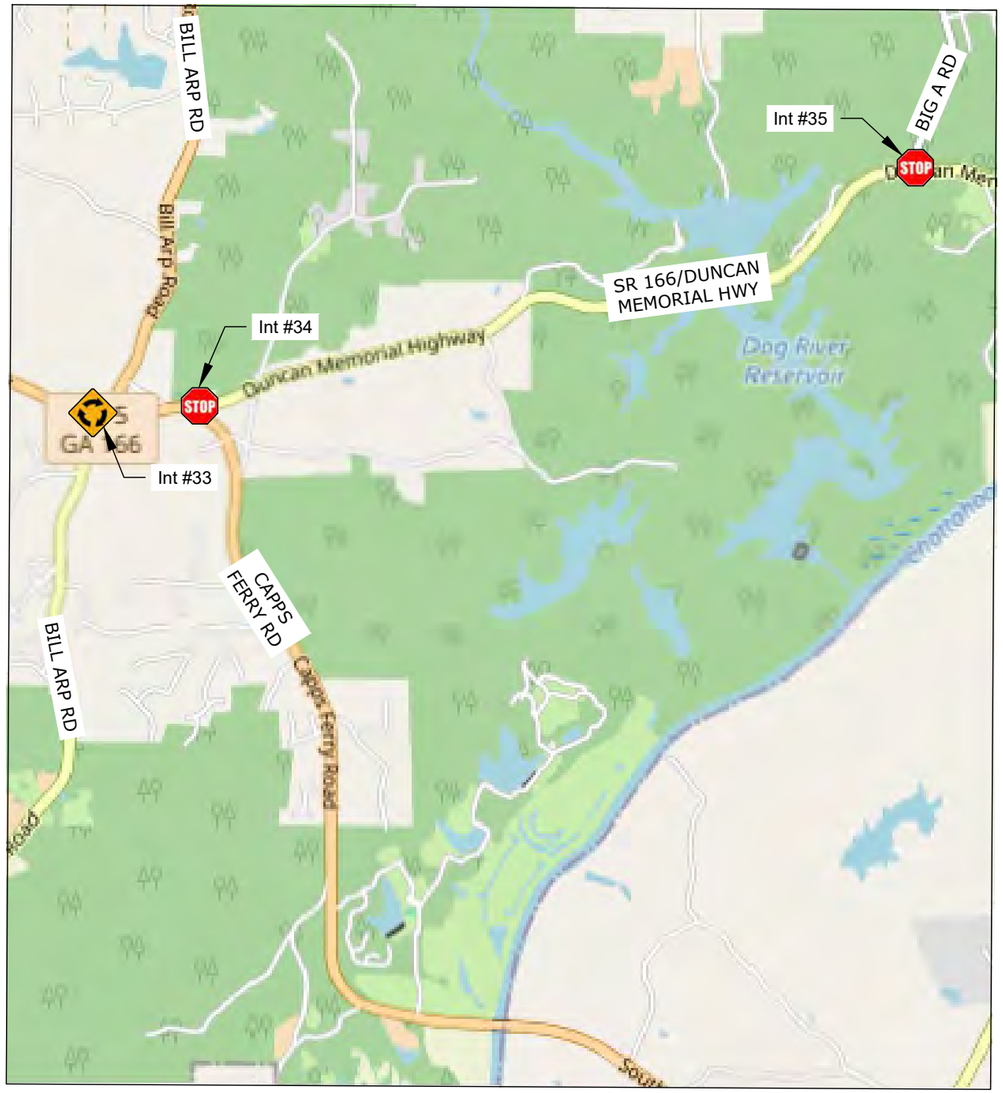
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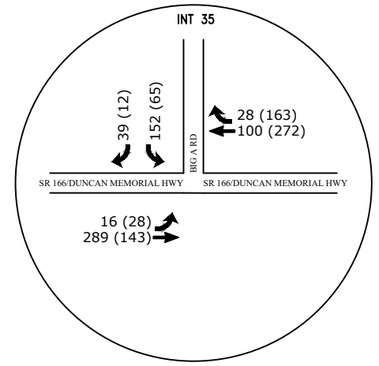
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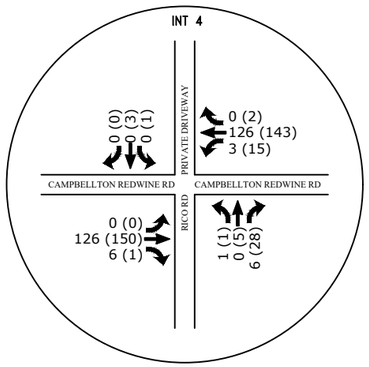
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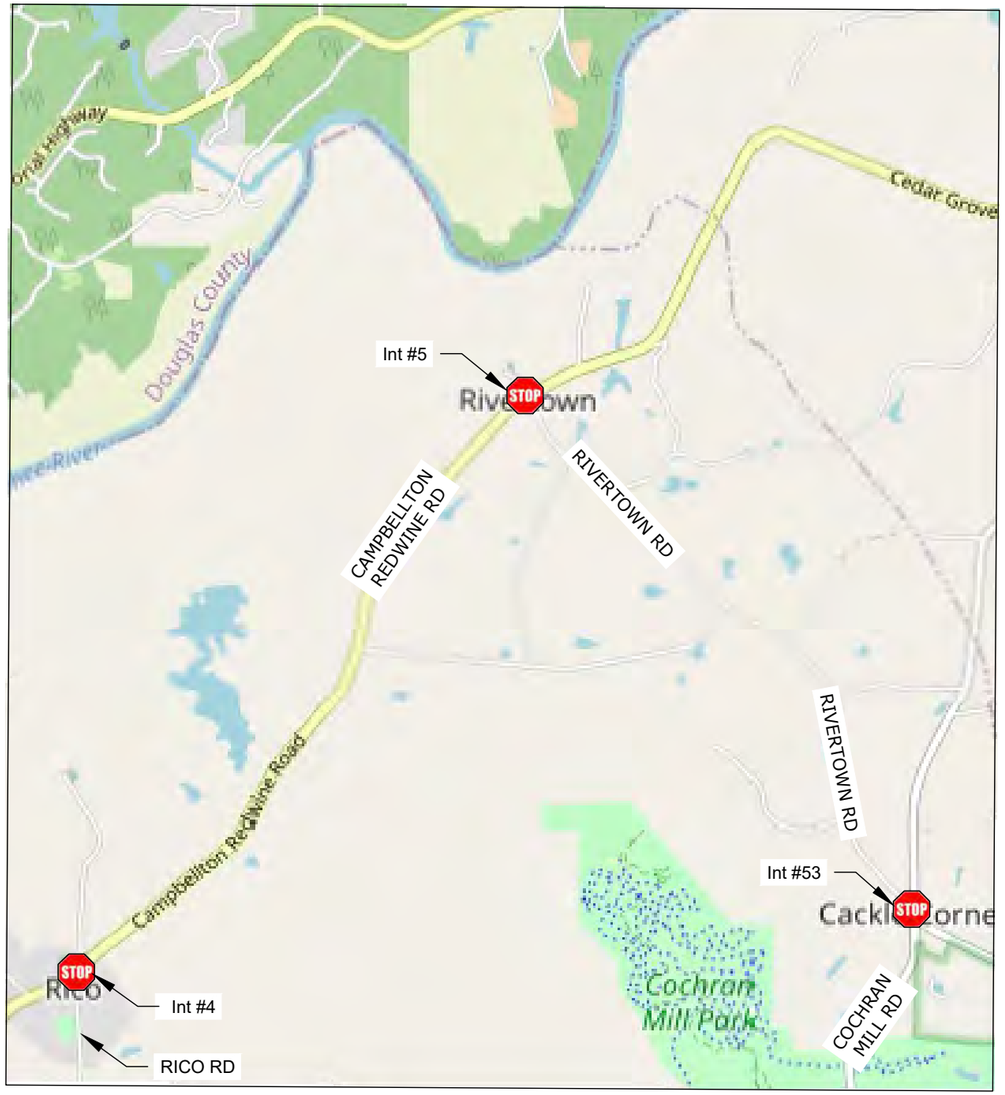
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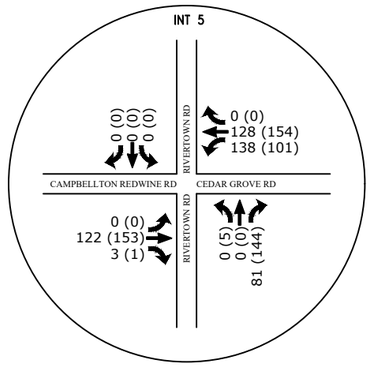
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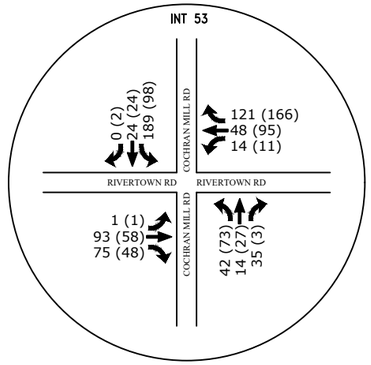
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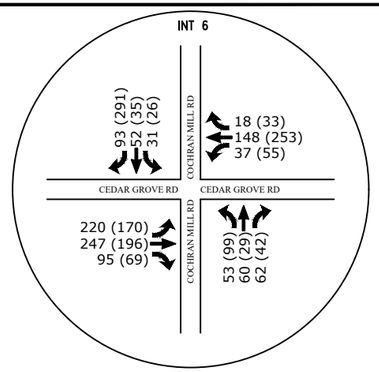
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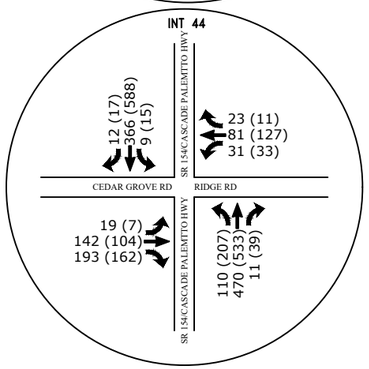
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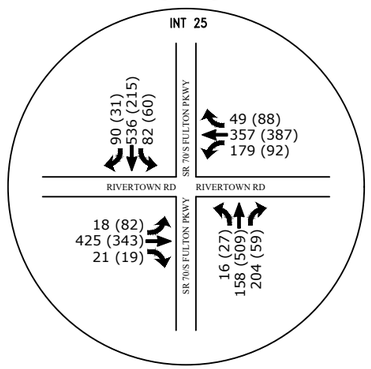
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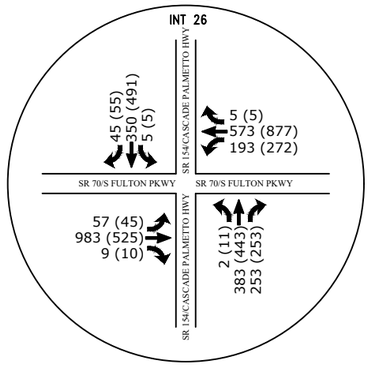
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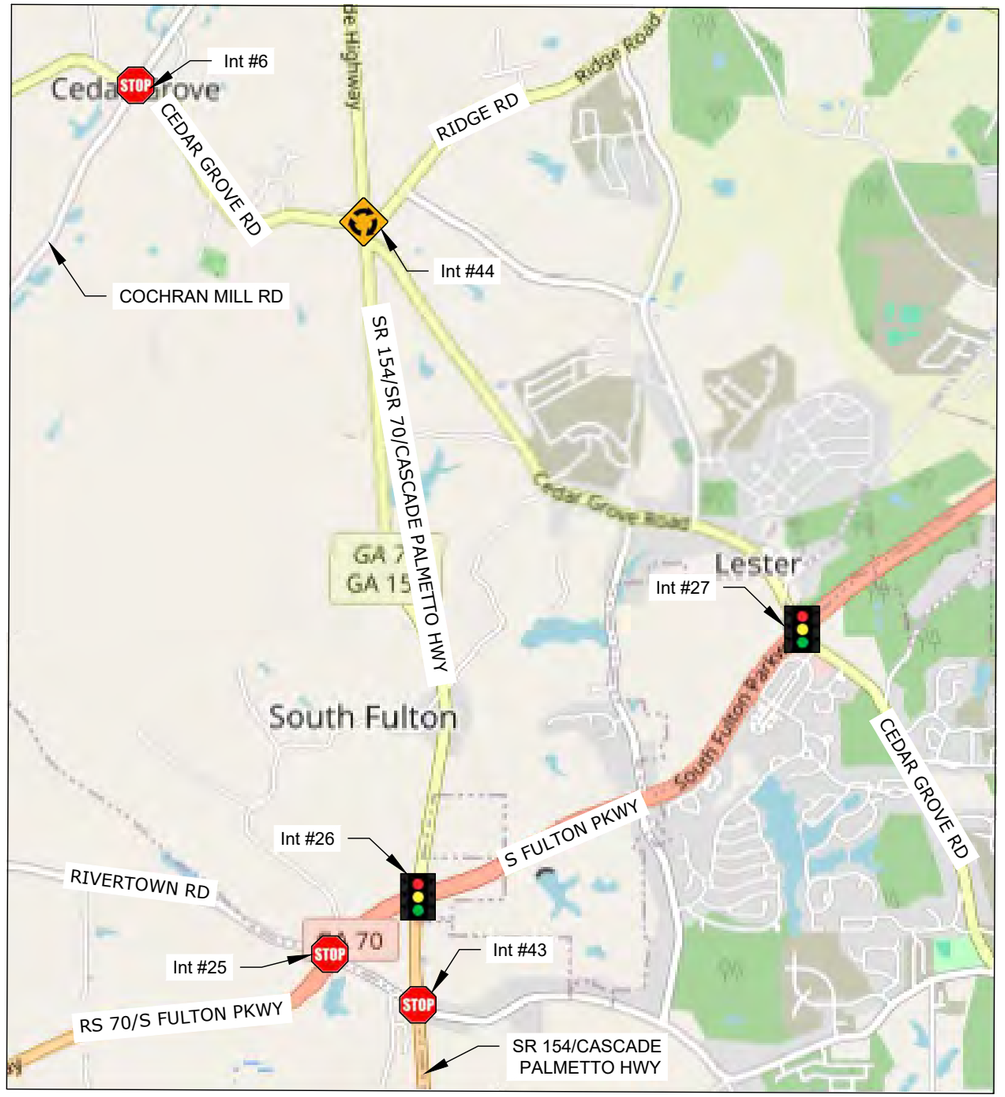
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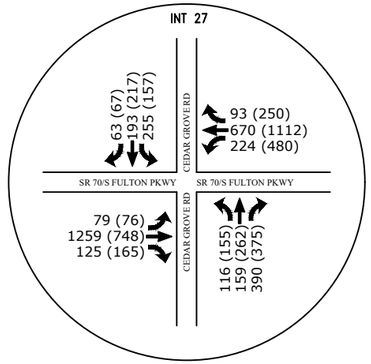


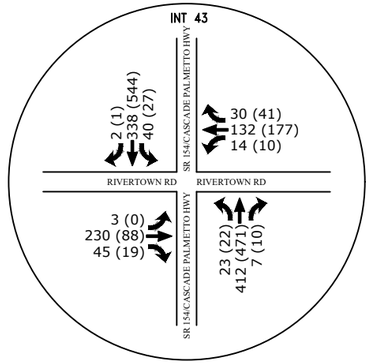












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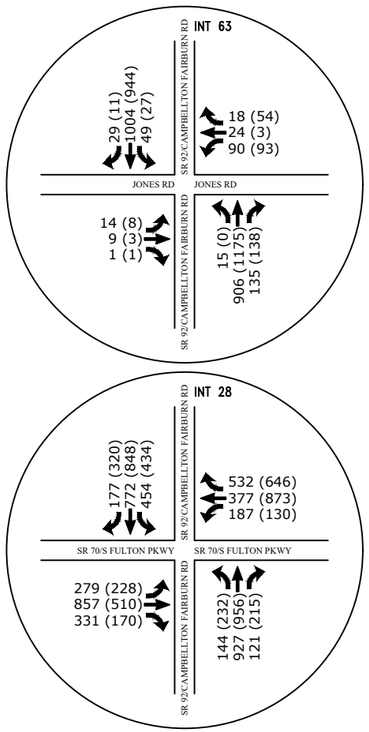
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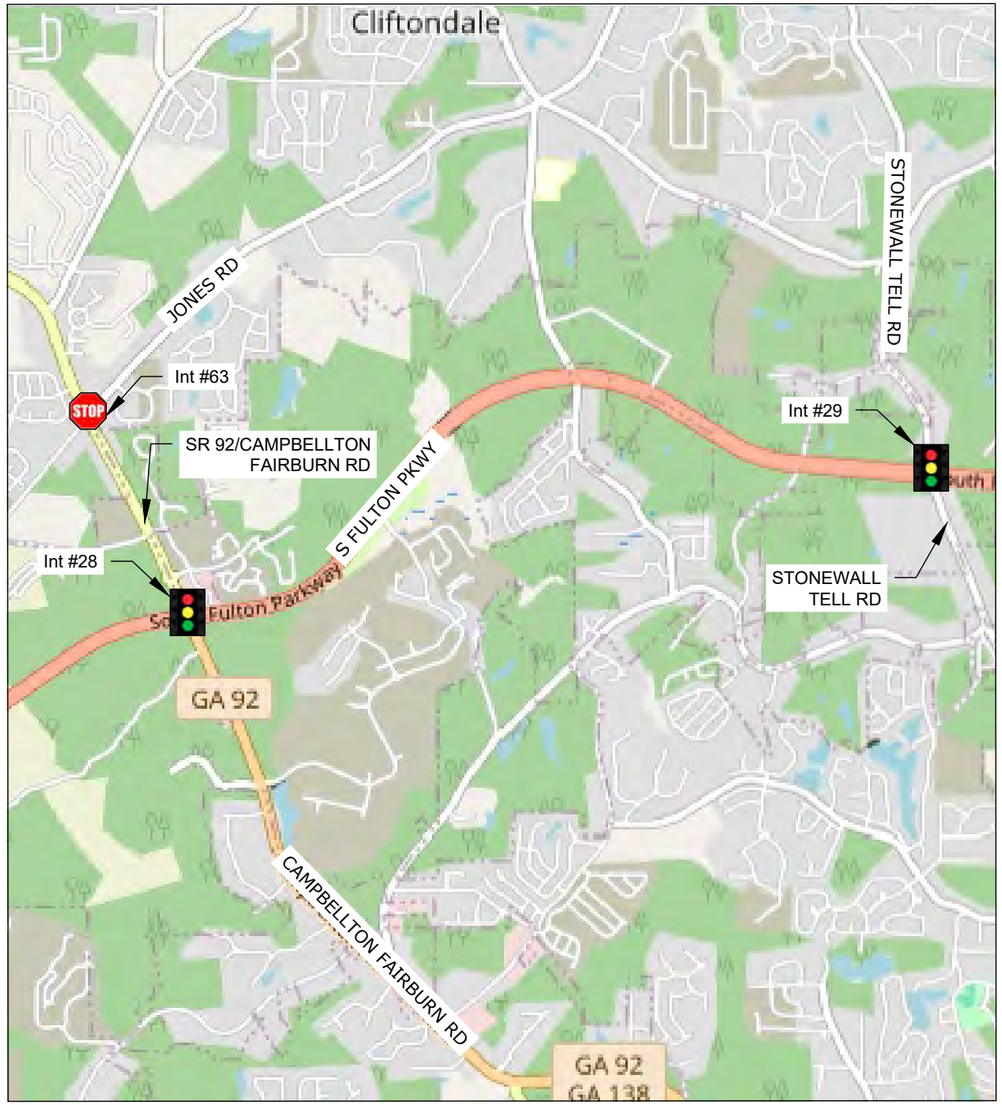
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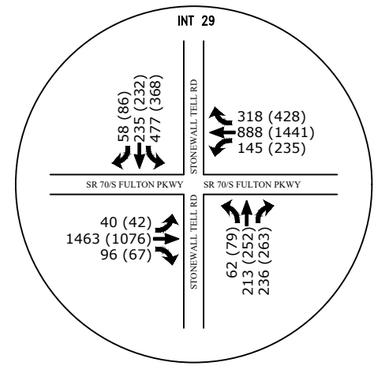
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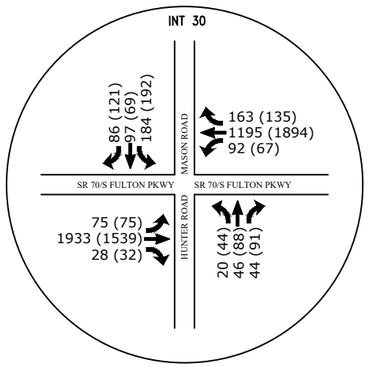
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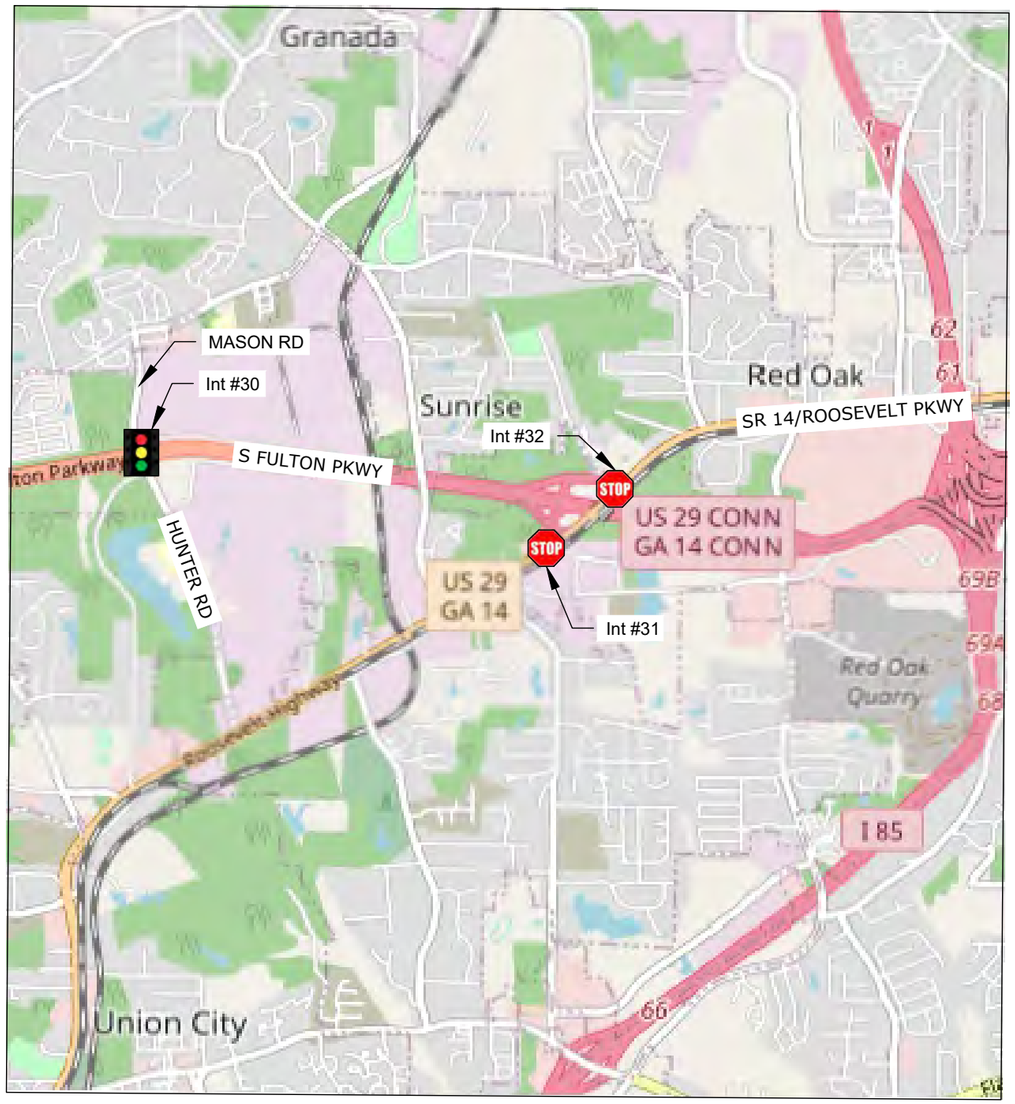
FIGURE 8: PHASE 4 BUILD
PEAK HOUR VOLUMES (2033)

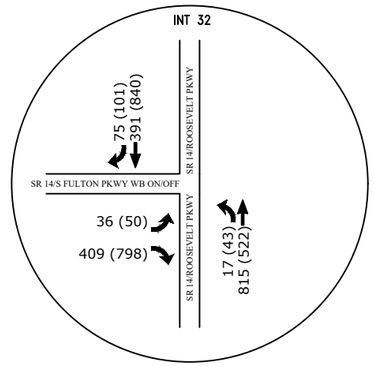
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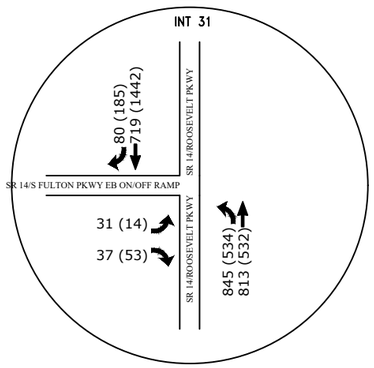
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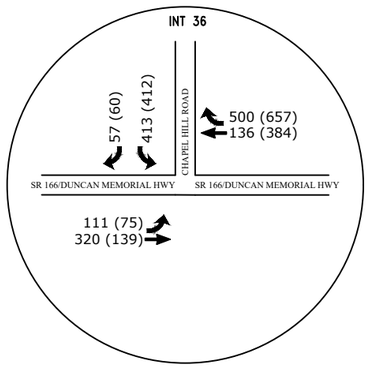
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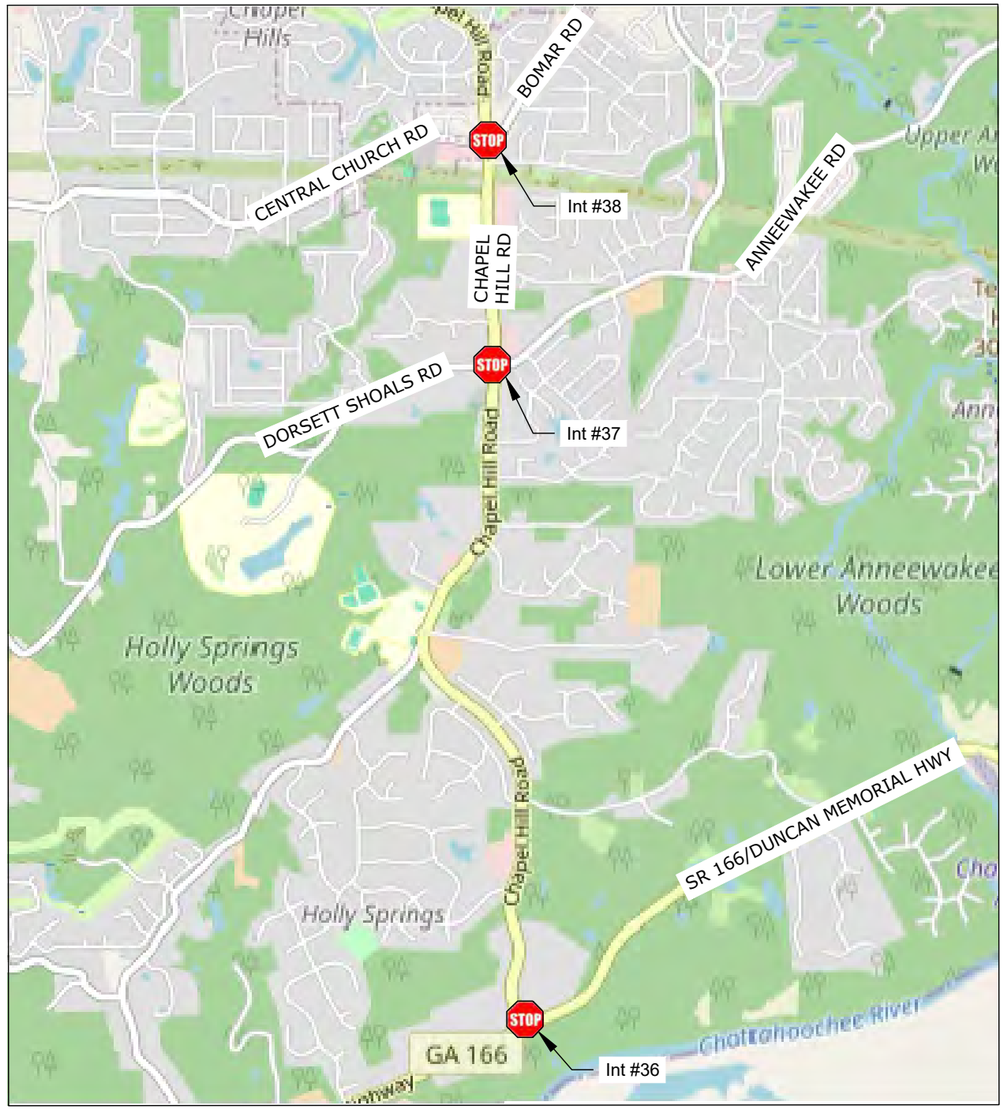
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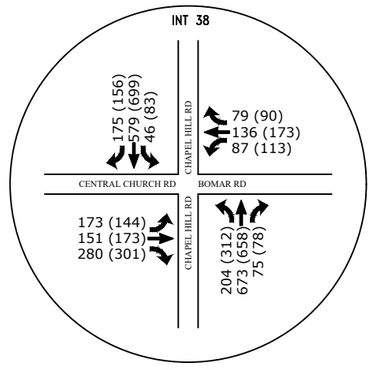
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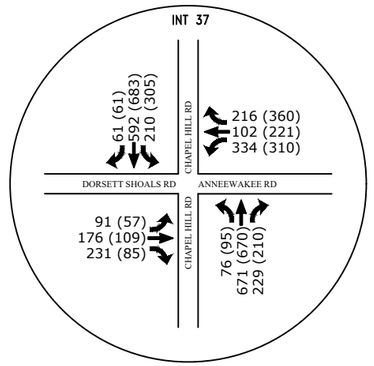
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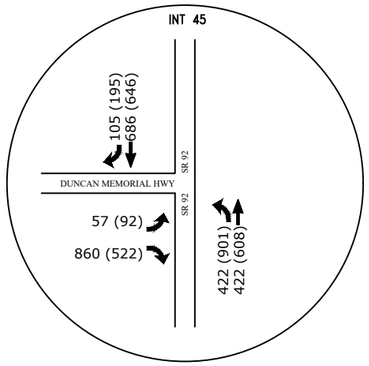
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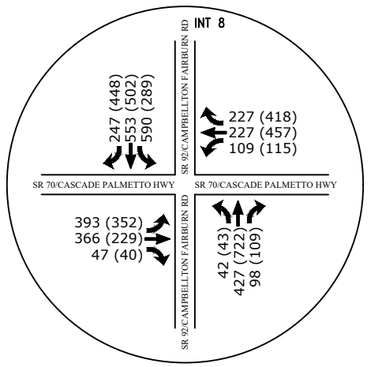
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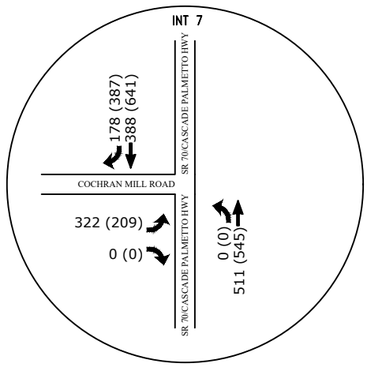
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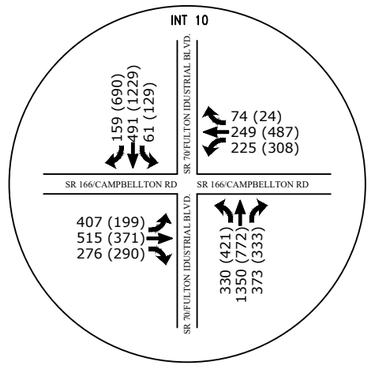
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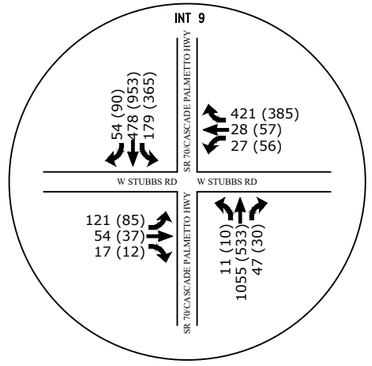


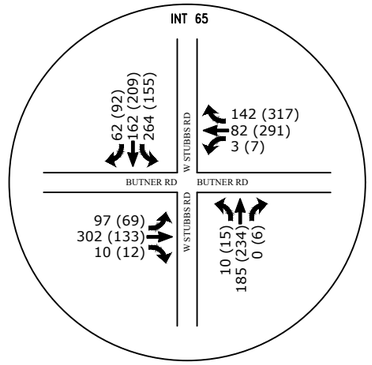


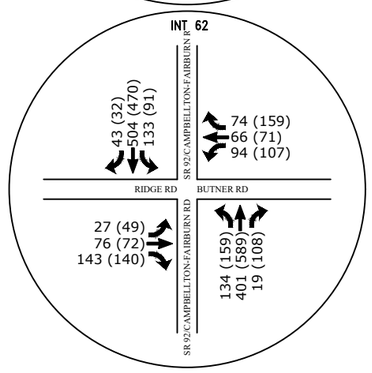












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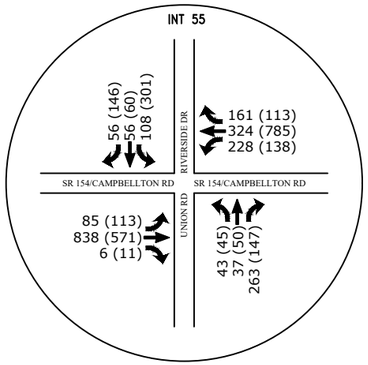
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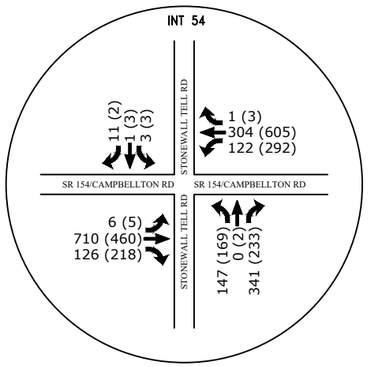
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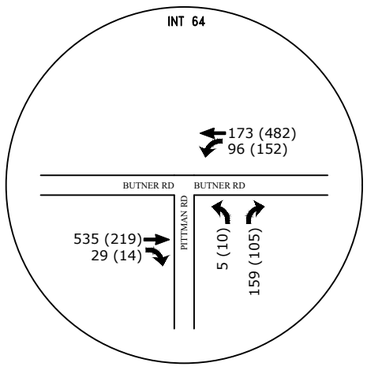
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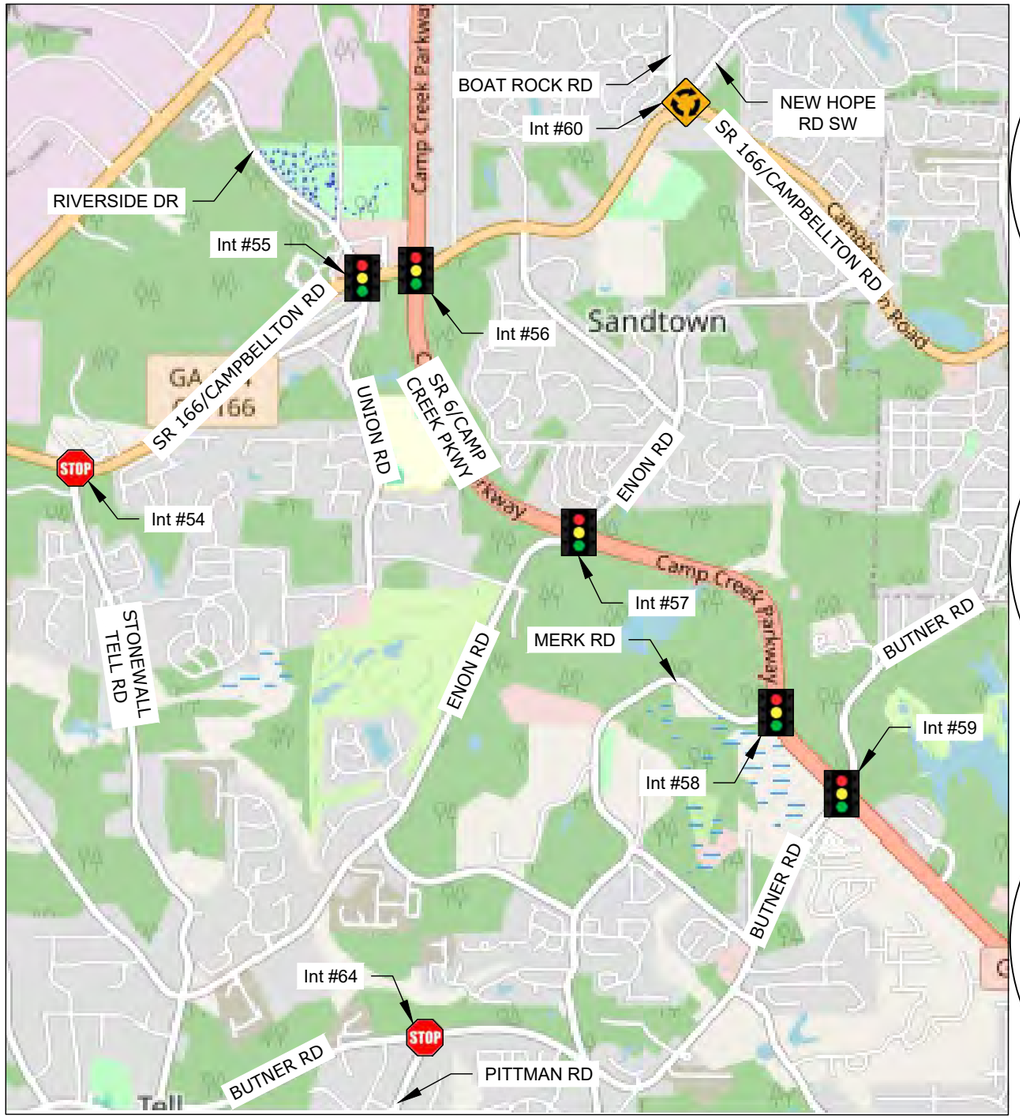
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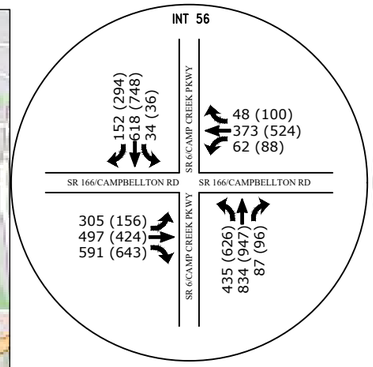
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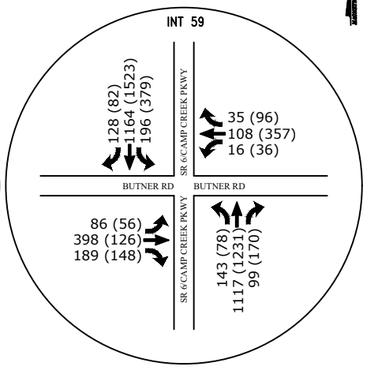


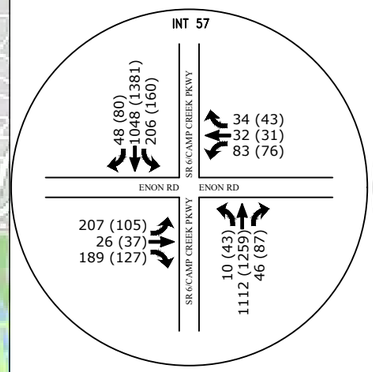


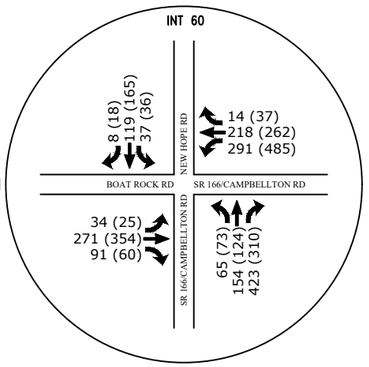


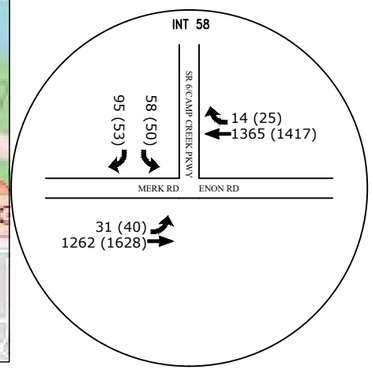












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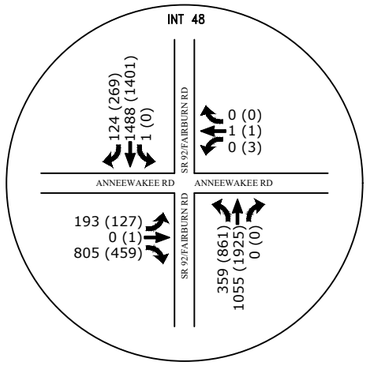
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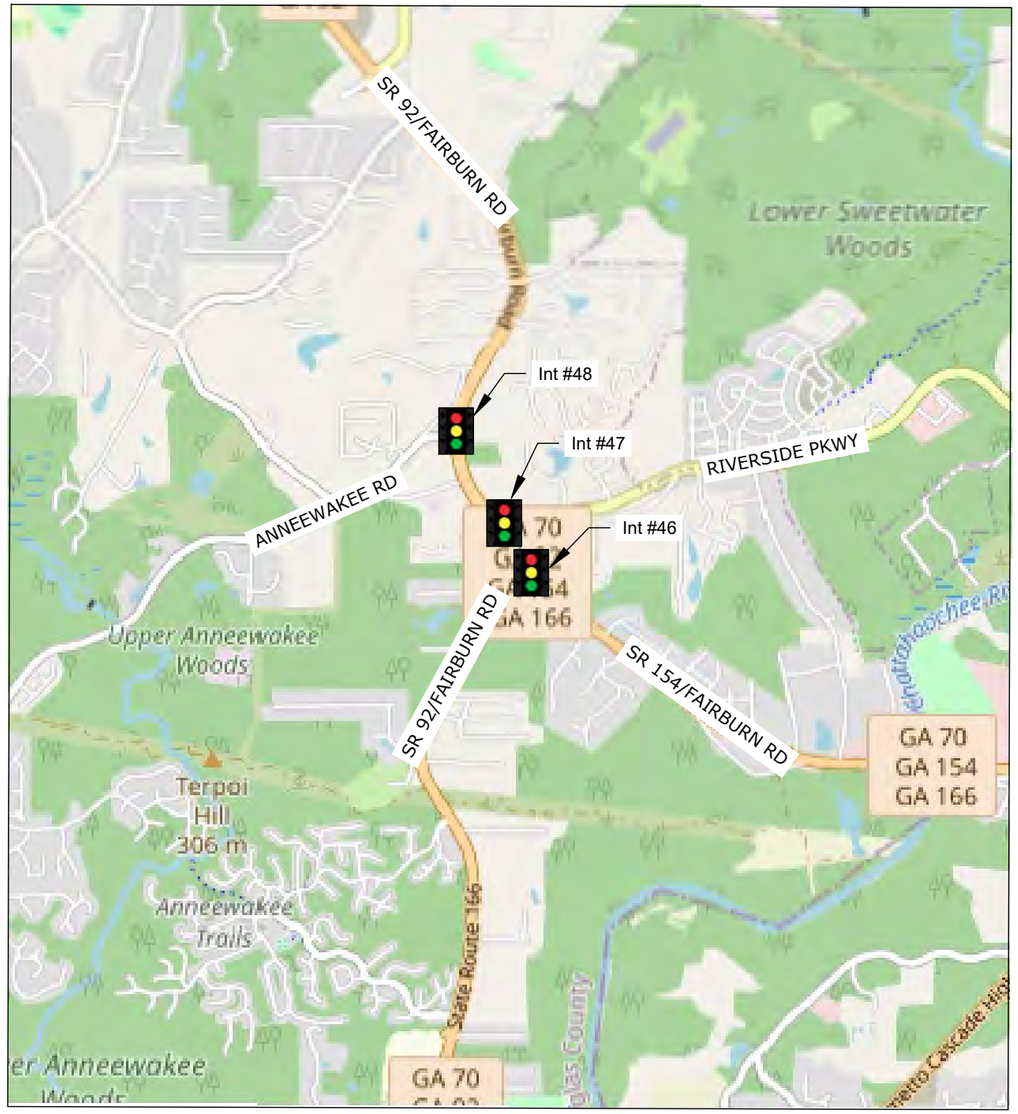
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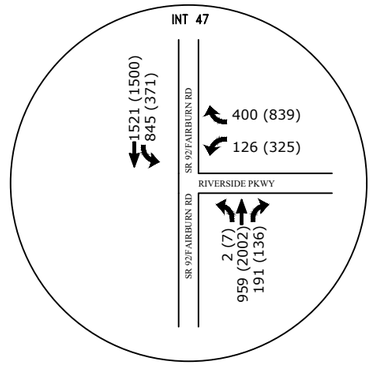
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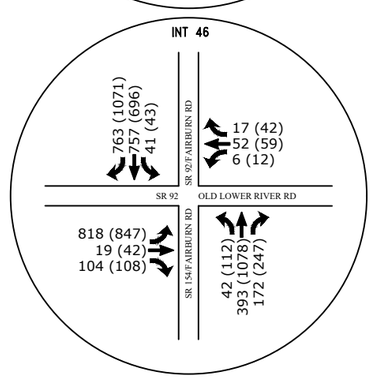
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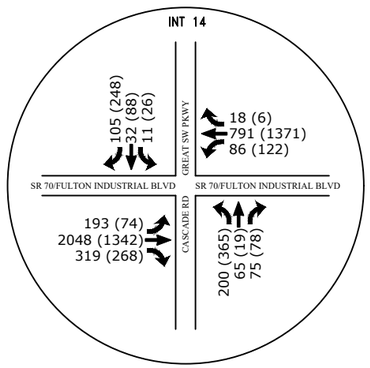
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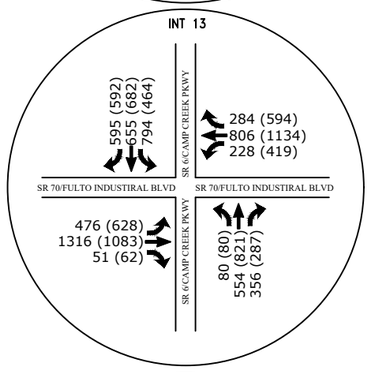
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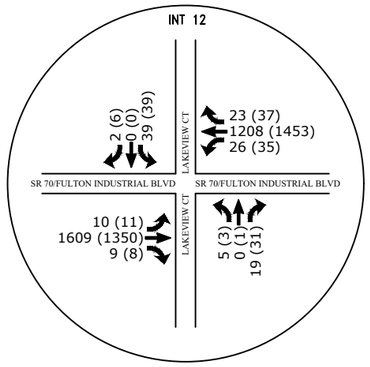
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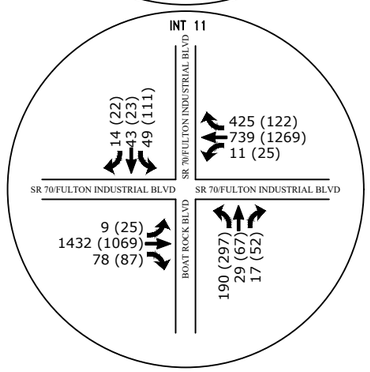
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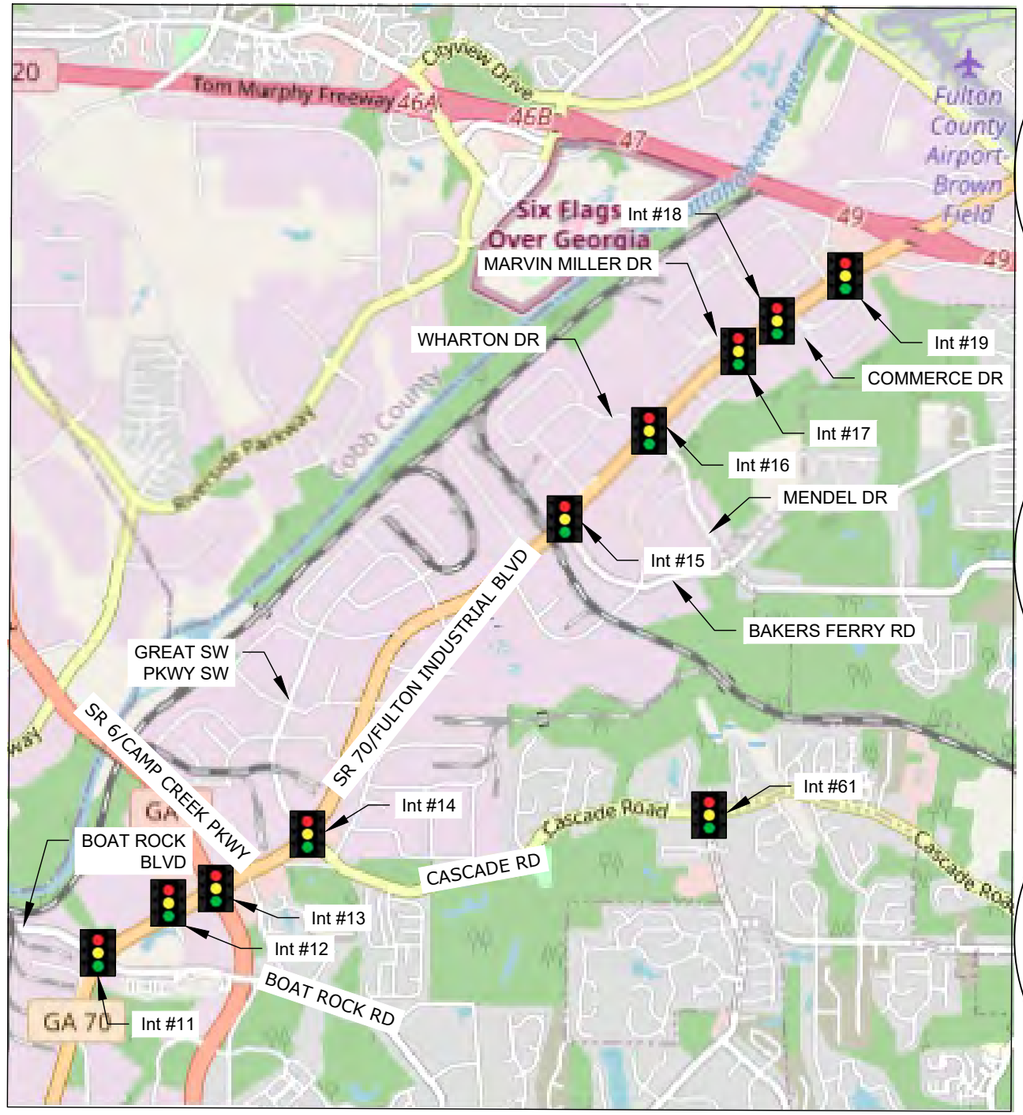
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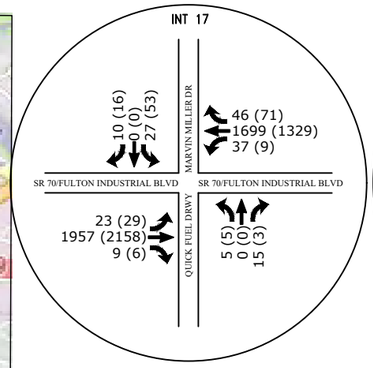


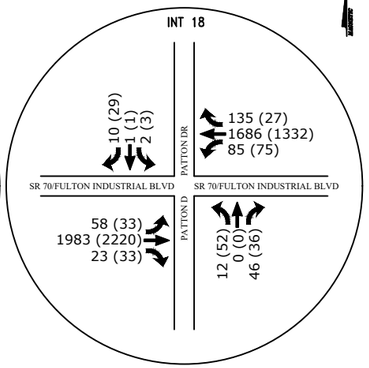


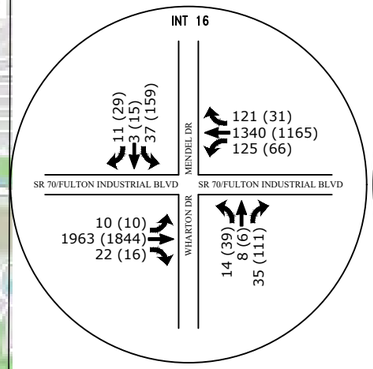


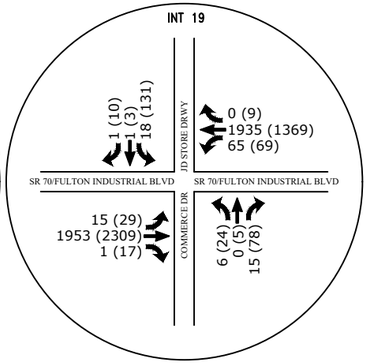


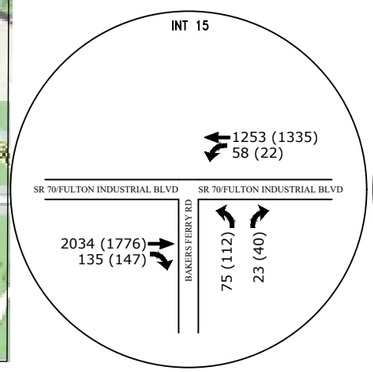


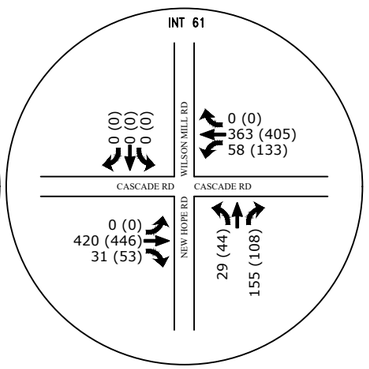












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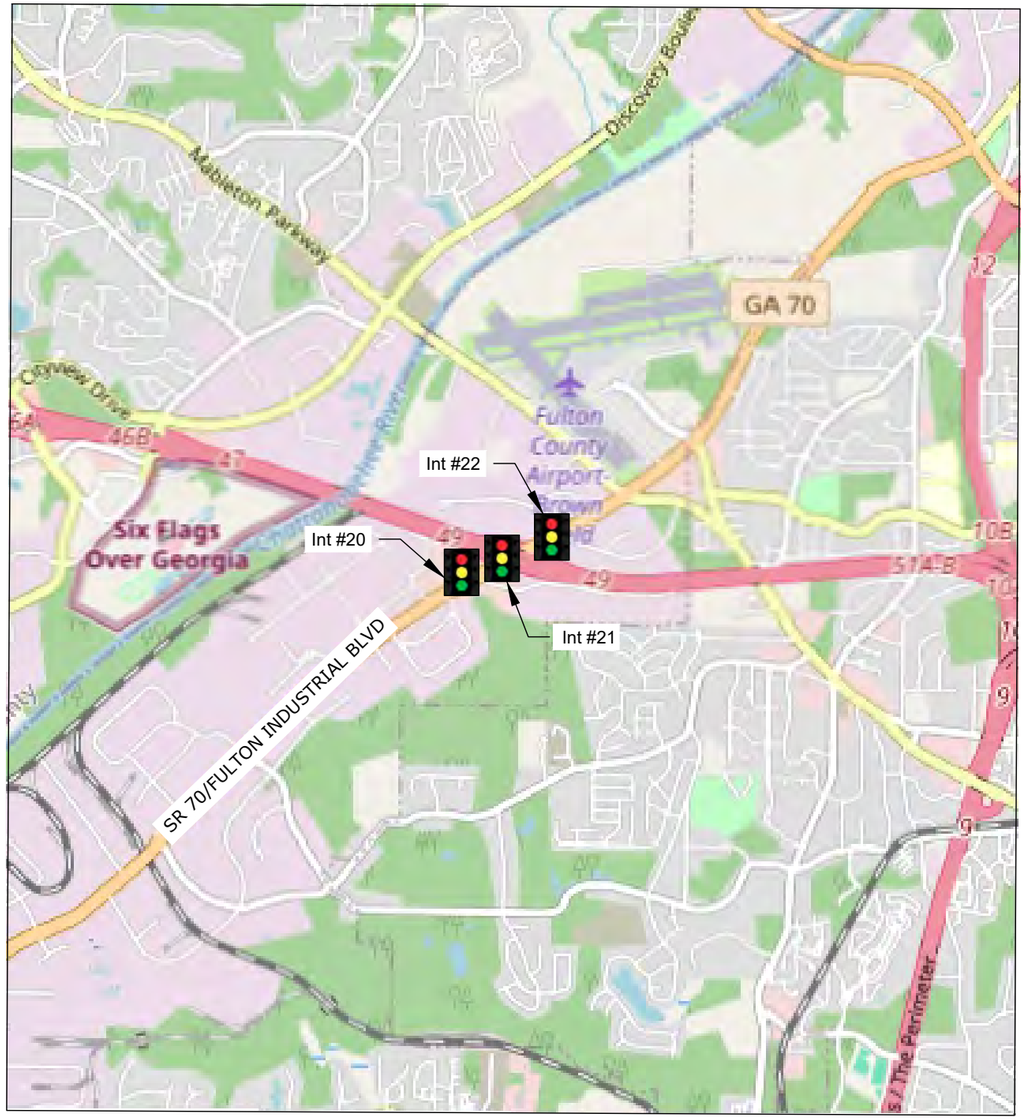
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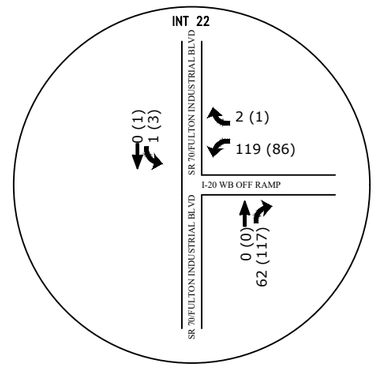
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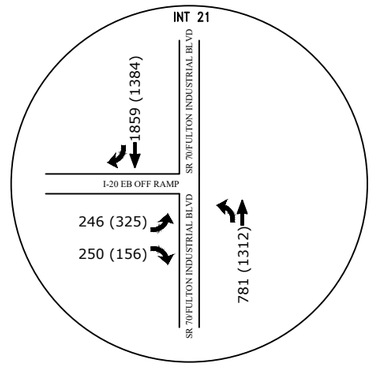
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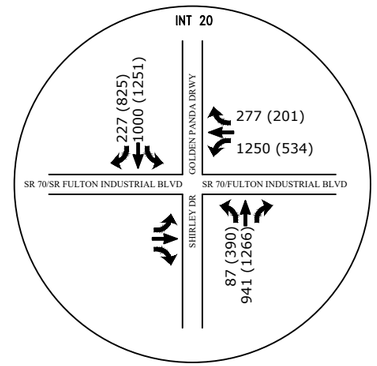
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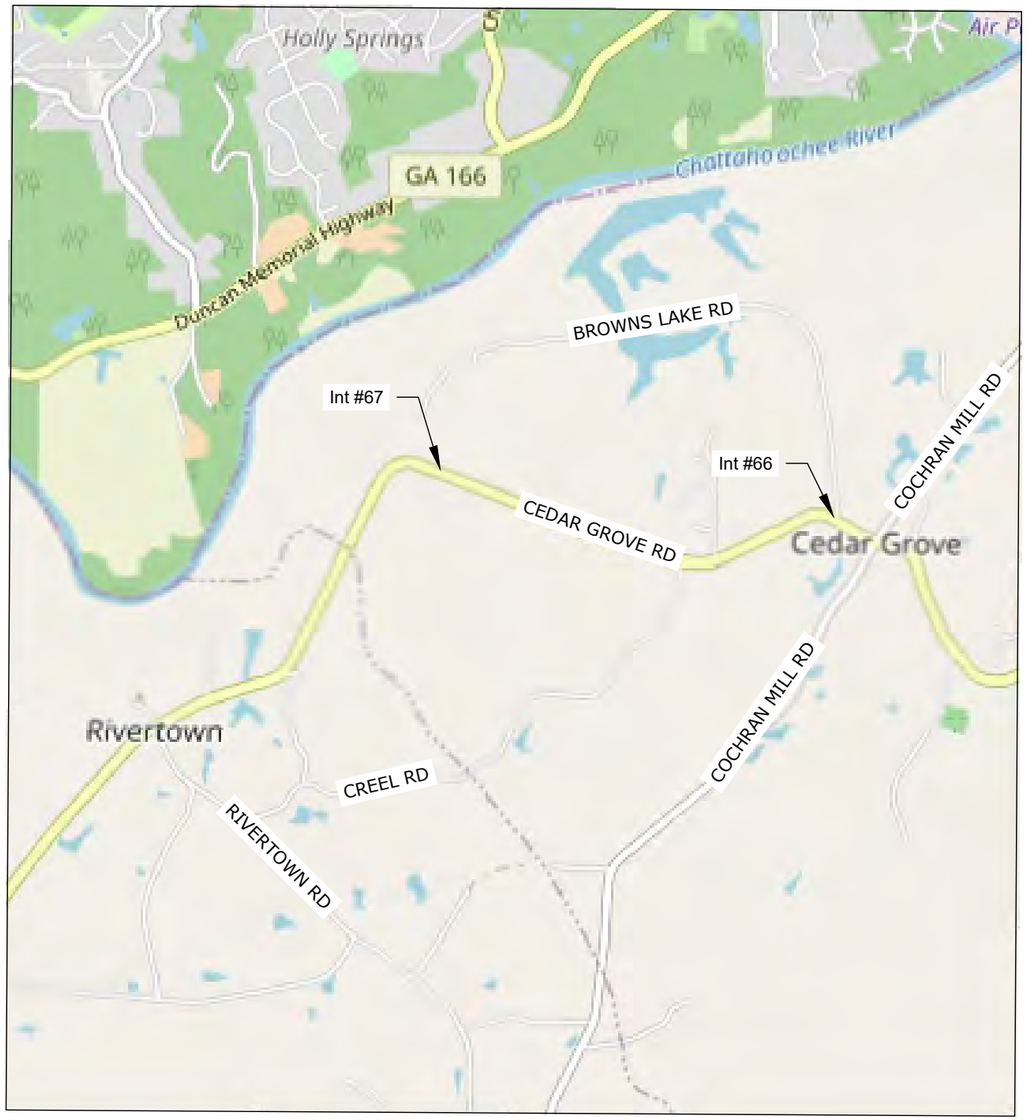
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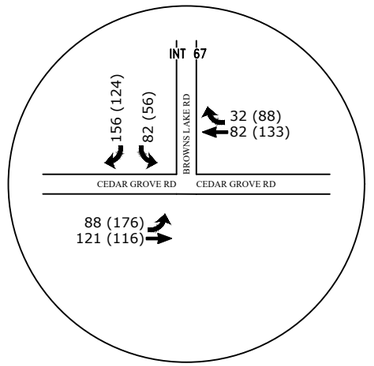
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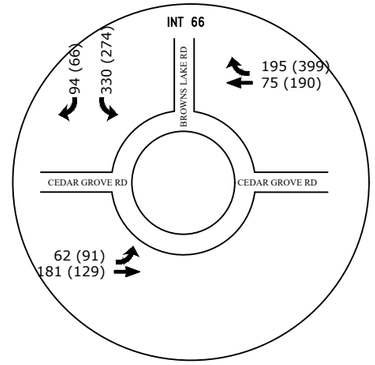
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DATE: 03.27.2025

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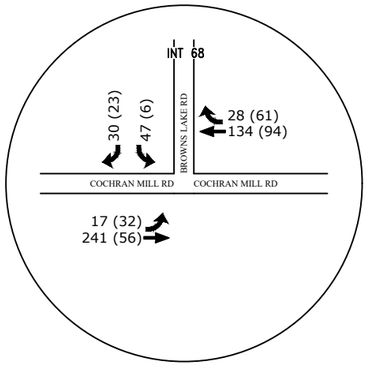
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(EAST SITE ACCESS DRIVEWAY)

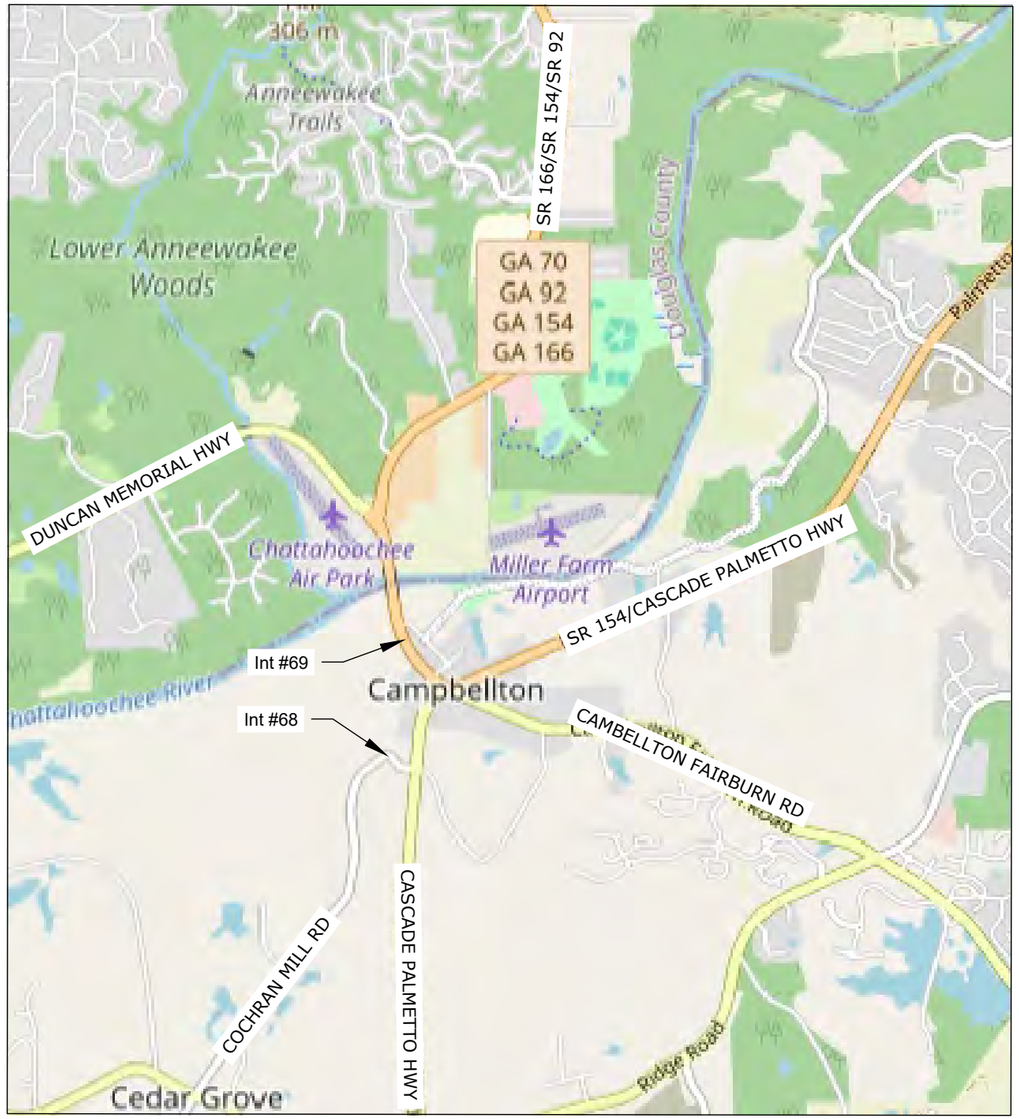
FIGURE 8: PHASE 4 BUILD
PEAK HOUR VOLUMES (2033)

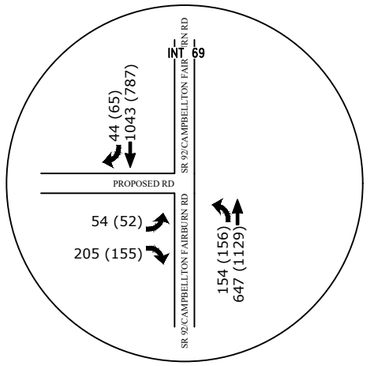
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SECTION 10

FIGURE 8: PHASE 4 BUILD
PEAK HOUR VOLUMES (2033)

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PROJECT NUMBER: 1416-24-046

DATE: 03.27.2025

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Study intersections are expected to continue to operate at the same level of service as Phase 4 no-build conditions (2033) and the intersections that were failing in no-build conditions are also expected to fail under Phase 4 build conditions. Intersections failing in the build condition but not in the no-build condition are listed below. These intersections will need to be mitigated by the developer as these are failing due to trips added by the development.

- SR 92/Campbellton-Fairburn Rd at SR 70/Cascade Palmetto Hwy
- SR 92/Campbellton-Fairburn Rd at Drwy D

Intersection Improvement Alternative (Phase 4 - 2033)

Most intersections failing under Phase 4 no-build and build conditions have been operating unacceptably in the existing year (2024), Phase 1 (2029), Phase 2 (2031), and Phase 3 (2032). Improvements were identified at study intersections that were operating at unacceptable service levels. These enhancements included modifications to intersection controls and roadway geometry to ensure they meet the appropriate levels of service as required by DRI guidelines. Some improvements at certain intersections will be included in other DRI projects or roadway enhancement initiatives; these improvements are planned for implementation in the respective no-build years. For intersections not associated with any other DRI or roadway project, previously recommended improvements were also evaluated under build conditions to confirm their effectiveness in achieving acceptable operational standards.

8. SR 92/Campbellton-Fairburn Road at SR 70/Cascade Palmetto Highway

ICE analysis was performed to determine an improvement for the intersection. Following alternatives were considered, Alternative #1 proposes a multilane roundabout. Alternative #2 will keep the current intersection control with no geometric modifications. Alternative #3 proposes keeping the existing traffic signal and adding northbound and southbound left turn lanes. The results of the ICE tool for the study intersection are summarized in **Table 61**. A traffic signal with additional left turn lanes for the northbound and southbound approaches is recommended at this intersection. The ICE tool, and associated operational analysis reports are attached in **Appendix H.** The LOS comparison with the mitigations are summarized in in **Table 63** and **Table 64**.

Table 61: ICE Tool Results for SR 92/Campbellton-Fairburn Road @ SR 70/Cascade Palmetto Highway – Phase 4 (2033)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Multilane Roundabout	0.60	0.80	5.9	2
Traffic Signal	0.93	1.08	3.9	3
Add NB/SB Left Turn Lanes	0.63	0.80	5.9	1

69. SR 92/Campbellton-Fairburn Road at Driveway D

Only one alternative was provided for this intersection. The results of the ICE tool for the study intersection are summarized in **Table 62**. A multilane roundabout with bypass lanes for all approaches is recommended at this intersection. As the recommendation is based on one alternative, a waiver has

been filled out. The ICE tool, waiver, and associated operational analysis reports are attached in **Appendix H.** The LOS comparison with the mitigations are summarized in **Table 63** and **Table 64**.

Table 62: ICE Analysis Results for SR 92/Campbellton-Fairburn Rd at Drwy D – Phase 4 (2033)				
Intersection Control	**AM Peak Delay (V/C Ratio)**	**PM Peak Delay (V/C Ratio)**	**ICE Score**	**Rank**
Multilane Roundabout with bypass lanes (all approaches)	0.88	0.66	-	1

Level of Service Comparison Phase 4 – 2033

The intersection capacity analysis for the Phase 4 future no-build (2033) conditions with existing controls was compared with the capacity analysis results obtained using mitigations, which are summarized in **Table 63**. Similarly, **Table 64** compares Phase 4 future build (2033) conditions with existing controls to the Phase 4 build with the mitigations. Most of these mitigations are system mitigations and are not caused due to the traffic generated by the development.

Table 63: Phase 4 No-Build Mitigation LOS Comparison							
Intersection	**Intersection Control**	**Approach**	**No-Build**		**Mitigation**	**No-Build Mitigated**	
			AM Delay (LOS)	**PM Delay (LOS)**		**AM Delay (LOS)**	**PM Delay (LOS)**
8: SR 92/Campbellton-Fairburn Road & SR 70/Cascade Palmetto Highway	Signalized	Northbound	58.1 (E)	88.5 (F)	Add Thru Lane to all approaches	34.8 (C)	28.0 (C)
		Southbound	53.1 (D)	35.0 (C)		25.5 (C)	21.7 (C)
		Eastbound	91.1 (F)	65.9 (E)		34.4 (C)	37.9 (D)
		Westbound	43.4 (D)	58.9 (E)		37.0 (D)	46.4 (D)
		Overall	62.4 (E)	63.2 (E)		31.2 (C)	32.1 (C)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	76 (E)	22.3 (C)	Add NB/SB Thru Lanes	13.8 (B)	16.8 (B)
		Southbound	12.3 (B)	95.2 (F)		8.6 (A)	20.2 (C)
		Eastbound	24.5 (C)	21.3 (C)		24.5 (C)	21.3 (C)
		Westbound	21.4 (C)	20.9 (C)		21.4 (C)	20.9 (C)
		Overall	47.3 (D)	69.3 (E)		13.3 (B)	19.5 (B)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound	37.8 (D)	53.2 (D)	Add NB/SB through Lanes	37.8 (D)	53.2 (D)
		Southbound	35.9 (D)	39.6 (D)		35.9 (D)	39.6 (D)
		Eastbound	53.8 (D)	82.3 (F)		31.5 (C)	37.1 (D)
		Westbound	50.4 (D)	90.4 (F)		34.2 (C)	35 (C)
		Overall	43.6 (D)	61.1 (E)		35.3 (D)	42.3 (D)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	89 (F)	54.5 (D)	Add NBR overlap phase	53.5 (D)	42.6 (D)
		Southbound	29.7 (C)	41.2 (D)		29.7 (C)	41.2 (D)
		Eastbound	35 (C)	26.8 (C)		35 (C)	26.8 (C)
		Westbound	33.9 (C)	24.3 (C)		33.9 (C)	24.3 (C)
		Overall	43.9 (D)	35.3 (D)		36.9 (D)	32.7 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	118.3 (F)	136.2 (F)	Add NB Left turn lane and SB right turn lane	40.4 (D)	32.7 (C)
		Southbound	31.5 (C)	19.4 (B)		35.8 (D)	20.7 (C)
		Eastbound	42.2 (D)	73 (E)		25.2 (C)	42.7 (D)
		Westbound	26.6 (C)	71.8 (E)		23.3 (C)	46.7 (D)

		Overall	44.8 (D)	74.6 (E)		26.5 (C)	41 (D)
27. S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	67.5 (E)	40.1 (D)	Add an additional NB right turn lane to DRI 3488 build	67.2 (E)	40.2 (D)
		Southbound	55.2 (E)	44.9 (D)		54.0 (D)	45.4 (D)
		Eastbound	32.7 (C)	29.5 (C)		37.3 (D)	31.6 (C)
		Westbound	35.6 (D)	42.8 (D)		36.5 (D)	43.6 (D)
		Overall	43.7 (D)	39.5 (D)		45.4 (D)	40.4 (D)
29. Stonewell Tell & S Fulton Pkwy	Signalized	Northbound	73.6 (E)	72.7 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.6 (E)	72.7 (E)
		Southbound	74.2 (E)	73.7 (E)		74.2 (E)	73.7 (E)
		Eastbound	33.1 (C)	23.5 (C)		33.9 (C)	23.8 (C)
		Westbound	21.8 (C)	20.8 (C)		22.5 (C)	21.4 (C)
		Overall	38.6 (D)	33.3 (C)		40.1 (D)	33.5 (C)
30. Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	73.0 (E)	72.1 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.0 (E)	72.1 (E)
		Southbound	69.0 (E)	70.1 (E)		69.0 (E)	70.1 (E)
		Eastbound	13.5 (B)	13.0 (B)		13.7 (B)	13.1 (B)
		Westbound	10.9 (B)	14.4 (B)		11.0 (B)	14.6 (B)
		Overall	19.2 (B)	20.9 (C)		19.2 (B)	21.0 (C)
33. SR 166/Duncan Memorial Highway & SR 5/Bill Arp Road	Single-Lane Roundabout	Northbound	194.3 (F)	8 (A)	Add Bypass lanes on northbound and southbound approaches	17.4 (C)	5.3 (A)
		Southbound	8.6 (A)	17.4 (C)		4.7 (A)	7 (A)
		Eastbound	17.3 (B)	7.8 (A)		16.9 (C)	7.7 (A)
		Westbound	6.5 (A)	9.7 (A)		7 (A)	9.6 (A)
		Overall	49.8 (D)	10.6 (B)		13.2 (B)	8 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	51.8 (F)	62.1 (F)	Install a single-lane roundabout	6.7 (A)	7.2 (A)
		Eastbound	-	-		19.8 (C)	6.8 (A)
		Westbound	-	-		5.7 (A)	10.3 (B)
		Overall	-	-		15.8 (C)	8.1 (A)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	58.4 (E)	41.3 (D)	DO-252B Widening Project – Modify Chapel Hill Rd to 4-lane facility	25.6 (C)	23.9 (C)
		Southbound	37.3 (D)	39.9 (D)		23.2 (C)	21.9 (C)
		Eastbound	31.1 (C)	33.8 (C)		33 (C)	34.1 (C)
		Westbound	67.3 (E)	48.8 (D)		28.6 (C)	33.1 (C)
		Overall	49.1 (D)	41.8 (D)		26.2 (C)	25.8 (C)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Northbound	-	-	Install signal, with 150s cycle AM/PM, Pm+pt for EBL, NBL	27.5 (C)	40.7 (D)
		Southbound	-	-		25.6 (C)	32.3 (C)

		Eastbound	+ (F)	+ (F)	and SBL lanes, and add channelized right turn for EBR and WBR	32.4 (C)	30.9 (C)
		Westbound	+ (F)	+ (F)		50 (D)	52.3 (D)
		Overall	-	-		32.3 (C)	38.5 (D)
45: SR 92/SR 154 & SR 166/Duncan Memorial Highway	Multilane Roundabout	Northbound	4.3 (A)	7.9 (A)	Provide southbound bypass right turn lane and provide a northbound left/through lane	4 (A)	6.2 (A)
		Southbound	22.2 (C)	27.2 (D)		5.9 (A)	7.7 (A)
		Eastbound	79.1 (F)	14.2 (B)		16.4 (C)	8 (A)
		Overall	38.8 (E)	14.7 (B)		9.4 (A)	7 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	30.7 (C)	72.7 (E)	Provide a southbound right turn lane and northbound through lane	21.9 (C)	27.4 (C)
		Southbound	128.4 (F)	35.6 (D)		23.6 (C)	18.9 (B)
		Eastbound	22.2 (C)	32.3 (C)		30.6 (C)	37.4 (D)
		Westbound	38.4 (D)	43.4 (D)		44.5 (D)	48.3 (D)
		Overall	76.9 (E)	47.8 (D)		25.8 (C)	26.7 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	32.3 (C)	53.6 (D)	Add EB RT overlap phase, add NBL lane, reconfigure to two through lanes in WB direction, add EB thru lane	28.4 (C)	29.1 (C)
		Southbound	42.5 (D)	80.2 (F)		42.5 (D)	52.9 (D)
		Eastbound	57.5 (E)	71.7 (E)		33.2 (C)	43.9 (D)
		Westbound	60 (E)	87.5 (F)		30.6 (C)	37.7 (D)
		Overall	44.4 (D)	68.1 (E)		32.9 (C)	38.2 (D)
57: SR 6/Camp Creek Parkway & Enon Rd	Signalized	Northbound	563 (F)	354.1 (F)	Add Exclusive NB left turn lane	43.1 (D)	46.4 (D)
		Southbound	197.9 (F)	289.3 (F)		28.5 (C)	40.5 (D)
		Eastbound	23.4 (C)	20.3 (C)		23.4 (C)	20.3 (C)
		Westbound	26.2 (C)	25.6 (C)		26.2 (C)	25.6 (C)
		Overall	96.8 (F)	61.6 (E)		27.1 (C)	25.5 (C)
65: W Stubbs Rd & Butner Rd	AWSC	Northbound	21.7 (C)	26.2 (C)	Install Single Lane Roundabout	12.4 (B)	7.2 (A)
		Southbound	138.6 (F)	71.5 (E)		8.8 (A)	10.9 (B)
		Eastbound	60.8 (E)	21.7 (C)		12.1 (B)	6.2 (A)
		Westbound	21.9 (C)	166.2 (F)		7.2 (A)	15.6 (C)
		Overall	-	-		10.1 (B)	11.5 (B)

Table 64: Phase 4 Build Mitigation LOS Comparison

Intersection	Intersection Control	Approach	Build		Mitigation	Build Mitigated	
			AM Delay (LOS)	PM Delay (LOS)		AM Delay (LOS)	PM Delay (LOS)
	Signalized	Northbound	39.0 (D)	40.5 (D)		27.1 (C)	27.4 (C)

8: SR 92/Campbellton-Fairburn Road & SR 70/Cascade Palmetto Highway		Southbound	40.4 (D)	31.0 (C)	Add SB/EB Left Turn Lane	20.1 (C)	21.8 (C)
		Eastbound	80.6 (F)	46.9 (D)		40.8 (D)	38.3 (D)
		Westbound	47.1 (D)	52.2 (D)		44.0 (D)	46.6 (D)
		Overall	52.3 (D)	41.6 (D)		30.1 (C)	32.2 (C)
33. SR 166/Duncan Memorial Highway & SR 5/Bill Arp Road	Single-Lane Roundabout	Northbound	194.3 (F)	8 (A)	Add Bypass lanes on northbound and southbound approaches	17.4 (C)	5.3 (A)
		Southbound	8.6 (A)	17.4 (C)		4.7 (A)	7 (A)
		Eastbound	17.3 (C)	7.8 (A)		16.9 (C)	7.7 (A)
		Westbound	6.5 (A)	9.7 (A)		7 (A)	9.6 (A)
		Overall	49.8 (E)	10.6 (B)		13.2 (B)	8 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	51.8 (F)	62.1 (F)	Install a single-lane roundabout	6.7 (A)	7.2 (A)
		Eastbound	-	-		19.8 (C)	6.8 (A)
		Westbound	-	-		5.7 (A)	10.3 (B)
		Overall	-	-		15.8 (C)	8.1 (A)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	97.1 (F)	59.6 (E)	DO-252B Widening Project – Modify Chapel Hill Rd to 4-lane facility	27.4 (C)	24.9 (C)
		Southbound	46 (D)	61.1 (E)		24.5 (C)	23.7 (C)
		Eastbound	31.3 (C)	33.7 (C)		33.4 (C)	34.2 (C)
		Westbound	96.6 (F)	70.9 (E)		34.8 (C)	39.5 (D)
		Overall	71 (E)	60.9 (E)		28.5 (C)	28.2 (C)
45: SR 92/SR 154 & SR 166/Duncan Memorial Highway	Multilane Roundabout	Northbound	4.9 (A)	9.1 (A)	Provide southbound bypass right turn lane and provide a northbound left/through lane	4.6 (A)	6.9 (A)
		Southbound	30 (D)	78 (F)		6.9 (A)	9.4 (A)
		Eastbound	140.9 (F)	18.8 (C)		21.9 (C)	10.6 (B)
		Overall	61.5 (F)	30.7 (D)		11.5 (B)	8.3 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	30.8 (C)	72.7 (E)	Provide a southbound right turn lane and northbound through lane	22 (C)	27.4 (C)
		Southbound	125.3 (F)	53.47 (D)		23.2 (C)	18.5 (B)
		Eastbound	24.7 (C)	35.8 (D)		34.4 (C)	41.6 (D)
		Westbound	38.5 (D)	43.4 (D)		44.7 (D)	48.4 (D)
		Overall	75.5 (E)	55.5 (E)		26.8 (C)	27.5 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	37.9 (D)	67.4 (E)	Add EB RT overlap phase, add NBL lane, reconfigure to two thru lanes in WB direction, add EB thru lane	33.7 (C)	33.3 (C)
		Southbound	57.3 (E)	62.2 (E)		45.4 (D)	43.4 (D)
		Eastbound	59.2 (E)	78 (E)		37.4 (D)	41.7 (D)
		Westbound	65 (E)	99.9 (F)		36 (D)	34.8 (C)
		Overall	51 (D)	73.6 (E)		37.4 (D)	37.2 (D)
69: SR 92/Campbellton-Fairburn Rd & DRWY D	Roundabout	Northbound	7.1 (A)	20.9 (C)	Add bypass lanes and receiving lanes at all approaches	2.0 (A)	2.7 (A)
		Southbound	74.5 (E)	28.0 (C)		20.3 (C)	10.2 (B)
		Eastbound	71.5 (E)	20.9 (C)		2.8 (A)	1.9 (A)
		Overall	49.0 (D)	23.3 (C)		11.4 (B)	5.4 (A)

FUTURE CONDITIONS – PHASE 5 (2034)

Future No Build Traffic Volumes (2034)

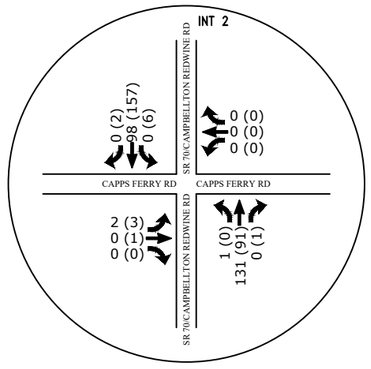
The future 2034 background traffic volumes were calculated by applying the annual exponential growth rate (1.4%) over seven years to the existing background traffic volumes and adding the trips generated from the adjacent DRI's. The future 2034 no-build traffic volumes are shown in **Figure 18**.

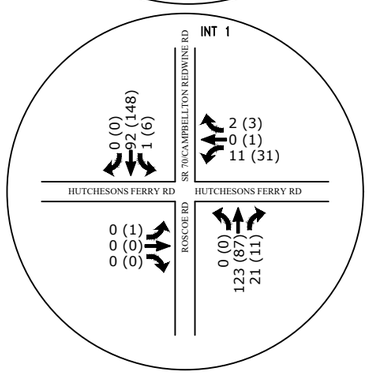
Future No Build Level of Service (2034)

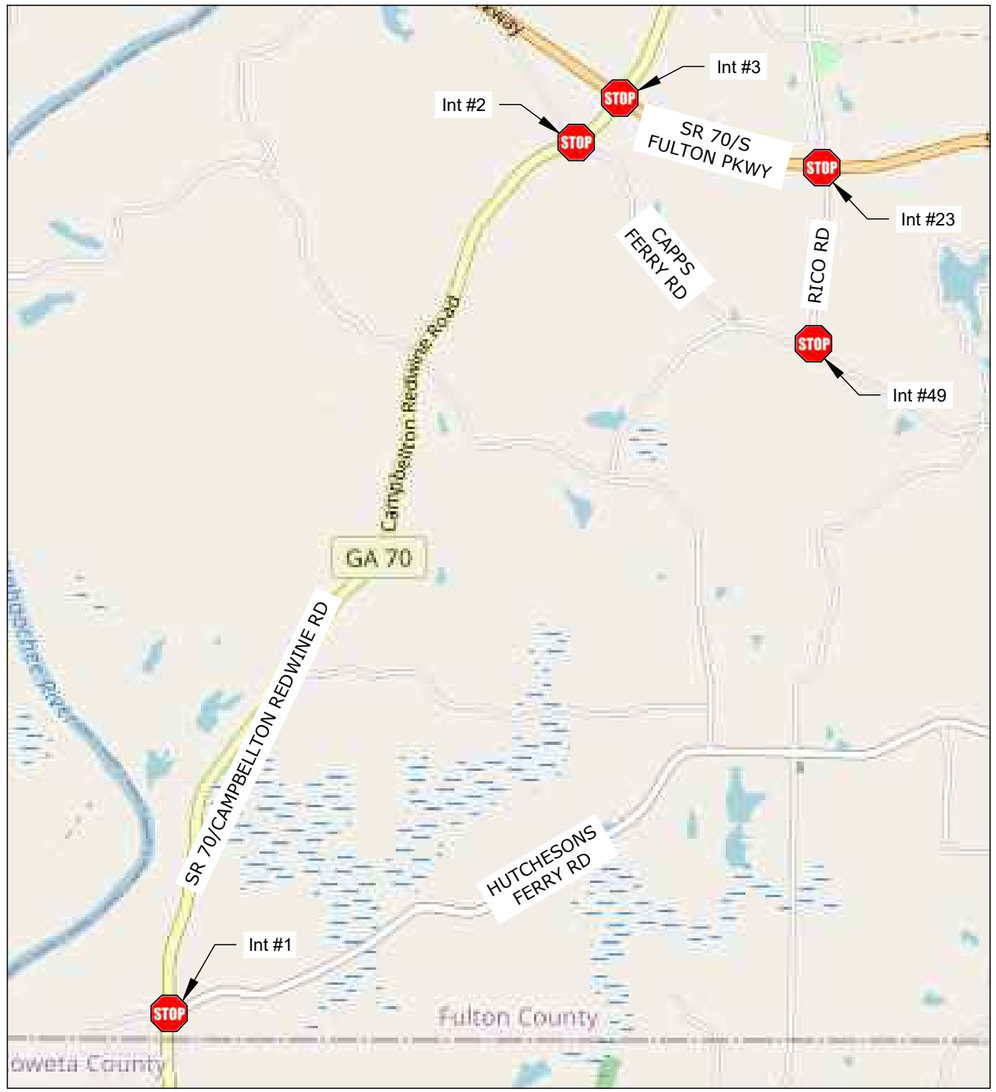
Like Phase 1,2, 3, and 4 no-build analysis, it was assumed that the existing intersection controls and roadway geometry would remain unchanged, including the cycle lengths. The same methodology discussed previously was used to determine the level of service for the study intersections using the future 2034 no-build traffic volumes. The intersection capacity analysis results for no-build Phase 5 (2034) are summarized in **Table 65** and detailed Synchro results are attached in **Appendix E**.

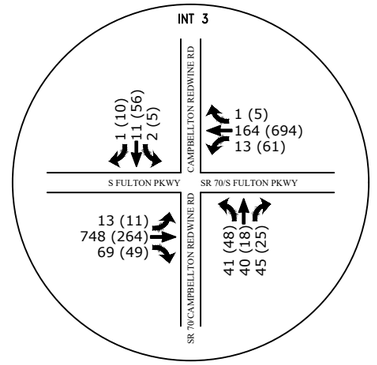
Table 65: Future No-Build Phase 5 (2034) Level of Service								
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)	LOS	LOS	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0.0	10.3	A	B	0 (A)	10.3 (B)
		Westbound	10.0	10.4	A	B	10 (A)	10.4 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	10.4	10.8	B	B	10.4 (B)	10.8 (B)
		Westbound	0.0	0.0	A	A	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	TWSC	Northbound					40.3 (E)	84.1 (F)
		Southbound					23.9 (C)	43.3 (E)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	8.7	8.6	A	A	8.7 (A)	8.6 (A)
		Southbound	0.0	9.8	A	A	0 (A)	9.8 (A)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	8.6	8.8	A	A	8.6 (A)	8.8 (A)
		Southbound	0.0	0.0	A	A	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	AWSC	Northbound	8.3	8.1	A	A	8.3 (A)	8.1 (A)
		Southbound	8.1	8.2	A	A	8.1 (A)	8.2 (A)
		Eastbound	8.9	8.6	A	A	8.9 (A)	8.6 (A)
		Westbound	8.4	8.7	A	A	8.4 (A)	8.7 (A)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	TWSC	Eastbound	34.2	45.4	D	E	34.2 (D)	45.4 (E)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound					60.2 (E)	93.8 (F)
		Southbound					56.6 (E)	35.5 (D)
		Eastbound					94.9 (F)	69.2 (E)
		Westbound					43.9 (D)	59.3 (E)
		Overall					65.2 (E)	65.8 (E)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	82.0	22.5	F	C	82 (F)	22.5 (C)
		Southbound	12.5	98.8	B	F	12.5 (B)	98.8 (F)
		Eastbound	24.5	21.4	C	C	24.5 (C)	21.4 (C)
		Westbound	21.4	20.9	C	C	21.4 (C)	20.9 (C)
		Overall	50.5	71.6	D	E	50.5 (D)	71.6 (E)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound					38.5 (D)	59.6 (E)
		Southbound					36 (D)	37.2 (D)
		Eastbound					57 (E)	86.3 (F)
		Westbound					52.6 (D)	95.1 (F)
		Overall					45.2 (D)	63.9 (E)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	25.7	35.6	C	D	25.8 (C)	29.1 (C)
		Southbound	25.8	29.1	C	C	19.7 (B)	32.6 (C)
		Eastbound	19.7	32.6	B	C	35.9 (D)	35.6 (D)
		Westbound	35.9	35.6	D	D	47.6 (D)	59.3 (E)
		Overall	47.6	59.3	D	E	25.7 (C)	35.6 (D)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.5	4.7	A	A	32.6 (C)	30.1 (C)
		Southbound	32.6	30.1	C	C	34.1 (C)	31.6 (C)
		Eastbound	34.1	31.6	C	C	8.4 (A)	7.7 (A)
		Westbound	8.4	7.7	A	A	0.8 (A)	1 (A)
		Overall	0.8	1.0	A	A	5.5 (A)	4.7 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound					91.7 (F)	55.9 (E)
		Southbound					30.9 (C)	41.3 (D)
		Eastbound					33.9 (C)	27.8 (C)
		Westbound					34.8 (C)	24.8 (C)
		Overall					44.6 (D)	36.1 (D)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound					127.6 (F)	149.6 (F)
		Southbound					31.5 (C)	19.5 (B)
		Eastbound					46.4 (D)	77.4 (E)
		Westbound					26 (C)	76.5 (E)
		Overall					48.2 (D)	79.7 (E)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	12.6	8.3	B	A	17.2 (B)	11 (B)
		Eastbound	17.2	11.0	B	B	1.5 (A)	1 (A)
		Westbound	1.5	1.0	A	A	59.5 (E)	35.9 (D)
		Overall	59.5	35.9	E	D	12.6 (B)	8.3 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	5.9	21.4	A	C	3.8 (A)	23.5 (C)
		Southbound	3.8	23.5	A	C	2.9 (A)	15.8 (B)
		Eastbound	2.9	15.8	A	B	86.1 (F)	30.2 (C)
		Westbound	86.1	30.2	F	C	89.7 (F)	28.5 (C)
		Overall	89.7	28.5	F	C	5.9 (A)	21.4 (C)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	2.3	8.2	A	A	1.8 (A)	8.4 (A)
		Southbound	1.8	8.4	A	A	1.5 (A)	6.5 (A)
		Eastbound	1.5	6.5	A	A	46 (D)	32.7 (C)
		Westbound	46.0	32.7	D	C	44.9 (D)	30.2 (C)
		Overall	44.9	30.2	D	C	2.3 (A)	8.2 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	3.8	23.1	A	C	5.4 (A)	17.7 (B)
		Southbound	5.4	17.7	A	B	0.5 (A)	30.8 (C)
		Eastbound	0.5	30.8	A	C	43.3 (D)	32.5 (C)
		Westbound	43.3	32.5	D	C	47.1 (D)	35.1 (D)
		Overall	47.1	35.1	D	D	3.8 (A)	23.1 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.4	17.3	A	B	7 (A)	21.2 (C)
		Southbound	7.0	21.2	A	C	2.8 (A)	7 (A)
		Eastbound	2.8	7.0	A	A	59.9 (E)	39.4 (D)
		Westbound	59.9	39.4	E	D	56.9 (E)	34.6 (C)
		Overall	56.9	34.6	E	C	5.4 (A)	17.3 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	7.3	6.7	A	A	1.9 (A)	3.4 (A)
		Southbound	1.9	3.4	A	A	11.5 (B)	9.8 (A)
		Eastbound	11.5	9.8	B	A	30.9 (C)	31.1 (C)
		Westbound	30.9	31.1	C	C	34.3 (C)	38 (D)
		Overall	34.3	38.0	C	D	7.3 (A)	6.7 (A)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	7.4	17.0	A	B	6.6 (A)	20.3 (C)
		Southbound	6.6	20.3	A	C	3.6 (A)	10.3 (B)
		Eastbound	3.6	10.3	A	B	44.7 (D)	38.3 (D)
		Overall	44.7	38.3	D	D	7.4 (A)	17 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	21.1	17.6	C	B	10.3 (B)	8.4 (A)
		Southbound	10.3	8.4	B	A	14.9 (B)	21.7 (C)
		Westbound	14.9	21.7	B	C	34.5 (C)	37.2 (D)
		Overall	34.5	37.2	C	D	21.1 (C)	17.6 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	21.7	60.1	C	F	21.7 (C)	60.1 (F)
		Southbound	19.0	22.2	C	C	19 (C)	22.2 (C)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	310.7	1530.7	F	F	310.7 (F)	1530.7 (F)
		Southbound	70.5	124.3	F	F	70.5 (F)	124.3 (F)
25: SR 70/S Fulton Pkwy & Rivertown Rd	TWSC	Northbound	+	+	F	F	+ (F)	+ (F)
		Southbound	+	+	F	F	+ (F)	+ (F)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound	64.5	44.6	E	D	64.5 (E)	44.6 (D)
		Southbound	33.6	33.2	C	C	33.6 (C)	33.2 (C)
		Eastbound	64.6	50.4	E	D	64.6 (E)	50.4 (D)
		Westbound	47.7	67.6	D	E	47.7 (D)	67.6 (E)
		Overall	56.1	52.7	E	D	56.1 (E)	52.7 (D)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	591.3	269.3	F	F	591.3 (F)	269.3 (F)
		Southbound	102.9	75.7	F	E	102.9 (F)	75.7 (E)
		Eastbound	32.0	32.3	C	C	32 (C)	32.3 (C)
		Westbound	41.8	118.4	D	F	41.8 (D)	118.4 (F)
		Overall	156.9	127.4	F	F	156.9 (F)	127.4 (F)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound	54.1	41.6	D	D	54.1 (D)	41.6 (D)
		Southbound	41.9	36.5	D	D	41.9 (D)	36.5 (D)
		Eastbound	52.0	70.1	D	E	52 (D)	70.1 (E)
		Westbound	95.1	237.0	F	F	95.1 (F)	237 (F)
		Overall	59.4	107.5	E	F	59.4 (E)	107.5 (F)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound	67.9	72.3	E	E	67.9 (E)	72.3 (E)
		Southbound	501.2	416.8	F	F	501.2 (F)	416.8 (F)
		Eastbound	30.3	28.3	C	C	30.3 (C)	28.3 (C)
		Westbound	16.8	20.0	B	B	16.8 (B)	20 (B)
		Overall	114.5	83.6	F	F	114.5 (F)	83.6 (F)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	50.5	57.2	D	E	50.5 (D)	57.2 (E)
		Southbound	61.8	62.7	E	E	61.8 (E)	62.7 (E)
		Eastbound	34.9	29.1	C	C	34.9 (C)	29.1 (C)
		Westbound	20.8	42.0	C	D	20.8 (C)	42 (D)
		Overall	33.0	39.3	C	D	33 (C)	39.3 (D)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	TWSC	Eastbound	22.9	36.8	C	E	22.9 (C)	36.8 (E)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	TWSC	Eastbound	18.1	378.1	C	F	18.1 (C)	378.1 (F)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound	224.8	8.1	F	A	224.8 (F)	8.1 (A)
		Southbound	8.8	18.3	A	C	8.8 (A)	18.3 (C)
		Eastbound	18.3	7.9	C	A	18.3 (C)	7.9 (A)
		Westbound	6.5	9.9	A	A	6.5 (A)	9.9 (A)
		Overall	56.4	10.9	F	B	56.4 (F)	10.9 (B)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	55.9	68.6	F	F	55.9 (F)	68.6 (F)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	14.8	13.8	B	B	14.8 (B)	13.8 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	TWSC	Southbound	305.3	253.2	F	F	305.3 (F)	253.2 (F)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound					65.2 (E)	46 (D)
		Southbound					40.4 (D)	48.8 (D)
		Eastbound					31.4 (C)	33.7 (C)
		Westbound					75.1 (E)	50.6 (D)
		Overall					53.9 (D)	47.2 (D)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound					42.1 (D)	27 (C)
		Southbound					57.1 (E)	27.1 (C)
		Eastbound					65.2 (E)	82.9 (F)
		Westbound					44.9 (D)	67.3 (E)

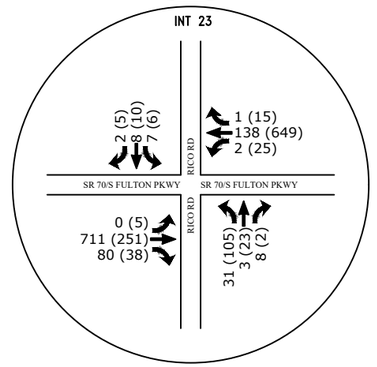
		Overall					50.9 (D)	39.9 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	11.3	18.4	B	C	11.3 (B)	18.4 (C)
		Northbound	8.5	30.0	A	D	8.5 (A)	30 (D)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound	293.6	504.2	F	F	101.9 (F)	22.9 (C)
		Southbound	41.5	437.3	D	F	13 (B)	110.4 (F)
		Eastbound	3.9	2.6	A	A	24.6 (C)	21.5 (C)
		Westbound	1.8	4.0	A	A	21.4 (C)	21.1 (C)
		Overall	51.3	142.8	D	F	61.3 (E)	79.3 (E)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound	16.7	17.9	B	B	16.7 (B)	17.9 (B)
		Southbound	68.6	44.6	E	D	68.6 (E)	44.7 (D)
		Eastbound	55.5	69.1	E	E	55.5 (E)	68.8 (E)
		Westbound	55.0	174.9	D	F	55.0 (D)	174.1 (F)
		Overall	60.0	90.8	E	F	60.0 (E)	90.4 (F)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Eastbound	+	+	F	F	+ (F)	+ (F)
		Westbound	+	+	F	F	+ (F)	+ (F)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound	58.3	26.8	F	D	58.3 (F)	26.8 (D)
		Westbound	50.1	74.9	F	F	50.1 (F)	74.9 (F)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	8.9	9.0	A	A	8.9 (A)	9 (A)
		Southbound	7.3	10.4	A	B	7.3 (A)	10.4 (B)
		Eastbound	6.7	7.4	A	A	6.7 (A)	7.4 (A)
		Westbound	6.6	6.1	A	A	6.6 (A)	6.1 (A)
		Overall	7.9	9.4	A	A	7.9 (A)	9.4 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound					4.3 (A)	8.1 (A)
		Southbound					22.8 (C)	30.1 (D)
		Eastbound					87.7 (F)	14.6 (B)
		Overall					42.2 (E)	15.7 (C)
46: SR 92/Old Lower River Rd & SR 154/FAIRBURN RD/SR 92/Fairburn Rd	Signalized	Northbound			A	A	31.1 (C)	76.8 (E)
		Southbound			A	A	132.1 (F)	38 (D)
		Eastbound			A	A	22.4 (C)	32.8 (C)
		Westbound			A	A	38.8 (D)	45.1 (D)
		Overall			A	A	78.9 (E)	50.3 (D)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound			A	A	34 (C)	127.7 (F)
		Southbound			A	A	72.2 (E)	19.4 (B)
		Westbound			A	A	56.6 (E)	243.6 (F)
		Overall			A	A	61.6 (E)	89.3 (F)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound	53.0	31.7	D	C	53 (D)	31.7 (C)
		Southbound	75.6	204.5	E	F	75.6 (E)	204.5 (F)
		Eastbound	385.2	535.0	F	F	385.2 (F)	535 (F)
		Westbound	32.9	54.2	C	D	32.9 (C)	54.2 (D)
		Overall	147.6	147.9	F	F	147.6 (F)	147.9 (F)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0.0	0.0	A	A	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	11.7	0.0	B	A	11.7 (B)	0 (A)
		Southbound	14.3	17.4	B	C	14.3 (B)	17.4 (C)
51: Hutchesons Ferry Rd & Cochran Mill Rd	TWSC	Southbound	900.7	1230.9	F	F	900.7 (F)	1230.9 (F)
52: Cochran Mill Rd & Wilkerson Mill Rd	TWSC	Westbound	1742.0	2271.5	F	F	1742 (F)	2271.5 (F)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	7.4	7.5	A	A	7.4 (A)	7.5 (A)
		Southbound	8.4	7.7	A	A	8.4 (A)	7.7 (A)
		Eastbound	7.5	7.2	A	A	7.5 (A)	7.2 (A)
		Westbound	7.5	7.3	A	A	7.5 (A)	7.3 (A)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	17.2	14.3	B	B	35.2 (D)	31.6 (C)
		Southbound	35.2	31.6	D	C	36.9 (D)	25.5 (C)
		Eastbound	36.9	25.5	D	C	16.7 (B)	9.1 (A)
		Westbound	16.7	9.1	B	A	10.5 (B)	13.3 (B)
		Overall	10.5	13.3	B	B	17.2 (B)	14.3 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	42.4	26.9	D	C	45 (D)	26.5 (C)
		Southbound	45.0	26.5	D	C	54.5 (D)	40.7 (D)
		Eastbound	54.5	40.7	D	D	47.4 (D)	29.5 (C)
		Westbound	47.4	29.5	D	C	27.1 (C)	16.9 (B)
		Overall	27.1	16.9	C	B	42.4 (D)	26.9 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound					35 (C)	60.6 (E)
		Southbound					48 (D)	68.2 (E)
		Eastbound					60 (E)	74.2 (E)
		Westbound					66.8 (E)	93.8 (F)
		Overall					48.1 (D)	69.9 (E)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	29.6	25.6	C	C	718.6 (F)	374.4 (F)
		Southbound	45.2	46.8	D	D	296 (F)	293.3 (F)
		Eastbound	31.3	40.6	C	D	24.1 (C)	21 (C)
		Westbound	24.1	21.0	C	C	29.6 (C)	24.9 (C)
		Overall	29.6	24.9	C	C	138.1 (F)	63.6 (E)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	11.8	10.9	B	B	7.6 (A)	8.8 (A)
		Southbound	7.6	8.8	A	A	14.8 (B)	12.3 (B)
		Eastbound	14.8	12.3	B	B	36 (D)	41.3 (D)
		Overall	36.0	41.3	D	D	11.8 (B)	10.9 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	37.8	45.3	D	D	38.9 (D)	56.1 (E)
		Southbound	38.9	51.1	D	D	38.8 (D)	38.4 (D)
		Eastbound	38.8	45.8	D	D	41.8 (D)	44.1 (D)
		Westbound	35.5	41.0	D	D	24.7 (C)	77 (E)
		Overall	24.2	51.1	C	D	38.7 (D)	49.5 (D)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	7.4	6.2	A	A	6.2 (A)	5.3 (A)
		Southbound	9.6	15.5	A	C	7.7 (A)	10.5 (B)
		Eastbound	14.6	23.6	B	C	10.9 (B)	14.2 (B)
		Westbound	13.1	18.8	B	C	10.2 (B)	13.1 (B)
		Overall	11.1	16.4	B	C	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	19.8	17.2	B	B	47.4 (D)	43.3 (D)
		Southbound	47.4	43.3	D	D	0 (A)	0 (A)
		Eastbound	0.0	0.0	A	A	20.3 (C)	20.5 (C)
		Westbound	20.3	20.5	C	C	6.7 (A)	6.4 (A)
		Overall	6.7	6.4	A	A	19.8 (B)	17.2 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	7.1	8.0	A	A	7.1 (A)	8 (A)
		Southbound	16.8	12.5	C	B	16.8 (C)	12.5 (B)
		Eastbound	11.1	10.0	B	B	11.1 (B)	10 (B)
		Westbound	9.1	15.9	A	C	9.1 (A)	15.9 (C)
		Overall	12.0	11.0	B	B	12 (B)	11 (B)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	6.0	6.4	A	A	6 (A)	6.4 (A)
		Southbound	6.7	6.0	A	A	6.7 (A)	6 (A)
		Eastbound	7.8	7.0	A	A	7.8 (A)	7 (A)
		Westbound	9.4	11.0	A	B	9.4 (A)	11 (B)
		Overall	6.5	6.6	A	A	6.5 (A)	6.6 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	17.1	11.6	C	B	17.1 (C)	11.6 (B)
65: W Stubbs Rd & Butner Rd	Roundabout	Northbound					22.4 (C)	26.5 (D)
		Southbound					147.7 (F)	76.6 (F)
		Eastbound					64.3 (F)	22 (C)
		Westbound					22.4 (C)	169.7 (F)

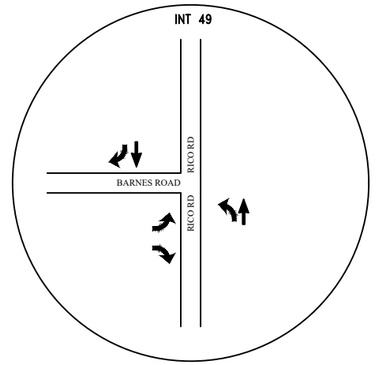












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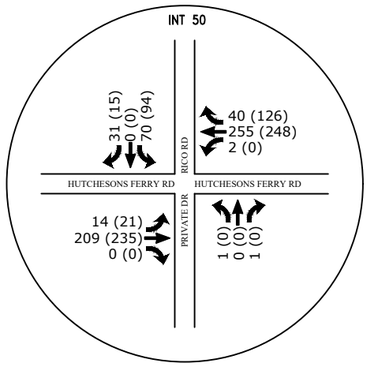
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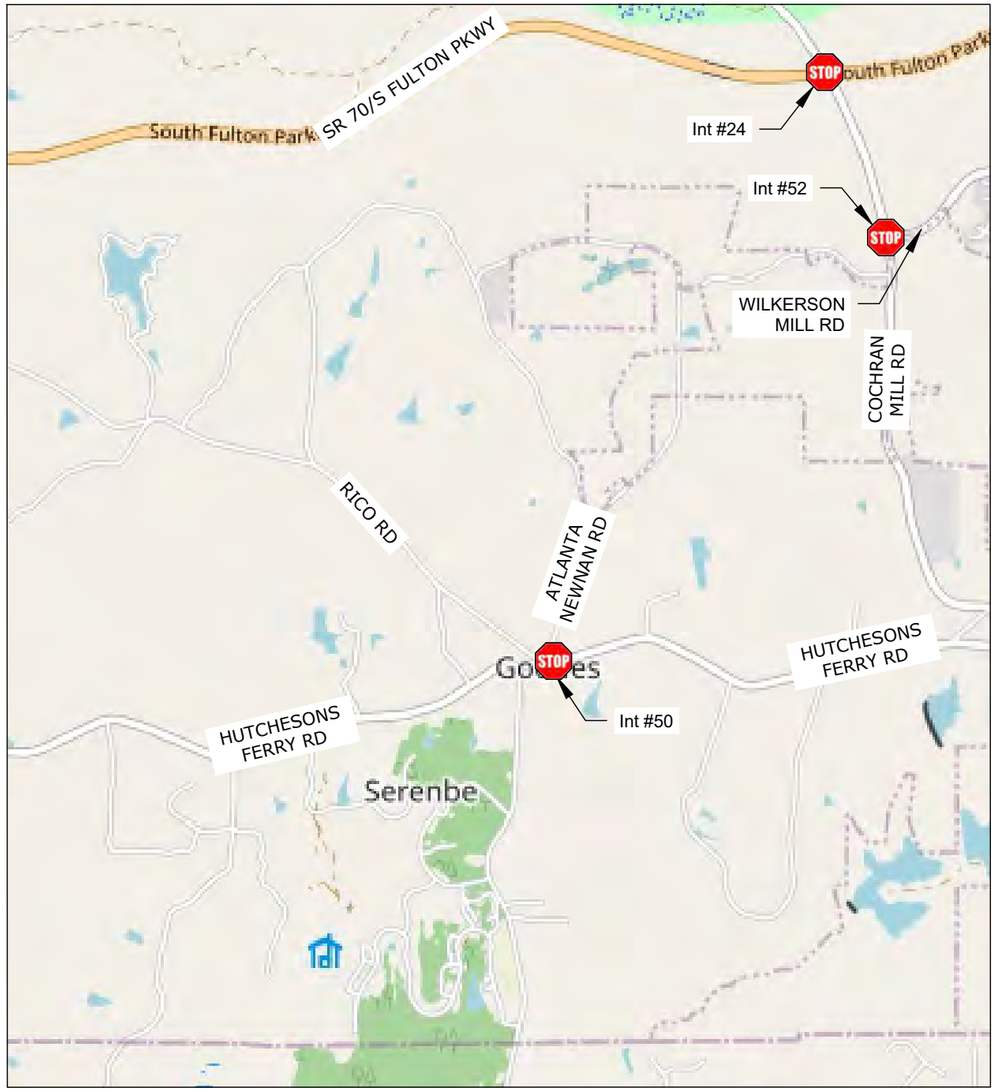
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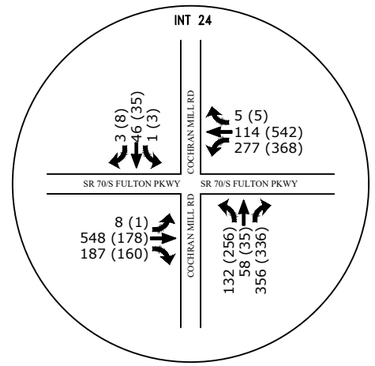
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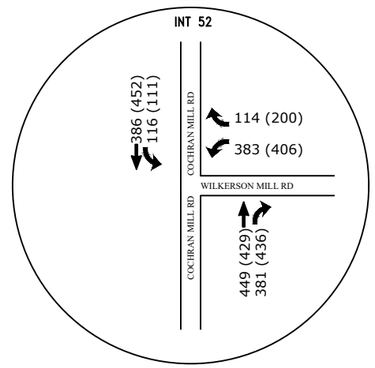
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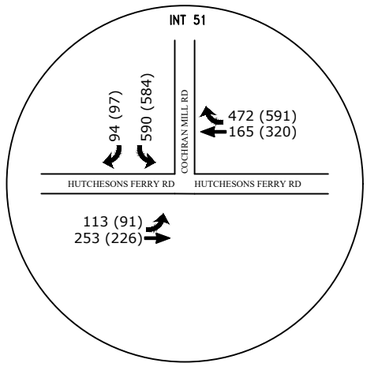
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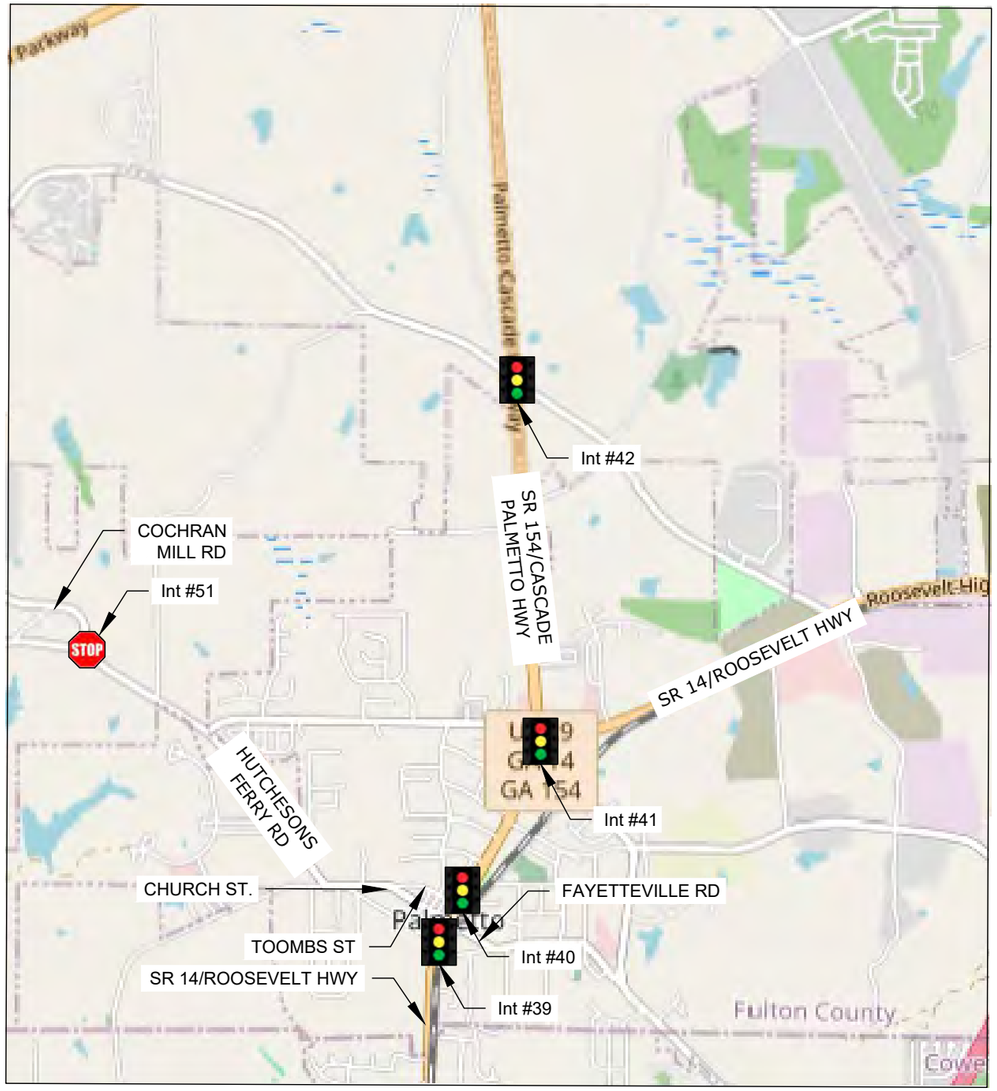
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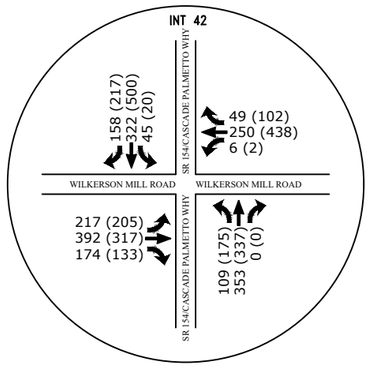
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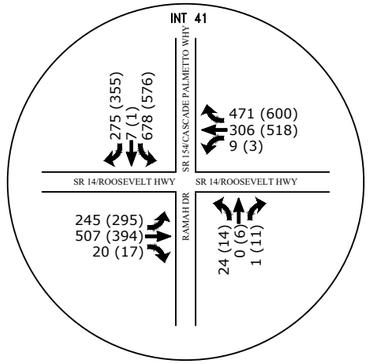
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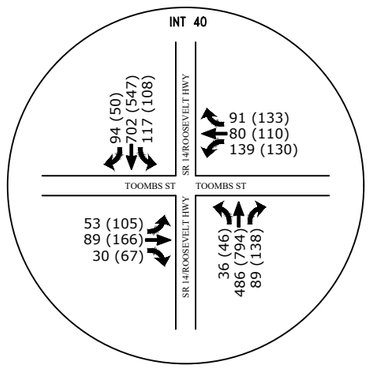
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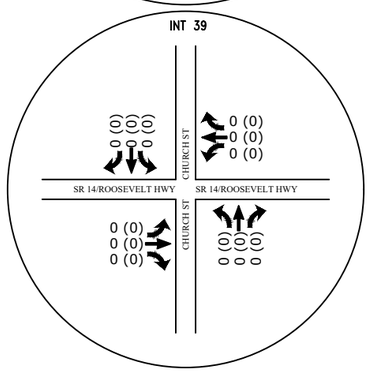












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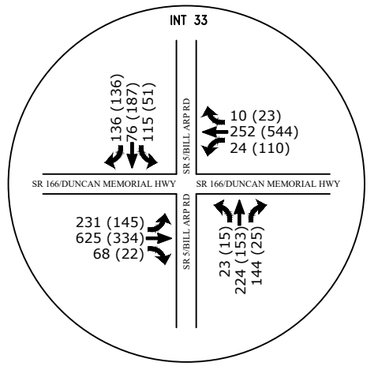
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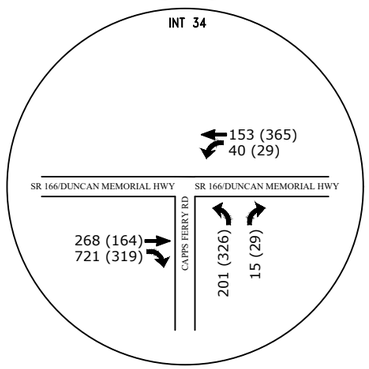
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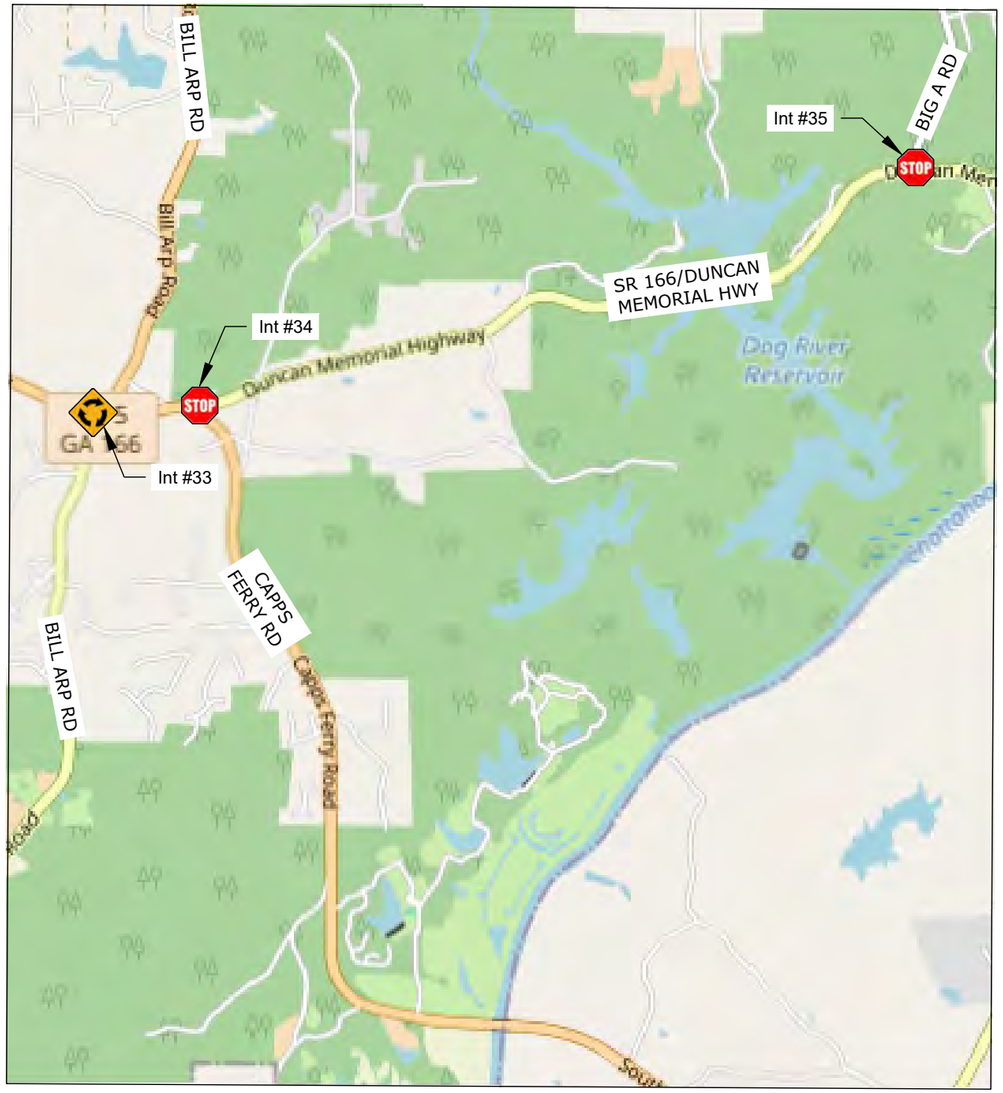
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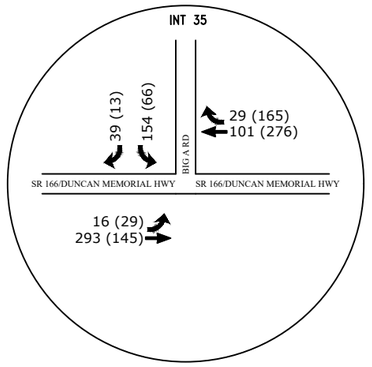
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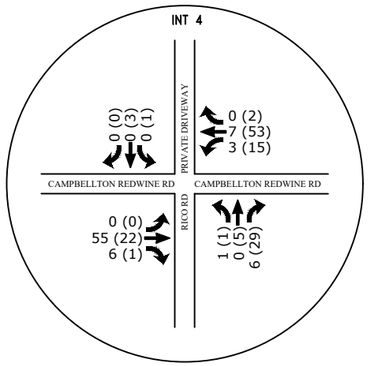
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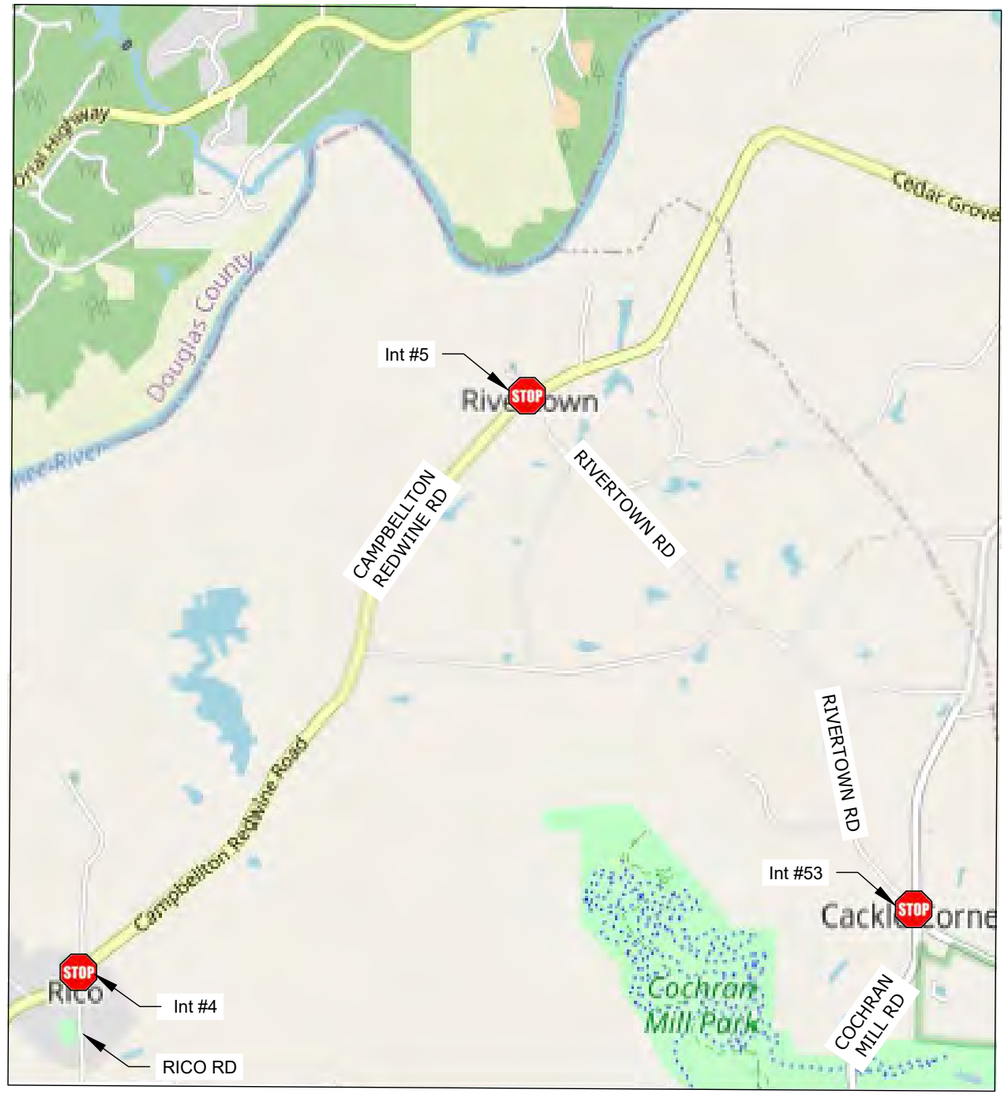
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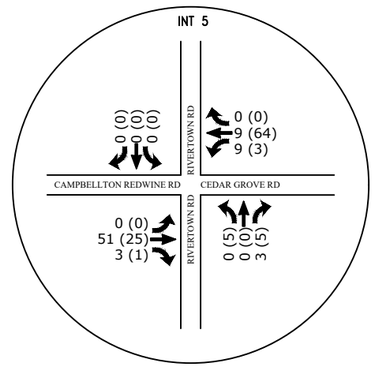
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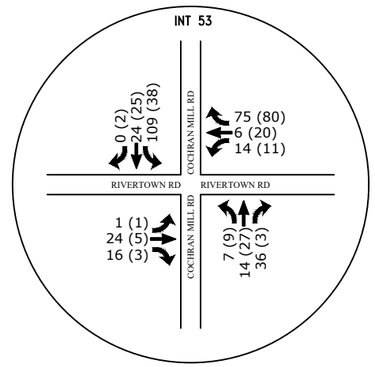
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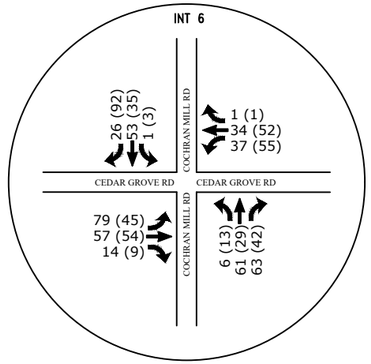
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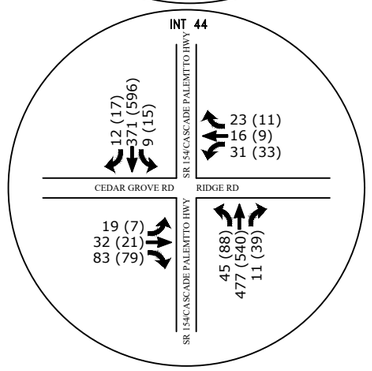
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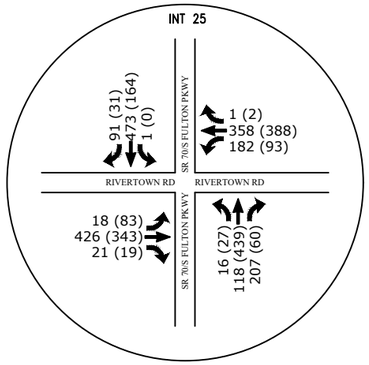
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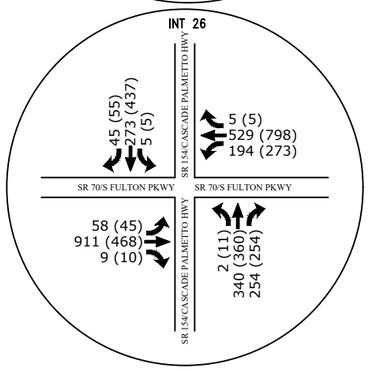
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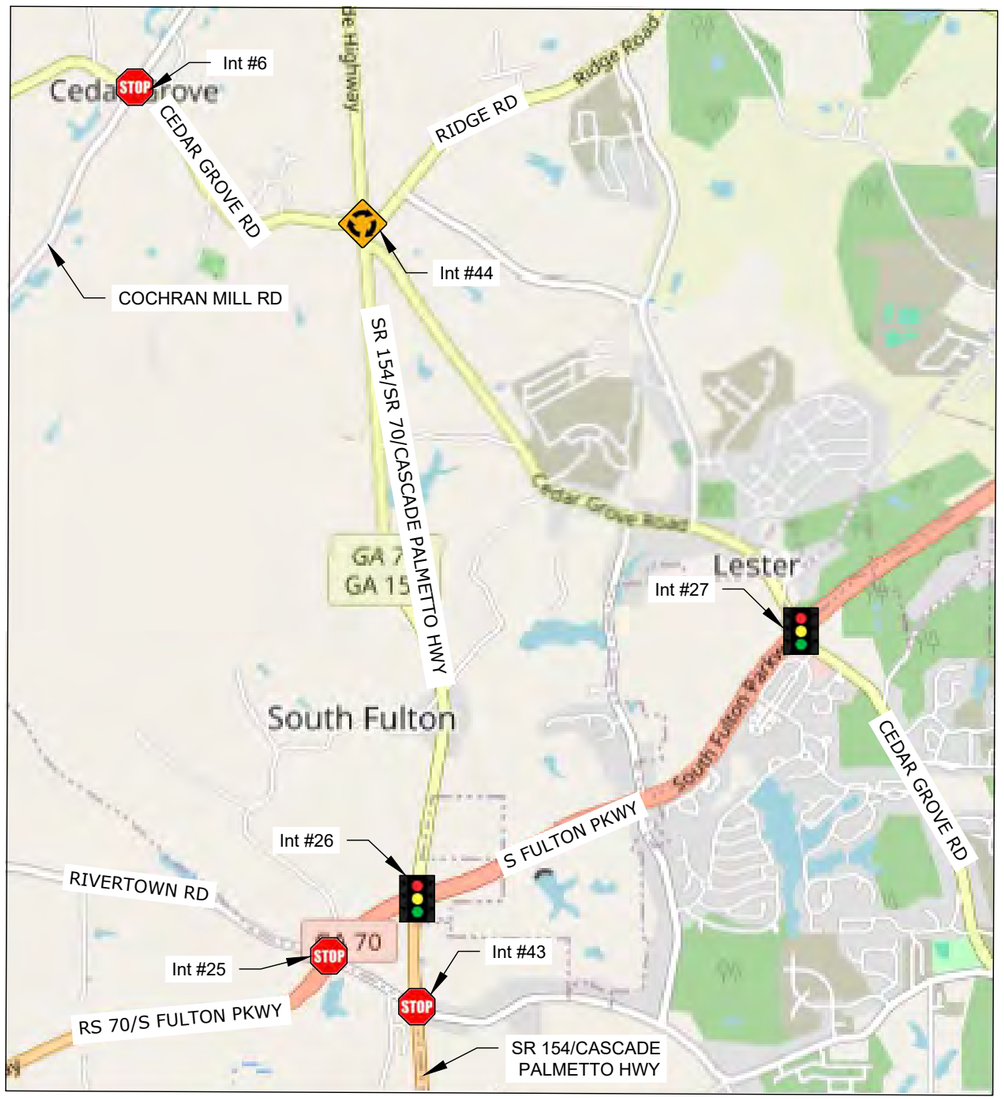
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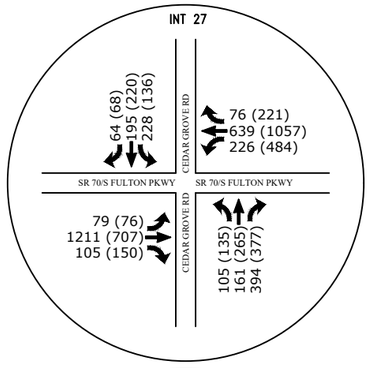


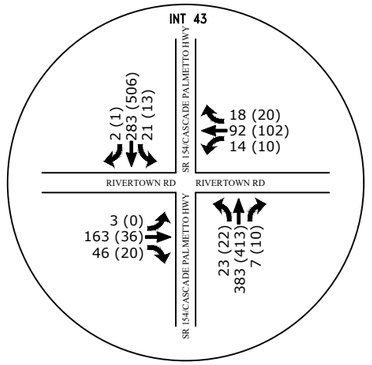












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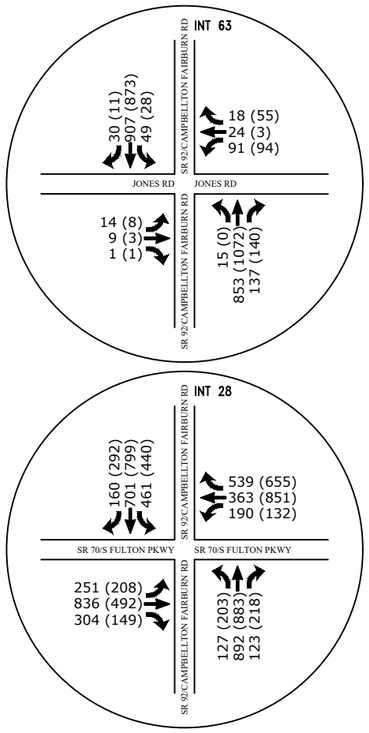
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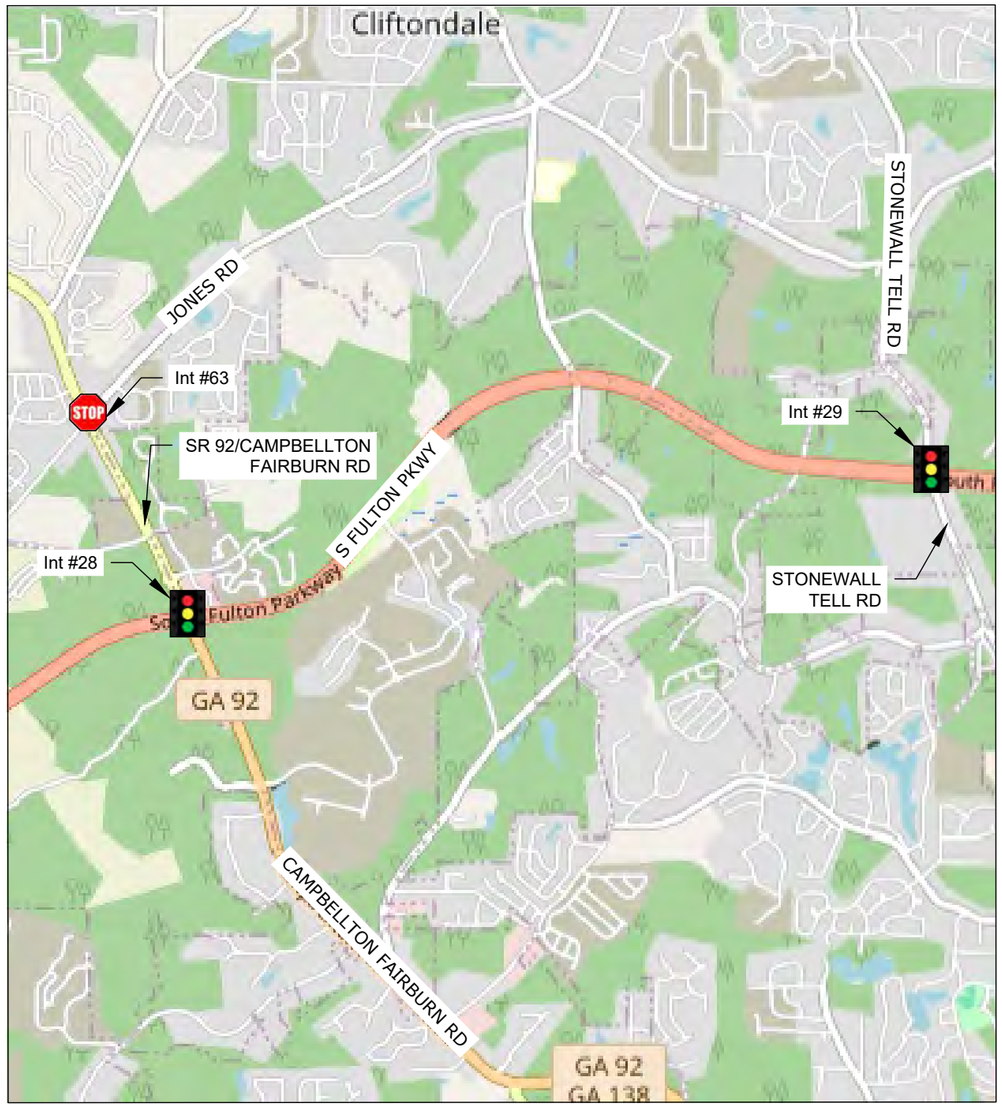
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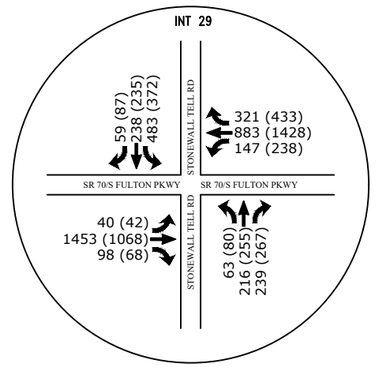
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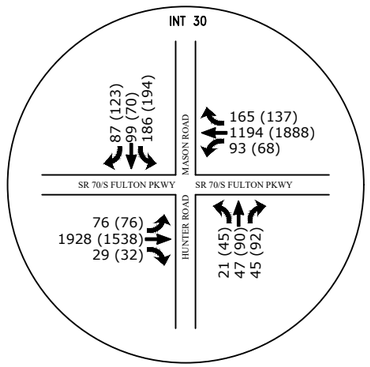
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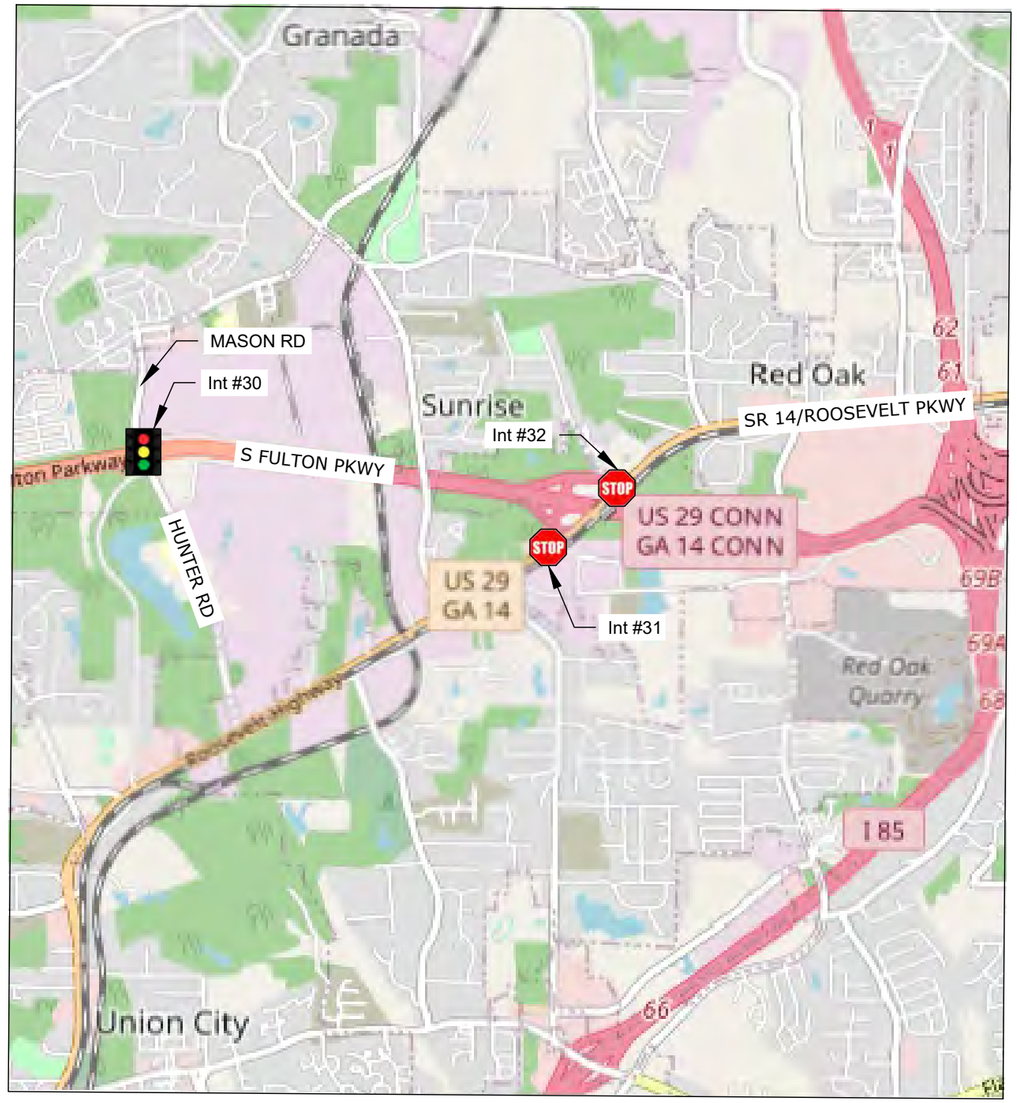
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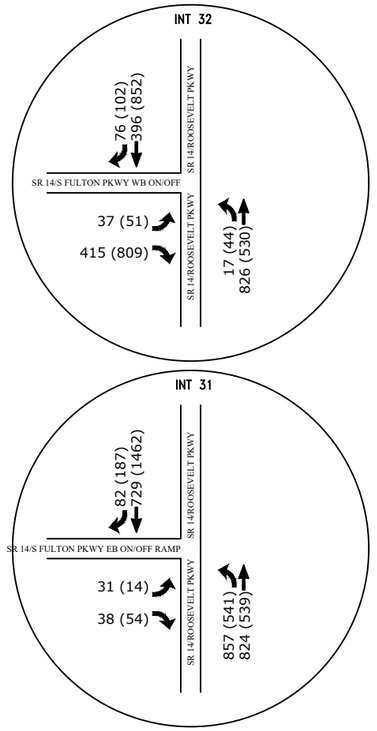
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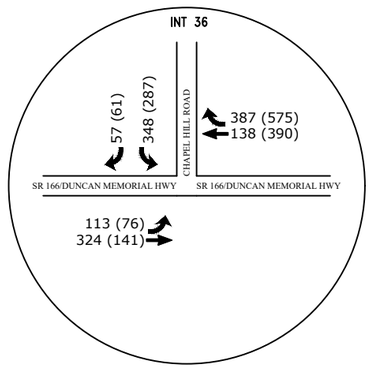
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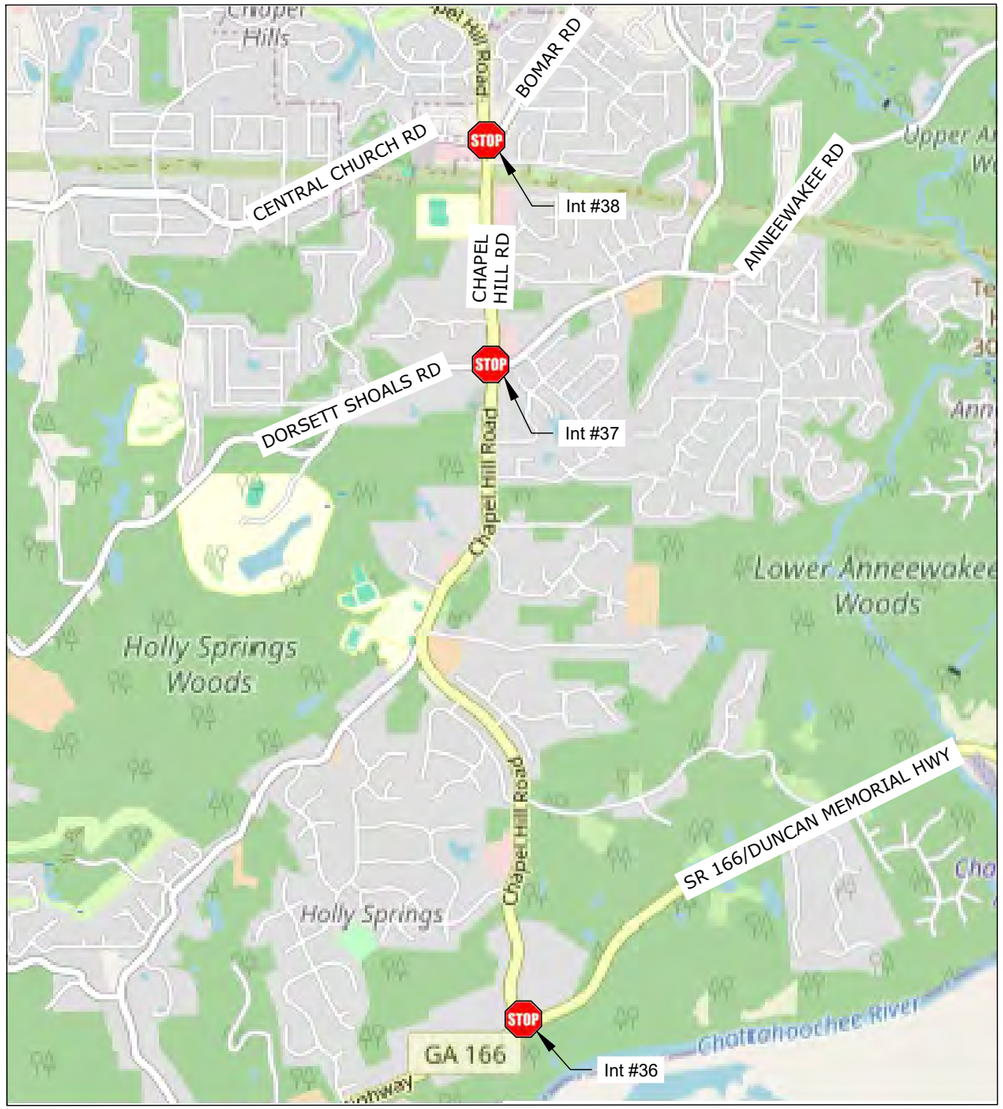
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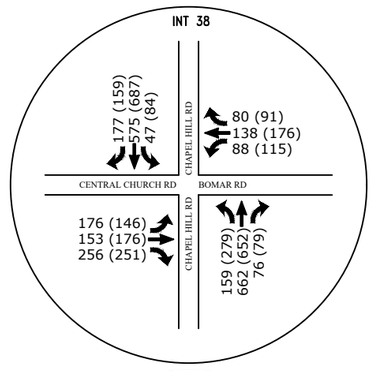
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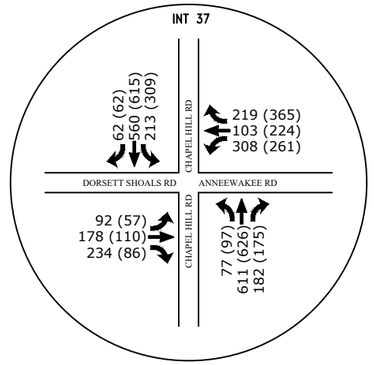
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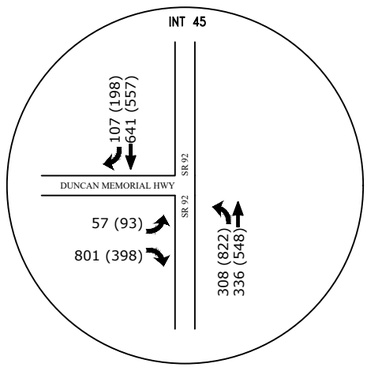
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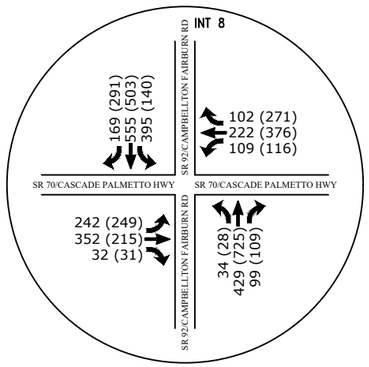
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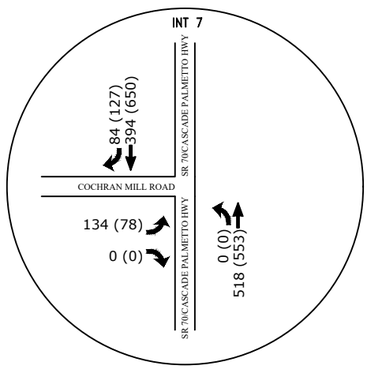
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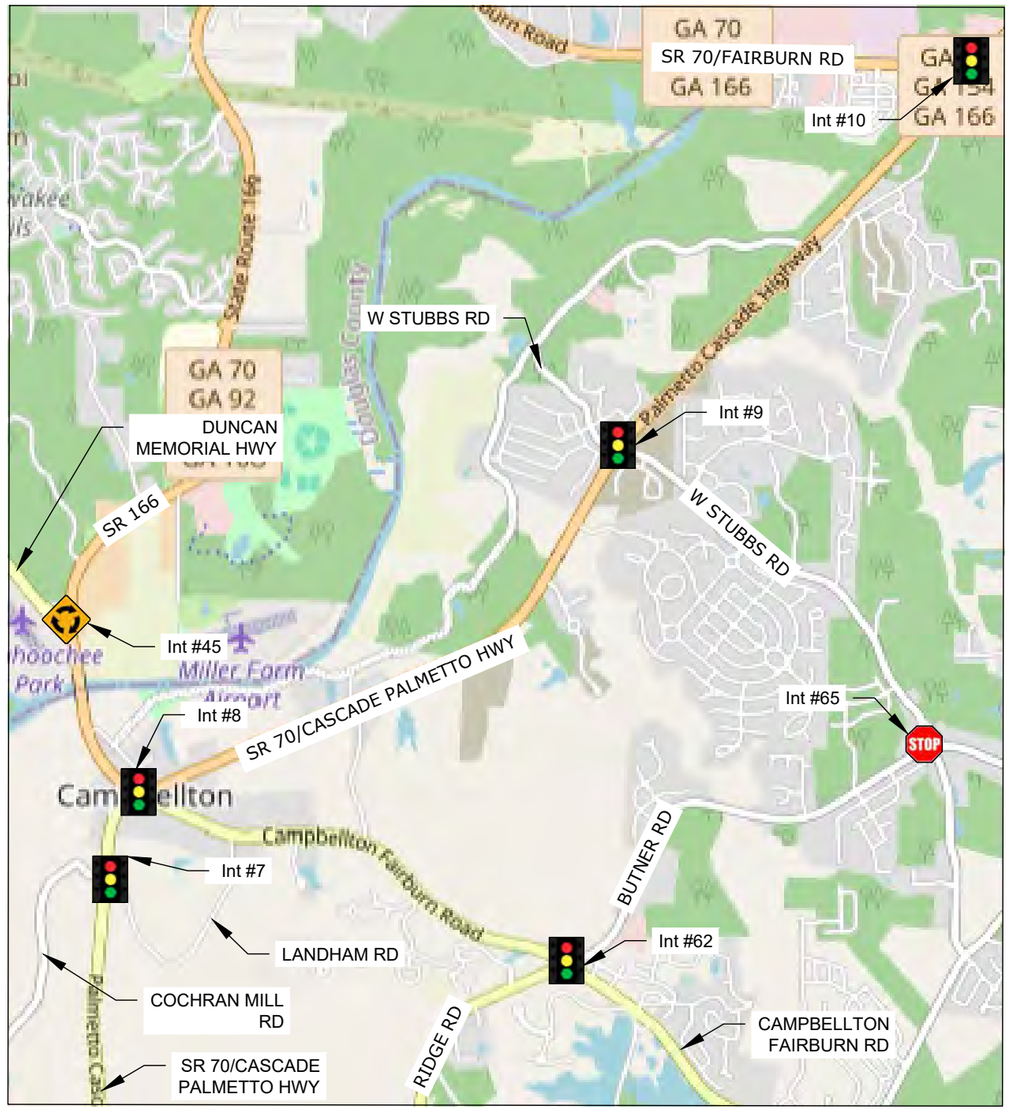
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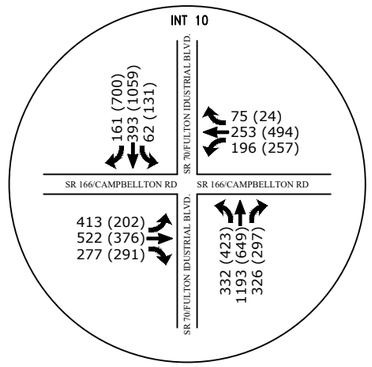
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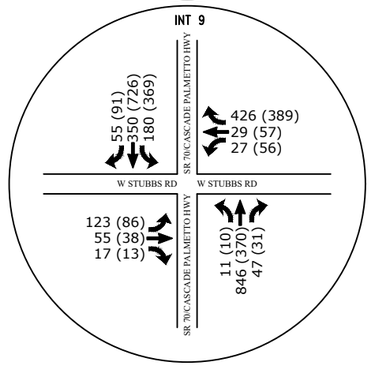


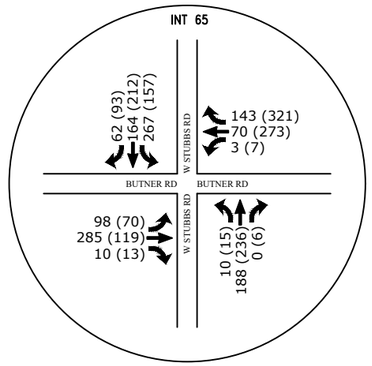


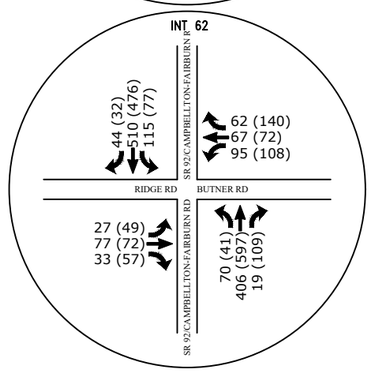












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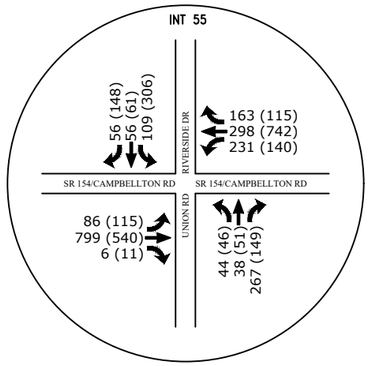
FIGURE 9: PHASE 5 NO BUILD PEAK HOUR VOLUMES (2035)

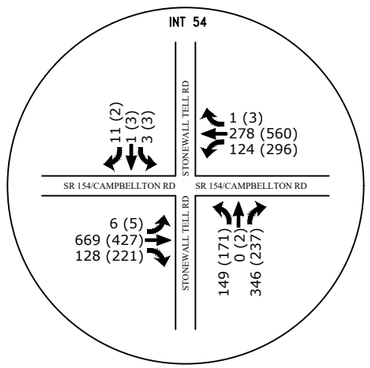
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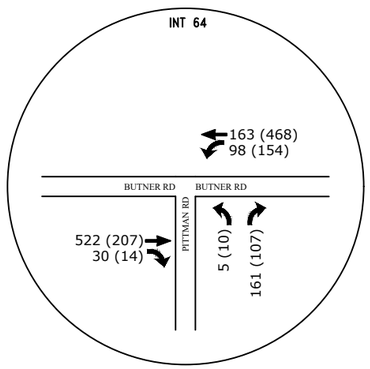
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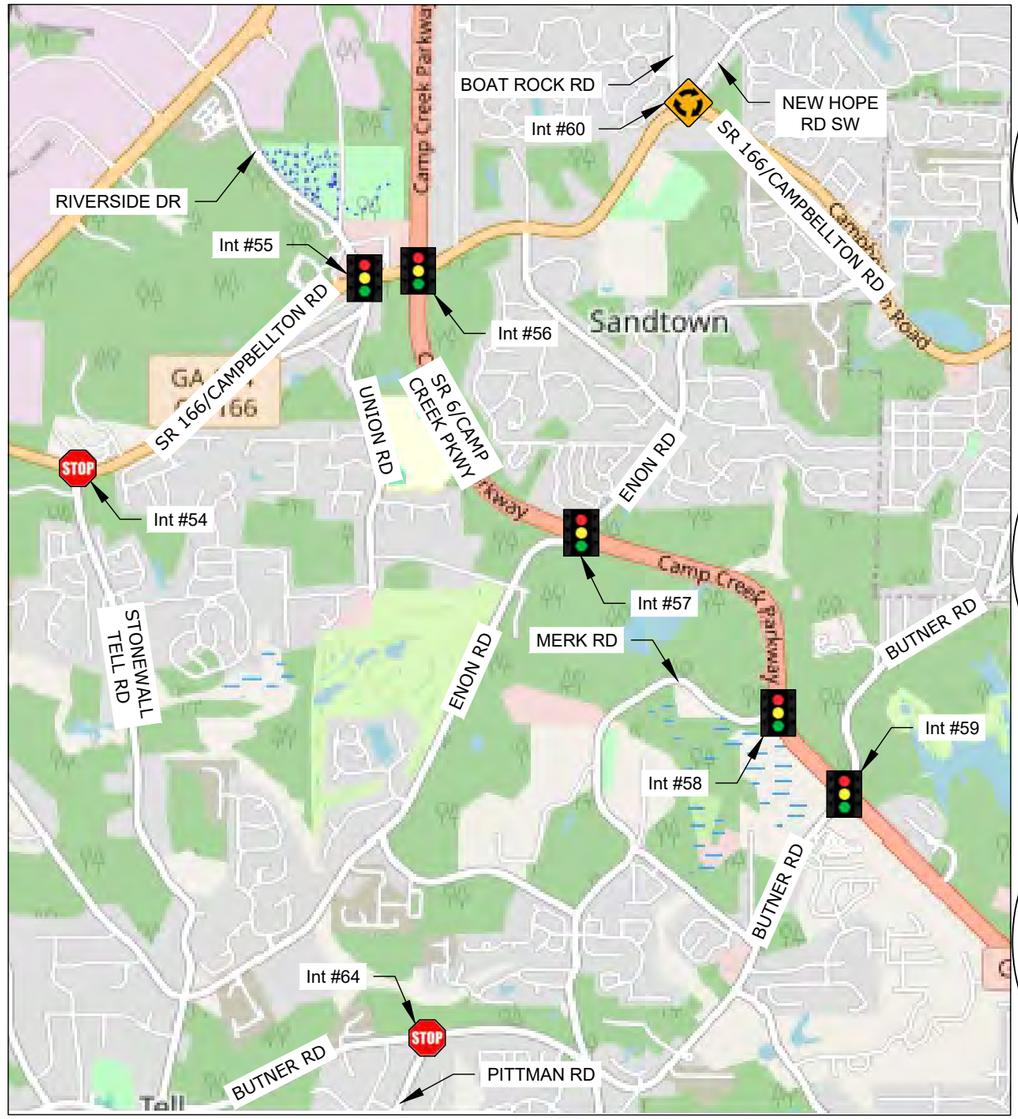
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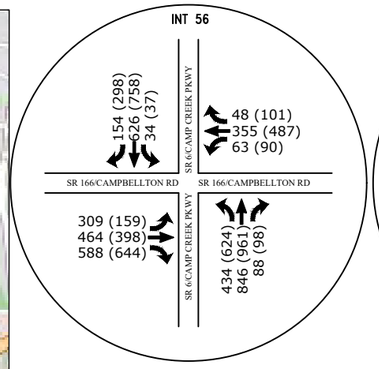
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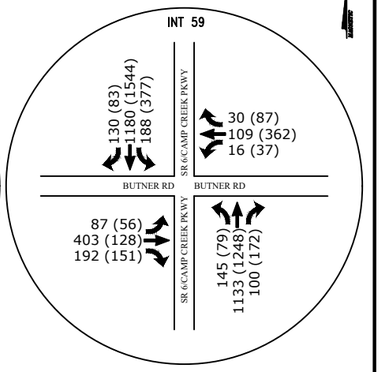


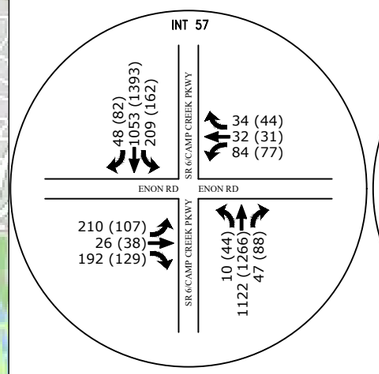


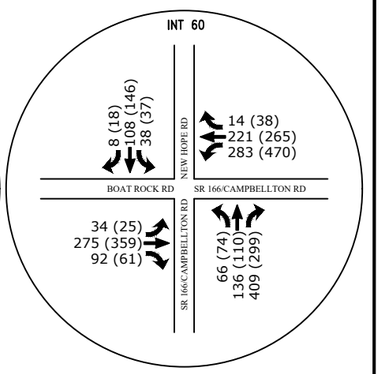


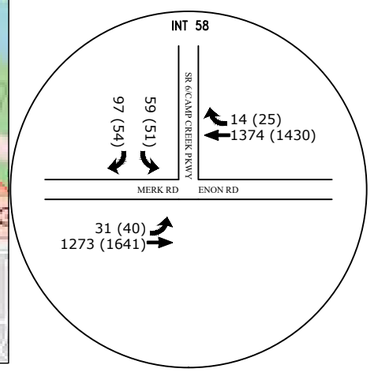












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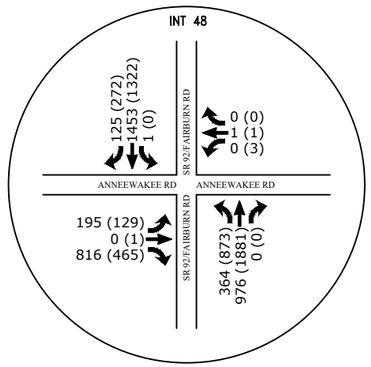
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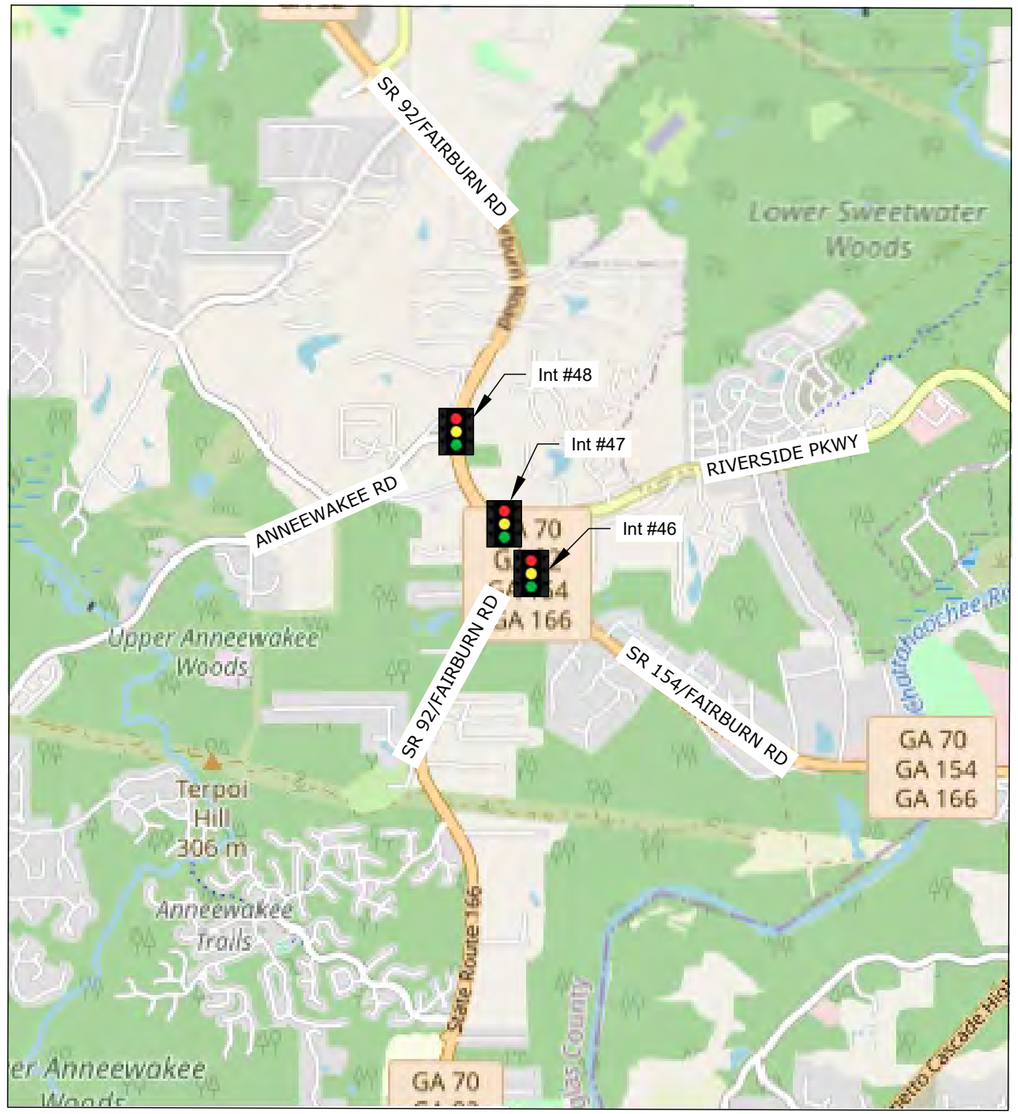
FIGURE 9: PHASE 5 NO BUILD PEAK HOUR VOLUMES (2035)

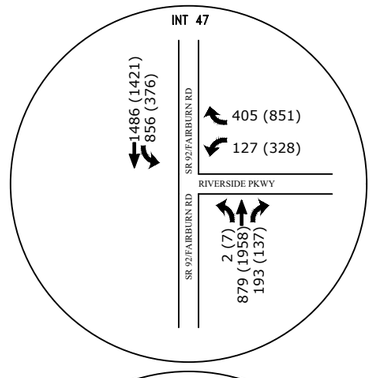
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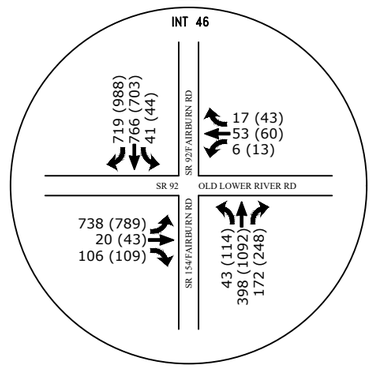
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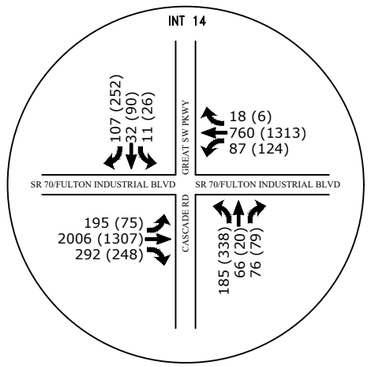
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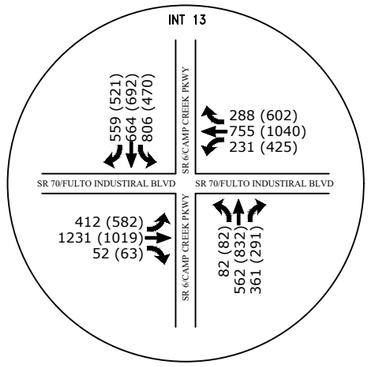
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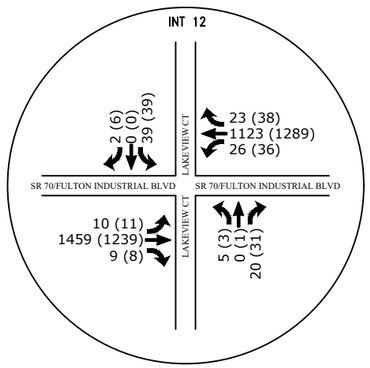
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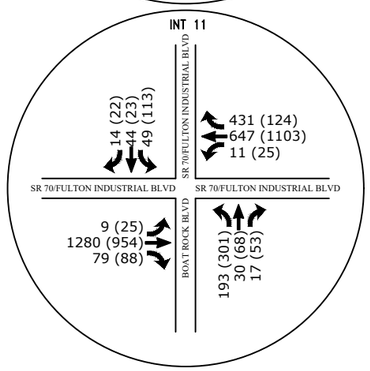
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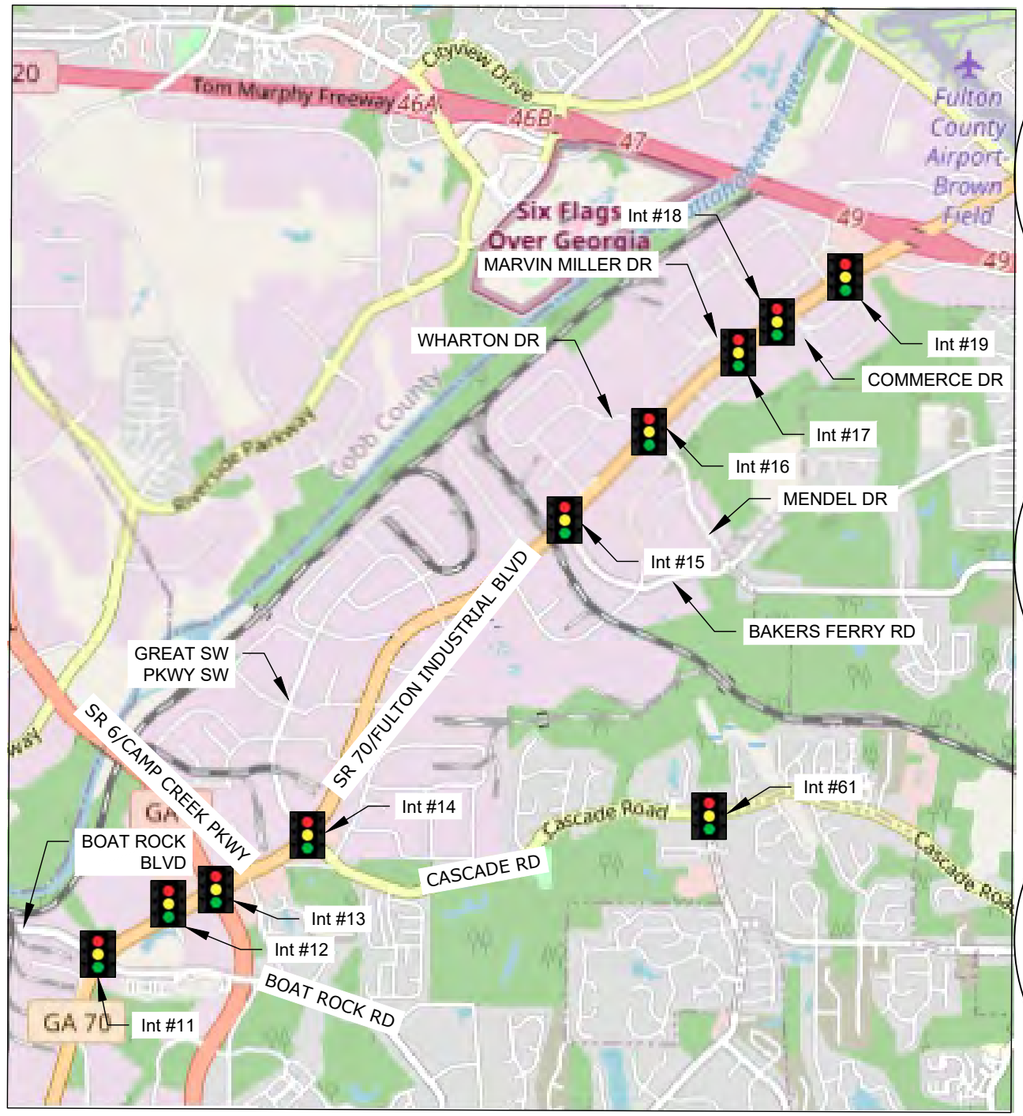
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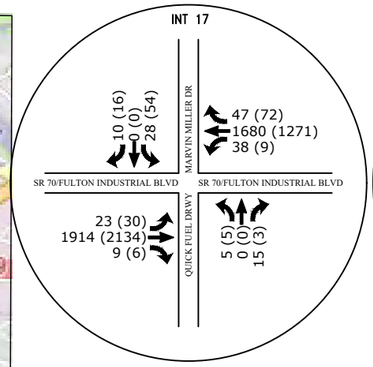


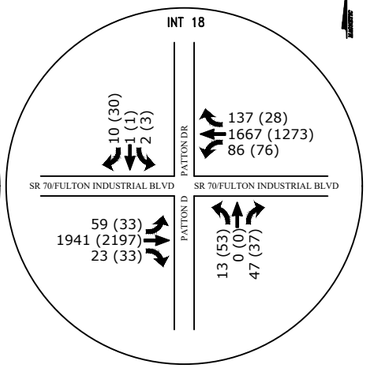


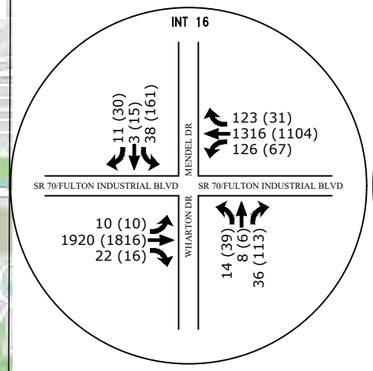


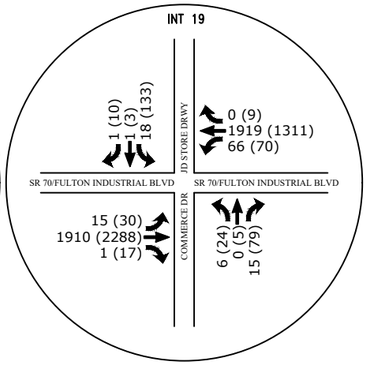


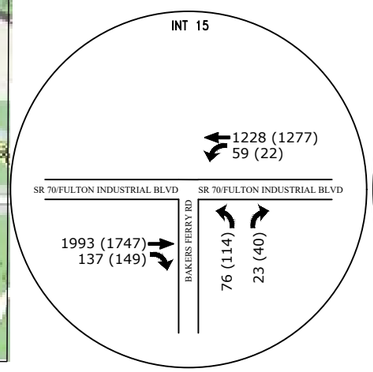


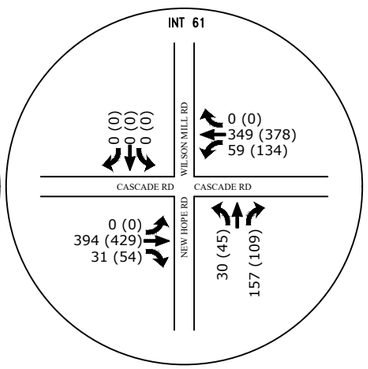












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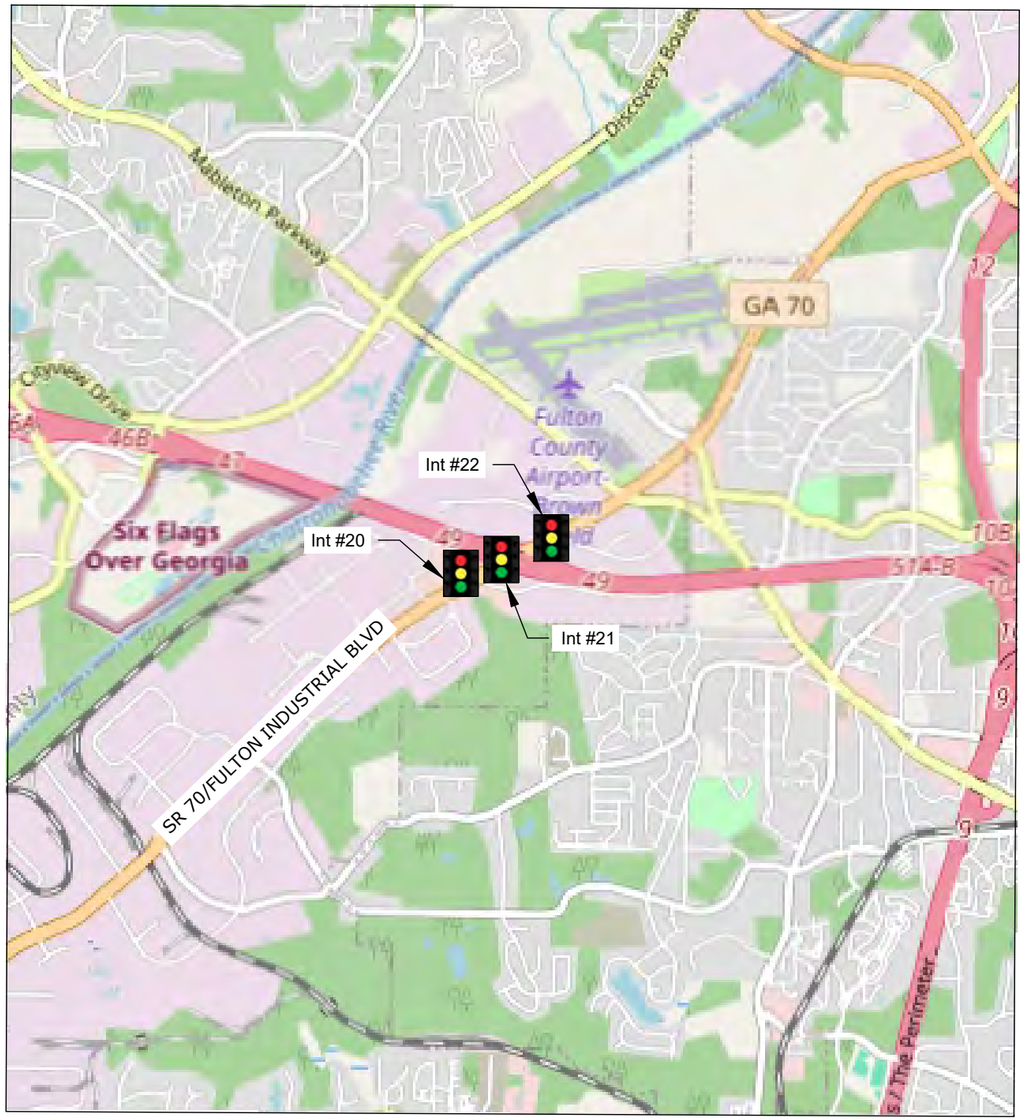
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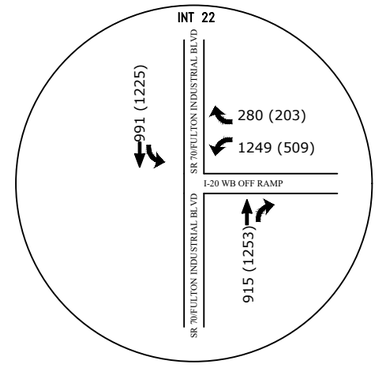
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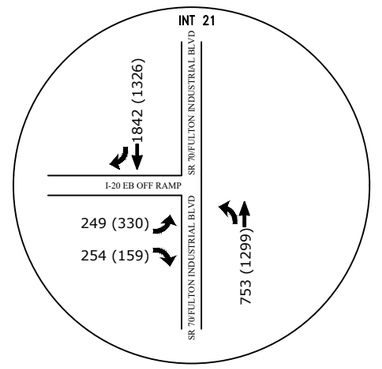
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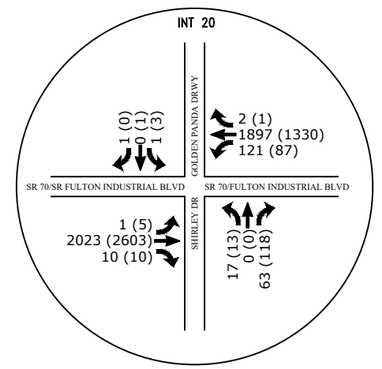
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FIGURE 9: PHASE 5 NO BUILD PEAK HOUR VOLUMES (2035)

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Based on the operational analysis XX intersections out of the 65 intersections are operating unacceptably in the future no-build scenario. The intersections operating an unacceptable level of service are listed below;

- SR 92/Campbellton-Fairburn Rd at SR 70/Cascade Palmetto Hwy
- SR 70/Fulton Industrial Boulevard at W Stubbs Road
- SR 70/Fulton Industrial Blvd at SR 166/Campbellton Rd
- SR 6/Camp Creek Pkwy at SR 70/Fulton Industrial Blvd
- SR 70/Fulton Industrial Blvd at Cascade Rd/Great SW Pkwy
- SR 166/Duncan Memorial Hwy at SR 5/Bill Arp Rd
- SR 166/Duncan Memorial Hwy at Capps Ferry Rd
- SR 166/Duncan Memorial Hwy at Chapel Hill Rd
- Cascade Palmetto Hwy at Wilkerson Mill Rd
- Chapel Hill Rd at Dorsett Shoals Rd/Anneewakee Rd
- Chapel Hill Rd at Central Church Rd/Bomar Rd
- SR 154/SR 92 at SR 166/Duncan Memorial Hwy
- SR 92/Fairburn Rd at SR 154/Old Lower River Rd
- SR 92/Fairburn Rd at Riverside Pkwy
- SR 92/Fairburn Rd at Anneewakee Rd
- SR 6/Camp Creek Pkwy at Campbellton Rd
- SR 6/Camp Creek Pkwy at Enon Rd
- W Stubbs Rd at Butner Rd

Most intersections failing in the existing year (2024), Phase 1 (2029), Phase 2 (2031), and Phase 3 (2032) are expected to continue failing in the Phase 4 no-build conditions (2033). Out of the 39 intersections operating unacceptably 3 are expected to start operating at unacceptably under Phase 4 no-build conditions (2033).

Future Build Traffic Volumes (2034)

Future build traffic volumes for 2034 were calculated by summing the future 2034 no-build background traffic volumes and the site-generated peak hour volumes, assigned to the study network. The distribution of site-generated peak hour traffic volumes is shown in **Figure 19** and **Figure 20** shows the future build (2034) traffic volumes.

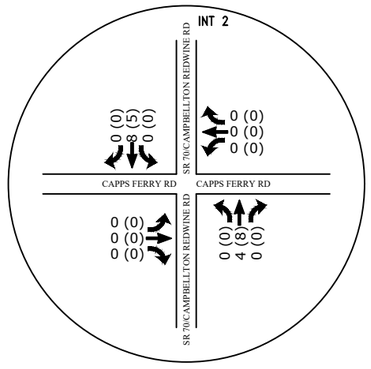
Future Build Level of Service (2034)

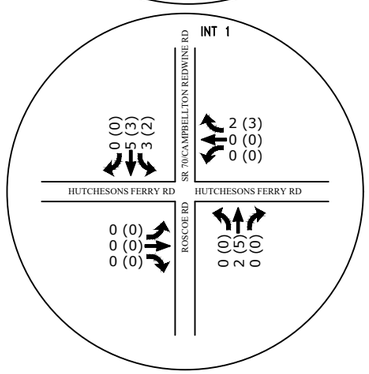
Similar to the no-build conditions the future build analysis was carried out using the existing intersection controls and roadway geometry, including the cycle lengths. Improvements will be recommended at the intersections that are expected to fail due to the traffic generated by the proposed development. The same methodology discussed previously was used to determine the level of service for the study intersections under phase 5 build conditions. The intersection capacity analysis results for Phase 5 build conditions (2034) are summarized in **Table 66** and detailed reports are attached in **Appendix E**.

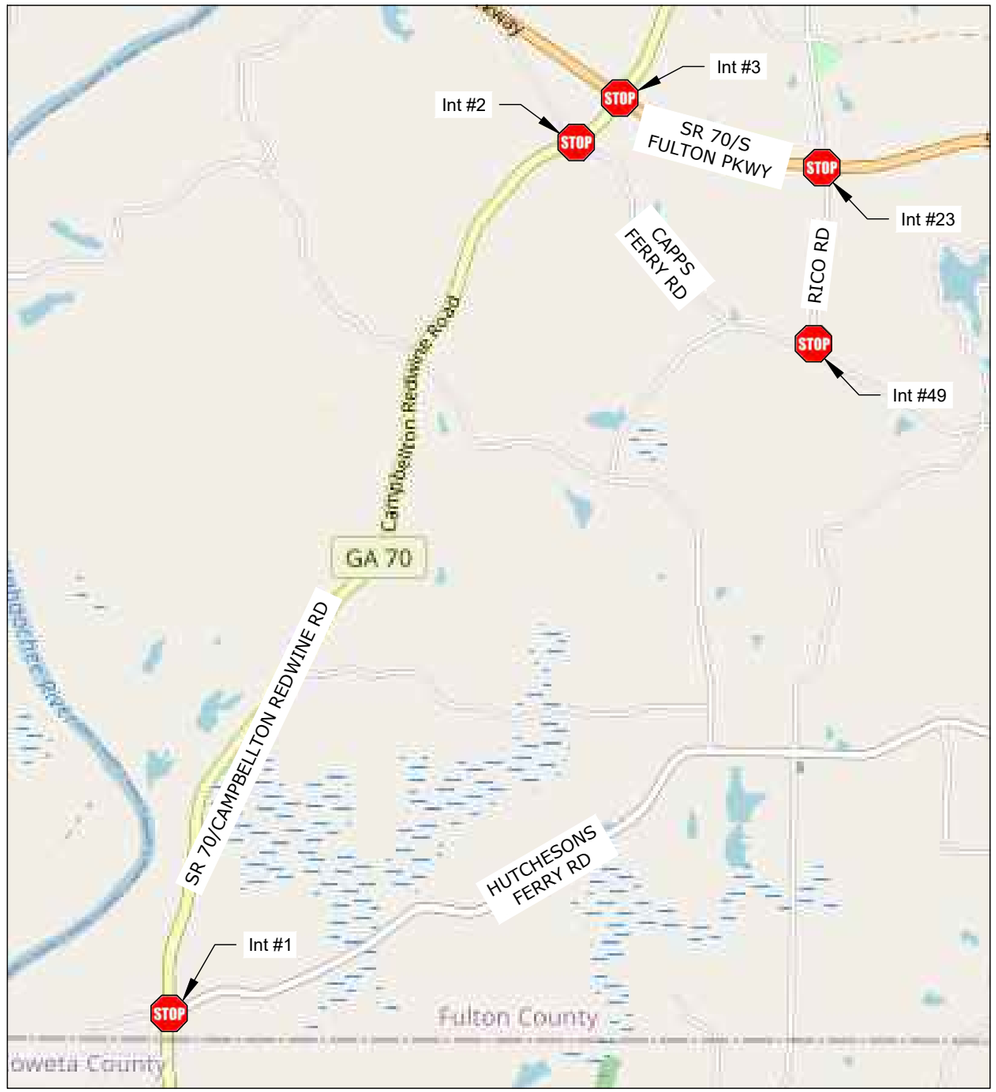
Table 66: Future Build Phase 5 (2034) Level of Service								
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)	LOS	LOS	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0.0	13.9	A	B	0 (A)	13.9 (B)
		Westbound	10.3	11.2	B	B	10.3 (B)	11.2 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	12.8	13.8	B	B	12.8 (B)	13.8 (B)
		Westbound	0.0	0.0	A	A	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	Roundabout	Northbound					6.8 (A)	4.8 (A)
		Southbound					3.4 (A)	7 (A)
		Eastbound					8.3 (A)	4.7 (A)
		Westbound					3.6 (A)	11.2 (B)
		Overall					7.5 (A)	8.7 (A)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	9.4	9.6	A	A	9.4 (A)	9.6 (A)
		Southbound	0.0	12.2	A	B	0 (A)	12.2 (B)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	9.5	10.7	A	B	9.5 (A)	10.7 (B)
		Southbound	0.0	0.0	A	A	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	Roundabout	Northbound					11.0 (B)	8.2 (A)
		Southbound					6.8 (A)	15.2 (C)
		Eastbound					13.9 (B)	9.3 (A)
		Westbound					8.3 (A)	11.0 (B)
		Overall					11.3 (B)	11.2 (B)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	Signalized	Northbound					19.2 (B)	11.9 (B)
		Southbound					26.1 (C)	45.1 (D)
		Eastbound					31.2 (C)	36.4 (D)
		Overall					25.1 (C)	33.8 (C)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound					26.6 (C)	27.3 (C)
		Southbound					20.2 (C)	21.6 (C)
		Eastbound					43.5 (D)	38.6 (D)
		Westbound					46.1 (D)	46.6 (D)
		Overall					31.8 (C)	31.9 (C)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound					17.2 (B)	18.6 (B)
		Southbound					9.6 (A)	28.6 (C)
		Eastbound					24.5 (C)	21.4 (C)
		Westbound					21.4 (C)	20.9 (C)
		Overall					15.3 (B)	25.2 (C)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound					74.8 (E)	32.1 (C)
		Southbound					32.1 (C)	17.7 (B)
		Eastbound					36 (D)	40.7 (D)
		Westbound					39.4 (D)	20.8 (C)
		Overall					53.8 (D)	32.2 (C)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	27.0	38.6	C	D	28.6 (C)	31 (C)
		Southbound	28.6	31.0	C	C	18.5 (B)	36.1 (D)
		Eastbound	18.5	36.1	B	D	35.9 (D)	50.5 (D)
		Westbound	35.9	50.5	D	D	55.1 (E)	62.6 (E)
		Overall	55.1	62.6	E	E	27 (C)	38.6 (D)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	6.0	4.3	A	A	33.4 (C)	42.2 (D)
		Southbound	33.4	42.2	C	D	35 (C)	44.5 (D)
		Eastbound	35.0	44.5	C	D	9.1 (A)	6.7 (A)
		Westbound	9.1	6.7	A	A	0.9 (A)	1.1 (A)
		Overall	0.9	1.1	A	A	6 (A)	4.3 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound					51.1 (D)	47.9 (D)
		Southbound					39.4 (D)	44.1 (D)
		Eastbound					34.6 (C)	35 (C)
		Westbound					36.4 (D)	32.8 (C)
		Overall					39.4 (D)	39 (D)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	33.5	47.5	C	D	40.2 (D)	50.5 (D)
		Southbound	40.2	50.5	D	D	34.4 (C)	25.7 (C)
		Eastbound	34.4	25.7	C	C	34.6 (C)	45.8 (D)
		Westbound	34.6	45.8	C	D	27.6 (C)	53.8 (D)
		Overall	27.6	53.8	C	D	33.5 (C)	47.5 (D)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	9.7	7.9	A	A	12.4 (B)	10.2 (B)
		Eastbound	12.4	10.2	B	B	1.4 (A)	1.1 (A)
		Westbound	1.4	1.1	A	A	62.7 (E)	40.6 (D)
		Overall	62.7	40.6	E	D	9.7 (A)	7.9 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	5.8	21.9	A	C	4 (A)	23.9 (C)
		Southbound	4.0	23.9	A	C	3.1 (A)	16.3 (B)
		Eastbound	3.1	16.3	A	B	78.4 (E)	32.4 (C)
		Westbound	78.4	32.4	E	C	82 (F)	30.4 (C)
		Overall	82.0	30.4	F	C	5.8 (A)	21.9 (C)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	2.3	8.1	A	A	1.7 (A)	8.2 (A)
		Southbound	1.7	8.2	A	A	1.4 (A)	6.4 (A)
		Eastbound	1.4	6.4	A	A	51.2 (D)	35.4 (D)
		Westbound	51.2	35.4	D	D	49.9 (D)	32.7 (C)
		Overall	49.9	32.7	D	C	2.3 (A)	8.1 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	3.9	23.7	A	C	5.3 (A)	17.8 (B)
		Southbound	5.3	17.8	A	B	0.5 (A)	32 (C)
		Eastbound	0.5	32.0	A	C	47.9 (D)	34.6 (C)
		Westbound	47.9	34.6	D	C	52.1 (D)	37.5 (D)
		Overall	52.1	37.5	D	D	3.9 (A)	23.7 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.3	17.7	A	B	6.8 (A)	21.9 (C)
		Southbound	6.8	21.9	A	C	2.6 (A)	7.2 (A)
		Eastbound	2.6	7.2	A	A	62.7 (E)	41.7 (D)
		Westbound	62.7	41.7	E	D	66.1 (E)	36.4 (D)
		Overall	66.1	36.4	E	D	5.3 (A)	17.7 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	7.0	16.8	A	B	1.8 (A)	19.1 (B)
		Southbound	1.8	19.1	A	B	11.1 (B)	10.5 (B)
		Eastbound	11.1	10.5	B	B	34.9 (C)	33.4 (C)
		Westbound	34.9	33.4	C	C	38.8 (D)	40.9 (D)
		Overall	38.8	40.9	D	D	7 (A)	16.8 (B)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	7.7	17.2	A	B	6.5 (A)	20.5 (C)
		Southbound	6.5	20.5	A	C	3.6 (A)	10.3 (B)
		Eastbound	3.6	10.3	A	B	49.7 (D)	41.7 (D)
		Overall	49.7	41.7	D	D	7.7 (A)	17.2 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	22.5	18.7	C	B	11.3 (B)	8.5 (A)
		Southbound	11.3	8.5	B	A	15.8 (B)	22.4 (C)
		Westbound	15.8	22.4	B	C	37.1 (D)	41.4 (D)
		Overall	37.1	41.4	D	D	22.5 (C)	18.7 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	Roundabout	Northbound					6.8 (A)	4.8 (A)
		Southbound					3.4 (A)	7 (A)
		Eastbound					8.3 (A)	4.7 (A)
		Westbound					3.6 (A)	11.2 (B)
		Overall					7.5 (A)	8.7 (A)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	Signalized	Northbound					30.3 (D)	23.8 (C)
		Southbound					25.6 (D)	16.4 (C)
		Eastbound					27.6 (D)	33.6 (D)
		Westbound					11.3 (B)	20.5 (C)
		Overall					23 (C)	22.5 (C)
25: SR 70/S Fulton Pkwy & Rivertown Rd	Signalized	Northbound			A	A	10.8 (B)	11.8 (B)
		Southbound					9.9 (A)	18.1 (B)
		Eastbound					13.1 (B)	12.5 (B)
		Westbound					15.3 (B)	15.7 (B)
		Overall			A	A	12.7 (B)	15.1 (B)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	Signalized	Northbound					10.1 (B)	6.4 (A)
		Southbound					18.7 (B)	26.1 (C)
		Eastbound					15.4 (B)	24.6 (C)

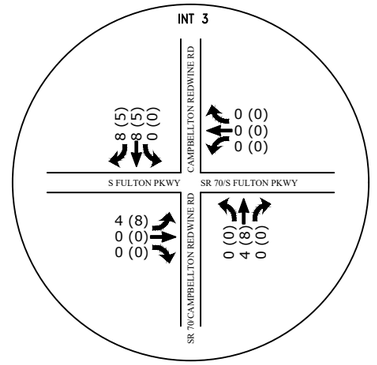
		Overall			A	A	14.2 (B)	20.8 (C)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	Signalized	Northbound					11 (B)	13.7 (B)
		Southbound					13.8 (B)	18 (B)
		Eastbound					29.7 (C)	30.2 (C)
		Overall			A	A	12.5 (B)	16.8 (B)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound					19.3 (C)	5.4 (A)
		Southbound					4.8 (A)	7.2 (A)
		Eastbound					18.1 (C)	7.9 (A)
		Westbound					7.2 (A)	9.9 (A)
		Overall					14.1 (B)	8.2 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	Roundabout	Northbound					7 (A)	7.4 (A)
		Eastbound					21.3 (C)	7.1 (A)
		Westbound					5.8 (A)	10.7 (B)
		Overall					16.9 (C)	8.3 (A)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	14.9	13.9	B	B	14.9 (B)	13.9 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	Roundabout	Southbound					8.6 (A)	15.9 (C)
		Eastbound					13.2 (B)	8.3 (A)
		Westbound					11.4 (B)	32.1 (D)
		Overall					11 (B)	24.7 (C)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound					27.8 (C)	25.1 (C)
		Southbound					24.9 (C)	24.4 (C)
		Eastbound					33.7 (C)	34.2 (C)
		Westbound					36.5 (D)	41.6 (D)
		Overall					29.1 (C)	29 (C)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound					28.2 (C)	30.4 (C)
		Southbound					41.3 (D)	47.6 (D)
		Eastbound					39.6 (D)	50.6 (D)
		Westbound					46 (D)	54 (D)
		Overall					35.9 (D)	41.7 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	11.6	19.3	B	C	11.6 (B)	19.3 (C)
		Northbound	9.0	31.5	A	D	9 (A)	31.5 (D)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound			A	A	24 (C)	27.5 (C)
		Southbound			A	A	21.6 (C)	26 (C)
		Eastbound			A	A	30.5 (C)	25.9 (C)
		Westbound			A	A	15.2 (B)	25.9 (C)
		Overall			A	A	24 (C)	26.2 (C)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound			A	A	-	-
		Southbound			A	A	30.2 (C)	41 (D)
		Eastbound			A	A	11 (B)	11.1 (B)
		Westbound			A	A	18.6 (B)	21.2 (C)
		Overall			A	A	19.9 (B)	23.7 (C)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	Signalized	Northbound			A	A	28.7 (C)	44.8 (D)
		Southbound					27.4 (C)	34.3 (C)
		Eastbound					32.4 (C)	31 (C)
		Westbound					50 (D)	52.5 (D)
		Overall			A	A	32.7 (C)	40.1 (D)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	6.9	6.7	A	A	6.9 (A)	6.7 (A)
		Southbound	6.2	7.9	A	A	6.2 (A)	7.9 (A)
		Eastbound	5.0	5.6	A	A	5 (A)	5.6 (A)
		Westbound	5.5	5.1	A	A	5.5 (A)	5.1 (A)
		Overall	7.9	9.4	A	A	7.9 (A)	9.4 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound			A	A	4.7 (A)	7 (A)
		Southbound			A	A	7.1 (A)	9.9 (A)
		Eastbound			A	A	23.8 (C)	11.2 (B)
		Overall			A	A	12.3 (B)	8.7 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound			A	A	22.1 (C)	27.6 (C)
		Southbound			A	A	23.6 (C)	18.7 (B)
		Eastbound			A	A	35.8 (D)	43.2 (D)
		Westbound			A	A	45.1 (D)	50.1 (D)
		Overall			A	A	27.5 (C)	28.1 (C)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound			A	A	40.2 (D)	34.6 (C)
		Southbound			A	A	23.3 (C)	24.8 (C)
		Westbound			A	A	23.8 (C)	49.5 (D)
		Overall			A	A	27.6 (C)	34.4 (C)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound	50.9	31.5	D	C	18.5 (B)	36 (D)
		Southbound	91.2	250.3	F	F	34.8 (C)	48.1 (D)
		Eastbound	385.2	535.0	F	F	41.9 (D)	46.6 (D)
		Westbound	32.9	54.2	C	D	32.9 (C)	40.3 (D)
		Overall	#N/A	162.5	#N/A	F	28 (C)	40.8 (D)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0.0	0.0	A	A	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	12.3	0.0	B	A	12.3 (B)	0 (A)
		Southbound	15.4	19.5	C	C	15.4 (C)	19.5 (C)
51: Hutchesons Ferry Rd & Cochran Mill Rd	Signalized	Southbound					28.4 (D)	33.9 (C)
		Eastbound					20.3 (C)	32.7 (C)
		Westbound					26.5 (D)	21.6 (C)
		Overall					26 (D)	31.2 (C)
52: Cochran Mill Rd & Wilkerson Mill Rd	Signalized	Northbound					16.6 (B)	24 (C)
		Southbound					19.3 (B)	27.3 (C)
		Westbound					18 (B)	14.9 (B)
		Overall					17.7 (B)	22.4 (C)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	9.2	9.6	A	A	9.2 (A)	9.6 (A)
		Southbound	11.3	9.8	B	A	11.3 (B)	9.8 (A)
		Eastbound	9.8	8.8	A	A	9.8 (A)	8.8 (A)
		Westbound	9.7	10.4	A	B	9.7 (A)	10.4 (B)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	17.5	16.0	B	B	36.3 (D)	41.3 (D)
		Southbound	36.3	41.3	D	D	37.8 (D)	33.5 (C)
		Eastbound	37.8	33.5	D	C	17.4 (B)	9.7 (A)
		Westbound	17.4	9.7	B	A	10.6 (B)	14.4 (B)
		Overall	10.6	14.4	B	B	17.5 (B)	16 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	48.2	23.9	D	C	45 (D)	29.2 (C)
		Southbound	45.0	29.2	D	C	54.5 (D)	46.7 (D)
		Eastbound	54.5	46.7	D	D	53.8 (D)	26.4 (C)
		Westbound	53.8	26.4	D	C	38.2 (D)	8.1 (A)
		Overall	38.2	8.1	D	A	48.2 (D)	23.9 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	41.6	43.3	D	D	31.2 (C)	36.1 (D)
		Southbound	31.2	36.1	C	D	51.7 (D)	52.9 (D)
		Eastbound	51.7	52.9	D	D	53.1 (D)	54.8 (D)
		Westbound	53.1	54.8	D	D	36 (D)	38.7 (D)
		Overall	36.0	38.7	D	D	41.6 (D)	43.3 (D)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	29.7	26.8	C	C	45.2 (D)	46.8 (D)
		Southbound	45.4	47.4	D	D	31.3 (C)	40.6 (D)
		Eastbound	31.3	41.3	C	D	24.1 (C)	21 (C)
		Westbound	24.3	21.9	C	C	29.6 (C)	24.9 (C)
		Overall	29.8	26.7	C	C	29.6 (C)	25.6 (C)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	11.9	11.0	B	B	7.6 (A)	8.8 (A)
		Southbound	7.6	8.8	A	A	14.9 (B)	12.4 (B)
		Eastbound	14.9	12.4	B	B	36 (D)	43.4 (D)
		Overall	36.0	43.4	D	D	11.9 (B)	11 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	38.3	45.6	D	D	42.1 (D)	57 (E)
		Southbound	42.1	52.3	D	D	37.2 (D)	41 (D)
		Eastbound	37.2	39.9	D	D	42.4 (D)	47.1 (D)
		Westbound	35.8	46.2	D	D	24.9 (C)	82.1 (F)
		Overall	24.2	48.5	C	D	39.3 (D)	51.9 (D)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	7.7	6.4	A	A	6.2 (A)	5.3 (A)
		Southbound	10.4	18.8	B	C	7.7 (A)	10.5 (B)
		Eastbound	15.7	28.6	C	D	10.9 (B)	14.2 (B)
		Westbound	14.4	21.4	B	C	10.2 (B)	13.1 (B)
		Overall	11.8	18.8	B	C	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	20.0	18.0	B	B	50.8 (D)	52.4 (D)
		Southbound	50.8	52.4	D	D	0 (A)	0 (A)
		Eastbound	0.0	0.0	A	A	20.1 (C)	20.1 (C)
		Westbound	20.1	20.1	C	C	6.6 (A)	6.3 (A)
		Overall	6.6	6.3	A	A	20 (B)	18 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	8.4	10.8	A	B	8.4 (A)	10.8 (B)
		Southbound	24.2	17.9	C	C	24.2 (C)	17.9 (C)
		Eastbound	21.5	14.9	C	B	21.5 (C)	14.9 (B)
		Westbound	11.0	30.9	B	D	11 (B)	30.9 (D)
		Overall	17.0	16.6	C	C	17 (C)	16.6 (C)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	6.4	7.1	A	A	6.4 (A)	7.1 (A)
		Southbound	7.4	6.5	A	A	7.4 (A)	6.5 (A)
		Eastbound	8.6	7.5	A	A	8.6 (A)	7.5 (A)
		Westbound	10.1	12.3	B	B	10.1 (B)	12.3 (B)
		Overall	7.1	7.1	A	A	7.1 (A)	7.1 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	17.8	11.9	C	B	17.8 (C)	11.9 (B)
65: W Stubbs Rd & Butner Rd	Roundabout	Northbound					13.6 (B)	7.5 (A)
		Southbound					9.2 (A)	11.8 (B)
		Eastbound					13.4 (B)	6.6 (A)
		Westbound					7.5 (A)	17.3 (C)
		Overall					10.9 (B)	12.5 (B)
		Southbound	9.8	9.4	A	A	8.3 (A)	8.0 (A)

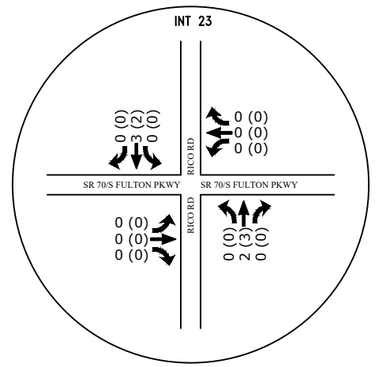
66: Cedar Grove Rd & Driveway A	Roundabout	Eastbound	10.1	8.0	B	A	8.6 (A)	7.0 (A)
		Westbound	6.6	13.5	A	B	5.9 (A)	11.2 (B)
		Overall	8.9	11.3	A	B	7.7 (A)	9.4 (A)
67: Cedar Grove Rd & Driveway B	Roundabout	Southbound					5.6 (A)	5.2 (A)
		Eastbound					5.3 (A)	6.1 (A)
		Westbound					4.3 (A)	6.1 (A)
		Overall					5.2 (A)	5.8 (A)
68: Cochran Mill Rd & DRWY C	TWSC	Southbound	13.2	13.6	B	B	10.2 (B)	9.6 (A)
69: SR 92/Campbellton-Fairburn Rd & DRWY D	Roundabout	Northbound	11.4	66.6	B	F	2.0 (A)	2.9 (A)
		Southbound	16.0	12.8	C	B	17.2 (B)	12.0 (B)
		Eastbound	29.6	9.9	D	A	4.2 (A)	2.2 (A)
		Overall	15.1	42.0	C	E	10.2 (B)	6.1 (A)

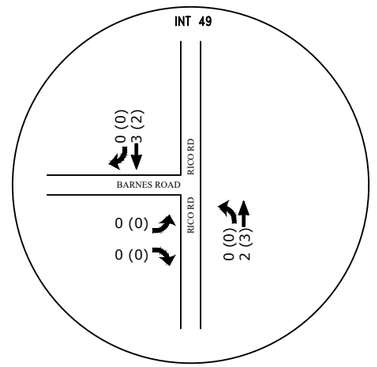












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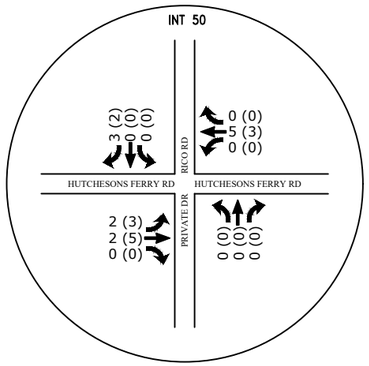
SECTION 1

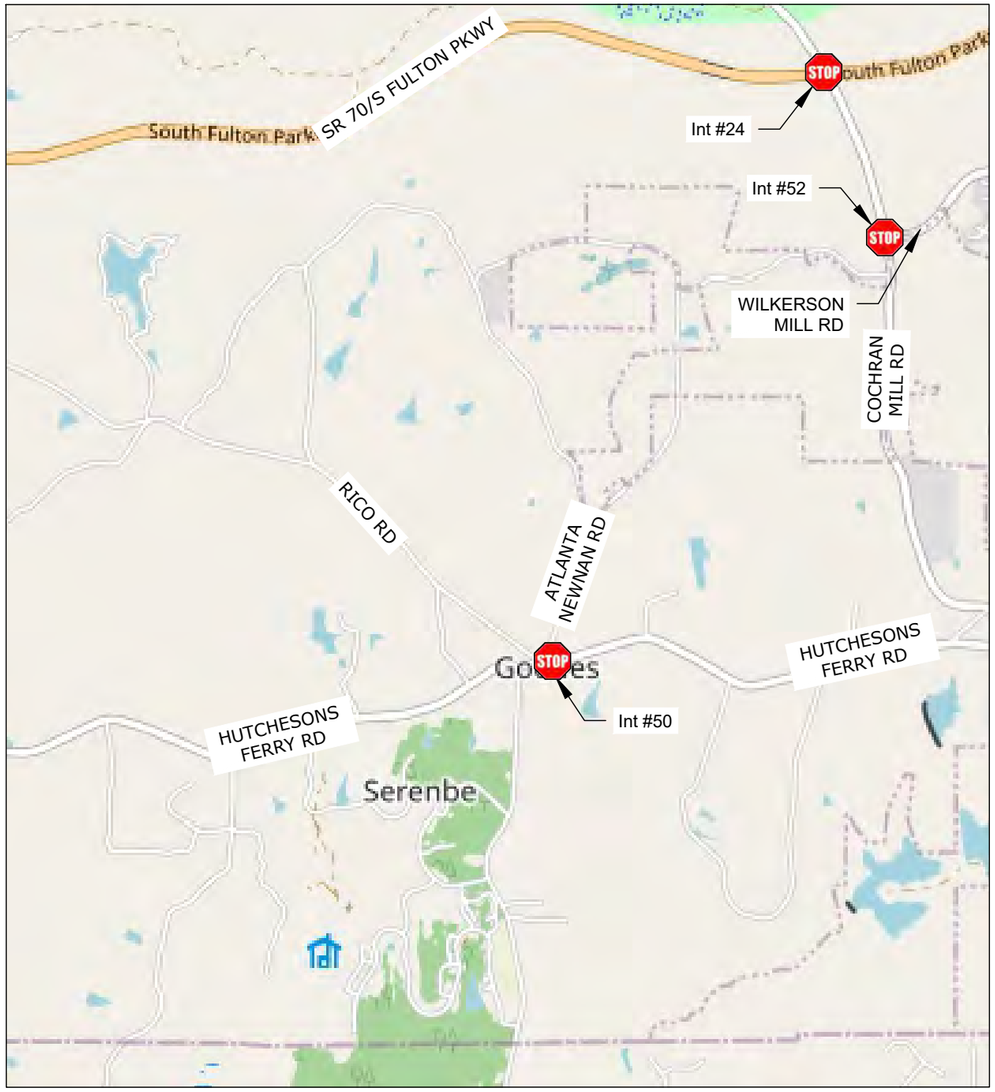
FIGURE 9: PHASE 5 TRIP GENERATION
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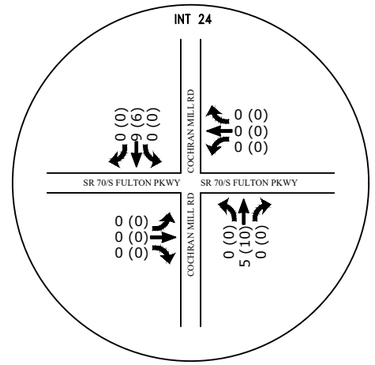
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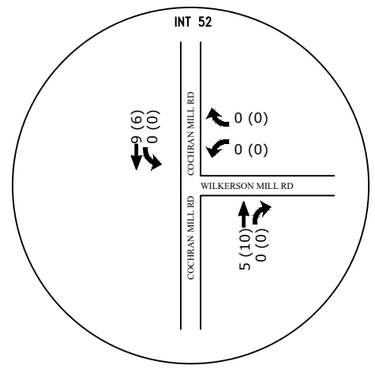
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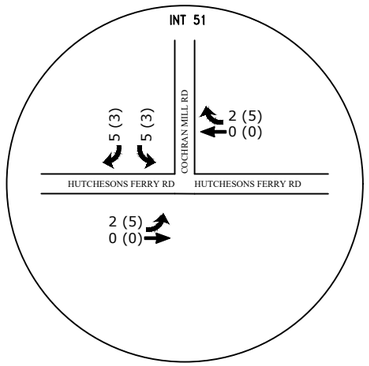
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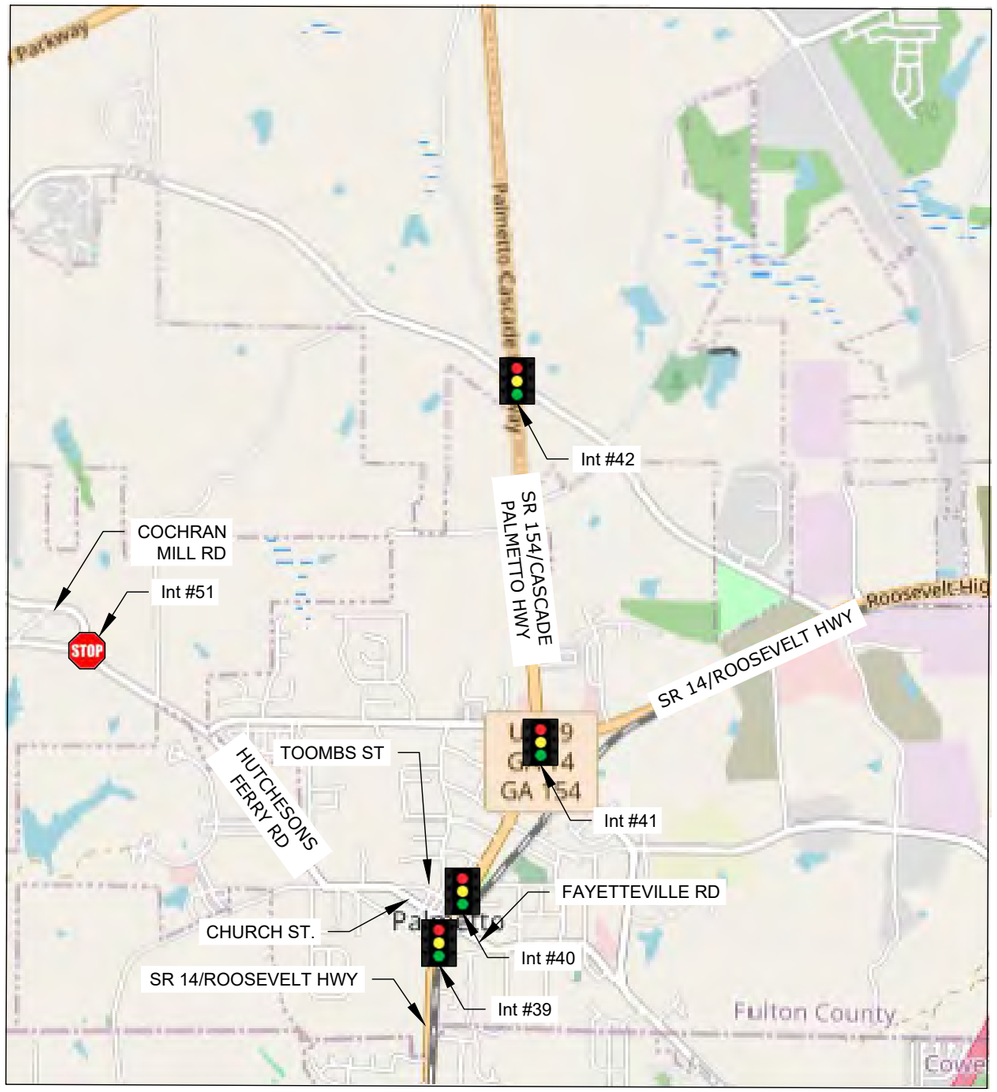
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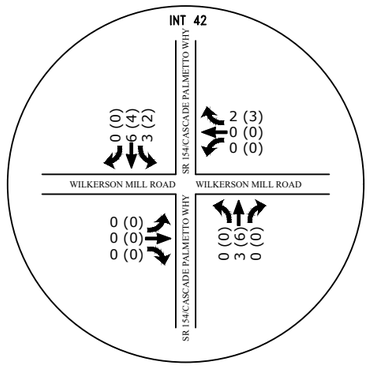
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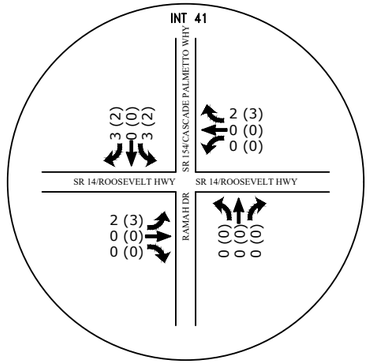
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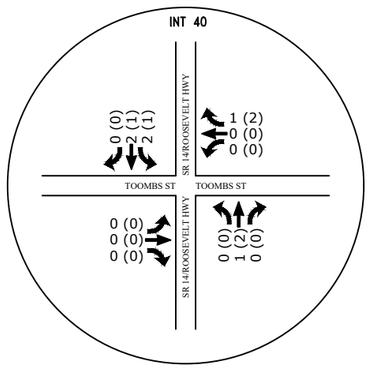
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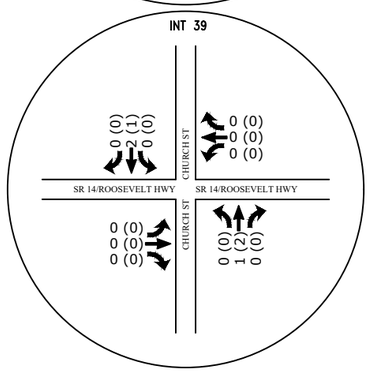












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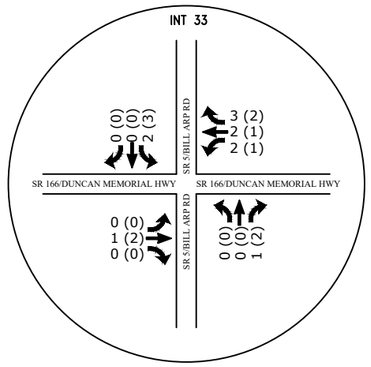
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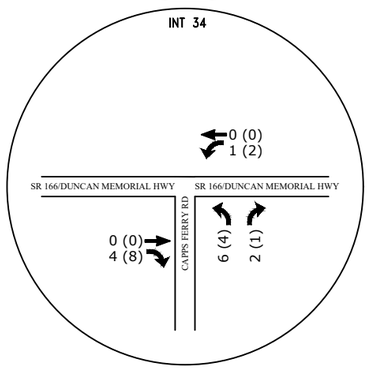
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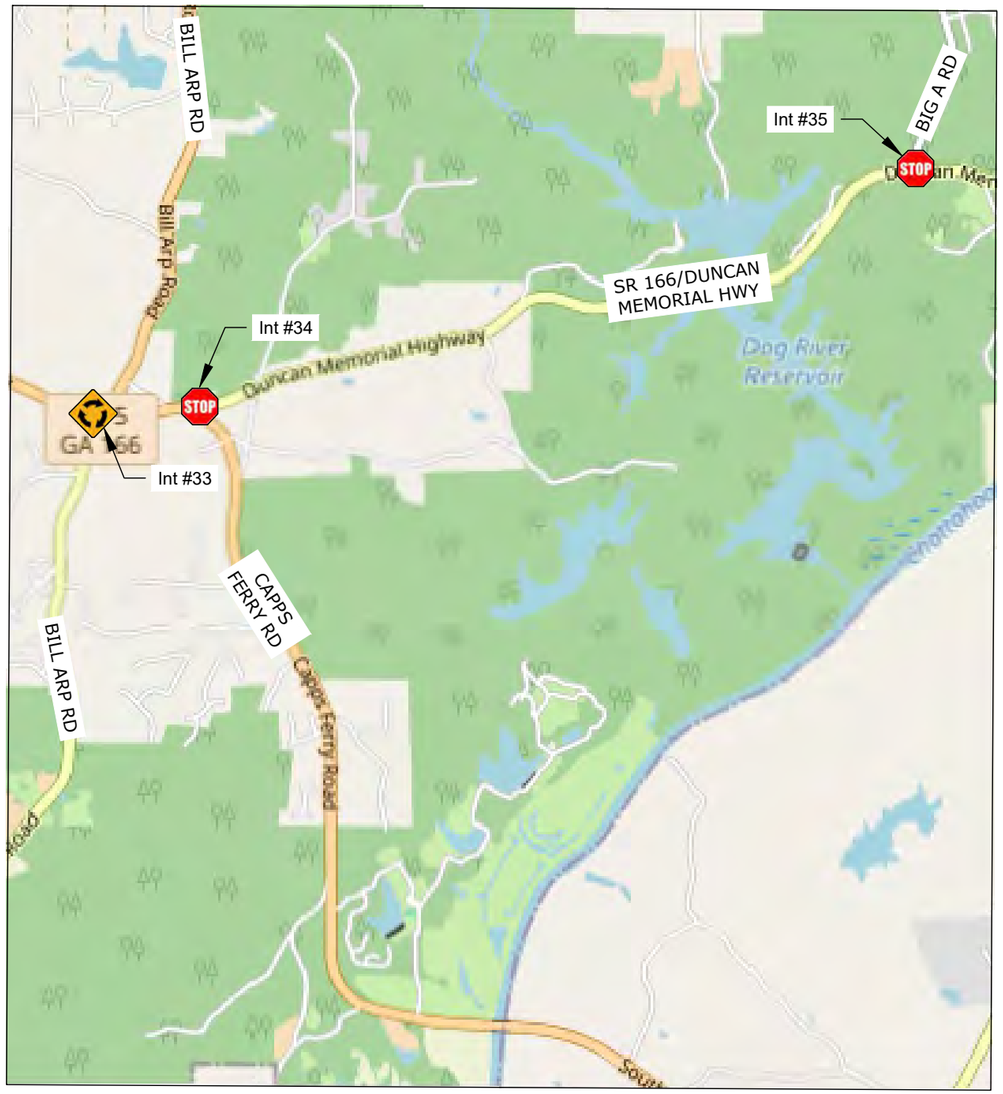
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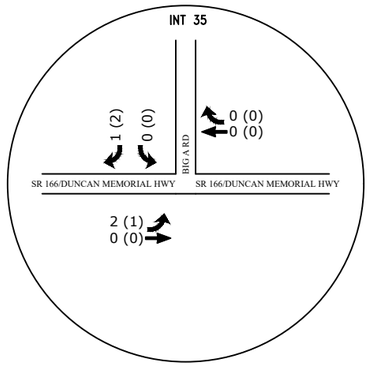
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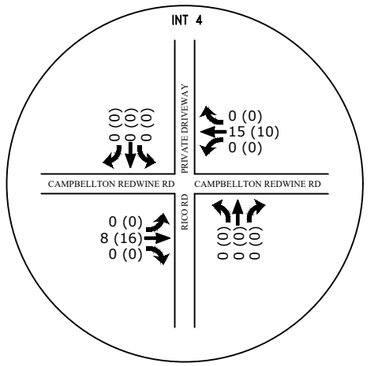
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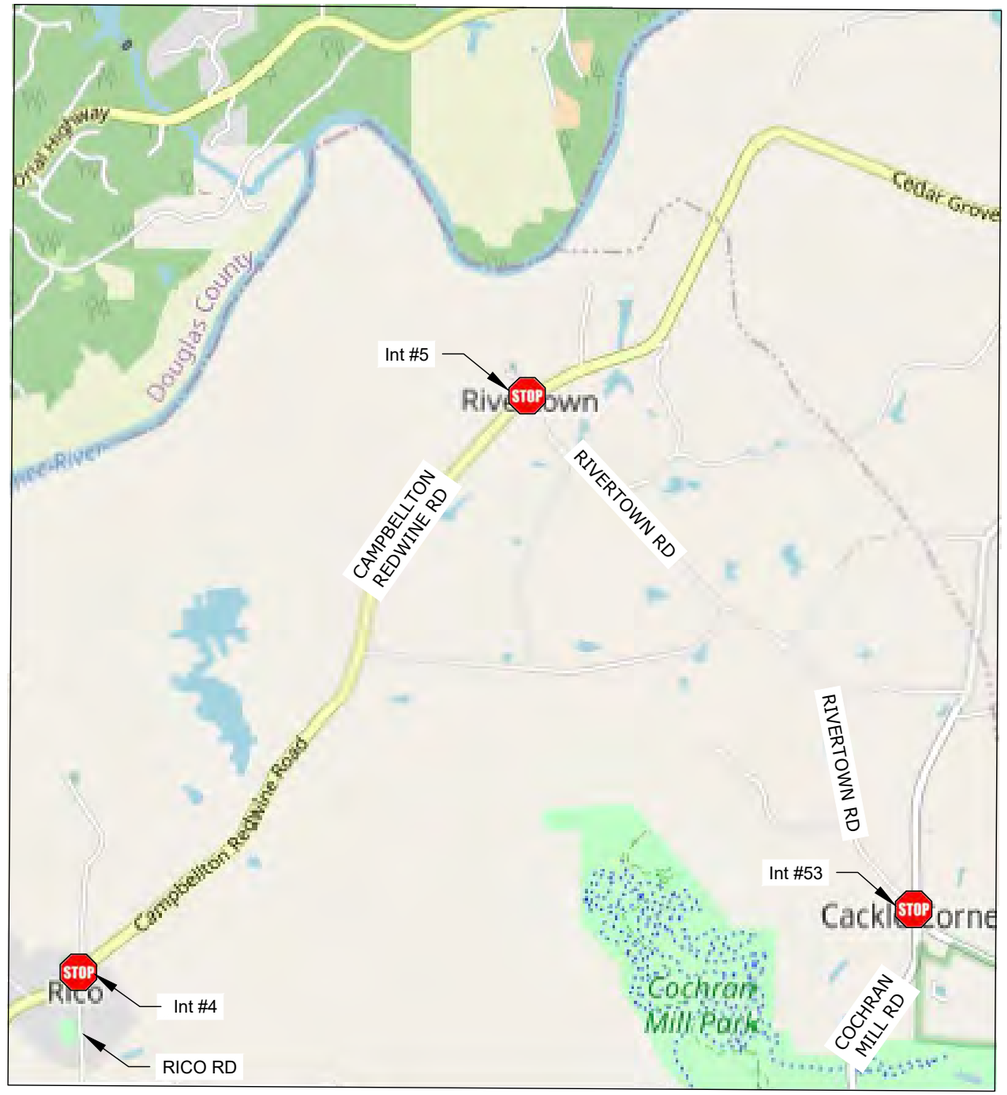
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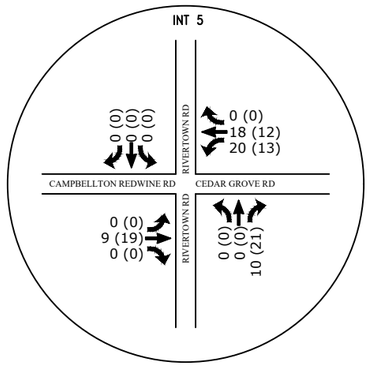
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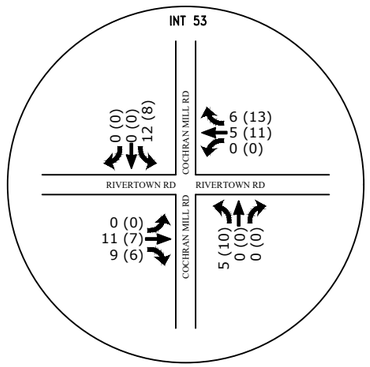
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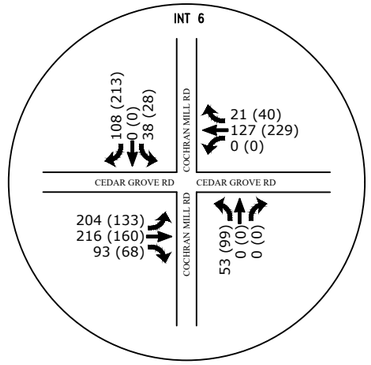
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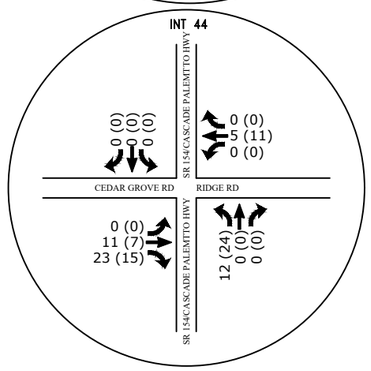
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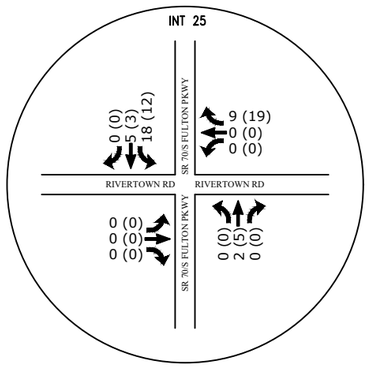
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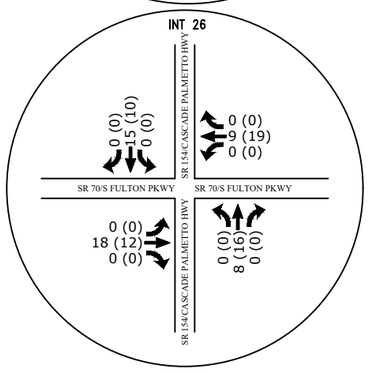
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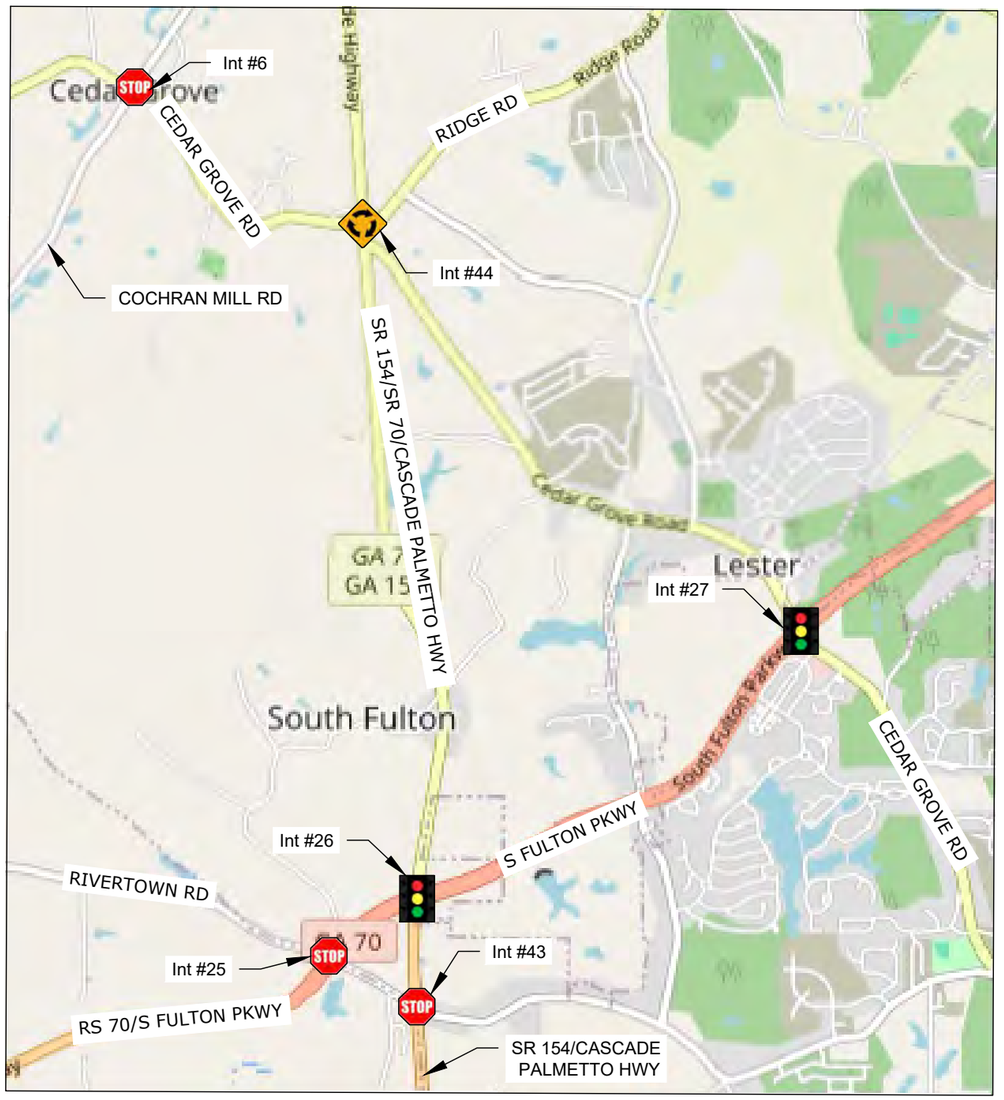
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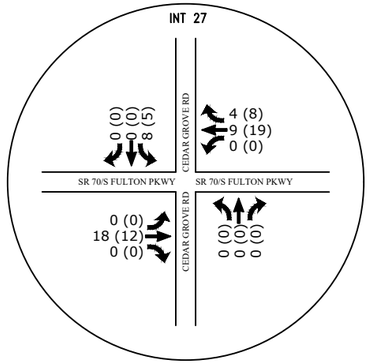


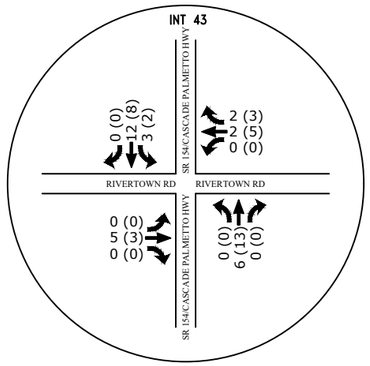












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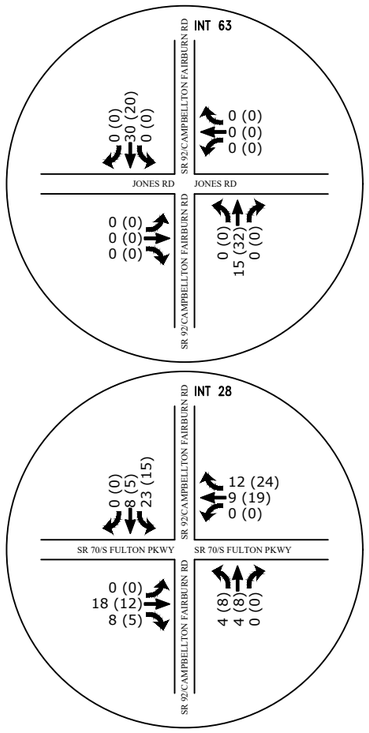
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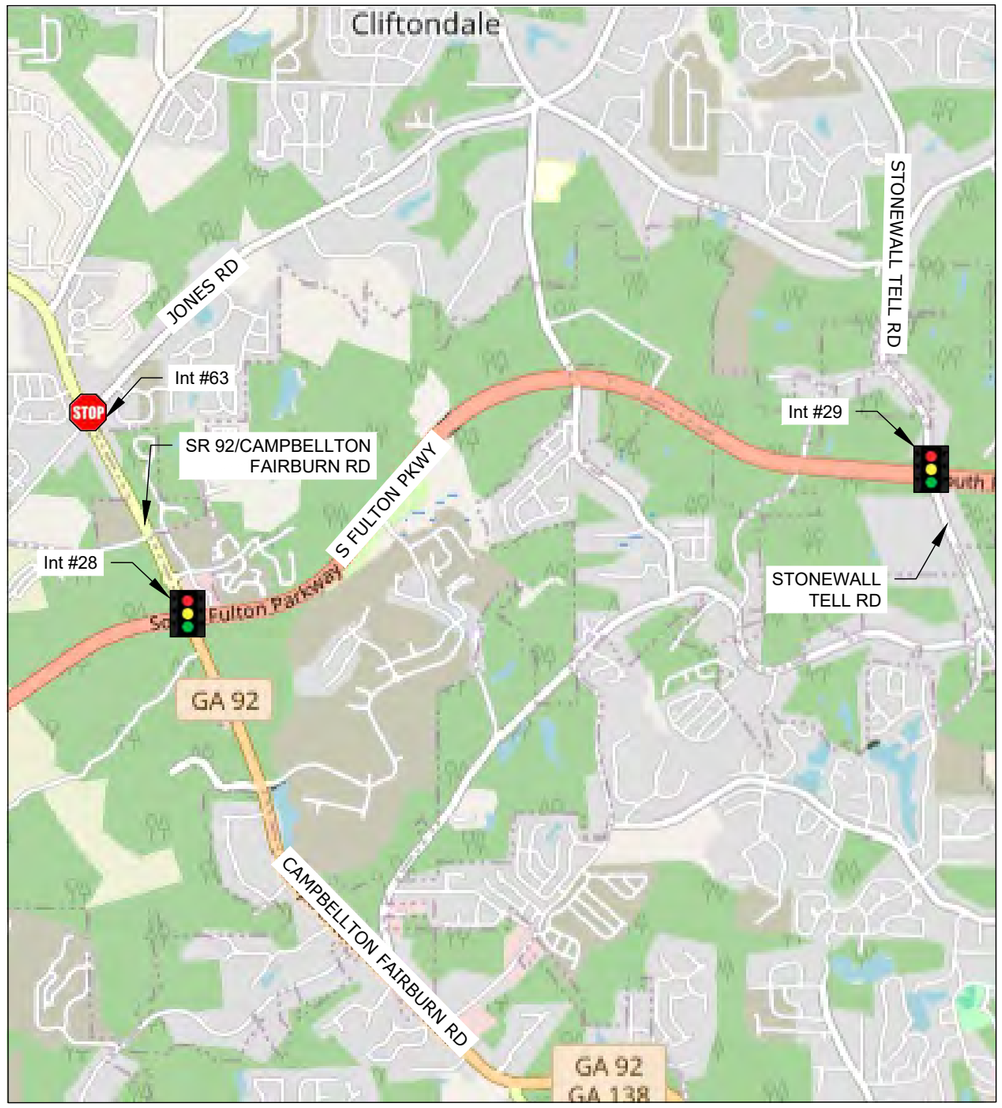
FIGURE 9: PHASE 5 TRIP GENERATION
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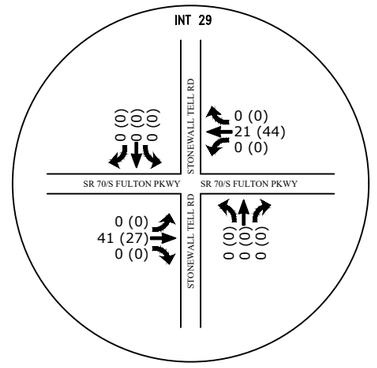
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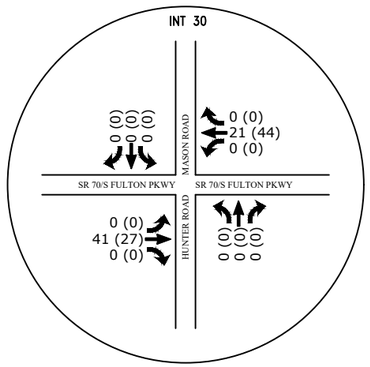
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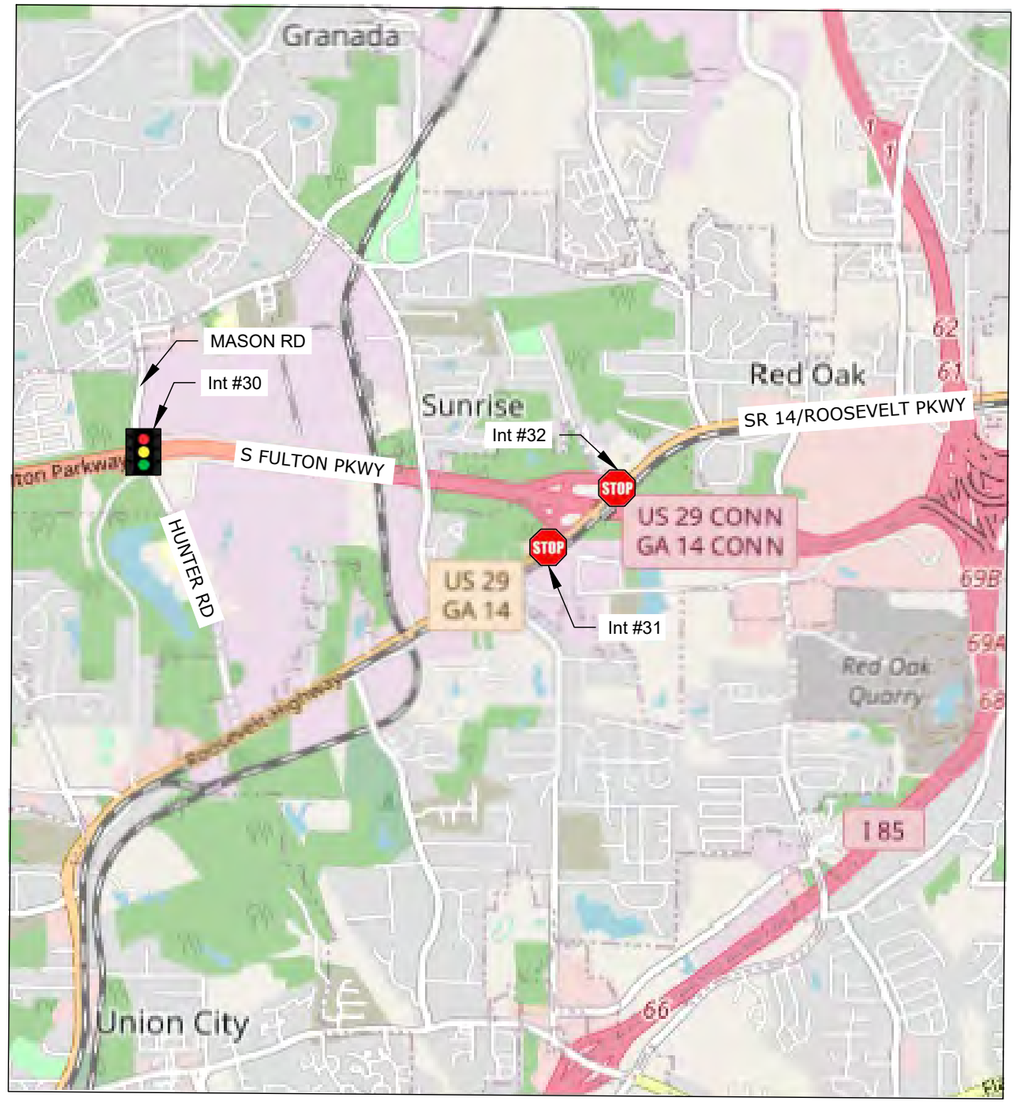
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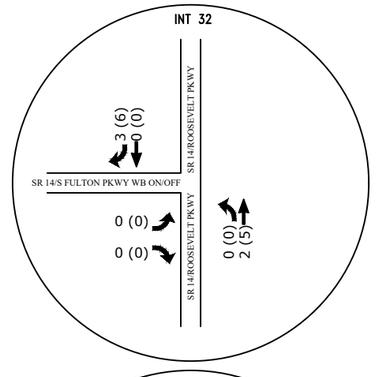
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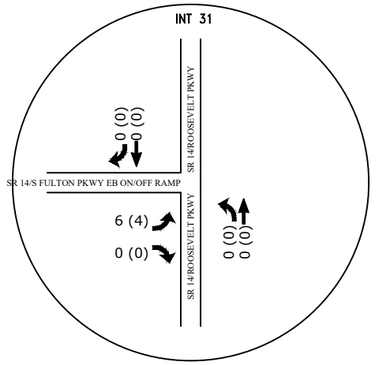
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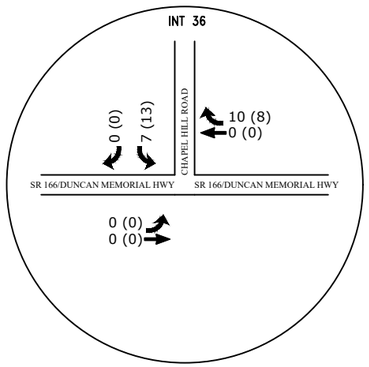
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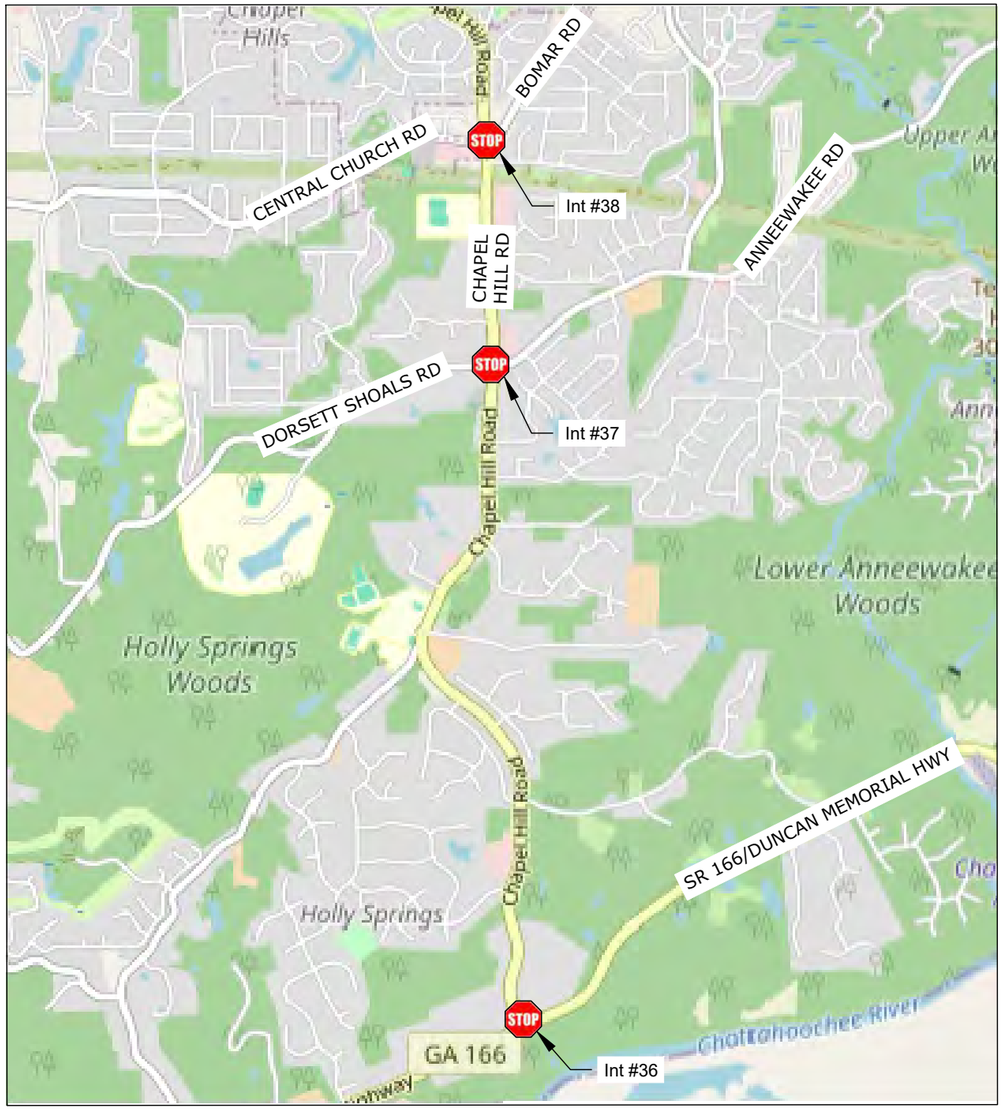
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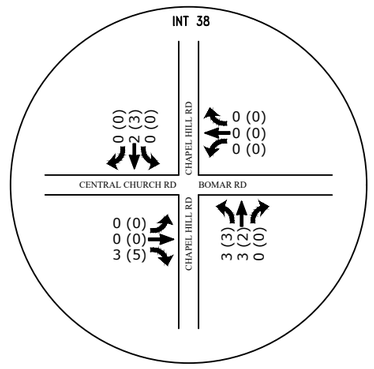
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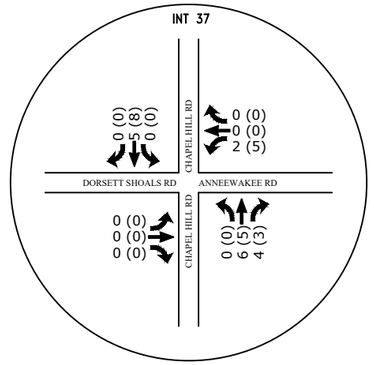
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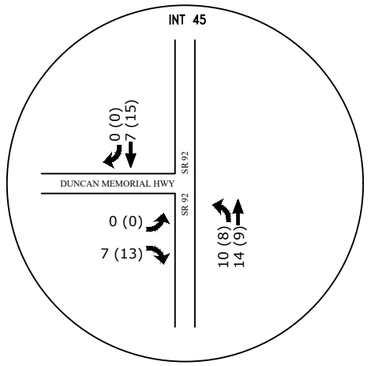
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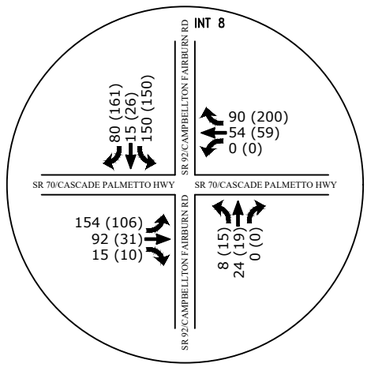
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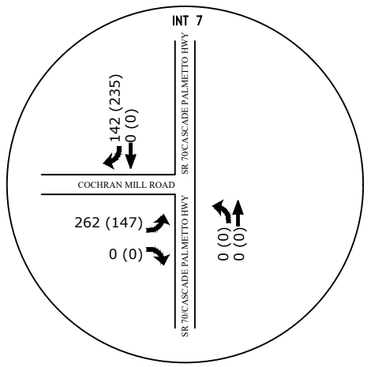
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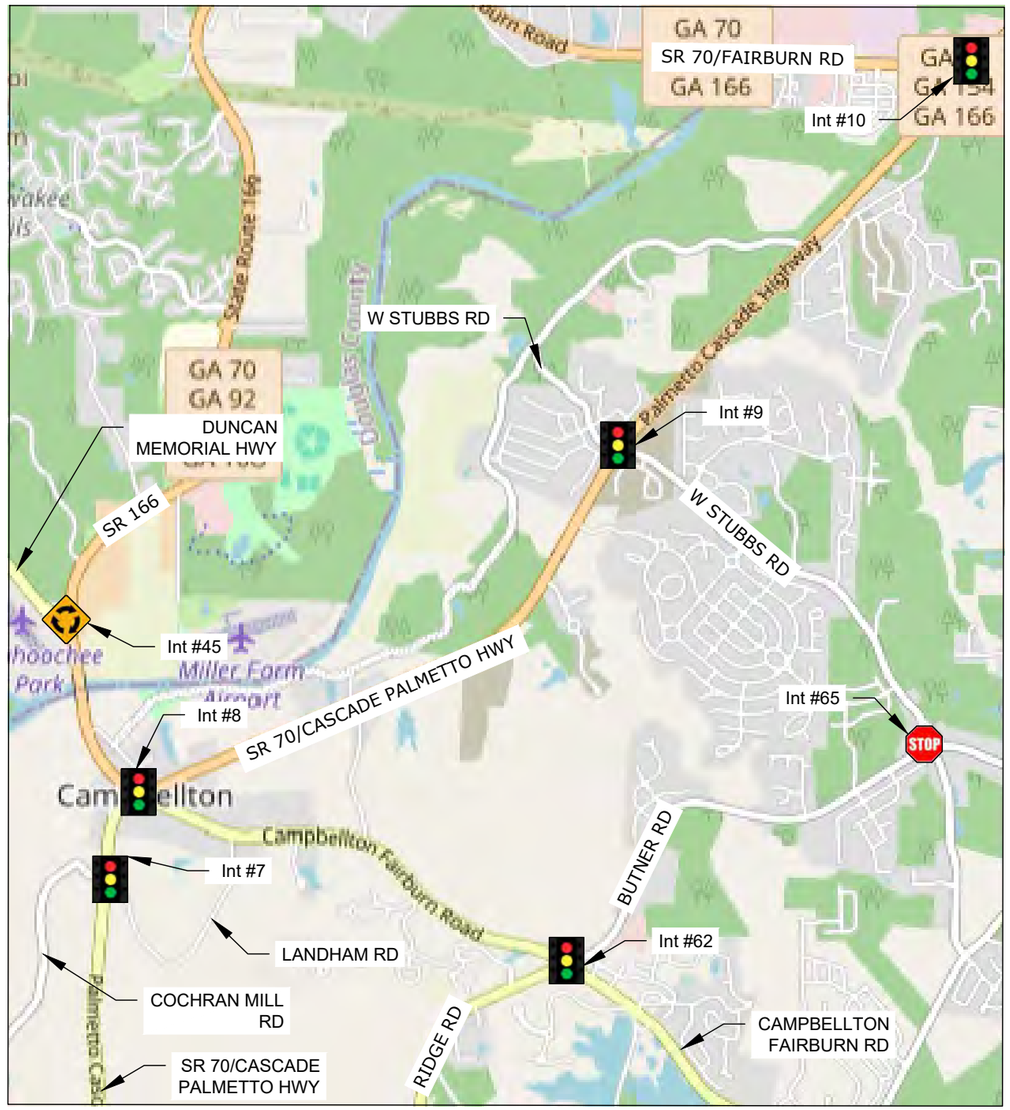
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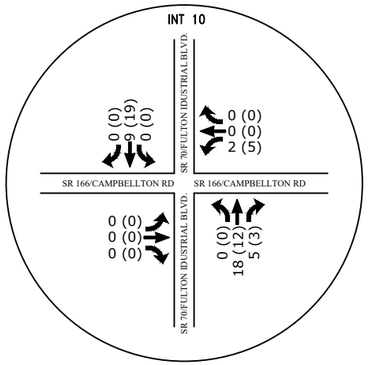
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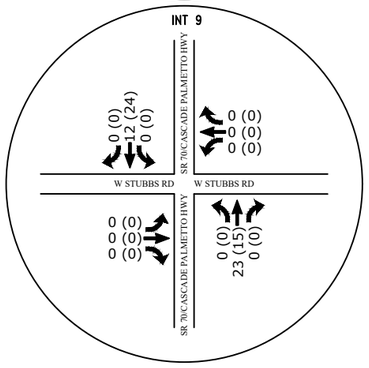


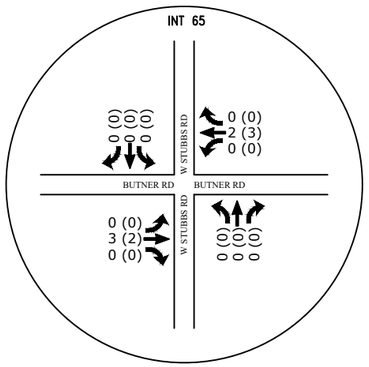


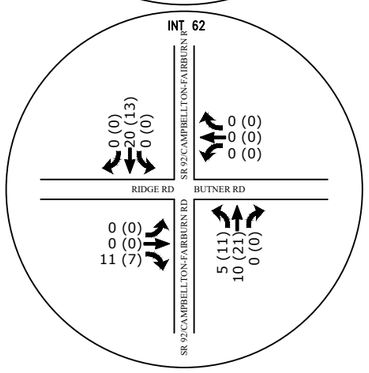












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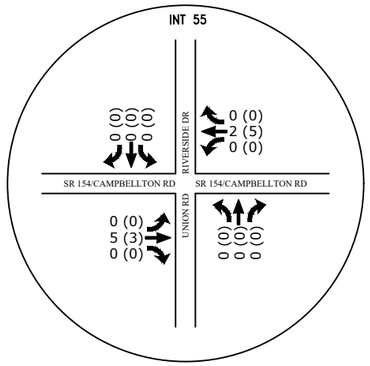
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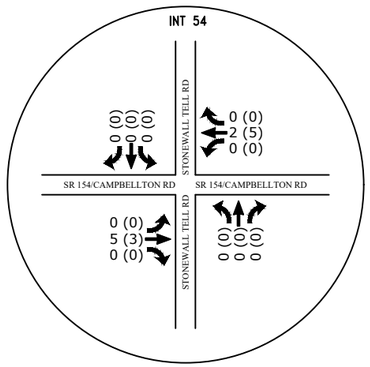
FIGURE 9: PHASE 5 TRIP GENERATION
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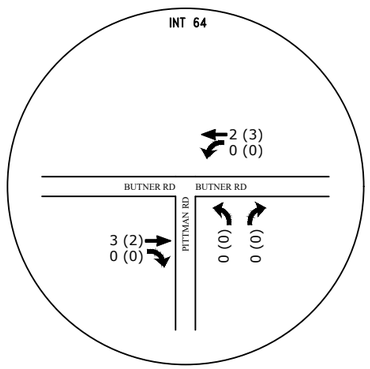
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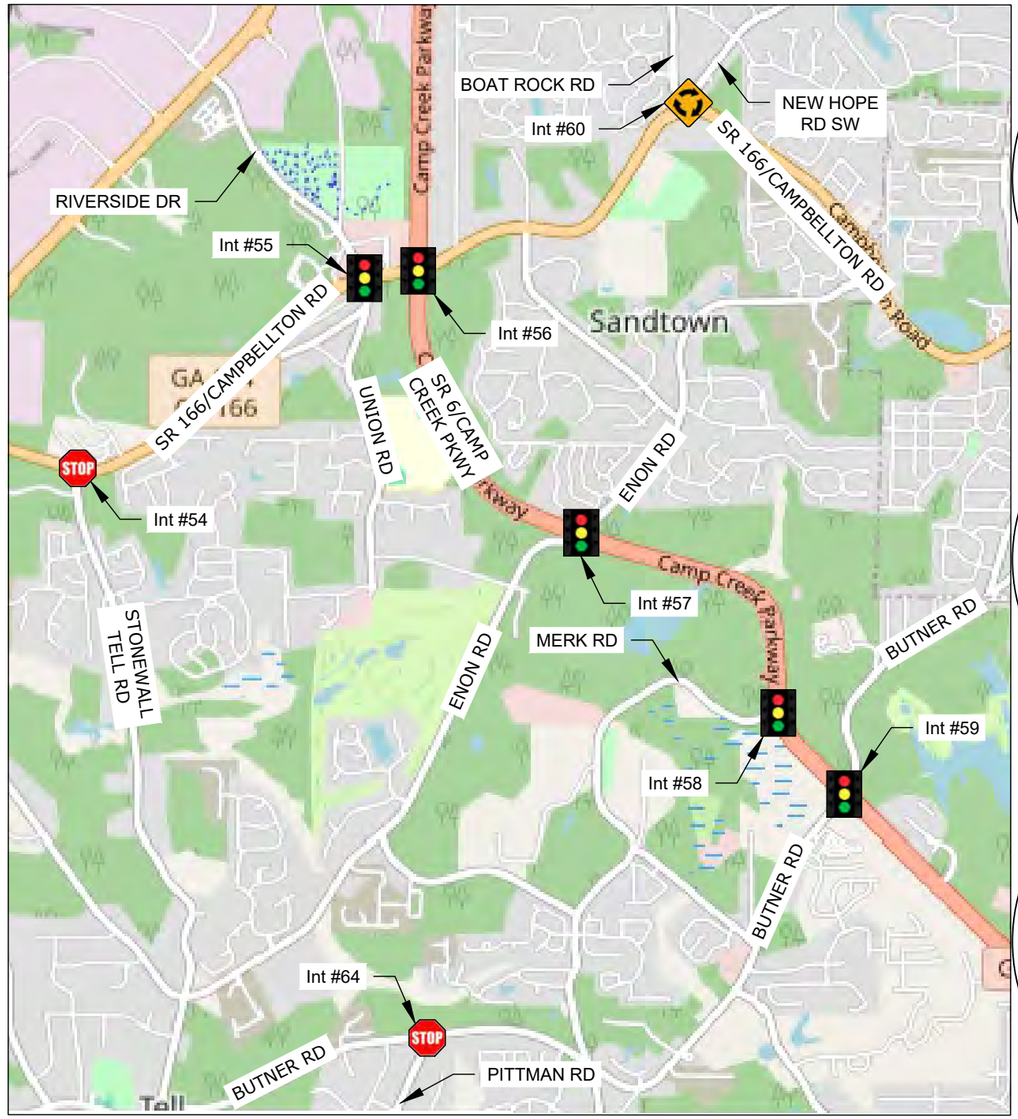
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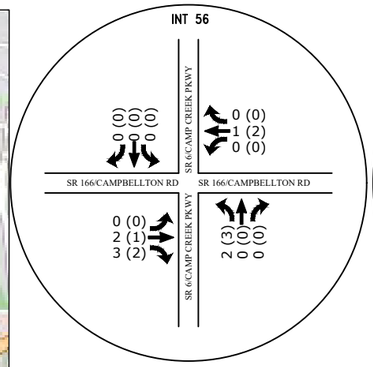
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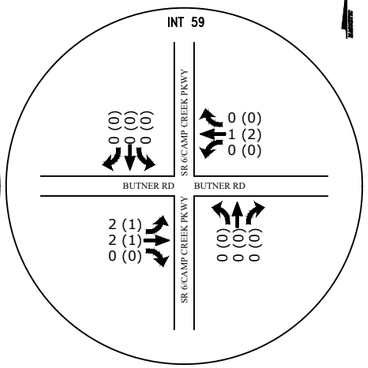


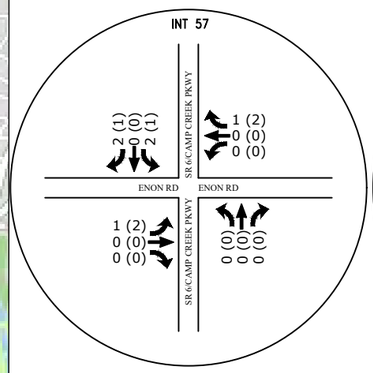


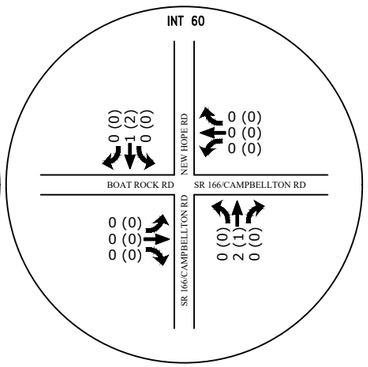


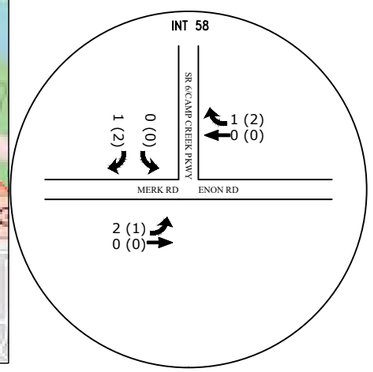












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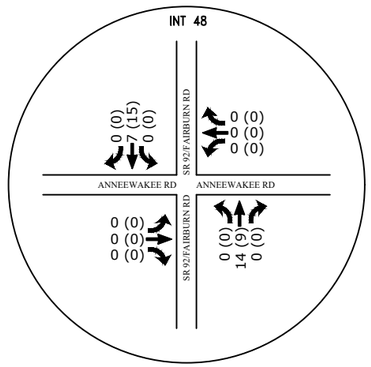
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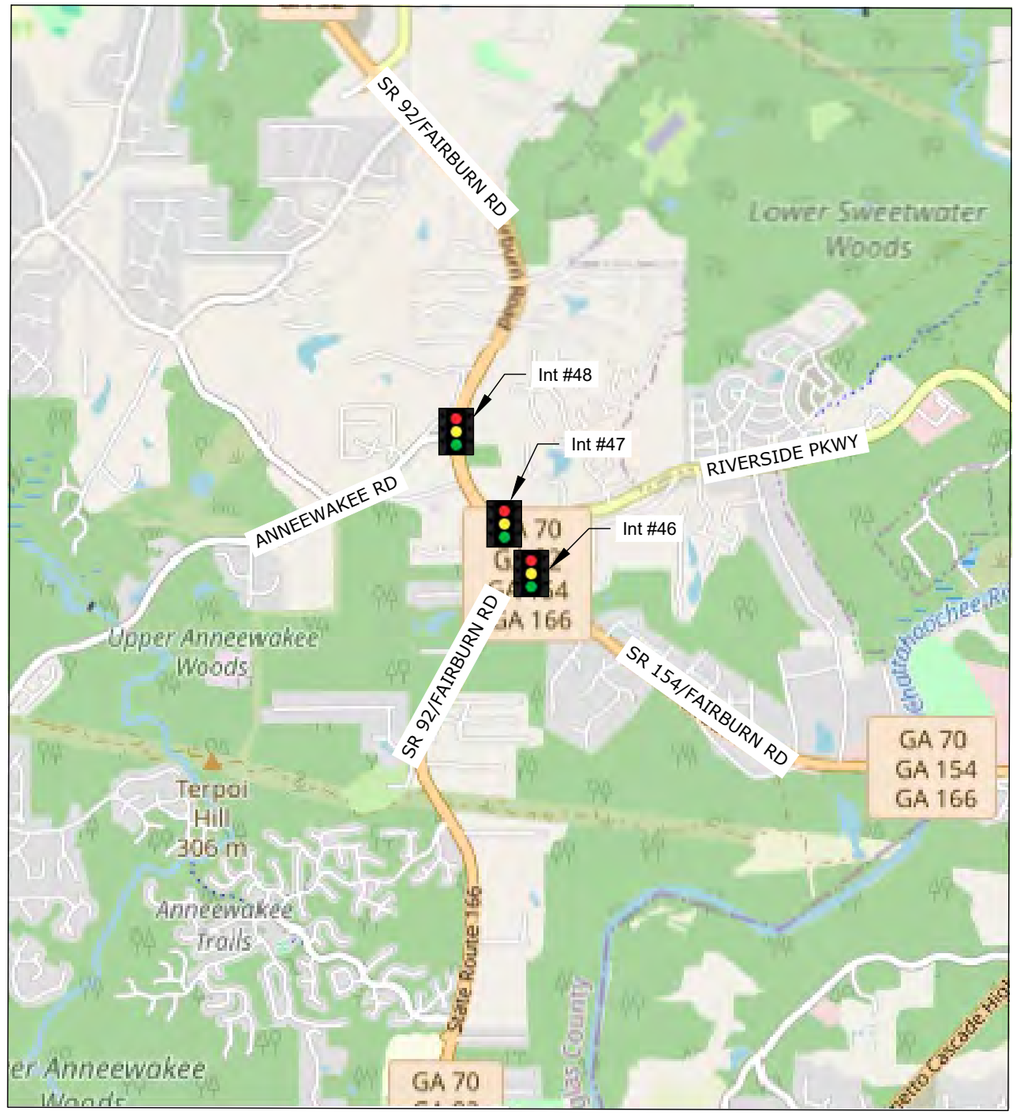
FIGURE 9: PHASE 5 TRIP GENERATION
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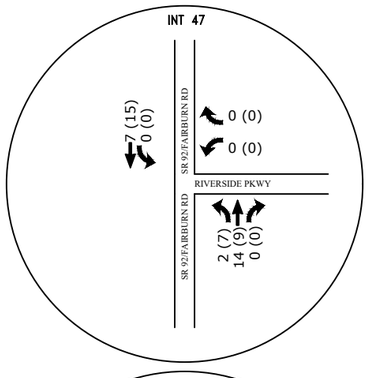
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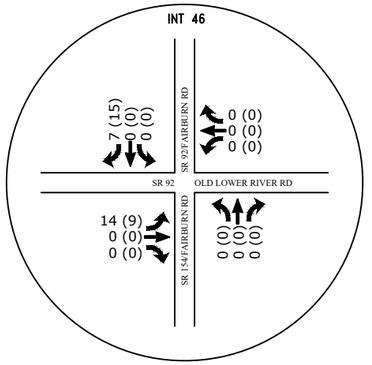
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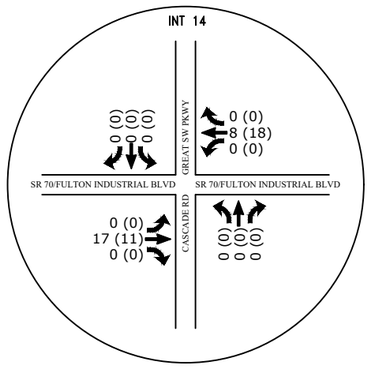
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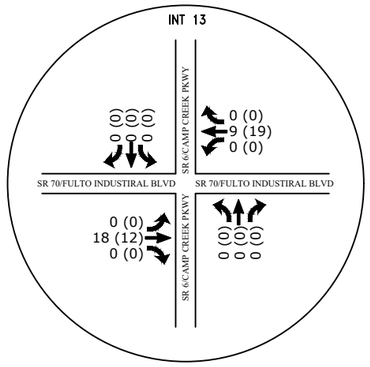
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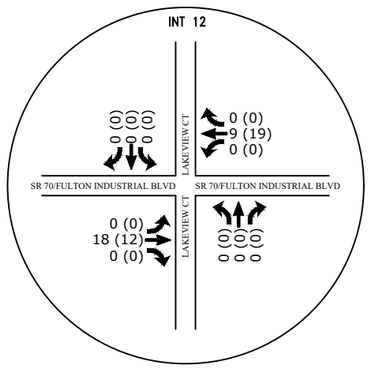
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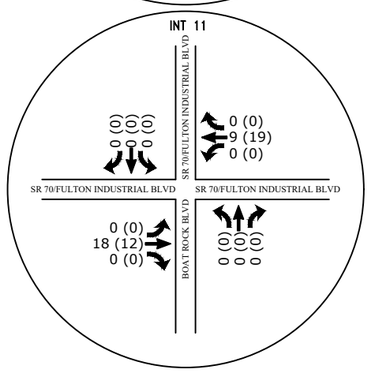
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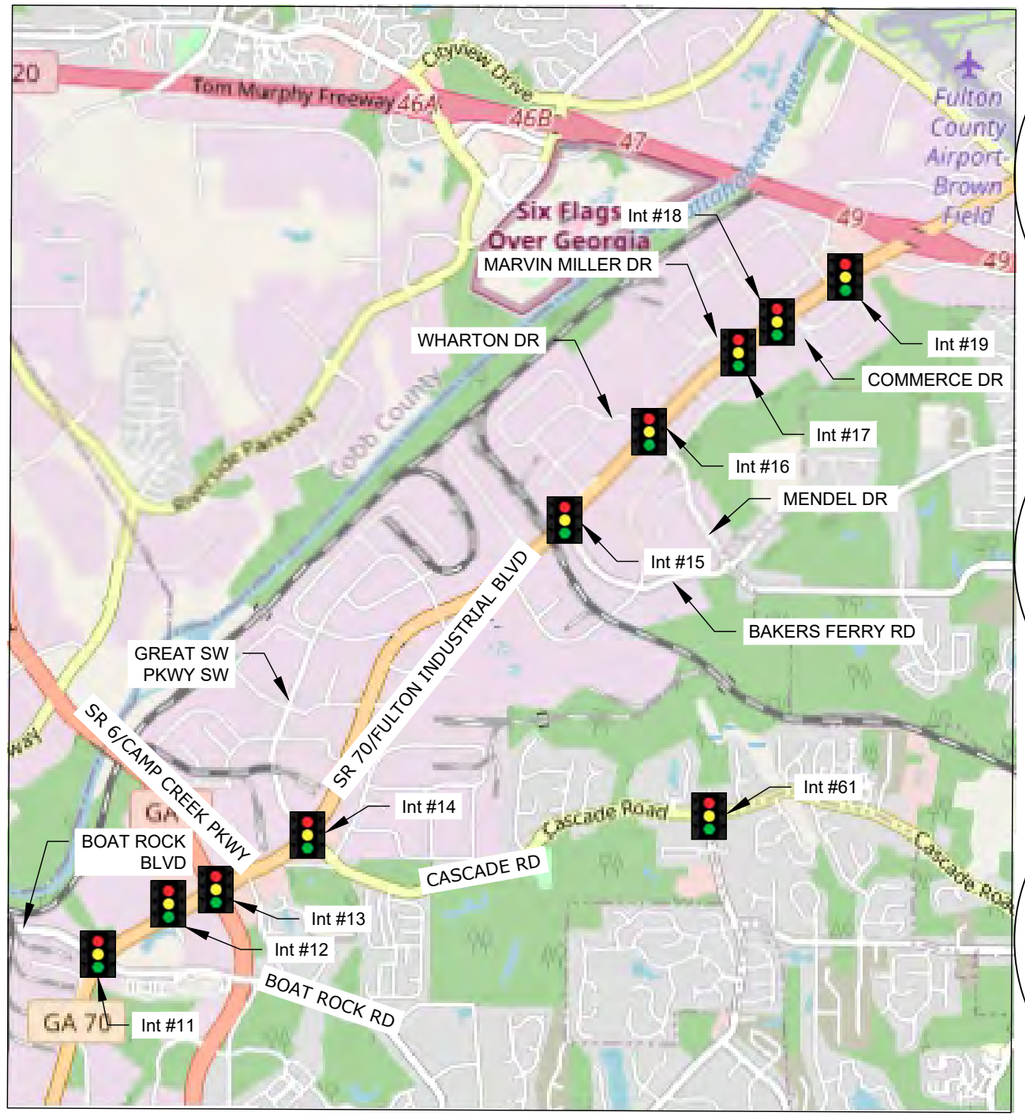
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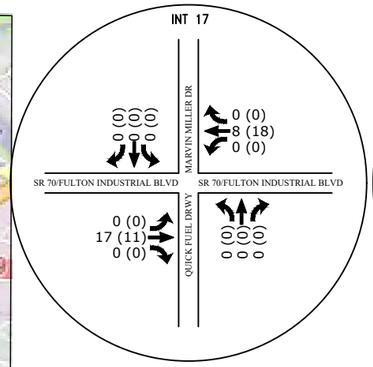


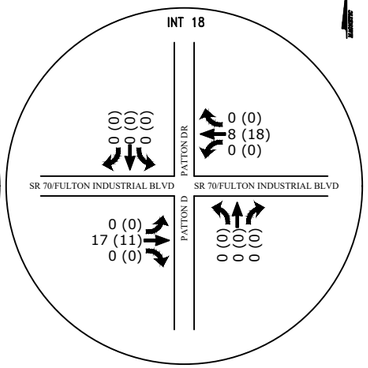


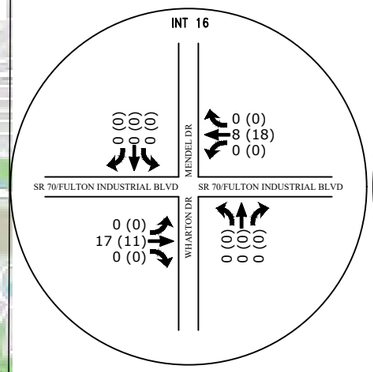


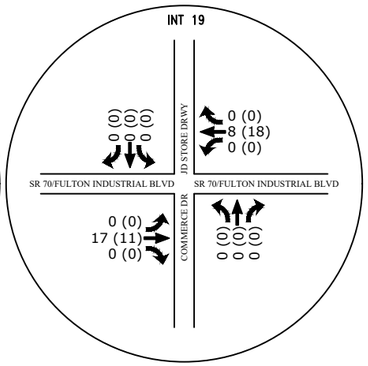


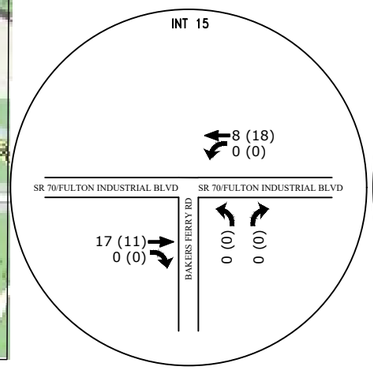


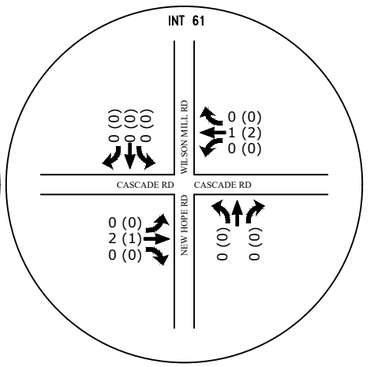












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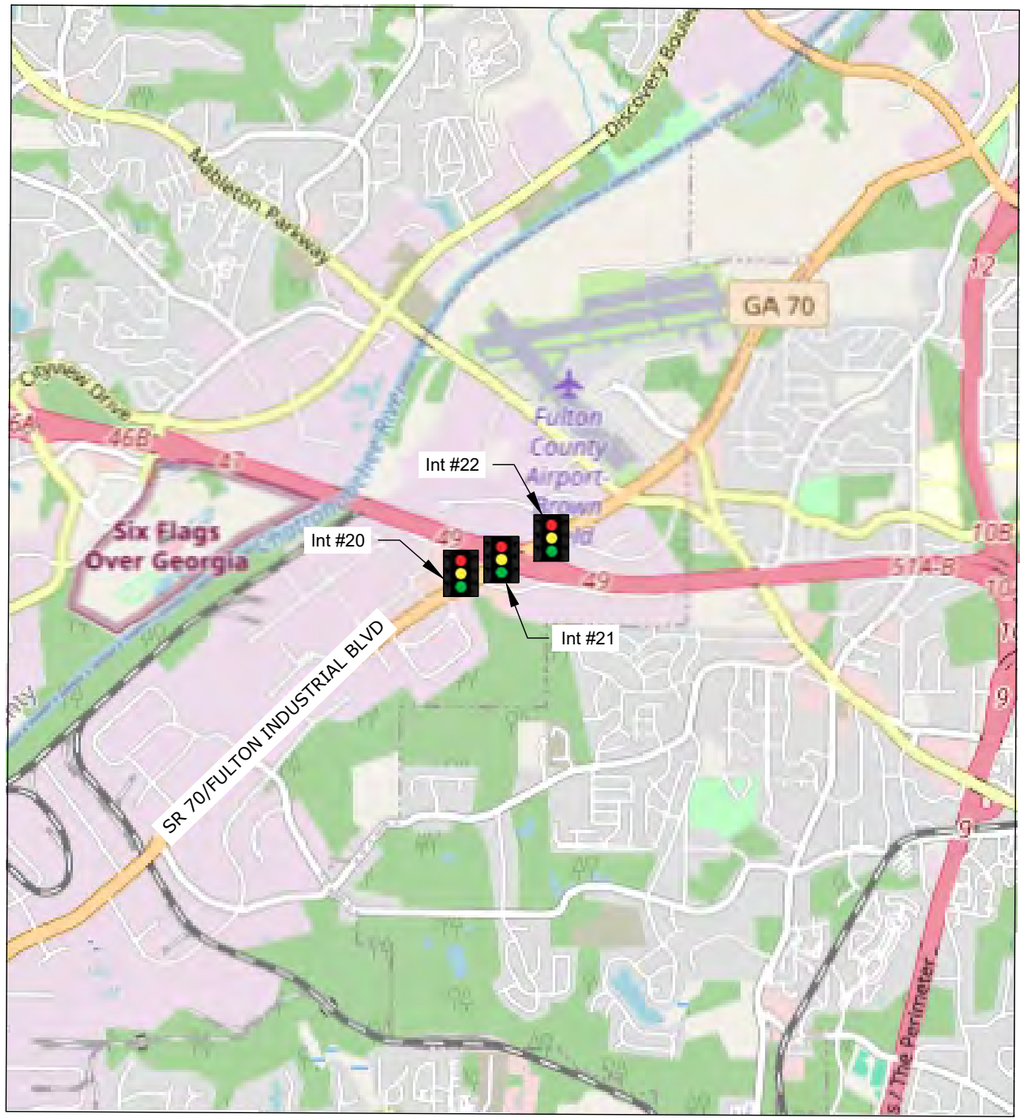
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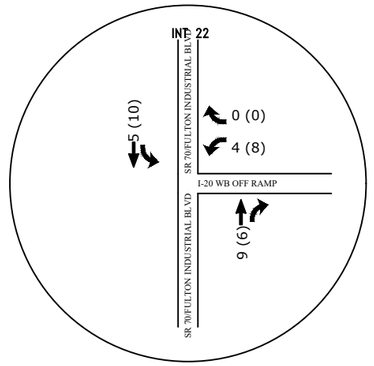
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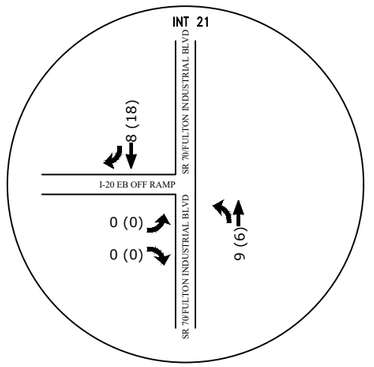
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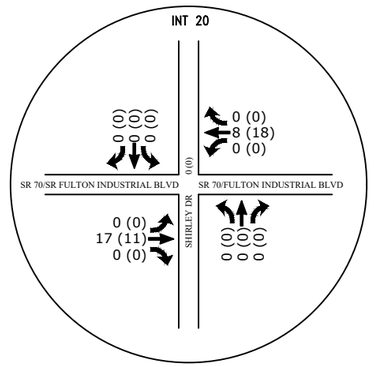
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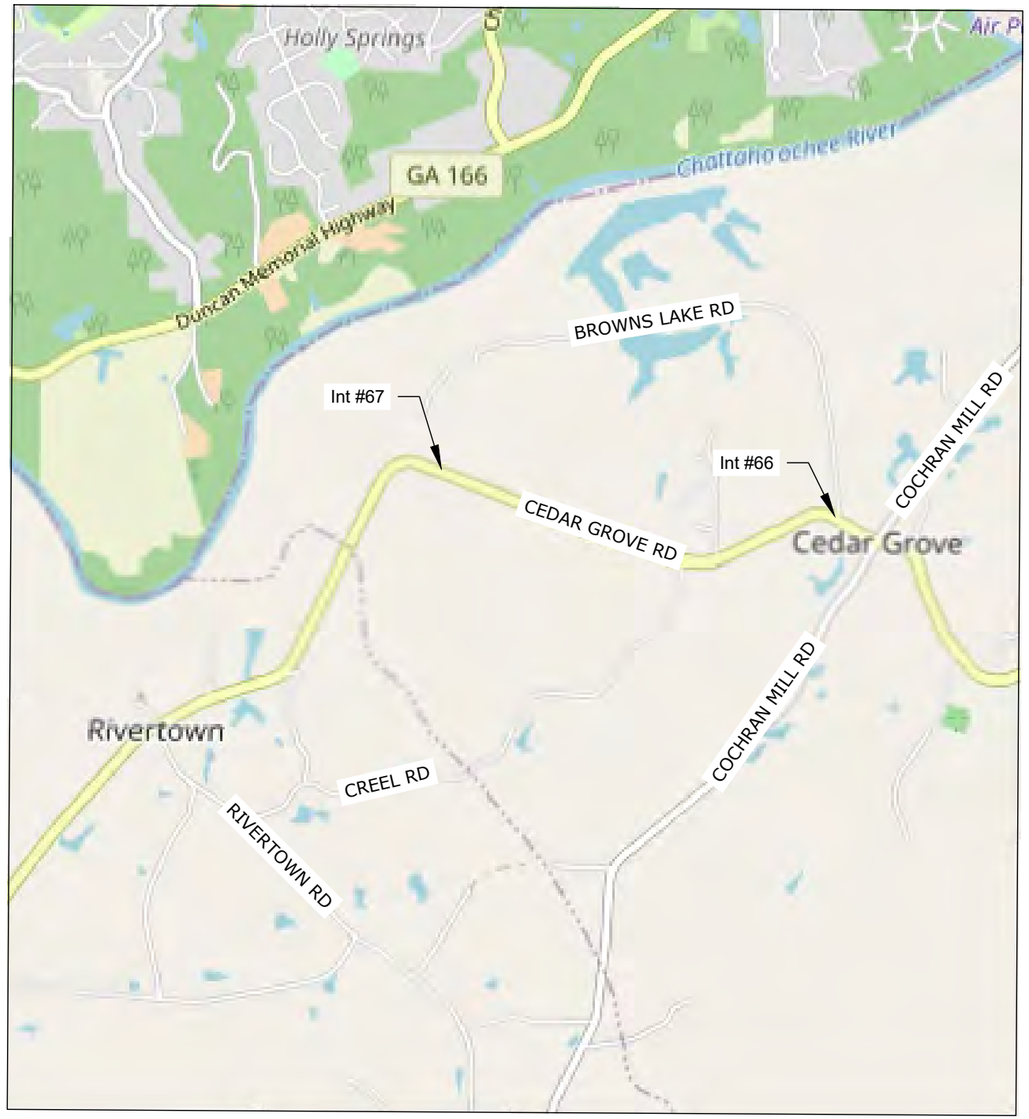
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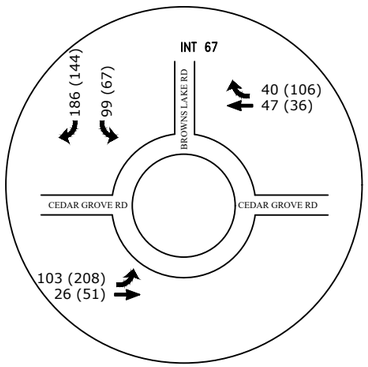
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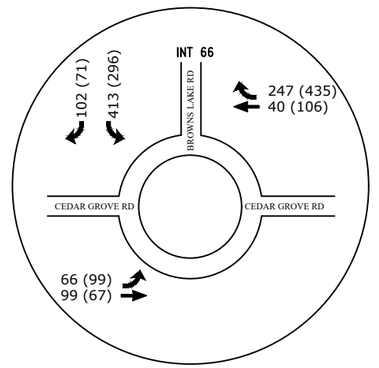
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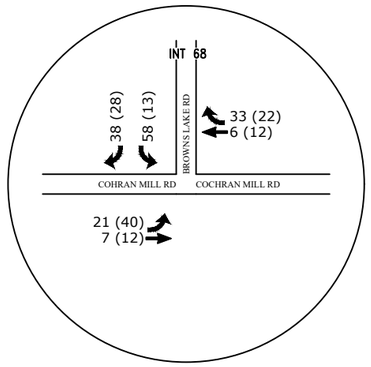
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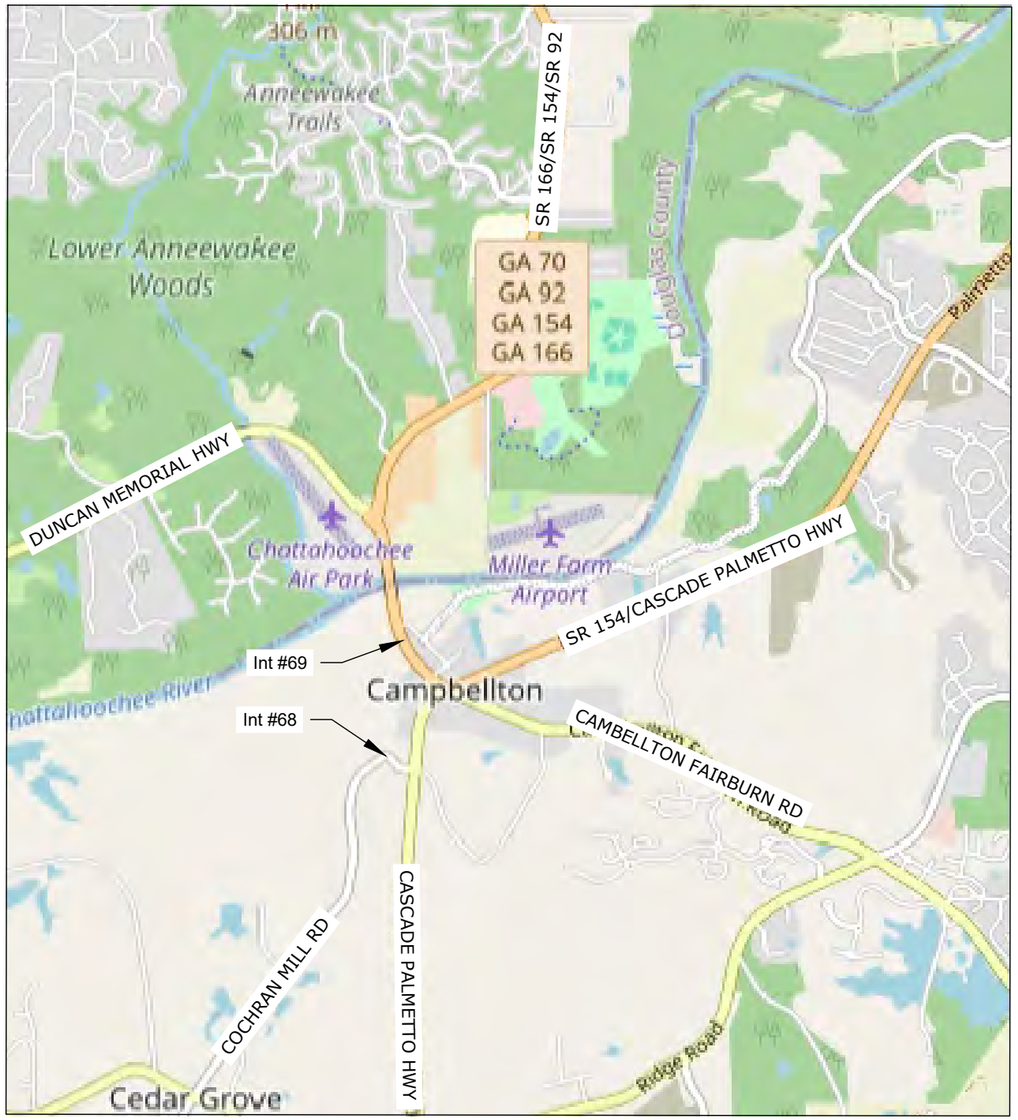
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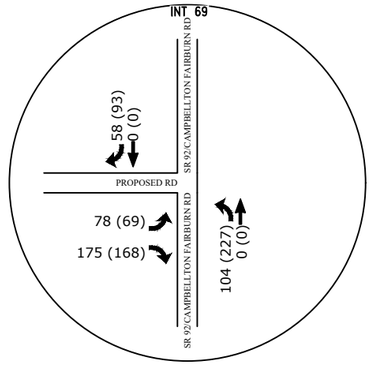
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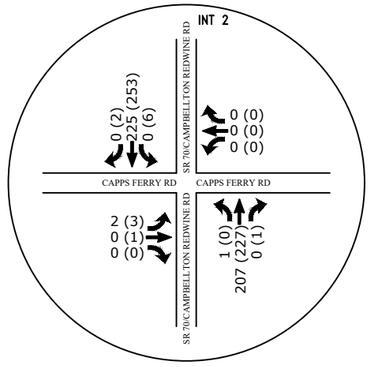
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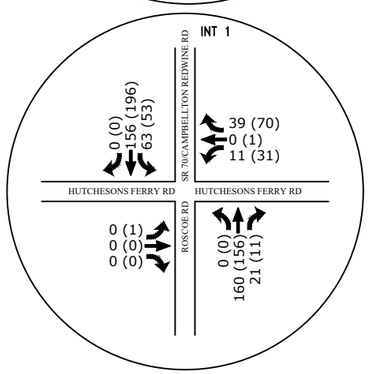
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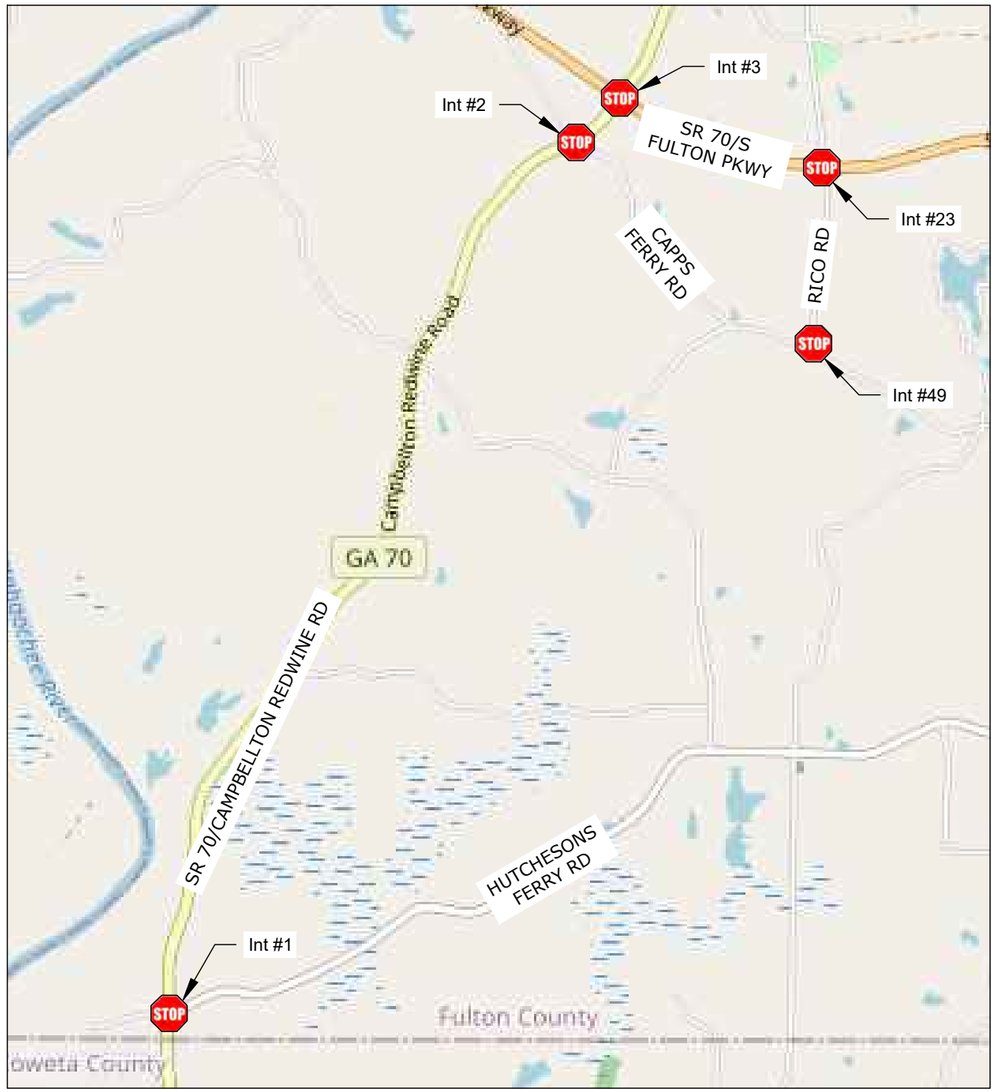
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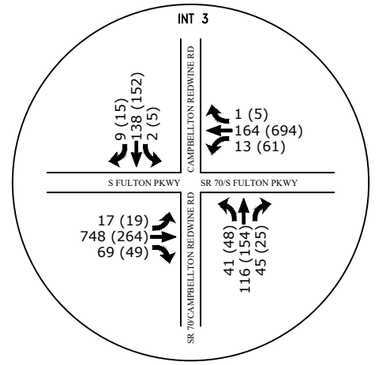
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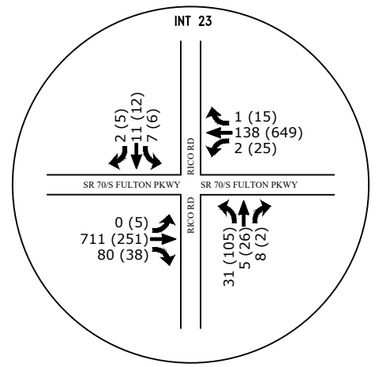
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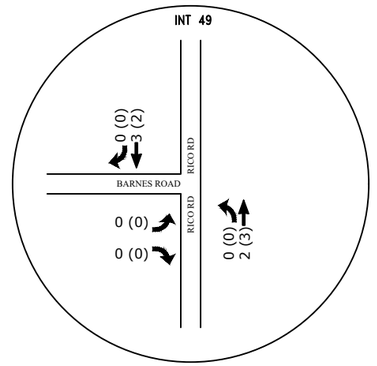












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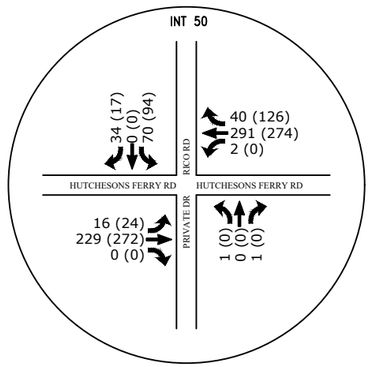
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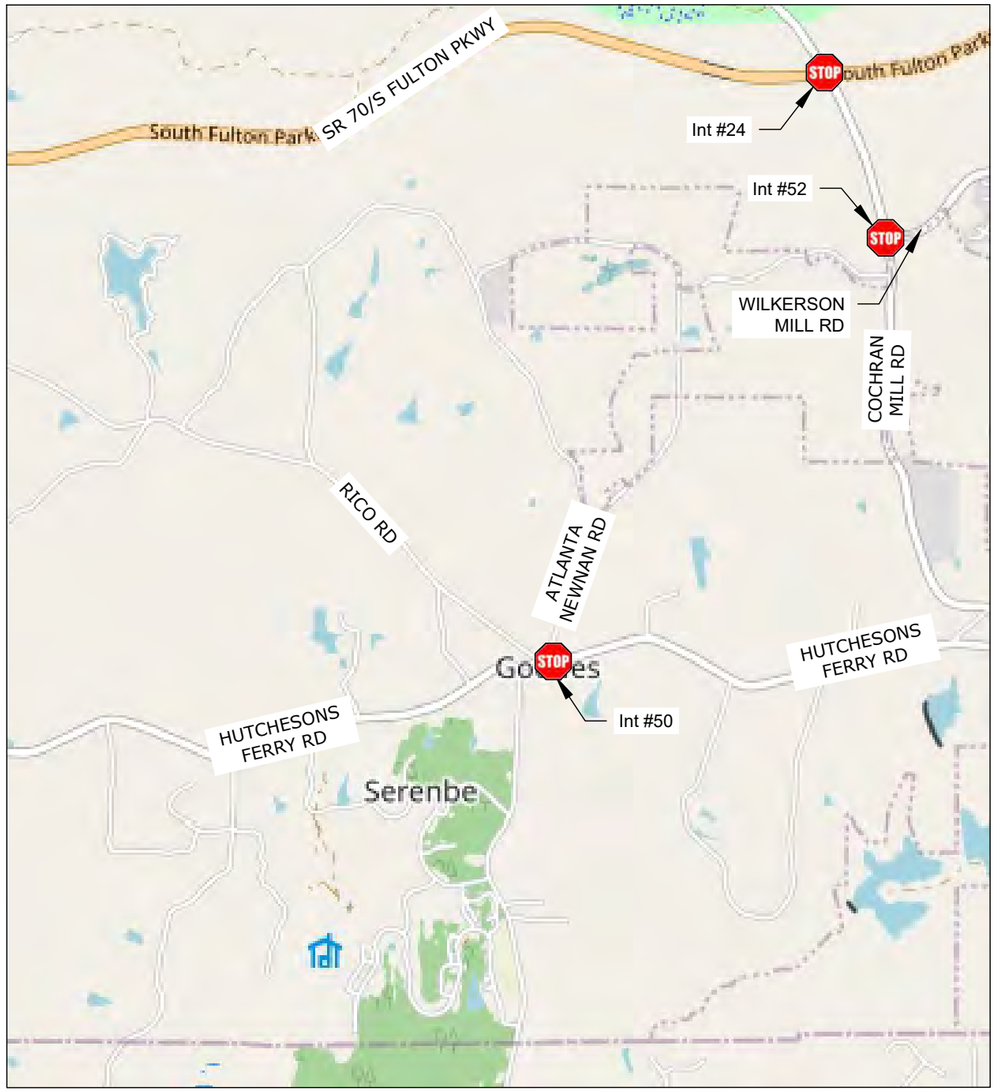
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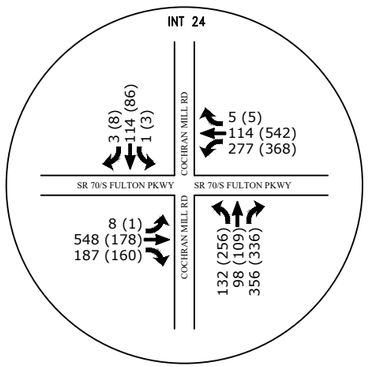
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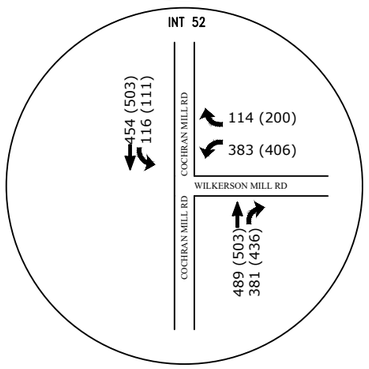
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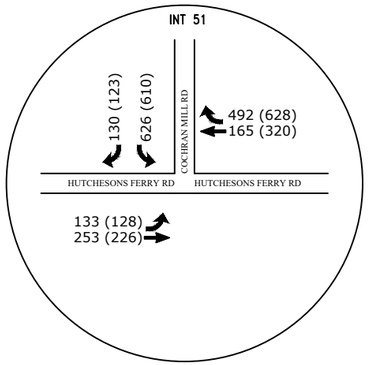
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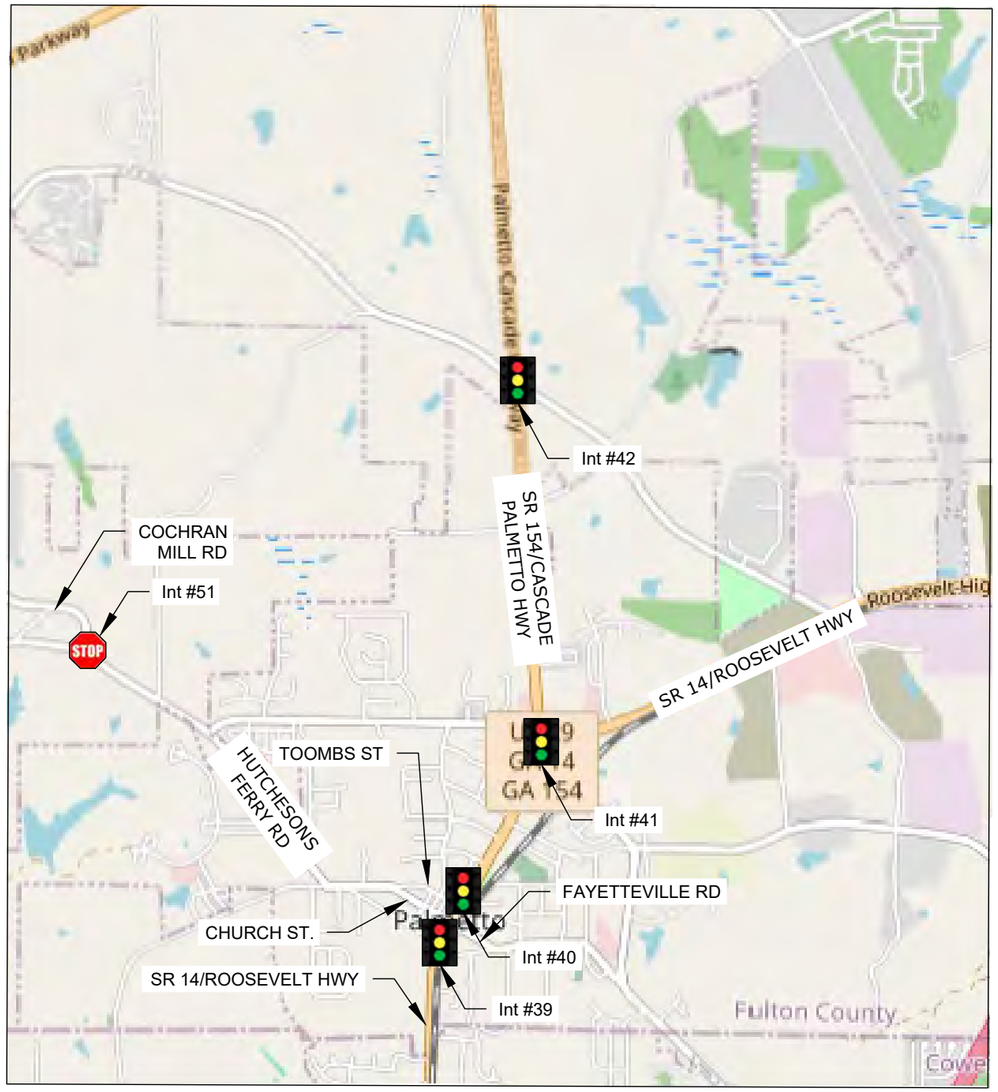
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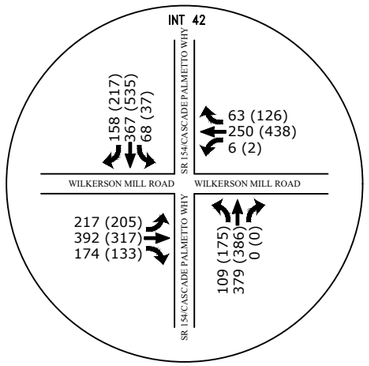
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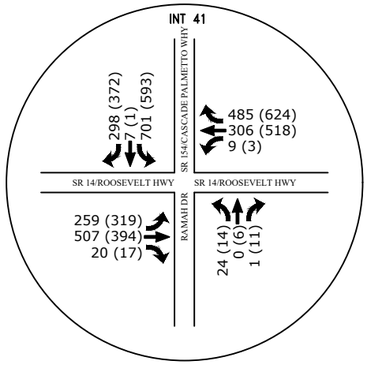
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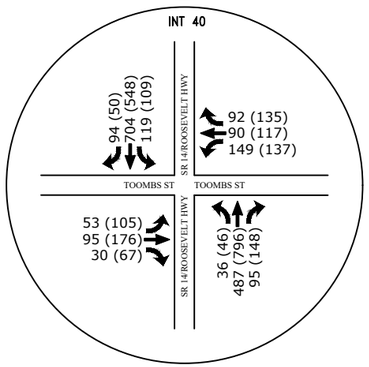
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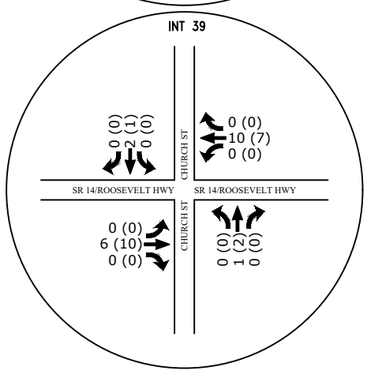












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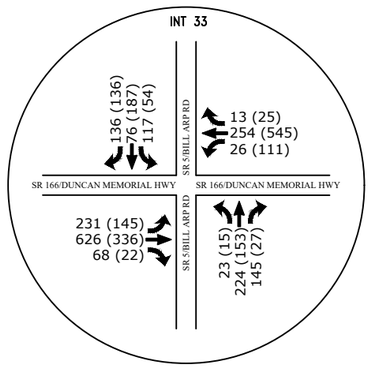
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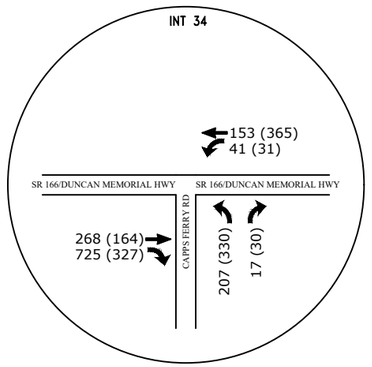
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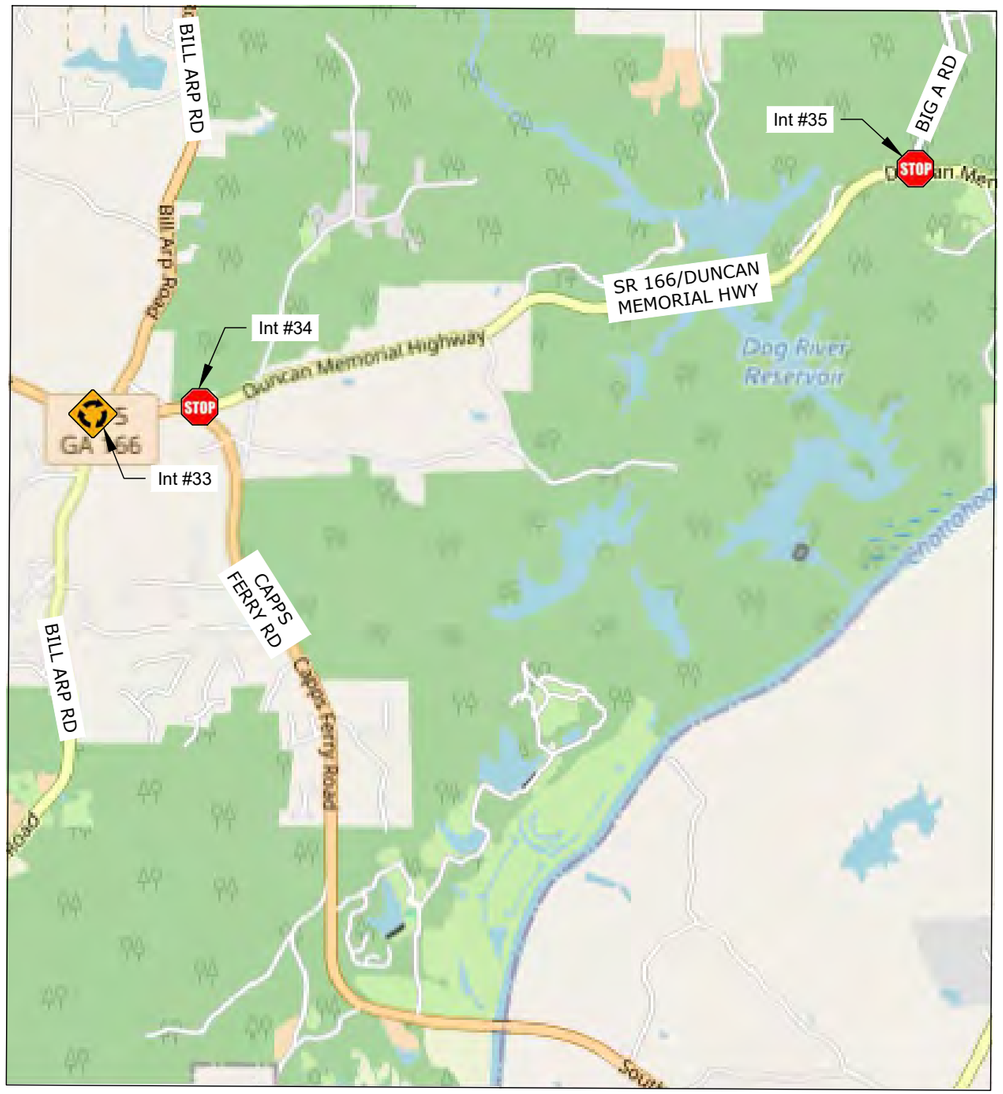
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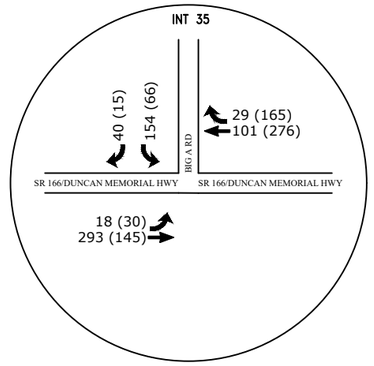
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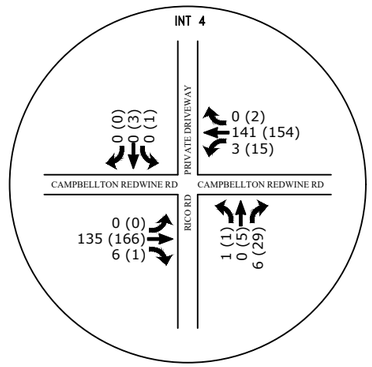
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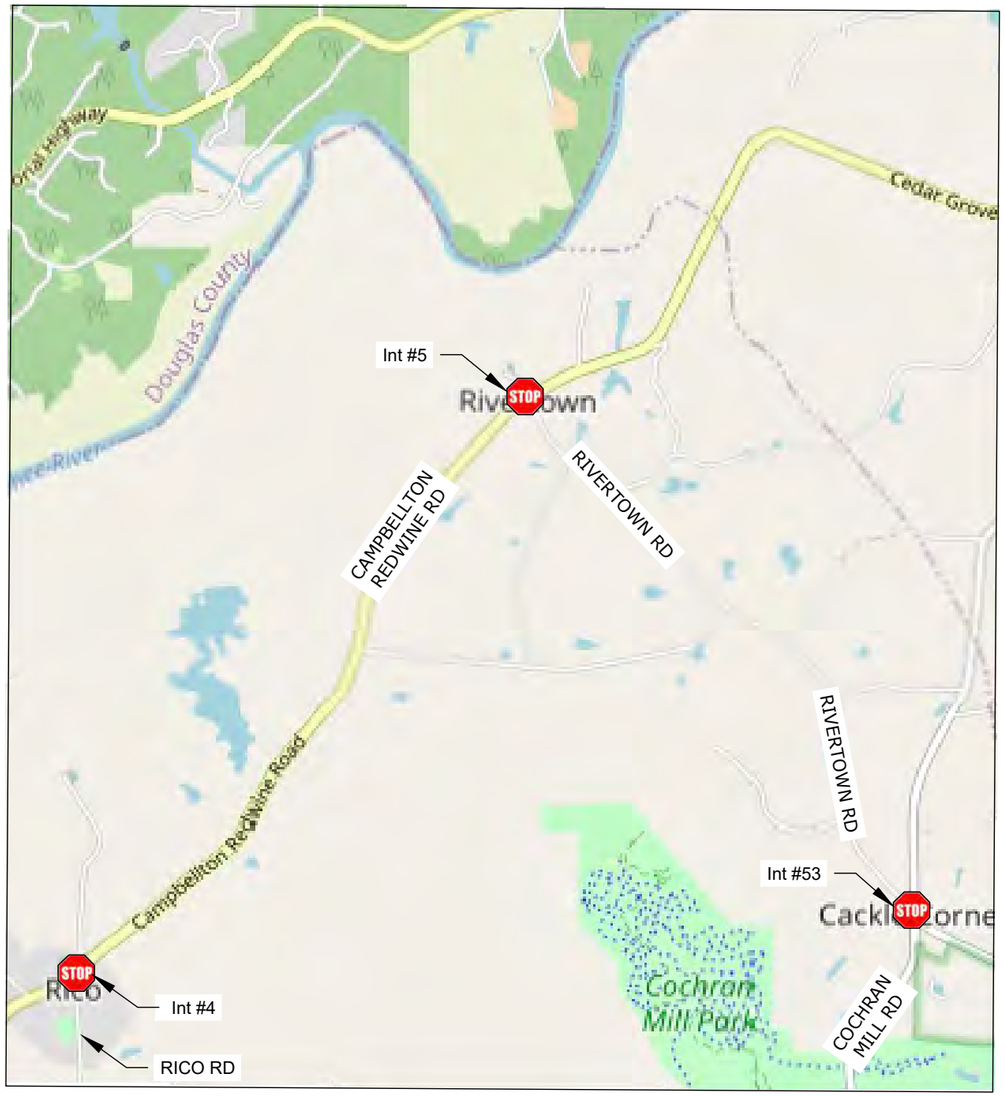
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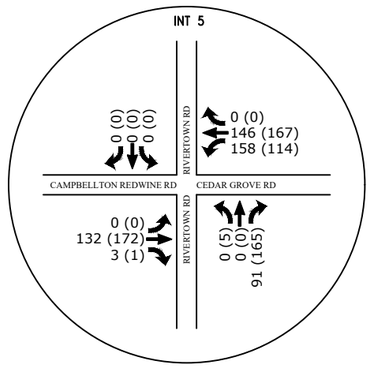
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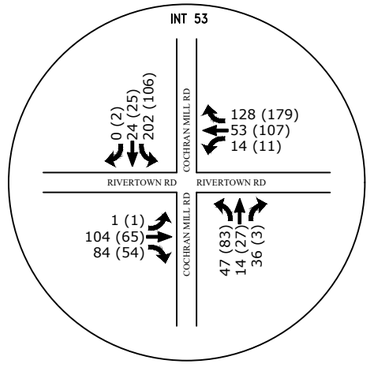
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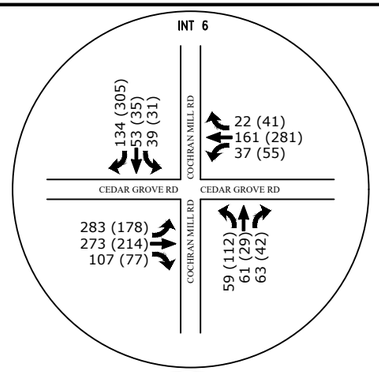
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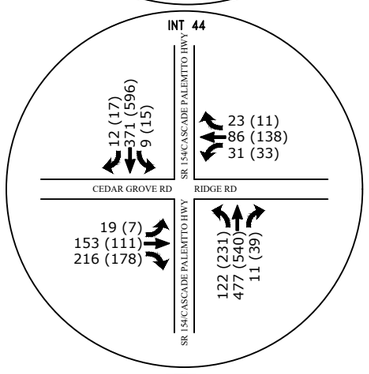
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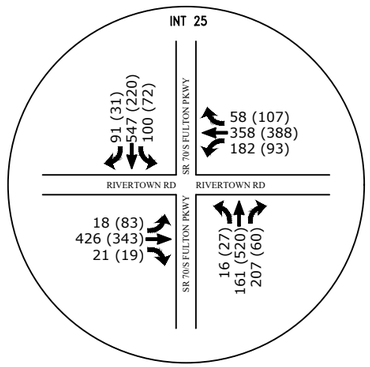
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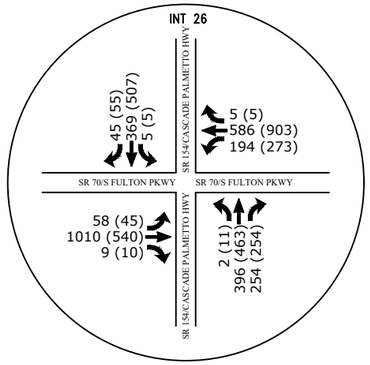
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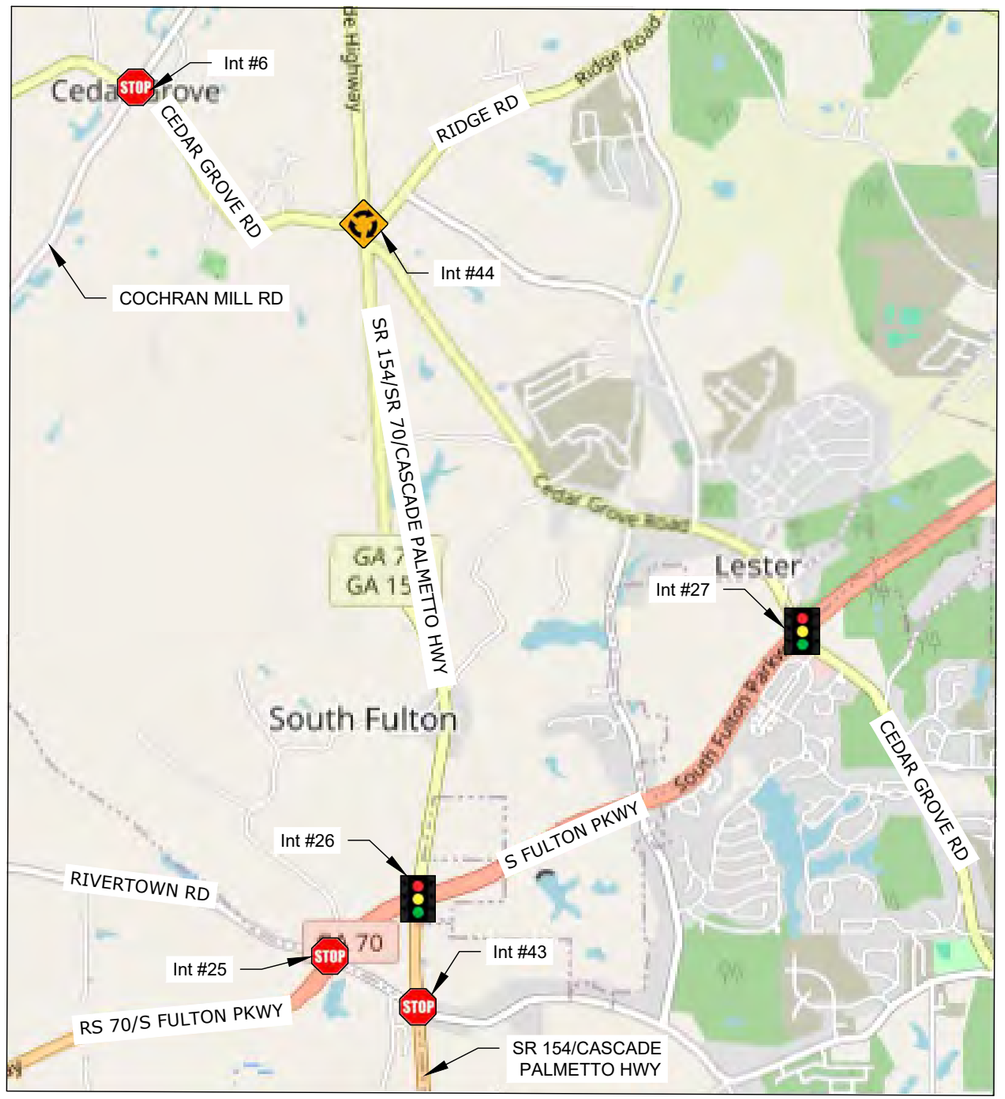
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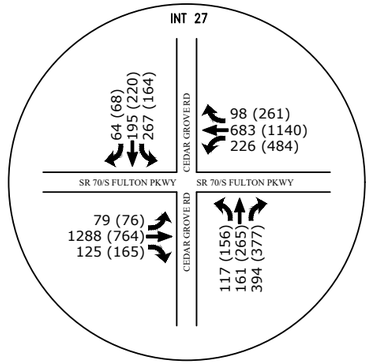


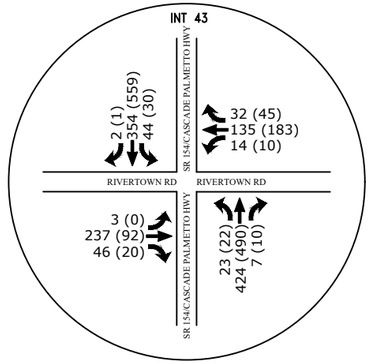












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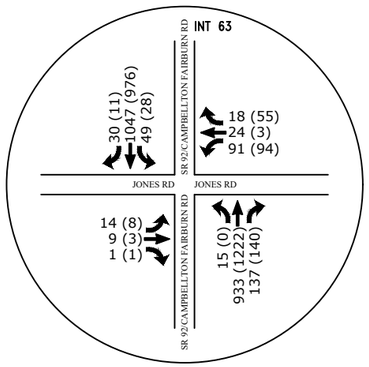
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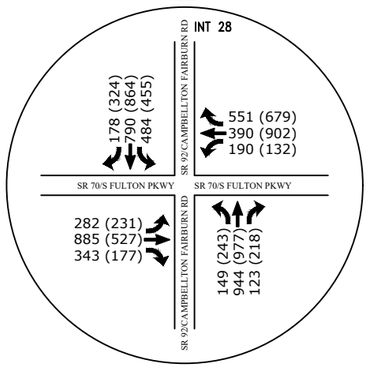
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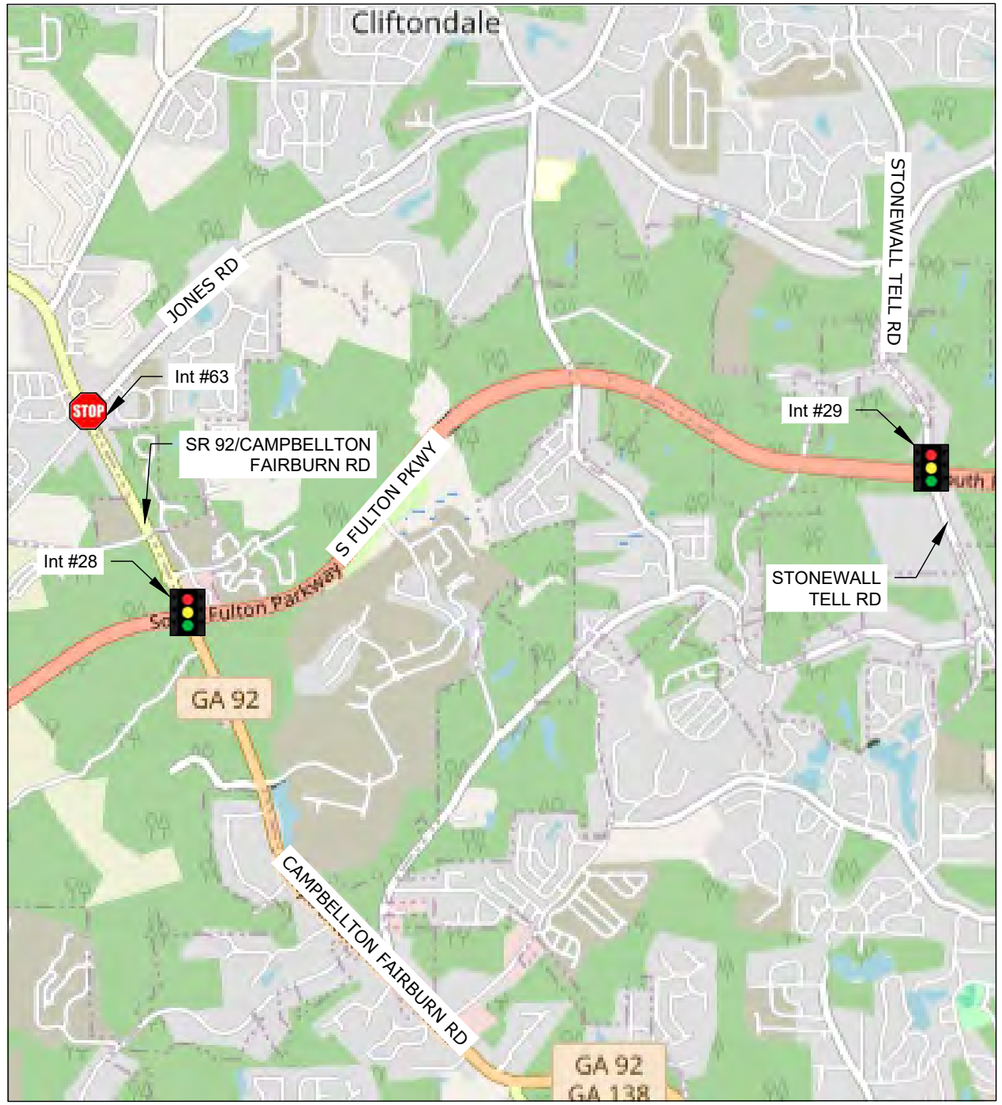
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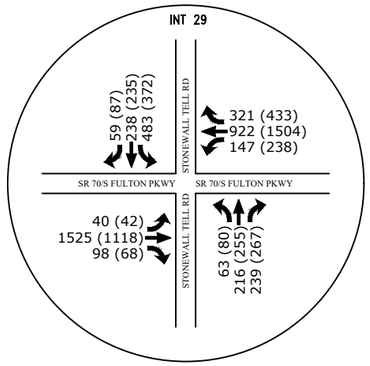
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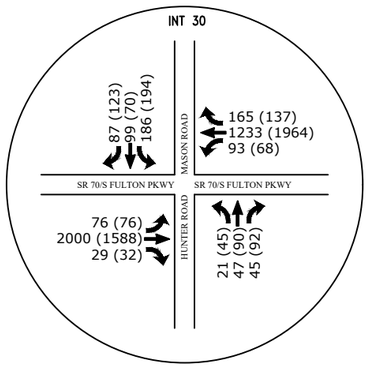
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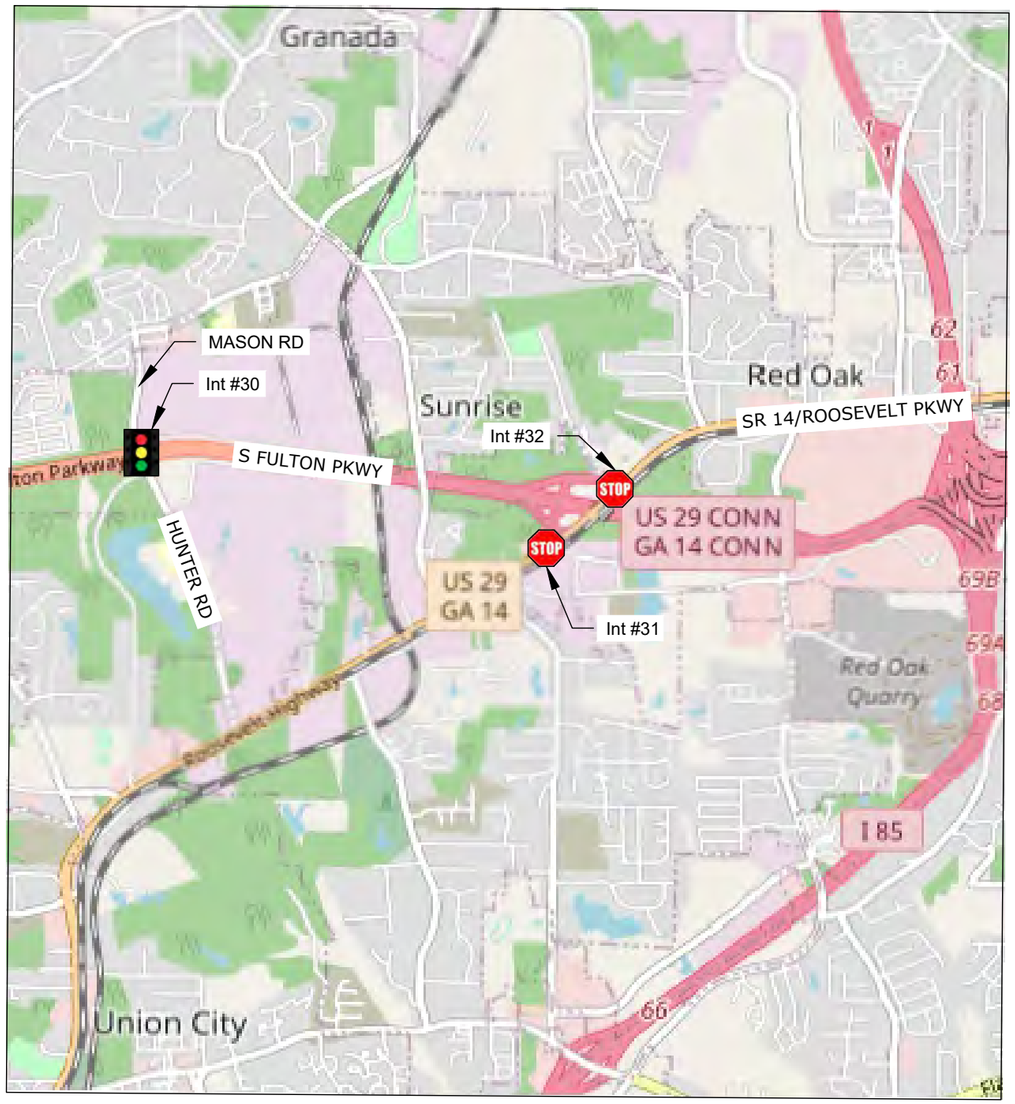
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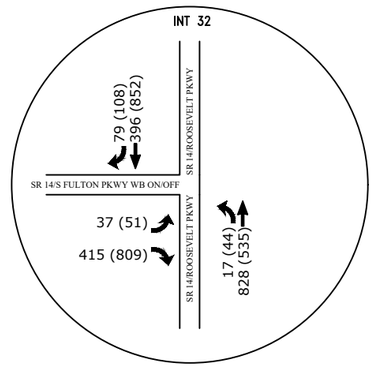
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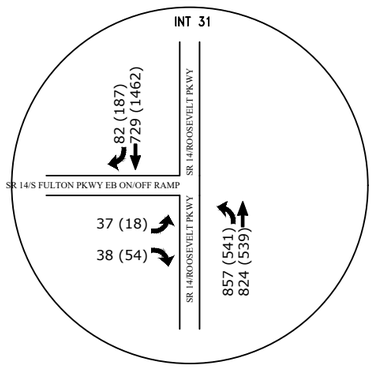
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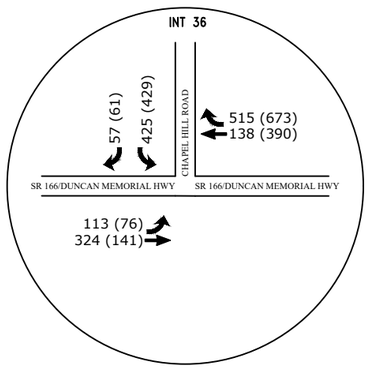
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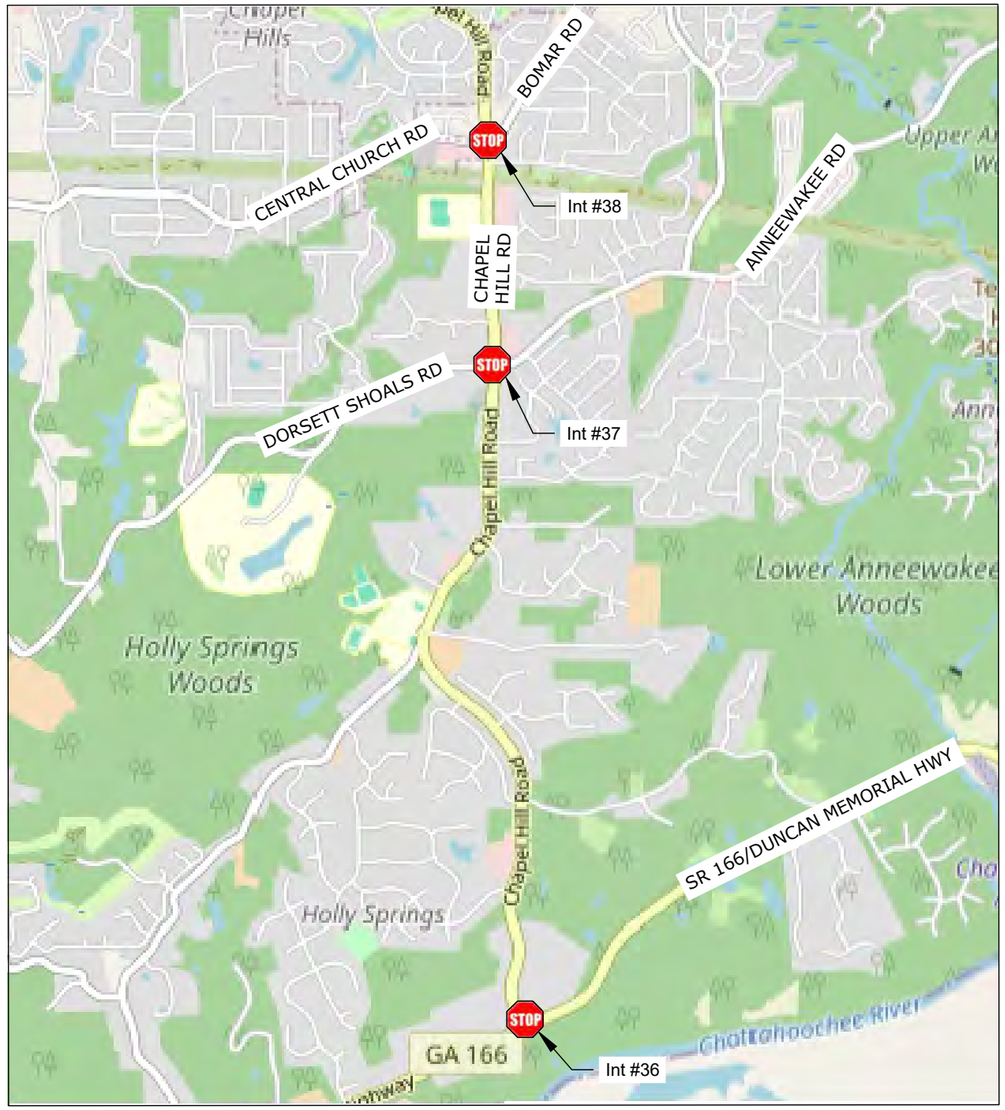
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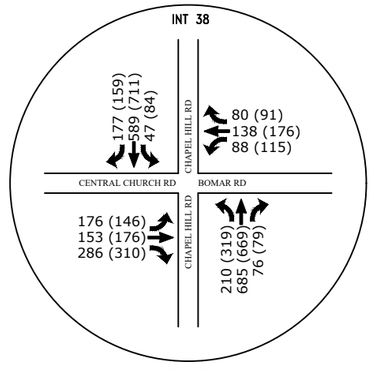
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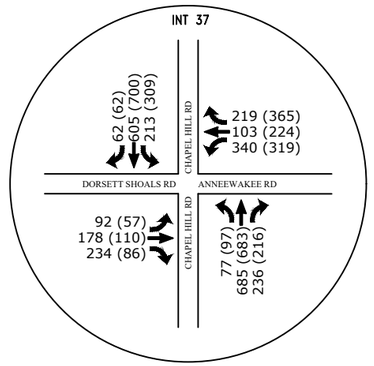
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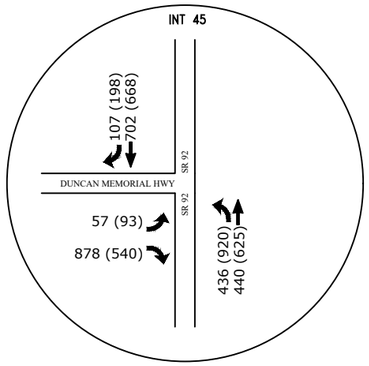
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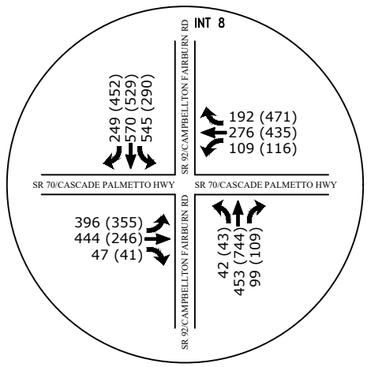
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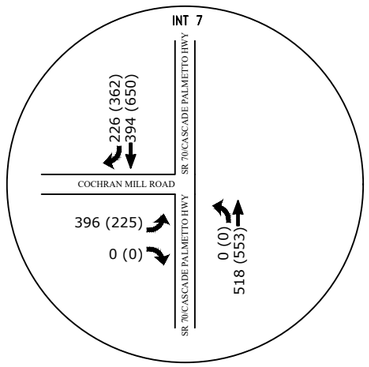
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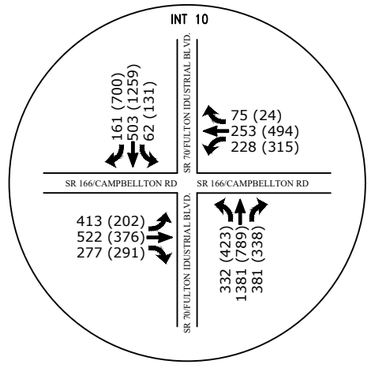
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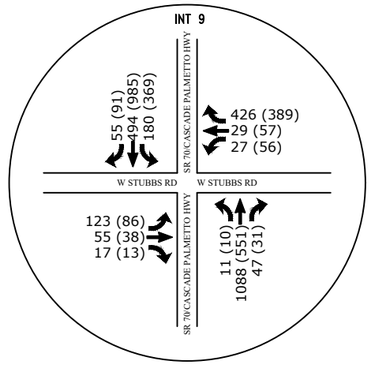


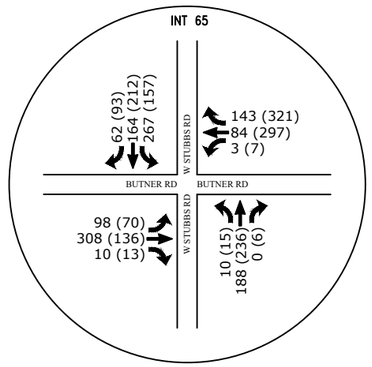


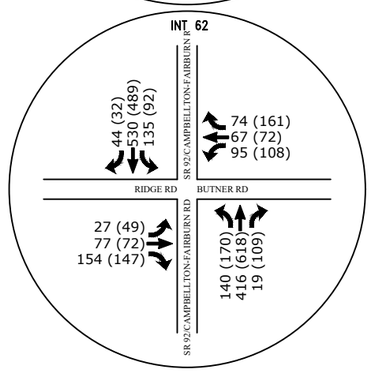












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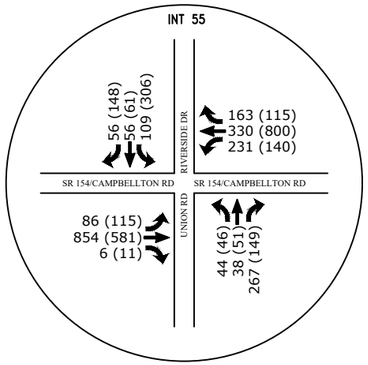
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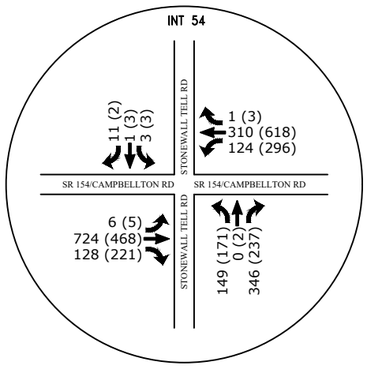
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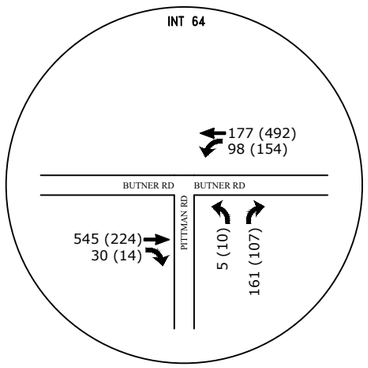
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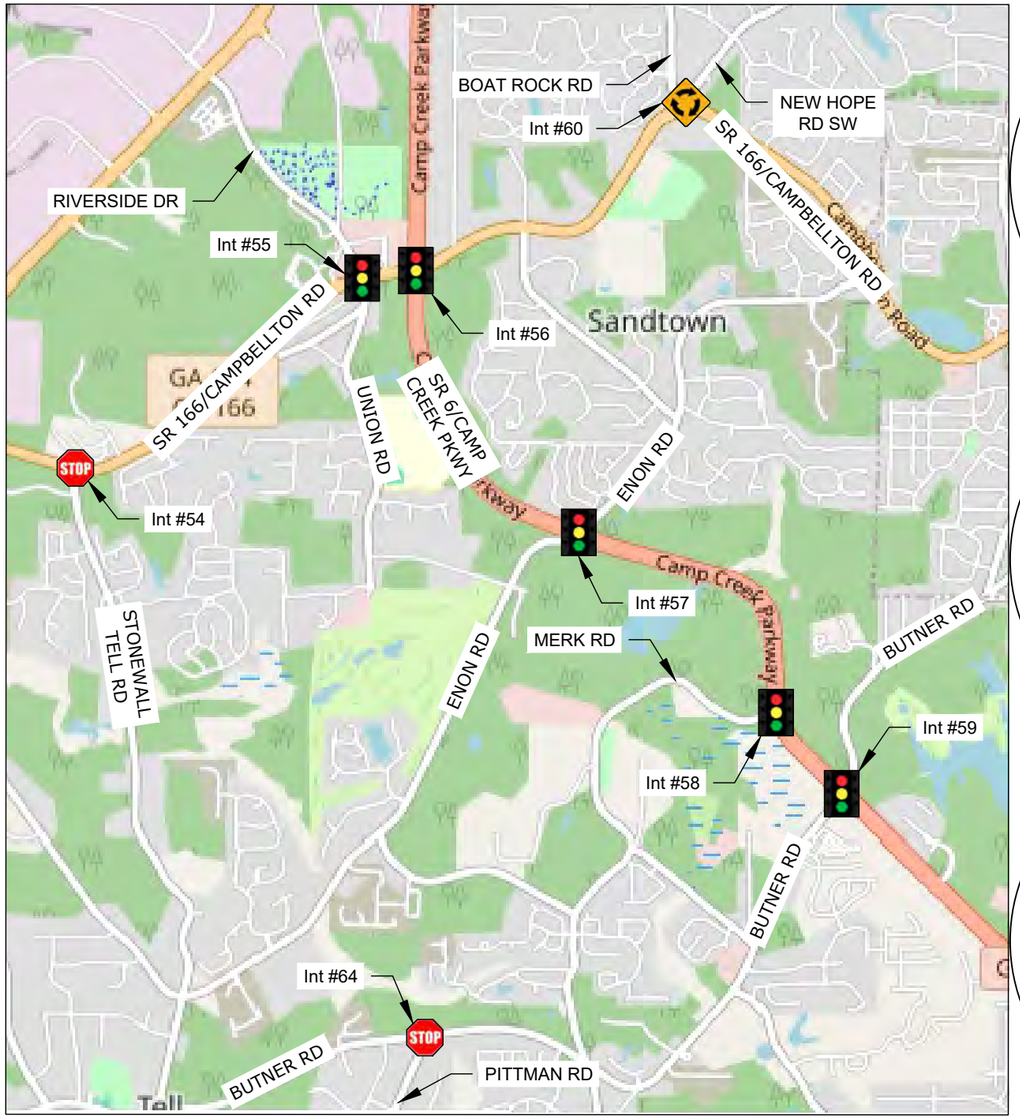
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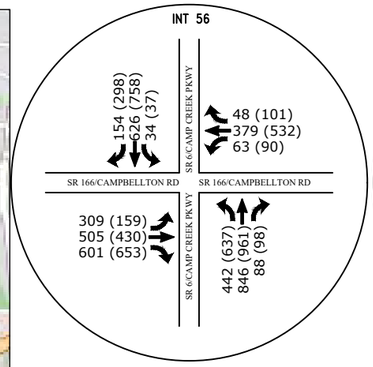
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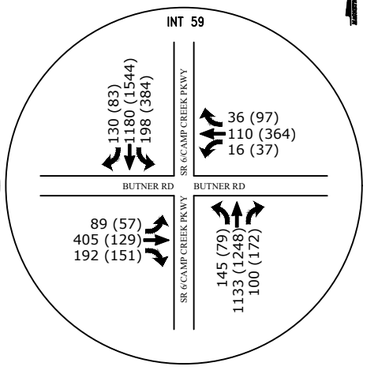


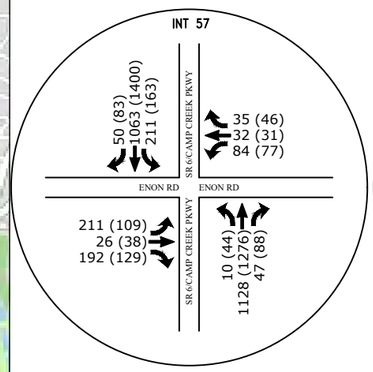


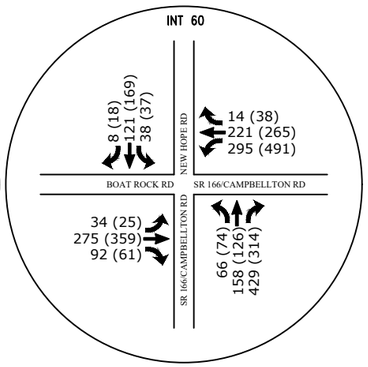


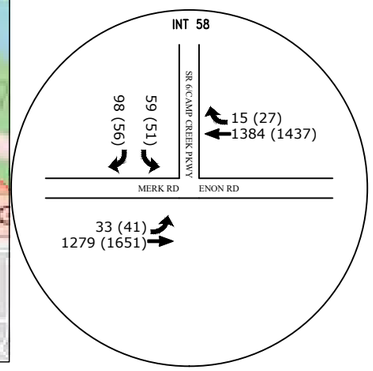












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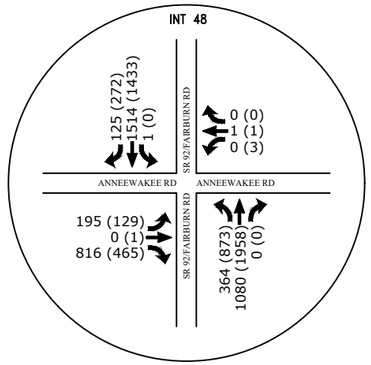
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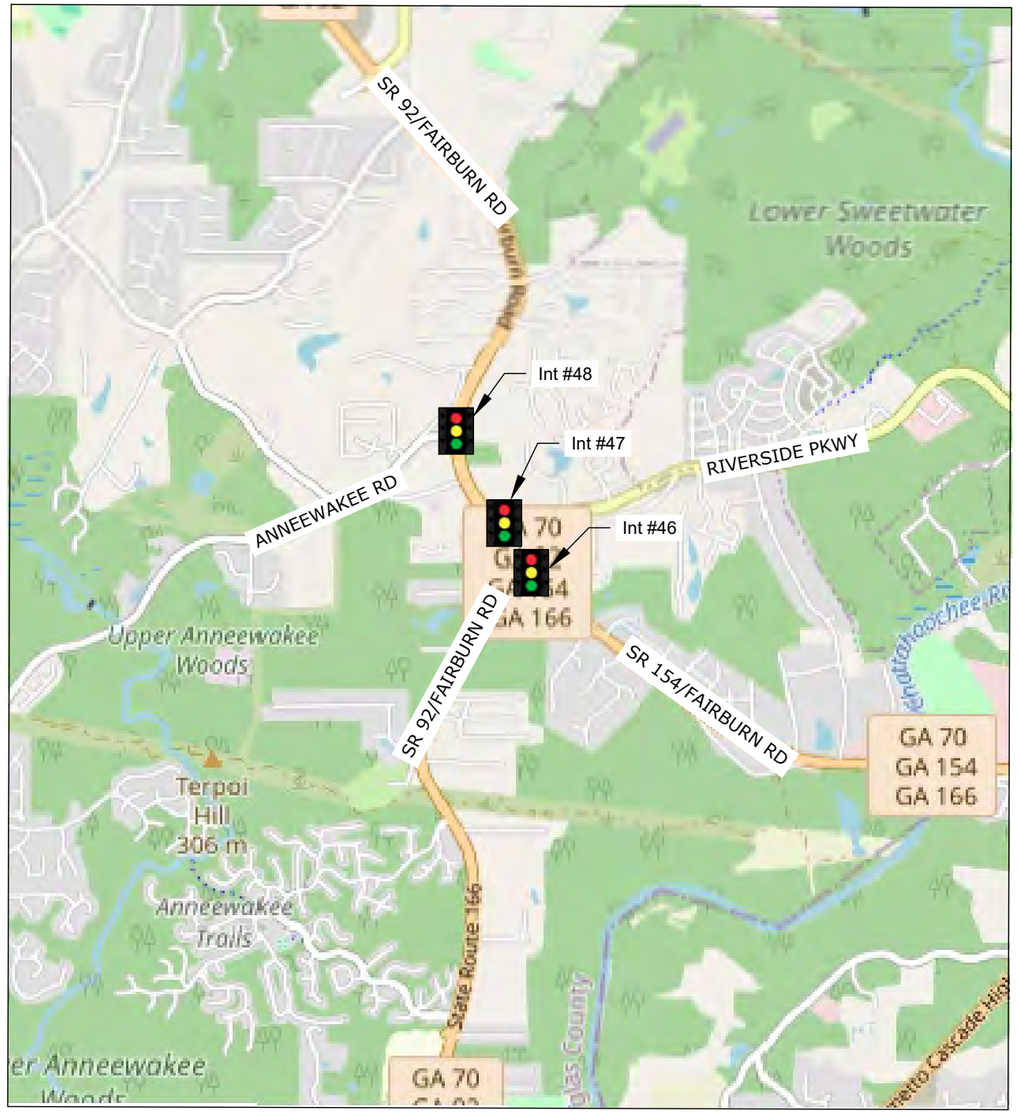
FIGURE 9: PHASE 5 BUILD
PEAK HOUR VOLUMES (2034)

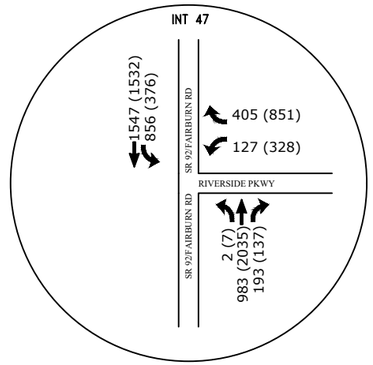
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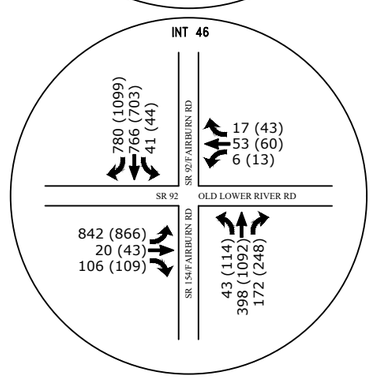
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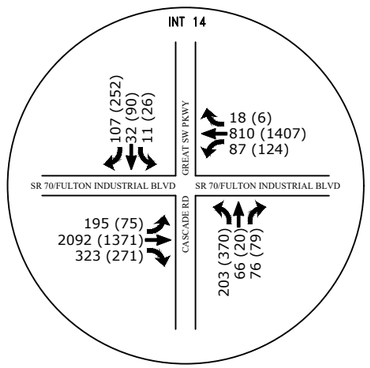
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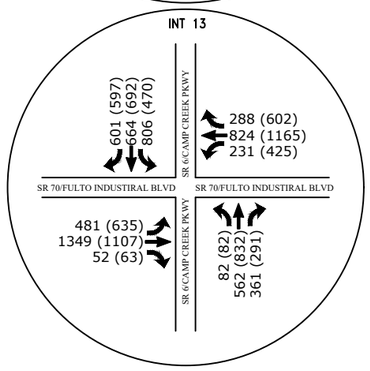
FIGURE 9: PHASE 5 BUILD
PEAK HOUR VOLUMES (2034)

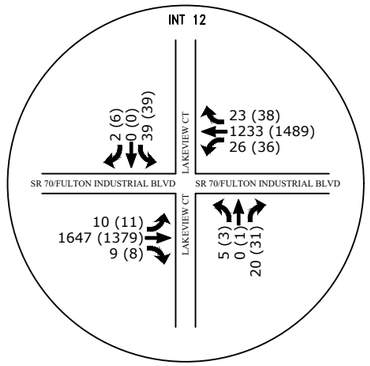
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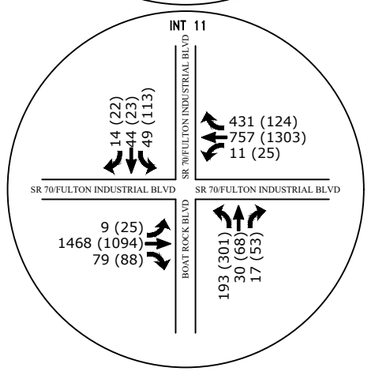
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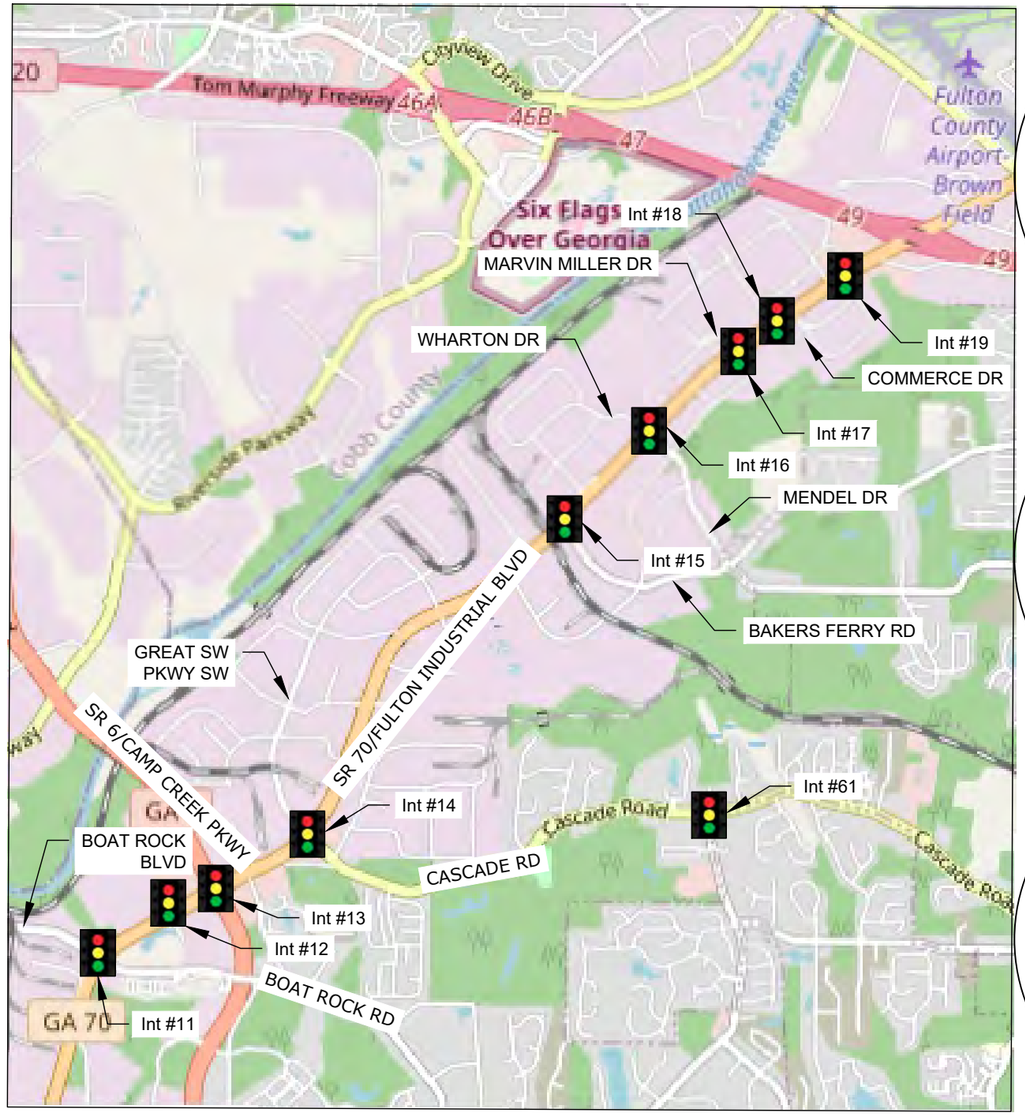
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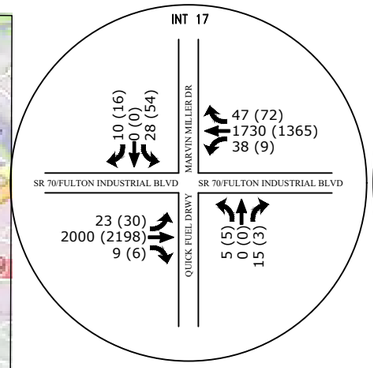


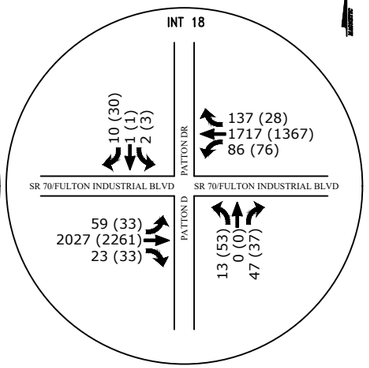


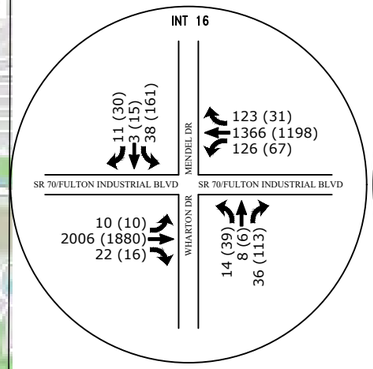


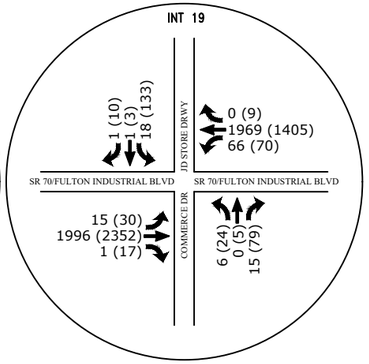


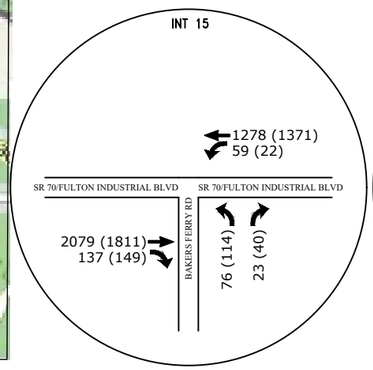


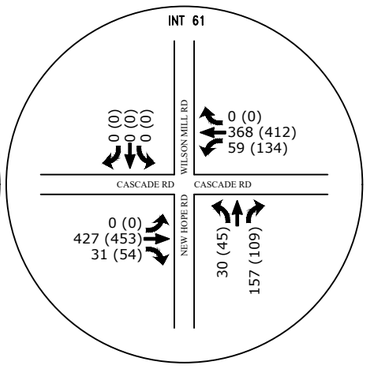












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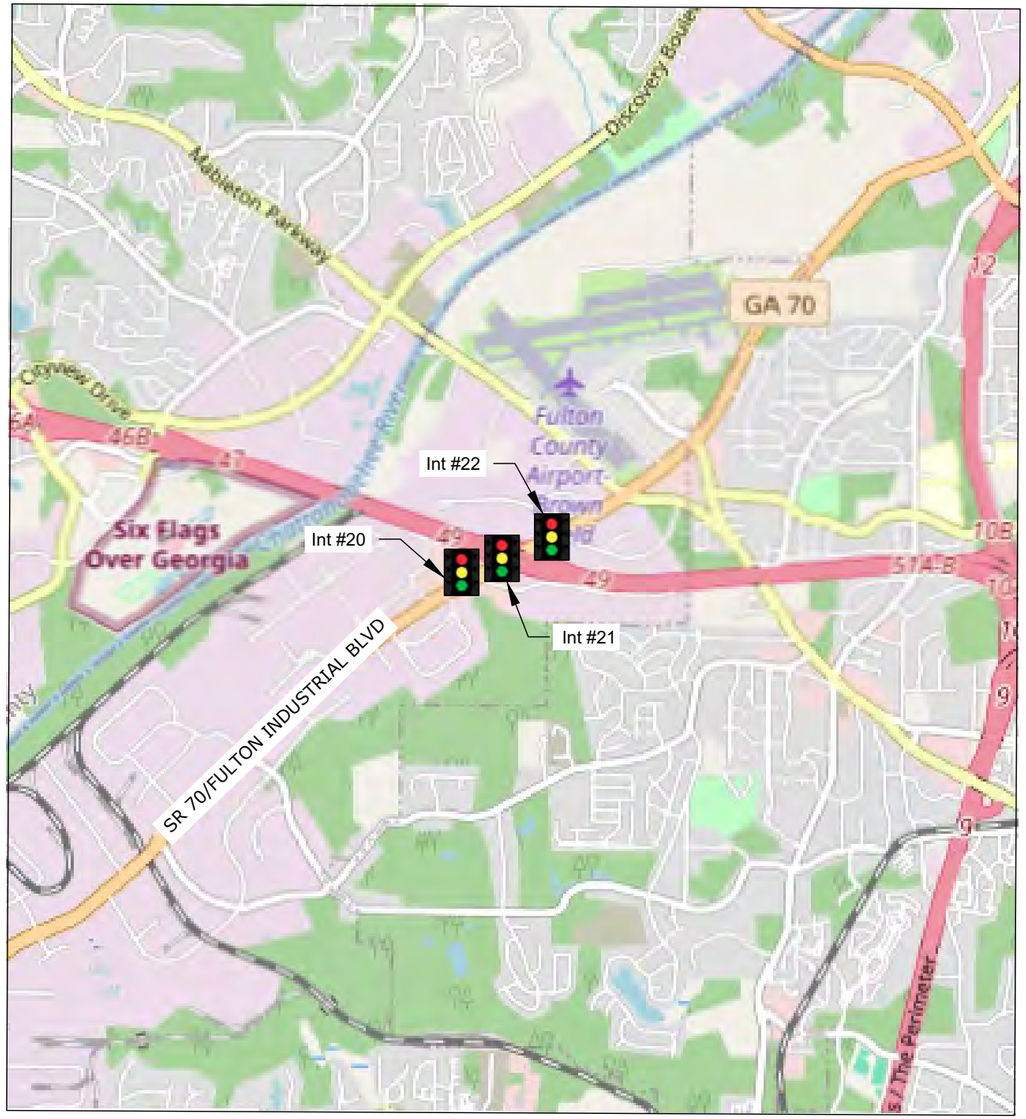
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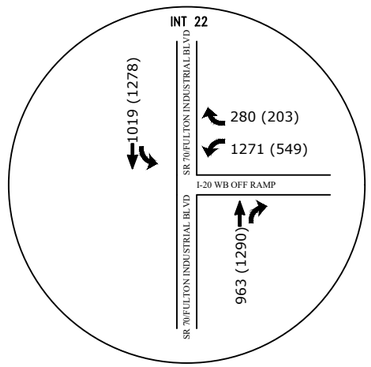
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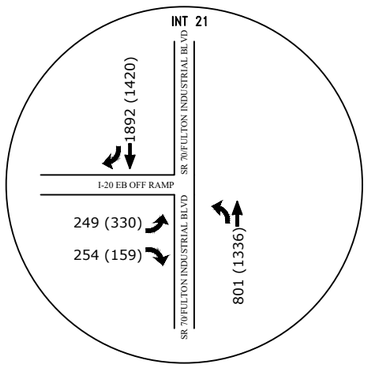
FIGURE 9: PHASE 5 BUILD
PEAK HOUR VOLUMES (2034)

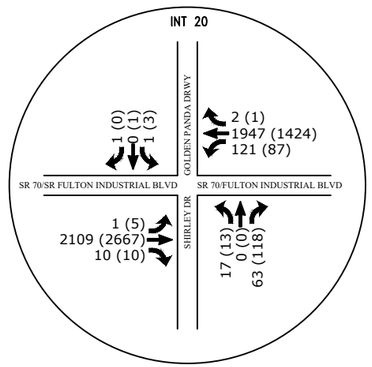
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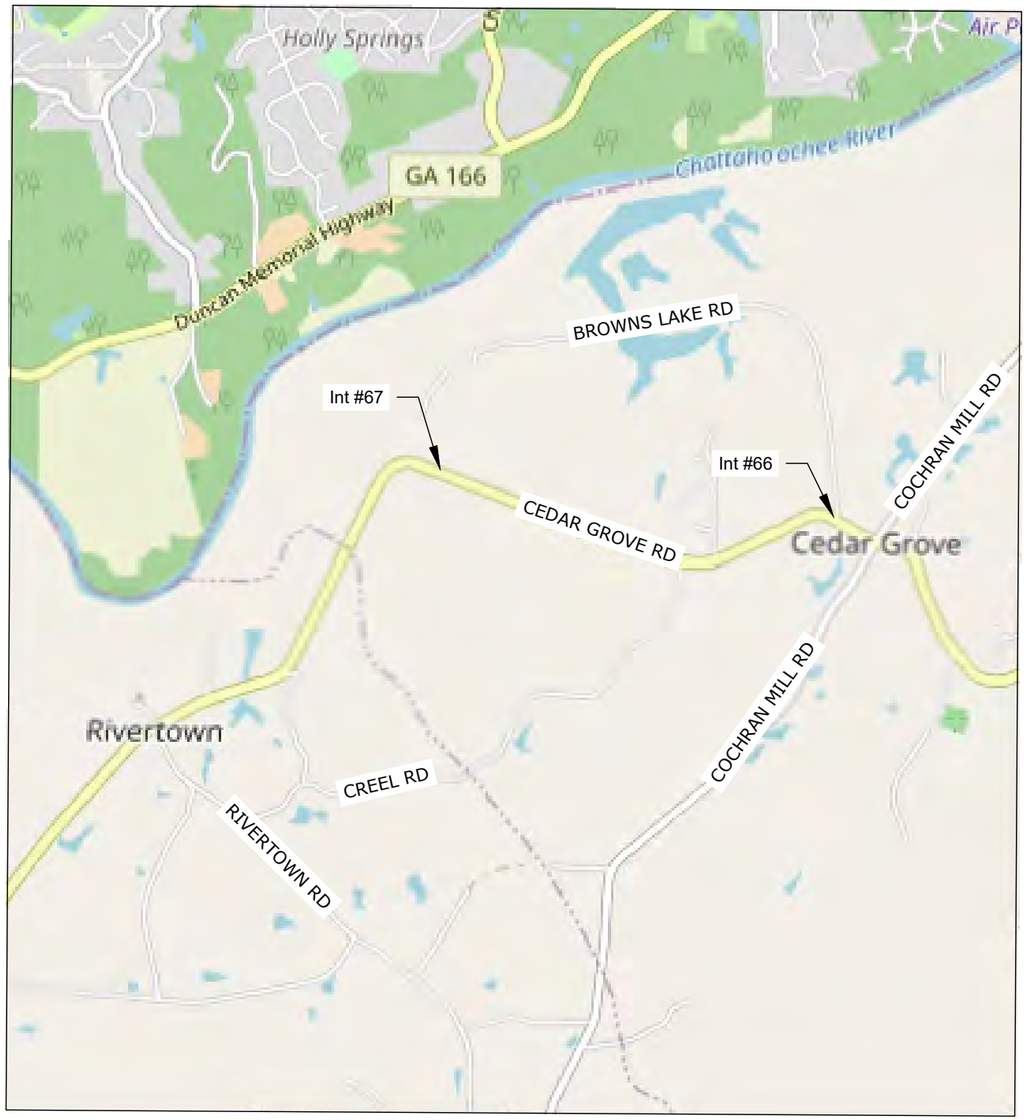
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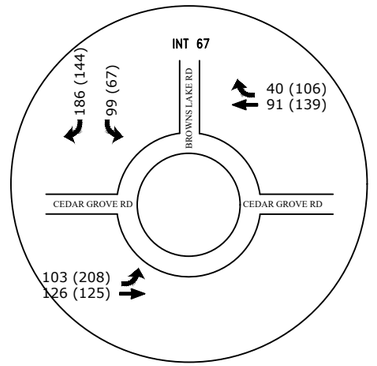
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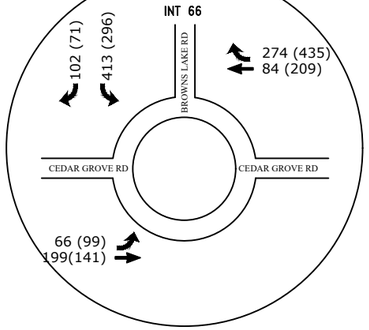
FIGURE 9: PHASE 5 BUILD
PEAK HOUR VOLUMES (2034)

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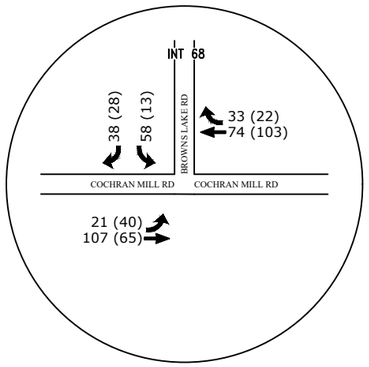
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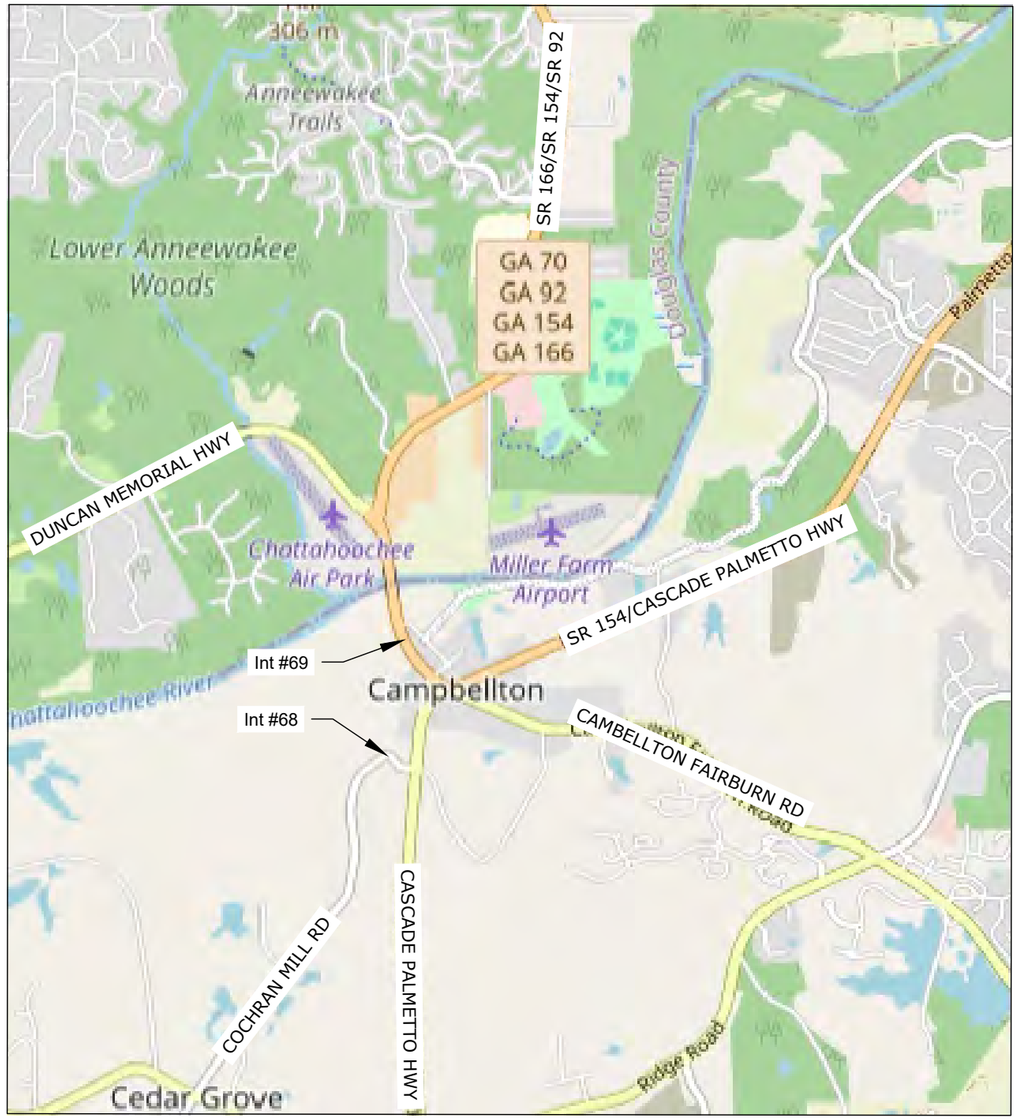
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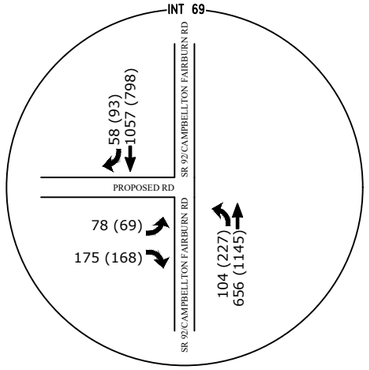
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FIGURE 9: PHASE 5 BUILD
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Study intersections are expected to continue to operate at the same level of service as Phase 5 no-build conditions (2034) and the intersections that were failing in no-build conditions are also expected to fail under Phase 5 build conditions. Intersections failing in the build condition but not in the no-build condition are listed below. These intersections will need to be mitigated by the developer as these are failing due to trips added by the development.

Intersection Improvement Alternative (Phase 5 - 2034)

Improvements were identified at study intersections that were operating at unacceptable service levels. These enhancements included modifications to intersection controls and roadway geometry to ensure they meet the appropriate levels of service as required by DRI guidelines. Some improvements at certain intersections will be included in other DRI projects or roadway enhancement initiatives; these improvements are planned for implementation in the respective no-build years. For intersections not associated with any other DRI or roadway project, previously recommended improvements were also evaluated under build conditions to confirm their effectiveness in achieving acceptable operational standards.

59. SR 6/Camp Creek Parkway at Butner Road

The intersection of SR 6/Camp Creek Pkwy at Butner Rd is expected to operate unacceptably in Phase 5 (2034) no-build and build conditions. Since the intersection fails in the no-build condition, the required mitigation will be a system improvement. The recommended mitigation is to add eastbound left turn lane and westbound right turn lane on Butner Rd. The LOS comparison with the mitigations are summarized in TABLE XX

28. South Fulton Parkway at SR 92/Campbellton-Fairburn Road

The intersection of South Fulton Parkway at SR 92/Campbellton-Fairburn Road is expected to operate unacceptably in Phase 5 (2034) build conditions. An improvement will be determined for the intersection as it fails in the build condition. ICE analysis was performed at the intersection, Alternative #1 will be the existing Displaced Left Turn (CFI) control, and Alternative #2 will maintain the existing CFI and add through lanes along South Fulton Parkway. Based on ICE analysis, Alternative #1 is recommended but because the existing intersection is operating unacceptably a waiver was filled in to recommend adding eastbound and westbound through lanes on South Fulton Parkway. The ICE results are summarized in **Table 67** and ICE tool is attached in **Appendix H**. The LOS comparison with the mitigations are summarized in TABLE XX.

Table 67: ICE Tool Results for South Fulton Parkway @SR 92/Campbellton-Fairburn Road – Phase 5 (2034)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Displaced Left Turn (CFI)	35.0 (0.76)	55.4 (1.06)	6.1	1
Add Through Lanes on EB & WB Approaches on S Fulton Parkway	31.5 (0.70)	38.1 (0.88)	4.2	2

Most intersections failing under Phase 5 no-build and build conditions have been operating unacceptably in the existing year (2024), Phase 1 (2029), Phase 2 (2031), Phase 3 (2032), and Phase 4 (2033). Thus, improvements recommended in the previous sections were used to verify whether the proposed

improvements are still operating at acceptable service levels in Phase 5. If not, improvements will be recommended under Phase 5 to have failing intersections operate acceptably.

Level of Service Comparison Phase 5 – 2034

The intersection capacity analysis for the Phase 5 future no-build (2034) conditions with existing controls was compared with the capacity analysis results obtained using mitigations, which are summarized in **Table 68.** Similarly, **Table 69** compares Phase 5 future build (2034) conditions with existing controls to the Phase 5 build with the mitigations. Most of these mitigations are system mitigations and are not caused due to the traffic generated by the development.

Table 68: Phase 5 No-Build Mitigation LOS Comparison

Intersection	Intersection Control	Approach	No-Build		Mitigation	No-Build Mitigated	
			AM Delay (LOS)	PM Delay (LOS)		AM Delay (LOS)	PM Delay (LOS)
8: SR 92/Campbellton-Fairburn Road & SR 70/Cascade Palmetto Highway	Signalized	Northbound	60.2 (E)	93.8 (F)	Add Thru Lane to all approaches	35.2 (D)	28.4 (C)
		Southbound	56.6 (E)	35.5 (D)		25.8 (C)	22.0 (C)
		Eastbound	94.9 (F)	69.2 (E)		34.5 (C)	37.8 (D)
		Westbound	43.9 (D)	59.3 (E)		37.3 (D)	46.5 (D)
		Overall	65.2 (E)	65.8 (E)		31.5 (C)	32.3 (C)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	82 (F)	22.5 (C)	Add NB/SB Thru Lanes	14 (B)	16.8 (B)
		Southbound	12.5 (B)	98.8 (F)		8.6 (A)	20.4 (C)
		Eastbound	24.5 (C)	21.4 (C)		24.5 (C)	21.4 (C)
		Westbound	21.4 (C)	20.9 (C)		21.4 (C)	20.9 (C)
		Overall	50.5 (D)	71.6 (E)		13.5 (B)	19.7 (B)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound	38.5 (D)	59.6 (E)		38.5 (D)	54.8 (D)
		Southbound	36 (D)	37.2 (D)		36 (D)	34.7 (C)
		Eastbound	57 (E)	86.3 (F)		32.2 (C)	39.1 (D)
		Westbound	52.6 (D)	95.1 (F)		34.3 (C)	37.1 (D)
		Overall	45.2 (D)	63.9 (E)		35.9 (D)	41.9 (D)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	91.7 (F)	55.9 (E)	Add NBR overlap phase	52.5 (D)	43.1 (D)
		Southbound	30.9 (C)	41.3 (D)		32 (C)	41.3 (D)
		Eastbound	33.9 (C)	27.8 (C)		33.9 (C)	27.8 (C)
		Westbound	34.8 (C)	24.8 (C)		34.8 (C)	24.8 (C)
		Overall	44.6 (D)	36.1 (D)		37.2 (D)	33.3 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	127.6 (F)	149.6 (F)	Add NB Left turn lane and SB right turn lane	40.4 (D)	32.6 (C)
		Southbound	31.5 (C)	19.5 (B)		35.7 (D)	20.3 (C)
		Eastbound	46.4 (D)	77.4 (E)		27.1 (C)	47.9 (D)
		Westbound	26 (C)	76.5 (E)		22.8 (C)	51.1 (D)
		Overall	48.2 (D)	79.7 (E)		27.6 (C)	44.8 (D)
27. S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	67.6 (E)	40.1 (D)	Add an additional NB right turn lane	67.3 (E)	40.1 (D)
		Southbound	55.0 (E)	44.8 (D)		59.3 (D)	45.3 (D)
		Eastbound	33.6 (C)	29.8 (C)		37.1 (D)	32.6 (C)

		Westbound	35.9 (D)	43.8 (D)		37.1 (D)	44.9 (D)
		Overall	44.1 (D)	40.0 (D)		46.6 (D)	41.1 (D)
29. Stonewell Tell & S Fulton Pkwy	Signalized	Northbound	73.5 (E)	72.7 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.6 (E)	72.7 (E)
		Southbound	74.4 (E)	73.7 (E)		74.2 (E)	73.7 (E)
		Eastbound	36.5 (D)	24.7 (C)		33.9 (C)	23.8 (C)
		Westbound	24.9 (C)	22.9 (C)		22.5 (C)	21.4 (C)
		Overall	41.8 (D)	34.3 (C)		40.1 (D)	33.5 (C)
30. Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	73.0 (E)	71.9 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.0 (E)	71.9 (E)
		Southbound	69.4 (E)	69.9 (E)		69.1 (E)	69.9 (E)
		Eastbound	13.6 (B)	13.2 (B)		14.1 (B)	13.5 (B)
		Westbound	10.9 (B)	14.7 (B)		11.2 (B)	15.2 (B)
		Overall	19.3 (B)	21.2 (C)		19.4 (B)	21.3 (C)
33. SR 166/Duncan Memorial Highway & SR 5/Bill Arp Road	Single-Lane Roundabout	Northbound	224.8 (F)	8.1 (A)	Add Bypass lanes on northbound and southbound approaches	18.9 (C)	5.4 (A)
		Southbound	8.8 (A)	18.3 (C)		4.7 (A)	7.1 (A)
		Eastbound	18.3 (C)	7.9 (A)		17.8 (C)	7.8 (A)
		Westbound	6.5 (A)	9.9 (A)		7.1 (A)	9.9 (A)
		Overall	56.4 (F)	10.9 (B)		13.9 (B)	8.2 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	55.9 (F)	68.6 (F)	Install a single-lane roundabout	6.9 (A)	7.3 (A)
		Eastbound	-	-		20.8 (C)	6.9 (A)
		Westbound	-	-		5.7 (A)	10.5 (B)
		Overall	-	-		16.6 (C)	8.2 (A)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	65.2 (E)	46 (D)	DO-252B Widening Project – Modify Chapel Hill Rd to 4-lane facility	25.9 (C)	24.2 (C)
		Southbound	40.4 (D)	48.8 (D)		23.7 (C)	22.8 (C)
		Eastbound	31.4 (C)	33.7 (C)		33.7 (C)	34.2 (C)
		Westbound	75.1 (E)	50.6 (D)		30 (C)	34.1 (C)
		Overall	53.9 (D)	47.2 (D)		26.9 (C)	26.4 (C)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Northbound	-	-	Install signal, with 150s cycle AM/PM, Pm+pt for EBL, NBL and SBL lanes, and add channelized right turn for EBR and WBR	27.6 (C)	41.5 (D)
		Southbound	-	-		25.7 (C)	32.6 (C)
		Eastbound	+ (F)	+ (F)		32.4 (C)	31 (C)
		Westbound	+ (F)	+ (F)		50 (D)	52.5 (D)
		Overall	-	-		32.3 (C)	38.8 (D)
		Northbound	4.3 (A)	8.1 (A)		4 (A)	6.3 (A)

45: SR 92/SR 154 & SR 166/Duncan Memorial Highway	Multilane Roundabout	Southbound	22.8 (C)	30.1 (D)	Provide southbound bypass right turn lane and provide a northbound left/through lane	5.9 (A)	7.8 (A)
		Eastbound	87.7 (F)	14.6 (B)		17.1 (C)	8.1 (A)
		Overall	42.2 (E)	15.7 (C)		9.6 (A)	7.1 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	31.1 (C)	76.8 (E)	Provide a southbound right turn lane and northbound through lane	22 (C)	27.6 (C)
		Southbound	132.1 (F)	38 (D)		24.1 (C)	19.1 (B)
		Eastbound	22.4 (C)	32.8 (C)		31 (C)	38 (D)
		Westbound	38.8 (D)	45.1 (D)		44.9 (D)	50.1 (D)
		Overall	78.9 (E)	50.3 (D)		26.1 (C)	27.1 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	35 (C)	60.6 (E)	Add EB RT overlap phase, add NBL lane, reconfigure to two thru lanes in WB direction, add EB thru lane	30.8 (C)	33.9 (C)
		Southbound	48 (D)	68.2 (E)		48 (D)	50 (D)
		Eastbound	60 (E)	74.2 (E)		48.6 (D)	51.8 (D)
		Westbound	66.8 (E)	93.8 (F)		36.2 (D)	37.7 (D)
		Overall	48.1 (D)	69.9 (E)		39.5 (D)	41 (D)
57: SR 6/Camp Creek Parkway & Enon Rd	Signalized	Northbound	718.6 (F)	374.4 (F)	Add Exclusive NB left turn lane	40.4 (D)	32.6 (C)
		Southbound	296 (F)	293.3 (F)		35.7 (D)	20.3 (C)
		Eastbound	24.1 (C)	21 (C)		27.1 (C)	47.9 (D)
		Westbound	29.6 (C)	24.9 (C)		22.8 (C)	51.1 (D)
		Overall	138.1 (F)	63.6 (E)		27.6 (C)	44.8 (D)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	38.9 (D)	56.1 (E)	Add EB left turn lane on Butner Road, add WB right turn lane	38.9 (D)	51.1 (D)
		Southbound	38.8 (D)	38.4 (D)		38.8 (D)	45.8 (D)
		Eastbound	41.8 (D)	44.1 (D)		35.5 (D)	41 (D)
		Westbound	24.7 (C)	77 (E)		24.2 (C)	51.1 (D)
		Overall	38.7 (D)	49.5 (D)		37.8 (D)	45.3 (D)
65: W Stubbs Rd & Butner Rd	AWSC	Northbound	22.4 (C)	26.5 (C)	Install Single Lane Roundabout	12.8 (B)	7.3 (A)
		Southbound	147.7 (F)	76.6 (E)		8.9 (A)	11.2 (B)
		Eastbound	64.3 (E)	22 (C)		12.4 (B)	6.3 (A)
		Westbound	22.4 (C)	169.7 (F)		7.3 (A)	16.0 (C)
		Overall	-	-		10.3 (B)	11.8 (B)

Table 69: Phase 5 Build Mitigation LOS Comparison

Intersection	Intersection Control	Approach	Build		Mitigation	Build Mitigated	
			AM Delay (LOS)	PM Delay (LOS)		AM Delay (LOS)	PM Delay (LOS)
8: SR 92/Campbellton-Fairburn Road & SR 70/Cascade Palmetto Highway	Signalized	Northbound	46.4 (D)	58.0 (E)	Add Thru Lane to all approaches	32.0 (C)	26.7 (C)
		Southbound	32.4 (C)	27.4 (C)		22.2 (C)	19.4 (B)
		Eastbound	53.3 (D)	55.6 (E)		32.1 (C)	37.0 (D)

		Westbound	37.5 (D)	54.2 (D)		34.8 (C)	45.5 (D)
		Overall	41.2 (D)	48.5 (D)		28.3 (C)	30.4 (C)
33. SR 166/Duncan Memorial Highway & SR 5/Bill Arp Road	Single-Lane Roundabout	Northbound	232.5 (F)	8.2 (A)	Add Bypass lanes on northbound and southbound approaches	19.3 (C)	5.4 (A)
		Southbound	8.9 (A)	18.6 (C)		4.8 (A)	7.2 (A)
		Eastbound	18.6 (C)	8 (A)		18.1 (C)	7.9 (A)
		Westbound	6.6 (A)	9.9 (A)		7.2 (A)	9.9 (A)
		Overall	58 (F)	11 (B)		14.1 (B)	8.2 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	62.5 (F)	76 (F)	Install a single-lane roundabout	7 (A)	7.4 (A)
		Eastbound	-	-		21.3 (C)	7.1 (A)
		Westbound	-	-		5.8 (A)	10.7 (B)
		Overall	-	-		16.9 (C)	8.3 (A)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	105.7 (F)	65.2 (E)	DO-252B Widening Project – Modify Chapel Hill Rd to 4-lane facility	27.8 (C)	25.1 (C)
		Southbound	49.8 (D)	65.7 (E)		24.9 (C)	24.4 (C)
		Eastbound	31.4 (C)	33.7 (C)		33.7 (C)	34.2 (C)
		Westbound	103.5 (F)	75.6 (E)		36.5 (D)	41.6 (D)
		Overall	76.6 (E)	65.6 (E)		29.1 (C)	29 (C)
45: SR 92/SR 154 & SR 166/Duncan Memorial Highway	Multilane Roundabout	Northbound	5 (A)	9.5 (A)	Provide southbound bypass right turn lane and provide a northbound left/through lane	4.7 (A)	7 (A)
		Southbound	32.7 (D)	100.5 (F)		7.1 (A)	9.9 (A)
		Eastbound	160.7 (F)	19 (C)		23.8 (C)	11.2 (B)
		Overall	69.1 (F)	37.3 (E)		12.3 (B)	8.7 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	31.2 (C)	77.5 (E)	Provide a southbound right turn lane and northbound through lane	22.1 (C)	27.6 (C)
		Southbound	128.4 (F)	60.8 (E)		23.6 (C)	18.7 (B)
		Eastbound	25.5 (C)	36.8 (D)		35.8 (D)	43.2 (D)
		Westbound	38.9 (D)	45.2 (D)		45.1 (D)	50.1 (D)
		Overall	77.2 (E)	60.3 (E)		27.5 (C)	28.1 (C)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	42.1 (D)	57 (E)	Add EB left turn lane on Butner Road, add WB right turn lane	42.1 (D)	52.3 (D)
		Southbound	37.2 (D)	41 (D)		37.2 (D)	39.9 (D)
		Eastbound	42.4 (D)	47.1 (D)		35.8 (D)	46.2 (D)
		Westbound	24.9 (C)	82.1 (F)		24.2 (C)	48.5 (D)
		Overall	39.3 (D)	51.9 (D)		38.3 (D)	45.6 (D)
68: SR 92/Campbellton-Fairburn Rd & DRWY D	Roundabout	Northbound	7.1 (A)	20.9 (C)	Add bypass lanes and receiving lanes at all approaches	2.0 (A)	2.7 (A)
		Southbound	74.5 (E)	28.0 (C)		20.3 (C)	10.2 (B)
		Eastbound	71.5 (E)	20.9 (C)		2.8 (A)	1.9 (A)
		Overall	49.0 (D)	23.3 (C)		11.4 (B)	5.4 (A)

FUTURE CONDITIONS – PHASE 6 (2035)

Future No Build Traffic Volumes (2035)

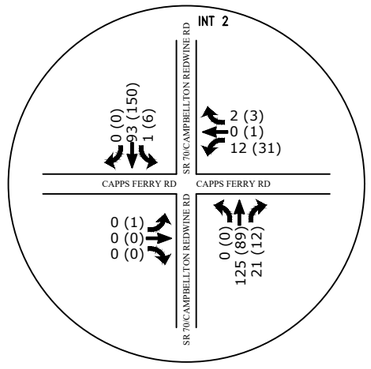
The future 2035 background traffic volumes were calculated by applying the annual exponential growth rate (1.4%) over seven years to the existing background traffic volumes and adding the trips generated from the adjacent DRI's. The future 2035 no-build traffic volumes are shown in **Figure 21**.

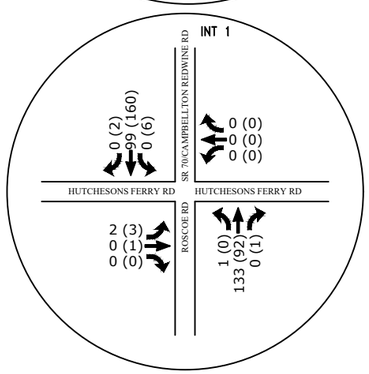
Future No Build Level of Service (2035)

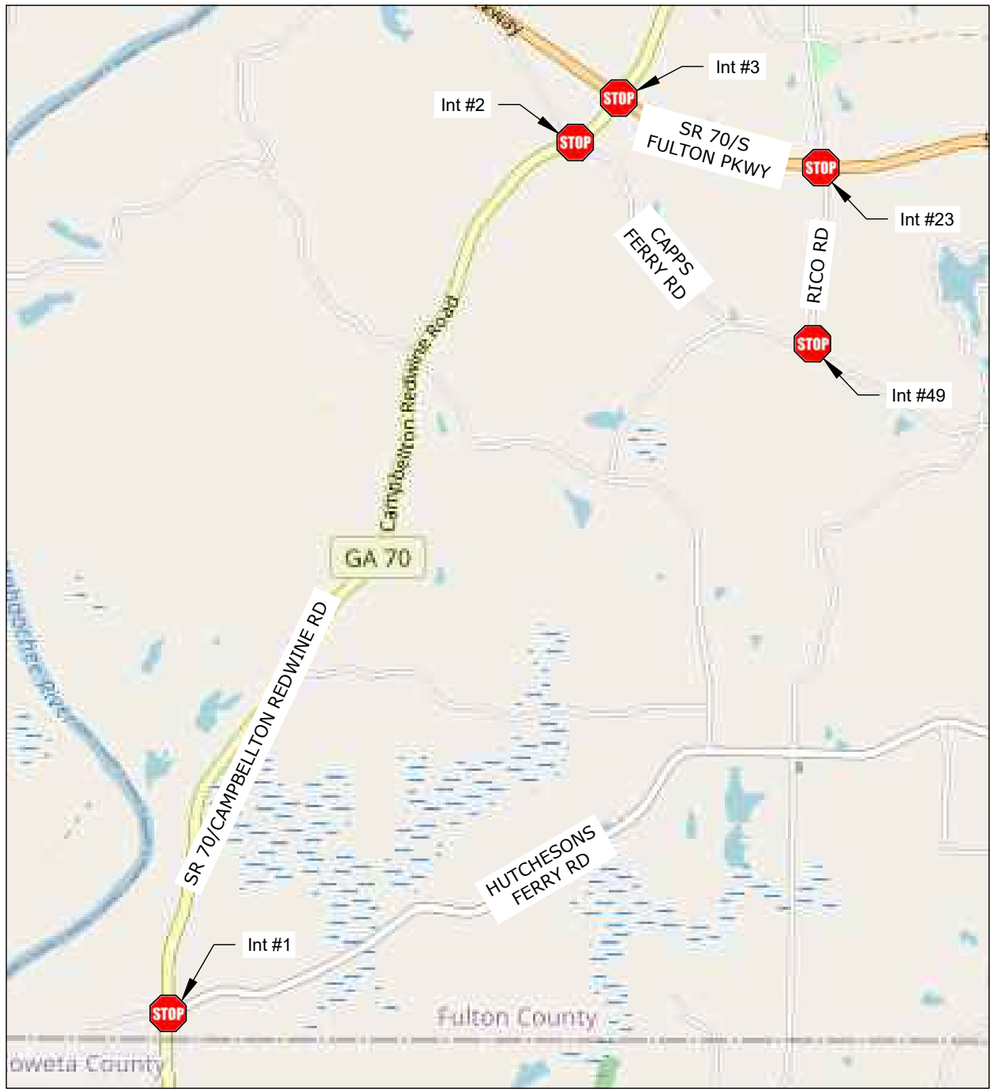
Like Phase 1, 2, 3, 4, and 5 no-build analysis, it was assumed that the existing intersection controls and roadway geometry would remain unchanged, including the cycle lengths. The same methodology discussed previously was used to determine the level of service for the study intersections using the future 2035 no-build traffic volumes. The intersection capacity analysis results for no-build Phase 6 (2035) are summarized in **Table 70**. and detailed Synchro results are attached in **Appendix E**.

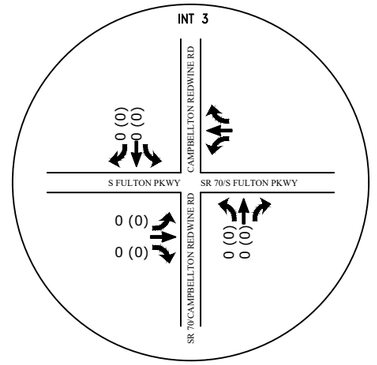
Table 70: Future No-Build Phase 6 (2035) Level of Service								
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)	LOS	LOS	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0.0	10.4	A	B	0 (A)	10.4 (B)
		Westbound	10.0	10.5	A	B	10 (A)	10.5 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	10.4	10.8	B	B	10.4 (B)	10.8 (B)
		Westbound	0.0	0.0	A	A	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	TWSC	Northbound					43.1 (E)	99.6 (F)
		Southbound					24.5 (C)	46.2 (E)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	8.7	8.6	A	A	8.7 (A)	8.6 (A)
		Southbound	0.0	9.8	A	A	0 (A)	9.8 (A)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	8.6	8.8	A	A	8.6 (A)	8.8 (A)
		Southbound	0.0	0.0	A	A	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	AWSC	Northbound	8.3	8.1	A	A	8.3 (A)	8.1 (A)
		Southbound	8.1	8.2	A	A	8.1 (A)	8.2 (A)
		Eastbound	8.9	8.6	A	A	8.9 (A)	8.6 (A)
		Westbound	8.4	8.7	A	A	8.4 (A)	8.7 (A)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	TWSC	Eastbound	35.6	47.6	E	E	35.6 (E)	47.6 (E)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound					62.2 (E)	100.1 (F)
		Southbound					60.2 (E)	36.1 (D)
		Eastbound					98.6 (F)	72.2 (E)
		Westbound					44.6 (D)	59.9 (E)
		Overall					68.1 (E)	68.7 (E)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	88.6	22.6	F	C	88.6 (F)	22.6 (C)
		Southbound	12.7	102.9	B	F	12.7 (B)	102.9 (F)
		Eastbound	24.5	21.4	C	C	24.5 (C)	21.4 (C)
		Westbound	21.4	21.0	C	C	21.4 (C)	21 (C)
		Overall	54.1	74.4	D	E	54.1 (D)	74.4 (E)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound					41.1 (D)	57.5 (E)
		Southbound					38 (D)	42.2 (D)
		Eastbound					56.6 (E)	92.9 (F)
		Westbound					53 (D)	95.5 (F)
		Overall					46.6 (D)	66.1 (E)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	25.3	36.4	C	D	24.9 (C)	29.5 (C)
		Southbound	24.9	29.5	C	C	19 (B)	33.4 (C)
		Eastbound	19.0	33.4	B	C	36 (D)	35.6 (D)
		Westbound	36.0	35.6	D	D	51.5 (D)	61.5 (E)
		Overall	51.5	61.5	D	E	25.3 (C)	36.4 (D)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.6	4.8	A	A	32.6 (C)	30.1 (C)
		Southbound	32.6	30.1	C	C	34.2 (C)	31.7 (C)
		Eastbound	34.2	31.7	C	C	8.6 (A)	7.8 (A)
		Westbound	8.6	7.8	A	A	0.8 (A)	1.1 (A)
		Overall	0.8	1.1	A	A	5.6 (A)	4.8 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound					95.1 (F)	57.5 (E)
		Southbound					32.1 (C)	41.5 (D)
		Eastbound					34.4 (C)	28 (C)
		Westbound					35.6 (D)	25.2 (C)
		Overall					45.9 (D)	36.7 (D)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	29.3	47.7	C	D	131.3 (F)	162 (F)
		Southbound	40.3	34.3	D	C	31.4 (C)	19.6 (B)
		Eastbound	35.4	20.3	D	C	51.5 (D)	82.2 (F)
		Westbound	29.5	51.5	C	D	26.9 (C)	81.7 (F)
		Overall	23.7	54.4	C	D	52 (D)	85 (F)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	8.4	8.2	A	A	10.8 (B)	10.5 (B)
		Eastbound	10.8	10.5	B	B	1.2 (A)	1 (A)
		Westbound	1.2	1.0	A	A	50.3 (D)	39.2 (D)
		Overall	50.3	39.2	D	D	8.4 (A)	8.2 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	5.7	21.7	A	C	4.4 (A)	23.4 (C)
		Southbound	4.4	23.4	A	C	3.3 (A)	15.9 (B)
		Eastbound	3.3	15.9	A	B	60.9 (E)	32.5 (C)
		Westbound	60.9	32.5	E	C	64 (E)	30.4 (C)
		Overall	64.0	30.4	E	C	5.7 (A)	21.7 (C)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	2.3	8.4	A	A	1.5 (A)	8.6 (A)
		Southbound	1.5	8.6	A	A	1.2 (A)	6.6 (A)
		Eastbound	1.2	6.6	A	A	64.2 (E)	34.5 (C)
		Westbound	64.2	34.5	E	C	62.3 (E)	31.9 (C)
		Overall	62.3	31.9	E	C	2.3 (A)	8.4 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.4	23.6	A	C	4.7 (A)	18.4 (B)
		Southbound	4.7	18.4	A	B	4 (A)	30.9 (C)
		Eastbound	4.0	30.9	A	C	59.2 (E)	35 (C)
		Westbound	59.2	35.0	E	C	64.7 (E)	38 (D)
		Overall	64.7	38.0	E	D	5.4 (A)	23.6 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.5	18.4	A	B	7.2 (A)	22.7 (C)
		Southbound	7.2	22.7	A	C	2.8 (A)	7.6 (A)
		Eastbound	2.8	7.6	A	A	56.8 (E)	40.4 (D)
		Westbound	56.8	40.4	E	D	59.9 (E)	35.4 (D)
		Overall	59.9	35.4	E	D	5.5 (A)	18.4 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	7.4	16.7	A	B	2 (A)	18.9 (B)
		Southbound	2.0	18.9	A	B	11.6 (B)	10.3 (B)
		Eastbound	11.6	10.3	B	B	30.9 (C)	41.1 (D)
		Westbound	30.9	41.1	C	D	34.4 (C)	33.4 (C)
		Overall	34.4	33.4	C	C	7.4 (A)	16.7 (B)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	7.5	17.4	A	B	6.8 (A)	20.3 (C)
		Southbound	6.8	20.3	A	C	3.7 (A)	10.5 (B)
		Eastbound	3.7	10.5	A	B	44.7 (D)	41.8 (D)
		Overall	44.7	41.8	D	D	7.5 (A)	17.4 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	21.1	18.2	C	B	10.6 (B)	8.4 (A)
		Southbound	10.6	8.4	B	A	15.3 (B)	22.2 (C)
		Westbound	15.3	22.2	B	C	34.1 (C)	40.6 (D)
		Overall	34.1	40.6	C	D	21.1 (C)	18.2 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	22.1	64.6	C	F	22.1 (C)	64.6 (F)
		Southbound	19.3	22.6	C	C	19.3 (C)	22.6 (C)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	331.6	1641.8	F	F	331.6 (F)	1641.8 (F)
		Southbound	74.1	132.1	F	F	74.1 (F)	132.1 (F)
25: SR 70/S Fulton Pkwy & Rivertown Rd	TWSC	Northbound	+	+	F	F	+ (F)	+ (F)
		Southbound	+	+	F	F	+ (F)	+ (F)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound	67.6	45.6	E	D	67.6 (E)	45.6 (D)
		Southbound	34.1	36.6	C	D	34.1 (C)	36.6 (D)
		Eastbound	65.4	48.8	E	D	65.4 (E)	48.8 (D)
		Westbound	47.8	64.9	D	E	47.8 (D)	64.9 (E)
		Overall	57.2	52.2	E	D	57.2 (E)	52.2 (D)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	2114.0	712.2	F	F	2114 (F)	712.2 (F)
		Southbound	210.8	129.8	F	F	210.8 (F)	129.8 (F)
		Eastbound	44.6	22.5	D	C	44.6 (D)	22.5 (C)
		Westbound	75.1	72.1	E	E	75.1 (E)	72.1 (E)
		Overall	110.5	209.2	F	F	110.5 (F)	209.2 (F)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound	55.3	42.3	E	D	55.3 (E)	42.3 (D)
		Southbound	42.9	36.9	D	D	42.9 (D)	36.9 (D)
		Eastbound	52.9	70.9	D	E	52.9 (D)	70.9 (E)
		Westbound	99.6	244.0	F	F	99.6 (F)	244 (F)
		Overall	61.2	110.2	E	F	61.2 (E)	110.2 (F)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound	67.8	72.4	E	E	67.8 (E)	72.4 (E)
		Southbound	509.4	422.3	F	F	509.4 (F)	422.3 (F)
		Eastbound	31.0	29.0	C	C	31 (C)	29 (C)
		Westbound	17.4	20.6	B	C	17.4 (B)	20.6 (C)
		Overall	116.3	84.7	F	F	116.3 (F)	84.7 (F)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	50.1	56.9	D	E	50.1 (D)	56.9 (E)
		Southbound	61.9	62.8	E	E	61.9 (E)	62.8 (E)
		Eastbound	37.7	30.2	D	C	37.7 (D)	30.2 (C)
		Westbound	21.6	45.7	C	D	21.6 (C)	45.7 (D)
		Overall	34.8	41.5	C	D	34.8 (C)	41.5 (D)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	TWSC	Eastbound	23.4	37.9	C	E	23.4 (C)	37.9 (E)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	TWSC	Eastbound	18.6	396.9	C	F	18.6 (C)	396.9 (F)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound	260.5	8.3	F	A	260.5 (F)	8.3 (A)
		Southbound	8.9	19.1	A	C	8.9 (A)	19.1 (C)
		Eastbound	19.4	8.1	C	A	19.4 (C)	8.1 (A)
		Westbound	6.6	10.1	A	B	6.6 (A)	10.1 (B)
		Overall	64.2	11.3	F	B	64.2 (F)	11.3 (B)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	63.3	77.5	F	F	63.3 (F)	77.5 (F)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	15.0	14.0	B	B	15 (B)	14 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	TWSC	Southbound	328.4	272.0	F	F	328.4 (F)	272 (F)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound					69.6 (E)	48.8 (D)
		Southbound					42.2 (D)	53.8 (D)
		Eastbound					31.7 (C)	33.6 (C)
		Westbound					80 (E)	51.6 (D)
		Overall					56.9 (E)	50.3 (D)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound					43.3 (D)	27.7 (C)
		Southbound					59 (E)	27.5 (C)
		Eastbound					65.8 (E)	83.9 (F)
		Westbound					45.1 (D)	67.7 (E)

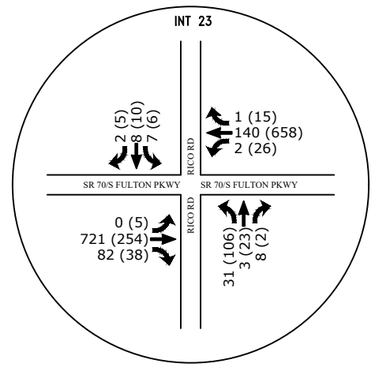
		Overall					52.1 (D)	40.5 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	11.4	19.1	B	C	11.4 (B)	19.1 (C)
		Northbound	6.5	31.1	A	D	6.5 (A)	31.1 (D)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound	43.0	507.1	D	F	101.9 (F)	22.9 (C)
		Southbound	296.4	450.1	F	F	13 (B)	110.4 (F)
		Eastbound	4.0	2.6	A	A	24.6 (C)	21.5 (C)
		Westbound	1.8	4.2	A	A	21.4 (C)	21.1 (C)
		Overall	51.7	145.0	D	F	61.3 (E)	79.3 (E)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound	16.7	17.7	B	B	16.7 (B)	17.7 (B)
		Southbound	71.3	45.3	E	D	71.3 (E)	45.3 (D)
		Eastbound	56.7	72.3	E	E	56.7 (E)	72.3 (E)
		Westbound	55.7	185.6	E	F	55.7 (E)	185.6 (F)
		Overall	61.6	95.3	E	F	61.6 (E)	95.3 (F)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Eastbound	+	+	F	F	+ (F)	+ (F)
		Westbound	+	+	F	F	+ (F)	+ (F)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound	62.8	27.5	F	D	62.8 (F)	27.5 (D)
		Westbound	54.5	81.4	F	F	54.5 (F)	81.4 (F)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	9.0	9.1	A	A	9 (A)	9.1 (A)
		Southbound	7.4	10.7	A	B	7.4 (A)	10.7 (B)
		Eastbound	6.7	7.5	A	A	6.7 (A)	7.5 (A)
		Westbound	6.7	6.2	A	A	6.7 (A)	6.2 (A)
		Overall	8.1	9.6	A	A	8.1 (A)	9.6 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound					4.3 (A)	8.2 (A)
		Southbound					23.9 (C)	33.7 (D)
		Eastbound					96.2 (F)	15.1 (C)
		Overall					45.9 (E)	16.9 (C)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound					31.6 (C)	81 (F)
		Southbound					135.5 (F)	40.8 (D)
		Eastbound					22.6 (C)	33.4 (C)
		Westbound					39.3 (D)	45.8 (D)
		Overall					80.8 (F)	53.1 (D)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound					34.2 (C)	134.1 (F)
		Southbound					76.2 (E)	19.7 (B)
		Westbound					56.7 (E)	250.1 (F)
		Overall					64.5 (E)	93.1 (F)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound					54.6 (D)	33.2 (C)
		Southbound					80.3 (F)	210.8 (F)
		Eastbound					394.7 (F)	546.7 (F)
		Westbound					32.9 (C)	54.2 (D)
		Overall					152.4 (F)	152.3 (F)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0.0	0.0	A	A	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	11.7	0.0	B	A	11.7 (B)	0 (A)
		Southbound	14.4	17.7	B	C	14.4 (B)	17.7 (C)
51: Hutchesons Ferry Rd & Cochran Mill Rd	TWSC	Southbound	909.7	1247.2	F	F	909.7 (F)	1247.2 (F)
52: Cochran Mill Rd & Wilkerson Mill Rd	TWSC	Westbound	1782.0	2280.2	F	F	1782 (F)	2280.2 (F)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	7.4	7.5	A	A	7.4 (A)	7.5 (A)
		Southbound	8.5	7.7	A	A	8.5 (A)	7.7 (A)
		Eastbound	7.5	7.2	A	A	7.5 (A)	7.2 (A)
		Westbound	7.5	7.3	A	A	7.5 (A)	7.3 (A)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	17.4	15.0	B	B	35.4 (D)	35.7 (D)
		Southbound	35.4	35.7	D	D	36.9 (D)	28.7 (C)
		Eastbound	36.9	28.7	D	C	17 (B)	9.2 (A)
		Westbound	17.0	9.2	B	A	10.7 (B)	13.6 (B)
		Overall	10.7	13.6	B	B	17.4 (B)	15 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	46.9	22.9	D	C	42.8 (D)	26.6 (C)
		Southbound	42.8	26.6	D	C	51.3 (D)	41.5 (D)
		Eastbound	51.3	41.5	D	D	52.5 (D)	26.9 (C)
		Westbound	52.5	26.9	D	C	38.4 (D)	8 (A)
		Overall	38.4	8.0	D	A	46.9 (D)	22.9 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	40.2	41.9	D	D	36.1 (D)	63.5 (E)
		Southbound	30.9	35.9	C	D	49.9 (D)	71.3 (E)
		Eastbound	49.9	51.2	D	D	62.9 (E)	75.9 (E)
		Westbound	49.7	50.1	D	D	69.1 (E)	97.4 (F)
		Overall	36.3	37.8	D	D	50.1 (D)	72.8 (E)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	29.6	25.9	C	C	845 (F)	381.1 (F)
		Southbound	45.5	47.1	D	D	302.9 (F)	298.9 (F)
		Eastbound	31.2	40.7	C	D	24.4 (C)	21.3 (C)
		Westbound	24.4	21.3	C	C	30.1 (C)	25.3 (C)
		Overall	30.1	25.3	C	C	143.2 (F)	64.5 (E)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	11.8	11.1	B	B	7.7 (A)	8.9 (A)
		Southbound	7.7	8.9	A	A	14.7 (B)	12.6 (B)
		Eastbound	14.7	12.6	B	B	36 (D)	41.3 (D)
		Overall	36.0	41.3	D	D	11.8 (B)	11.1 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	38.6	45.1	D	D	40.3 (D)	58.9 (E)
		Southbound	40.3	48.9	D	D	39.4 (D)	39.7 (D)
		Eastbound	39.4	41.3	D	D	42.9 (D)	44.8 (D)
		Westbound	36.0	46.1	D	D	24.8 (C)	80.8 (F)
		Overall	24.3	48.9	C	D	39.6 (D)	51.6 (D)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	7.5	6.3	A	A	6.2 (A)	5.3 (A)
		Southbound	9.8	16.4	A	C	7.7 (A)	10.5 (B)
		Eastbound	15.1	25.5	C	D	10.9 (B)	14.2 (B)
		Westbound	13.5	19.8	B	C	10.2 (B)	13.1 (B)
		Overall	11.4	17.3	B	C	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	19.5	18.6	B	B	44.2 (D)	54.2 (D)
		Southbound	44.2	54.2	D	D	0 (A)	0 (A)
		Eastbound	0.0	0.0	A	A	21 (C)	20.3 (C)
		Westbound	21.0	20.3	C	C	6.5 (A)	6.3 (A)
		Overall	6.5	6.3	A	A	19.5 (B)	18.6 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	7.2	8.1	A	A	7.2 (A)	8.1 (A)
		Southbound	17.3	12.8	C	B	17.3 (C)	12.8 (B)
		Eastbound	11.5	10.3	B	B	11.5 (B)	10.3 (B)
		Westbound	9.3	16.5	A	C	9.3 (A)	16.5 (C)
		Overall	12.3	11.3	B	B	12.3 (B)	11.3 (B)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	6.1	6.5	A	A	6.1 (A)	6.5 (A)
		Southbound	6.7	6.1	A	A	6.7 (A)	6.1 (A)
		Eastbound	7.9	7.1	A	A	7.9 (A)	7.1 (A)
		Westbound	9.6	11.3	A	B	9.6 (A)	11.3 (B)
		Overall	6.6	6.6	A	A	6.6 (A)	6.6 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	17.4	11.7	C	B	17.4 (C)	11.7 (B)
65: W Stubbs Rd & Butner Rd	Roundabout	Northbound					23.1 (C)	27.2 (D)
		Southbound					158.2 (F)	81.5 (F)
		Eastbound					68.8 (F)	22.5 (C)
		Westbound					23.2 (C)	171.2 (F)

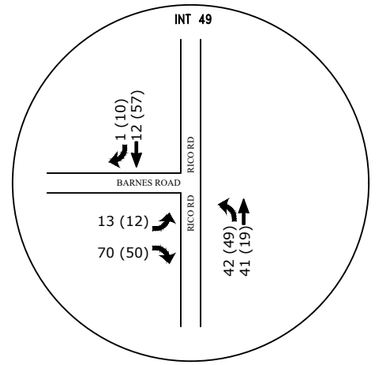












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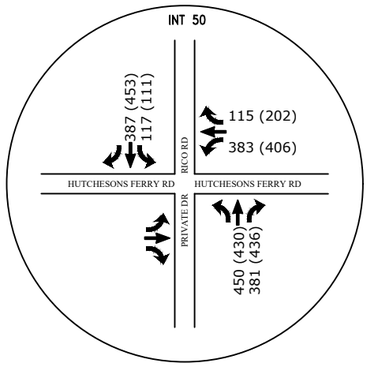
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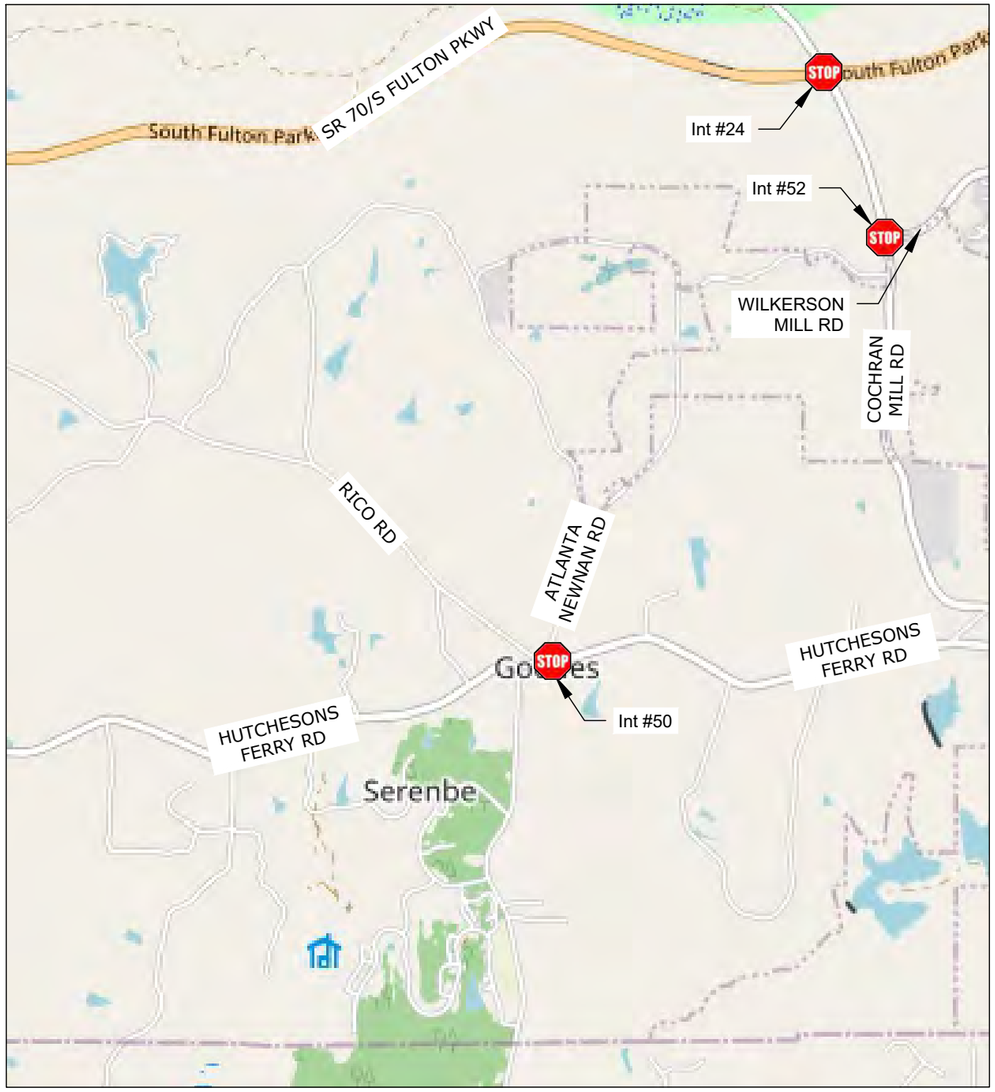
FIGURE 10: PHASE 6 NO BUILD PEAK HOUR VOLUMES (2035)

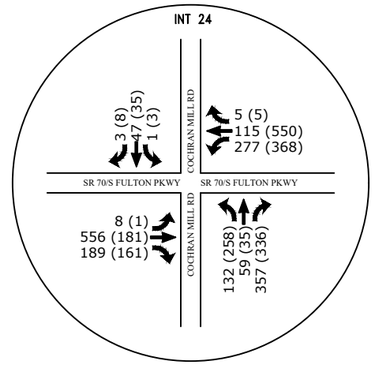
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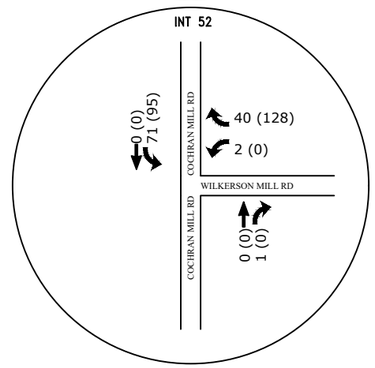
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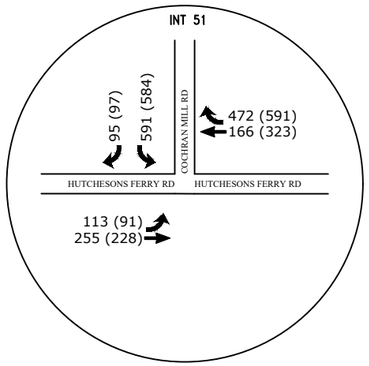
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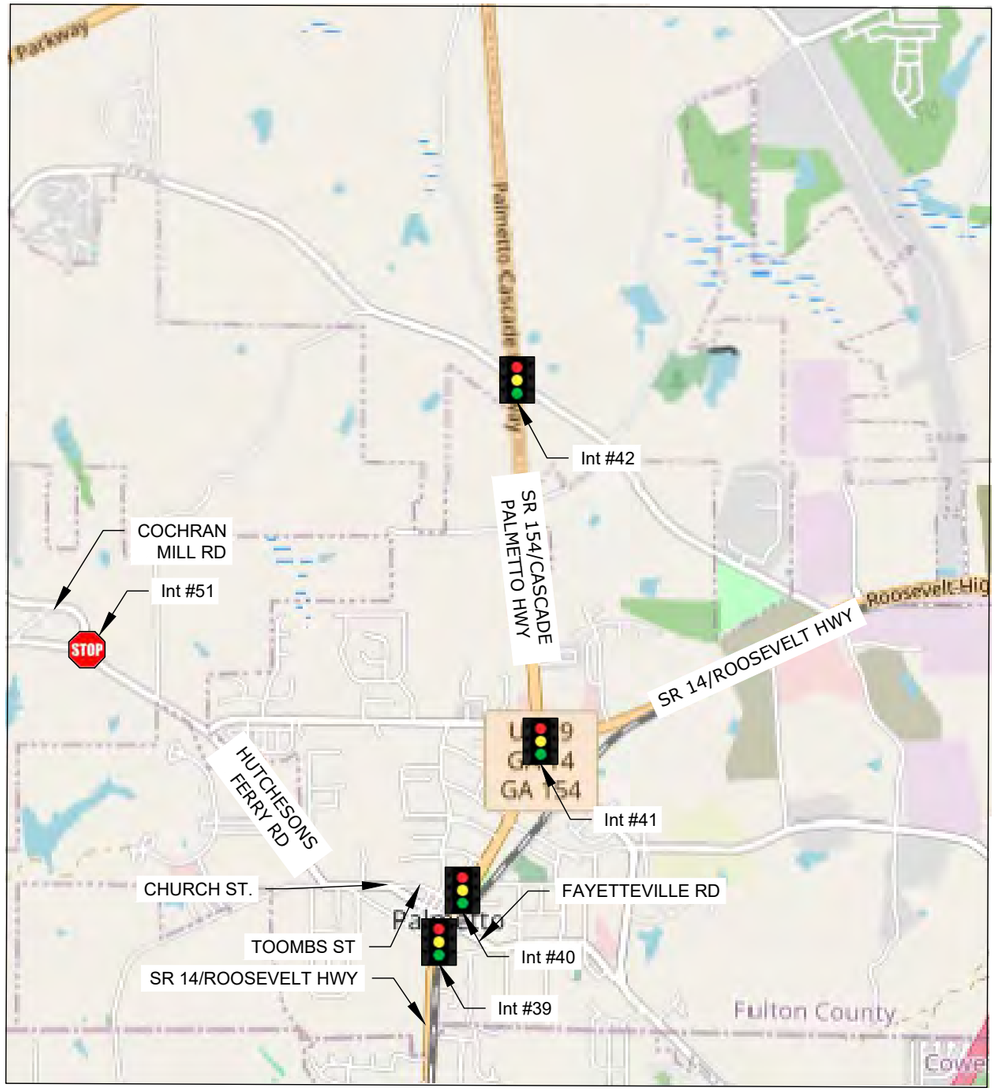
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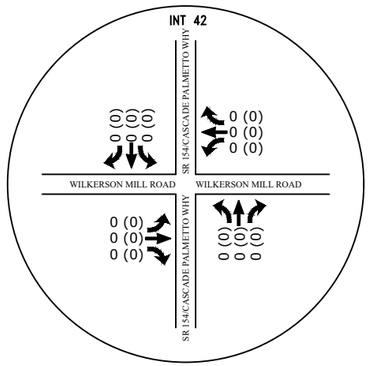
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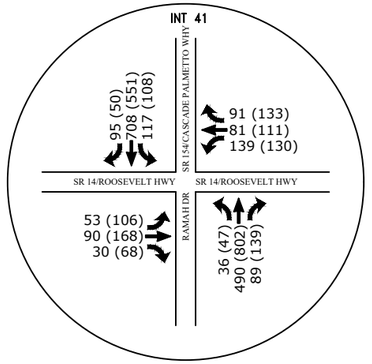
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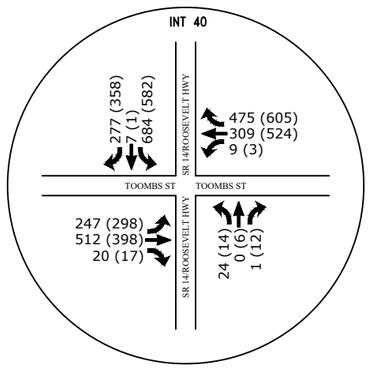
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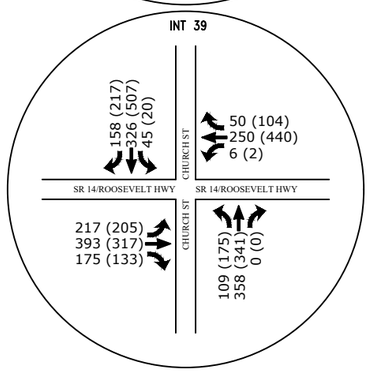












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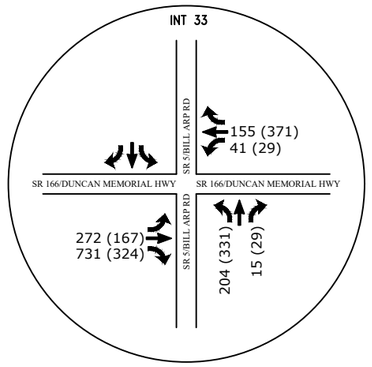
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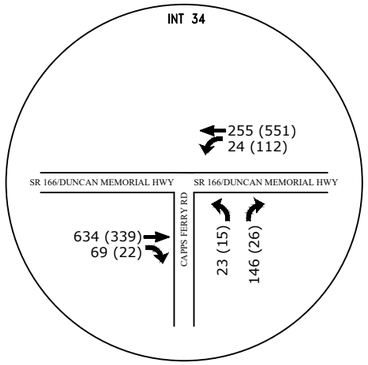
FIGURE 10: PHASE 6 NO BUILD PEAK HOUR VOLUMES (2035)

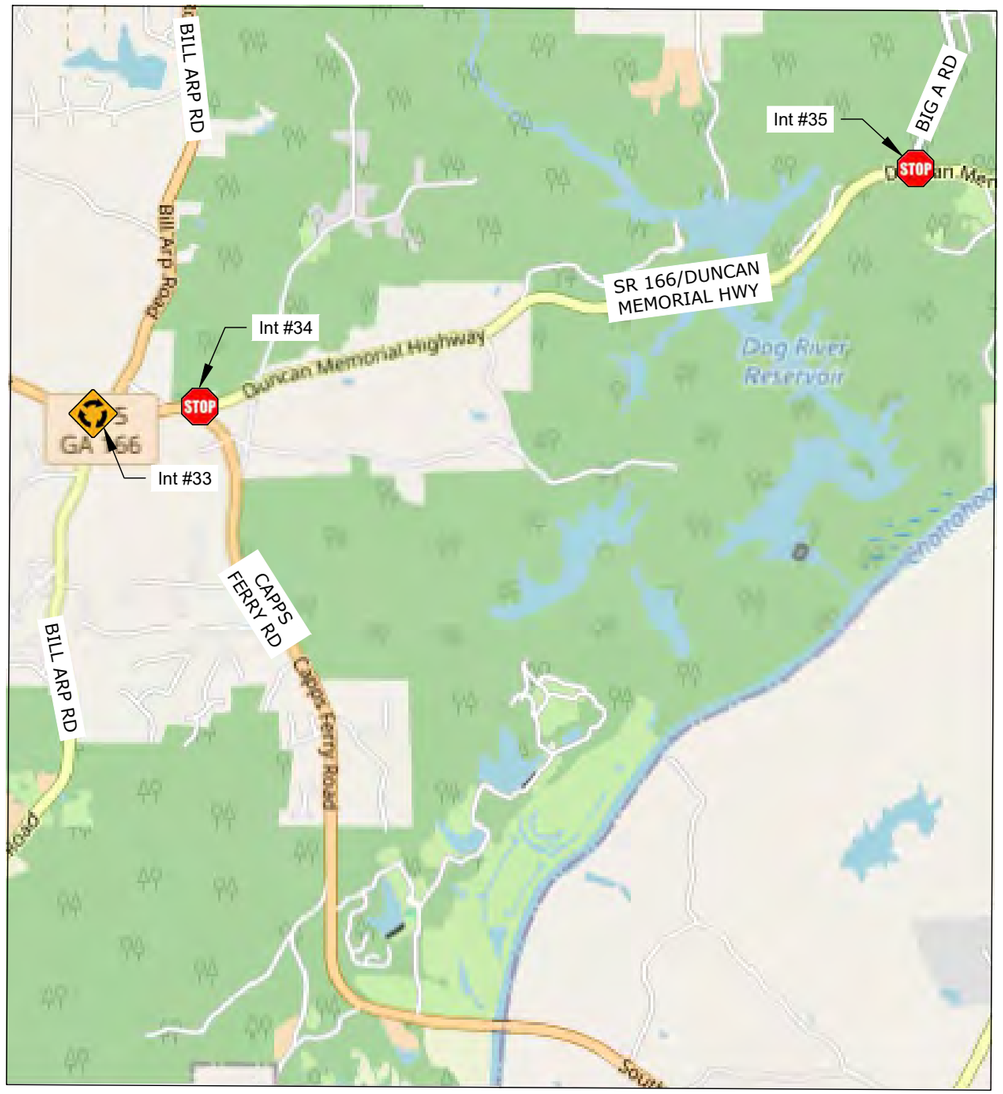
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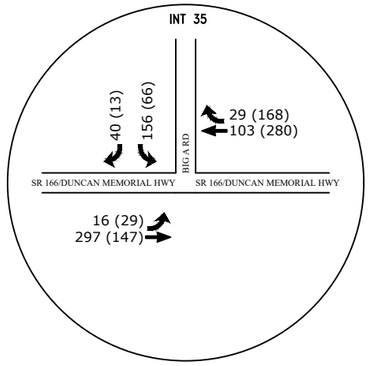
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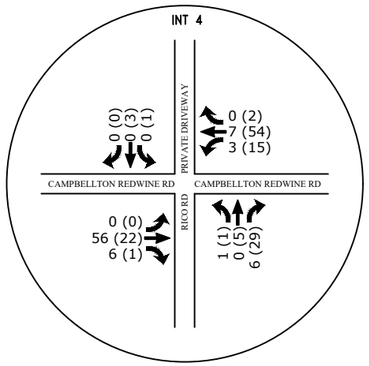
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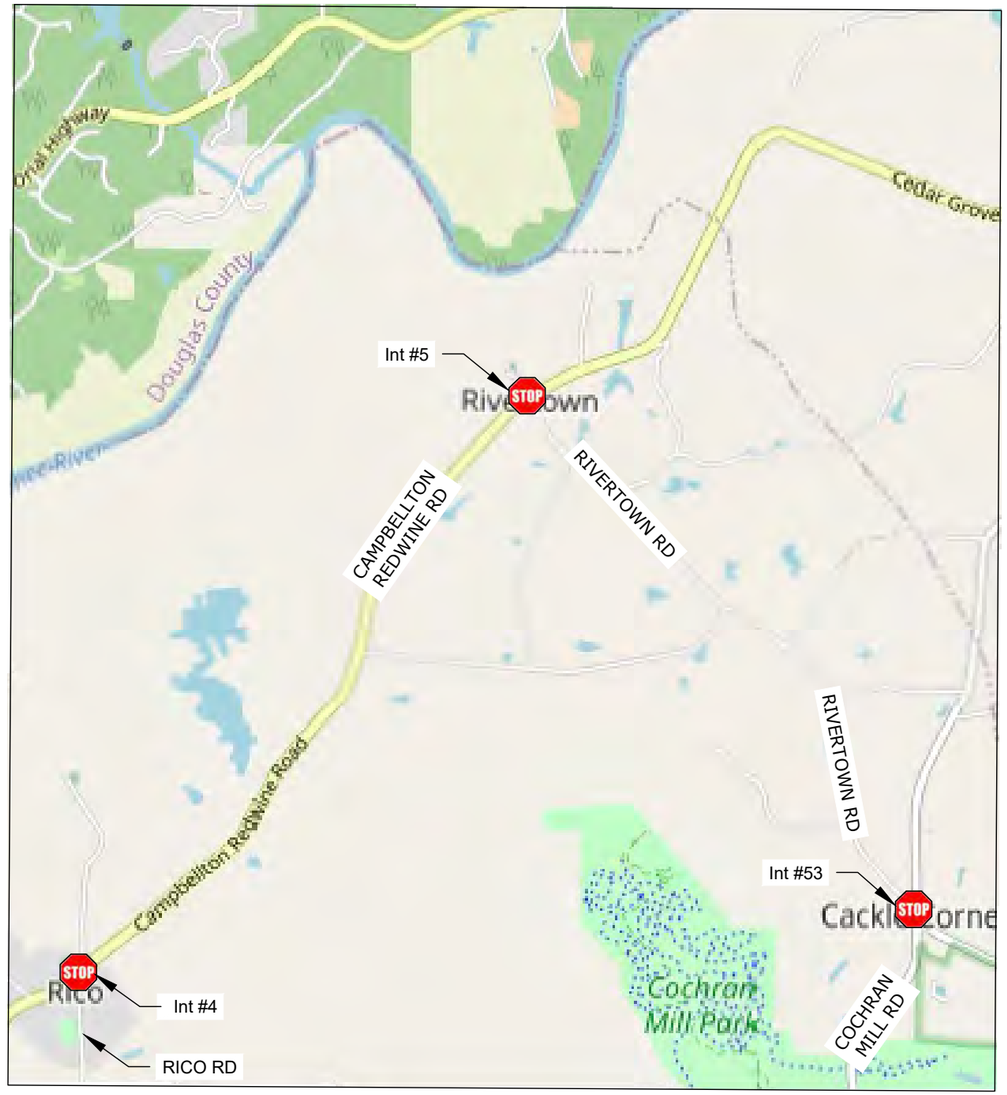
FIGURE 10: PHASE 6 NO BUILD PEAK HOUR VOLUMES (2035)

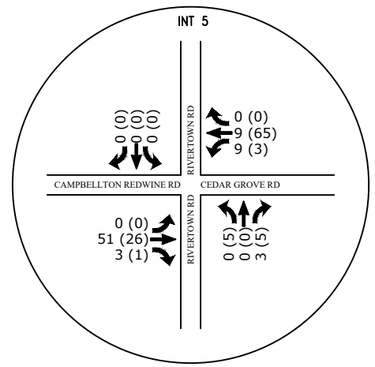
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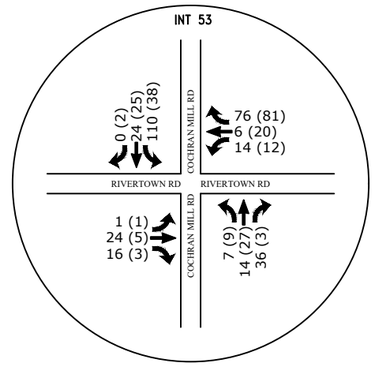
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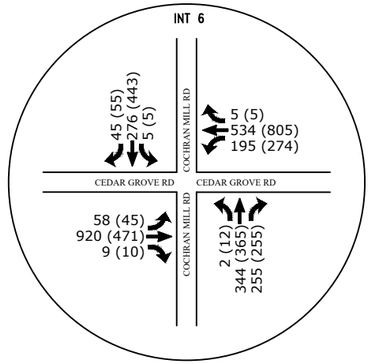
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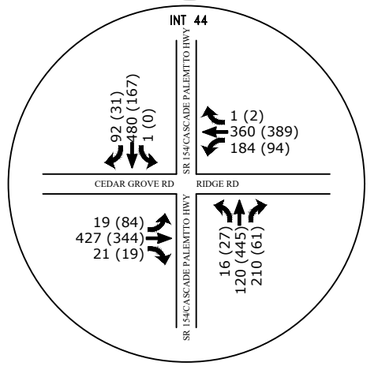
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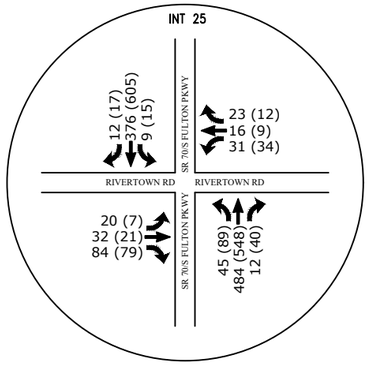
FIGURE 10: PHASE 6 NO BUILD PEAK HOUR VOLUMES (2035)

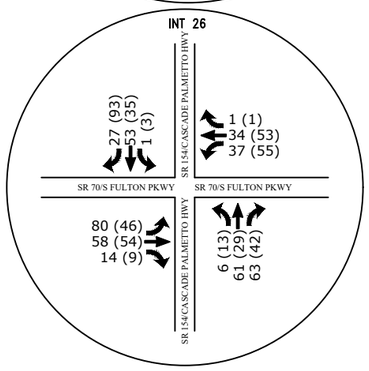
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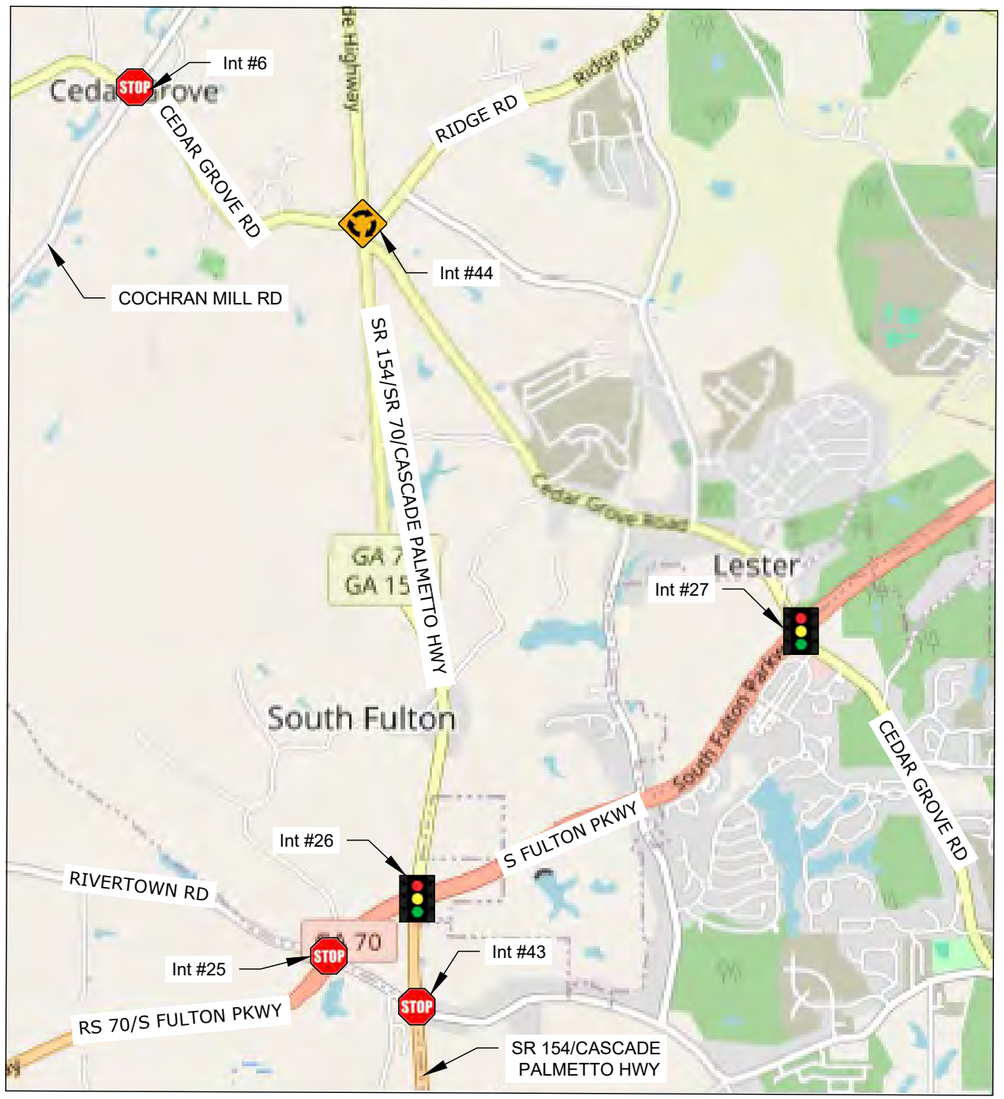
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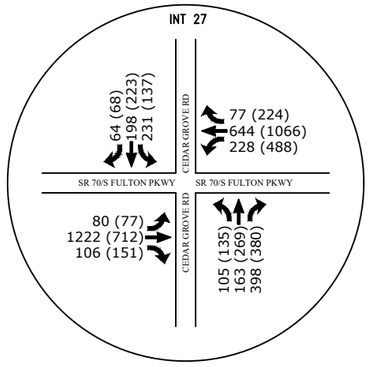


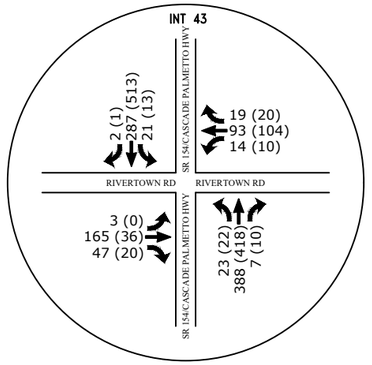












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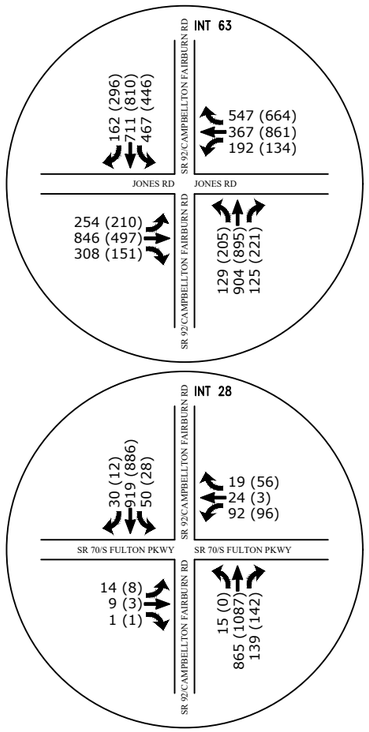
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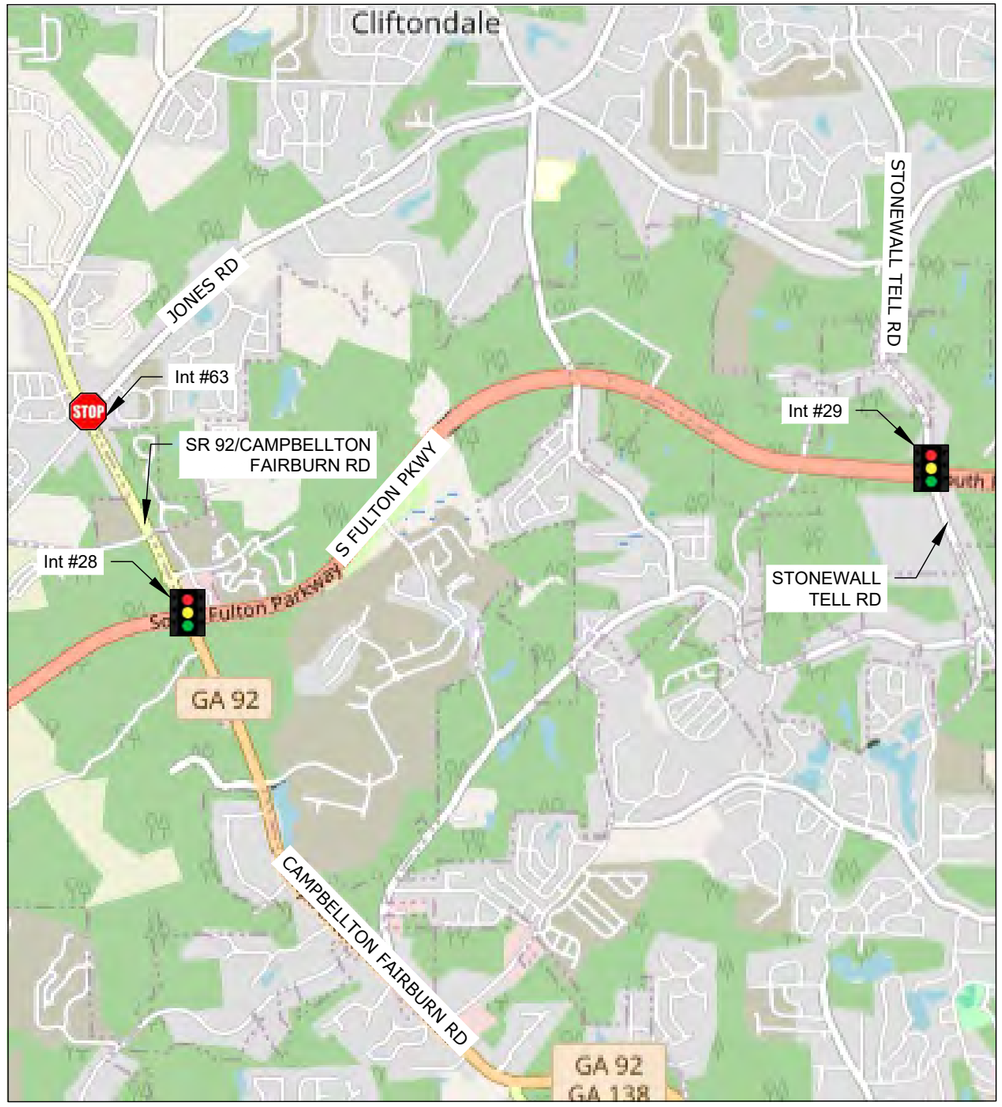
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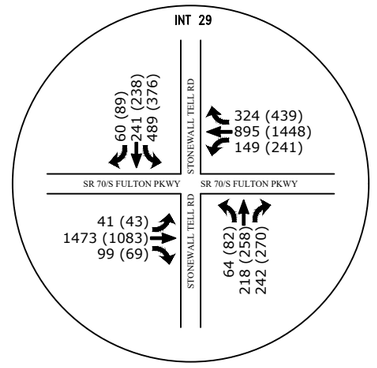
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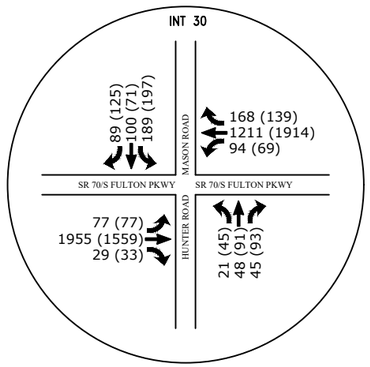
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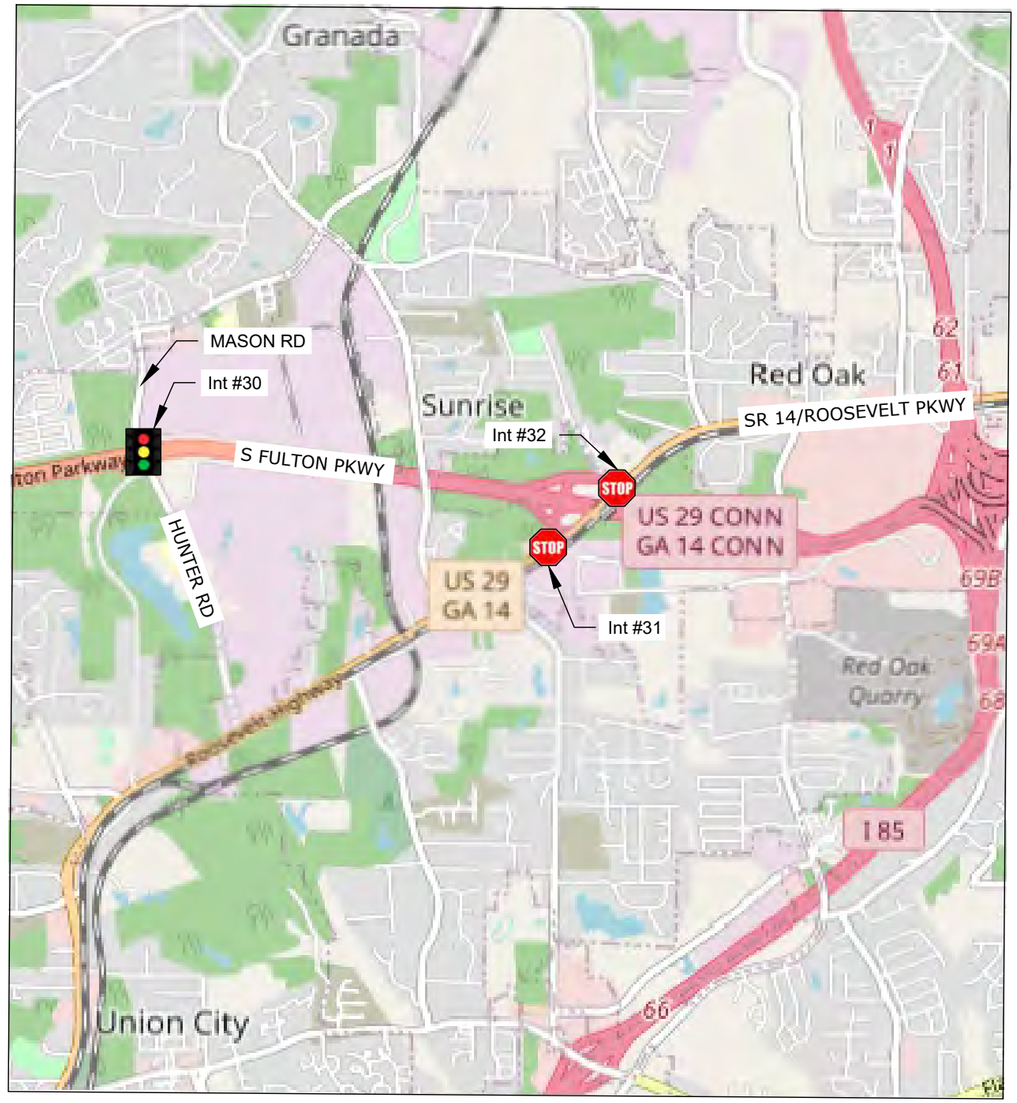
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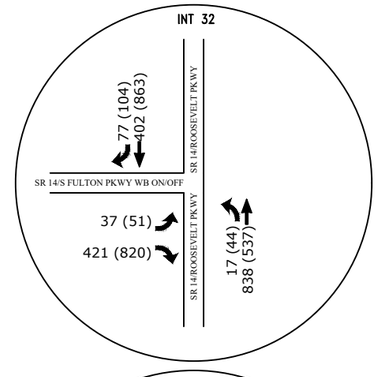
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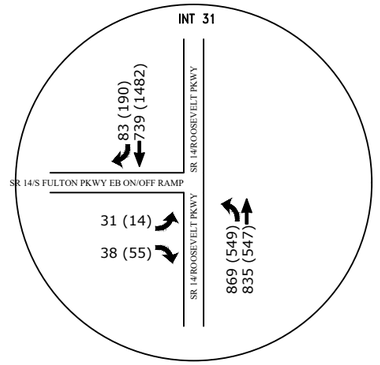
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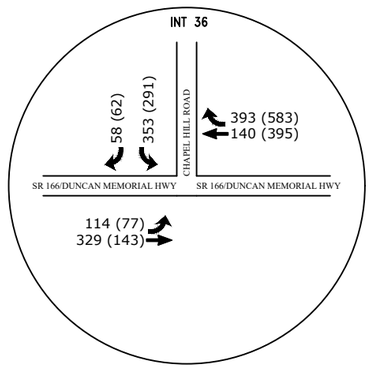
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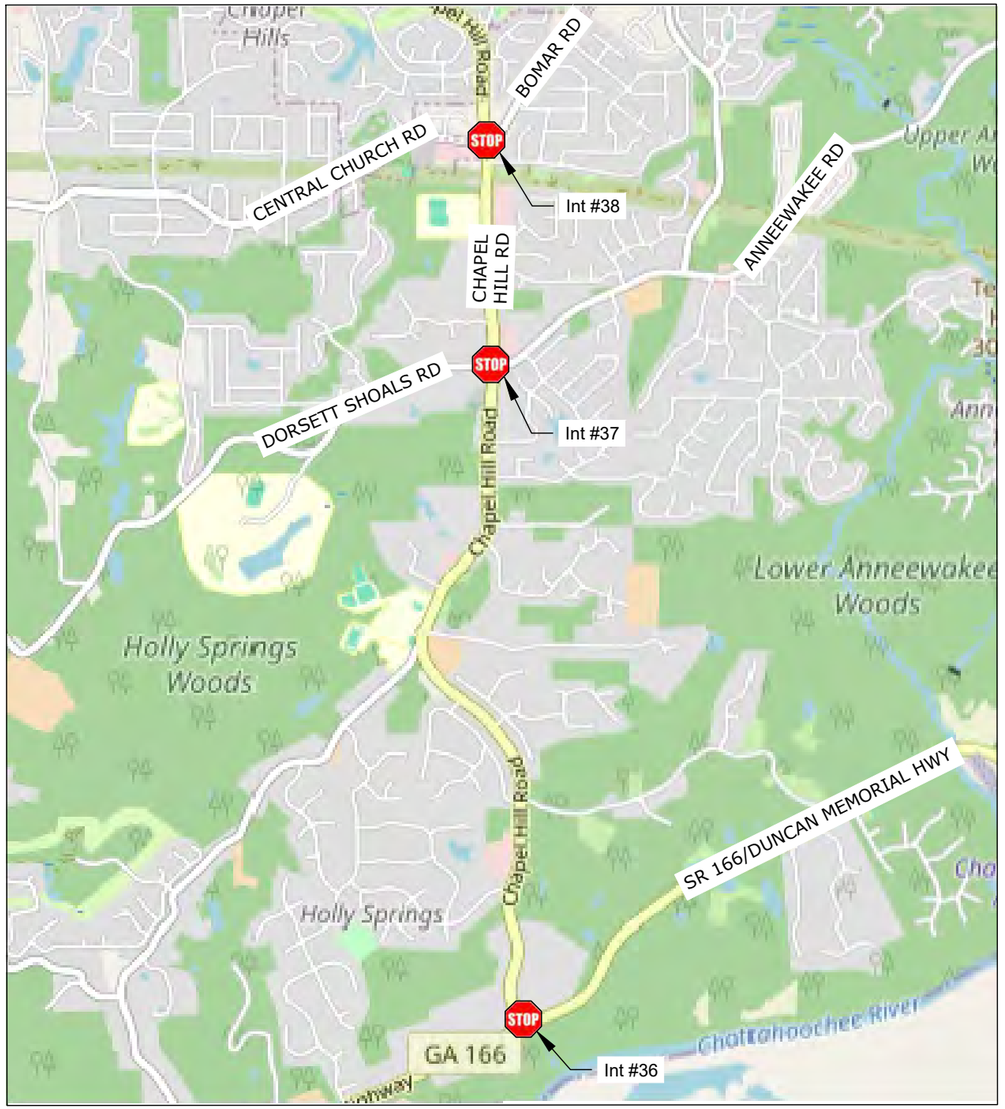
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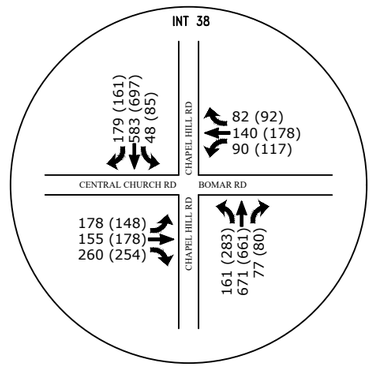
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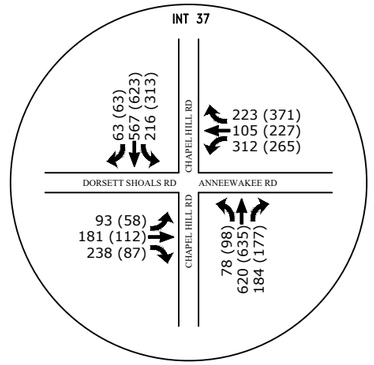
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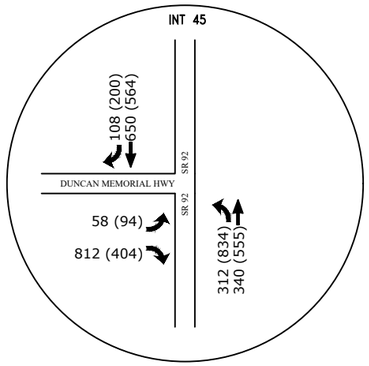
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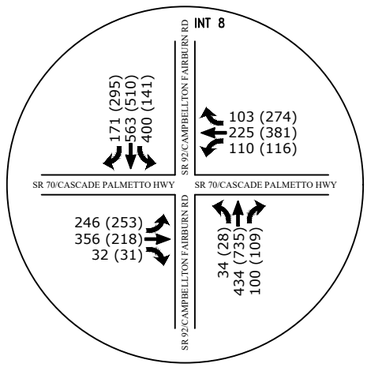
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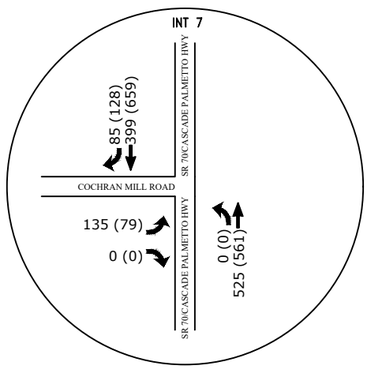
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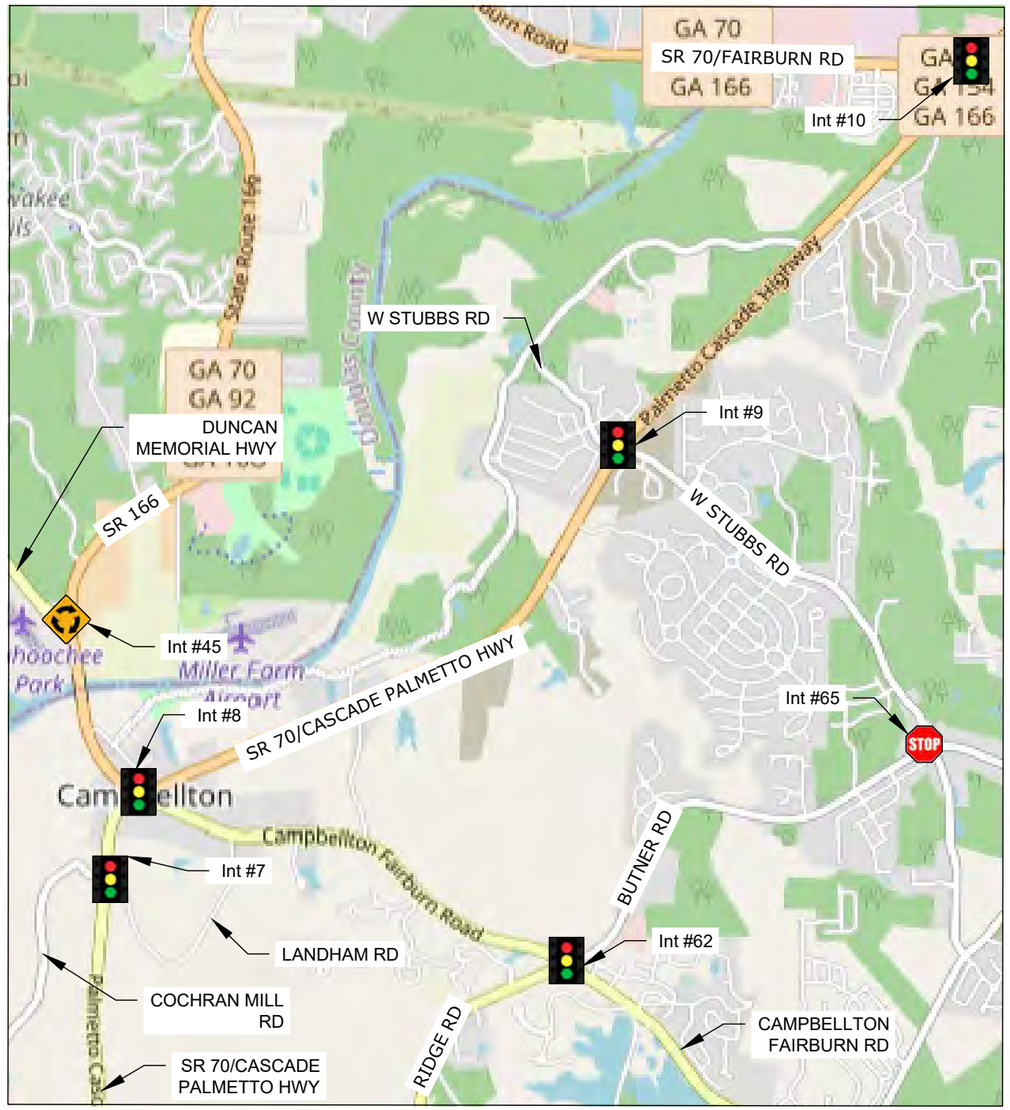
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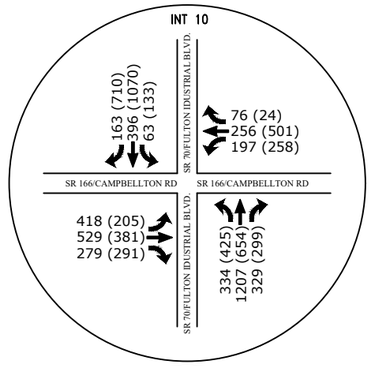
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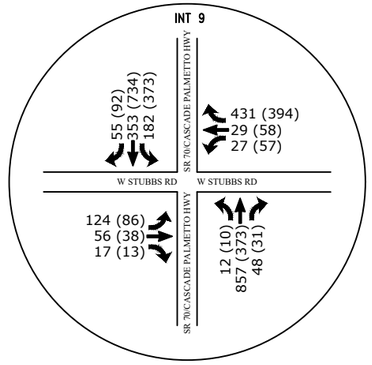


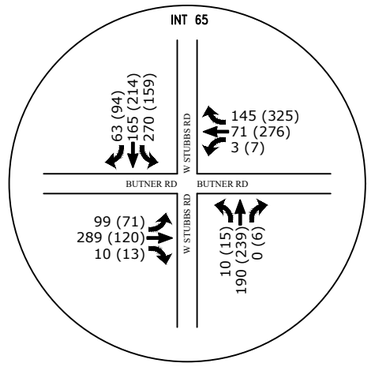


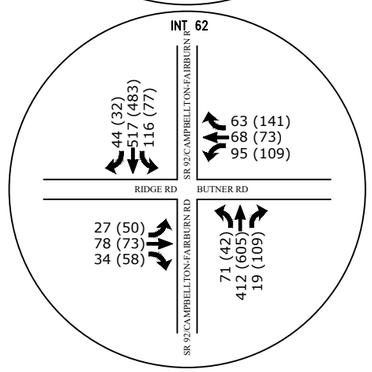












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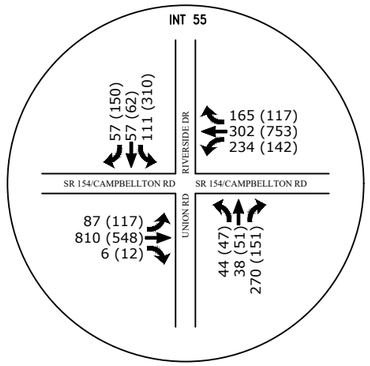
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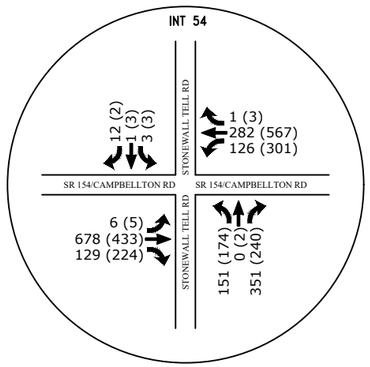
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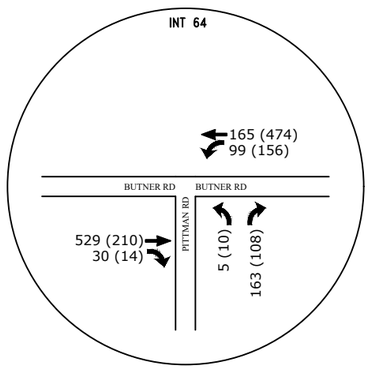
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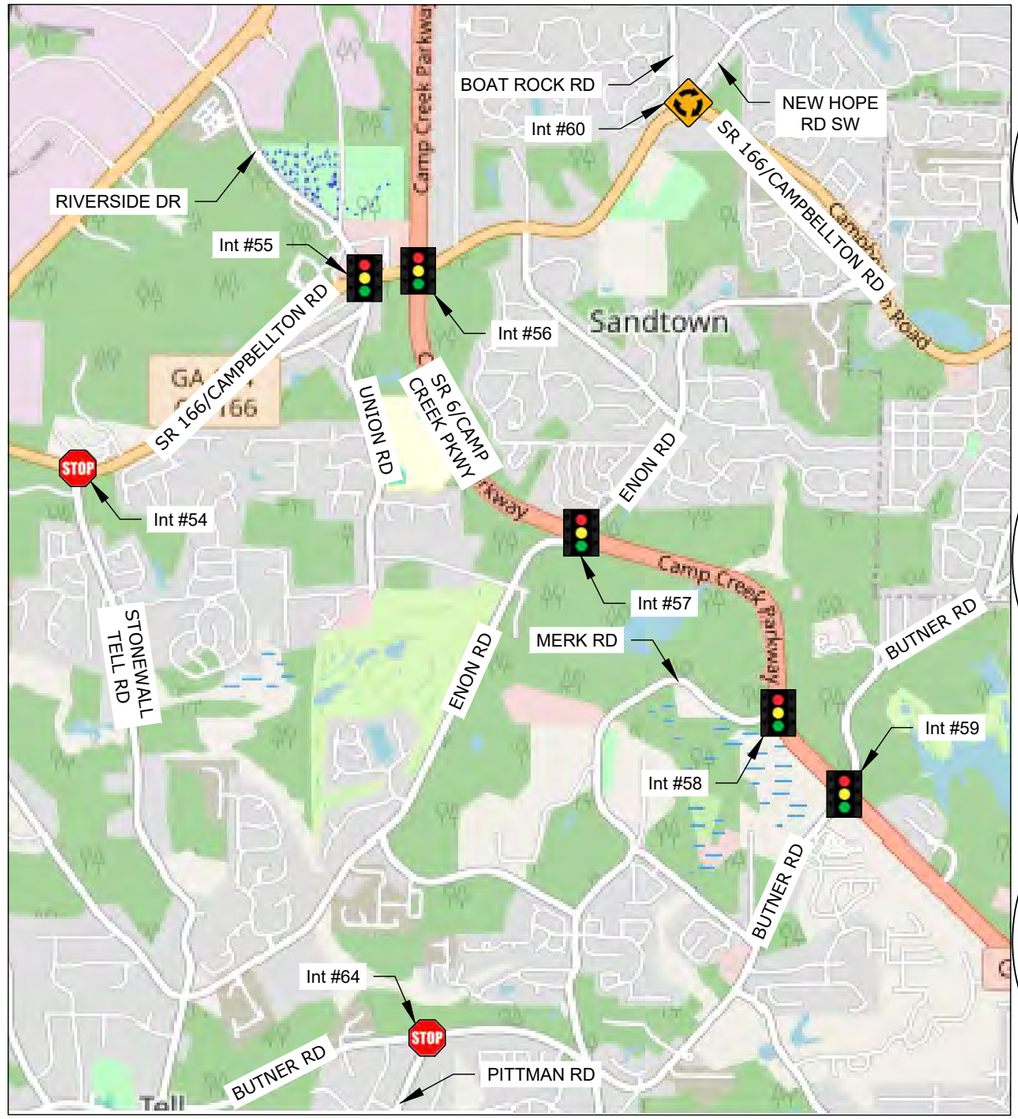
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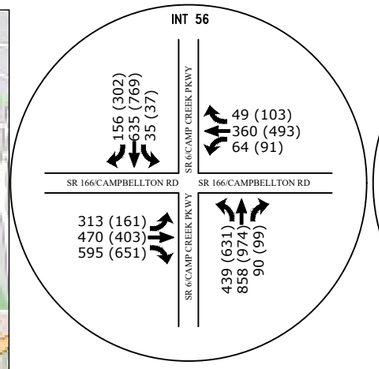
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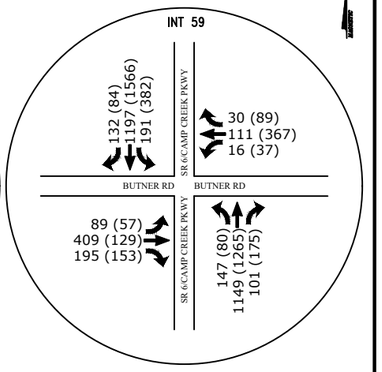


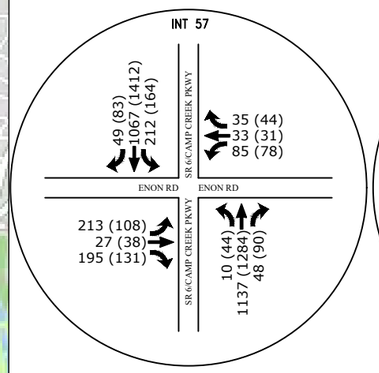


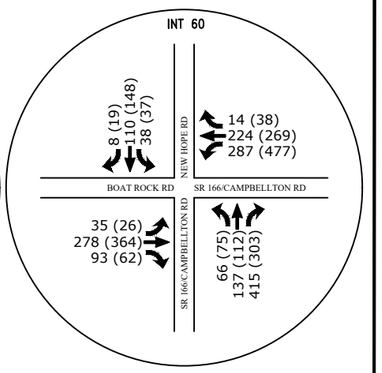


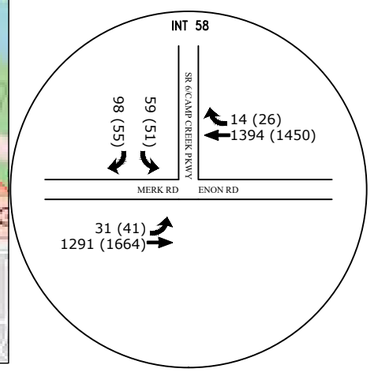












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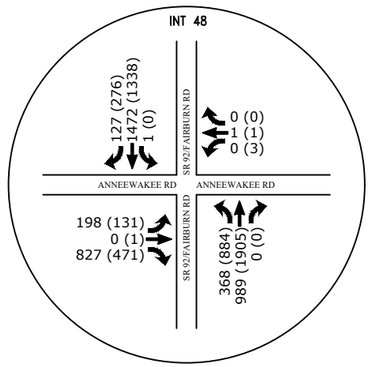
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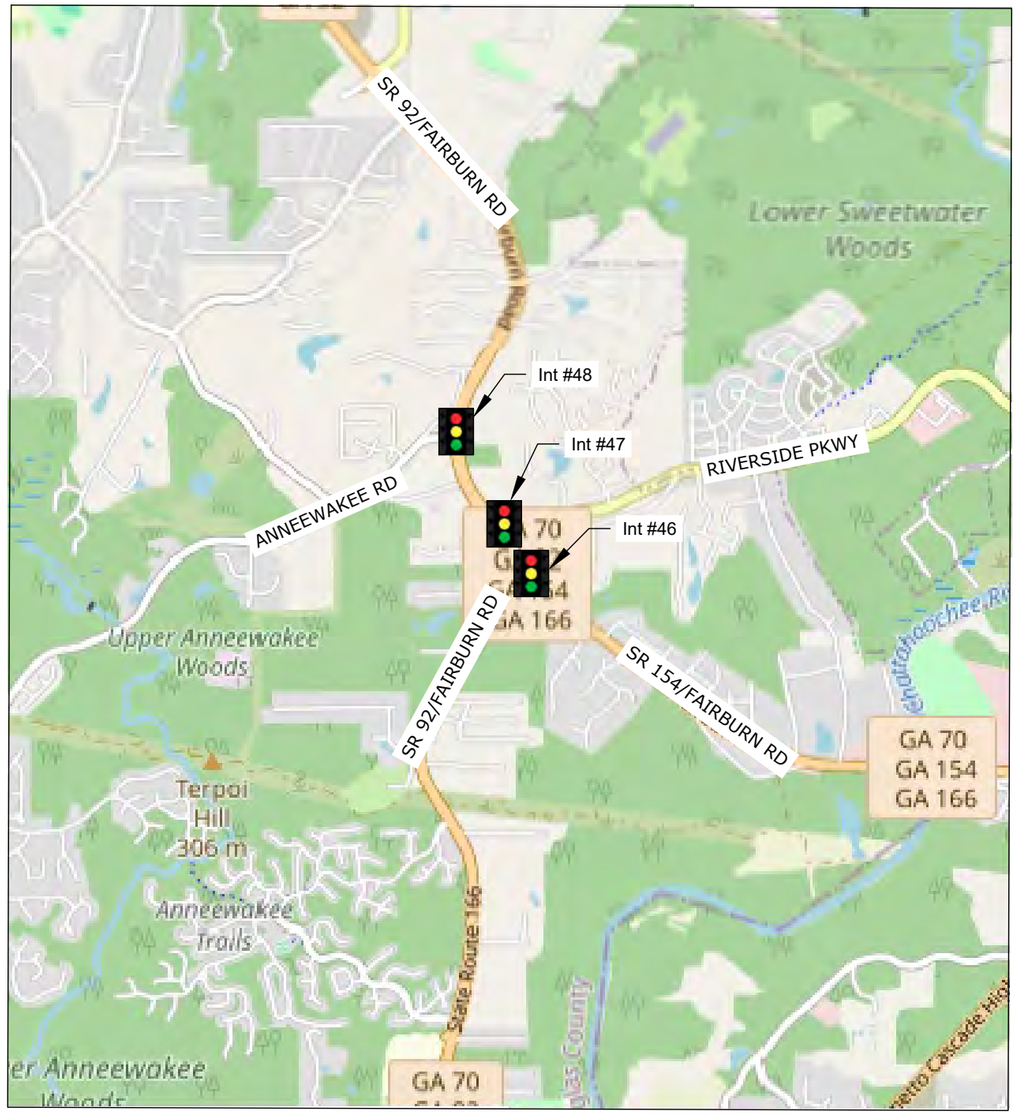
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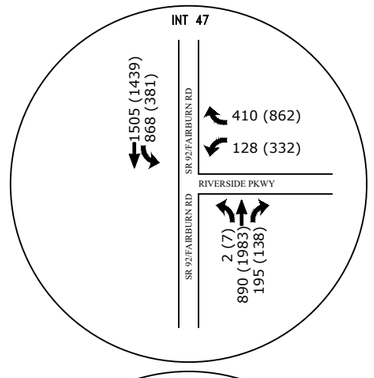
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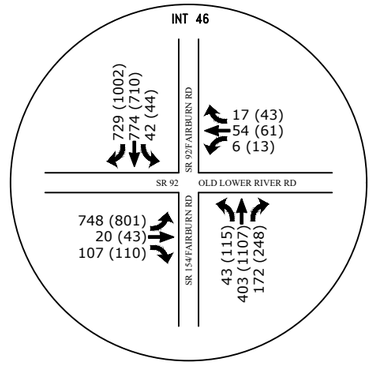
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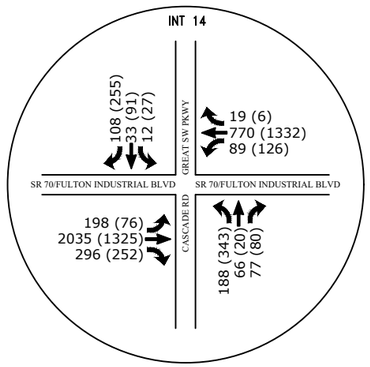
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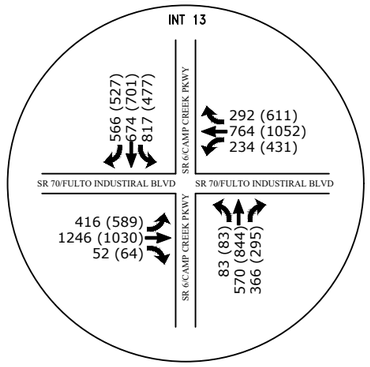
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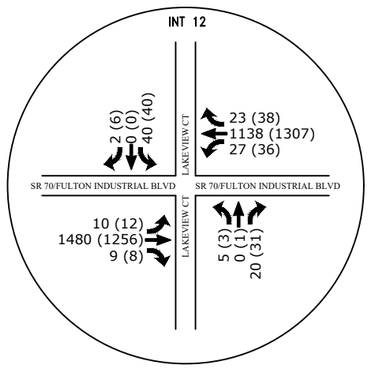
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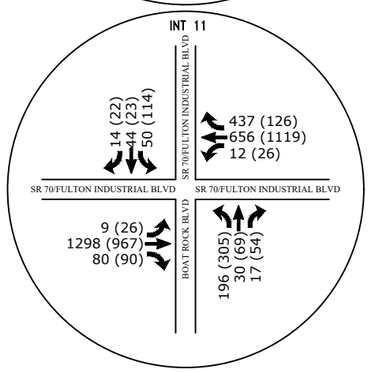
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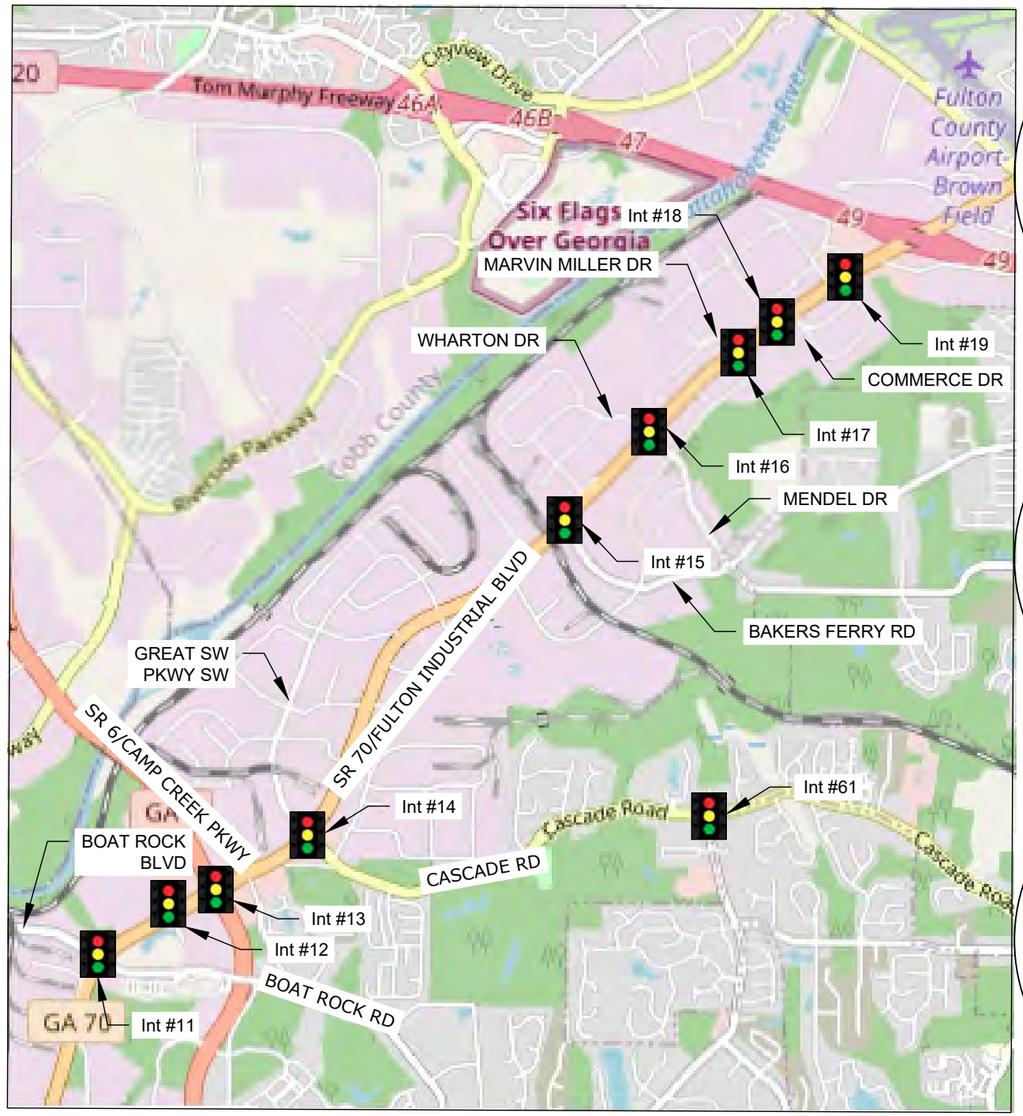
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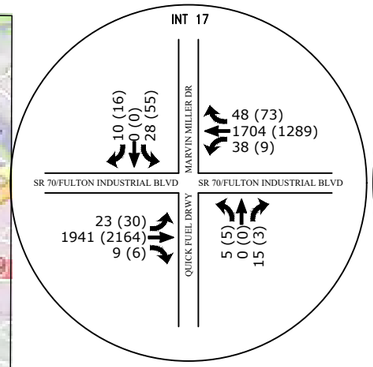


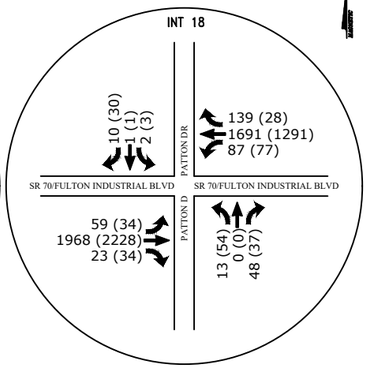


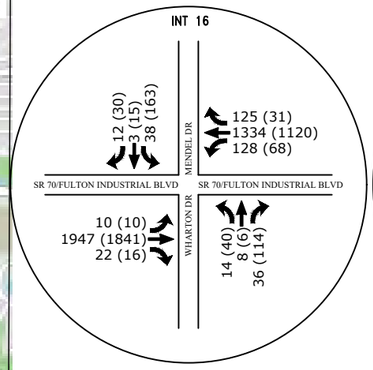


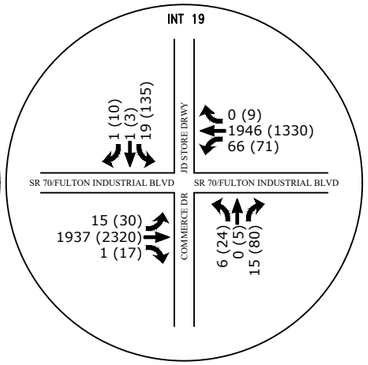


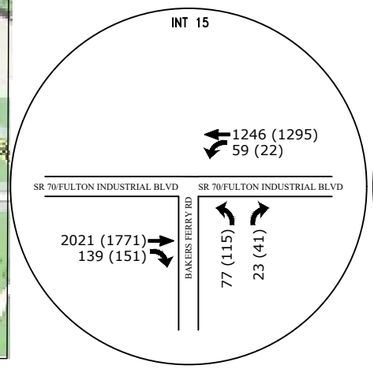


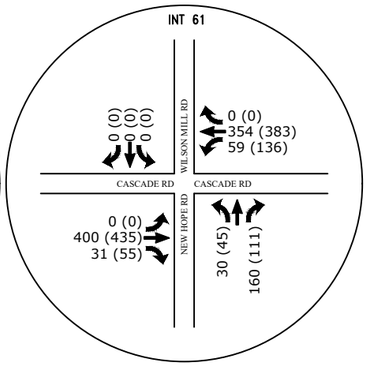












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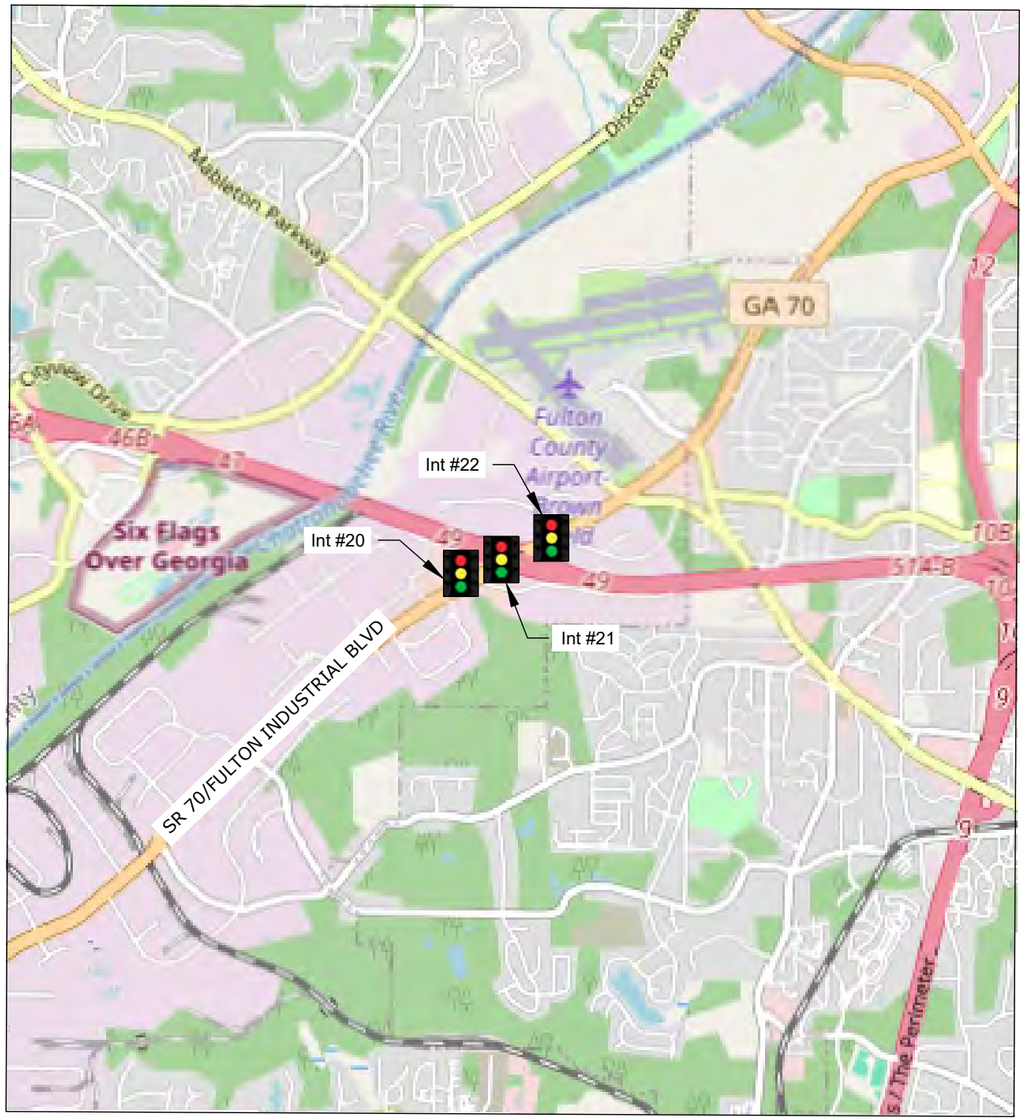
SECTION 13

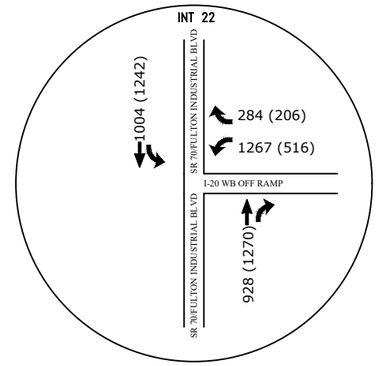
FIGURE 10: PHASE 6 NO BUILD PEAK HOUR VOLUMES (2035)

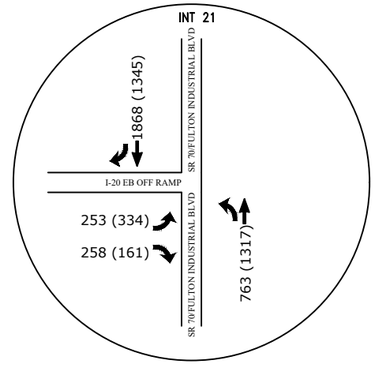
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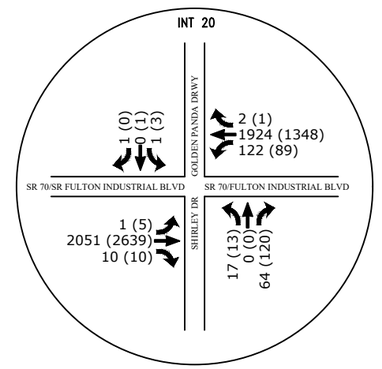
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FIGURE 10: PHASE 6 NO BUILD PEAK HOUR VOLUMES (2035)

BOUCKAERT
TRAFFIC STUDY

PROJECT NUMBER: 1416-24-046

DATE: 03.27.2025

Based on the operational analysis 40 intersections out of the 65 intersections are operating unacceptably in the future no-build scenario. The intersections operating an unacceptable level of service are listed below;

- 3: Campbellton Redwine Rd & S Fulton Pkwy
- 7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd
- 8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy
- 9: SR 70/Fulton Industrial Blvd & W Stubbs Rd
- 10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd
- 13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd
- 14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy
- 16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr
- 17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr
- 18: Patton Dr & SR 70/Fulton Industrial Blvd
- 19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd
- 24: Cochran Mill Rd & SR 70/S Fulton Pkwy
- 25: SR 70/S Fulton Pkwy & Rivertown Rd
- 26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy
- 27: S Fulton Pkwy & Cedar Grove Rd
- 28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy
- 29: Stonewell Tell Rd & S Fulton Pkwy
- 30: Hunter Rd/Mason Rd & S Fulton Pkwy
- 33: SR 166/Duncan Memorial Hwy & Bill Arp Rd
- 34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy
- 36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd
- 37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd
- 38: Chapel Hill Rd & Central Church Rd/Bomar Rd
- 40: Toombs St & SR 14/Roosevelt Hwy
- 41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy
- 42: Cascade Palmetto Hwy & Wilkerson Mill Rd
- 43: Cascade Palmetto Hwy & Rivertown Rd
- 45: SR 92 & SR 166/Duncan Memorial Hwy
- 46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd
- 47: SR 92/Fairburn Rd & Riverside Pkwy
- 48: SR 92/Fairburn Rd & Anneewakee Rd
- 51: Hutchesons Ferry Rd & Cochran Mill Rd
- 52: Cochran Mill Rd & Wilkerson Mill Rd
- 56: SR 6/Camp Creek Pkwy & Campbellton Rd
- 57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd
- 65: W Stubbs Rd & Butner Rd
- 11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd
- 23: Rico Rd & SR 70/S Fulton Pkwy
- 31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp
- 32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp
- 59: Butner Rd & SR 6/Camp Creek Parkway

Most intersections failing in the existing year (2024), Phase 1 (2029), Phase 2 (2031), Phase 3 (2032), Phase 4 (2033) and Phase 5 (2034) are expected to continue failing in the Phase 6 no-build conditions (2035). Out of the 42 intersections operating unacceptably 3 are expected to start operating at unacceptably under Phase 6 no-build conditions (2035).

Future Build Traffic Volumes (2035)

Future build traffic volumes for 2035 were calculated by summing the future 2035 no-build background traffic volumes and the site-generated peak hour volumes, assigned to the study network. The distribution of site-generated peak hour traffic volumes is shown in **Figure 22** and **Figure 23** shows the future build (2035) traffic volumes.

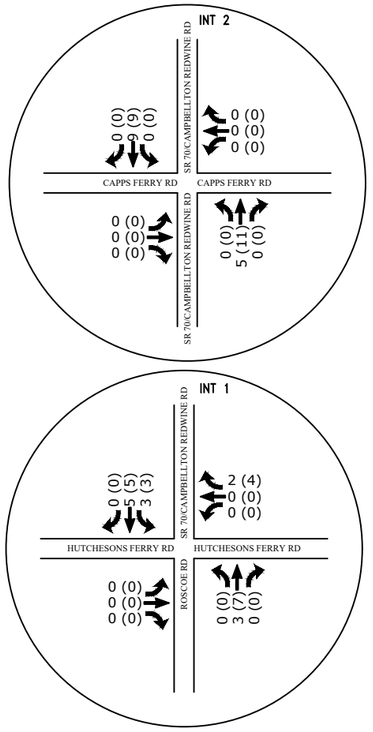
Future Build Level of Service (2035)

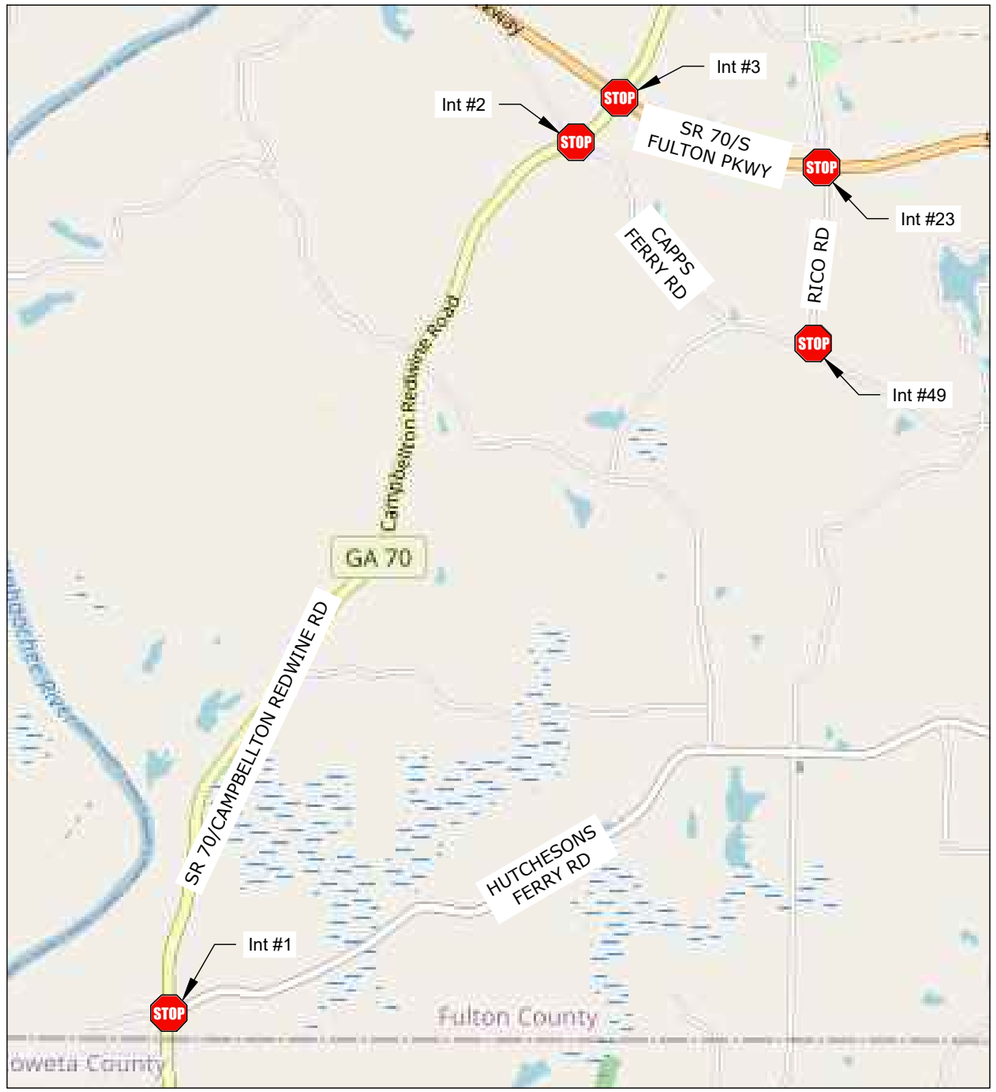
Similar to the no-build conditions the future build analysis was carried out using the existing intersection controls and roadway geometry, including the cycle lengths. Improvements will be recommended at the intersections that are expected to fail due to the traffic generated by the proposed development. The same methodology discussed previously was used to determine the level of service for the study intersections under phase 6 build conditions. The intersection capacity analysis results for Phase 6 build conditions (2035) are summarized in **Table 70** and detailed reports are attached in **Appendix E**.

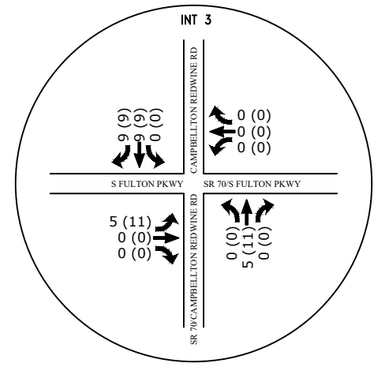
Table 71: Future Build Phase 6 (2035) Level of Service								
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)	LOS	LOS	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0.0	14.4	A	B	0 (A)	14.4 (B)
		Westbound	10.5	11.4	B	B	10.5 (B)	11.4 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	13.0	14.2	B	B	13 (B)	14.2 (B)
		Westbound	0.0	0.0	A	A	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	Roundabout	Northbound					6.9 (A)	5.5 (A)
		Southbound					3.4 (A)	7.5 (A)
		Eastbound					8.7 (A)	8.1 (A)
		Westbound					3.6 (A)	10.2 (B)
		Overall					7.8 (A)	8.5 (A)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	9.5	9.8	A	A	9.5 (A)	9.8 (A)
		Southbound	0.0	12.7	A	B	0 (A)	12.7 (B)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	9.7	11.3	A	B	9.7 (A)	11.3 (B)
		Southbound	0.0	0.0	A	A	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	Roundabout	Northbound					12.8 (B)	9.6 (A)
		Southbound					7.2 (A)	19.7 (C)
		Eastbound					16.5 (C)	10.9 (B)
		Westbound					9.1 (A)	13.7 (B)
		Overall					13.1 (B)	13.7 (B)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	Signalized	Northbound					19.7 (B)	12.8 (B)
		Southbound					26.4 (C)	58.9 (E)
		Eastbound					33.4 (C)	37.7 (D)
		Overall					26.0 (C)	42.1 (D)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound					27.3 (C)	28.5 (C)
		Southbound					20.6 (C)	22.7 (C)
		Eastbound					44.4 (D)	38.7 (D)
		Westbound					46.0 (D)	46.8 (D)
		Overall					32.2 (C)	32.7 (C)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	233.9	54.1	F	D	18.1 (B)	19.0 (B)
		Southbound	13.9	283.0	B	F	9.9 (A)	31.9 (C)
		Eastbound	24.5	21.4	C	C	24.5 (C)	21.4 (C)
		Westbound	21.4	21.0	C	C	21.4 (C)	21.0 (C)
		Overall	135.1	195.8	F	F	15.9 (B)	27.4 (C)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound					52.3 (D)	31.8 (C)
		Southbound					42.8 (D)	50.9 (D)
		Eastbound					40.8 (D)	46.1 (D)
		Westbound					42.7 (D)	54 (D)
		Overall					46.7 (D)	45 (D)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	26.1	36.2	C	D	27.2 (C)	29.8 (C)
		Southbound	27.2	29.8	C	C	18.5 (B)	39.6 (D)
		Eastbound	18.5	39.6	B	D	46.6 (D)	38.5 (D)
		Westbound	46.6	38.5	D	D	49.3 (D)	40.4 (D)
		Overall	49.3	40.4	D	D	26.1 (C)	36.2 (D)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.6	4.8	A	A	42.3 (D)	33.3 (C)
		Southbound	42.3	33.3	D	C	44.5 (D)	35.1 (D)
		Eastbound	44.5	35.1	D	D	8.3 (A)	7.7 (A)
		Westbound	8.3	7.7	A	A	0.8 (A)	1.4 (A)
		Overall	0.8	1.4	A	A	5.6 (A)	4.8 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound					53.3 (D)	42.7 (D)
		Southbound					43.6 (D)	40.6 (D)
		Eastbound					40.6 (D)	31.9 (C)
		Westbound					42.6 (D)	32.3 (C)
		Overall					44.2 (D)	36.1 (D)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	35.2	48.9	D	D	33.8 (C)	52.9 (D)
		Southbound	33.8	52.9	C	D	33.4 (C)	47.9 (D)
		Eastbound	33.4	47.9	C	D	41.2 (D)	23.5 (C)
		Westbound	41.2	23.5	D	C	48.5 (D)	57.2 (E)
		Overall	48.5	57.2	D	E	35.2 (D)	48.9 (D)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	8.1	8.8	A	A	9.9 (A)	12.1 (B)
		Eastbound	9.9	12.1	A	B	1.3 (A)	1.3 (A)
		Westbound	1.3	1.3	A	A	58.5 (E)	36 (D)
		Overall	58.5	36.0	E	D	8.1 (A)	8.8 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	5.8	20.7	A	C	4.4 (A)	22.2 (C)
		Southbound	4.4	22.2	A	C	3.4 (A)	15.9 (B)
		Eastbound	3.4	15.9	A	B	65.9 (E)	31.5 (C)
		Westbound	65.9	31.5	E	C	69.1 (E)	29.6 (C)
		Overall	69.1	29.6	E	C	5.8 (A)	20.7 (C)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	2.3	8.6	A	A	1.7 (A)	8.9 (A)
		Southbound	1.7	8.9	A	A	1.3 (A)	6.8 (A)
		Eastbound	1.3	6.8	A	A	56.5 (E)	32.7 (C)
		Westbound	56.5	32.7	E	C	55 (D)	30.2 (C)
		Overall	55.0	30.2	D	C	2.3 (A)	8.6 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	3.9	24.2	A	C	5.2 (A)	18.5 (B)
		Southbound	5.2	18.5	A	B	0.5 (A)	32.3 (C)
		Eastbound	0.5	32.3	A	C	52.4 (D)	32.5 (C)
		Westbound	52.4	32.5	D	C	57.1 (E)	35.1 (D)
		Overall	57.1	35.1	E	D	3.9 (A)	24.2 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.2	18.0	A	B	6.6 (A)	22.7 (C)
		Southbound	6.6	22.7	A	C	2.6 (A)	6.9 (A)
		Eastbound	2.6	6.9	A	A	68.5 (E)	40.6 (D)
		Westbound	68.5	40.6	E	D	72.4 (E)	35.3 (D)
		Overall	72.4	35.3	E	D	5.2 (A)	18 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	11.3	22.3	B	C	10 (A)	28 (C)
		Southbound	10.0	28.0	A	C	11.4 (B)	11 (B)
		Eastbound	11.4	11.0	B	B	38.9 (D)	31.1 (C)
		Westbound	38.9	31.1	D	C	43.3 (D)	38.1 (D)
		Overall	43.3	38.1	D	D	11.3 (B)	22.3 (C)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	8.1	17.2	A	B	6.5 (A)	20.2 (C)
		Southbound	6.5	20.2	A	C	3.7 (A)	11.2 (B)
		Eastbound	3.7	11.2	A	B	54.4 (D)	38.5 (D)
		Overall	54.4	38.5	D	D	8.1 (A)	17.2 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	24.1	18.3	C	B	12.2 (B)	9.2 (A)
		Southbound	12.2	9.2	B	A	16.5 (B)	21.4 (C)
		Westbound	16.5	21.4	B	C	40.2 (D)	38.5 (D)
		Overall	40.2	38.5	D	D	24.1 (C)	18.3 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	Roundabout	Northbound					6.9 (A)	4.9 (A)
		Southbound					3.4 (A)	7.1 (A)
		Eastbound					8.7 (A)	4.8 (A)
		Westbound					3.6 (A)	11.7 (B)
		Overall					7.8 (A)	9 (A)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	Signalized	Northbound					30.8 (D)	24.4 (C)
		Southbound					25.8 (D)	16.5 (C)
		Eastbound					28 (D)	33.8 (D)
		Westbound					11.4 (B)	20.6 (C)
		Overall					23.3 (C)	22.8 (C)
25: SR 70/S Fulton Pkwy & Rivertown Rd	Signalized	Northbound			A	A	11 (B)	13.1 (B)
		Southbound					9.9 (A)	18.9 (B)
		Eastbound					13.2 (B)	12.8 (B)
		Westbound					15.6 (B)	17.6 (B)
		Overall			A	A	12.9 (B)	16.1 (B)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	Signalized	Northbound					10.2 (B)	6.4 (A)
		Southbound					18.9 (B)	27.3 (C)
		Eastbound					15.5 (B)	24.8 (C)

		Overall			A	A	14.3 (B)	21.7 (C)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	Signalized	Northbound					11.1 (B)	13.6 (B)
		Southbound					13.9 (B)	18.3 (B)
		Eastbound					29.7 (C)	30.2 (C)
		Overall			A	A	12.6 (B)	17 (B)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound					21.9 (C)	5.5 (A)
		Southbound					4.8 (A)	7.5 (A)
		Eastbound					19.6 (C)	8.1 (A)
		Westbound					7.3 (A)	10.2 (B)
		Overall					15.3 (C)	8.5 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	Roundabout	Northbound					7.2 (A)	7.6 (A)
		Eastbound					23.5 (C)	7.4 (A)
		Westbound					5.9 (A)	11.1 (B)
		Overall					18.4 (C)	8.6 (A)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	15.2	14.0	C	B	15.2 (C)	14 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	Roundabout	Southbound					8.9 (A)	13.2 (B)
		Eastbound					13.9 (B)	8.5 (A)
		Westbound					12 (B)	23.9 (C)
		Overall					11.6 (B)	18.8 (C)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound					28.3 (C)	25.5 (C)
		Southbound					25.4 (C)	25.3 (C)
		Eastbound					34.4 (C)	34.3 (C)
		Westbound					39 (D)	44.4 (D)
		Overall					30 (C)	30.1 (C)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound					28.5 (C)	30.9 (C)
		Southbound					41.5 (D)	47.9 (D)
		Eastbound					39.8 (D)	50.7 (D)
		Westbound					46.2 (D)	54.1 (D)
		Overall					36.2 (D)	42 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	12.0	20.9	B	C	12 (B)	20.9 (C)
		Northbound	9.4	33.6	A	D	9.4 (A)	33.6 (D)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound			A	A	24 (C)	27.6 (C)
		Southbound			A	A	21.6 (C)	26.2 (C)
		Eastbound			A	A	31.8 (C)	27.7 (C)
		Westbound			A	A	15.3 (B)	26.9 (C)
		Overall			A	A	24.7 (C)	27.1 (C)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound			A	A	-	-
		Southbound			A	A	30.2 (C)	41 (D)
		Eastbound			A	A	11.3 (B)	11.7 (B)
		Westbound			A	A	19 (B)	22 (C)
		Overall			A	A	20.1 (C)	24.2 (C)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	Signalized	Northbound			A	A	29 (C)	46.6 (D)
		Southbound					27.7 (C)	35 (C)
		Eastbound					32.4 (C)	31 (C)
		Westbound					50 (D)	52.7 (D)
		Overall			A	A	32.8 (C)	40.9 (D)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	6.9	6.7	A	A	6.9 (A)	6.7 (A)
		Southbound	6.2	7.9	A	A	6.2 (A)	7.9 (A)
		Eastbound	5.0	5.6	A	A	5 (A)	5.6 (A)
		Westbound	5.5	5.1	A	A	5.5 (A)	5.1 (A)
		Overall	8.1	9.6	A	A	8.1 (A)	9.6 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound					4.8 (A)	7.2 (A)
		Southbound					7.3 (A)	10.5 (B)
		Eastbound					26.5 (D)	12 (B)
		Overall					13.3 (B)	9.2 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound					21.3 (C)	27.9 (C)
		Southbound					30.4 (C)	18.9 (B)
		Eastbound					45.1 (D)	45.4 (D)
		Westbound					48.6 (D)	50.8 (D)
		Overall					33.6 (C)	28.8 (C)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound					40.6 (D)	35.6 (D)
		Southbound					23.6 (C)	25.7 (C)
		Westbound					23.8 (C)	50.3 (D)
		Overall					27.9 (C)	35.3 (D)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound					18.7 (B)	37.4 (D)
		Southbound					32.5 (C)	49.5 (D)
		Eastbound					42 (D)	46.7 (D)
		Westbound					32.9 (C)	40.3 (D)
		Overall					28.4 (C)	42.1 (D)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0.0	0.0	A	A	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	12.5	0.0	B	A	12.5 (B)	0 (A)
		Southbound	15.8	20.4	C	C	15.8 (C)	20.4 (C)
51: Hutchesons Ferry Rd & Cochran Mill Rd	Signalized	Southbound					33.8 (D)	34.5 (C)
		Eastbound					18.8 (C)	22.4 (C)
		Westbound					23.8 (C)	33.8 (C)
		Overall					26.9 (D)	32.1 (C)
52: Cochran Mill Rd & Wilkerson Mill Rd	Signalized	Northbound					16.7 (B)	24.5 (C)
		Southbound					19.8 (B)	28.4 (C)
		Westbound					18 (B)	14.9 (B)
		Overall					18 (B)	23 (C)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	9.6	10.2	A	B	9.6 (A)	10.2 (B)
		Southbound	12.1	10.5	B	B	12.1 (B)	10.5 (B)
		Eastbound	10.5	9.4	B	A	10.5 (B)	9.4 (A)
		Westbound	10.3	11.8	B	B	10.3 (B)	11.8 (B)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	19.0	18.8	B	B	41.5 (D)	34.8 (C)
		Southbound	41.5	34.8	D	C	47.5 (D)	27.9 (C)
		Eastbound	47.5	27.9	D	C	18.3 (B)	9.1 (A)
		Westbound	18.3	9.1	B	A	11.5 (B)	13.8 (B)
		Overall	11.5	13.8	B	B	19 (B)	18.8 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	50.3	24.6	D	C	51.5 (D)	30.2 (C)
		Southbound	51.5	30.2	D	C	73.9 (E)	50.7 (D)
		Eastbound	73.9	50.7	E	D	51.6 (D)	25.9 (C)
		Westbound	51.6	25.9	D	C	38.2 (D)	8.1 (A)
		Overall	38.2	8.1	D	A	50.3 (D)	24.6 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	42.1	44.5	D	D	33.3 (C)	40.5 (D)
		Southbound	33.3	40.5	C	D	47.6 (D)	50.5 (D)
		Eastbound	47.6	50.5	D	D	54.1 (D)	53.4 (D)
		Westbound	54.1	53.4	D	D	37.6 (D)	38.8 (D)
		Overall	37.6	38.8	D	D	42.1 (D)	44.5 (D)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	31.5	26.9	C	C	46.9 (D)	49.7 (D)
		Southbound	46.9	49.7	D	D	32.3 (C)	42.5 (D)
		Eastbound	32.3	42.5	C	D	24.4 (C)	21.2 (C)
		Westbound	24.4	21.2	C	C	33.5 (C)	27.1 (C)
		Overall	33.5	27.1	C	C	31.5 (C)	26.9 (C)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	11.5	11.2	B	B	7.3 (A)	9 (A)
		Southbound	7.3	9.0	A	A	14.3 (B)	12.7 (B)
		Eastbound	14.3	12.7	B	B	38.7 (D)	43.4 (D)
		Overall	38.7	43.4	D	D	11.5 (B)	11.2 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	40.0	45.7	D	D	43 (D)	50.2 (D)
		Southbound	43.0	50.2	D	D	39.6 (D)	40.1 (D)
		Eastbound	39.6	40.1	D	D	37.6 (D)	51.9 (D)
		Westbound	37.6	51.9	D	D	25.3 (C)	52.3 (D)
		Overall	25.3	52.3	C	D	40 (D)	45.7 (D)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	7.8	6.5	A	A	6.2 (A)	5.3 (A)
		Southbound	10.7	20.4	B	C	7.7 (A)	10.5 (B)
		Eastbound	16.3	31.7	C	D	10.9 (B)	14.2 (B)
		Westbound	14.9	22.8	B	C	10.2 (B)	13.1 (B)
		Overall	12.2	20.3	B	C	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	20.2	17.2	C	B	51.3 (D)	46.3 (D)
		Southbound	51.3	46.3	D	D	0 (A)	0 (A)
		Eastbound	0.0	0.0	A	A	20.3 (C)	20.2 (C)
		Westbound	20.3	20.2	C	C	6.6 (A)	6.4 (A)
		Overall	6.6	6.4	A	A	20.2 (C)	17.2 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	8.9	12.2	A	B	8.9 (A)	12.2 (B)
		Southbound	28.7	20.8	D	C	28.7 (D)	20.8 (C)
		Eastbound	26.0	17.5	D	C	26 (D)	17.5 (C)
		Westbound	11.7	44.0	B	E	11.7 (B)	44 (E)
		Overall	19.7	20.3	C	C	19.7 (C)	20.3 (C)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	6.6	7.4	A	A	6.6 (A)	7.4 (A)
		Southbound	7.7	6.7	A	A	7.7 (A)	6.7 (A)
		Eastbound	8.9	7.7	A	A	8.9 (A)	7.7 (A)
		Westbound	10.4	13.1	B	B	10.4 (B)	13.1 (B)
		Overall	7.3	7.4	A	A	7.3 (A)	7.4 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	18.3	12.0	C	B	18.3 (C)	12 (B)
65: W Stubbs Rd & Butner Rd	Roundabout	Northbound					14.1 (B)	7.8 (A)
		Southbound					9.4 (A)	12.9 (B)
		Eastbound					13.9 (B)	6.9 (A)
		Westbound					7.7 (A)	20.1 (C)
		Overall					11.2 (B)	14.1 (B)
		Southbound	11.1	11.2	B	B	9.1 (A)	9.3 (A)

66: Cedar Grove Rd & Driveway A	Roundabout	Eastbound	11.8	9.3	B	A	9.6 (A)	8.0 (A)
		Westbound	7.1	17.6	A	C	6.2 (A)	13.4 (B)
		Overall	10.0	14.1	A	B	8.4 (A)	11.2 (B)
67: Cedar Grove Rd & Driveway B	Roundabout	Southbound					6.2 (A)	6.0 (A)
		Eastbound					5.7 (A)	7.0 (A)
		Westbound					4.5 (A)	7.1 (A)
		Overall					5.7 (A)	6.7 (A)
68: Cochran Mill Rd & DRWY C	TWSC	Southbound	14.4	15.1	B	C	10.5 (B)	10.1 (B)
69: SR 92/Campbellton-Fairburn Rd & DRWY D	Roundabout	Northbound	12.9	105.6	B	F	2.1 (A)	3.1 (A)
		Southbound	27.9	18.6	D	C	20.8 (C)	13.2 (B)
		Eastbound	44.4	15.1	E	C	6.6 (A)	3.0 (A)
		Overall	24.0	64.5	C	F	12.2 (B)	6.7 (A)







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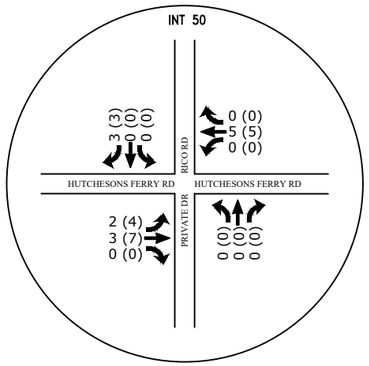
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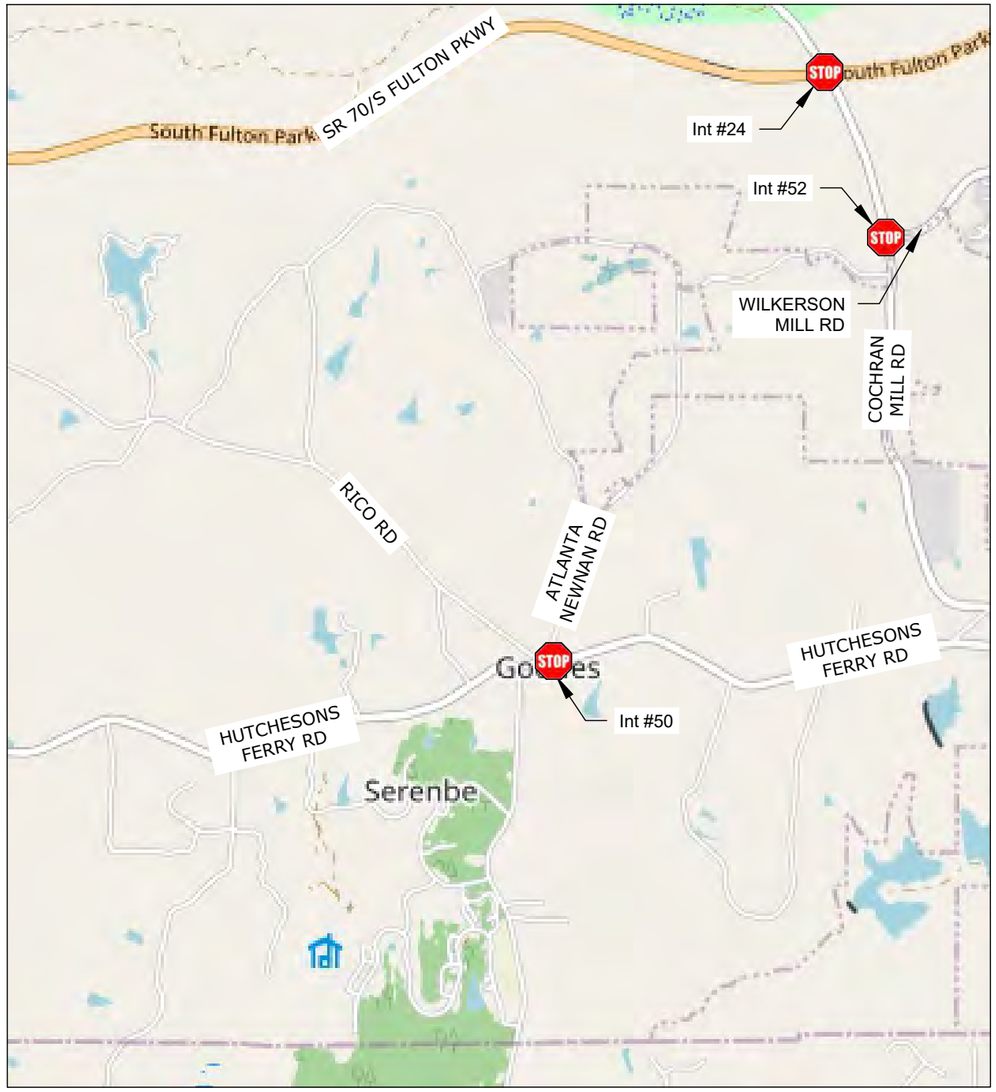
FIGURE 10: PHASE 6 TRIP GENERATION
PEAK HOUR VOLUMES (2035)

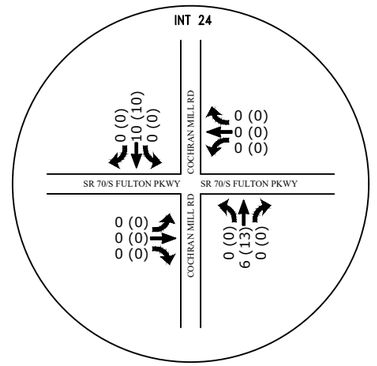
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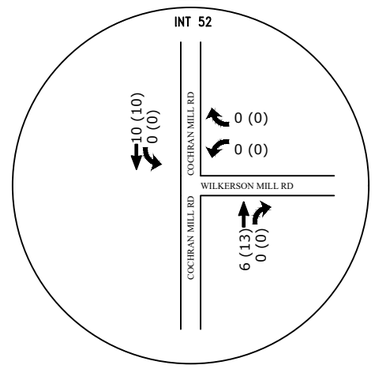
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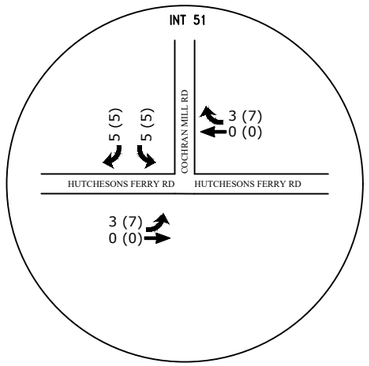
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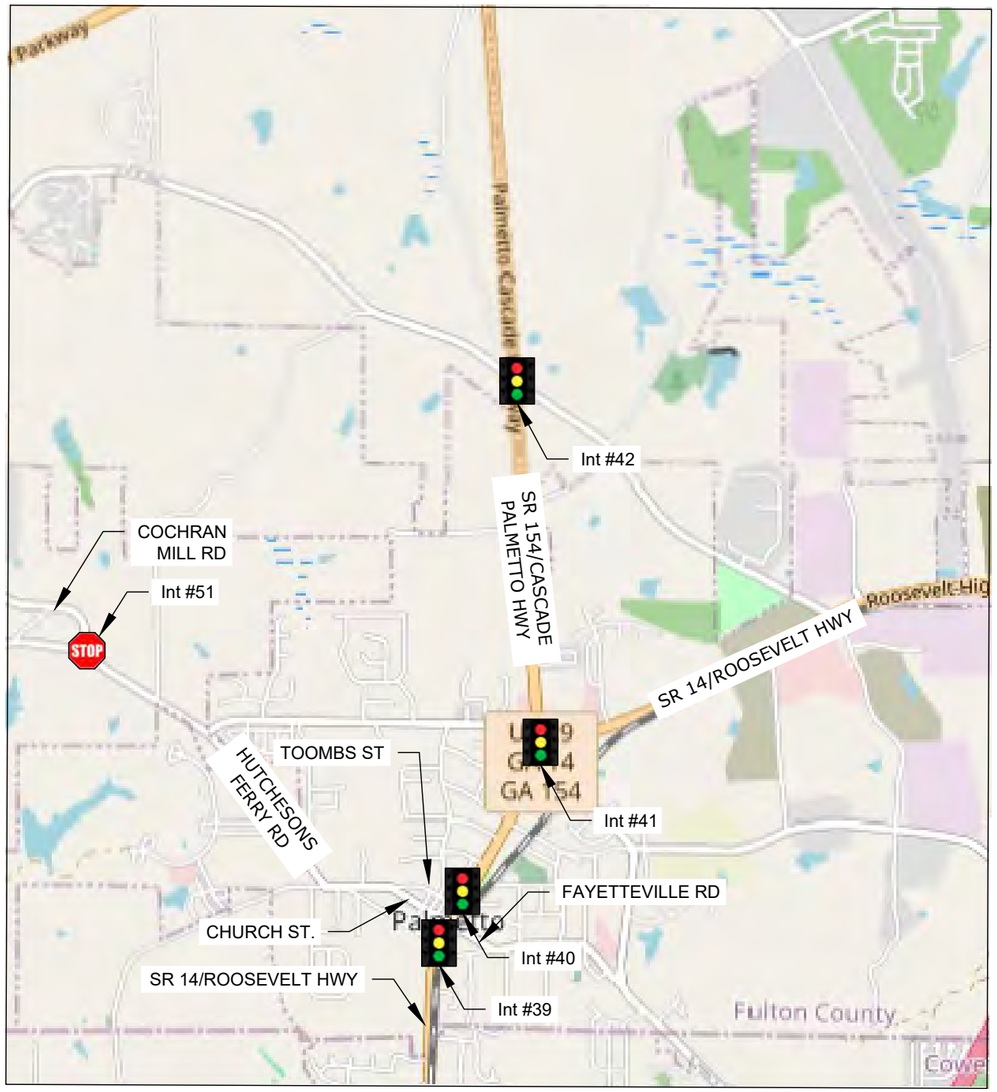
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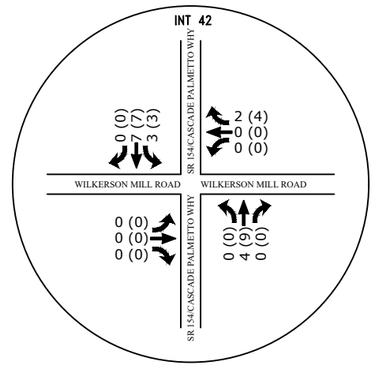
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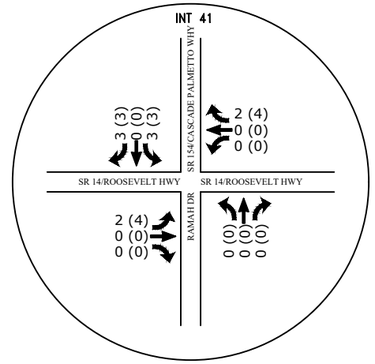
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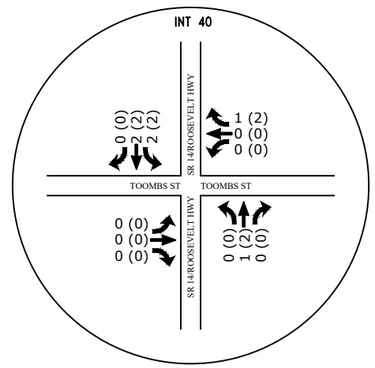
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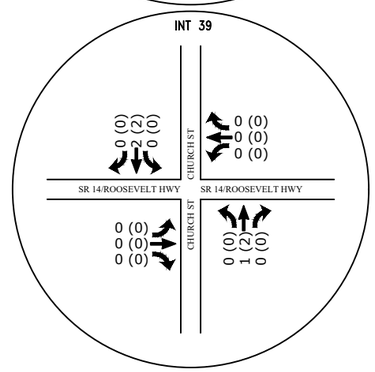












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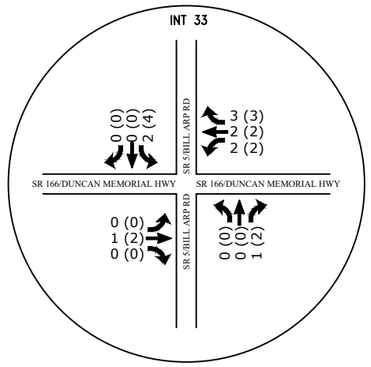
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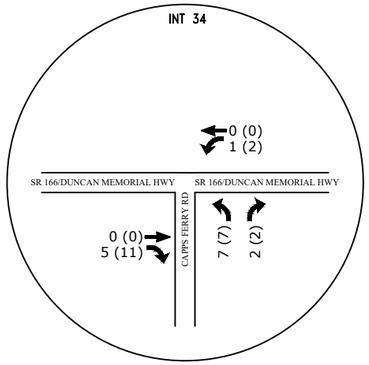
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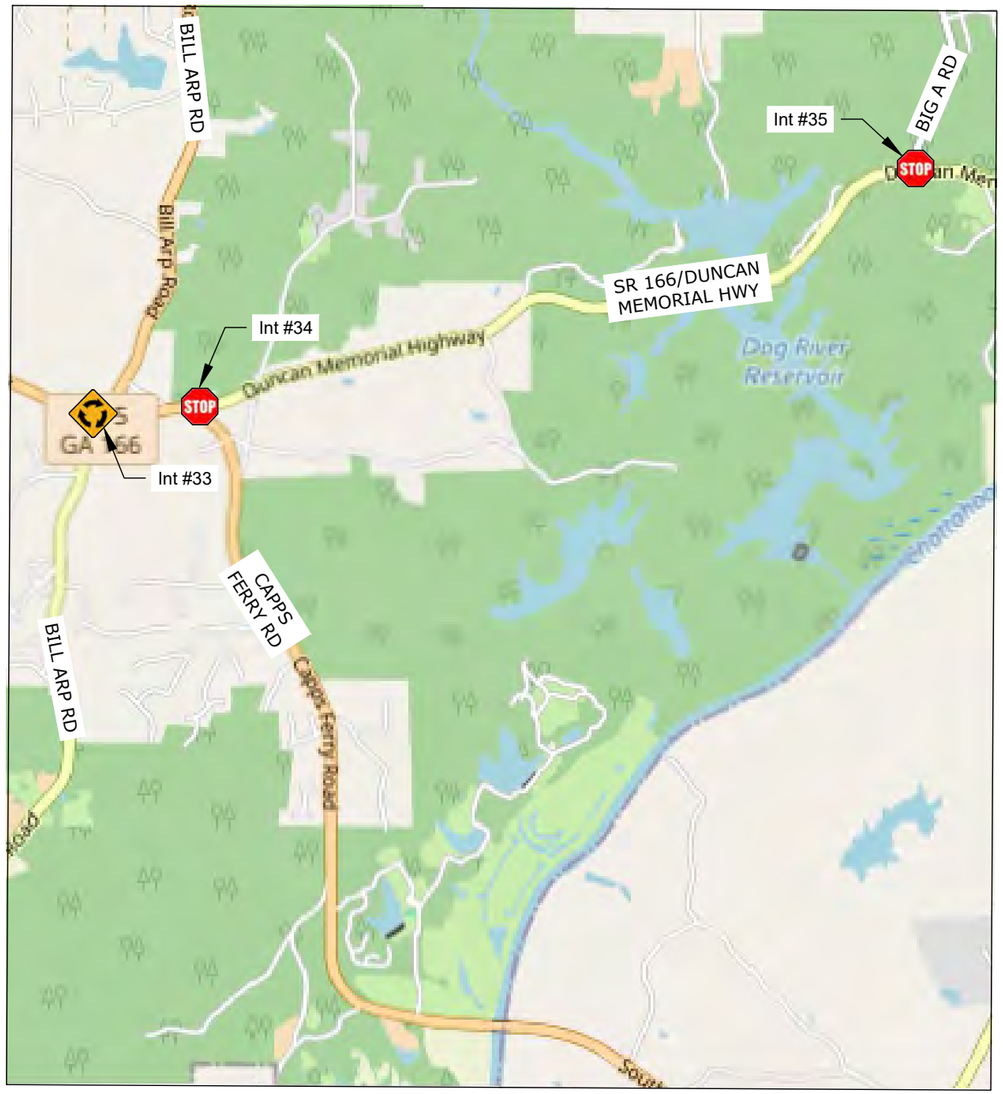
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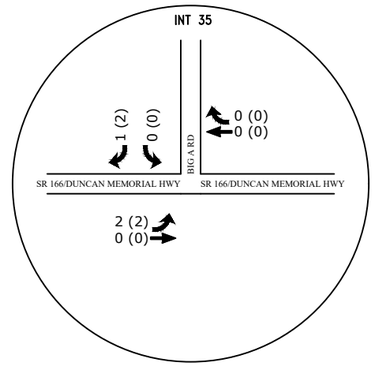
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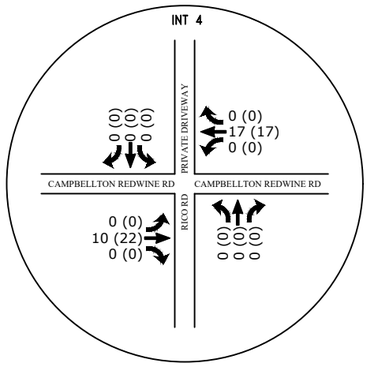
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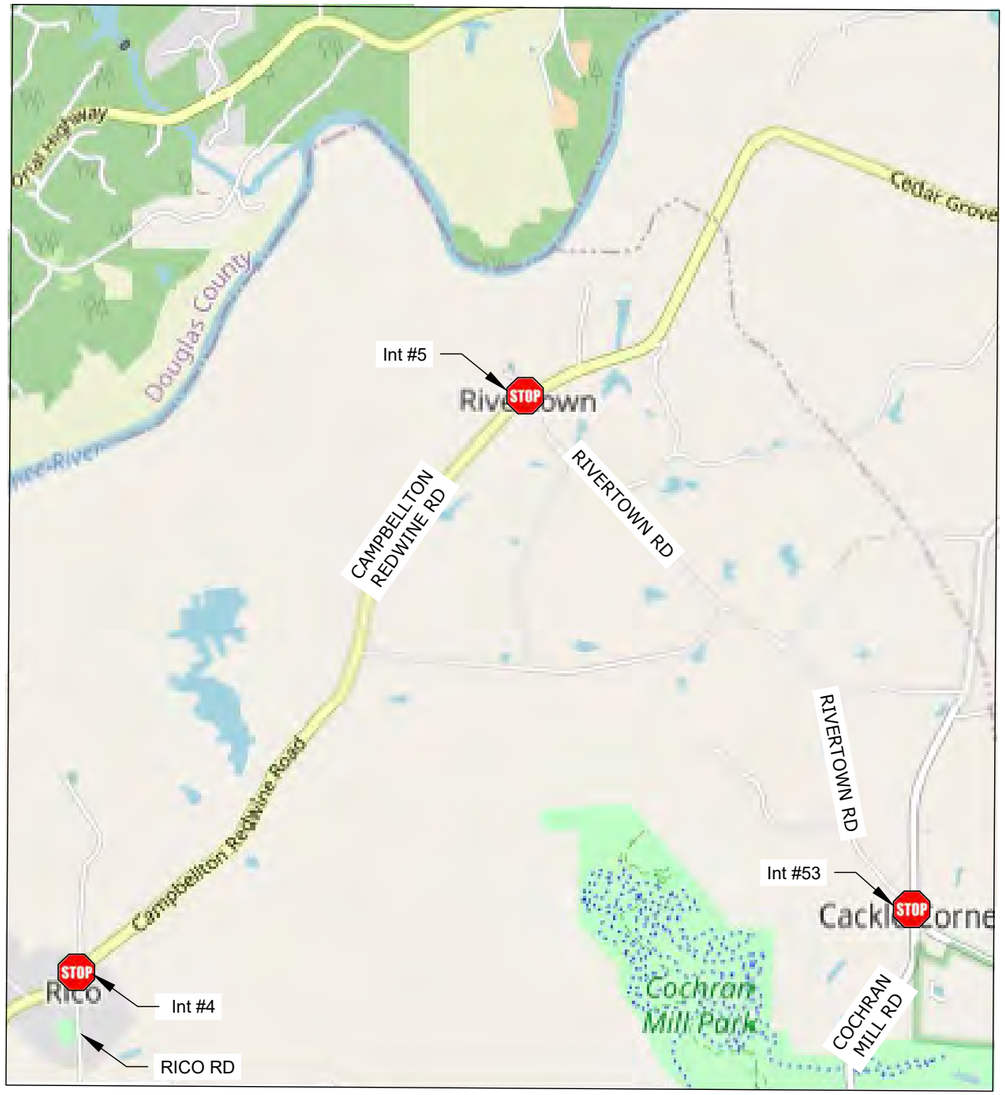
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PEAK HOUR VOLUMES (2035)

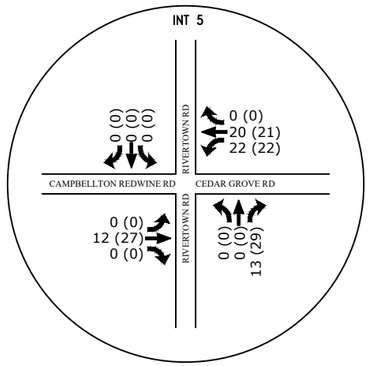
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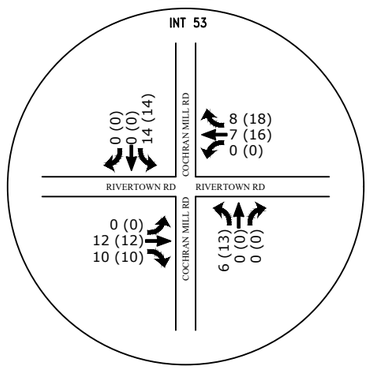
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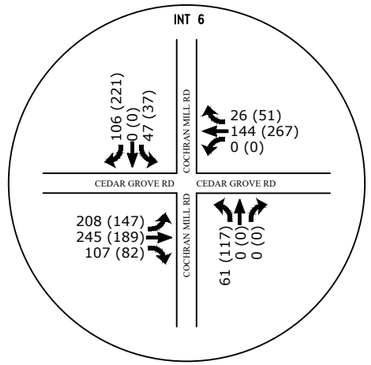
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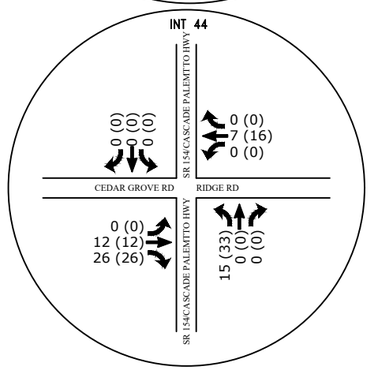
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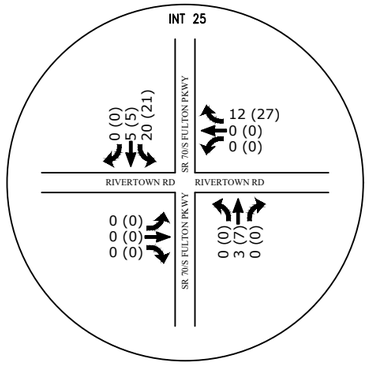
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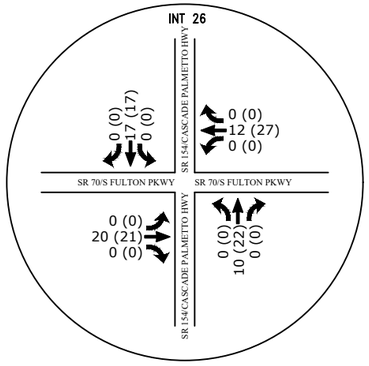
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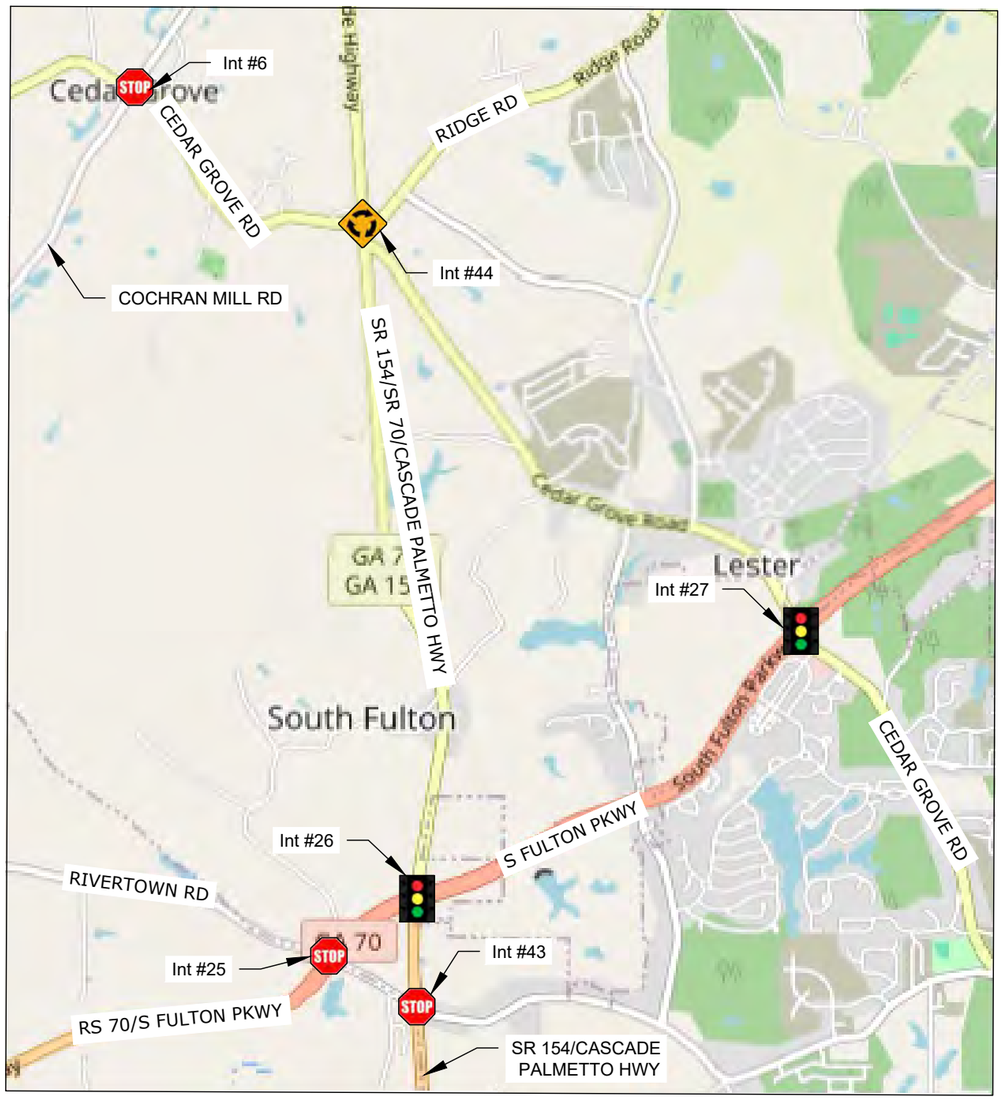
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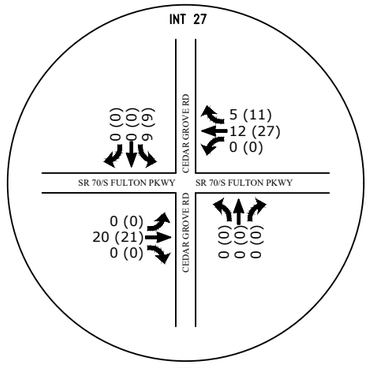


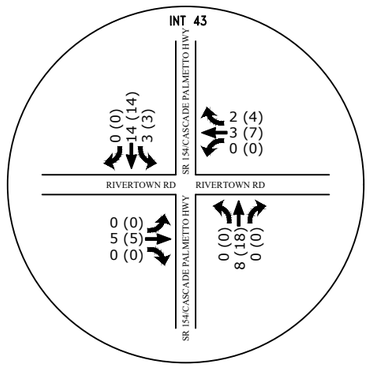












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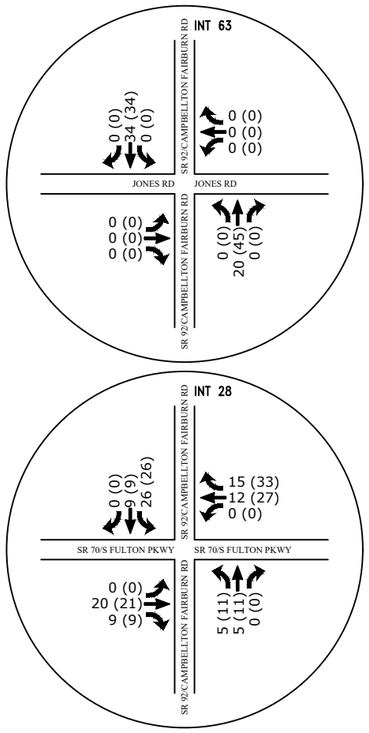
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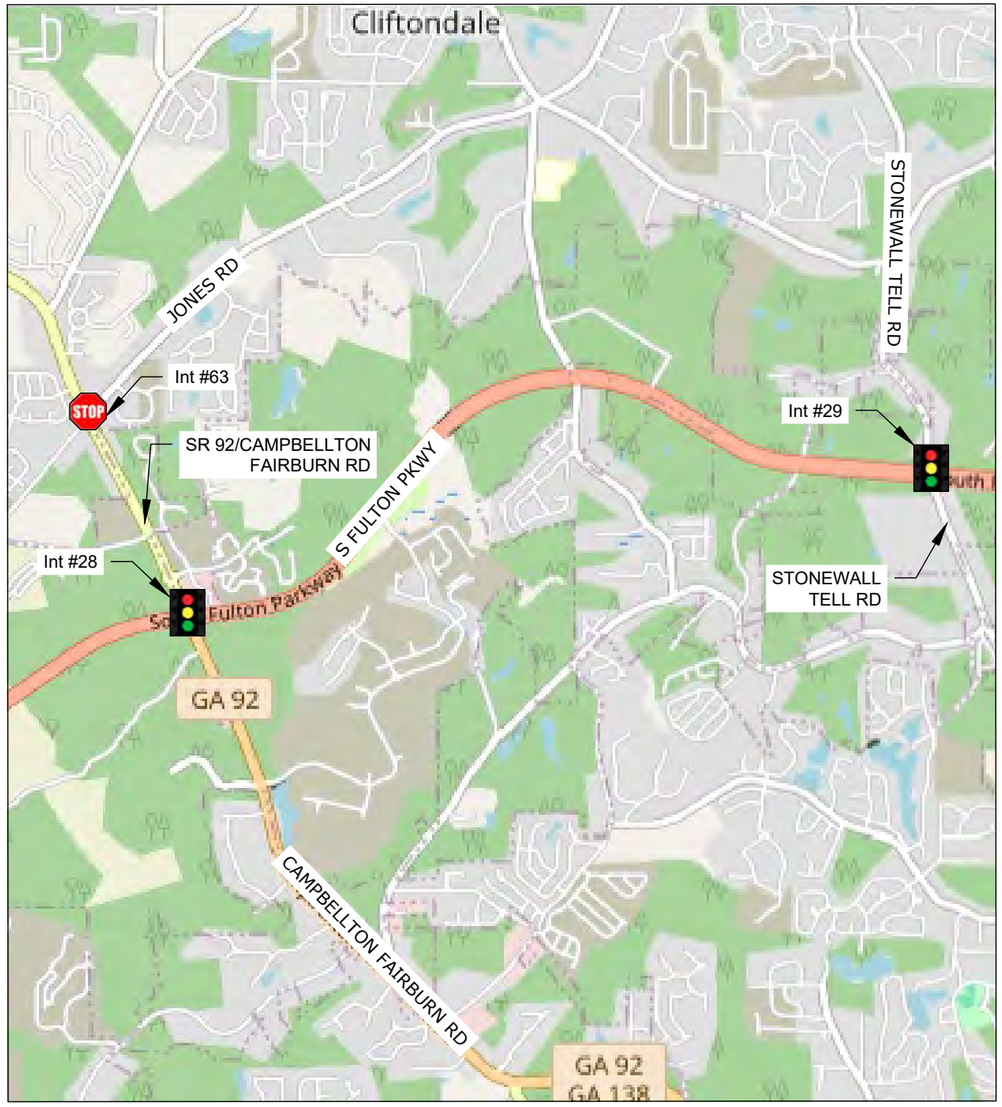
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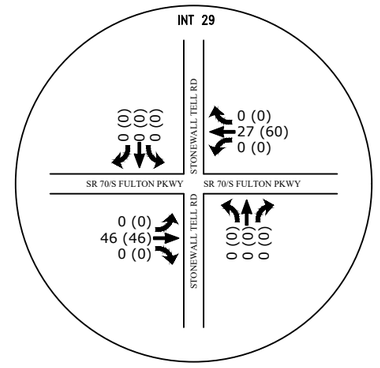
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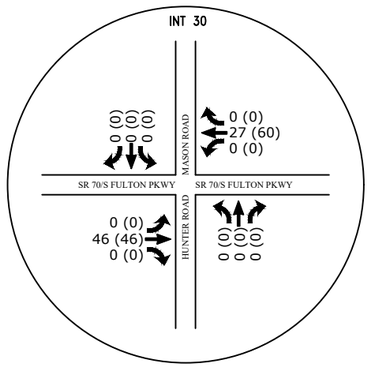
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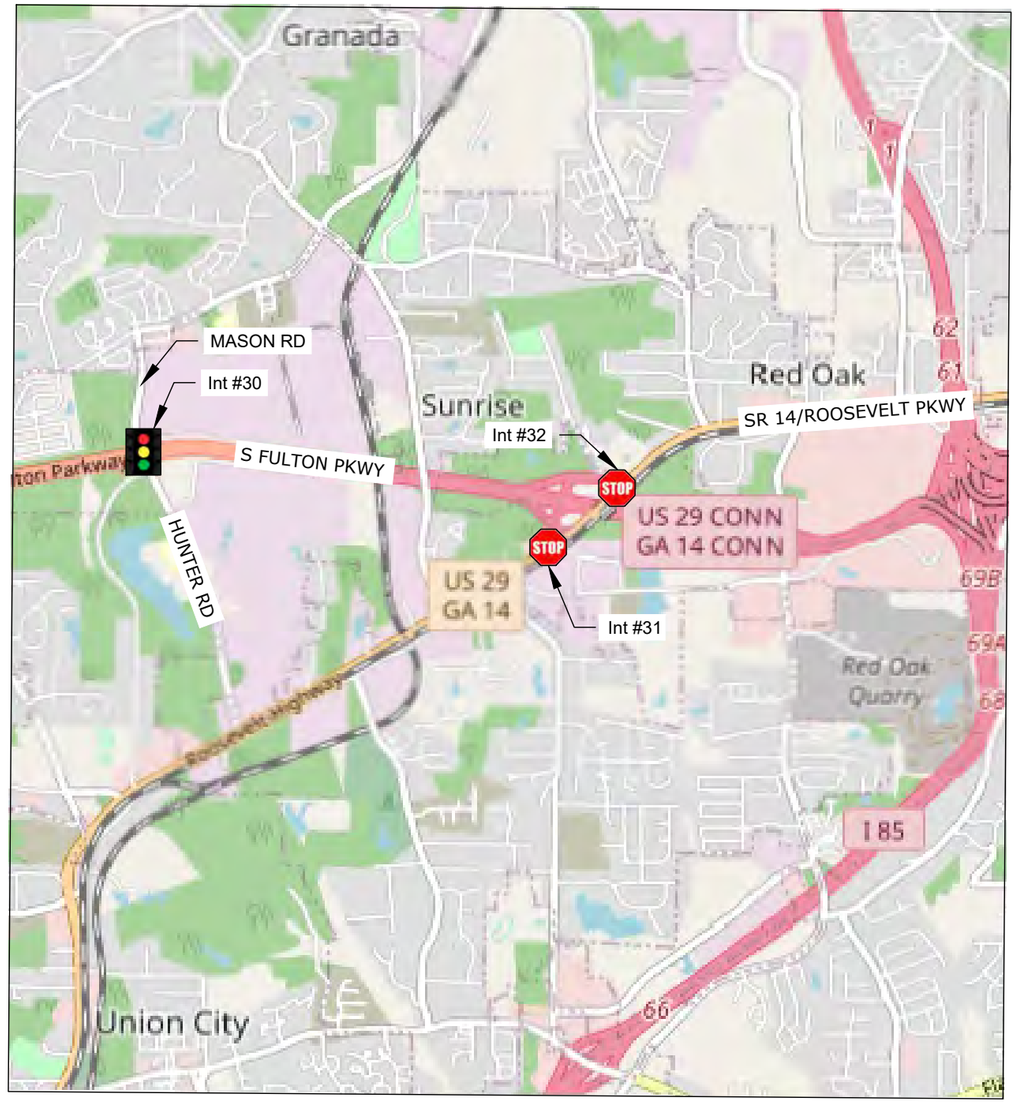
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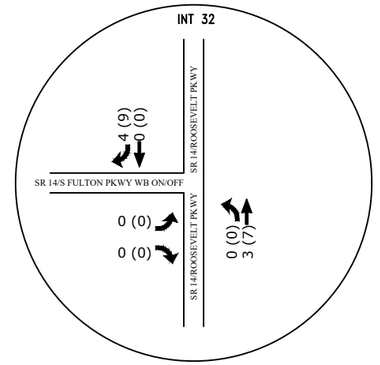
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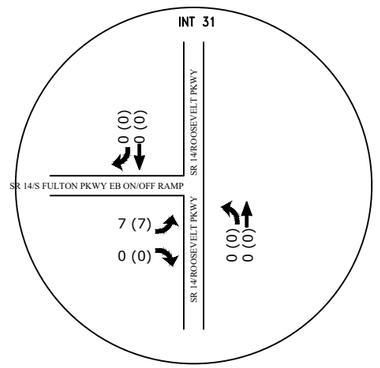
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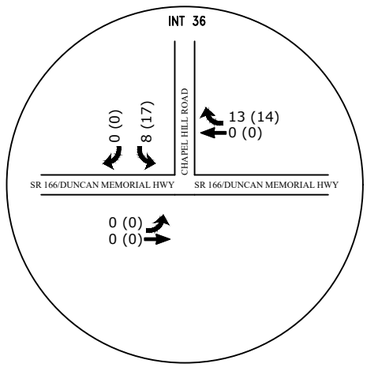
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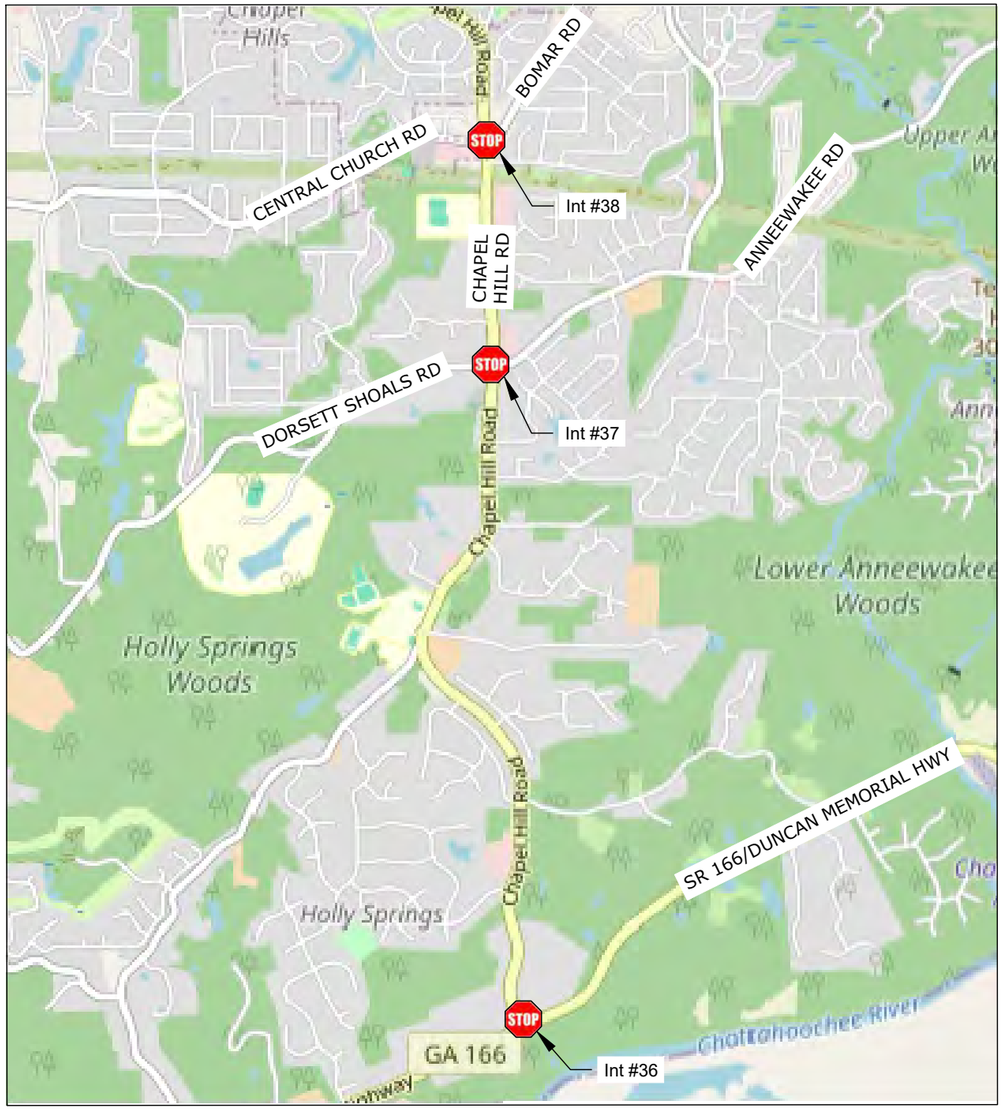
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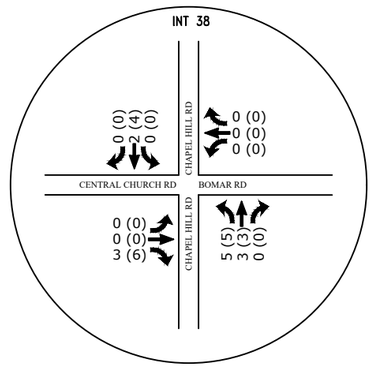
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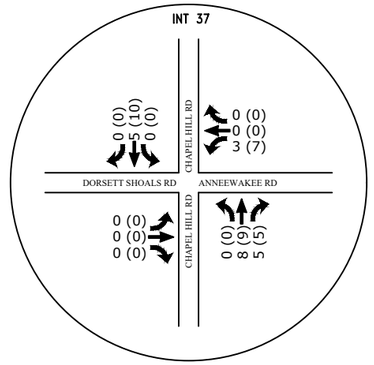
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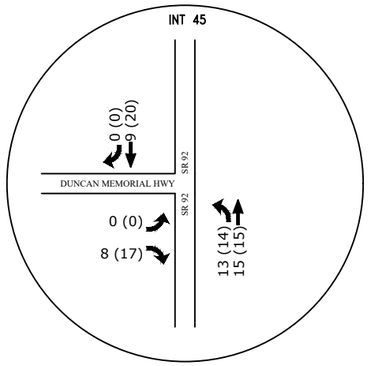
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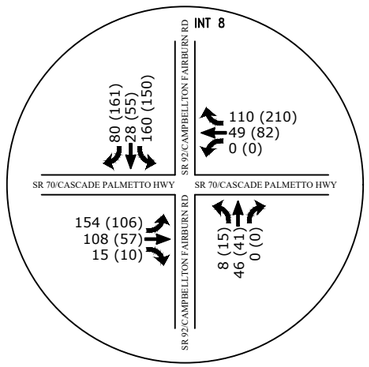
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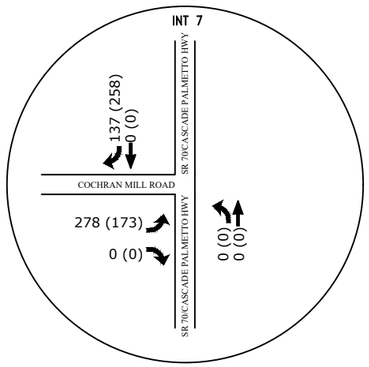
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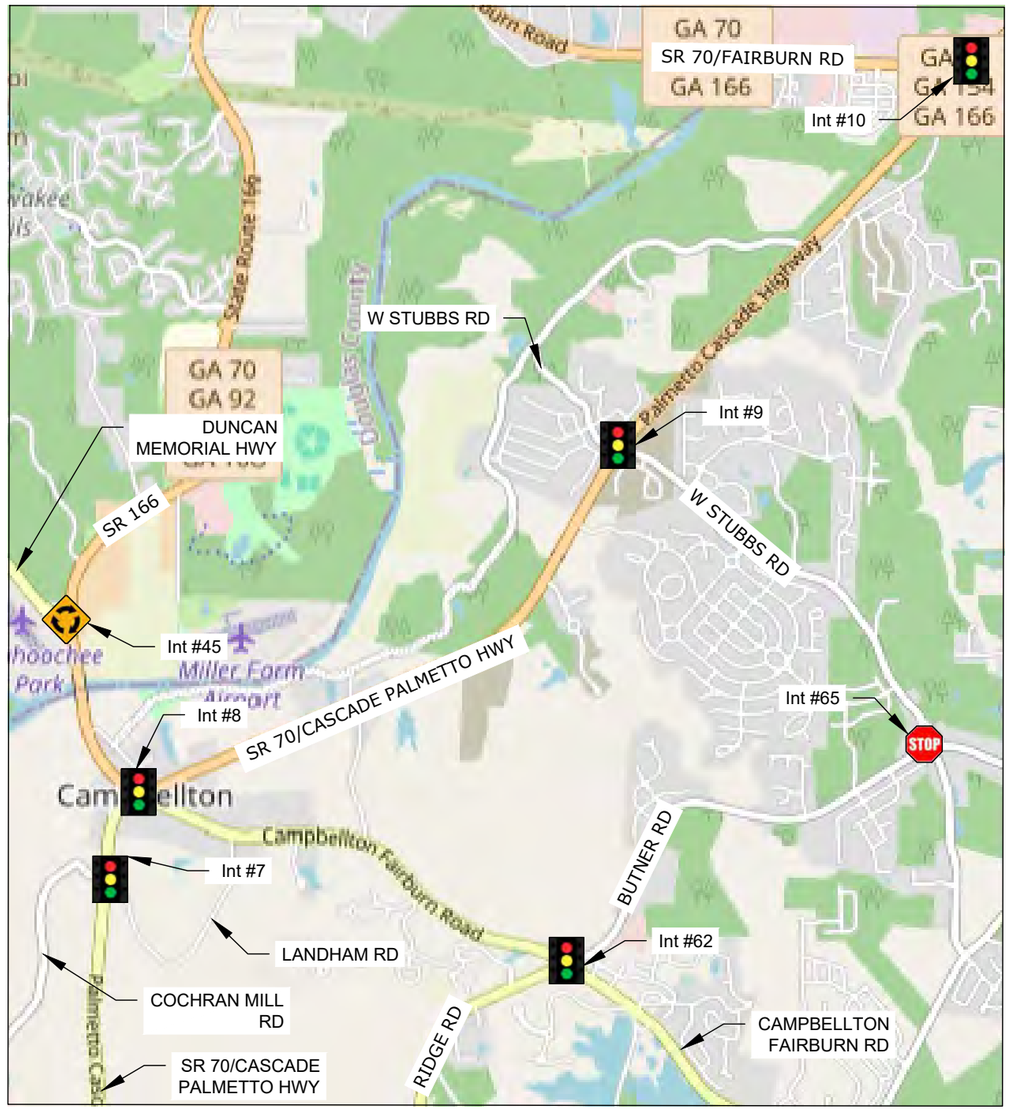
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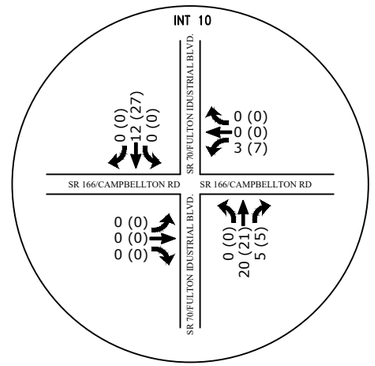
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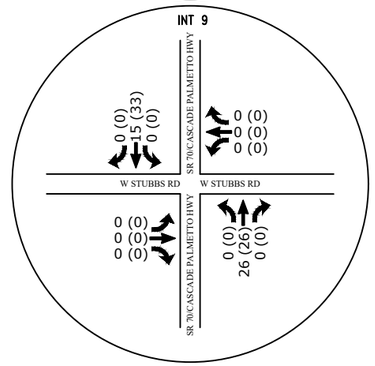


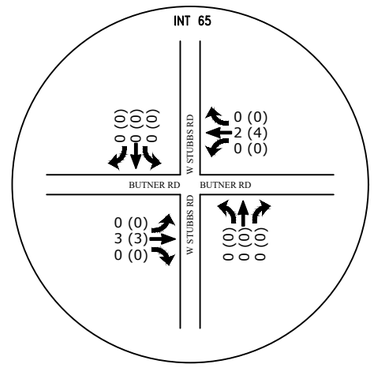


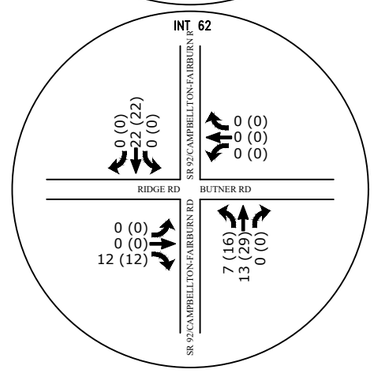












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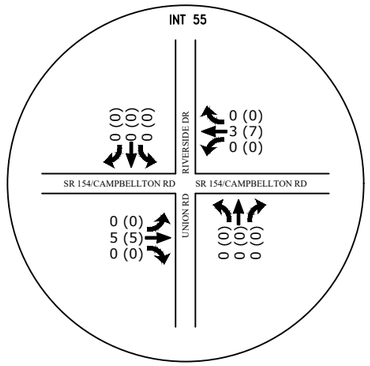
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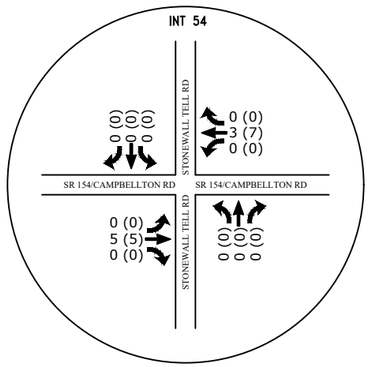
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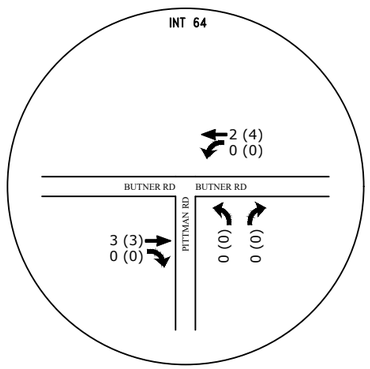
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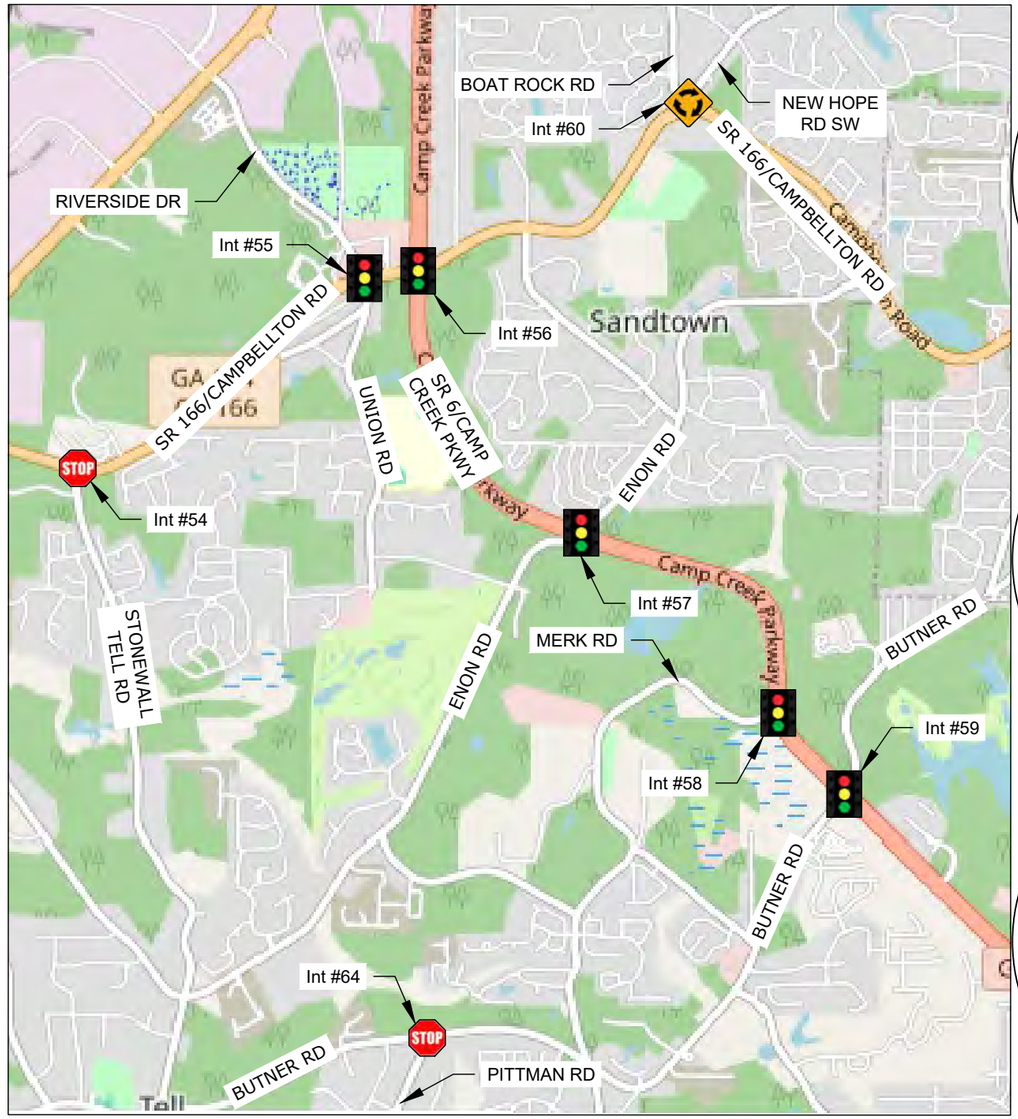
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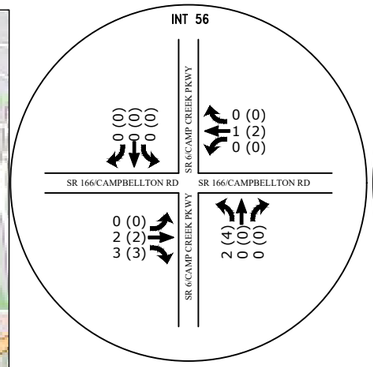
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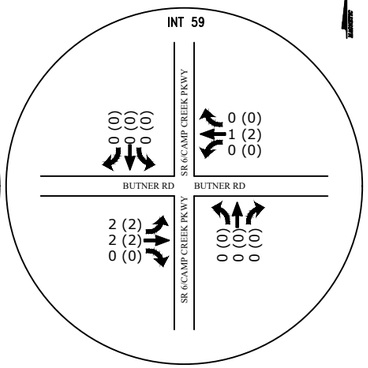


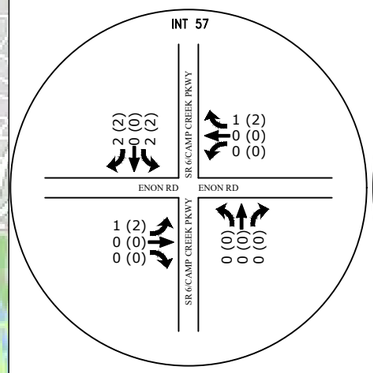


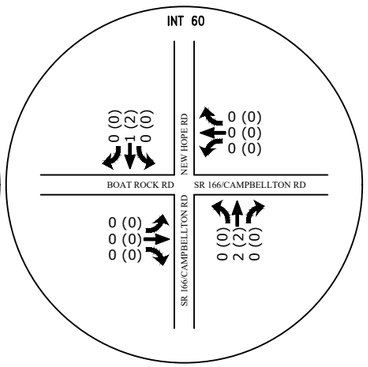


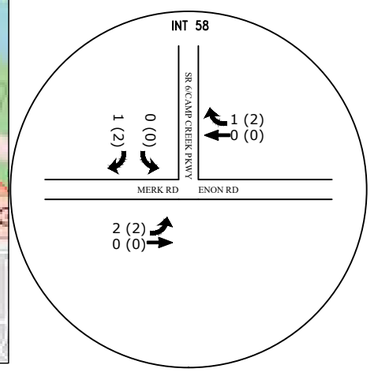












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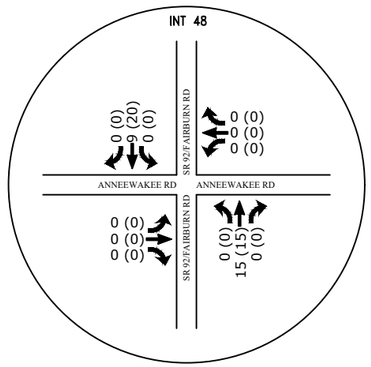
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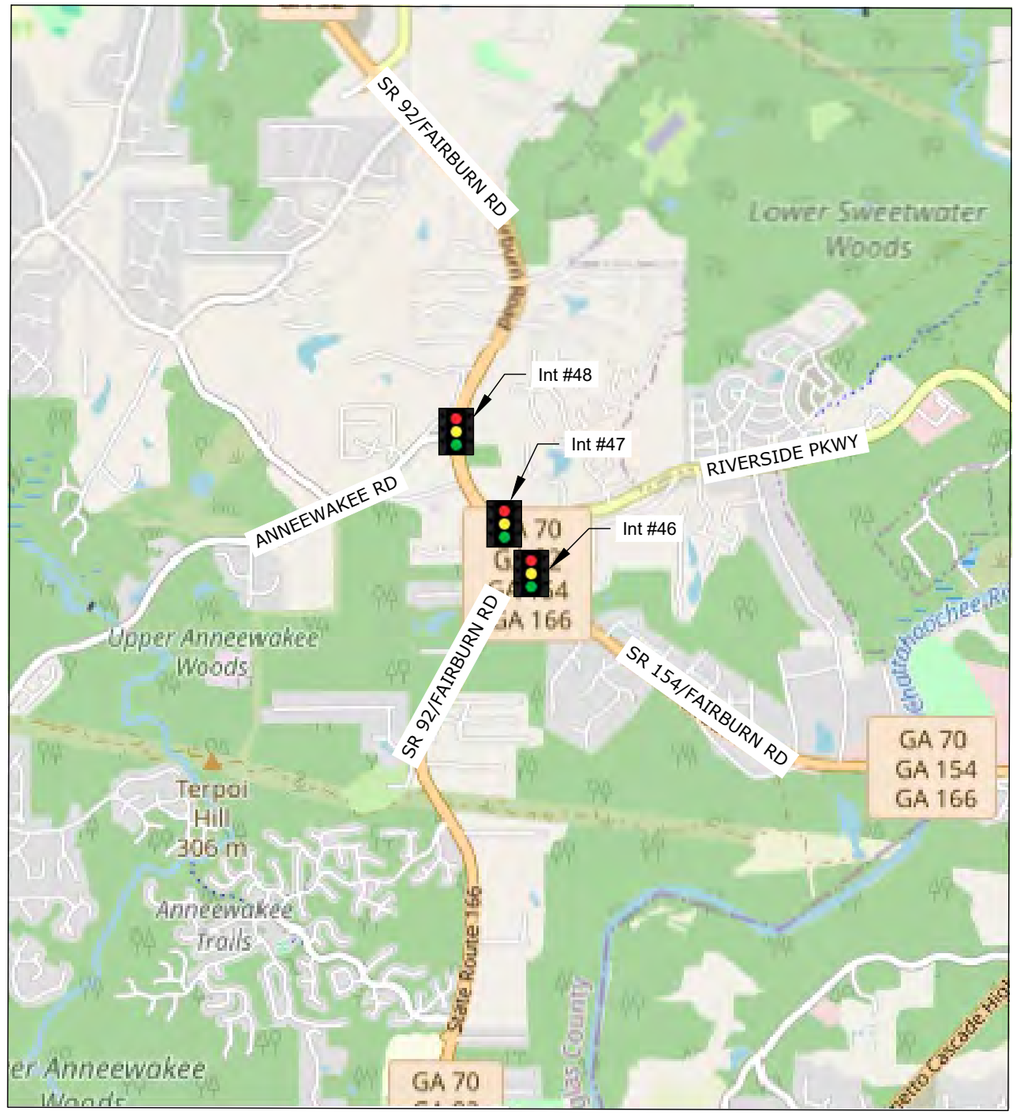
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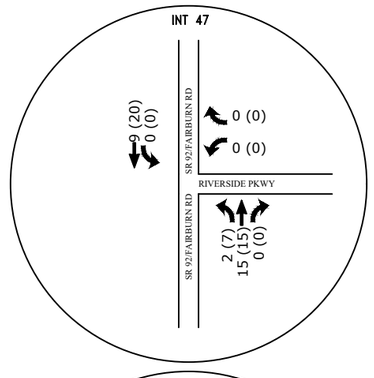
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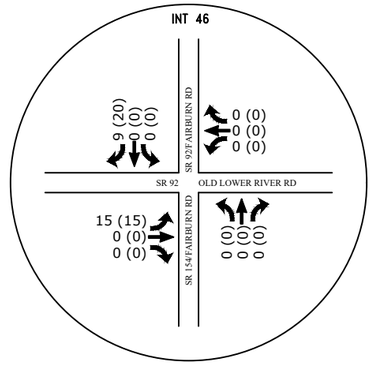
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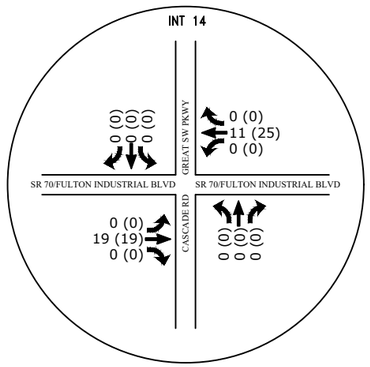
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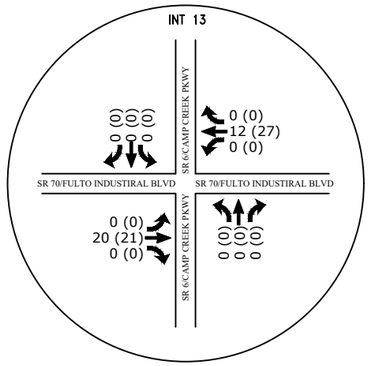
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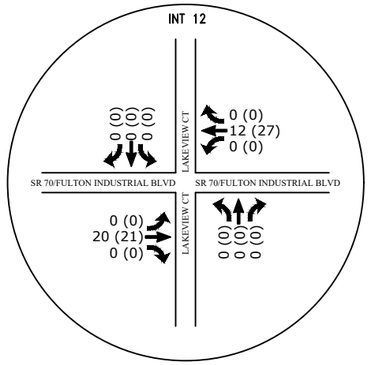
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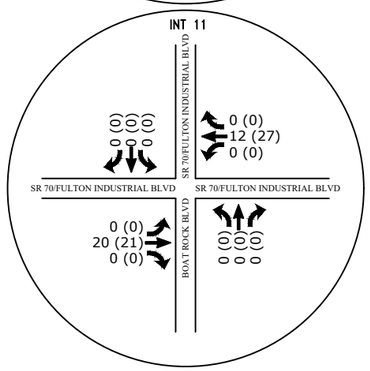
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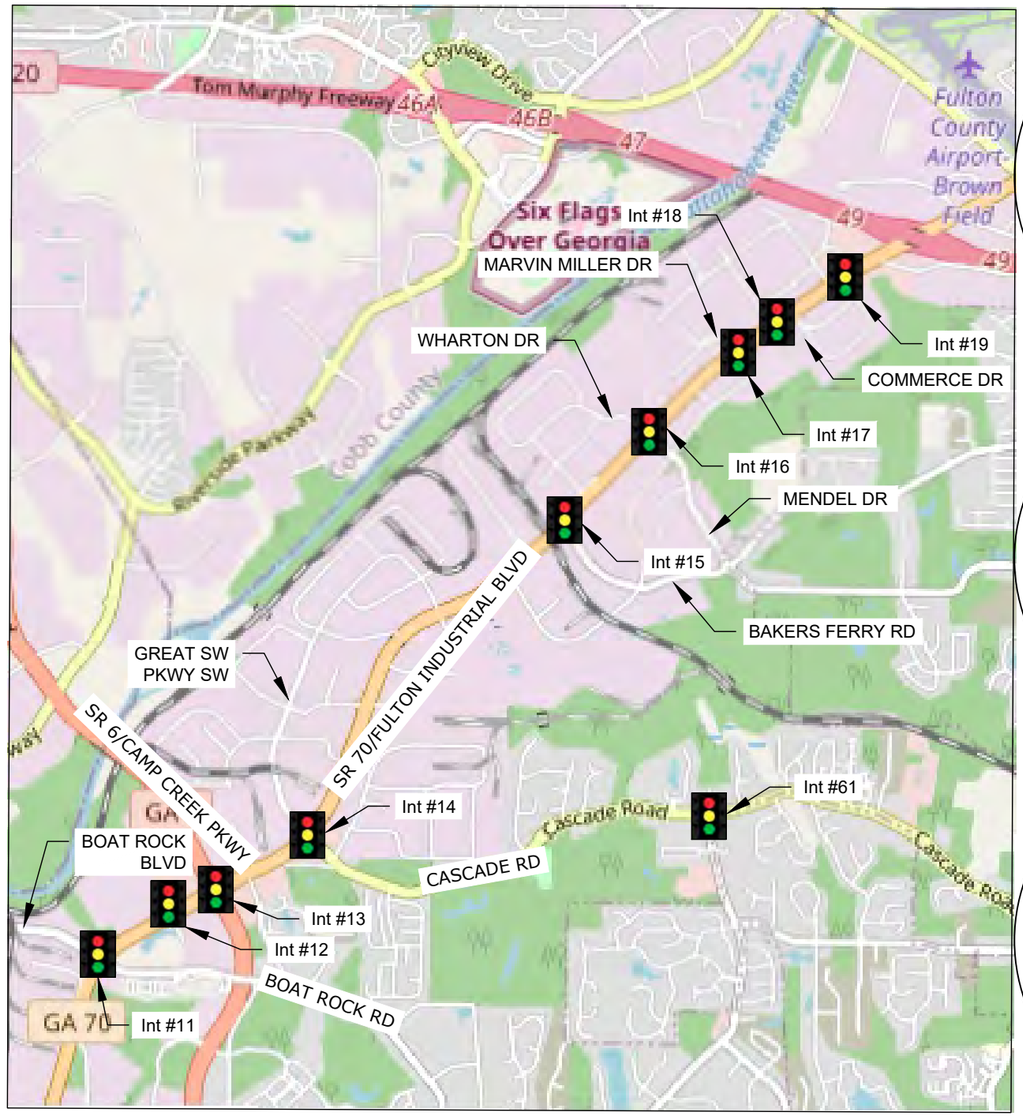
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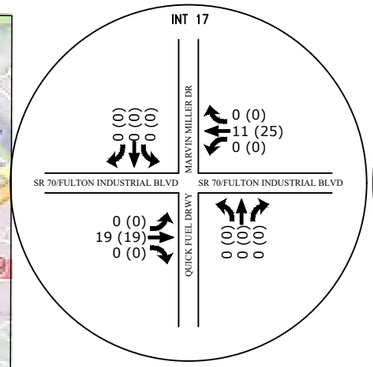


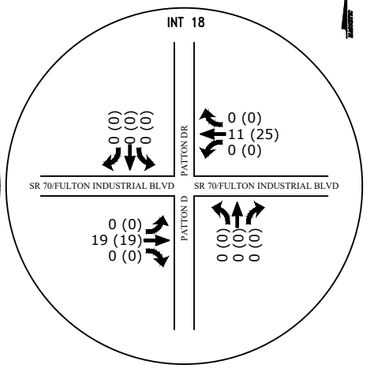


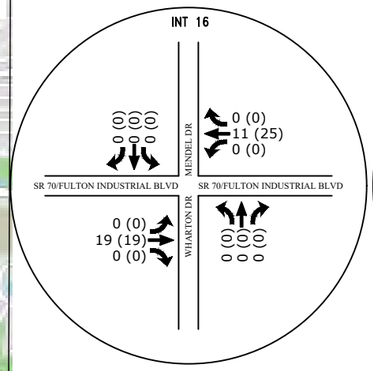


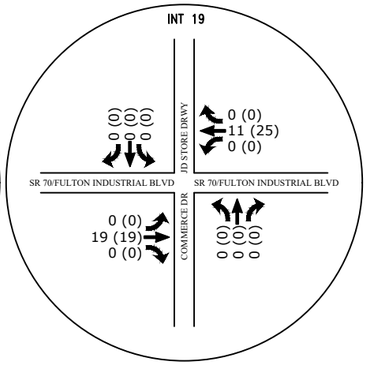


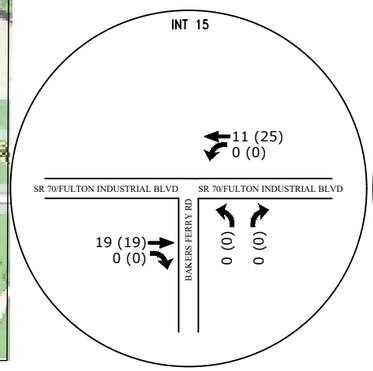


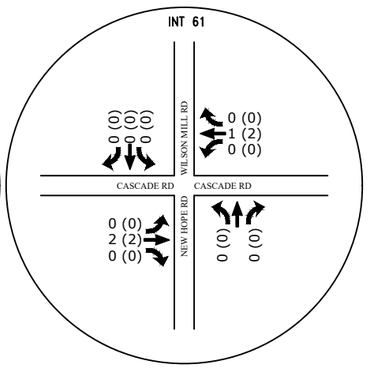












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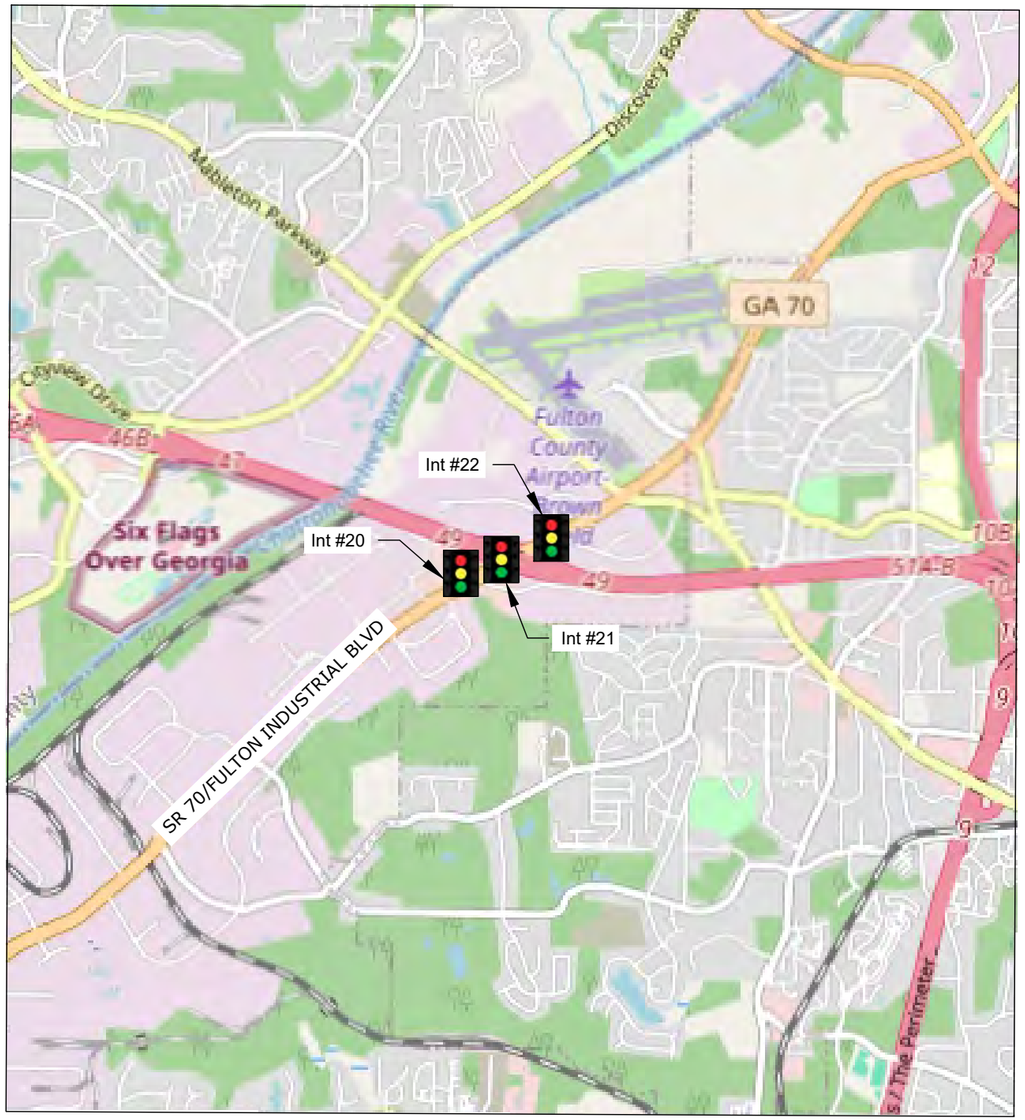
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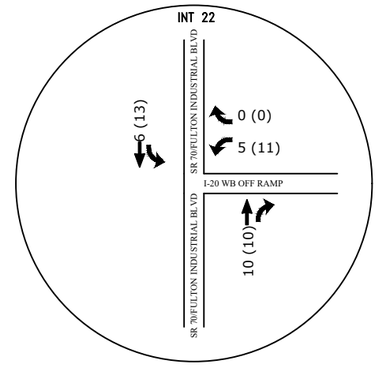
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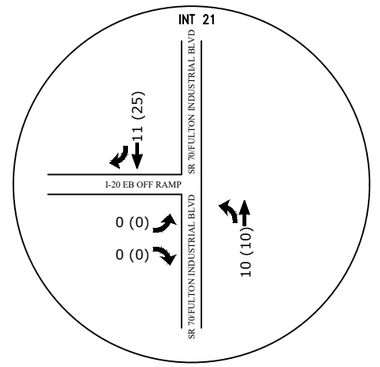
FIGURE 10: PHASE 6 TRIP GENERATION
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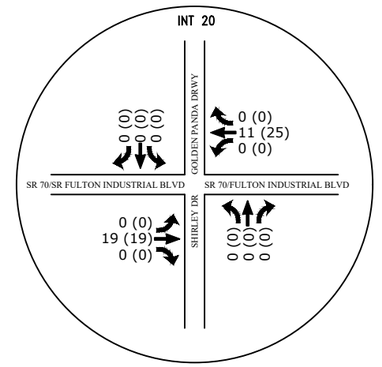
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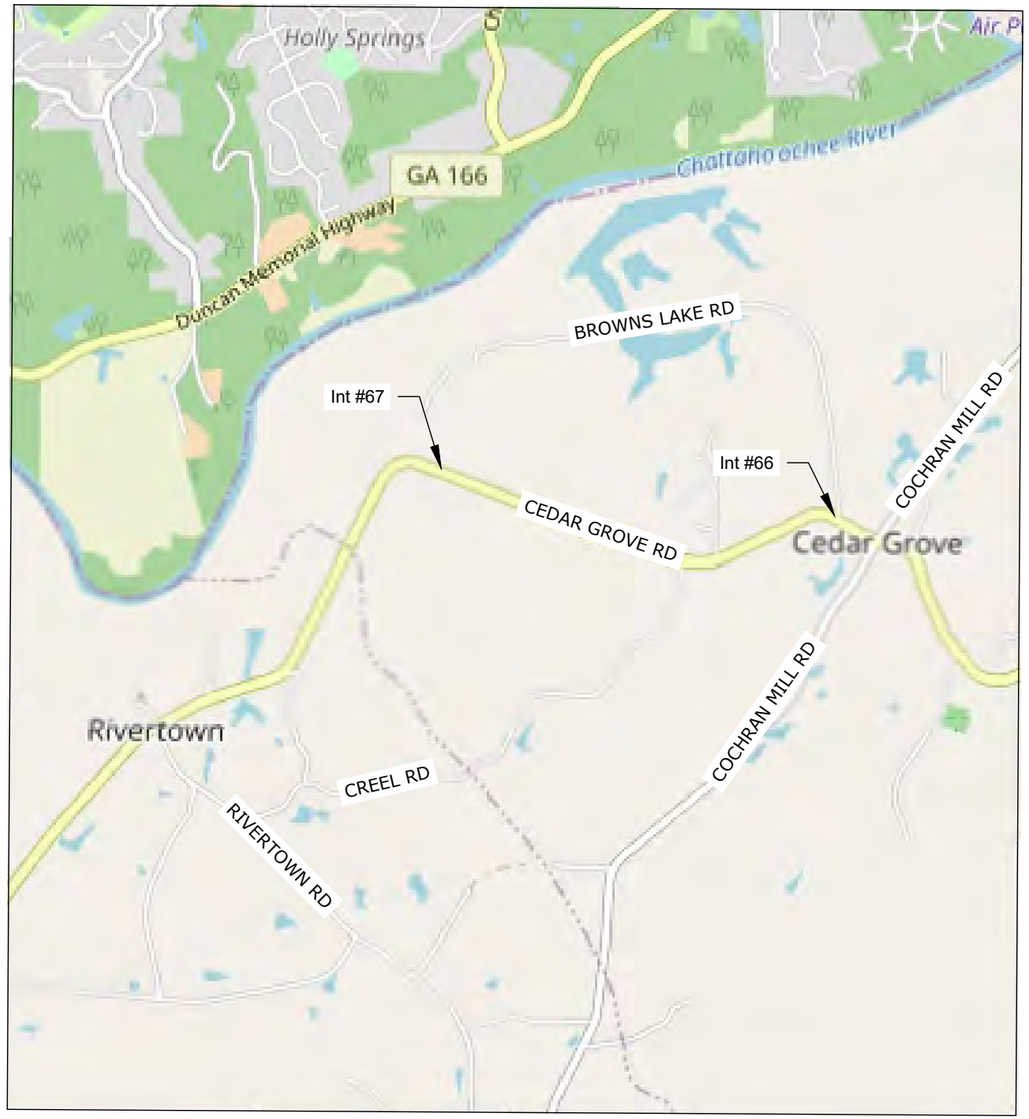
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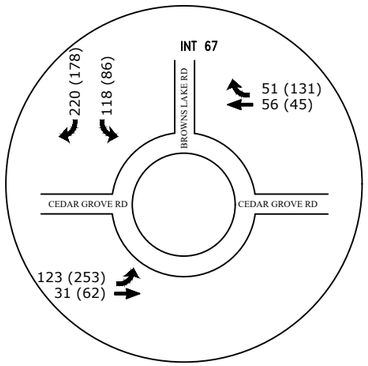
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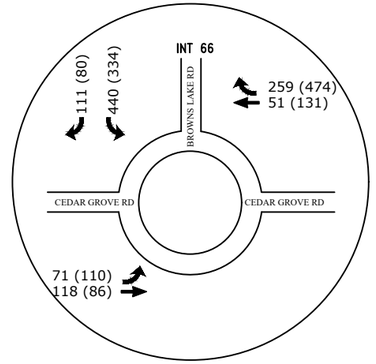
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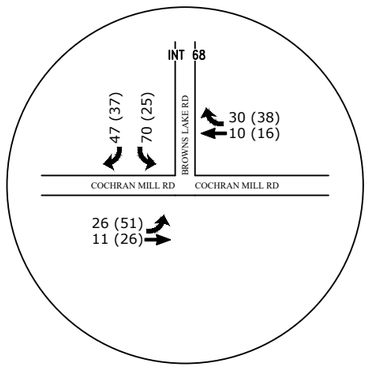
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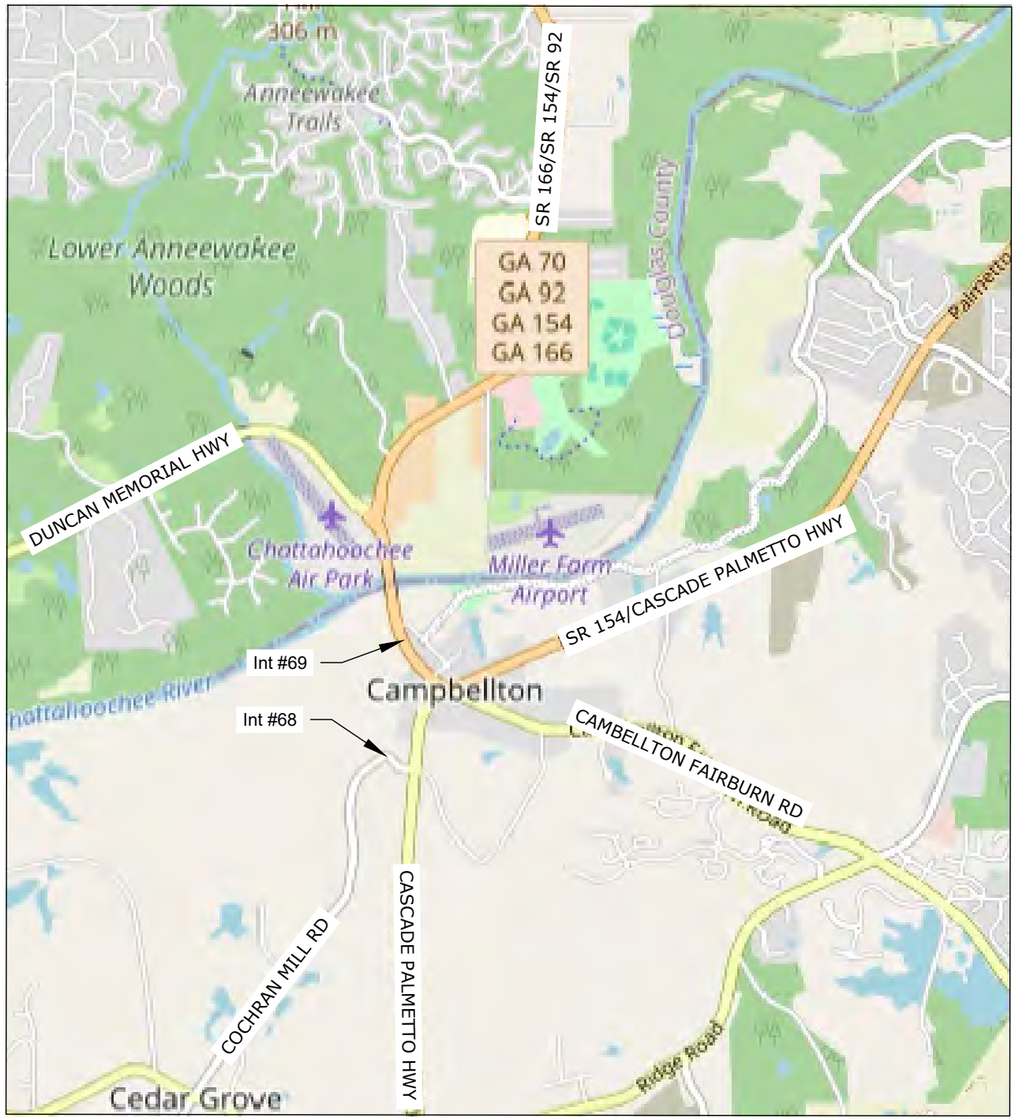
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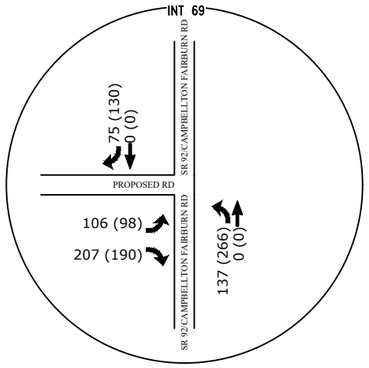
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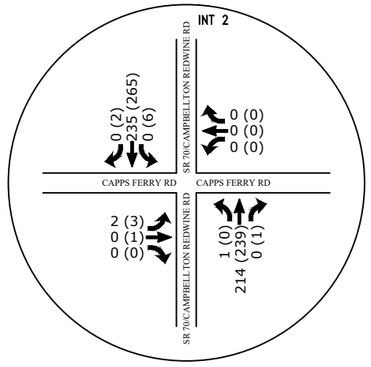
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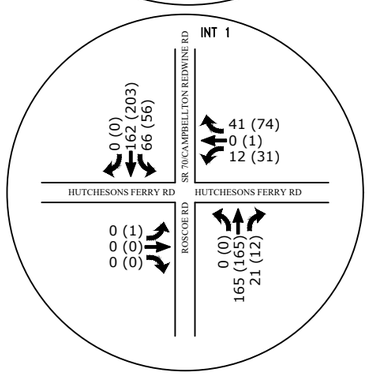
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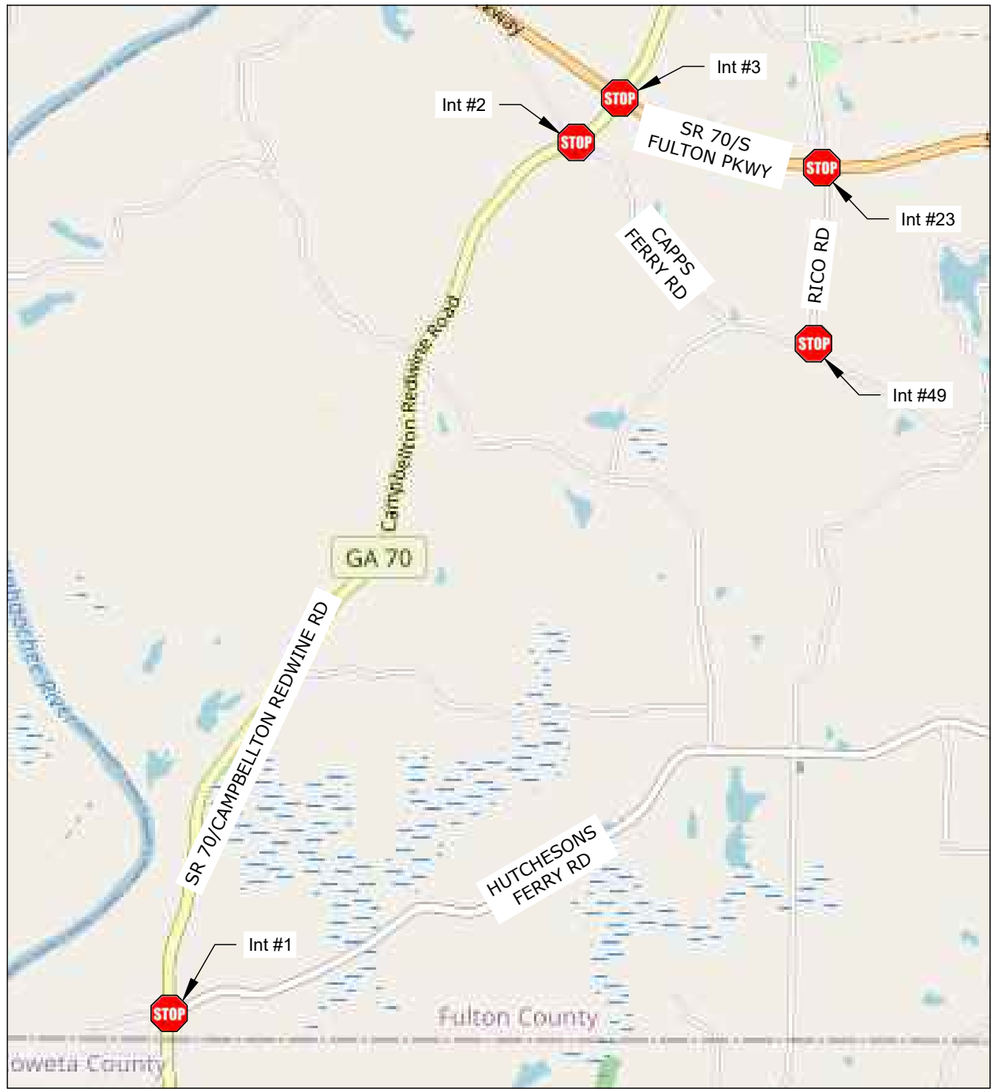
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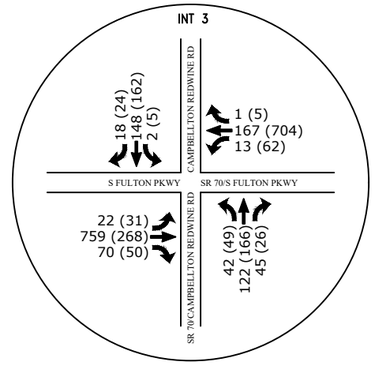
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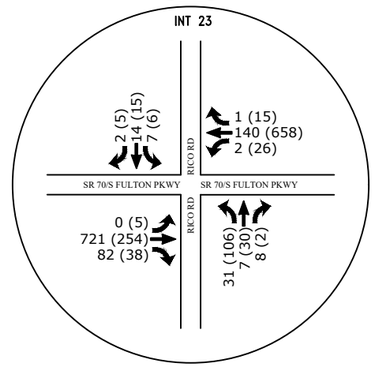
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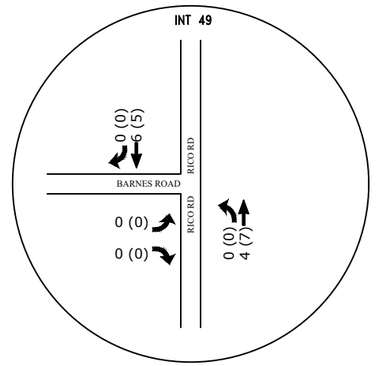












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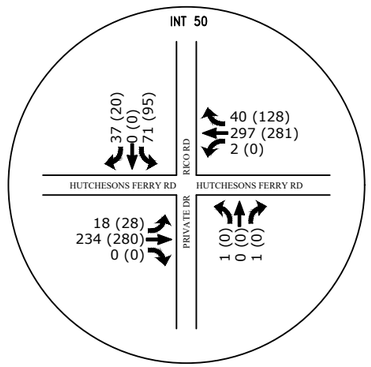
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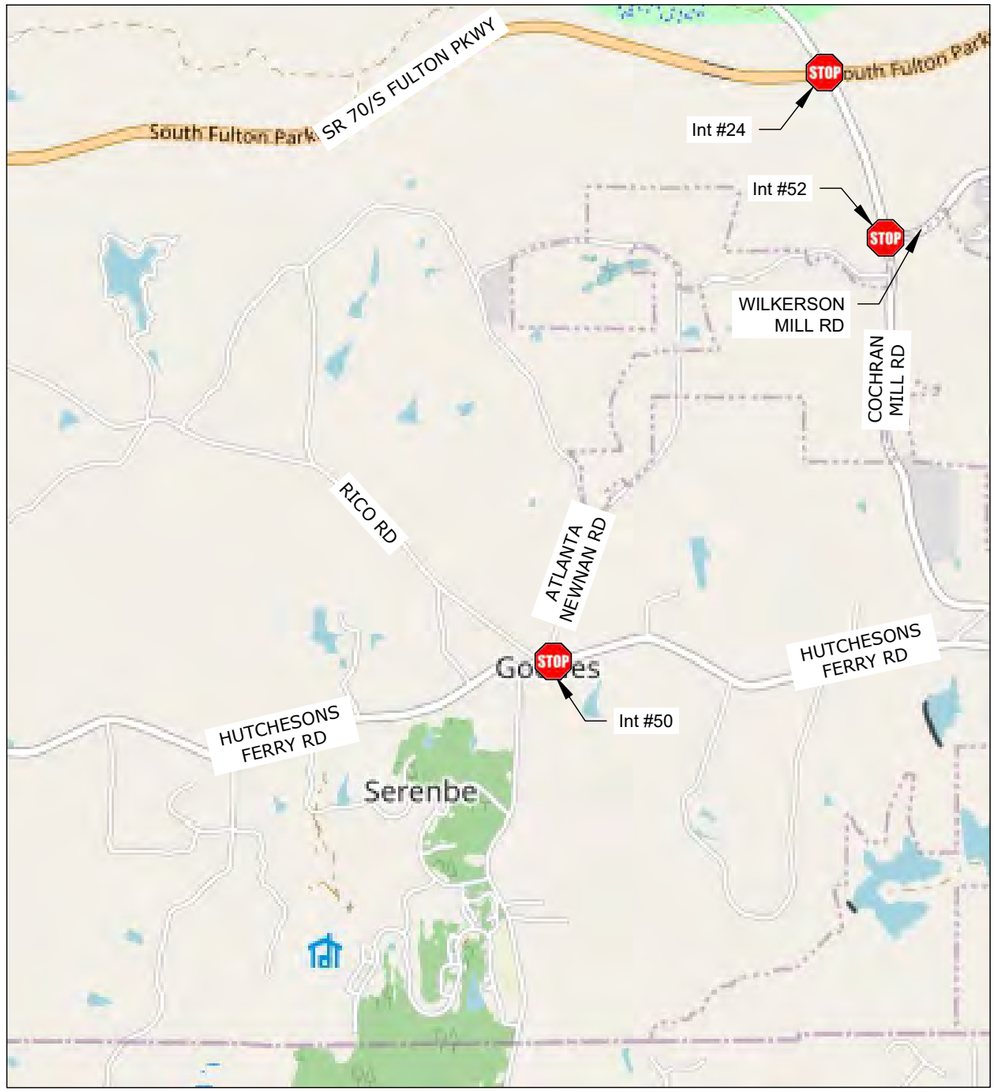
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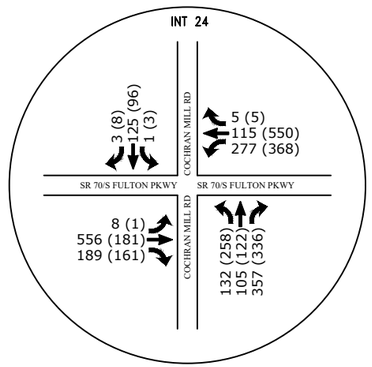
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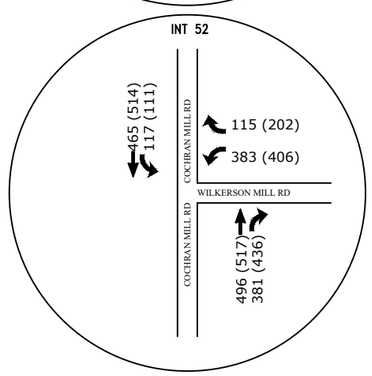
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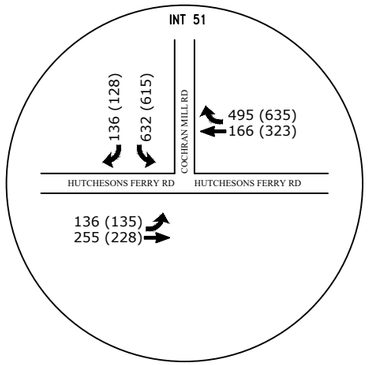
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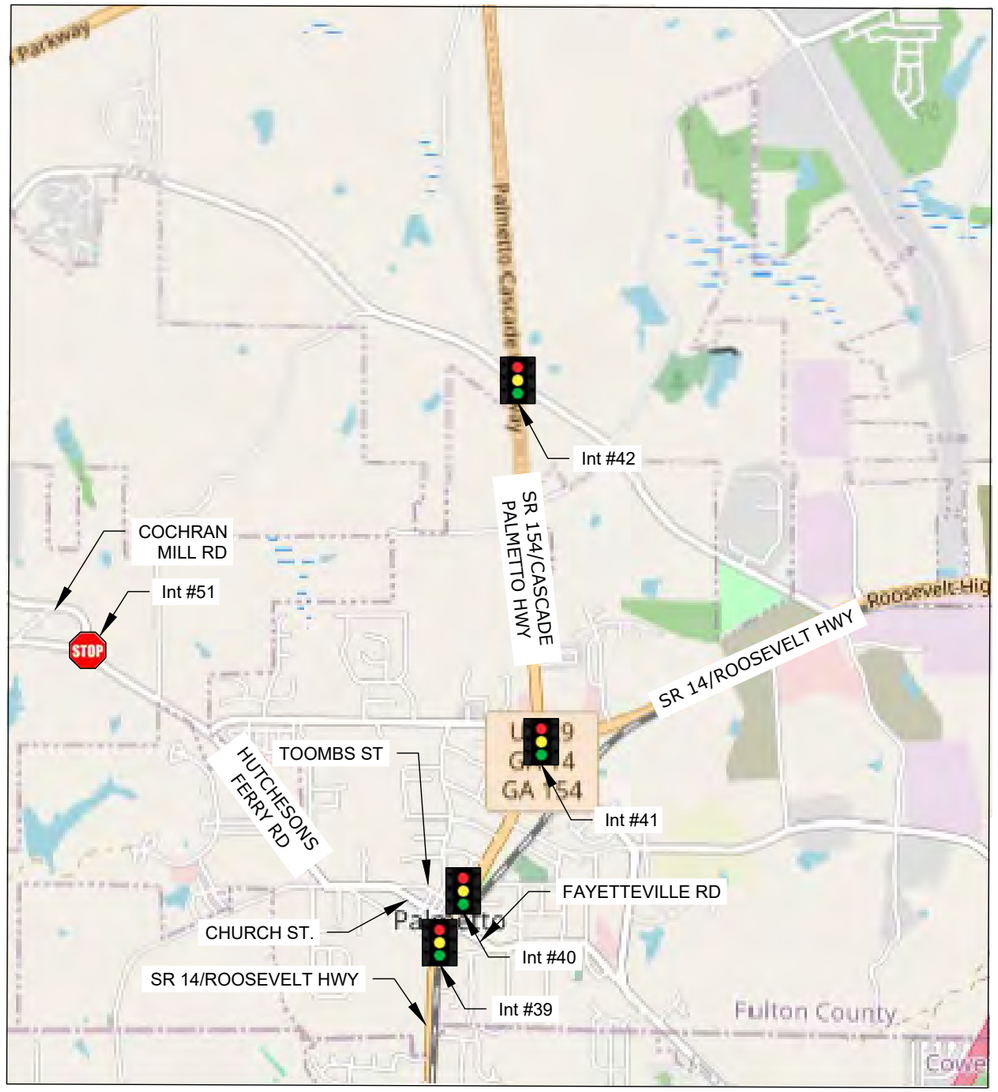
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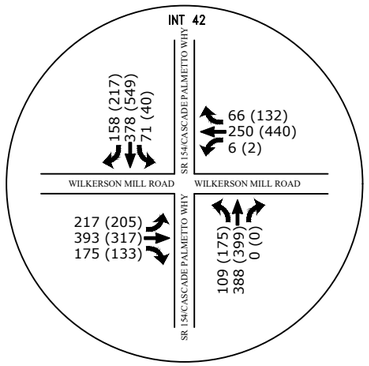
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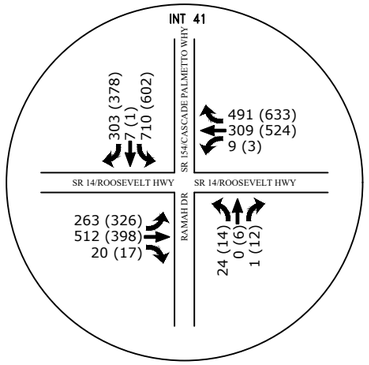
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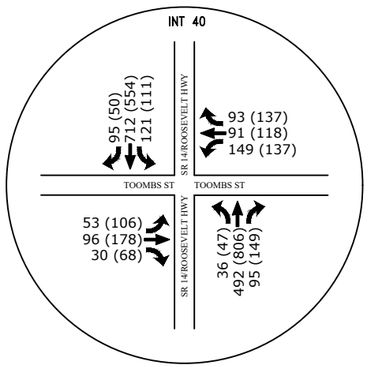
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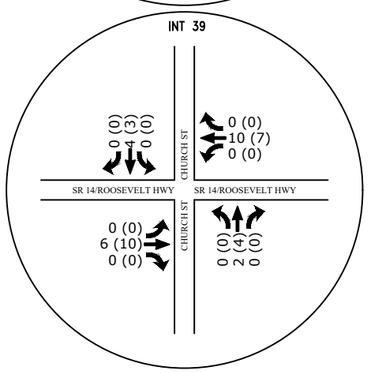












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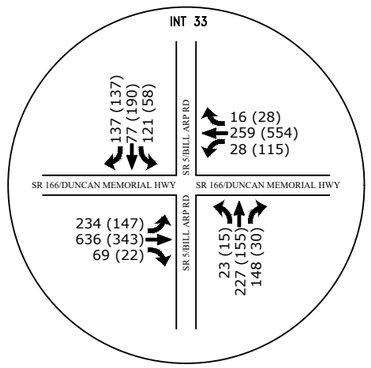
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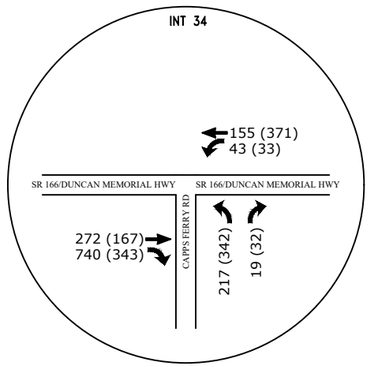
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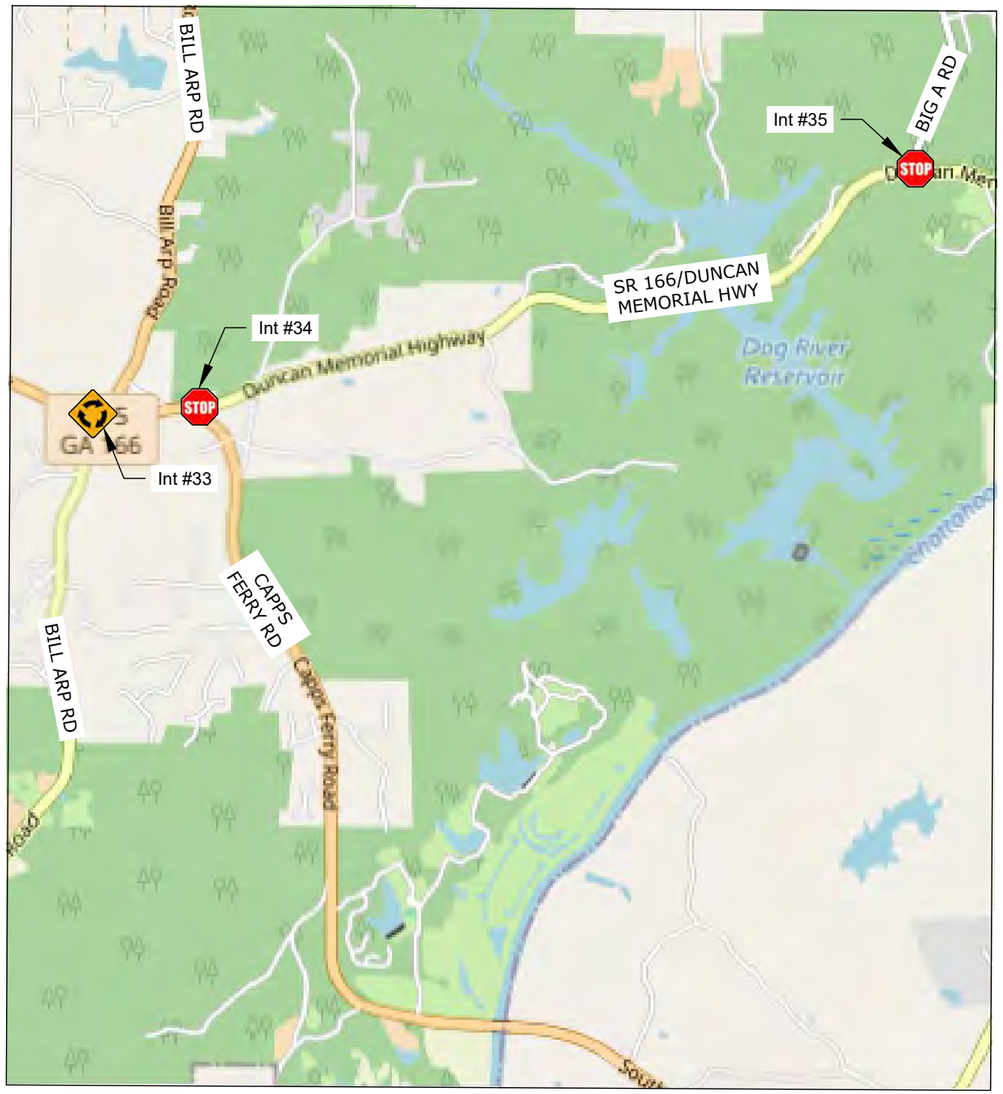
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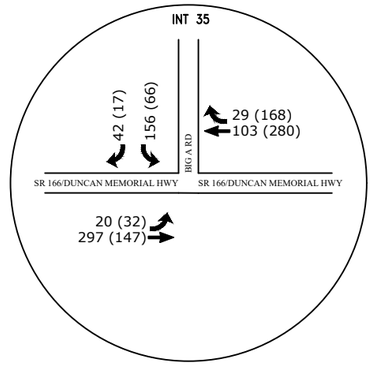
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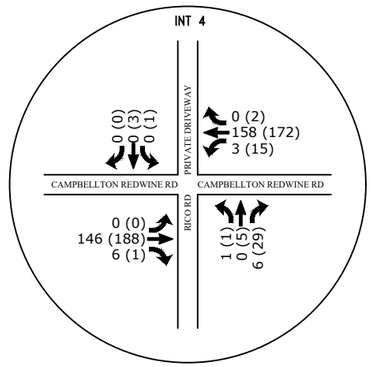
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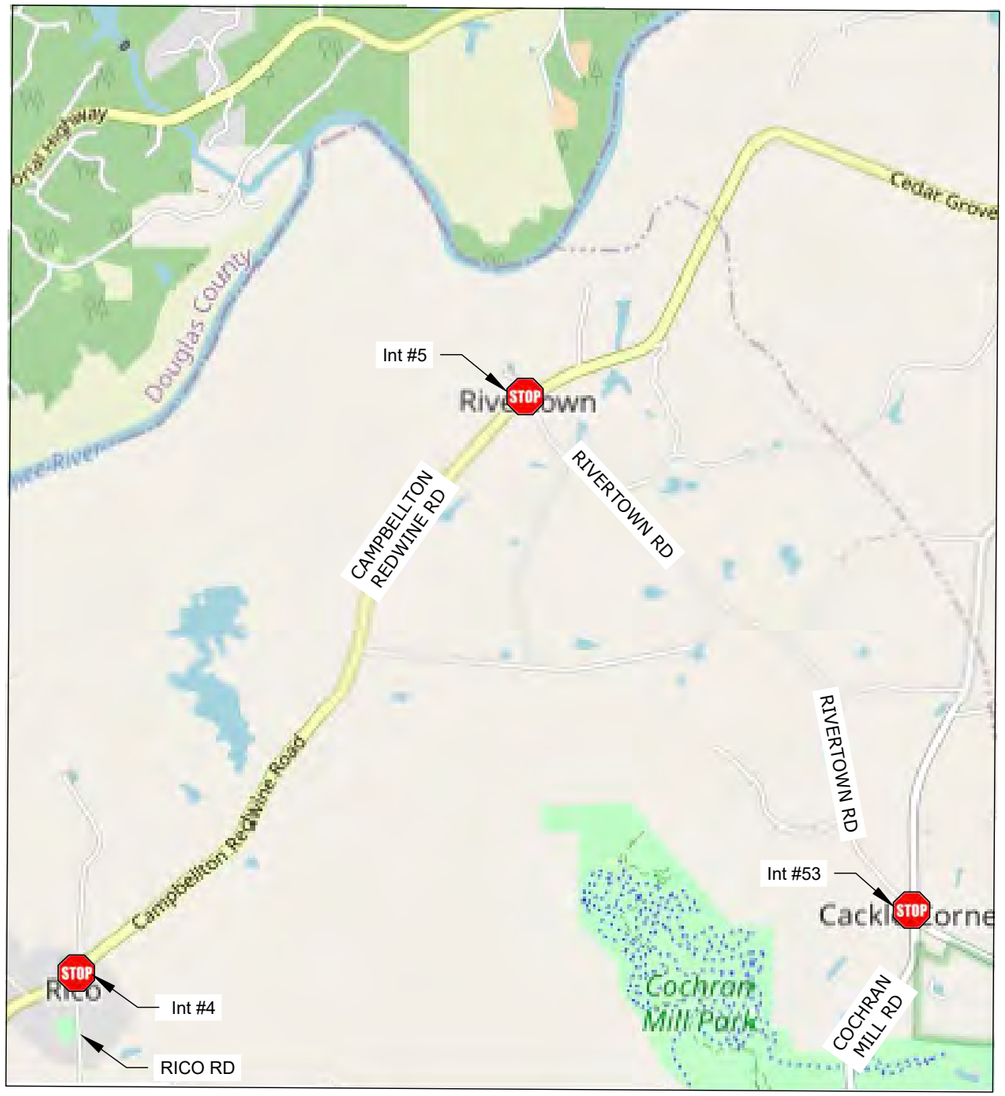
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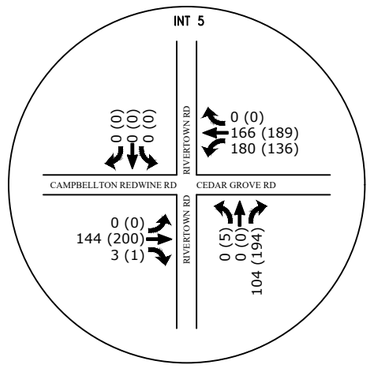
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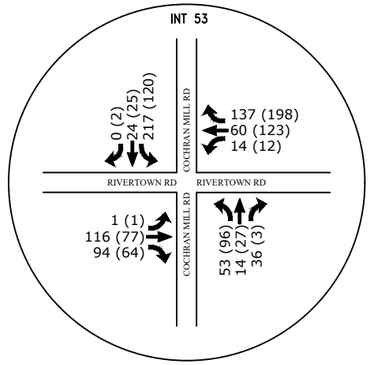
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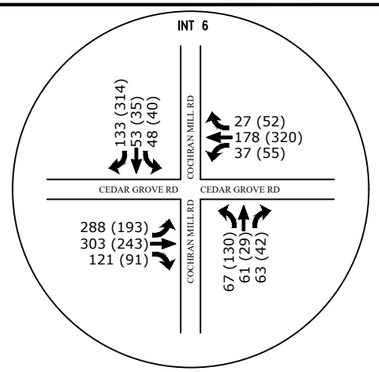
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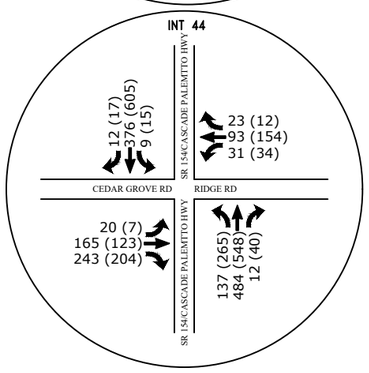
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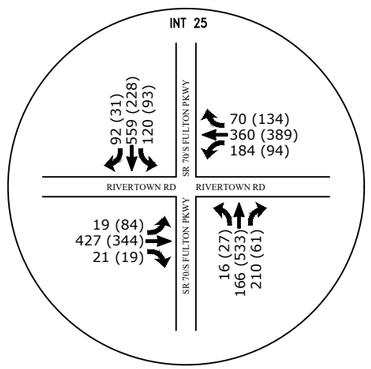
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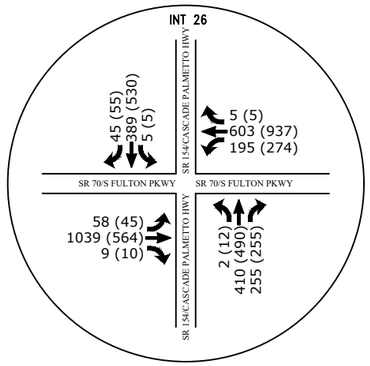
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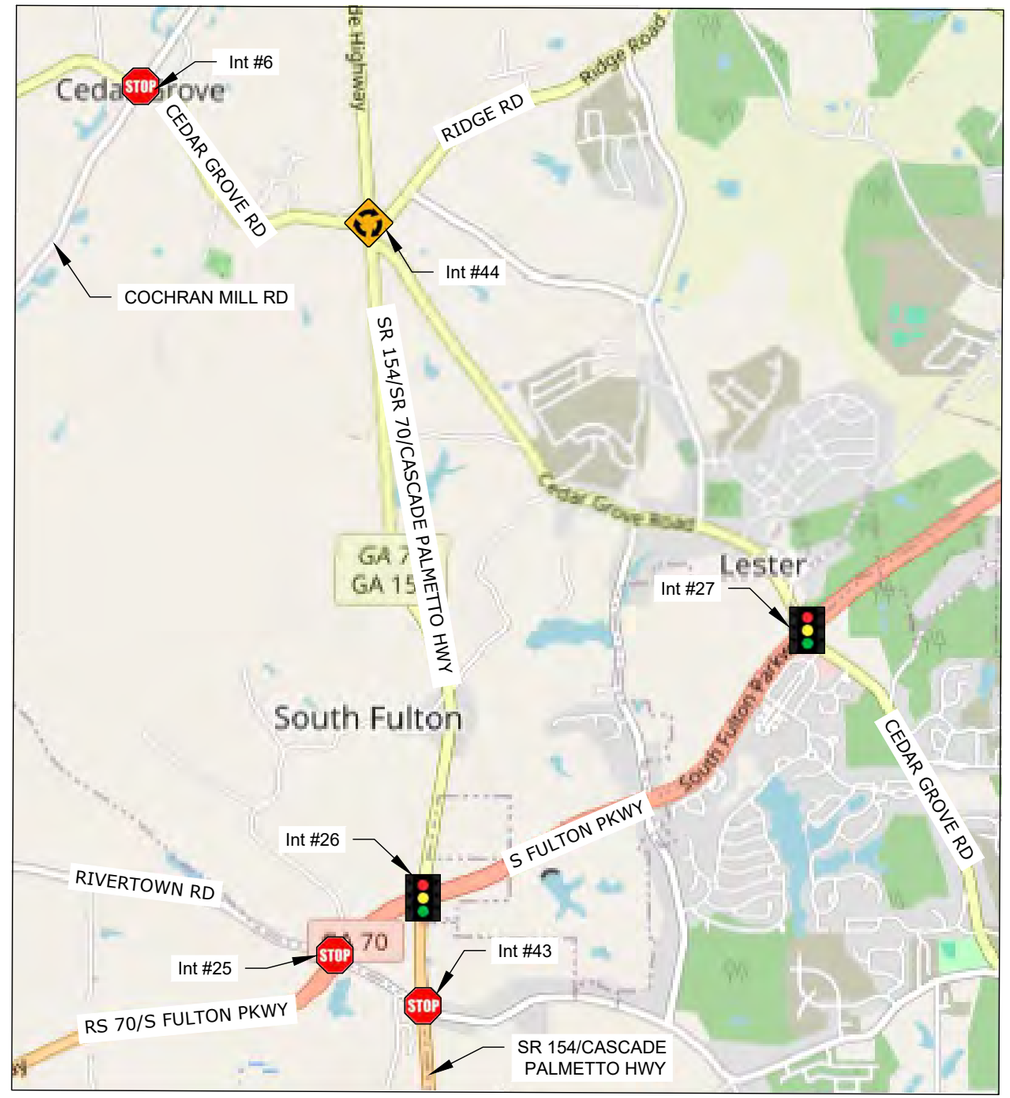
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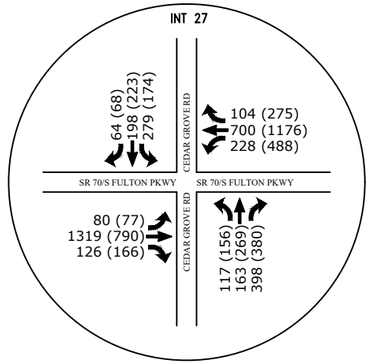


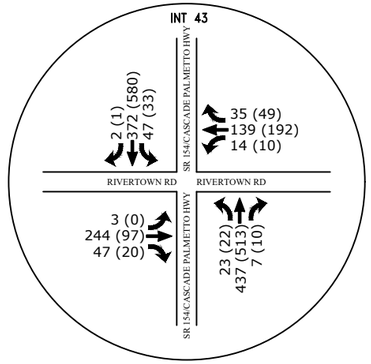












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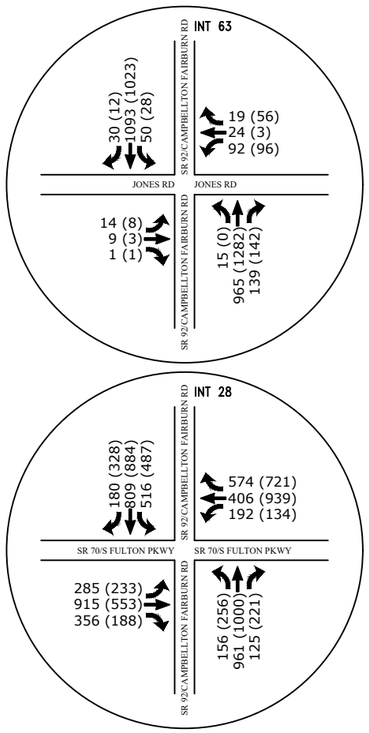
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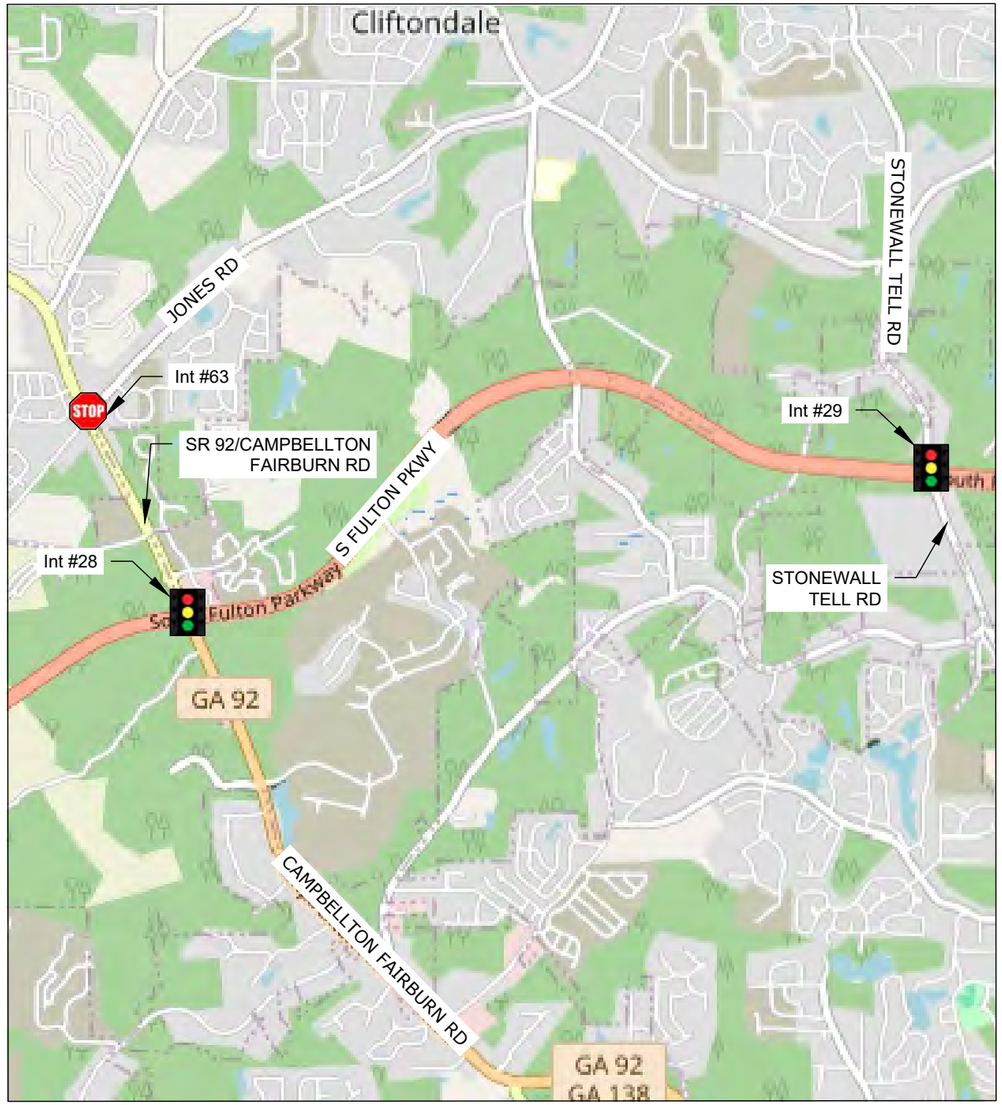
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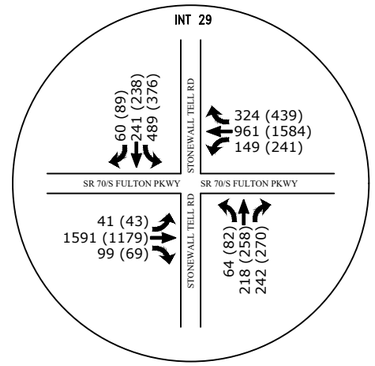
FIGURE 10: PHASE 6 BUILD
PEAK HOUR VOLUMES (2035)

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PROJECT NUMBER: 1416-24-046 | DATE: 03.27.2025







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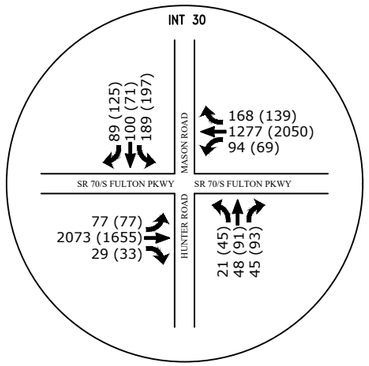
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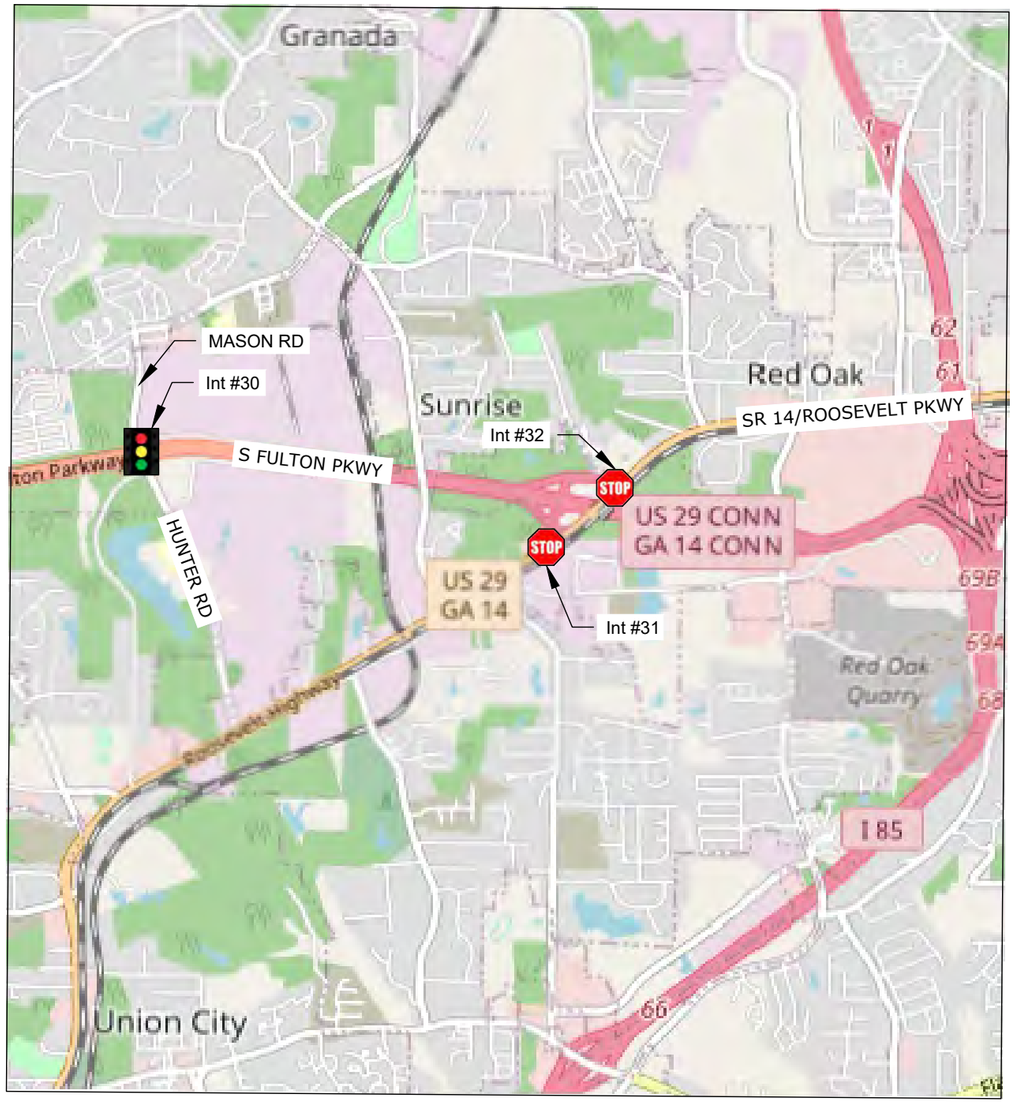
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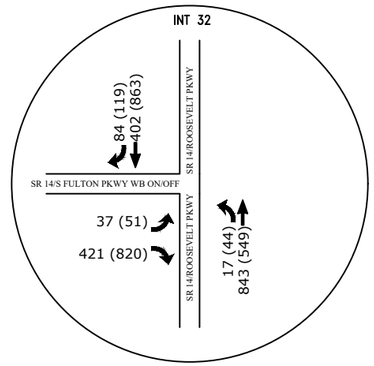
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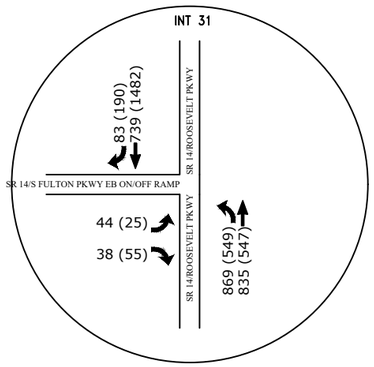
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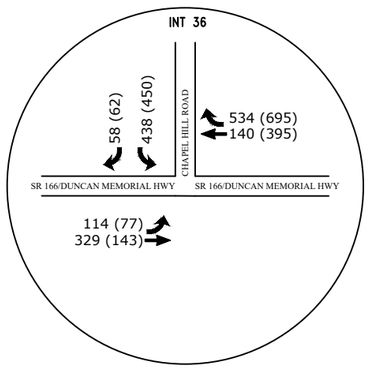
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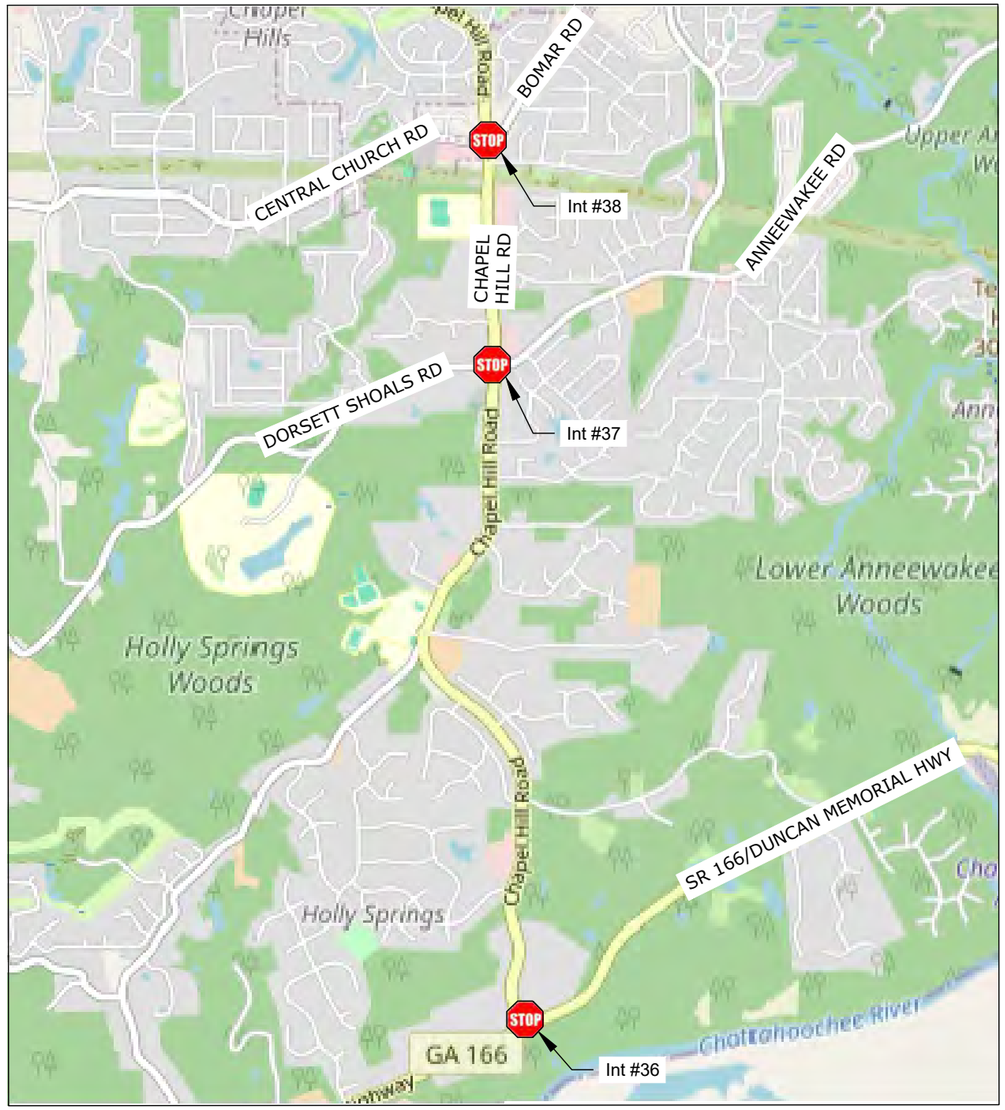
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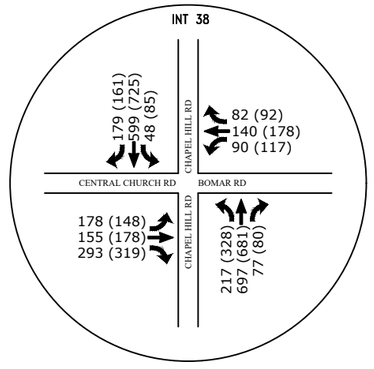
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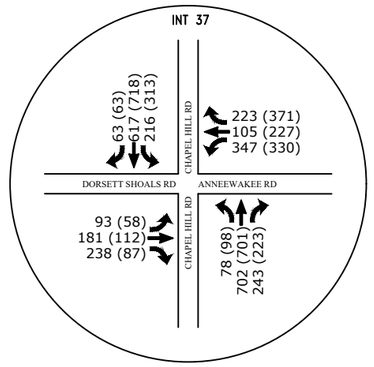
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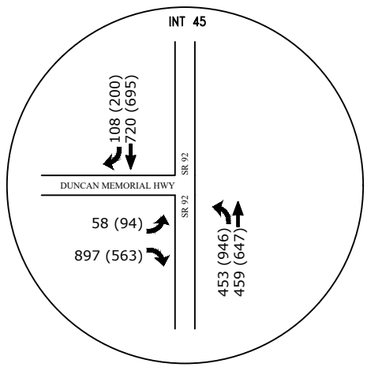
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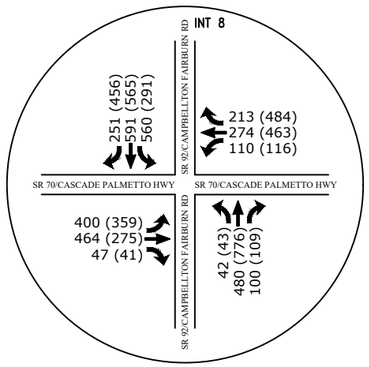
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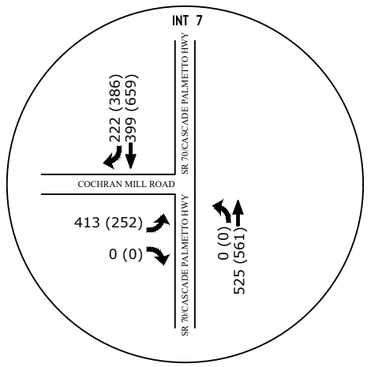
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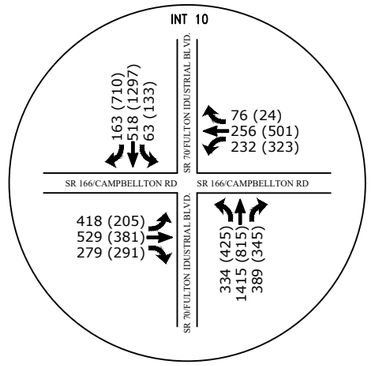
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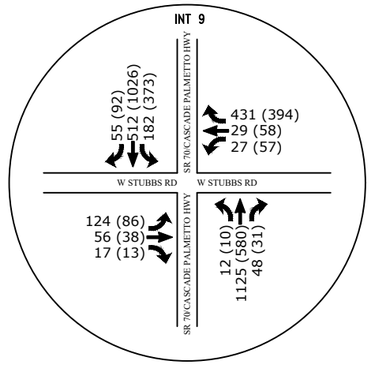


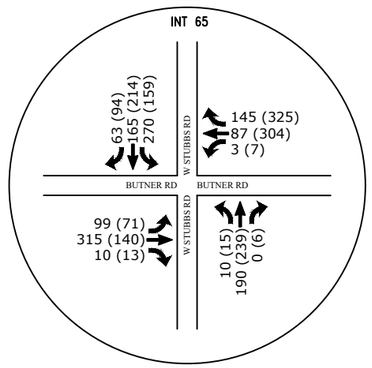


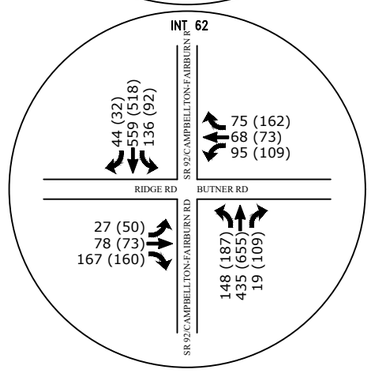












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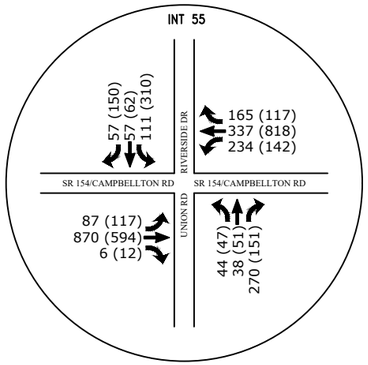
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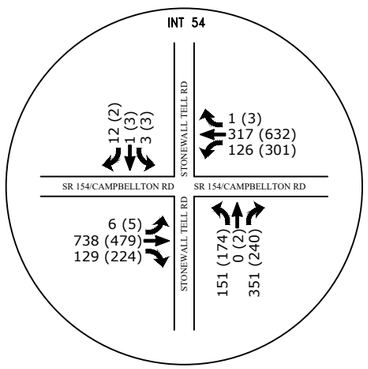
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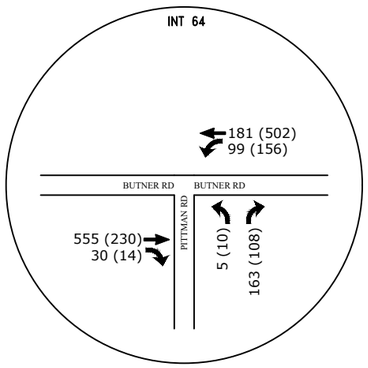
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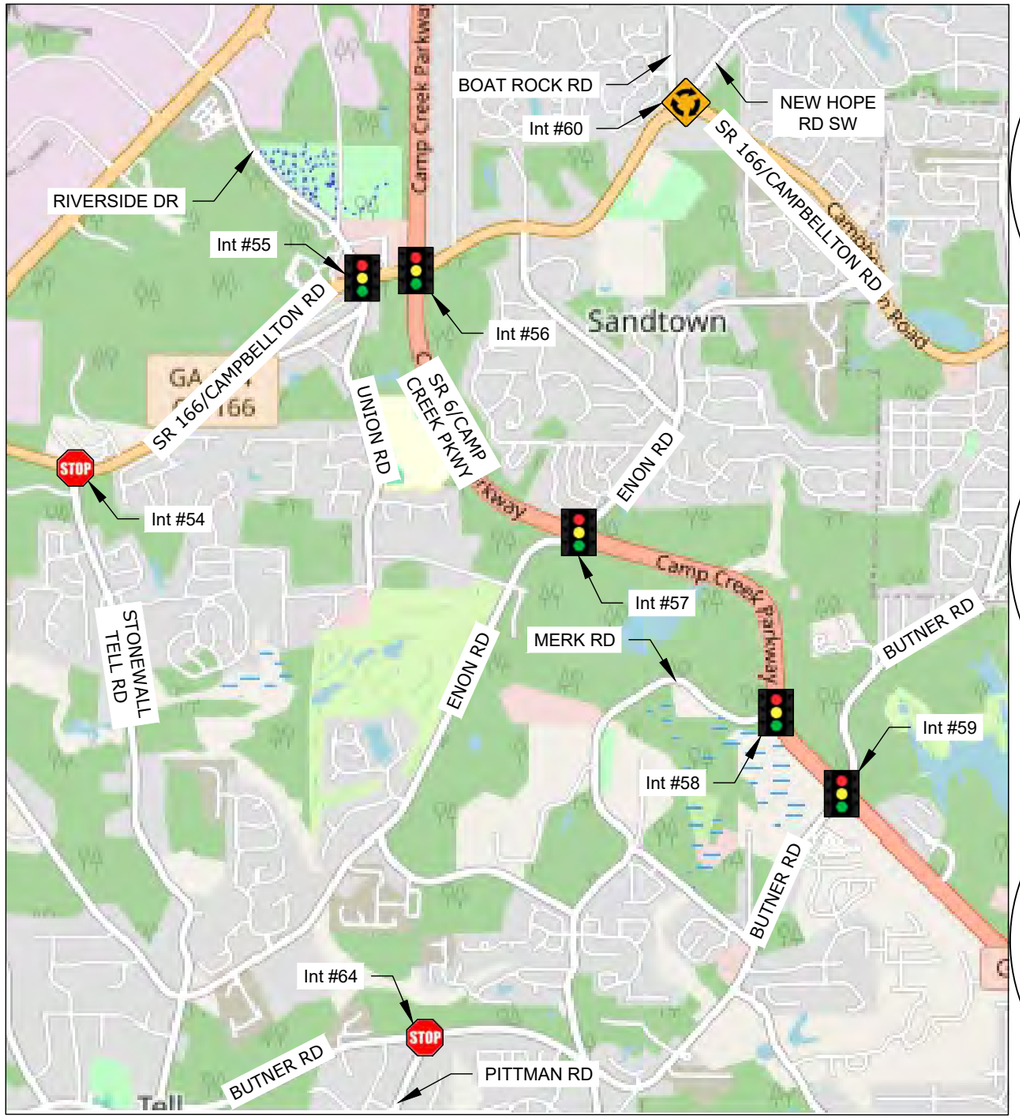
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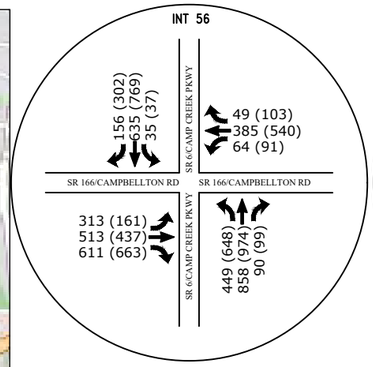
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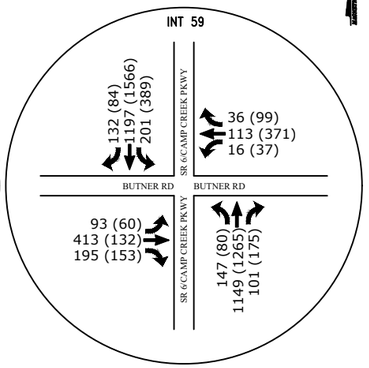


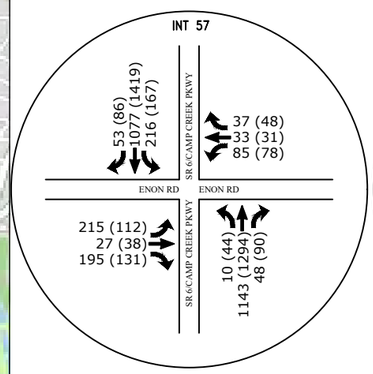


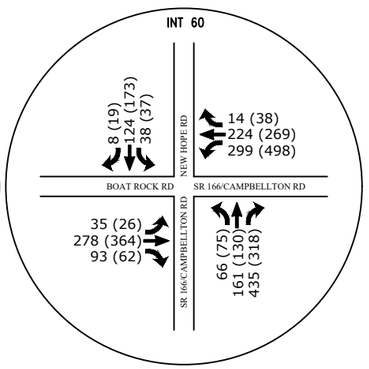


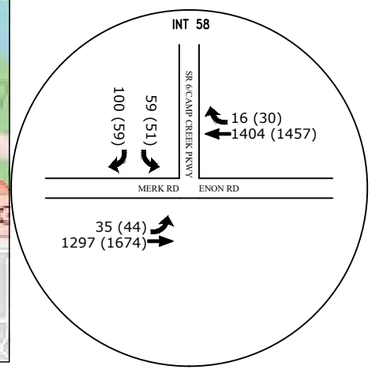












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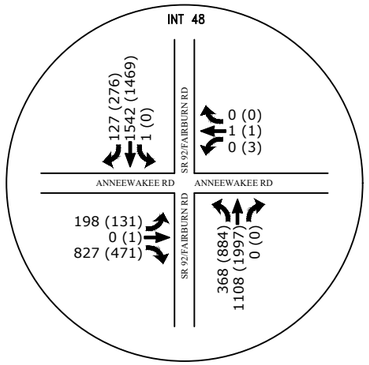
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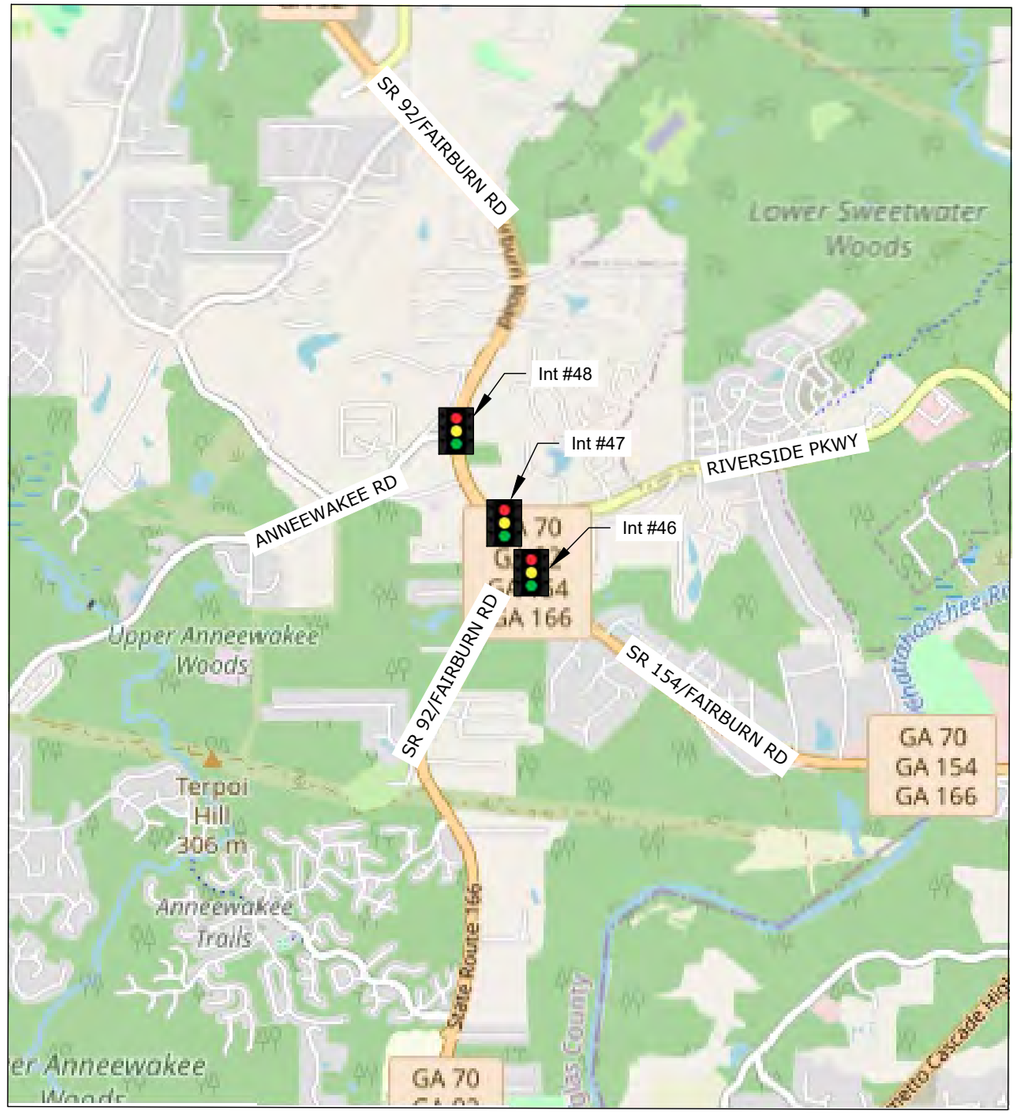
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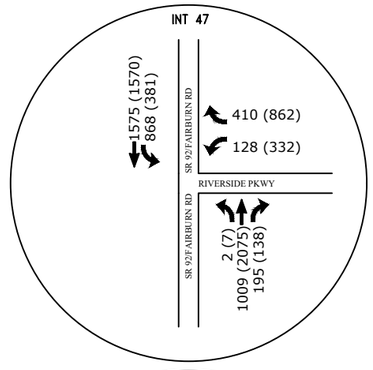
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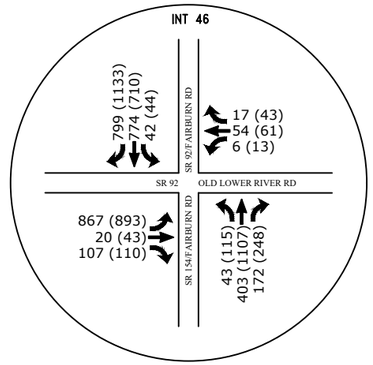
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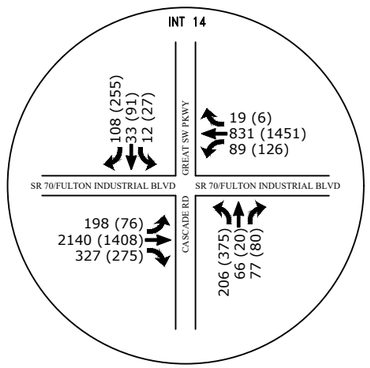
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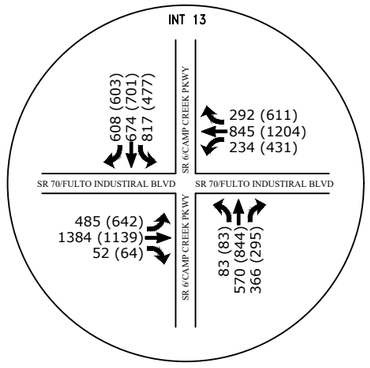
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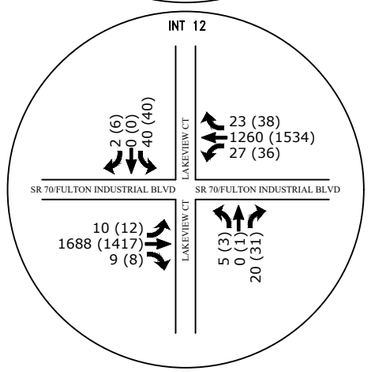
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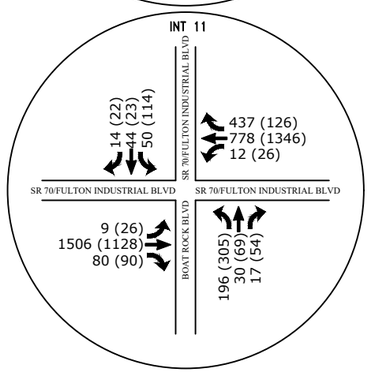
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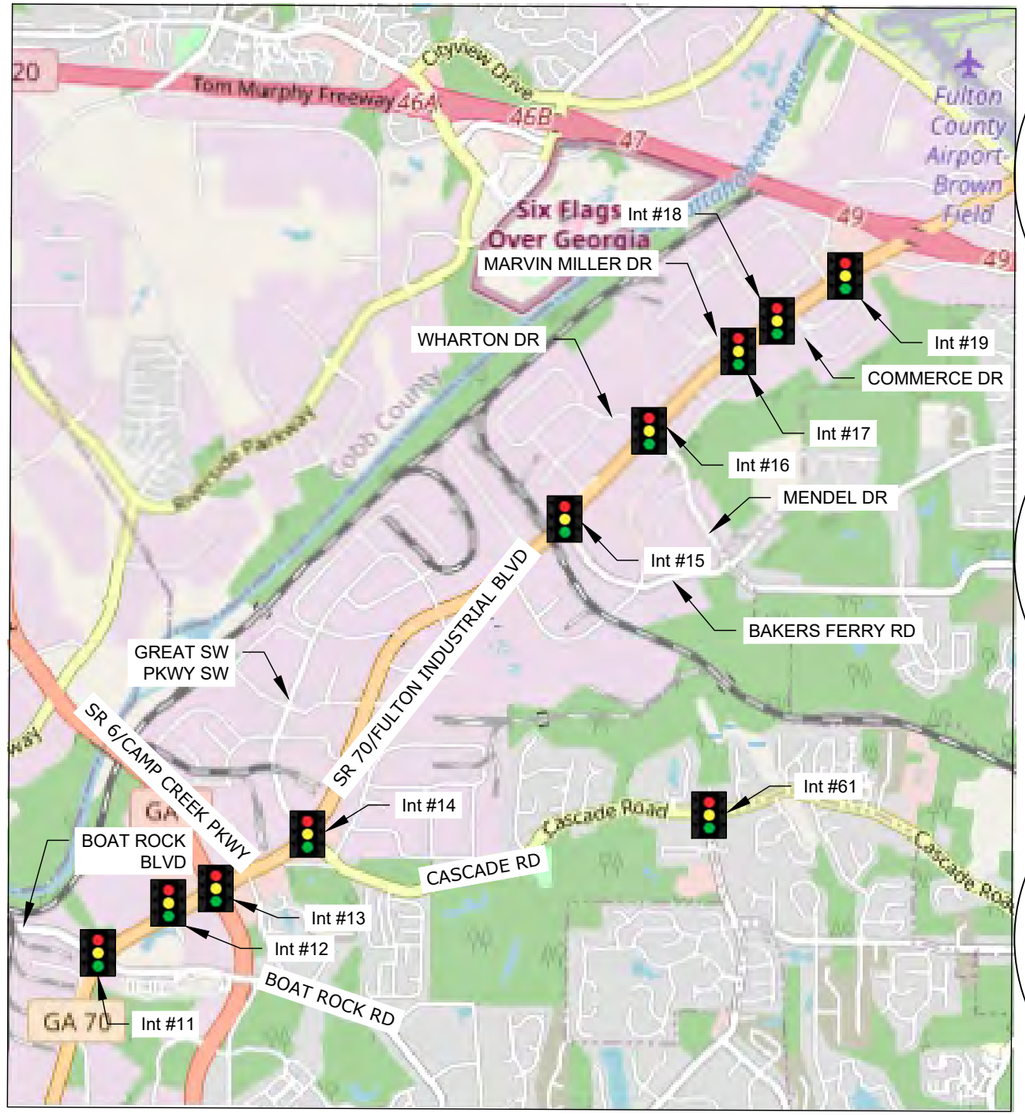
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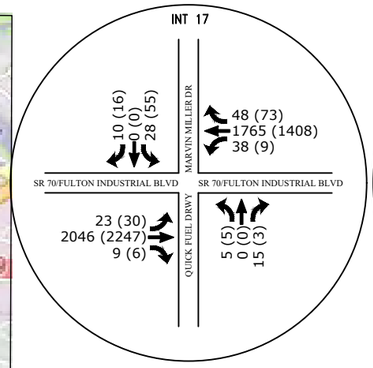


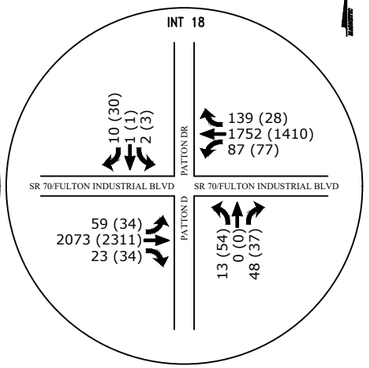


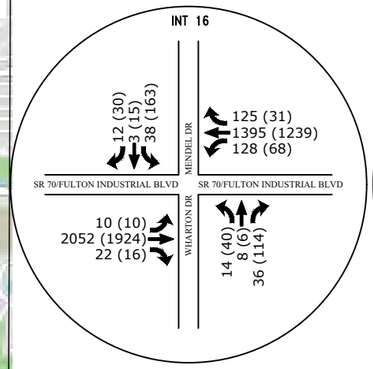


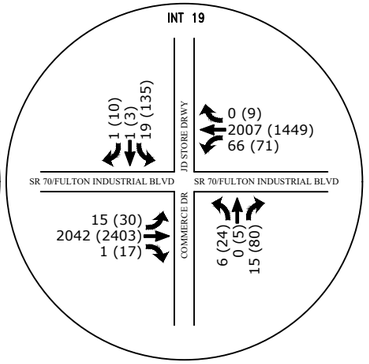


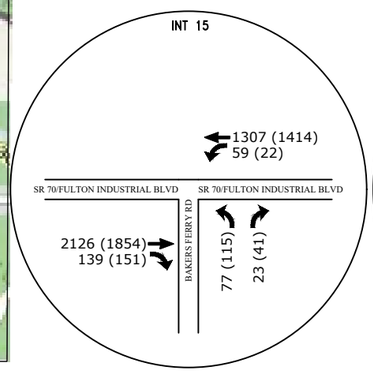


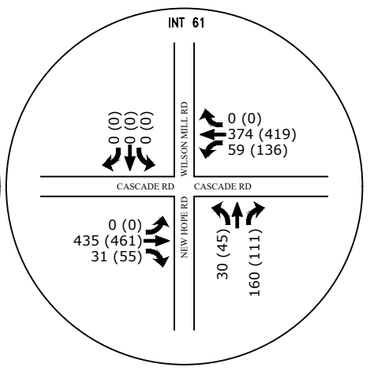












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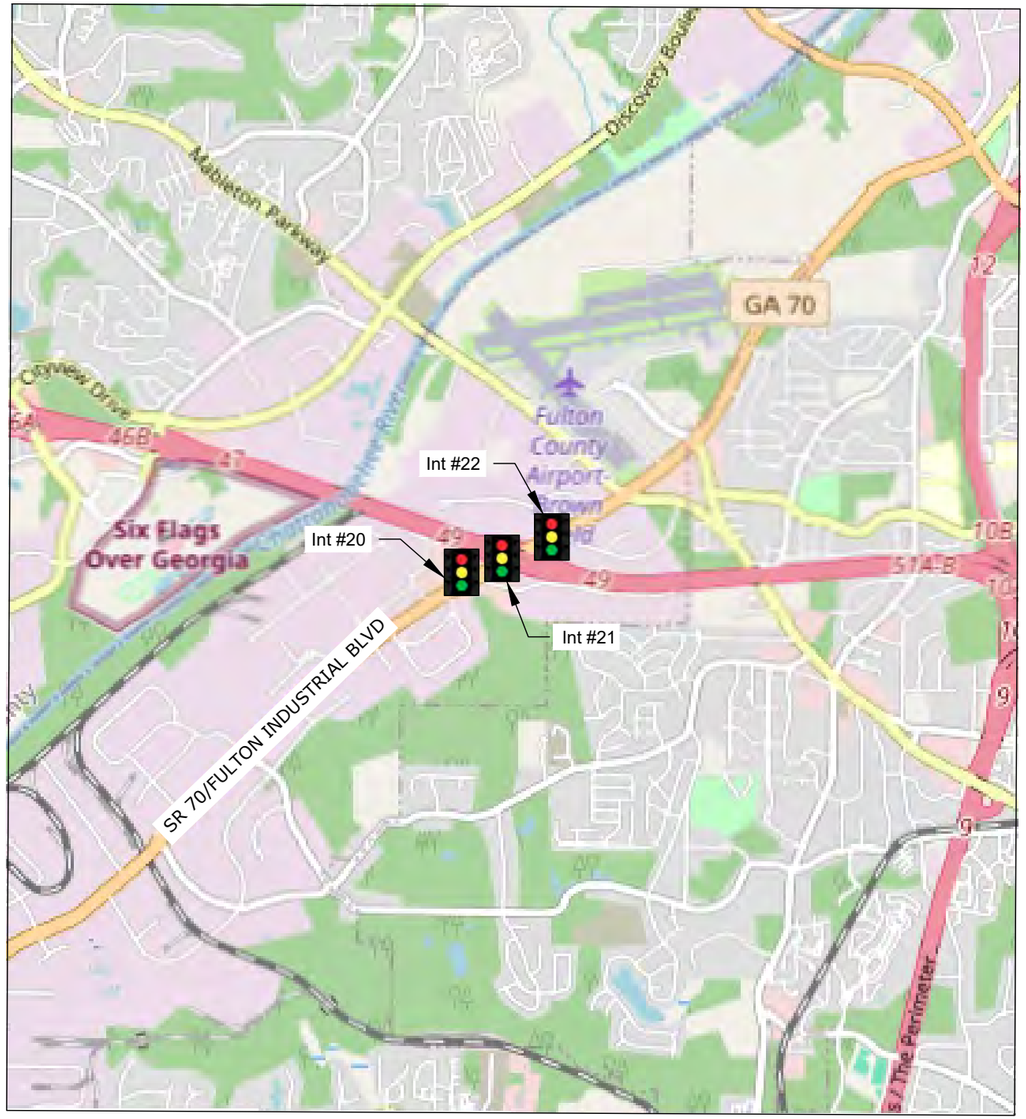
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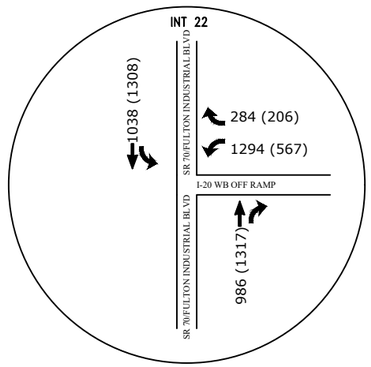
FIGURE 10: PHASE 6 BUILD
PEAK HOUR VOLUMES (2035)

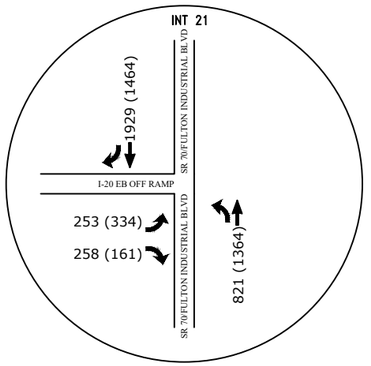
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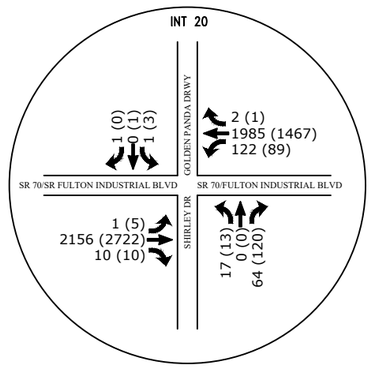
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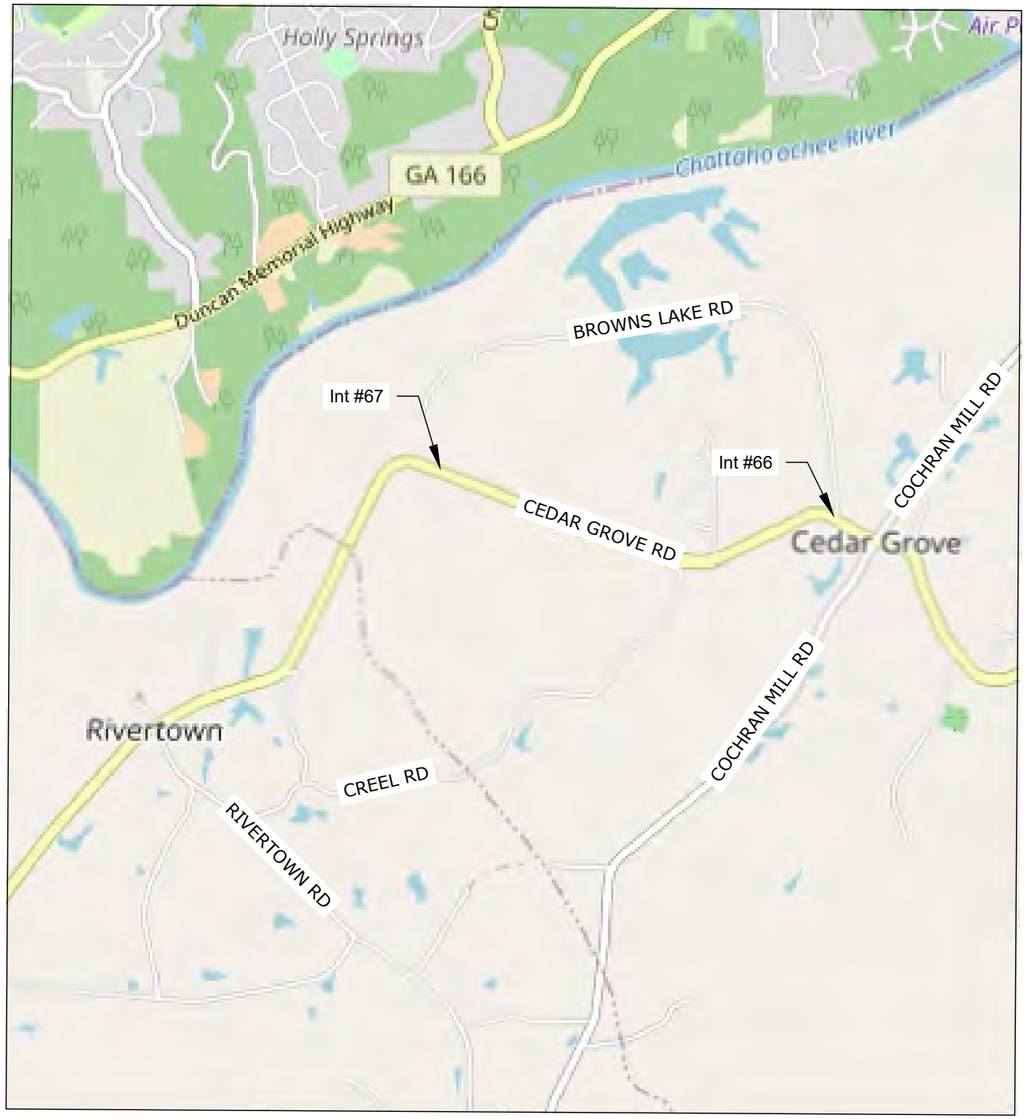
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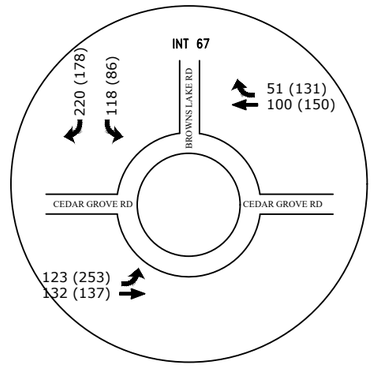
FIGURE 10: PHASE 6 BUILD
PEAK HOUR VOLUMES (2035)

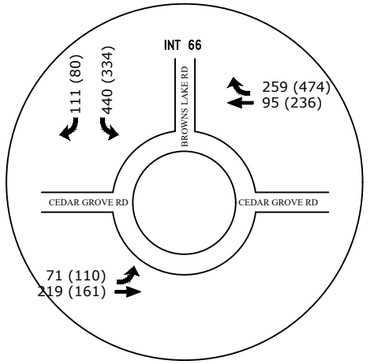
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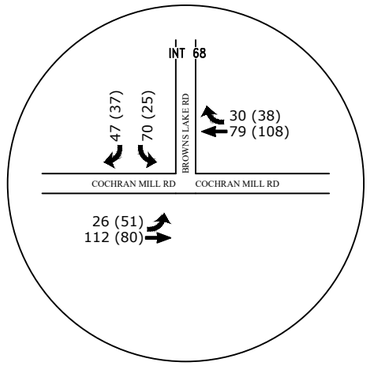
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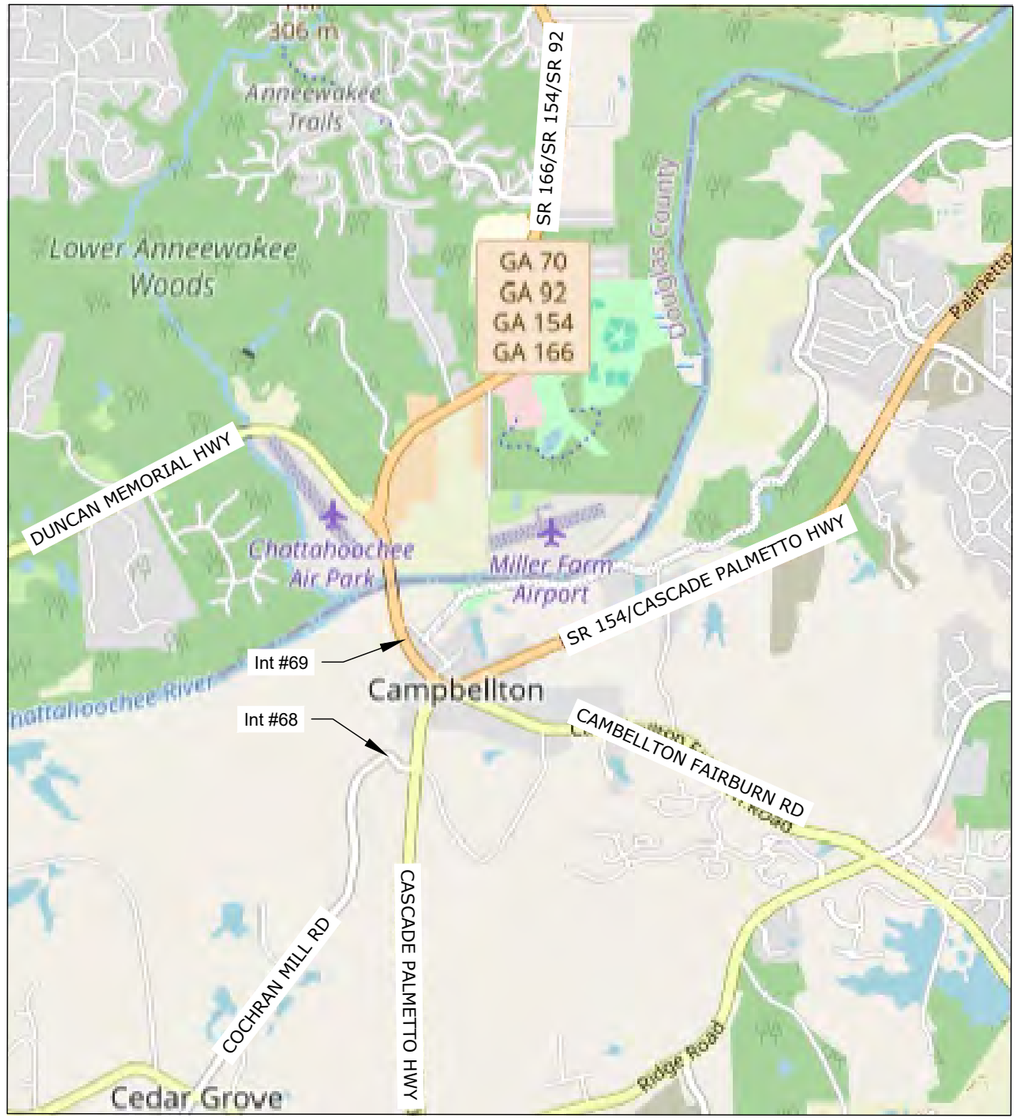
FIGURE 10: PHASE 6 BUILD
PEAK HOUR VOLUMES (2035)

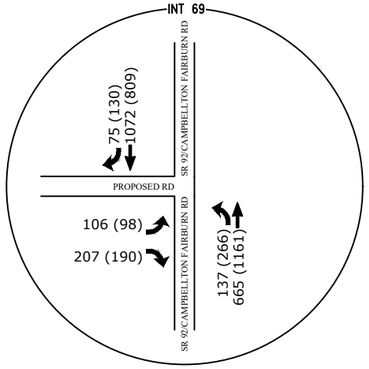
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SECTION 10
(EAST SITE ACCESS DRIVEWAY)

FIGURE 10: PHASE 6 BUILD
PEAK HOUR VOLUMES (2035)

BOUCKAERT
TRAFFIC STUDY

PROJECT NUMBER: 1416-24-046

DATE: 03.27.2025

Study intersections are expected to continue to operate at the same level of service as Phase 6 no-build conditions (2035) and the intersections that were failing in no-build conditions are also expected to fail under Phase 6 build conditions. Intersections failing in the build condition but not in the no-build condition are listed below. These intersections will need to be mitigated by the developer as these are failing due to trips added by the development.

- SR 70/Cascade Palmetto Hwy at Cochran Mill Rd

Intersection Improvement Alternative (Phase 6 - 2035)

Improvements were identified at study intersections that were operating at unacceptable service levels. These enhancements included modifications to intersection controls and roadway geometry to ensure they meet the appropriate levels of service as required by DRI guidelines. Some improvements at certain intersections will be included in other DRI projects or roadway enhancement initiatives; these improvements are planned for implementation in the respective no-build years. For intersections not associated with any other DRI or roadway project, previously recommended improvements were also evaluated under build conditions to confirm their effectiveness in achieving acceptable operational standards.

7. SR 70/Cascade Palmetto Highway at Cochran Mill Road

Alternative #1 is to keep the existing traffic signal with no geometric modifications. Alternative #2 is to keep the existing traffic signal and adding SB right turn lane. The results of the ICE tool for the study intersection are summarized in Table 72. An existing traffic signal control with the addition of SB right turn lane is recommended at this intersection. As the recommendation is based on one alternative, a waiver has been filled out. The ICE tool, waiver, and associated operational analysis reports are attached in **Appendix H.** The LOS comparison with the mitigations are summarized in Table 72.

Table 72: ICE Analysis Results for SR 70/Cascade Palmetto Hwy at Cochran Mill Rd – Phase 4 (2033)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Traffic Signal	0.85	1.27	-	-
Traffic Signal (Add SB Right Turn Lane)	0.80	0.84	3.0	1

69. SR 92/Campbellton-Fairburn Road at Driveway D

Alternative #1 is to keep the existing traffic signal with no geometric modifications. Alternative #2 is to keep the existing traffic signal and adding SB right turn lane. The results of the ICE tool for the study intersection are summarized in Table 73. An existing traffic signal control with the addition of SB right turn lane is recommended at this intersection. As the recommendation is based on one alternative, a waiver has been filled out. The ICE tool, waiver, and associated operational analysis reports are attached in **Appendix H.** The LOS comparison with the mitigations are summarized in Table 73

Table 73: ICE Analysis Results for SR 92/Campbellton-Fairburn Rd at Drwy D – Phase 4 (2033)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Traffic Signal	0.85	1.27	-	
Traffic Signal (Add SB Right Turn Lane)	0.80	0.84	3.0	1

Most intersections failing under Phase 6 no-build and build conditions have been operating unacceptably in the existing year (2024), Phase 1 (2029), Phase 2 (2031), Phase 3 (2032), Phase 4 (2033), and Phase 5 (2034). Thus, improvements recommended in the previous sections were used to verify whether the proposed improvements are still operating at acceptable service levels in Phase 6. If not, improvements will be recommended under Phase 6 to have failing intersections operate acceptably.

Level of Service Comparison Phase 6 – 2035

The intersection capacity analysis for the Phase 6 future no-build (2035) conditions with existing controls was compared with the capacity analysis results obtained using mitigations, which are summarized in **Table 74**. Similarly, **Table 75** compares Phase 6 future build (2035) conditions with existing controls to the Phase 6 build with the mitigations. Most of these mitigations are system mitigations and are not caused due to the traffic generated by the development.

Table 74: Phase 6 No-Build Mitigation LOS Comparison

Intersection	Intersection Control	Approach	No-Build		Mitigation	No-Build Mitigated	
			AM Delay (LOS)	PM Delay (LOS)		AM Delay (LOS)	PM Delay (LOS)
8: SR 92/Campbellton-Fairburn Road & SR 70/Cascade Palmetto Highway	Signalized	Northbound	62.2 (E)	100.1 (F)	Add Thru Lane to all approaches	35.7 (D)	28.8 (C)
		Southbound	60.2 (E)	36.1 (D)		26.3 (C)	22.3 (C)
		Eastbound	98.6 (F)	72.2 (E)		34.6 (C)	37.8 (D)
		Westbound	44.6 (D)	59.9 (E)		37.7 (D)	46.7 (D)
		Overall	68.1 (E)	68.7 (E)		31.9 (C)	32.5 (C)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	88.6 (F)	22.6 (C)	Add NB/SB Thru Lanes	14.2 (B)	16.8 (B)
		Southbound	12.7 (B)	102.9 (F)		8.8 (A)	20.6 (C)
		Eastbound	24.5 (C)	21.4 (C)		24.5 (C)	21.4 (C)
		Westbound	21.4 (C)	21 (C)		21.4 (C)	21 (C)
		Overall	54.1 (D)	74.4 (E)		13.7 (B)	19.8 (B)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	95.1 (F)	57.5 (E)	Add NBR overlap phase	49.2 (D)	44.2 (D)
		Southbound	32.1 (C)	41.5 (D)		35.1 (D)	41.5 (D)
		Eastbound	34.4 (C)	28 (C)		34.4 (C)	28 (C)
		Westbound	35.6 (D)	25.2 (C)		35.6 (D)	25.2 (C)
		Overall	45.9 (D)	36.7 (D)		37.8 (D)	33.7 (C)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	131.3 (F)	162 (F)	Add NB Left turn lane and SB right turn lane	40.3 (D)	34.3 (C)
		Southbound	31.4 (C)	19.6 (B)		35.4 (D)	20.3 (C)
		Eastbound	51.5 (D)	82.2 (F)		29.5 (C)	51.5 (D)
		Westbound	26.9 (C)	81.7 (F)		23.7 (C)	54.4 (D)
		Overall	52 (D)	85 (F)		29.3 (C)	47.7 (D)
27. S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	67.6 (E)	39.9 (D)	Add an additional NB right turn lane	67.3 (E)	39.9 (D)
		Southbound	54.7 (E)	44.6 (D)		52.7 (D)	46.2 (D)
		Eastbound	34.4 (C)	30.2 (C)		43.6 (D)	33.6 (C)
		Westbound	36.1 (D)	44.8 (D)		37.7 (D)	46.0 (D)

		Overall	44.5 (D)	40.4 (D)		48.0 (D)	41.9 (D)
29. Stonewell Tell & S Fulton Pkwy	Signalized	Northbound	73.5 (E)	72.6 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.5 (E)	72.6 (E)
		Southbound	74.5 (E)	73.7 (E)		74.5 (E)	73.7 (E)
		Eastbound	35.1 (D)	24.6 (C)		40.0 (D)	26.0 (C)
		Westbound	24.2 (C)	22.1 (C)		29.0 (C)	25.2 (C)
		Overall	41.3 (D)	34.2 (C)		44.5 (D)	35.6
30. Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	73.1 (E)	71.8 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.1 (E)	71.9 (E)
		Southbound	69.0 (E)	69.8 (E)		68.8 (E)	69.9 (E)
		Eastbound	13.9 (B)	13.4 (B)		14.7 (B)	13.5 (B)
		Westbound	11.2 (B)	15.0 (B)		11.6 (B)	15.2 (B)
		Overall	19.5 (B)	21.4 (C)		19.8 (B)	21.3 (C)
33. SR 166/Duncan Memorial Highway & SR 5/Bill Arp Road	Single-Lane Roundabout	Northbound	260.5 (F)	8.3 (A)	Add Bypass lanes on northbound and southbound approaches	21 (C)	5.4 (A)
		Southbound	8.9 (A)	19.1 (C)		4.8 (A)	7.3 (A)
		Eastbound	19.4 (C)	7.1 (A)		18.9 (C)	8 (A)
		Westbound	6.6 (A)	10.1 (B)		7.2 (A)	10.1 (B)
		Overall	64.2 (F)	11.3 (B)		14.8 (B)	8.4 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	63.3 (F)	77.5 (F)	Install a single-lane roundabout	7 (A)	7.4 (A)
		Eastbound	-	-		22.1 (C)	7 (A)
		Westbound	-	-		5.8 (A)	10.8 (B)
		Overall	-	-		17.5 (C)	8.3 (A)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	69.6 (E)	48.8 (D)	DO-252B Widening Project – Modify Chapel Hill Rd to 4-lane facility	26.1 (C)	24.3 (C)
		Southbound	42.2 (D)	53.8 (D)		24 (C)	23.3 (C)
		Eastbound	31.7 (C)	33.6 (C)		34.4 (C)	34.3 (C)
		Westbound	80 (E)	51.6 (D)		30.8 (C)	34.7 (C)
		Overall	56.9 (E)	50.3 (D)		27.3 (C)	26.8 (C)
39. SR 14/Roosevelt Hwy & Church	TWSC	Northbound	3.4 (A)	-	Install signalized intersection	4.2 (A)	5.5 (A)
		Southbound	4.2 (A)	-		3.4 (A)	4.0 (A)
		Eastbound	16.1 (B)	31.3 (D)		16.1 (B)	16.0 (B)
		Westbound	13.8 (B)	35.2 (E)		13.8 (B)	14.3 (B)
		Overall	-	-			

42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Northbound	-	-	Install signal, with 150s cycle AM/PM, Pm+pt for EBL, NBL and SBL lanes, and add channelized right turn for EBR and WBR	27.7 (C)	42 (D)
		Southbound	-	-		25.8 (C)	32.9 (C)
		Eastbound	+ (F)	+ (F)		32.4 (C)	31 (C)
		Westbound	+ (F)	+ (F)		50 (D)	52.7 (D)
		Overall	-	-		32.4 (C)	39.1 (D)
45: SR 92/SR 154 & SR 166/Duncan Memorial Highway	Multilane Roundabout	Northbound	4.3 (A)	8.2 (A)	Provide southbound bypass right turn lane and provide a northbound left/through lane	4.1 (A)	6.4 (A)
		Southbound	23.9 (C)	33.7 (D)		6 (A)	8 (A)
		Eastbound	96.2 (F)	15.1 (C)		17.7 (C)	8.3 (A)
		Overall	45.9 (E)	16.9 (C)		9.9 (A)	7.2 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	31.6 (C)	81 (F)	Provide a southbound right turn lane and northbound through lane	22 (C)	27.8 (C)
		Southbound	135.5 (F)	40.8 (D)		24.5 (C)	19.3 (B)
		Eastbound	22.6 (C)	33.4 (C)		31.4 (C)	38.6 (D)
		Westbound	39.3 (D)	45.8 (D)		45.3 (D)	50.7 (D)
		Overall	80.8 (F)	53.1 (D)		26.5 (C)	27.4 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	36.1 (D)	63.5 (E)	Add EB RT overlap phase, add NBL lane, reconfigure to two thru lanes in WB direction, add EB thru lane	30.9 (C)	35.9 (D)
		Southbound	49.9 (D)	71.3 (E)		49.9 (D)	51.2 (D)
		Eastbound	62.9 (E)	75.9 (E)		49.7 (D)	50.1 (D)
		Westbound	69.1 (E)	97.4 (F)		36.3 (D)	37.8 (D)
		Overall	50.1 (D)	72.8 (E)		40.2 (D)	41.9 (D)
57: SR 6/Camp Creek Parkway & Enon Rd	Signalized	Northbound	845 (F)	381.1 (F)	Add Exclusive NB left turn lane	45.5 (D)	47.1 (D)
		Southbound	302.9 (F)	298.9 (F)		31.2 (C)	40.7 (D)
		Eastbound	24.4 (C)	21.3 (C)		24.4 (C)	21.3 (C)
		Westbound	30.1 (C)	25.3 (C)		30.1 (C)	25.3 (C)
		Overall	143.2 (F)	64.5 (E)		29.6 (C)	25.9 (C)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	40.3 (D)	58.9 (E)	Add EB left turn lane on Butner Road, add WB right turn lane	40.3 (D)	48.9 (D)
		Southbound	39.4 (D)	39.7 (D)		39.4 (D)	41.3 (D)
		Eastbound	42.9 (D)	44.8 (D)		36 (D)	46.1 (D)
		Westbound	24.8 (C)	80.8 (F)		24.3 (C)	48.9 (D)
		Overall	39.6 (D)	51.6 (D)		38.6 (D)	45.1 (D)
65: W Stubbs Rd & Butner Rd	AWSC	Northbound	23.1 (C)	27.2 (C)		13.1 (B)	7.4 (A)
		Southbound	158.2 (F)	81.5 (F)		9.0 (A)	11.4 (B)

		Eastbound	68.8 (E)	22.5 (C)	Install Single Lane Roundabout	12.7 (B)	6.4 (A)
		Westbound	23.2 (C)	171.2 (F)		7.4 (A)	16.5 (C)
		Overall	-	-		10.5 (B)	12.1 (B)

Table 75: Phase 6 Build Mitigation LOS Comparison

Intersection	Intersection Control	Approach	Build		Mitigation	Build Mitigated	
			AM Delay (LOS)	PM Delay (LOS)		AM Delay (LOS)	PM Delay (LOS)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	Signalized	Northbound	19.7 (B)	12.8 (B)	Install channelized SB right turn lane	20.8 (C)	16.6 (B)
		Southbound	26.4 (C)	58.9 (E)		11.2 (B)	14.0 (B)
		Eastbound	33.4 (C)	37.7 (D)		31.3 (C)	26.6 (C)
		Overall	26.0 (C)	42.1 (D)		19.8 (B)	16.5 (B)
33. SR 166/Duncan Memorial Highway & SR 5/Bill Arp Road	Single-Lane Roundabout	Northbound	277.9 (F)	8.5 (A)	Add Bypass lanes on northbound and southbound approaches	21.9 (C)	5.5 (A)
		Southbound	9.1 (A)	20.1 (C)		4.8 (A)	7.5 (A)
		Eastbound	20.2 (C)	8.2 (A)		19.6 (C)	8.1 (A)
		Westbound	6.6 (A)	10.2 (B)		7.3 (A)	10.2 (B)
		Overall	67.7 (F)	11.6 (B)		15.3 (C)	8.5 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	77.7 (F)	96.9 (F)	Install a single-lane roundabout	7.2 (A)	7.6 (A)
		Eastbound	-	-		23.5 (C)	7.4 (A)
		Westbound	-	-		5.9 (A)	11.1 (B)
		Overall	-	-		18.4 (C)	8.6 (A)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	116.2 (F)	73.7 (E)	DO-252B Widening Project – Modify Chapel Hill Rd to 4-lane facility	28.3 (C)	25.5 (C)
		Southbound	53.6 (D)	71.4 (E)		25.4 (C)	25.3 (C)
		Eastbound	31.7 (C)	33.6 (C)		34.4 (C)	34.3 (C)
		Westbound	112.9 (F)	81.6 (F)		39 (D)	44.4 (D)
		Overall	83.4 (F)	71.8 (E)		30 (C)	30.1 (C)
45: SR 92/SR 154 & SR 166/Duncan Memorial Highway	Multilane Roundabout	Northbound	5.1 (A)	9.9 (A)	Provide southbound bypass right turn lane and provide a northbound left/through lane	4.8 (A)	7.2 (A)
		Southbound	35.9 (E)	134.9 (F)		7.3 (A)	10.5 (B)
		Eastbound	184.2 (F)	19.2 (C)		26.5 (D)	12 (B)
		Overall	78 (F)	47.4 (E)		13.3 (B)	9.2 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	31.7 (C)	81.8 (F)	Provide a southbound right turn lane and northbound through lane	21.3 (C)	27.9 (C)
		Southbound	131.3 (F)	70.1 (E)		30.4 (C)	18.9 (B)
		Eastbound	26.3 (C)	38.6 (D)		45.1 (D)	45.4 (D)
		Westbound	39.4 (D)	46 (D)		48.6 (D)	50.8 (D)
		Overall	78.9 (E)	66 (E)		33.6 (C)	28.8 (C)
68: SR 92/Campbellton-Fairburn Rd & DRWY D	Roundabout	Northbound	7.1 (A)	20.9 (C)	Add bypass lanes and receiving lanes at all approaches	2.0 (A)	2.7 (A)
		Southbound	74.5 (E)	28.0 (C)		20.3 (C)	10.2 (B)
		Eastbound	71.5 (E)	20.9 (C)		2.8 (A)	1.9 (A)
		Overall	49.0 (D)	23.3 (C)		11.4 (B)	5.4 (A)

FUTURE CONDITIONS – PHASE 7 (2037)

Future No Build Traffic Volumes (2037)

The future 2037 background traffic volumes were calculated by applying the annual exponential growth rate (1.4%) over thirteen years to the existing background traffic volumes and adding the trips generated from the adjacent DRI's. The future 2037 no-build traffic volumes are shown in **Figure 24**.

Auxiliary Lane Analysis

The need for auxiliary lanes was evaluated at both development driveway intersections on the State Route. Auxiliary lanes are used on approaches to intersections when the projected turning traffic volumes exceed minimum levels, per GDOT's Regulations for Driveway and Encroachment Control Manual. The results of the analysis will determine if auxiliary lanes on the state route should be considered in the ICE analysis for the driveways as they are new intersections on a State Route. A left-turn lane is warranted on an intersection approach if the daily left-turn volumes meet or exceed values shown in **Table 18**. And a right-turn lane is warranted on an intersection approach if the daily right-turn volumes meet or exceed the values shown in **Table 19**.

Driveway E and Driveway F will be along Campbellton Redwine Road. It is a two-lane road with a posted speed limit of 45 mph, and a future average daily traffic (ADT) of approximately 16,000 vehicles per day (vpd) in 2037. The threshold is set at 175 LTV per day for a left-turn lane and 75 RTV per day for a right-turn lane in 2037. The development is expected to have approximately 538 LTV per day and 3,949 RTV per day. The intersection operates at LOS A and LOS B for the AM and PM peak periods, respectively. As the intersection operates acceptably and with nominal 95th percentile queue lengths (0ft), it is recommended that no auxiliary turn lanes need to be provided. Table 76 summarizes the auxiliary lane analysis for this intersection.

Table 76: Auxiliary Lane Analysis – Driveways E & F

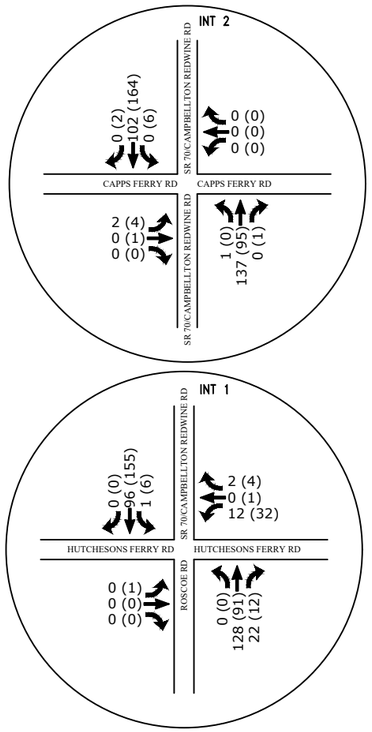
INTERSECTION	POSTED SPEED	THRESHOLD ADT		BUILD 2029 ADT	
		LTV	RTV	LTV	RTV
70: DRIVEWAY E AT CAMPBELLTON REDWINE ROAD	45 MPH	175	75	538	3,949
71: DRIVEWAY F AT CAMPBELLTON REDWINE ROAD	45 MPH	175	75	538	3,949

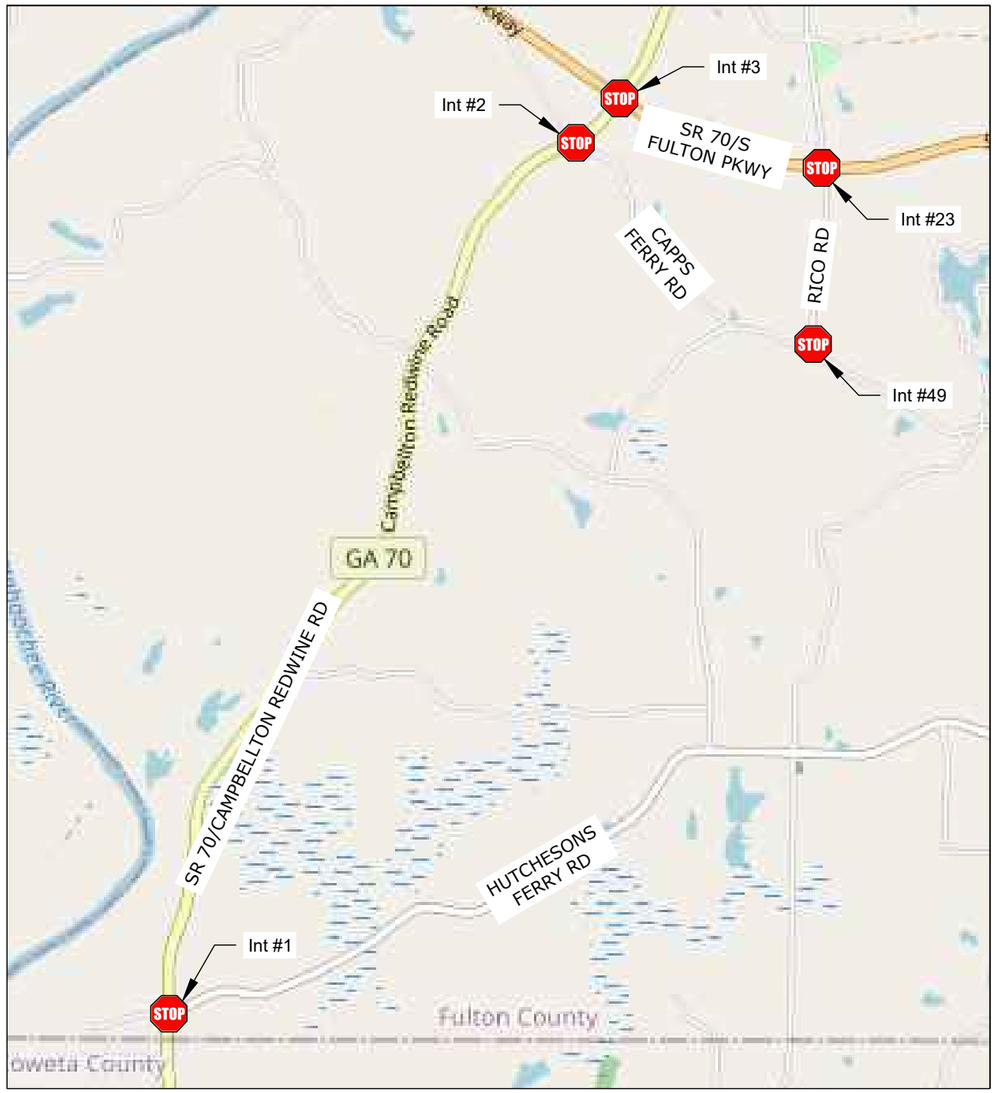
Future No Build Level of Service (2037)

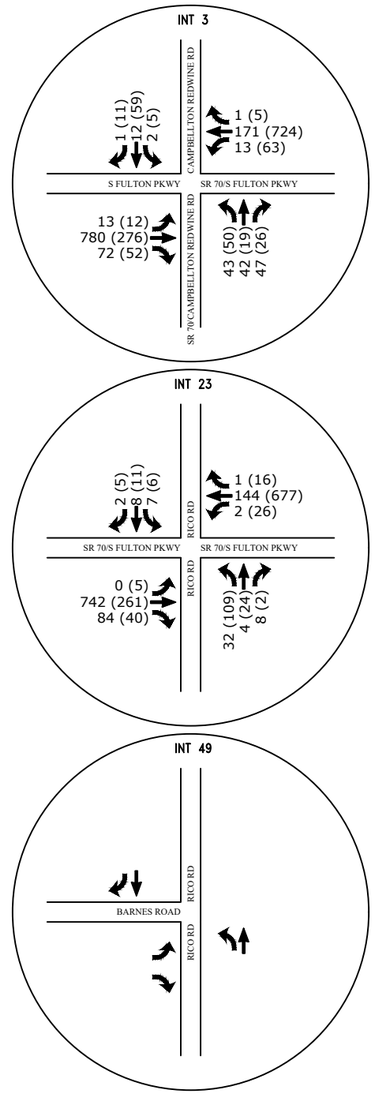
Like Phase 1, 2, 3, 4, 5, and 6 no-build analysis, it was assumed that the existing intersection controls and roadway geometry would remain unchanged, including the cycle lengths. The same methodology discussed previously was used to determine the level of service for the study intersections using the future 2037 no-build traffic volumes. The intersection capacity analysis results for no-build Phase 7 (2037) are summarized in **Table 77** and detailed Synchro results are attached in **Appendix E**.

Table 77: Future No-Build Phase 7 (2037) Level of Service								
Intersection	**Intersection Control**	**Approach**	**AM-Peak Delay (LOS)**	**PM-Peak Delay (LOS)**	**LOS**	**LOS**	**AM-Peak Delay (LOS)**	**PM-Peak Delay (LOS)**
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0.0	10.4	A	B	0 (A)	10.4 (B)
		Westbound	10.1	10.5	B	B	10.1 (B)	10.5 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	10.5	10.9	B	B	10.5 (B)	10.9 (B)
		Westbound	0.0	0.0	A	A	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	TWSC	Northbound	48.5	125.1	E	F	48.5 (E)	125.1 (F)
		Southbound	25.5	51.3	D	F	25.5 (D)	51.3 (F)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	8.7	8.6	A	A	8.7 (A)	8.6 (A)
		Southbound	0.0	9.8	A	A	0 (A)	9.8 (A)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	8.6	8.9	A	A	8.6 (A)	8.9 (A)
		Southbound	0.0	0.0	A	A	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	AWSC	Northbound	8.4	8.1	A	A	8.4 (A)	8.1 (A)
		Southbound	8.2	8.3	A	A	8.2 (A)	8.3 (A)
		Eastbound	9.0	8.7	A	A	9 (A)	8.7 (A)
		Westbound	8.4	8.8	A	A	8.4 (A)	8.8 (A)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	TWSC	Eastbound	39.2	52.3	E	F	39.2 (E)	52.3 (F)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound					67.2 (E)	113.1 (F)
		Southbound					69.4 (E)	37.5 (D)
		Eastbound					107.3 (F)	78.0 (E)
		Westbound					45.9 (D)	61.0 (E)
		Overall					75.4 (E)	74.7 (E)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	101.9	22.9	F	C	101.9 (F)	22.9 (C)
		Southbound	13.0	110.4	B	F	13 (B)	110.4 (F)
		Eastbound	24.6	21.5	C	C	24.6 (C)	21.5 (C)
		Westbound	21.4	21.1	C	C	21.4 (C)	21.1 (C)
		Overall	61.3	79.3	E	E	61.3 (E)	79.3 (E)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound					43.1 (D)	62.6 (E)
		Southbound					40 (D)	37.2 (D)
		Eastbound					59.7 (E)	108.1 (F)
		Westbound					57.4 (E)	121.1 (F)
		Overall					49.3 (D)	73.8 (E)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	26.3	29.5	C	C	26.2 (C)	22.4 (C)
		Southbound	26.2	22.4	C	C	19.7 (B)	23.8 (C)
		Eastbound	19.7	23.8	B	C	38.7 (D)	57.7 (E)
		Westbound	38.7	57.7	D	E	51.2 (D)	43.7 (D)
		Overall	51.2	43.7	D	D	26.3 (C)	29.5 (C)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.6	4.7	A	A	35 (C)	32.5 (C)
		Southbound	35.0	32.5	C	C	36.8 (D)	34.3 (C)
		Eastbound	36.8	34.3	D	C	8.4 (A)	7.6 (A)
		Westbound	8.4	7.6	A	A	0.8 (A)	1.1 (A)
		Overall	0.8	1.1	A	A	5.6 (A)	4.7 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound					103.3 (F)	65.2 (E)
		Southbound					34.5 (C)	44.3 (D)
		Eastbound					37.9 (D)	30.1 (C)
		Westbound					37.7 (D)	26.2 (C)
		Overall					49.8 (D)	39.9 (D)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	32.4	45.6	C	D	167.3 (F)	177 (F)
		Southbound	42.5	43.2	D	D	33.4 (C)	20.1 (C)
		Eastbound	36.9	22.5	D	C	52 (D)	92 (F)
		Westbound	32.3	45.6	C	D	31.1 (C)	93.9 (F)
		Overall	28.3	52.1	C	D	56.4 (E)	95.5 (F)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	10.7	8.1	B	A	13.6 (B)	10.3 (B)
		Eastbound	13.6	10.3	B	B	1.5 (A)	1 (A)
		Westbound	1.5	1.0	A	A	67 (E)	41.2 (D)
		Overall	67.0	41.2	E	D	10.7 (B)	8.1 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	6.1	22.8	A	C	3.9 (A)	25.1 (C)
		Southbound	3.9	25.1	A	C	3.1 (A)	16.6 (B)
		Eastbound	3.1	16.6	A	B	86.3 (F)	32.2 (C)
		Westbound	86.3	32.2	F	C	89.7 (F)	29.9 (C)
		Overall	89.7	29.9	F	C	6.1 (A)	22.8 (C)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	2.3	8.1	A	A	1.7 (A)	8.3 (A)
		Southbound	1.7	8.3	A	A	1.4 (A)	6.3 (A)
		Eastbound	1.4	6.3	A	A	53.9 (D)	35.5 (D)
		Westbound	53.9	35.5	D	D	52.4 (D)	32.7 (C)
		Overall	52.4	32.7	D	C	2.3 (A)	8.1 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	3.9	24.4	A	C	5.3 (A)	19.4 (B)
		Southbound	5.3	19.4	A	B	0.6 (A)	31.3 (C)
		Eastbound	0.6	31.3	A	C	49.9 (D)	35.1 (D)
		Westbound	49.9	35.1	D	D	54.5 (D)	38.1 (D)
		Overall	54.5	38.1	D	D	3.9 (A)	24.4 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.3	19.0	A	B	6.7 (A)	23.6 (C)
		Southbound	6.7	23.6	A	C	2.6 (A)	7.5 (A)
		Eastbound	2.6	7.5	A	A	65.5 (E)	42 (D)
		Westbound	65.5	42.0	E	D	69.3 (E)	36.1 (D)
		Overall	69.3	36.1	E	D	5.3 (A)	19 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	7.2	17.3	A	B	1.8 (A)	19.7 (B)
		Southbound	1.8	19.7	A	B	11.3 (B)	10.5 (B)
		Eastbound	11.3	10.5	B	B	36.5 (D)	33.4 (C)
		Westbound	36.5	33.4	D	C	40.8 (D)	41.3 (D)
		Overall	40.8	41.3	D	D	7.2 (A)	17.3 (B)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	8.1	17.9	A	B	6.7 (A)	20.6 (C)
		Southbound	6.7	20.6	A	C	3.8 (A)	11.3 (B)
		Eastbound	3.8	11.3	A	B	51.9 (D)	42.3 (D)
		Overall	51.9	42.3	D	D	8.1 (A)	17.9 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	23.5	18.7	C	B	11.9 (B)	8.9 (A)
		Southbound	11.9	8.9	B	A	16.5 (B)	22.8 (C)
		Westbound	16.5	22.8	B	C	38.4 (D)	40.9 (D)
		Overall	38.4	40.9	D	D	23.5 (C)	18.7 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	23.2	77.5	C	F	23.2 (C)	77.5 (F)
		Southbound	19.9	23.7	C	C	19.9 (C)	23.7 (C)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	TWSC	Northbound	372.7	1862.5	F	F	372.7 (F)	1862.5 (F)
		Southbound	82.7	165.3	F	F	82.7 (F)	165.3 (F)
25: SR 70/S Fulton Pkwy & Rivertown Rd	TWSC	Northbound	+	+	F	F	+ (F)	+ (F)
		Southbound	+	+	F	F	+ (F)	+ (F)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound	75.0	48.8	E	D	75 (E)	48.8 (D)
		Southbound	35.1	35.2	D	D	35.1 (D)	35.2 (D)
		Eastbound	67.6	49.5	E	D	67.6 (E)	49.5 (D)
		Westbound	47.9	67.2	D	E	47.9 (D)	67.2 (E)
		Overall	59.8	53.7	E	D	59.8 (E)	53.7 (D)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	620.4	288.2	F	F	620.4 (F)	288.2 (F)
		Southbound	112.1	79.9	F	E	112.1 (F)	79.9 (E)
		Eastbound	32.8	32.6	C	C	32.8 (C)	32.6 (C)
		Westbound	47.2	127.8	D	F	47.2 (D)	127.8 (F)
		Overall	165.8	136.3	F	F	165.8 (F)	136.3 (F)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound	61.5	43.9	E	D	61.5 (E)	43.9 (D)
		Southbound	45.9	37.8	D	D	45.9 (D)	37.8 (D)
		Eastbound	55.2	73.0	E	E	55.2 (E)	73 (E)
		Westbound	108.6	258.5	F	F	108.6 (F)	258.5 (F)
		Overall	66.1	115.7	E	F	66.1 (E)	115.7 (F)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound	67.4	72.7	E	E	67.4 (E)	72.7 (E)
		Southbound	526.7	435.0	F	F	526.7 (F)	435 (F)
		Eastbound	32.9	30.6	C	C	32.9 (C)	30.6 (C)
		Westbound	18.7	22.1	B	C	18.7 (B)	22.1 (C)
		Overall	120.6	87.6	F	F	120.6 (F)	87.6 (F)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	49.8	56.7	D	E	49.8 (D)	56.7 (E)
		Southbound	62.0	62.8	E	E	62 (E)	62.8 (E)
		Eastbound	45.9	32.6	D	C	45.9 (D)	32.6 (C)
		Westbound	23.9	55.1	C	E	23.9 (C)	55.1 (E)
		Overall	40.0	46.9	D	D	40 (D)	46.9 (D)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	TWSC	Eastbound	24.7	40.8	C	E	24.7 (C)	40.8 (E)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	TWSC	Eastbound	19.7	437.9	C	F	19.7 (C)	437.9 (F)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound	335.7	8.6	F	A	335.7 (F)	8.6 (A)
		Southbound	9.2	21.6	A	C	9.2 (A)	21.6 (C)
		Eastbound	22.2	8.4	C	A	22.2 (C)	8.4 (A)
		Westbound	6.7	10.7	A	B	6.7 (A)	10.7 (B)
		Overall	80.9	12.1	F	B	80.9 (F)	12.1 (B)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	76.4	94.6	F	F	76.4 (F)	94.6 (F)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	15.5	14.3	C	B	15.5 (C)	14.3 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	TWSC	Southbound	380.8	324.0	F	F	380.8 (F)	324 (F)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound					78.1 (E)	55.8 (E)
		Southbound					46.7 (D)	67.6 (E)
		Eastbound					32.1 (C)	33.5 (C)
		Westbound					91.2 (F)	53.3 (D)
		Overall					63.5 (E)	58.4 (E)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound					46.9 (D)	29.4 (C)
		Southbound					63.7 (E)	28.2 (C)
		Eastbound					66.8 (E)	86.4 (F)
		Westbound					45.3 (D)	68.5 (E)

		Overall					55.2 (E)	41.9 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	11.7	20.3	B	C	11.7 (B)	20.3 (C)
		Northbound	10.2	33.1	B	D	10.2 (B)	33.1 (D)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound					101.9 (F)	22.9 (C)
		Southbound					13 (B)	110.4 (F)
		Eastbound					24.6 (C)	21.5 (C)
		Westbound					21.4 (C)	21.1 (C)
		Overall					61.3 (E)	79.3 (E)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound	16.8	17.5	B	B	16.8 (B)	17.5 (B)
		Southbound	77.7	46.7	E	D	77.7 (E)	46.7 (D)
		Eastbound	59.3	78.0	E	E	59.3 (E)	77.9 (D)
		Westbound	56.8	203.2	E	F	56.8 (E)	202.9 (F)
		Overall	65.4	103.0	E	F	65.4 (E)	102.9 (F)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Eastbound	+	+	F	F	+ (F)	+ (F)
		Westbound	+	+	F	F	+ (F)	+ (F)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound	77.7	29.3	F	D	77.7 (F)	29.3 (D)
		Westbound	70.0	101.8	F	F	70 (F)	101.8 (F)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	9.4	9.4	A	A	9.4 (A)	9.4 (A)
		Southbound	7.6	11.1	A	B	7.6 (A)	11.1 (B)
		Eastbound	6.9	7.8	A	A	6.9 (A)	7.8 (A)
		Westbound	7.0	6.3	A	A	7 (A)	6.3 (A)
		Overall	8.3	9.9	A	A	8.3 (A)	9.9 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound					4.3 (A)	8.6 (A)
		Southbound					26.3 (D)	43.6 (E)
		Eastbound					115.1 (F)	16 (C)
		Overall					53.9 (F)	20.1 (C)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound					32.7 (C)	65.5 (E)
		Southbound					143.3 (F)	50.4 (D)
		Eastbound					23.1 (C)	37.3 (D)
		Westbound					39.3 (D)	49 (D)
		Overall					85.1 (F)	52.6 (D)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound					34.6 (C)	147.6 (F)
		Southbound					84.4 (F)	20.6 (C)
		Westbound					56.9 (E)	263.3 (F)
		Overall					70.3 (E)	100.9 (F)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound					58 (E)	36.7 (D)
		Southbound					90.2 (F)	223.9 (F)
		Eastbound					413.5 (F)	566.1 (F)
		Westbound					32.9 (C)	54.4 (D)
		Overall					162.5 (F)	160.7 (F)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0.0	0.0	A	A	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	11.8	0.0	B	A	11.8 (B)	0 (A)
		Southbound	14.6	18.0	B	C	14.6 (B)	18 (C)
51: Hutchesons Ferry Rd & Cochran Mill Rd	TWSC	Southbound	940.3	1296.9	F	F	940.3 (F)	1296.9 (F)
52: Cochran Mill Rd & Wilkerson Mill Rd	TWSC	Westbound	1823.4	2297.6	F	F	1823.4 (F)	2297.6 (F)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	7.4	7.5	A	A	7.4 (A)	7.5 (A)
		Southbound	8.5	7.8	A	A	8.5 (A)	7.8 (A)
		Eastbound	7.6	7.1	A	A	7.6 (A)	7.1 (A)
		Westbound	7.6	7.4	A	A	7.6 (A)	7.4 (A)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	18.8	15.1	B	B	37.1 (D)	34 (C)
		Southbound	37.1	34.0	D	C	42.5 (D)	27.2 (C)
		Eastbound	42.5	27.2	D	C	18.4 (B)	9.3 (A)
		Westbound	18.4	9.3	B	A	11.6 (B)	14 (B)
		Overall	11.6	14.0	B	B	18.8 (B)	15.1 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	53.3	23.5	D	C	49.7 (D)	26.6 (C)
		Southbound	49.7	26.6	D	C	69.6 (E)	45 (D)
		Eastbound	69.6	45.0	E	D	55 (D)	26.1 (C)
		Westbound	55.0	26.1	D	C	46.2 (D)	8.1 (A)
		Overall	46.2	8.1	D	A	53.3 (D)	23.5 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	42.1	41.8	D	D	40.4 (D)	74.1 (E)
		Southbound	34.1	35.1	C	D	56.8 (E)	64.3 (E)
		Eastbound	47.9	50.9	D	D	67.8 (E)	85.4 (F)
		Westbound	51.7	53.7	D	D	73.7 (E)	100.7 (F)
		Overall	39.6	36.5	D	D	55 (D)	78 (E)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	33.1	29.3	C	C	864.5 (F)	524.1 (F)
		Southbound	49.1	52.4	D	D	383.1 (F)	390.8 (F)
		Eastbound	33.5	45.4	C	D	26.3 (C)	24.3 (C)
		Westbound	26.3	24.3	C	C	34.5 (C)	28.7 (C)
		Overall	34.5	28.7	C	C	166.4 (F)	83 (F)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	11.3	10.7	B	B	7.1 (A)	8.6 (A)
		Southbound	7.1	8.6	A	A	13.9 (B)	11.8 (B)
		Eastbound	13.9	11.8	B	B	41.6 (D)	48.9 (D)
		Overall	41.6	48.9	D	D	11.3 (B)	10.7 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	42.0	53.5	D	D	44.9 (D)	65.8 (E)
		Southbound	44.9	54.9	D	D	41.7 (D)	44.4 (D)
		Eastbound	41.7	53.2	D	D	47.1 (D)	55.1 (E)
		Westbound	39.3	49.9	D	D	26.9 (C)	94.7 (F)
		Overall	26.6	51.4	C	D	43.1 (D)	58.4 (E)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	7.8	6.5	A	A	6.2 (A)	5.3 (A)
		Southbound	10.4	18.5	B	C	7.7 (A)	10.5 (B)
		Eastbound	16.4	29.9	C	D	10.9 (B)	14.2 (B)
		Westbound	14.3	21.9	B	C	10.2 (B)	13.1 (B)
		Overall	12.1	19.5	B	C	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	20.2	18.1	C	B	48.2 (D)	49.9 (D)
		Southbound	48.2	49.9	D	D	0 (A)	0 (A)
		Eastbound	0.0	0.0	A	A	20.7 (C)	20.2 (C)
		Westbound	20.7	20.2	C	C	6.8 (A)	6.5 (A)
		Overall	6.8	6.5	A	A	20.2 (C)	18.1 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	7.4	8.4	A	A	7.4 (A)	8.4 (A)
		Southbound	18.7	13.5	C	B	18.7 (C)	13.5 (B)
		Eastbound	12.3	10.9	B	B	12.3 (B)	10.9 (B)
		Westbound	9.6	17.9	A	C	9.6 (A)	17.9 (C)
		Overall	13.1	11.9	B	B	13.1 (B)	11.9 (B)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	6.3	6.7	A	A	6.3 (A)	6.7 (A)
		Southbound	6.9	6.2	A	A	6.9 (A)	6.2 (A)
		Eastbound	8.1	7.2	A	A	8.1 (A)	7.2 (A)
		Westbound	10.0	11.8	A	B	10 (A)	11.8 (B)
		Overall	6.8	6.8	A	A	6.8 (A)	6.8 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	18.1	12.0	C	B	18.1 (C)	12 (B)
65: W Stubbs Rd & Butner Rd	Roundabout	Northbound					24.4 (C)	28.9 (C)
		Southbound					175.2 (F)	92.9 (F)
		Eastbound					79.6 (E)	23.5 (C)
		Westbound					24.7 (C)	191.7 (F)







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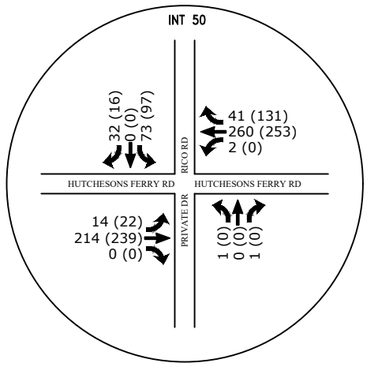
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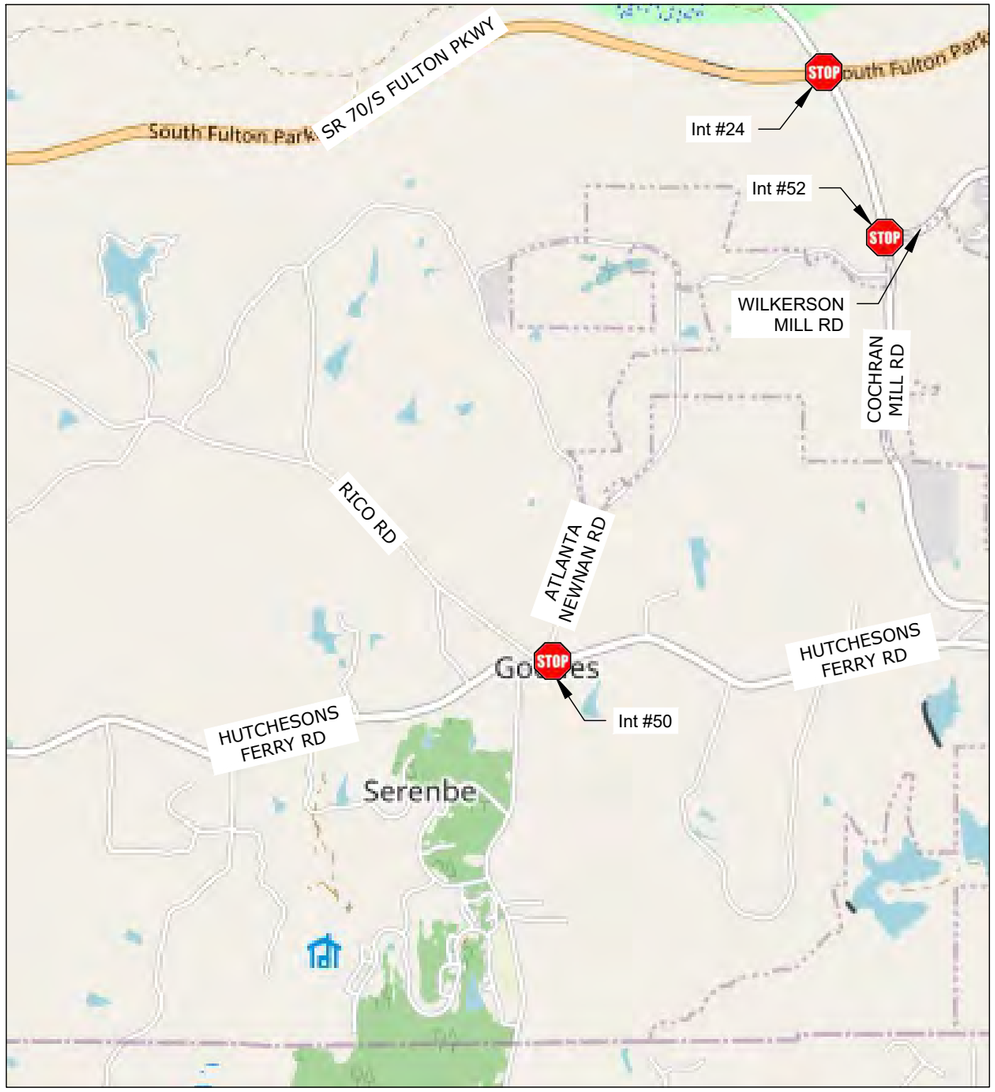
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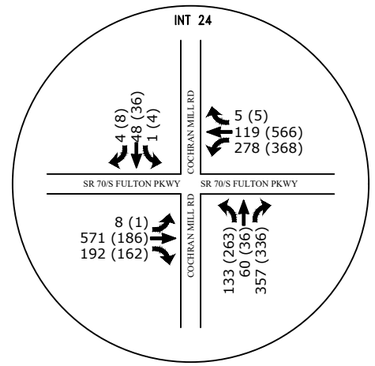
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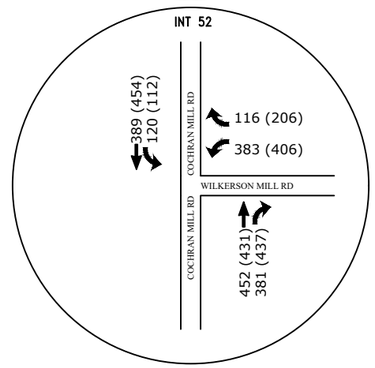
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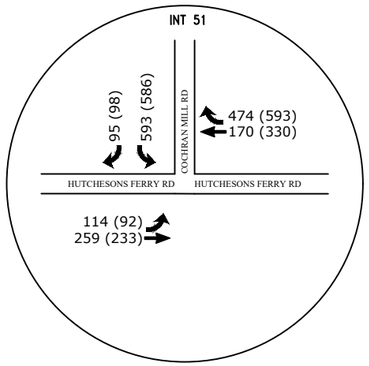
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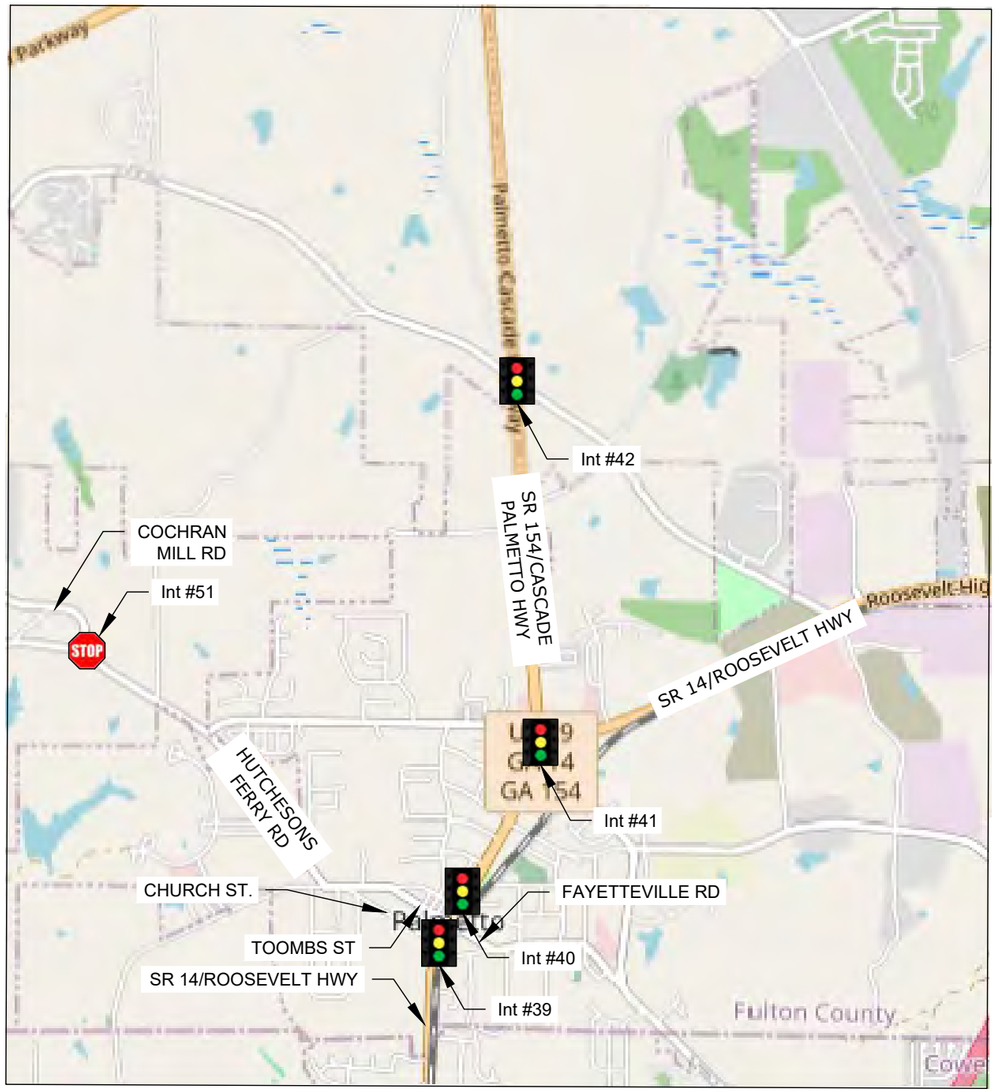
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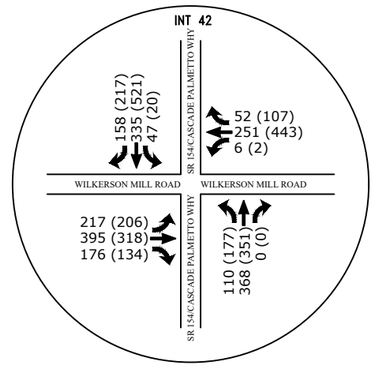
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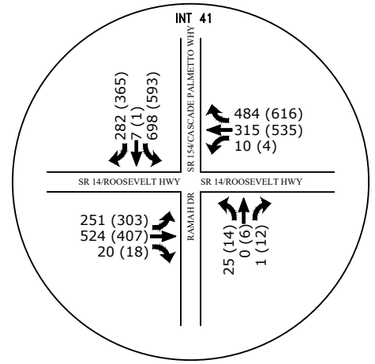
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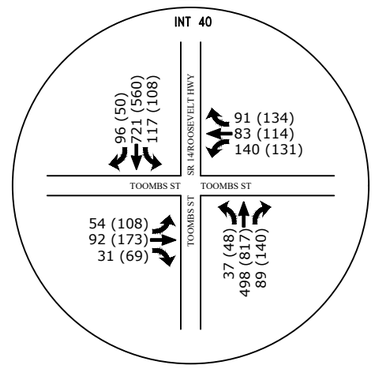
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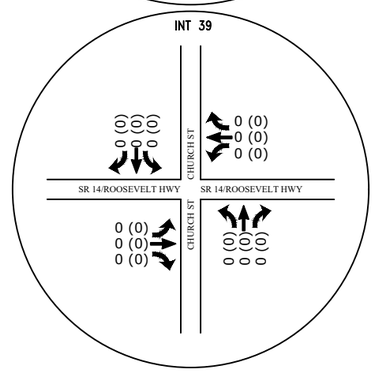












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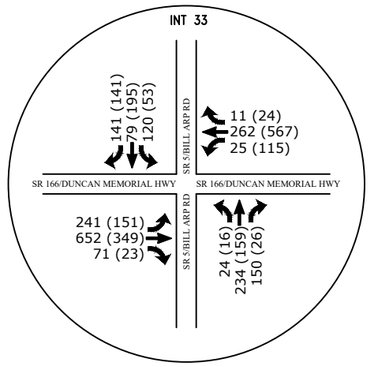
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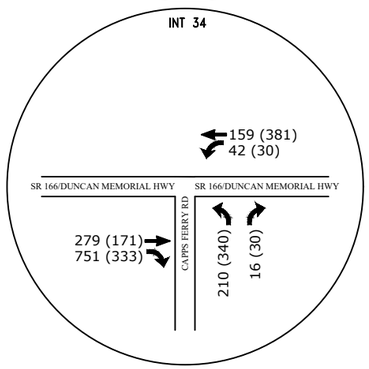
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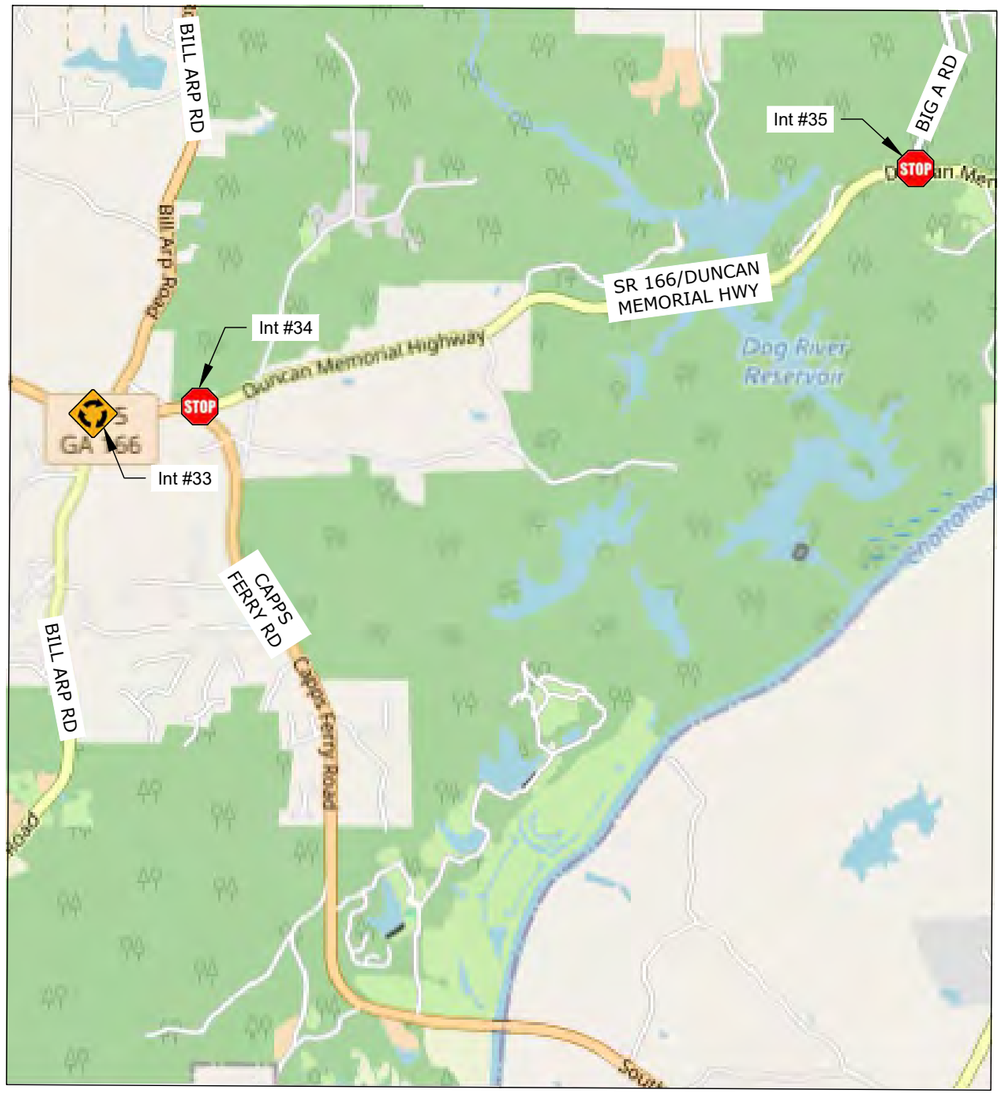
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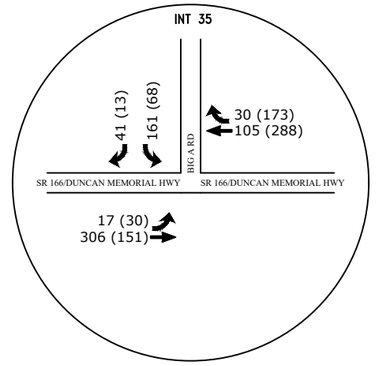
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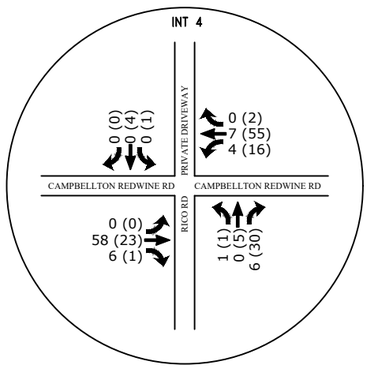
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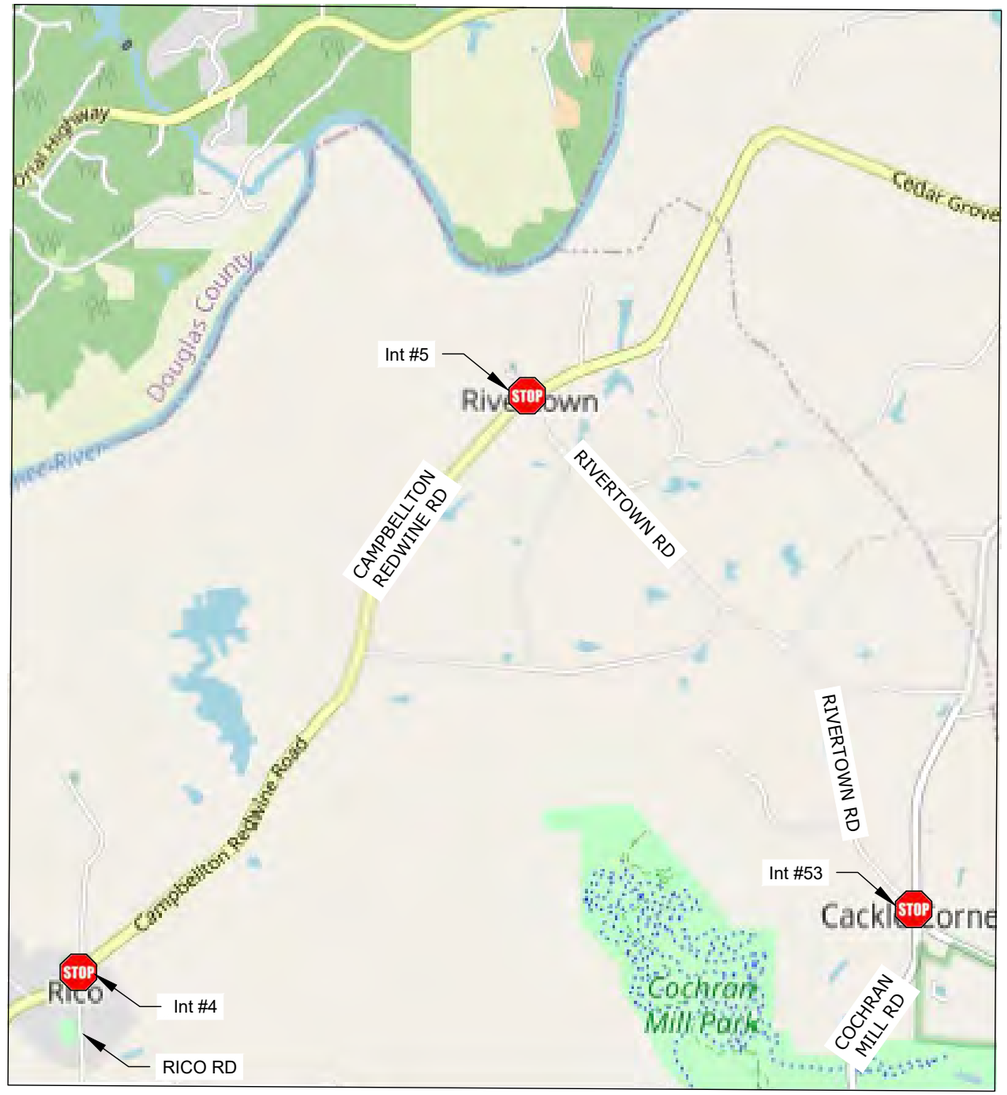
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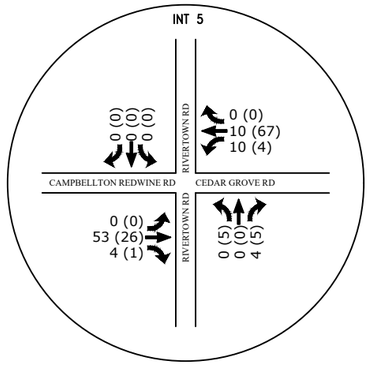
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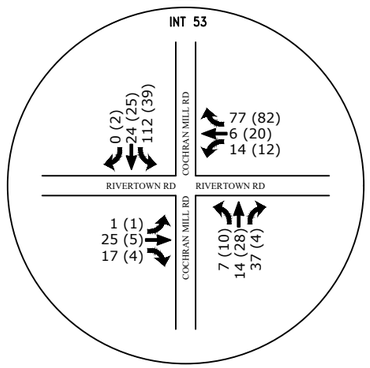
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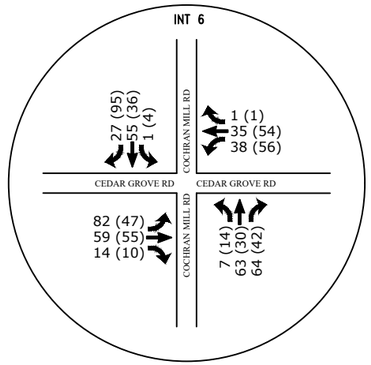
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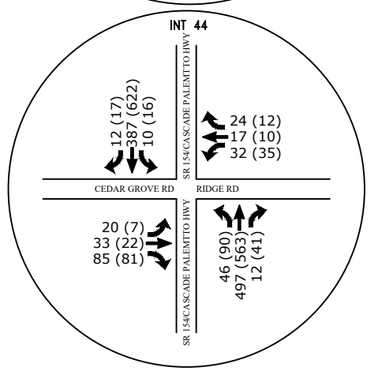
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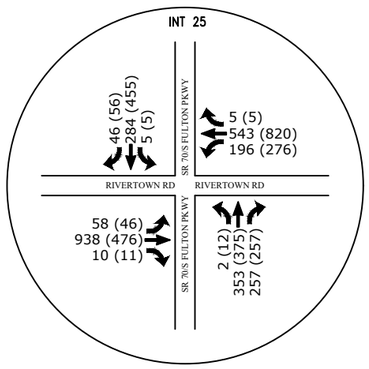
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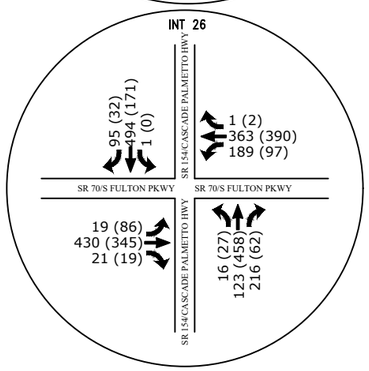
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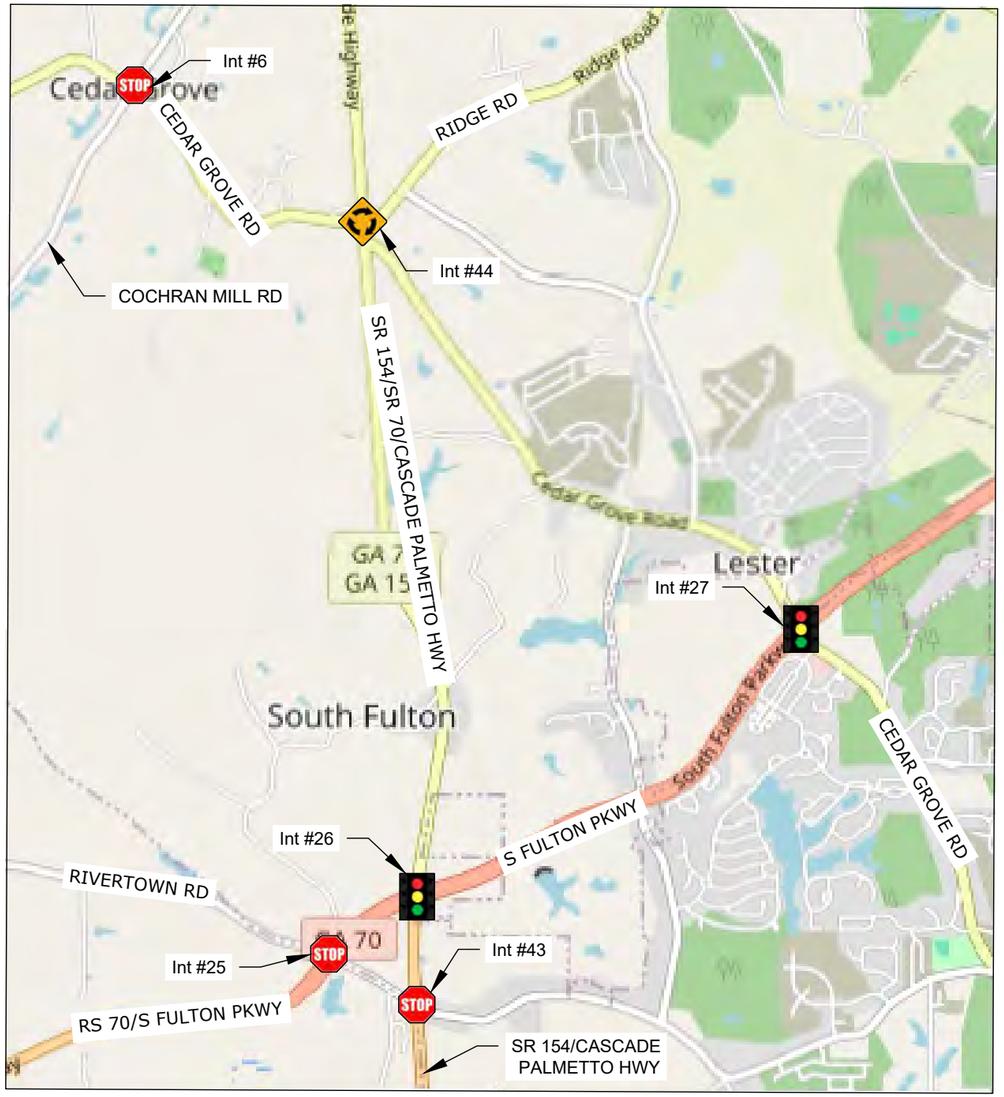
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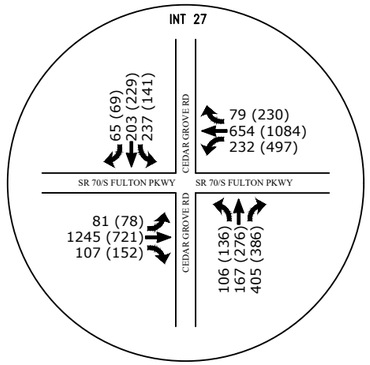


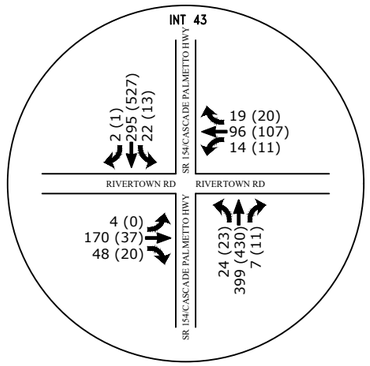












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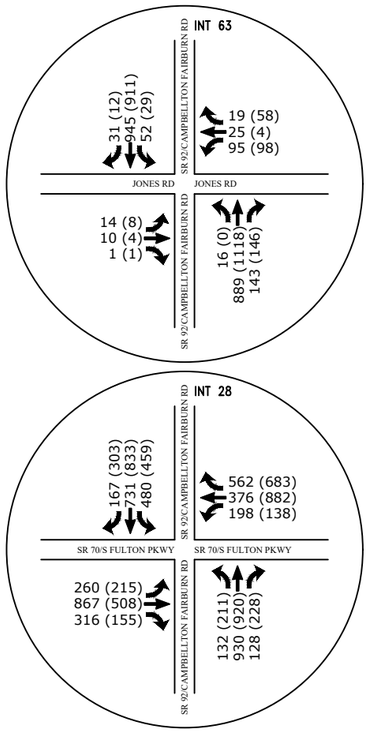
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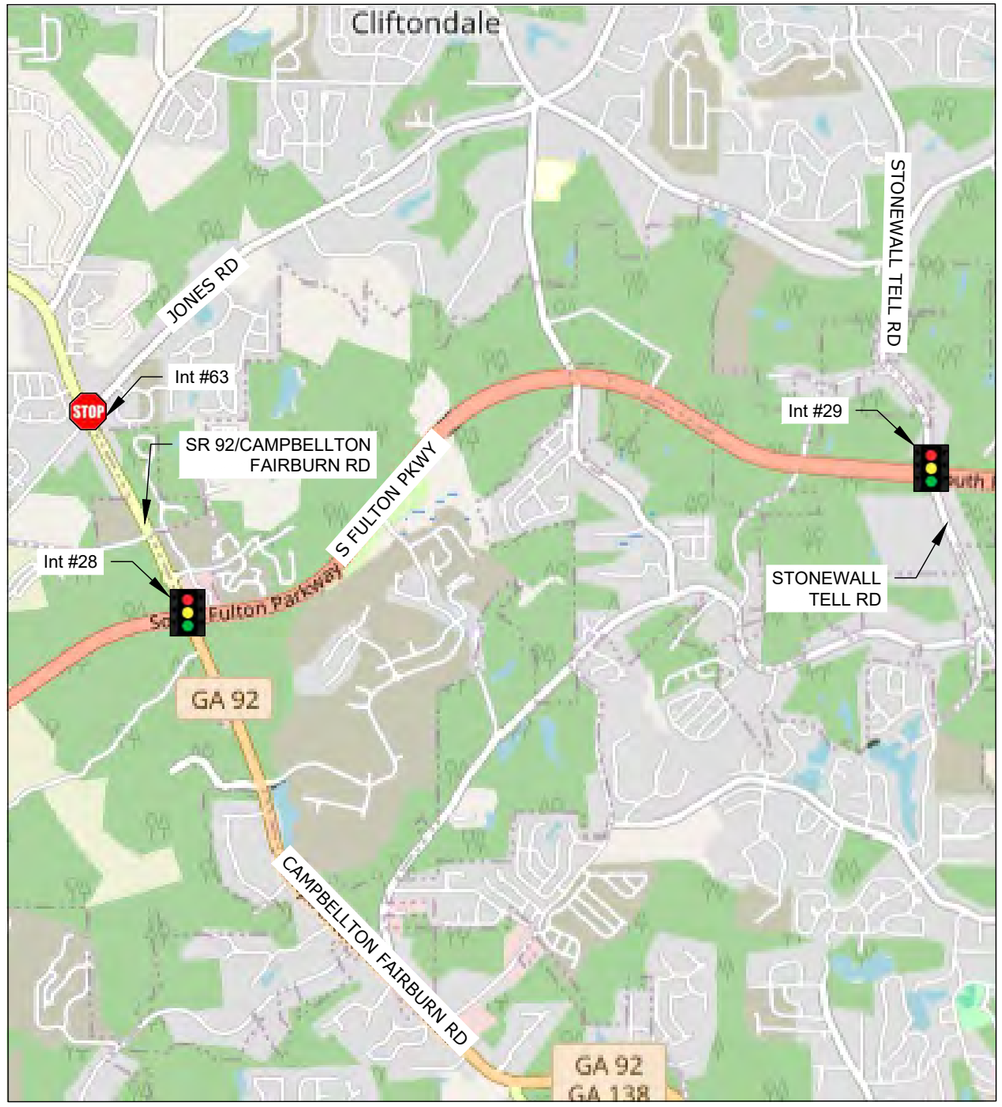
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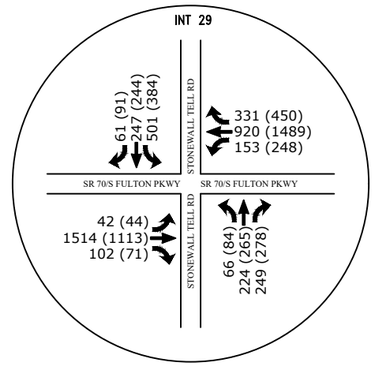
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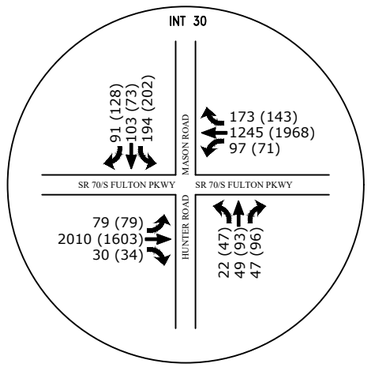
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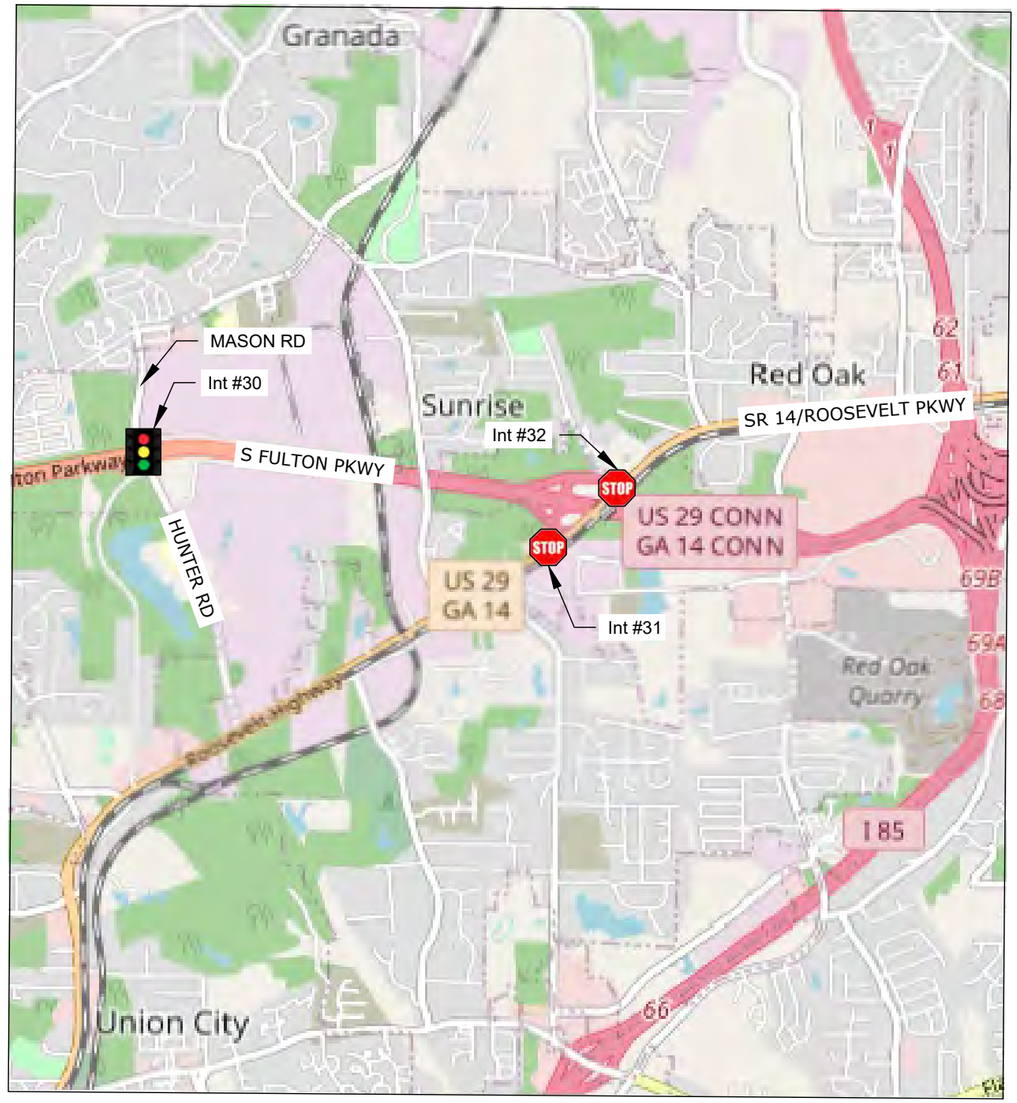
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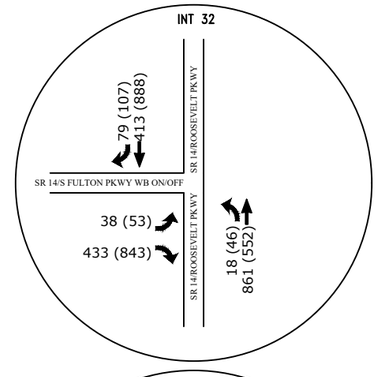
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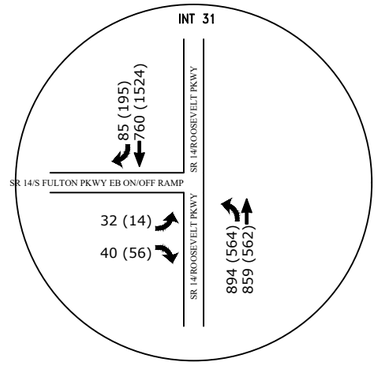
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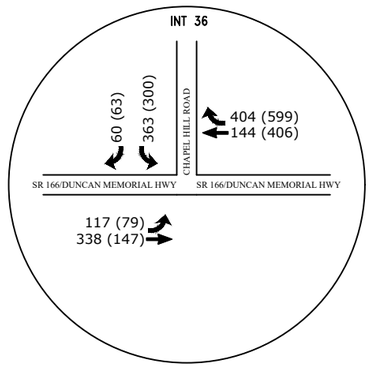
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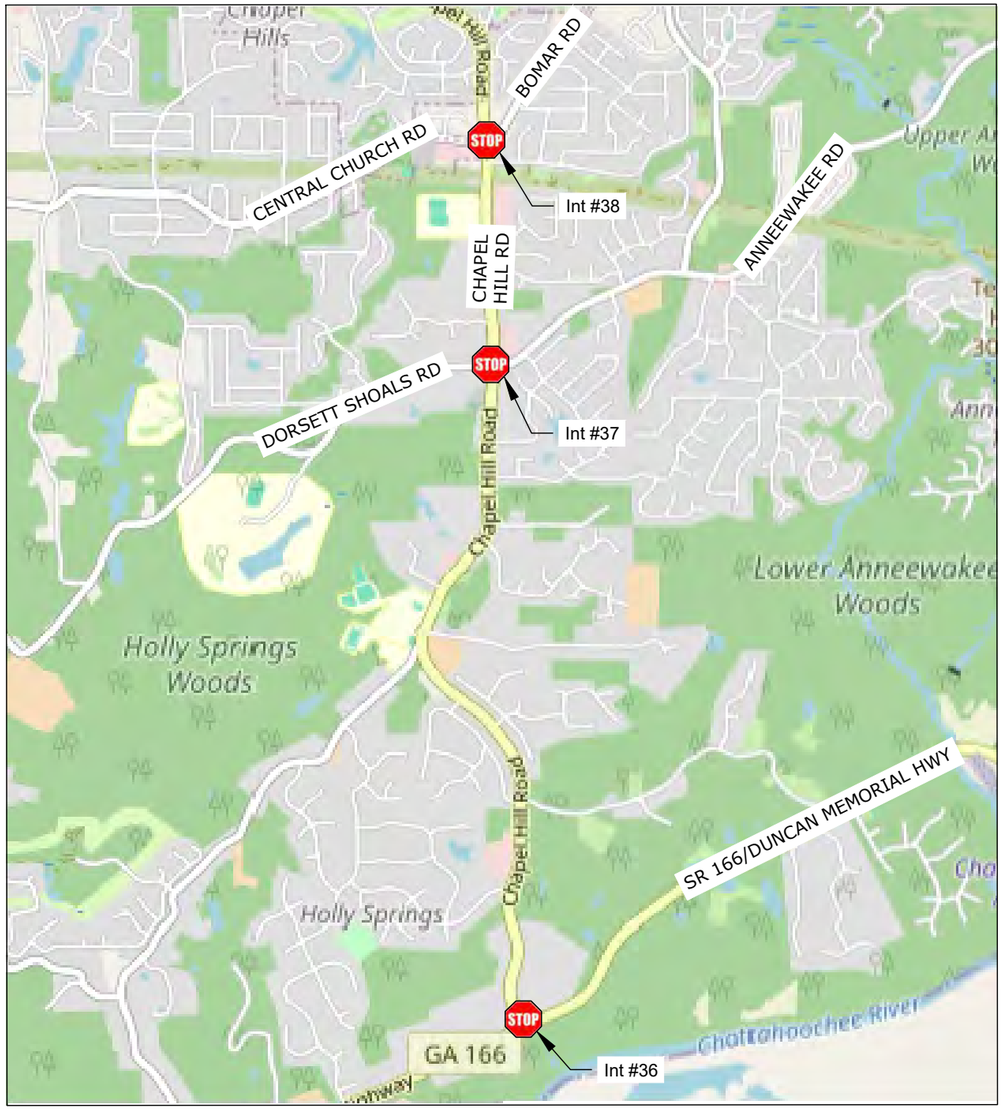
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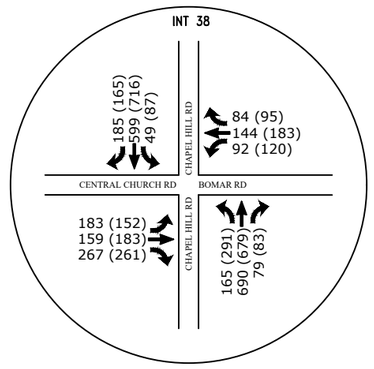
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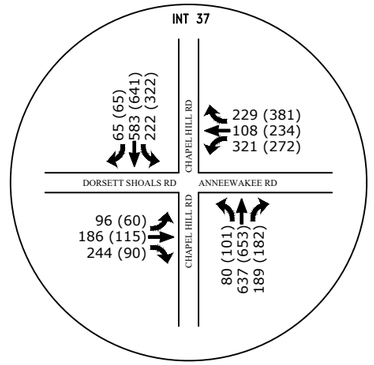
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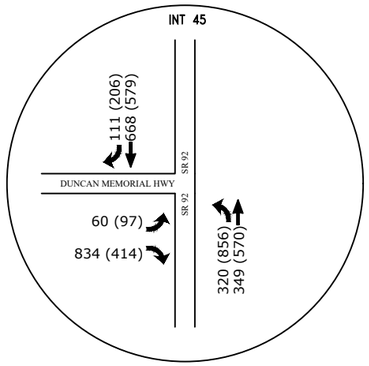
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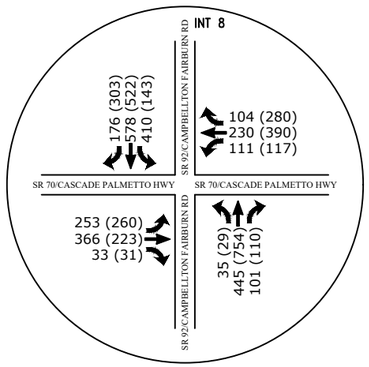
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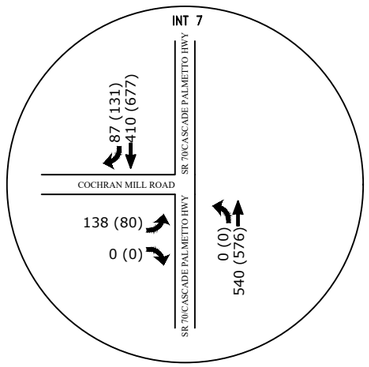
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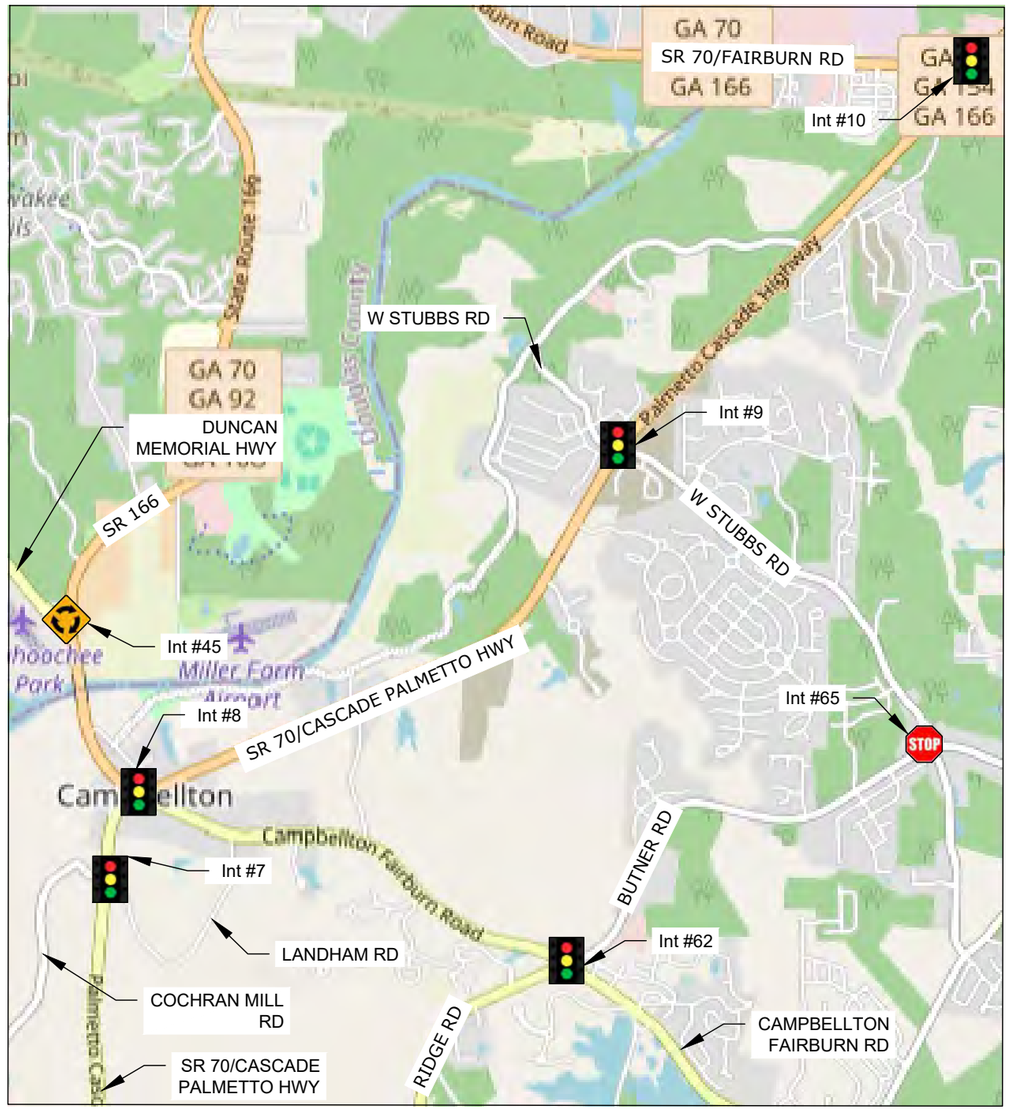
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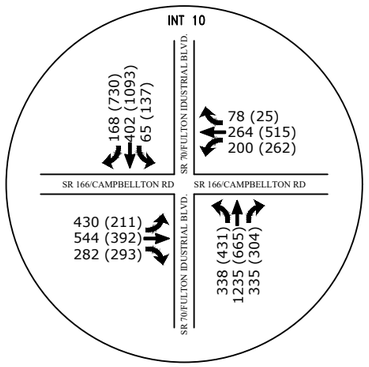
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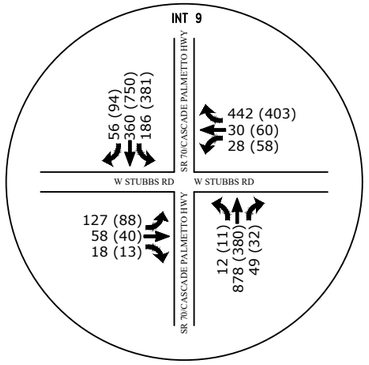


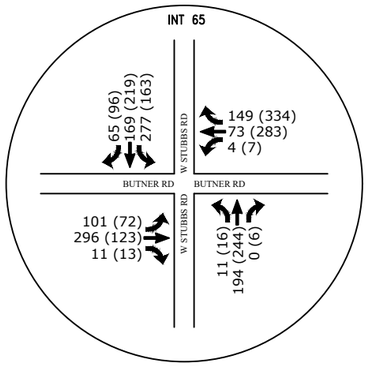


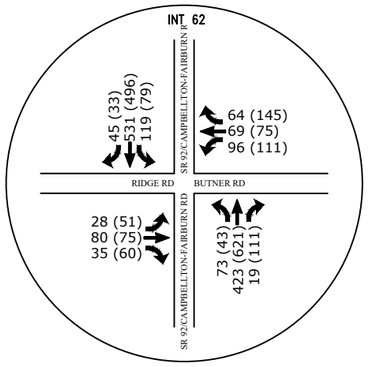












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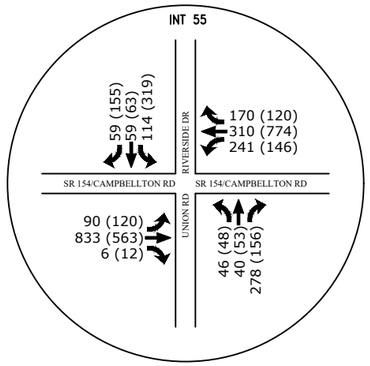
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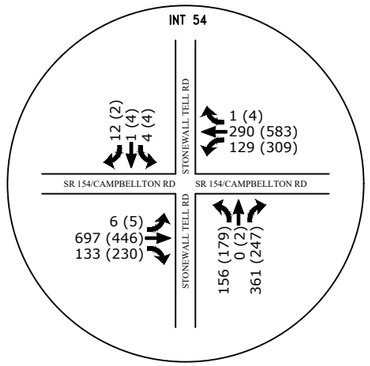
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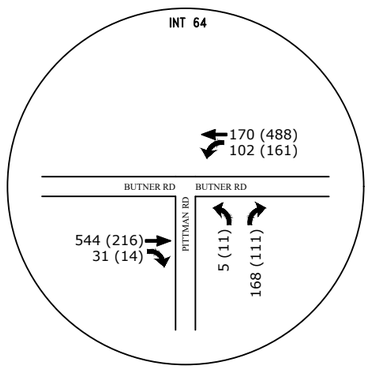
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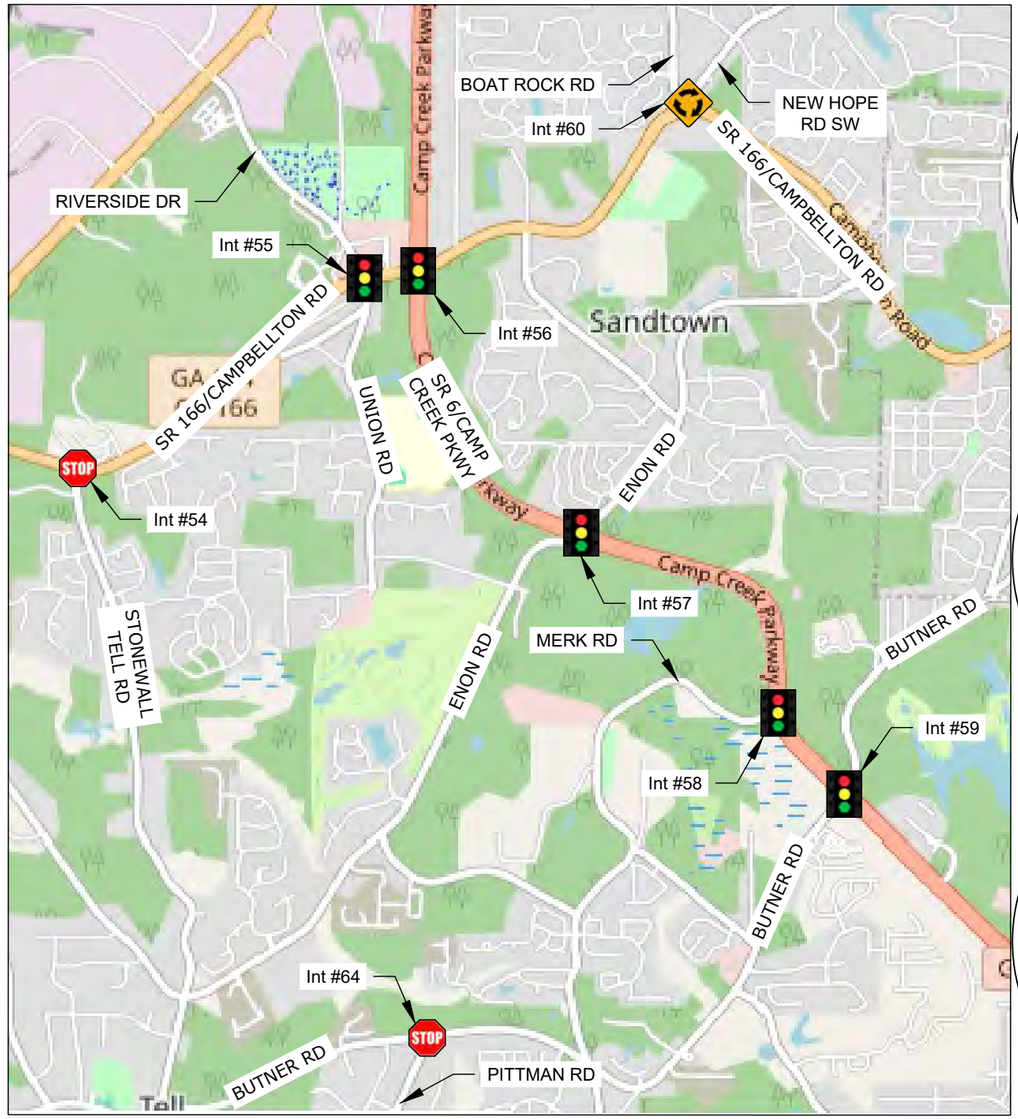
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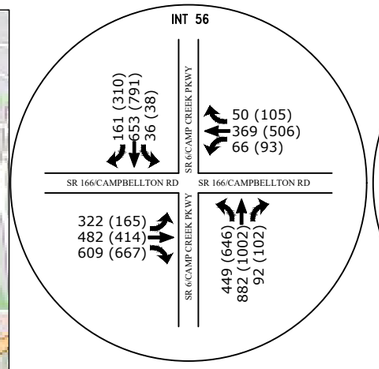
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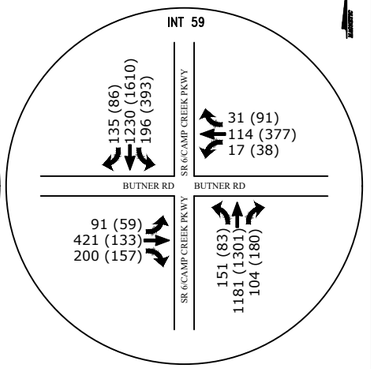


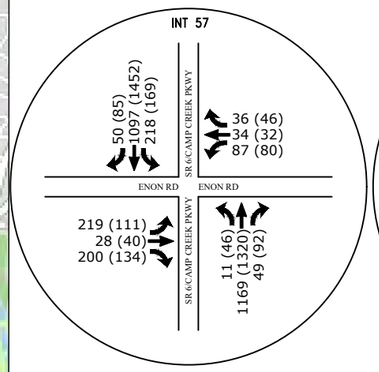


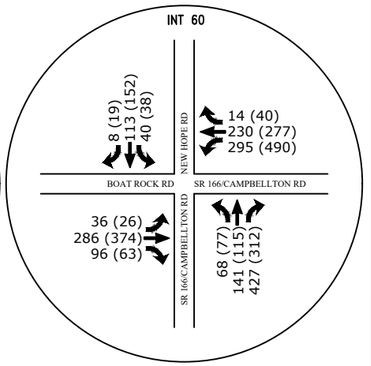


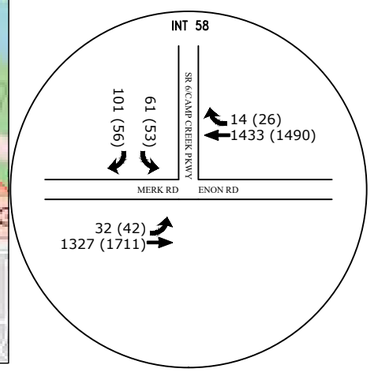












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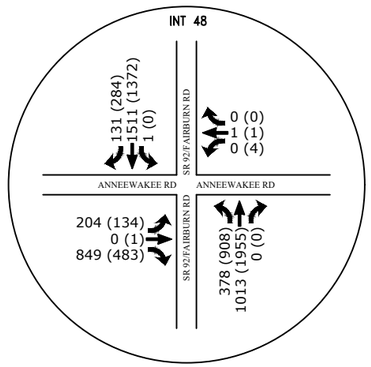
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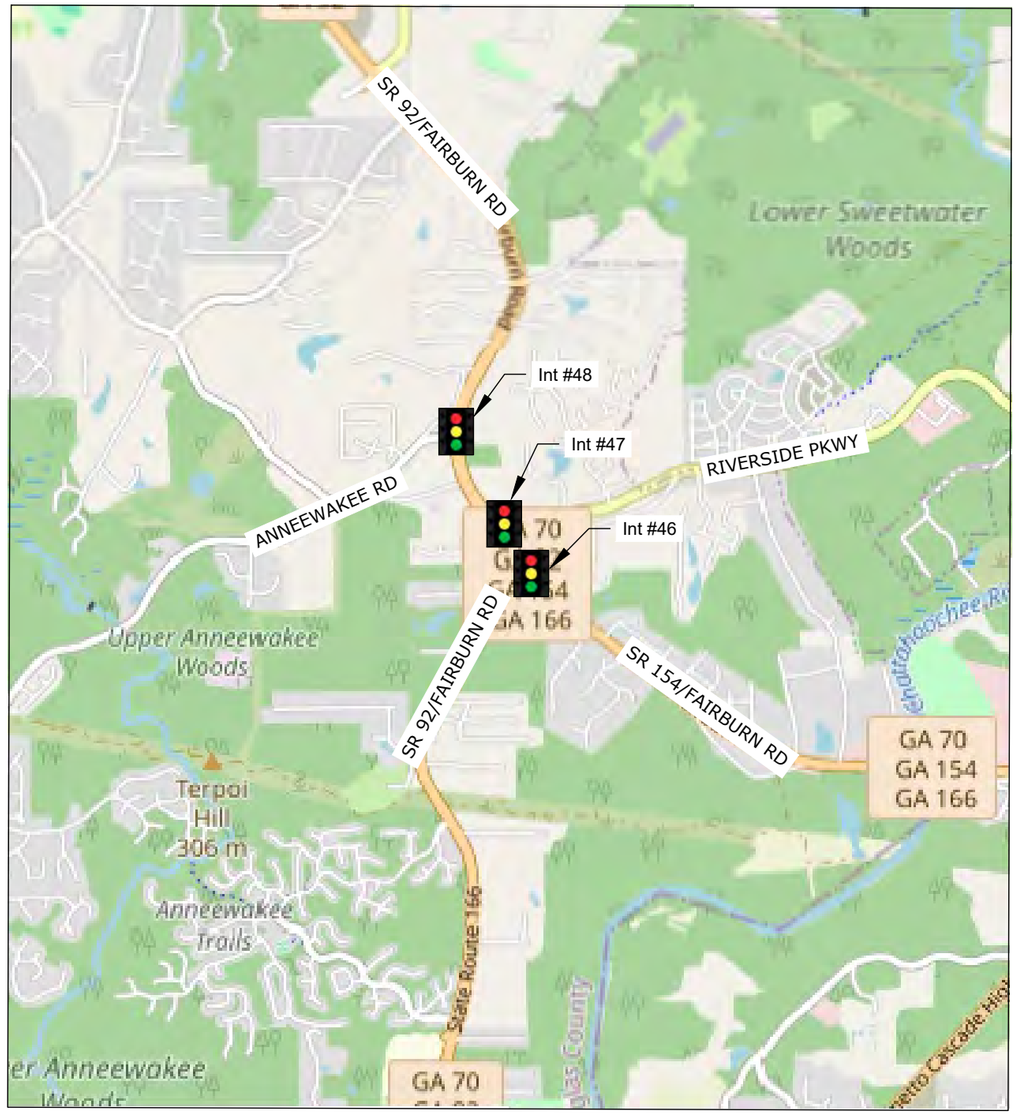
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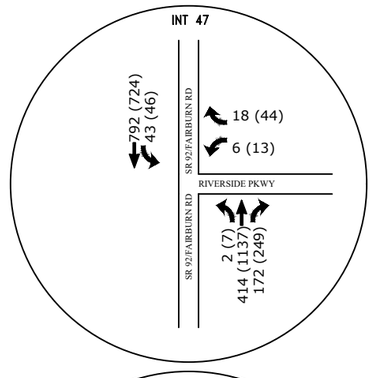
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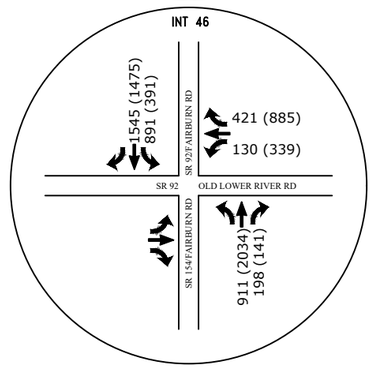
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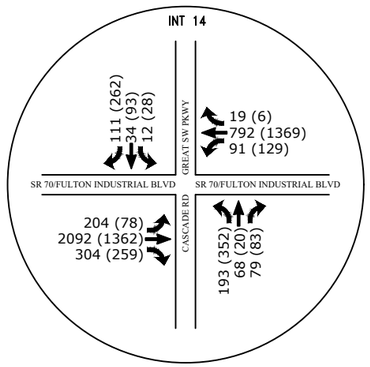
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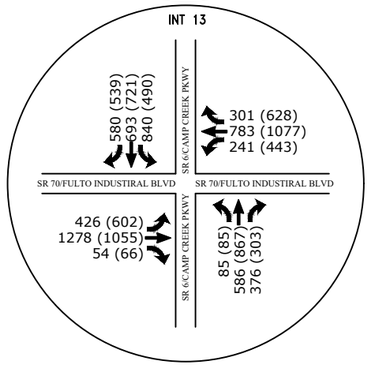
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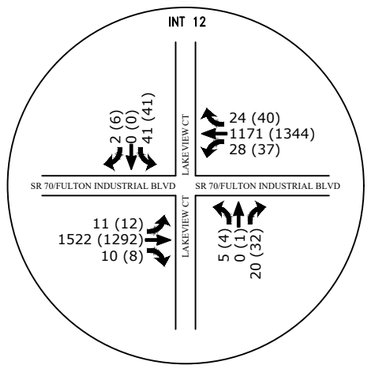
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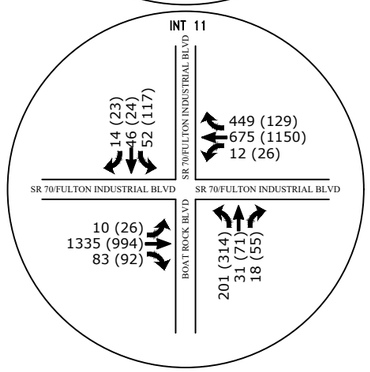
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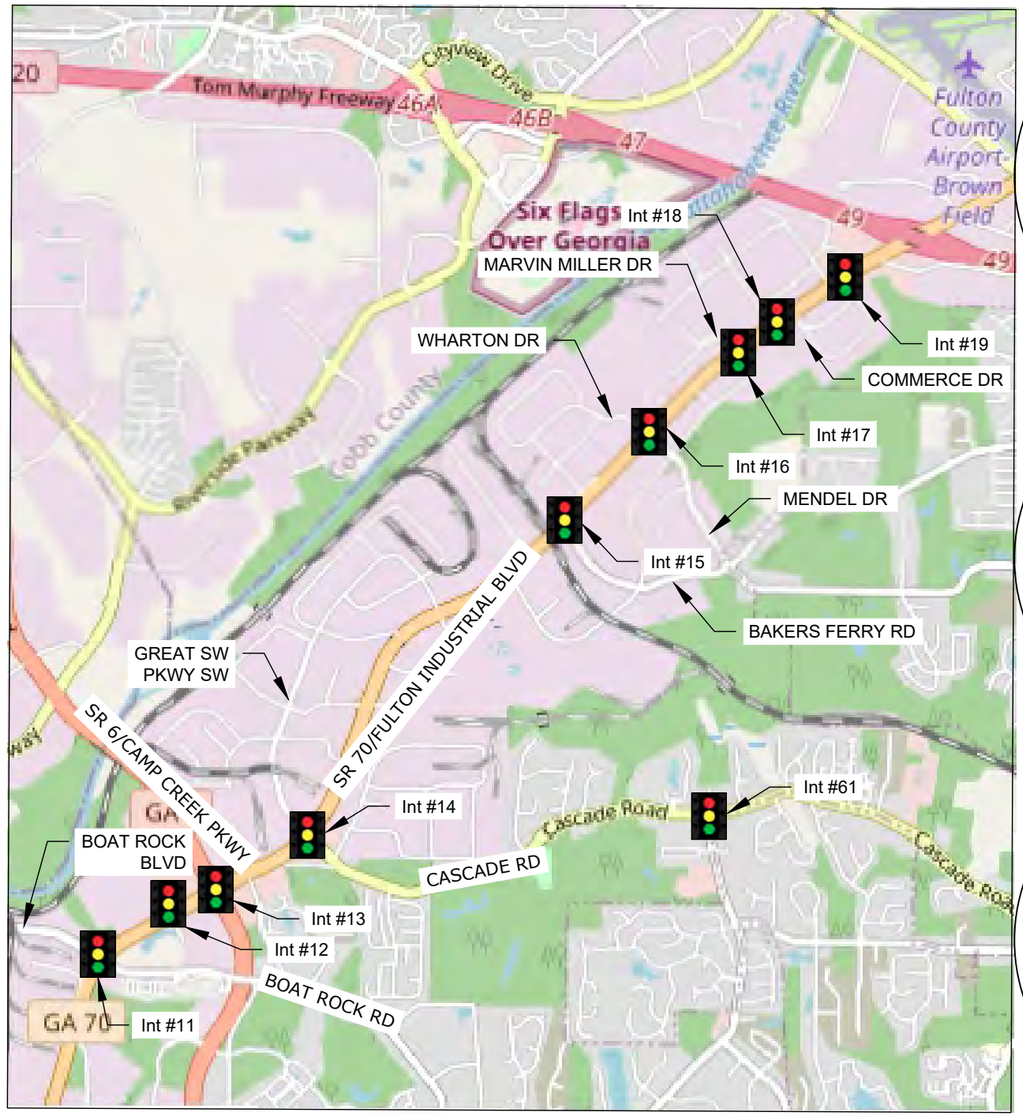
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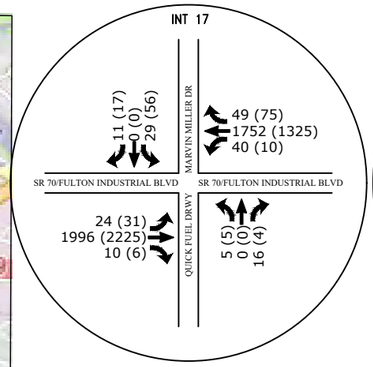


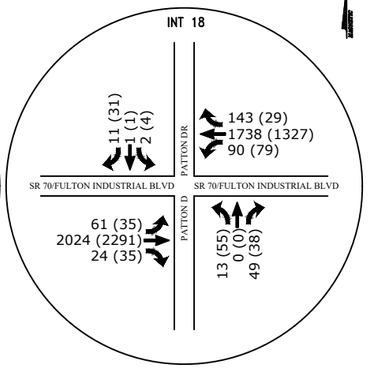


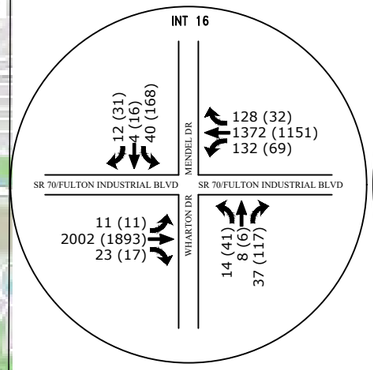


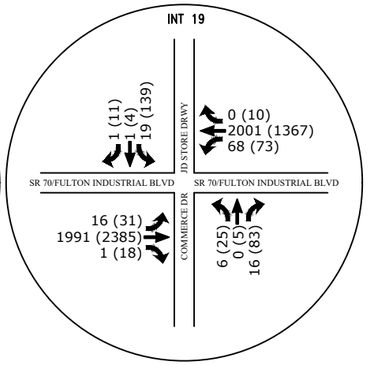


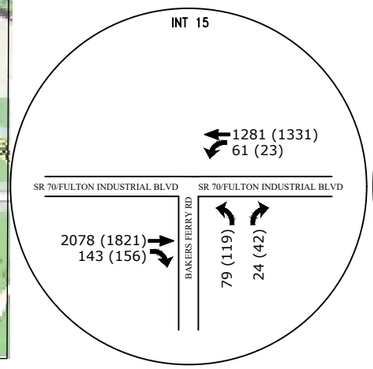


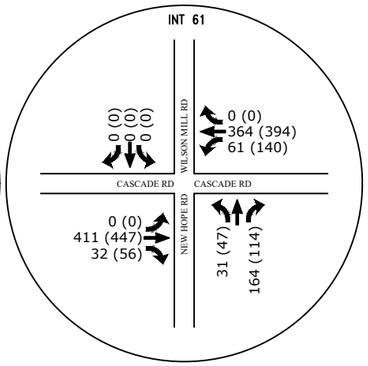












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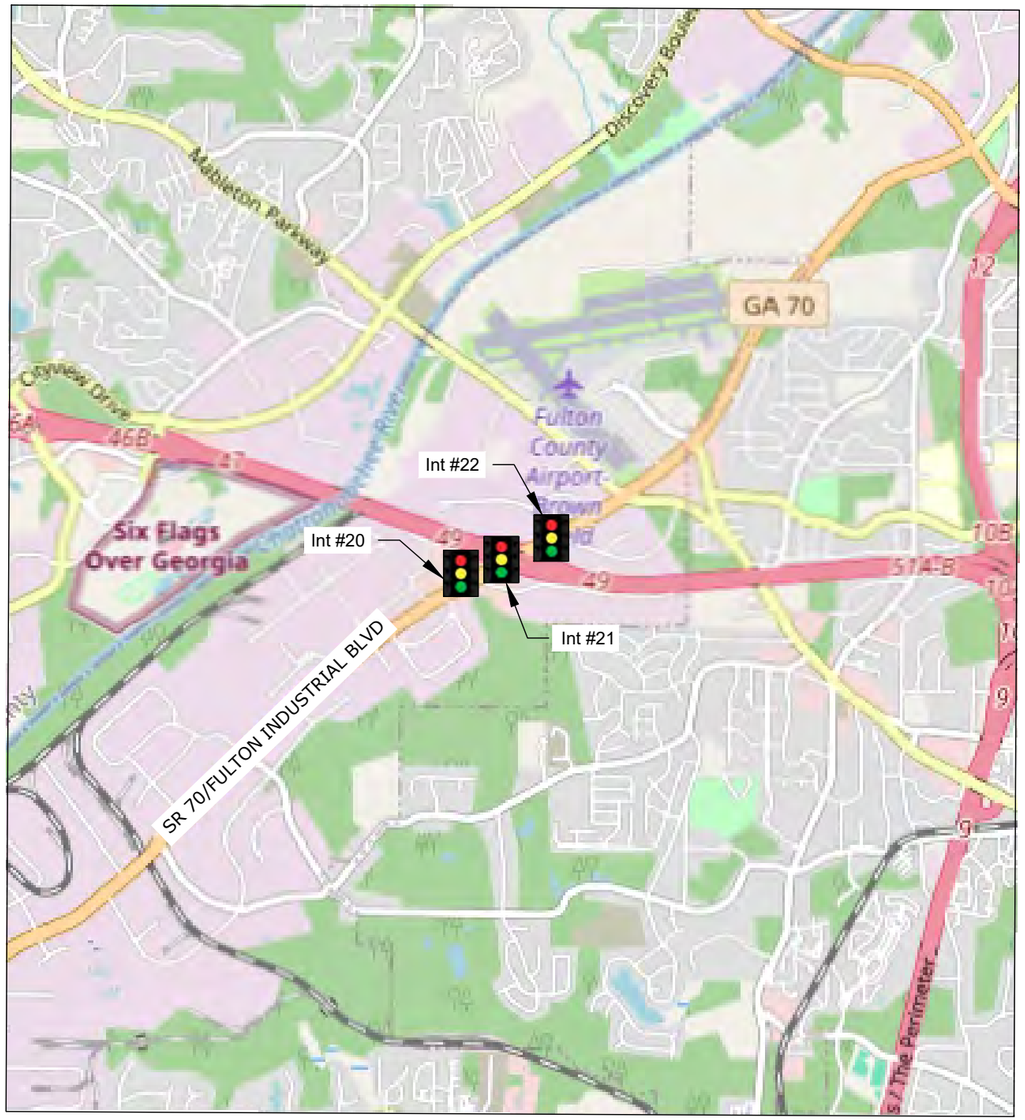
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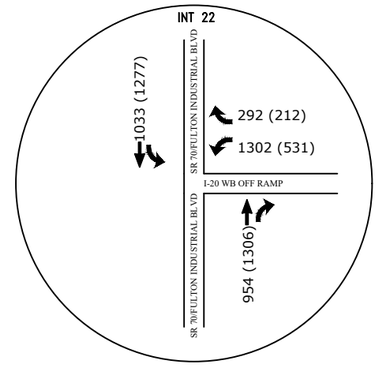
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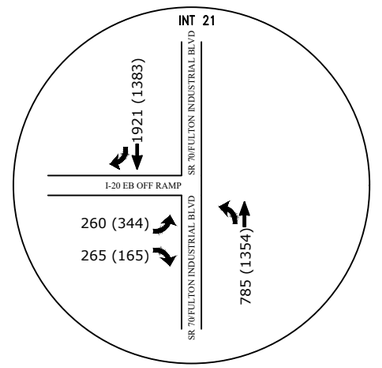
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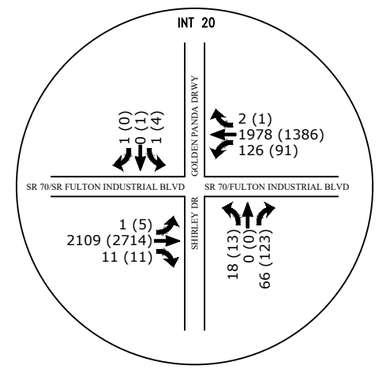
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Mableton Parkway
Discovery Boule
GA 70
Cityview Drive
Fulton County Airport-Brown Field
Six Flags Over Georgia
Int #22
Int #20
Int #21
SR 70/FULTON INDUSTRIAL BLVD
46B
47
49
514B
105
12
9
s / The Perimeter


INT 22
1033 (1277)
292 (212)
1302 (531)
I-20 WB OFF RAMP
954 (1306)
SR 70/FULTON INDUSTRIAL BLVD
SR 70/FULTON INDUSTRIAL BLVD


INT 21
1921 (1383)
I-20 EB OFF RAMP
260 (344)
265 (165)
785 (1354)
SR 70/FULTON INDUSTRIAL BLVD
SR 70/FULTON INDUSTRIAL BLVD


INT 20
1 (0)
0 (1)
1 (4)
2 (1)
1978 (1386)
126 (91)
SR 70/SR FULTON INDUSTRIAL BLVD
GOLDEN PANDA DRWY
SR 70/FULTON INDUSTRIAL BLVD
1 (5)
2109 (2714)
11 (11)
SHIRLEY DR
18 (13)
0 (0)
66 (123)

Based on the operational analysis 19 intersections out of the 65 intersections are operating unacceptably in the future no-build scenario. The intersections operating an unacceptable level of service are listed below;

- SR 92/Campbellton-Fairburn Rd at SR 70/Cascade Palmetto Hwy
- SR 70/Fulton Industrial Boulevard at W Stubbs Road
- SR 70/Fulton Industrial Blvd at SR 166/Campbellton Rd
- SR 6/Camp Creek Pkwy at SR 70/Fulton Industrial Blvd
- SR 70/Fulton Industrial Blvd at Cascade Rd/Great SW Pkwy
- SR 166/Duncan Memorial Hwy at SR 5/Bill Arp Rd
- SR 166/Duncan Memorial Hwy at Capps Ferry Rd
- SR 166/Duncan Memorial Hwy at Chapel Hill Rd
- Cascade Palmetto Hwy at Wilkerson Mill Rd
- Chapel Hill Rd at Dorsett Shoals Rd/Anneewakee Rd
- Chapel Hill Rd at Central Church Rd/Bomar Rd
- SR 154/SR 92 at SR 166/Duncan Memorial Hwy
- SR 92/Fairburn Rd at SR 154/Old Lower River Rd
- SR 92/Fairburn Rd at Riverside Pkwy
- SR 92/Fairburn Rd at Anneewakee Rd
- SR 6/Camp Creek Pkwy at Campbellton Rd
- SR 6/Camp Creek Pkwy at Enon Rd
- SR 6/Camp Creek Pkwy at Butner Rd
- W Stubbs Rd at Butner Rd

Most intersections failing in the existing year (2024), Phase 1 (2029), Phase 2 (2031), Phase 3 (2032), Phase 4 (2033), Phase 5 (2034), and Phase 6 (2037) are expected to continue failing in the Phase 4 no-build conditions (2033). Out of the 39 intersections operating unacceptably 3 are expected to start operating at unacceptably under Phase 7 no-build conditions (2037).

Future Build Traffic Volumes (2037)

Future build traffic volumes for 2037 were calculated by summing the future 2037 no-build background traffic volumes and the site-generated peak hour volumes, assigned to the study network. The distribution of site-generated peak hour traffic volumes is shown in **Figure 25** and Error! Reference source not found. shows the future build (2037) traffic volumes.

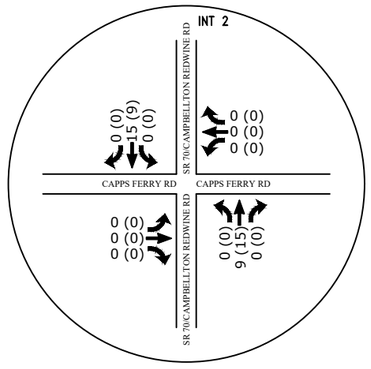
Future Build Level of Service (2037)

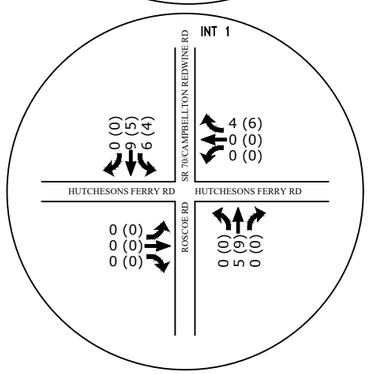
Similar to the no-build conditions the future build analysis was carried out using the existing intersection controls and roadway geometry, including the cycle lengths. Improvements will be recommended at the intersections that are expected to fail due to the traffic generated by the proposed development. The same methodology discussed previously was used to determine the level of service for the study intersections under phase 7 build conditions. The intersection capacity analysis results for Phase 3 build conditions (2037) are summarized in **Table 78** and detailed reports are attached in **Appendix E**.

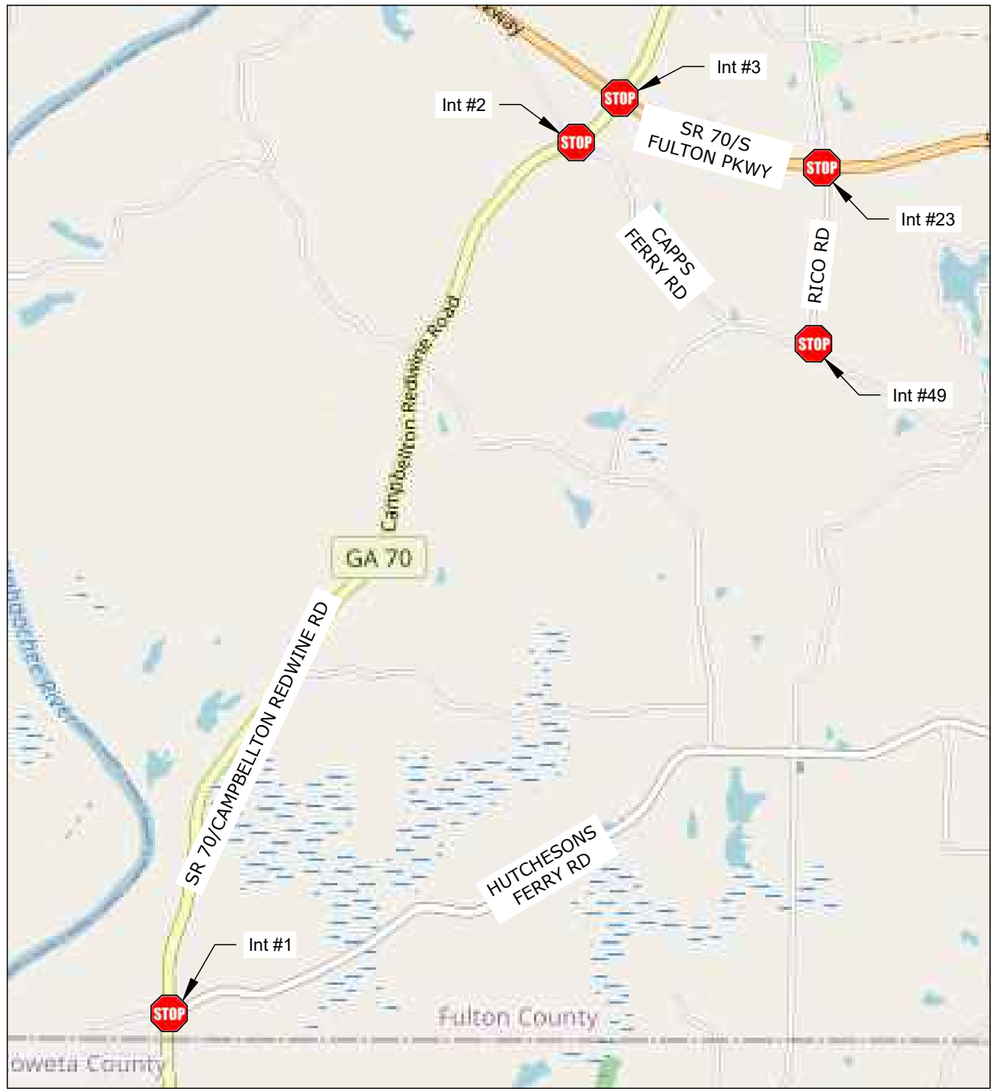
Table 78: Future Build Phase 7 (2037) Level of Service								
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)	LOS	LOS	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	TWSC	Eastbound	0.0	15.1	A	C	0 (A)	15.1 (C)
		Westbound	10.6	11.7	B	B	10.6 (B)	11.7 (B)
2: Campbellton Redwine Rd & Capps Ferry Rd	TWSC	Eastbound	13.5	14.8	B	B	13.5 (B)	14.8 (B)
		Westbound	0.0	0.0	A	A	0 (A)	0 (A)
3: Campbellton Redwine Rd & S Fulton Pkwy	Roundabout	Northbound	22.7	7.7	C	A	22.7 (C)	7.7 (A)
		Southbound	5.7	25.0	A	C	5.7 (A)	25 (C)
		Eastbound	29.0	8.8	D	A	29 (D)	8.8 (A)
		Westbound	5.6	37.7	A	E	5.6 (A)	37.7 (E)
		Overall	22.0	24.7	C	C	22 (C)	24.7 (C)
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	TWSC	Northbound	9.6	10.1	A	B	9.6 (A)	10.1 (B)
		Southbound	0.0	13.6	A	B	0 (A)	13.6 (B)
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	TWSC	Northbound	22.1	41.6	C	E	22.1 (C)	41.6 (E)
		Southbound	0.0	0.0	A	A	0 (A)	0 (A)
6: Cochran Mill Rd & Cedar Grove Rd	Roundabout	Northbound					24.5 (C)	32.6 (D)
		Southbound					9.0 (A)	43.4 (E)
		Eastbound					32.1 (D)	33.8 (D)
		Westbound					13.1 (B)	98.3 (F)
		Overall					23.8 (C)	51.6 (F)
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	Signalized	Northbound					22.0 (C)	16.6 (B)
		Southbound					11.4 (B)	14.1 (B)
		Eastbound					34.9 (C)	26.8 (C)
		Overall					21.3 (C)	16.5 (B)
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy/Cascade Palmetto Hwy	Signalized	Northbound					29.2 (C)	29.4 (C)
		Southbound					21.3 (C)	23.6 (C)
		Eastbound					45.2 (D)	38.4 (D)
		Westbound					46.6 (D)	47.2 (D)
		Overall					32.8 (C)	32.9 (C)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	275.2	68.8	F	E	20.2 (C)	19.4 (B)
		Southbound	14.6	319.7	B	F	10.4 (B)	39.0 (D)
		Eastbound	24.6	21.5	C	C	24.6 (C)	21.5 (C)
		Westbound	21.4	21.1	C	C	21.4 (C)	21.1 (C)
		Overall	158.5	223.0	F	F	17.2 (B)	32.0 (C)
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Signalized	Northbound					52.9 (D)	42.1 (D)
		Southbound					36.3 (D)	48.1 (D)
		Eastbound					43.2 (D)	55 (D)
		Westbound					50.8 (D)	54.8 (D)
		Overall					47.6 (D)	48.6 (D)
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Signalized	Northbound	26.9	37.7	C	D	28.9 (C)	21.2 (C)
		Southbound	28.9	21.2	C	C	18.3 (B)	39.5 (D)
		Eastbound	18.3	39.5	B	D	44.1 (D)	50.9 (D)
		Westbound	44.1	50.9	D	D	49.9 (D)	44.1 (D)
		Overall	49.9	44.1	D	D	26.9 (C)	37.7 (D)
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.9	4.7	A	A	40.7 (D)	7.1 (A)
		Southbound	40.7	7.1	D	A	42.9 (D)	1.3 (A)
		Eastbound	42.9	1.3	D	A	8.6 (A)	44.7 (D)
		Westbound	8.6	44.7	A	D	0.9 (A)	42.3 (D)
		Overall	0.9	42.3	A	D	5.9 (A)	4.7 (A)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound					53.6 (D)	52.4 (D)
		Southbound					51.6 (D)	51.7 (D)
		Eastbound					40.7 (D)	38.3 (D)
		Westbound					44.2 (D)	37.5 (D)
		Overall					46.8 (D)	43.7 (D)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	42.7	45.3	D	D	46 (D)	107.2 (F)
		Southbound	46.0	107.2	D	F	32.5 (C)	32.2 (C)
		Eastbound	32.5	32.2	C	C	39 (D)	38.3 (D)
		Westbound	39.0	38.3	D	D	46.2 (D)	37.7 (D)
		Overall	46.2	37.7	D	D	42.7 (D)	45.3 (D)
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Signalized	Northbound	8.6	9.0	A	A	9.6 (A)	12.2 (B)
		Eastbound	9.6	12.2	A	B	1.6 (A)	1.4 (A)
		Westbound	1.6	1.4	A	A	79.9 (E)	39.6 (D)
		Overall	79.9	39.6	E	D	8.6 (A)	9 (A)
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Signalized	Northbound	6.2	21.8	A	C	4 (A)	23.5 (C)
		Southbound	4.0	23.5	A	C	3.5 (A)	16.2 (B)
		Eastbound	3.5	16.2	A	B	86.3 (F)	34.3 (C)
		Westbound	86.3	34.3	F	C	89.7 (F)	31.7 (C)
		Overall	89.7	31.7	F	C	6.2 (A)	21.8 (C)
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Signalized	Northbound	2.4	8.5	A	A	1.8 (A)	8.7 (A)
		Southbound	1.8	8.7	A	A	1.4 (A)	6.7 (A)
		Eastbound	1.4	6.7	A	A	53.9 (D)	35.5 (D)
		Westbound	53.9	35.5	D	D	52.4 (D)	32.7 (C)
		Overall	52.4	32.7	D	C	2.4 (A)	8.5 (A)
18: Patton Dr & SR 70/Fulton Industrial Blvd	Signalized	Northbound	4.1	21.6	A	C	5.6 (A)	18.2 (B)
		Southbound	5.6	18.2	A	B	0.6 (A)	25.8 (C)
		Eastbound	0.6	25.8	A	C	49.9 (D)	35.1 (D)
		Westbound	49.9	35.1	D	D	54.5 (D)	38.1 (D)
		Overall	54.5	38.1	D	D	4.1 (A)	21.6 (C)
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	5.5	18.5	A	B	7.1 (A)	23.3 (C)
		Southbound	7.1	23.3	A	C	2.7 (A)	7.1 (A)
		Eastbound	2.7	7.1	A	A	65.5 (E)	44.7 (D)
		Westbound	65.5	44.7	E	D	89.3 (E)	37.7 (D)
		Overall	69.3	37.7	E	D	5.5 (A)	18.5 (B)
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	7.1	16.8	A	B	1.9 (A)	19.1 (B)
		Southbound	1.9	19.1	A	B	11.1 (B)	10.8 (B)
		Eastbound	11.1	10.8	B	B	37.3 (D)	33.6 (C)
		Westbound	37.3	33.6	D	C	41.9 (D)	41.6 (D)
		Overall	41.9	41.6	D	D	7.1 (A)	16.8 (B)
21: SR 70/Fulton Industrial Blvd/SR 70/S Fulton Pkwy & I-20 EB Off Ramp/I-20 EB On Ramp	Signalized	Northbound	8.2	18.0	A	B	6.8 (A)	20.9 (C)
		Southbound	6.8	20.9	A	C	4 (A)	11.6 (B)
		Eastbound	4.0	11.6	A	B	52 (D)	42.3 (D)
		Overall	52.0	42.3	D	D	8.2 (A)	18 (B)
22: SR 70/Fulton Industrial Blvd/Fulton Industrial Blvd & I-20 WB Off Ramp	Signalized	Northbound	23.7	19.5	C	B	12.6 (B)	9.7 (A)
		Southbound	12.6	9.7	B	A	17.2 (B)	22.2 (C)
		Westbound	17.2	22.2	B	C	38.3 (D)	42.4 (D)
		Overall	38.3	42.4	D	D	23.7 (C)	19.5 (B)
23: Rico Rd & SR 70/S Fulton Pkwy	Roundabout	Northbound					7.2 (A)	5.1 (A)
		Southbound					3.5 (A)	7.5 (A)
		Eastbound					9.4 (A)	4.9 (A)
		Westbound					3.7 (A)	12.5 (B)
		Overall					8.3 (A)	9.5 (A)
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	Signalized	Northbound					31.9 (D)	25.3 (D)
		Southbound					26.3 (D)	16.7 (C)
		Eastbound					28.8 (D)	34 (D)
		Westbound					11.7 (B)	21 (C)
		Overall					24.2 (C)	23.3 (C)
25: SR 70/S Fulton Pkwy & Rivertown Rd	TWSC	Northbound			A	A	11.3 (B)	15 (B)
							10 (A)	20.5 (C)
							13.3 (B)	13.2 (B)
							16.5 (B)	21.4 (C)
		Southbound			A	A	13.3 (B)	18.2 (B)
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy/S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
27: S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
29: Stonewell Tell Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound			A	A	(A)	(A)
		Southbound			A	A	(A)	(A)
		Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
		Overall			A	A	(A)	(A)
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	Signalized	Northbound					10.4 (B)	6.4 (A)
		Southbound					19.3 (B)	30.8 (C)
		Eastbound					15.8 (B)	25 (C)

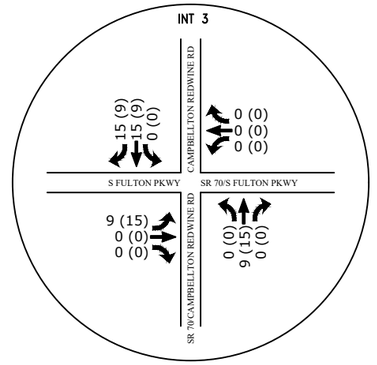
		Overall			A	A	14.6 (B)	24.2 (C)
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	Signalized	Northbound					11.3 (B)	13.9 (B)
		Southbound					14 (B)	18.9 (B)
		Eastbound					29.8 (C)	30.2 (C)
		Overall			A	A	12.7 (B)	17.4 (B)
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Roundabout	Northbound					28.3 (D)	5.7 (A)
		Southbound					5 (A)	8 (A)
		Eastbound					23.3 (C)	8.6 (A)
		Westbound					7.6 (A)	10.7 (B)
		Overall					18.2 (C)	9 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	Roundabout	Northbound					7.7 (A)	8 (A)
		Eastbound					28.3 (D)	7.8 (A)
		Westbound					6.2 (A)	11.9 (B)
		Overall					21.8 (C)	9.1 (A)
35: SR 166/Duncan Memorial Hwy & Big A Rd	TWSC	Southbound	16.0	14.4	C	B	16 (C)	14.4 (B)
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	Roundabout	Southbound					9.4 (A)	19.6 (C)
		Eastbound					15.3 (C)	9.4 (A)
		Westbound					13.2 (B)	46.3 (E)
		Overall					12.6 (B)	34.3 (D)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound					29.4 (C)	26 (C)
		Southbound					26.7 (C)	27.2 (C)
		Eastbound					35.2 (D)	34.4 (C)
		Westbound					45 (D)	50.2 (D)
		Overall					32.1 (C)	32.3 (C)
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Signalized	Northbound	61.7	42.0	E	D	61.7 (E)	42 (D)
		Southbound	71.1	29.6	E	C	71.1 (E)	29.6 (C)
		Eastbound	66.8	86.4	E	F	66.8 (E)	86.4 (F)
		Westbound	45.3	68.5	D	E	45.3 (D)	68.5 (E)
		Overall	63.6	47.0	E	D	63.6 (E)	47 (D)
39: SR 14/Roosevelt Hwy & Church St	TWSC	Southbound	12.5	23.5	B	C	12.5 (B)	23.5 (C)
		Northbound	10.4	37.2	B	E	10.4 (B)	37.2 (E)
40: Toombs St & SR 14/Roosevelt Hwy	Signalized	Northbound			A	A	24.2 (C)	27.5 (C)
		Southbound			A	A	21.7 (C)	26.1 (C)
		Eastbound			A	A	34.3 (C)	31.2 (C)
		Westbound			A	A	15.7 (B)	29.1 (C)
		Overall			A	A	26 (C)	29 (C)
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Signalized	Northbound			A	A	-	-
		Southbound			A	A	30.2 (C)	41 (D)
		Eastbound			A	A	11.8 (B)	12.9 (B)
		Westbound			A	A	20 (B)	23.4 (C)
		Overall			A	A	20.5 (C)	25 (C)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	Signalized	Northbound			A	A	29.6 (C)	50.9 (D)
		Southbound					28.5 (C)	36.2 (D)
		Eastbound					32.5 (C)	31.3 (C)
		Westbound					50.1 (D)	53 (D)
		Overall			A	A	33.1 (C)	42.5 (D)
43: Cascade Palmetto Hwy & Rivertown Rd	TWSC	Eastbound			A	A	(A)	(A)
		Westbound			A	A	(A)	(A)
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Roundabout	Northbound	6.9	6.7	A	A	6.9 (A)	6.7 (A)
		Southbound	6.2	7.9	A	A	6.2 (A)	7.9 (A)
		Eastbound	5.0	5.6	A	A	5 (A)	5.6 (A)
		Westbound	5.5	5.1	A	A	5.5 (A)	5.1 (A)
		Overall	8.3	9.9	A	A	8.3 (A)	9.9 (A)
45: SR 92 & SR 166/Duncan Memorial Hwy	Roundabout	Northbound					5 (A)	7.6 (A)
		Southbound					7.9 (A)	11.7 (B)
		Eastbound					33.8 (D)	13.5 (B)
		Overall					16 (C)	10 (B)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound					28.3 (C)	30 (C)
		Southbound					19.7 (B)	20.6 (C)
		Eastbound					40 (D)	50.6 (D)
		Westbound					51.1 (D)	54.1 (D)
		Overall					28 (C)	31.2 (C)
47: SR 92/Fairburn Rd & Riverside Pkwy	Signalized	Northbound					30.9 (C)	37.4 (D)
		Southbound					43.5 (D)	27.6 (C)
		Westbound					29.2 (C)	52.4 (D)
		Overall					38.4 (D)	37.1 (D)
48: SR 92/Fairburn Rd & Anneewakee Rd	Signalized	Northbound					19.5 (B)	40.4 (D)
		Southbound					36.3 (D)	52.4 (D)
		Eastbound					42.4 (D)	47 (D)
		Westbound					32.9 (C)	40.3 (D)
		Overall					29.2 (C)	45 (D)
49: Rico Rd & Barnes Rd	TWSC	Eastbound	0.0	0.0	A	A	0 (A)	0 (A)
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	TWSC	Northbound	12.9	0.0	B	A	12.9 (B)	0 (A)
		Southbound	16.6	22.0	C	C	16.6 (C)	22 (C)
51: Hutchesons Ferry Rd & Cochran Mill Rd	Signalized	Southbound					29.8 (D)	32.6 (C)
		Eastbound					20.9 (C)	39.5 (D)
		Westbound					27.2 (D)	25.2 (C)
		Overall					26.9 (D)	34.5 (C)
52: Cochran Mill Rd & Wilkerson Mill Rd	Signalized	Northbound					17 (B)	25.5 (C)
		Southbound					20.8 (C)	30.2 (C)
		Westbound					17.9 (B)	15 (B)
		Overall					18.4 (B)	23.9 (C)
53: Cochran Mill Rd & Rivertown Rd	AWSC	Northbound	10.4	11.1	B	B	10.4 (B)	11.1 (B)
		Southbound	13.2	11.1	B	B	13.2 (B)	11.1 (B)
		Eastbound	12.3	10.4	B	B	12.3 (B)	10.4 (B)
		Westbound	11.4	14.0	B	B	11.4 (B)	14 (B)
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Signalized	Northbound	19.7	16.3	B	B	40.1 (D)	43 (D)
		Southbound	40.1	43.0	D	D	44.2 (D)	34.3 (C)
		Eastbound	44.2	34.3	D	C	19.6 (B)	9.5 (A)
		Westbound	19.6	9.5	B	A	12 (B)	14.6 (B)
		Overall	12.0	14.6	B	B	19.7 (B)	16.3 (B)
55: Union Rd/Riverside Dr & Campbellton Rd	Signalized	Northbound	48.5	28.4	D	C	50.3 (D)	30.7 (C)
		Southbound	50.3	30.7	D	C	39.1 (D)	41.3 (D)
		Eastbound	39.1	41.3	D	D	49.1 (D)	31.6 (C)
		Westbound	49.1	31.6	D	C	49.9 (D)	18.4 (B)
		Overall	49.9	18.4	D	B	48.5 (D)	28.4 (C)
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Signalized	Northbound	46.4	51.0	D	D	50 (D)	53.7 (D)
		Southbound	50.0	53.7	D	D	41.8 (D)	52.1 (D)
		Eastbound	41.8	52.1	D	D	48.4 (D)	53.7 (D)
		Westbound	48.4	53.7	D	D	38.9 (D)	39.9 (D)
		Overall	38.9	39.9	D	D	46.4 (D)	51 (D)
57: SR 6/Camp Creek Parkway/SR 6/Camp Creek Pkwy & Enon Rd	Signalized	Northbound	33.6	29.7	C	C	49.9 (D)	53.4 (D)
		Southbound	49.9	53.4	D	D	33.5 (C)	45.4 (D)
		Eastbound	33.5	45.4	C	D	27.1 (C)	24.6 (C)
		Westbound	27.1	24.6	C	C	34.7 (C)	28.9 (C)
		Overall	34.7	28.9	C	C	33.6 (C)	29.7 (C)
58: SR 6/Camp Creek Pkwy & Merk Rd	Signalized	Northbound	11.4	10.9	B	B	7.2 (A)	8.8 (A)
		Southbound	7.2	8.8	A	A	14.2 (B)	11.9 (B)
		Eastbound	14.2	11.9	B	B	41.6 (D)	48.9 (D)
		Overall	41.6	48.9	D	D	11.4 (B)	10.9 (B)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	44.3	53.5	D	D	49.5 (D)	53.8 (D)
		Southbound	49.5	53.8	D	D	43.6 (D)	52.1 (D)
		Eastbound	43.6	52.1	D	D	38.5 (D)	53.8 (D)
		Westbound	38.5	53.8	D	D	25.9 (C)	53.6 (D)
		Overall	25.9	53.6	C	D	44.3 (D)	53.5 (D)
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Roundabout	Northbound	8.2	6.7	A	A	6.2 (A)	5.3 (A)
		Southbound	11.4	22.9	B	C	7.7 (A)	10.5 (B)
		Eastbound	17.9	37.4	C	E	10.9 (B)	14.2 (B)
		Westbound	16.1	25.9	C	D	10.2 (B)	13.1 (B)
		Overall	13.1	23.1	B	C	8.7 (A)	11.1 (B)
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Signalized	Northbound	19.5	19.4	B	B	46.4 (D)	53.8 (D)
		Southbound	46.4	53.8	D	D	0 (A)	0 (A)
		Eastbound	0.0	0.0	A	A	20.7 (C)	21.8 (C)
		Westbound	20.7	21.8	C	C	6.4 (A)	7.5 (A)
		Overall	6.4	7.5	A	A	19.5 (B)	19.4 (B)
62: SR 92 & Ridge Rd/Butner Rd	Roundabout	Northbound	9.8	14.9	A	B	9.8 (A)	14.9 (B)
		Southbound	42.0	26.3	E	D	42 (E)	26.3 (D)
		Eastbound	40.1	22.2	E	C	40.1 (E)	22.2 (C)
		Westbound	13.4	88.2	B	F	13.4 (B)	88.2 (F)
		Overall	27.7	30.0	D	D	27.7 (D)	30 (D)
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Roundabout	Northbound	6.9	7.9	A	A	6.9 (A)	7.9 (A)
		Southbound	8.3	7.1	A	A	8.3 (A)	7.1 (A)
		Eastbound	9.6	8.1	A	A	9.6 (A)	8.1 (A)
		Westbound	11.1	14.5	B	B	11.1 (B)	14.5 (B)
		Overall	7.8	7.9	A	A	7.8 (A)	7.9 (A)
64: Pittman Rd & Butner Rd	TWSC	Northbound	19.3	12.5	C	B	19.3 (C)	12.5 (B)
65: W Stubbs Rd & Butner Rd	Roundabout	Northbound					15.4 (C)	7.8 (A)
		Southbound					9.8 (A)	12.9 (B)
		Eastbound					15.3 (C)	6.9 (A)
		Westbound					8.0 (A)	20.1 (C)
		Overall					12.0 (B)	14.1 (B)
		Southbound	19.2	15.7	C	C	12.7 (B)	10.7 (B)

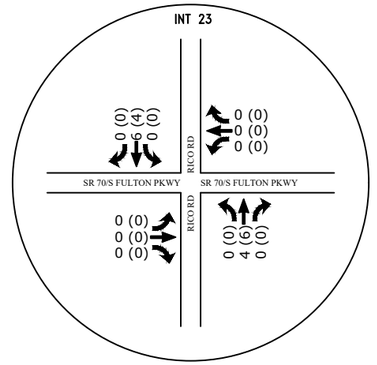
66: Cedar Grove Rd & Driveway A	Roundabout	Eastbound	20.3	16.5	C	C	13.1 (B)	11.7 (B)
		Westbound	10.1	28.8	B	D	8.4 (A)	16.8 (B)
		Overall	16.1	22.4	C	C	11.3 (B)	14.0 (B)
67: Cedar Grove Rd & Driveway B	Roundabout	Southbound					8.5 (A)	7.2 (A)
		Eastbound					7.3 (A)	10.1 (B)
		Westbound					6.7 (A)	9.3 (A)
		Overall					7.5 (A)	9.2 (A)
68: Cochran Mill Rd & DRWY C	TWSC	Southbound	16.7	17.6	C	C	10.9 (B)	10.2 (B)
69: SR 92/Campbellton-Fairburn Rd & DRWY D	Roundabout	Northbound	14.9	129.3	B	F	2.2 (A)	3.3 (A)
		Southbound	35.6	22.2	E	C	29.6 (C)	18.7 (B)
		Eastbound	45.1	19.4	E	C	6.9 (A)	3.2 (A)
		Overall	28.9	78.6	D	F	16.4 (B)	8.7 (A)
70: Campbellton Redwine Rd & Driveway E	TWSC	Eastbound	12.3	12.4	B	B	12.3 (B)	12.4 (B)
71: Campbellton Redwine Rd & Driveway F	TWSC	Eastbound	10.4	10.5	B	B	10.4 (B)	10.5 (B)

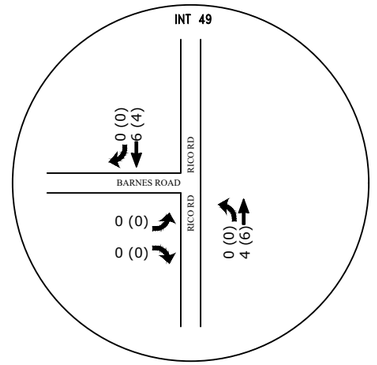












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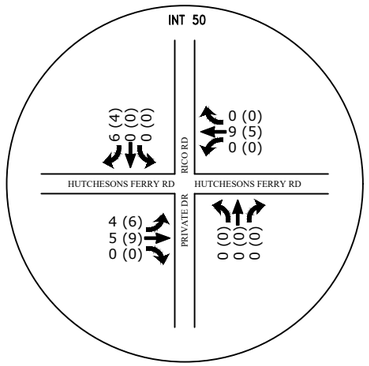
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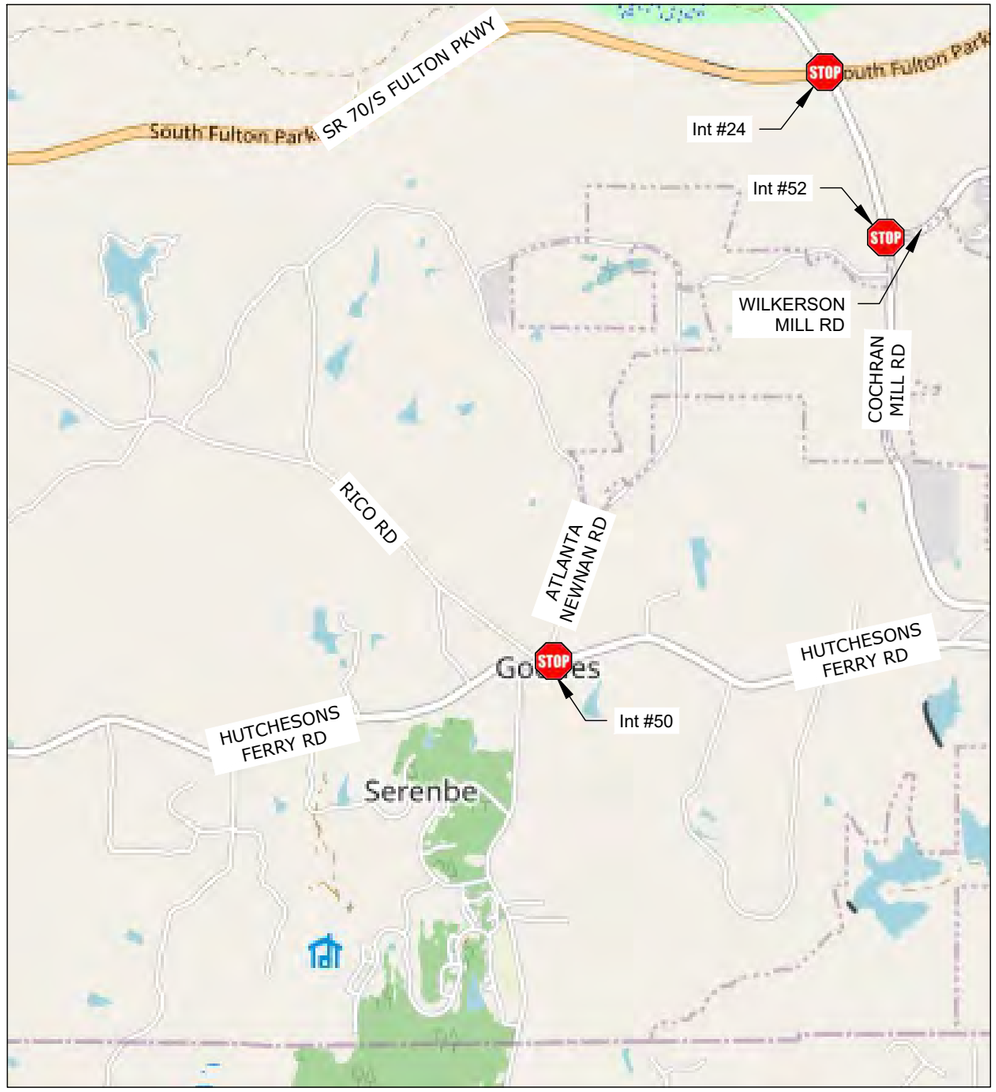
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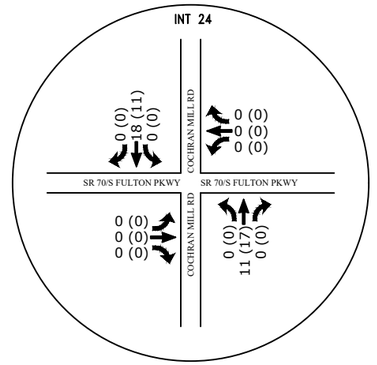
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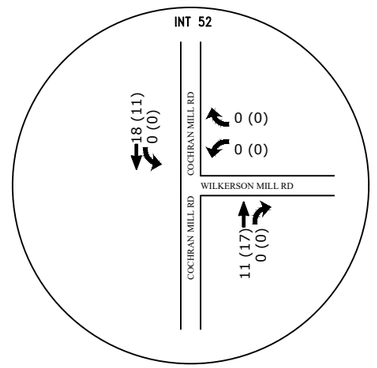
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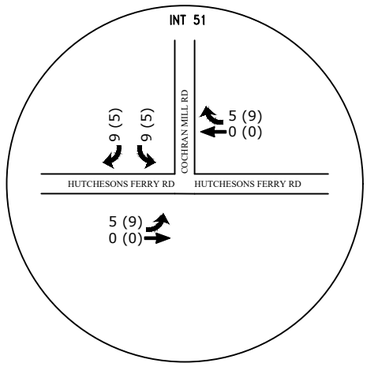
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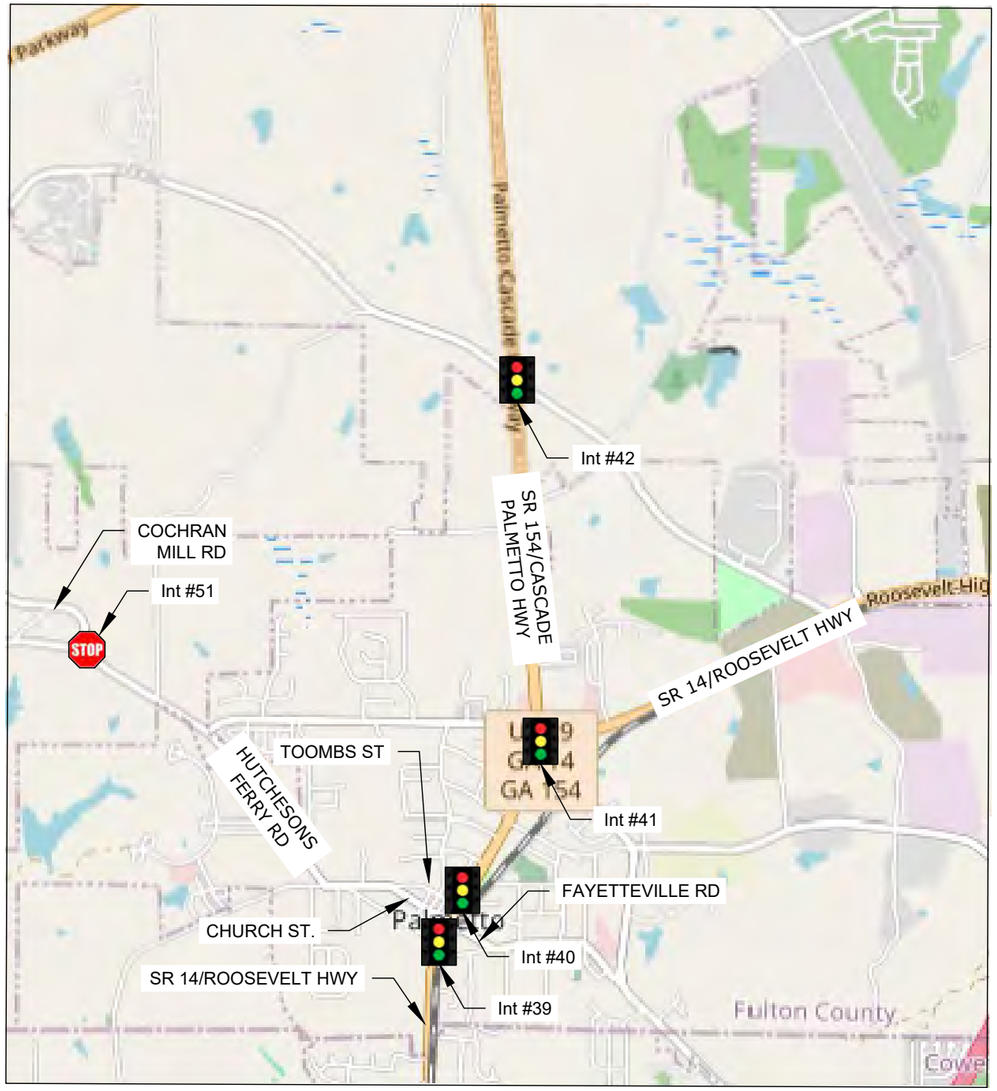
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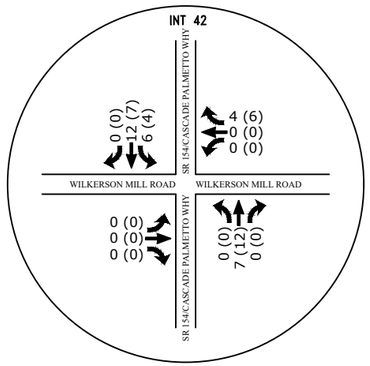
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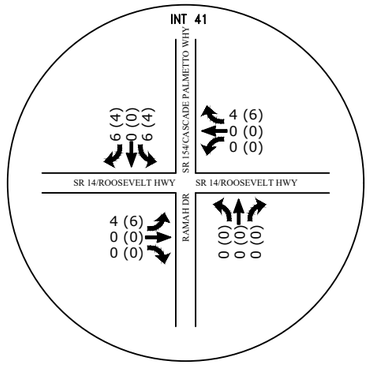
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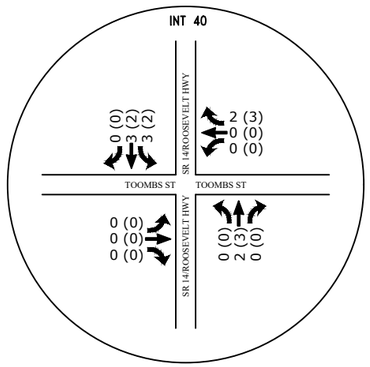
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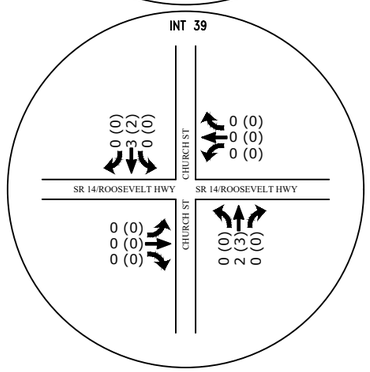












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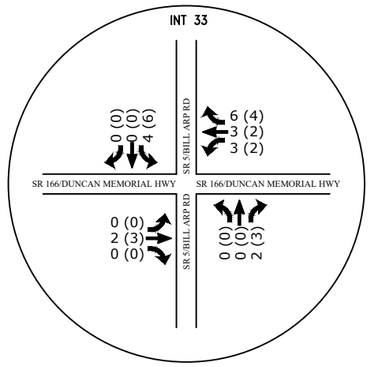
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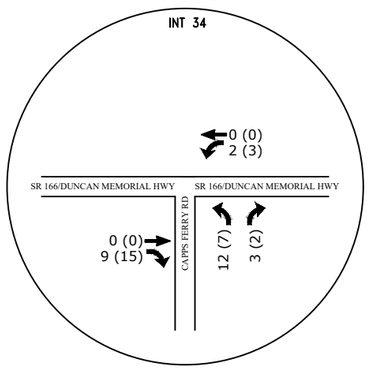
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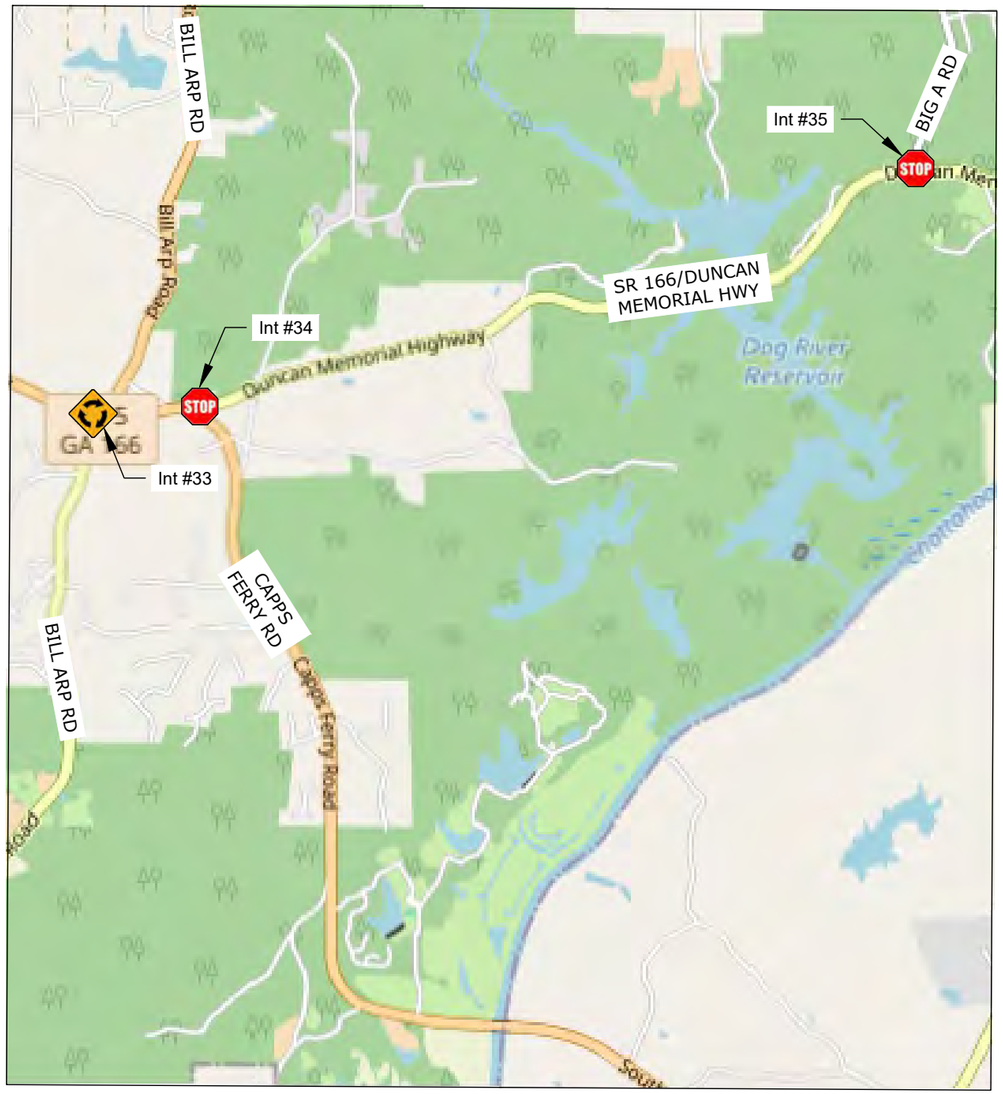
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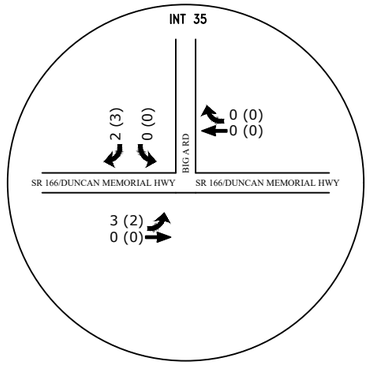
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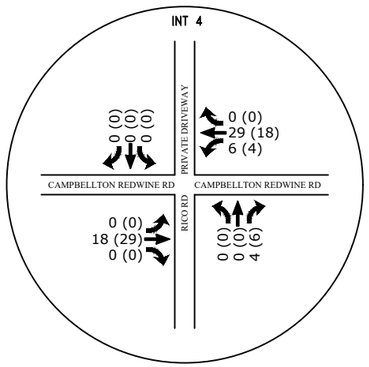
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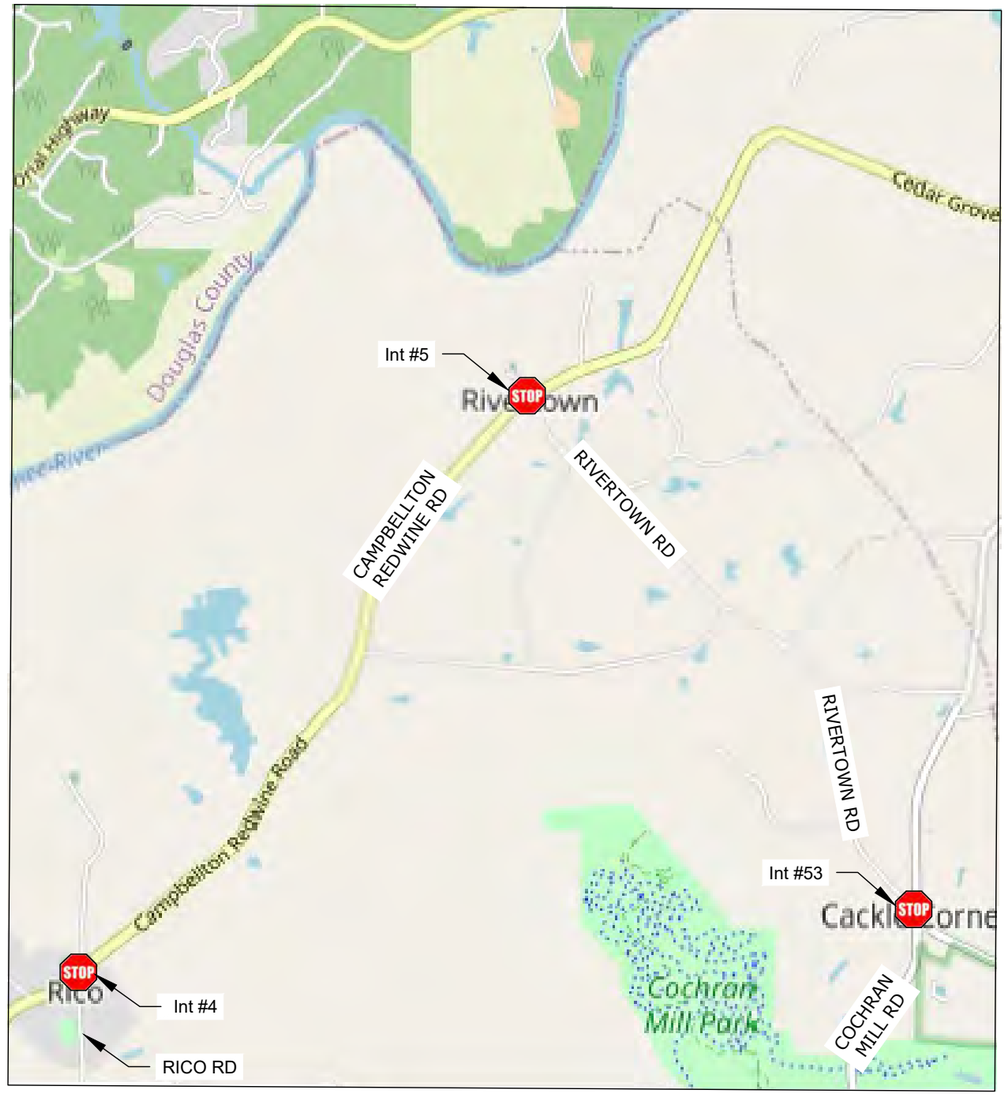
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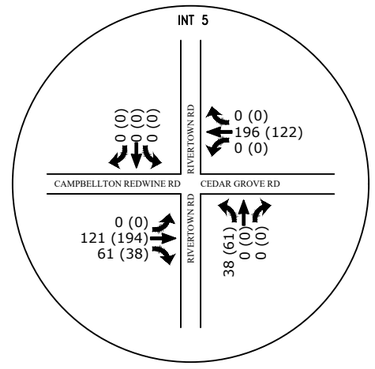
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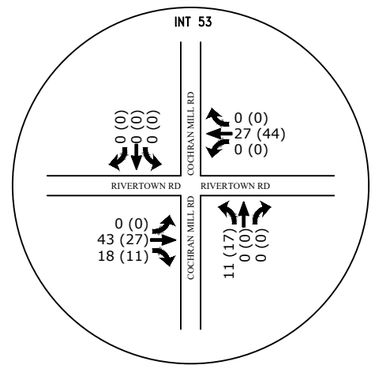
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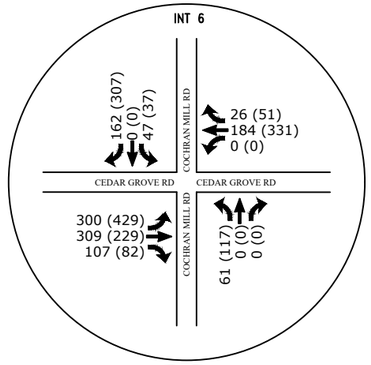
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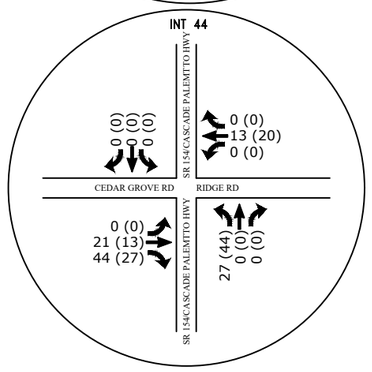
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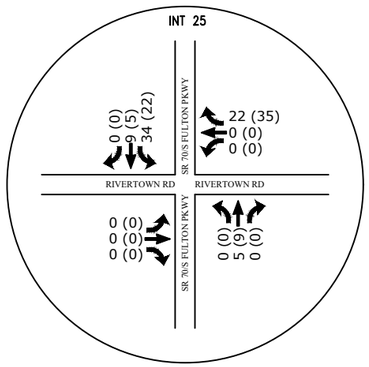
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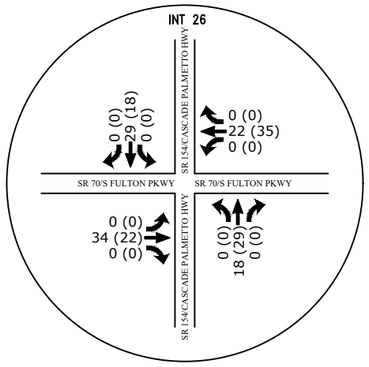
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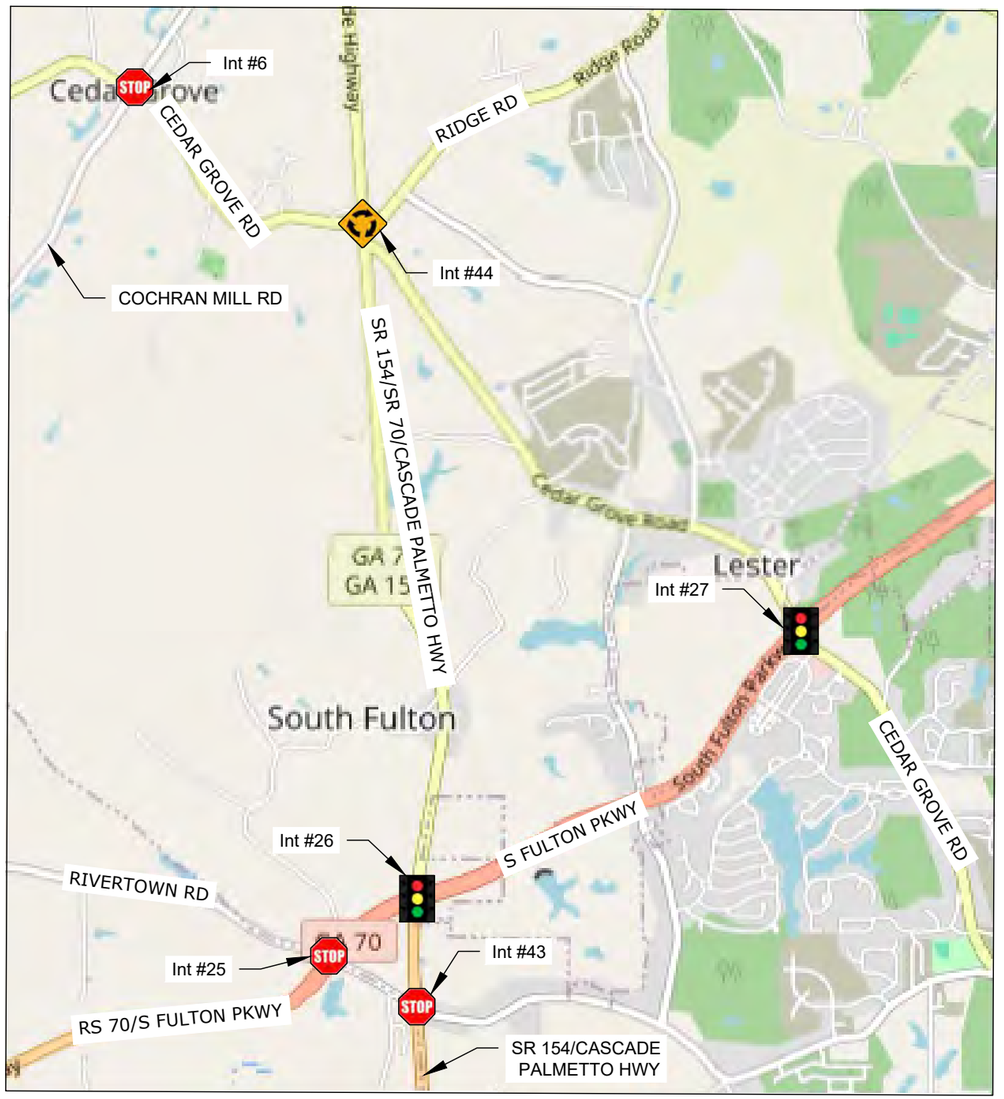
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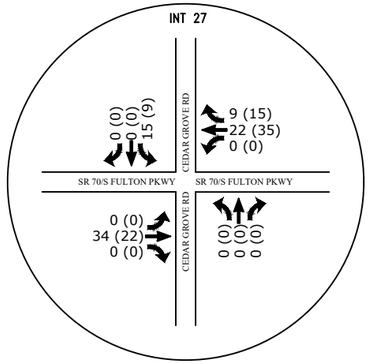


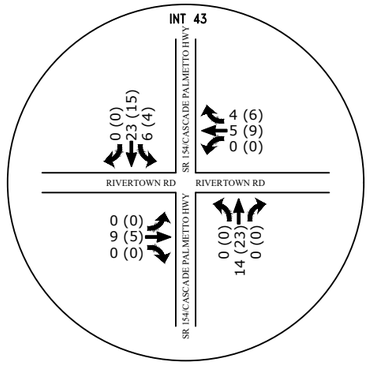












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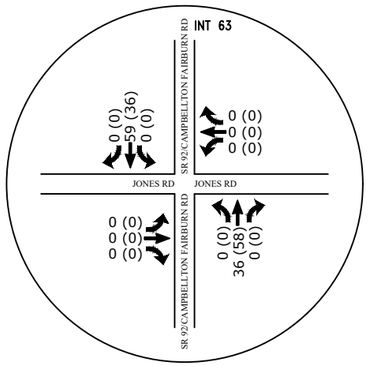
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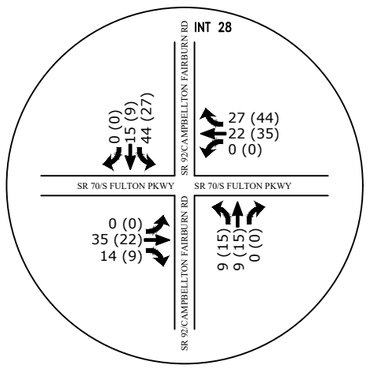
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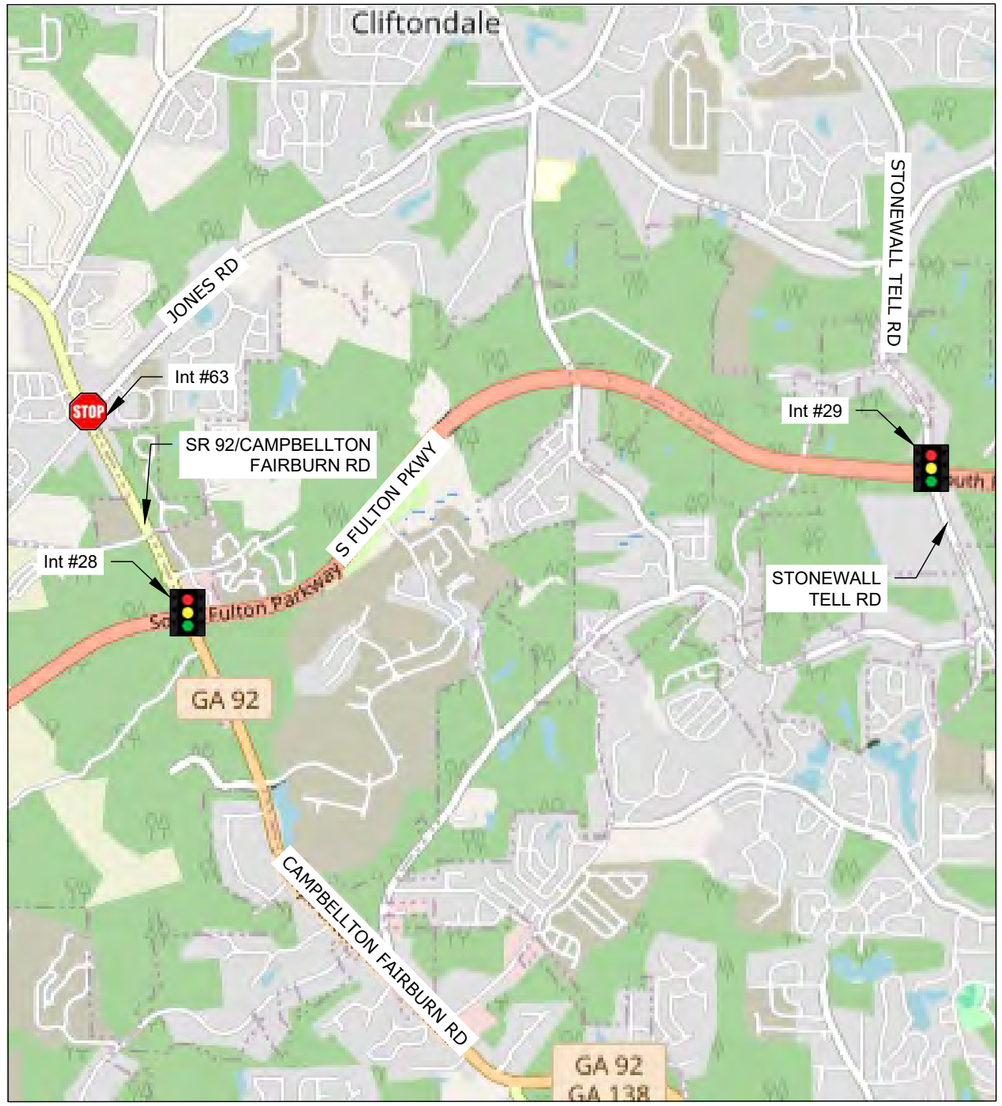
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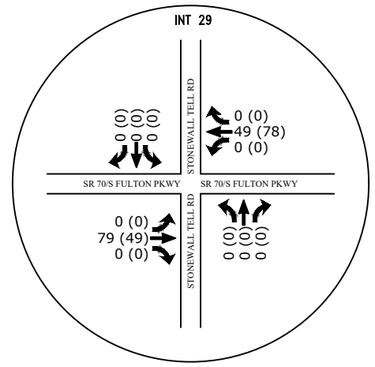
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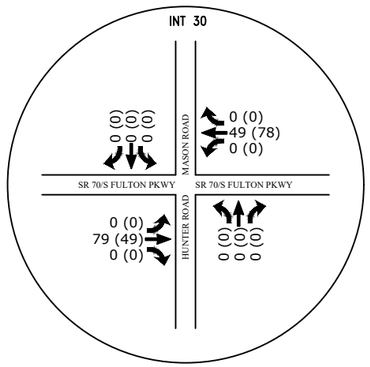
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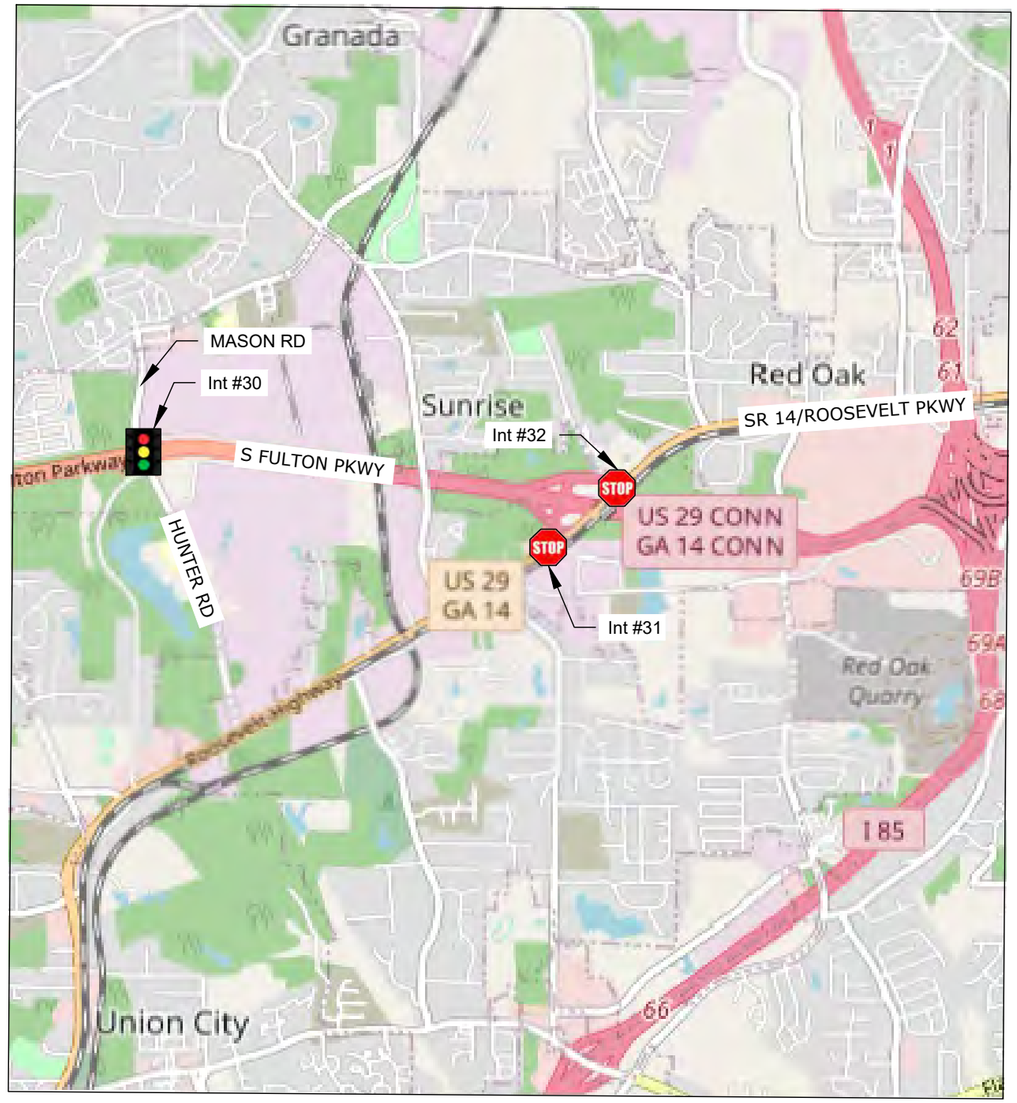
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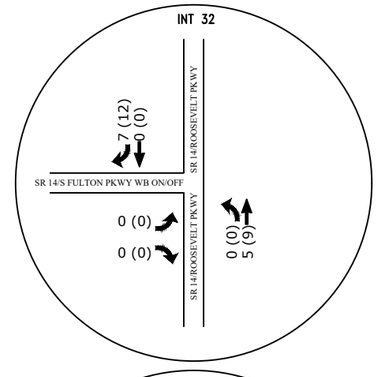
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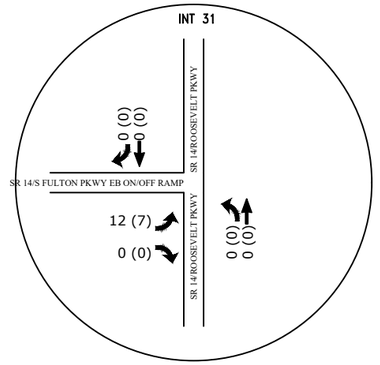
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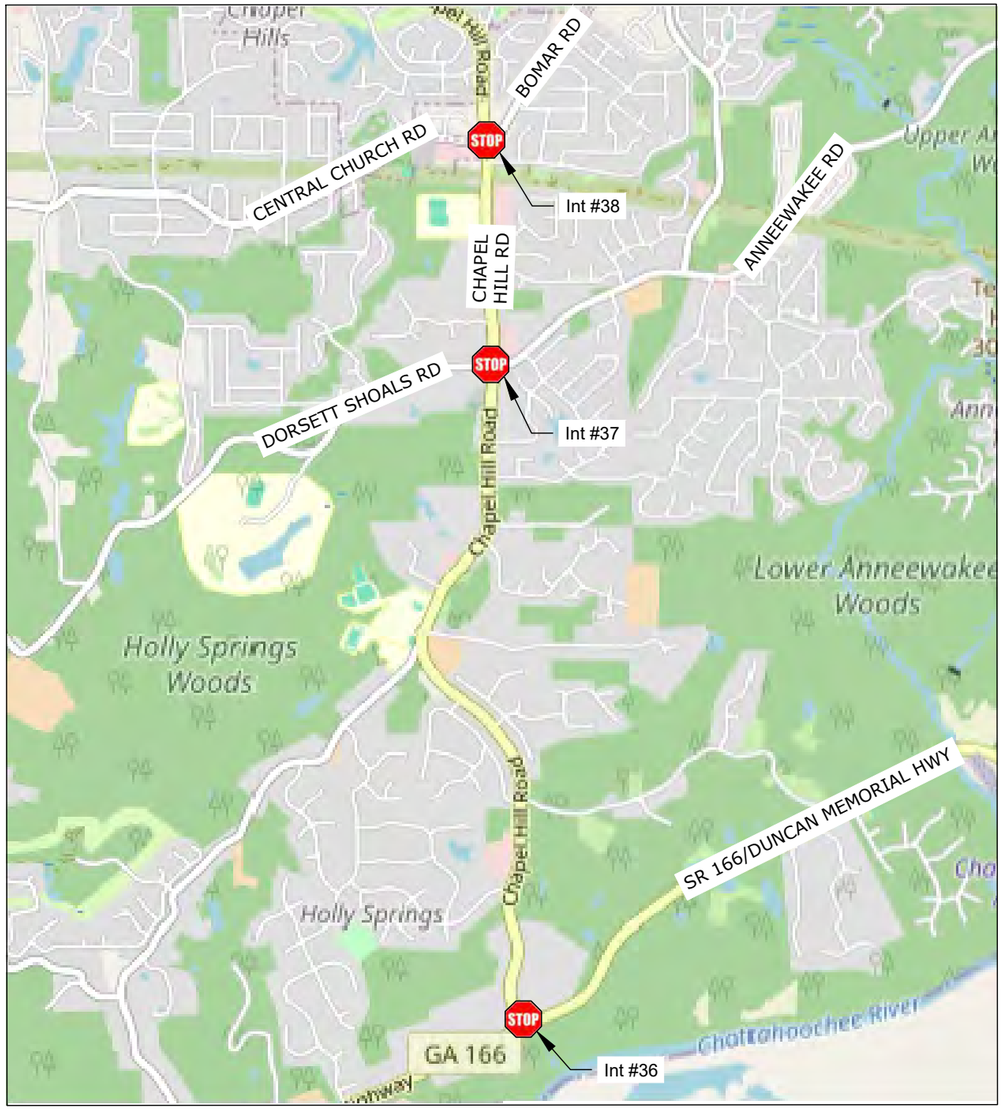
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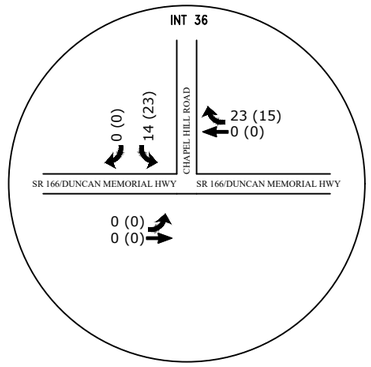
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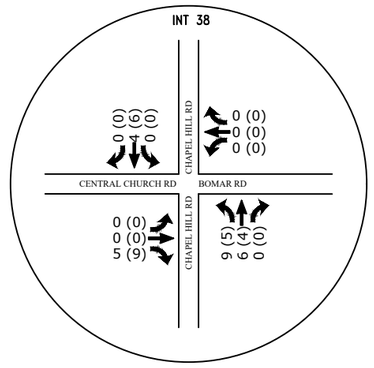
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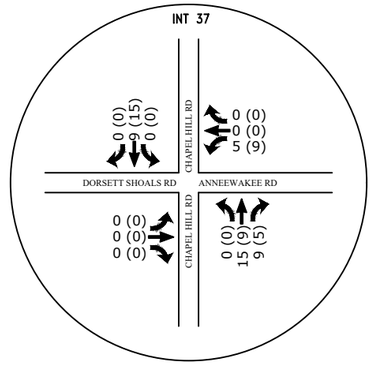
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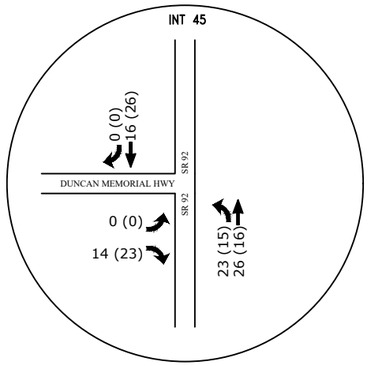
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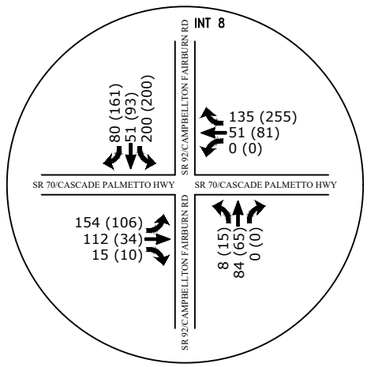
FIGURE 11: PHASE 7 TRIP GENERATION
PEAK HOUR VOLUMES (2037)

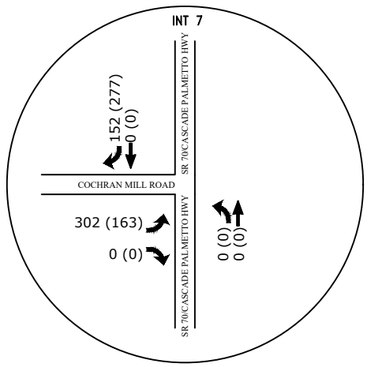
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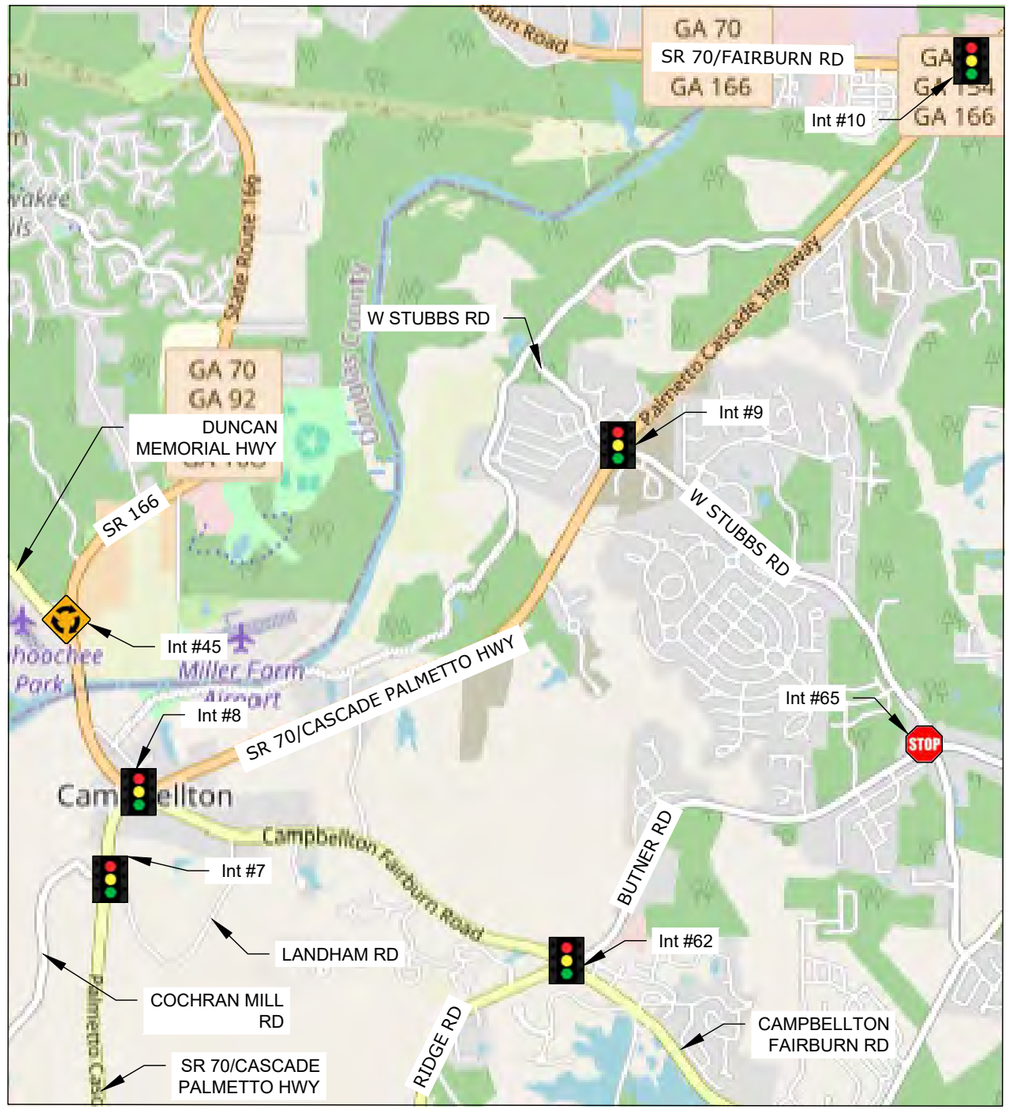
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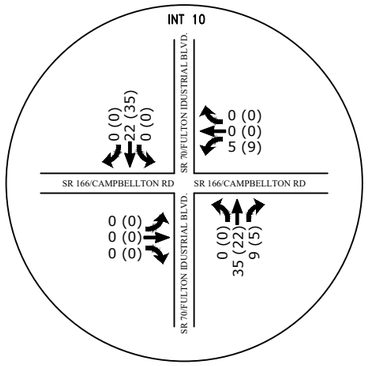
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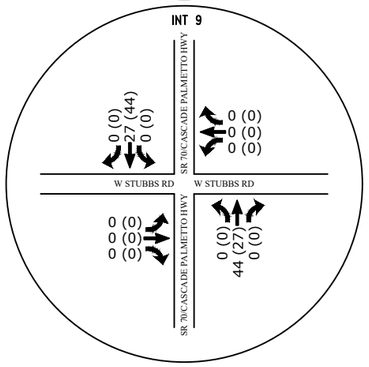


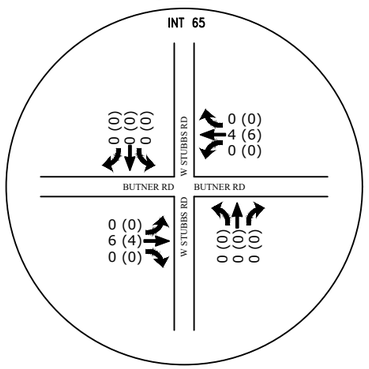


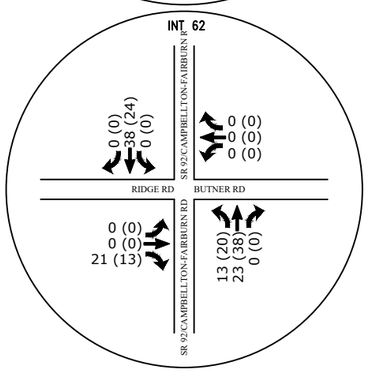












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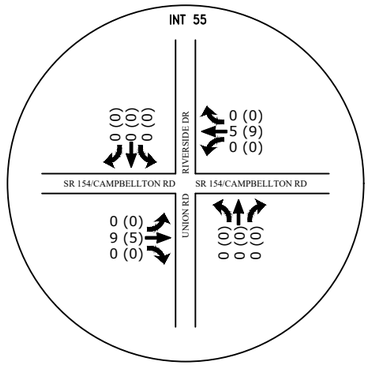
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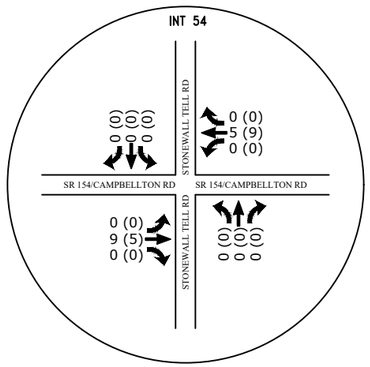
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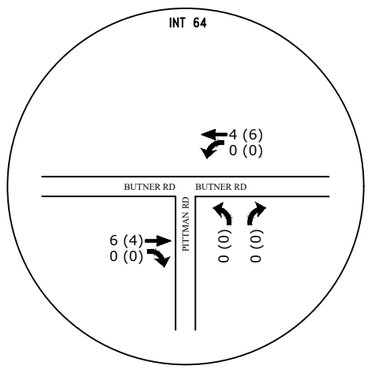
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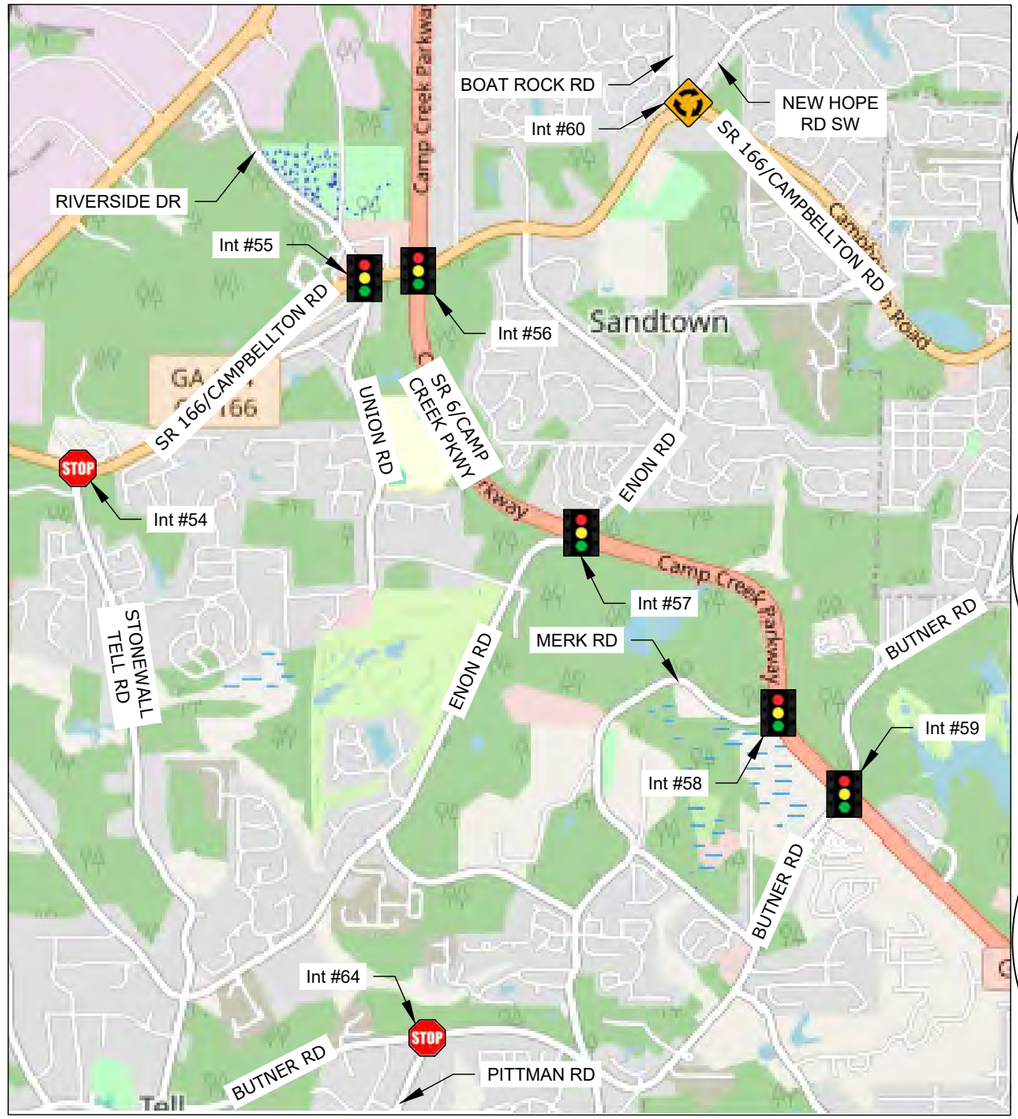
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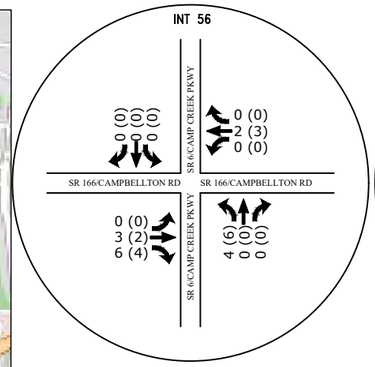
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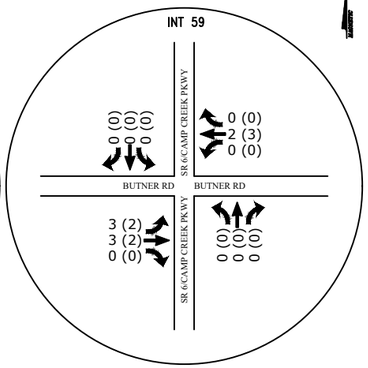


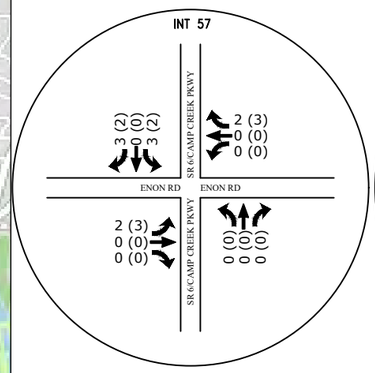


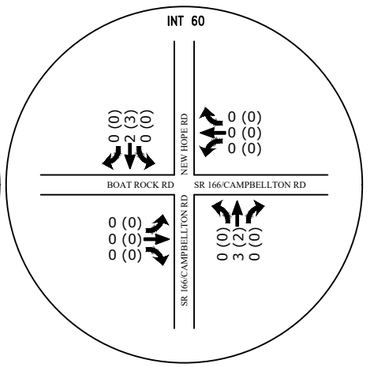


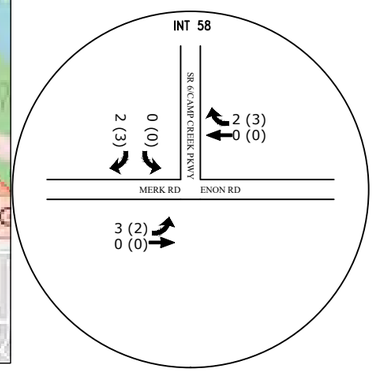












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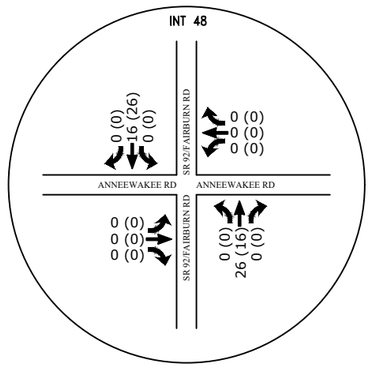
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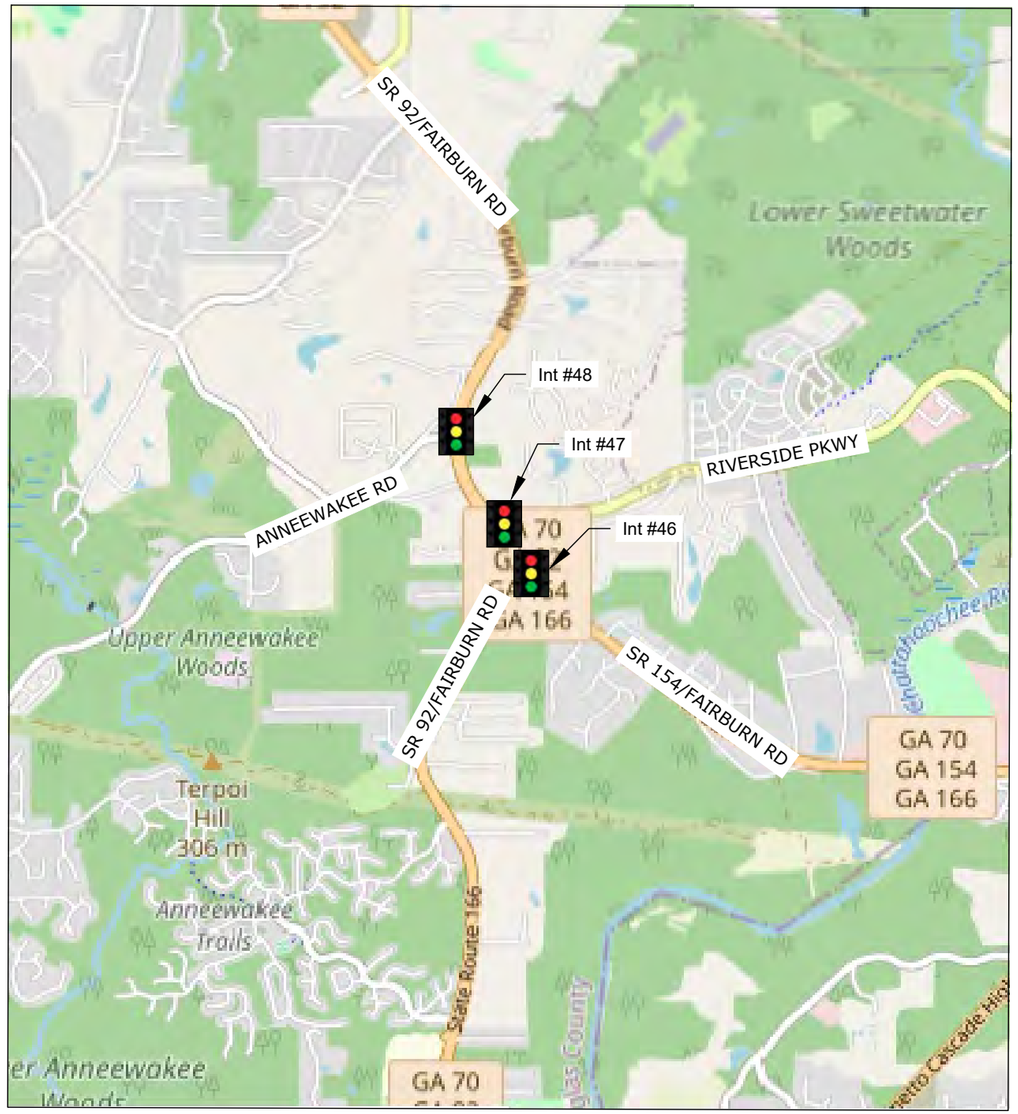
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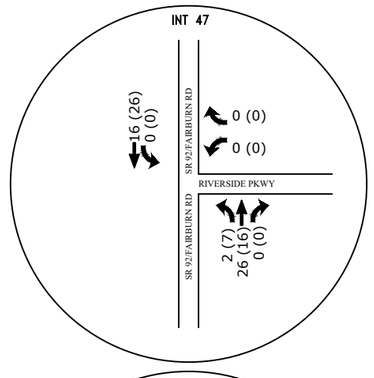
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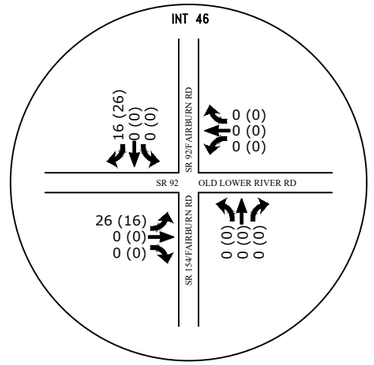
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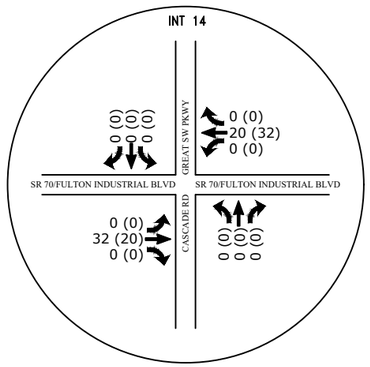
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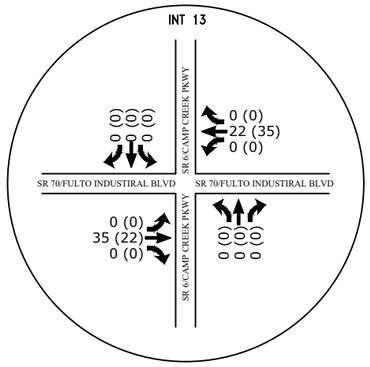
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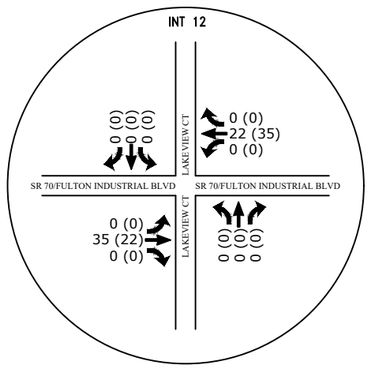
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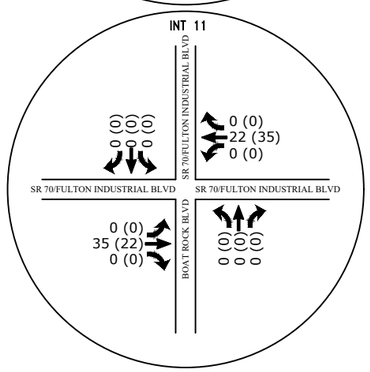
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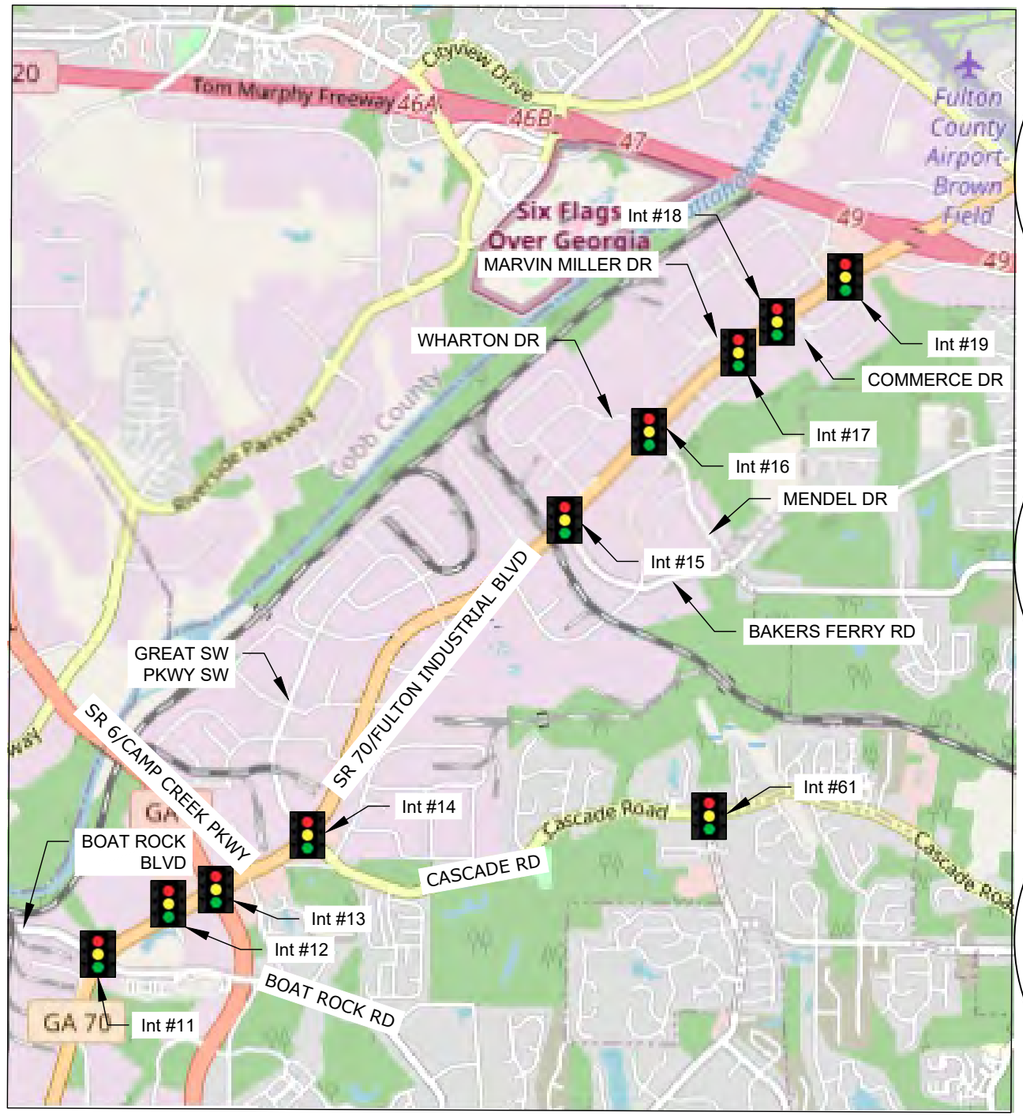
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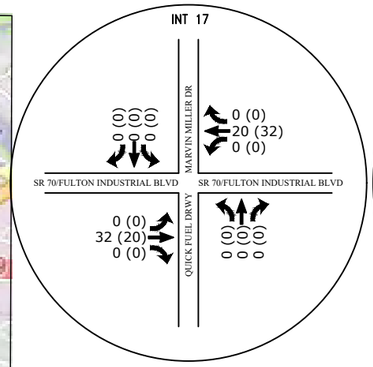


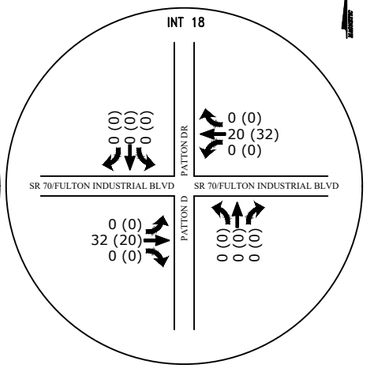


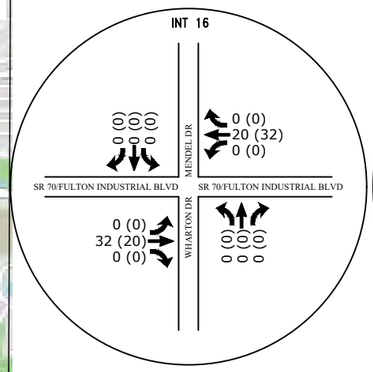


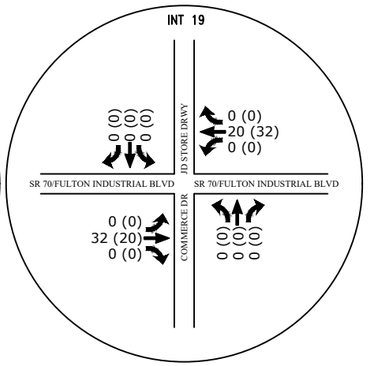


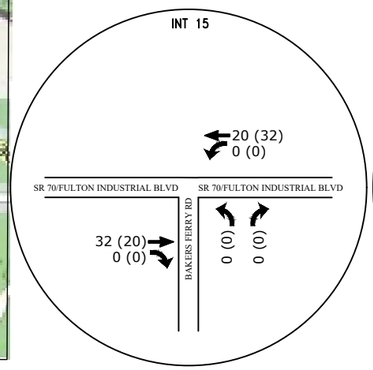


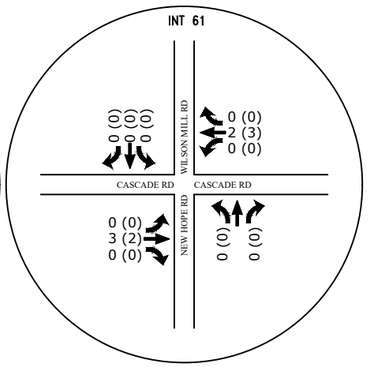












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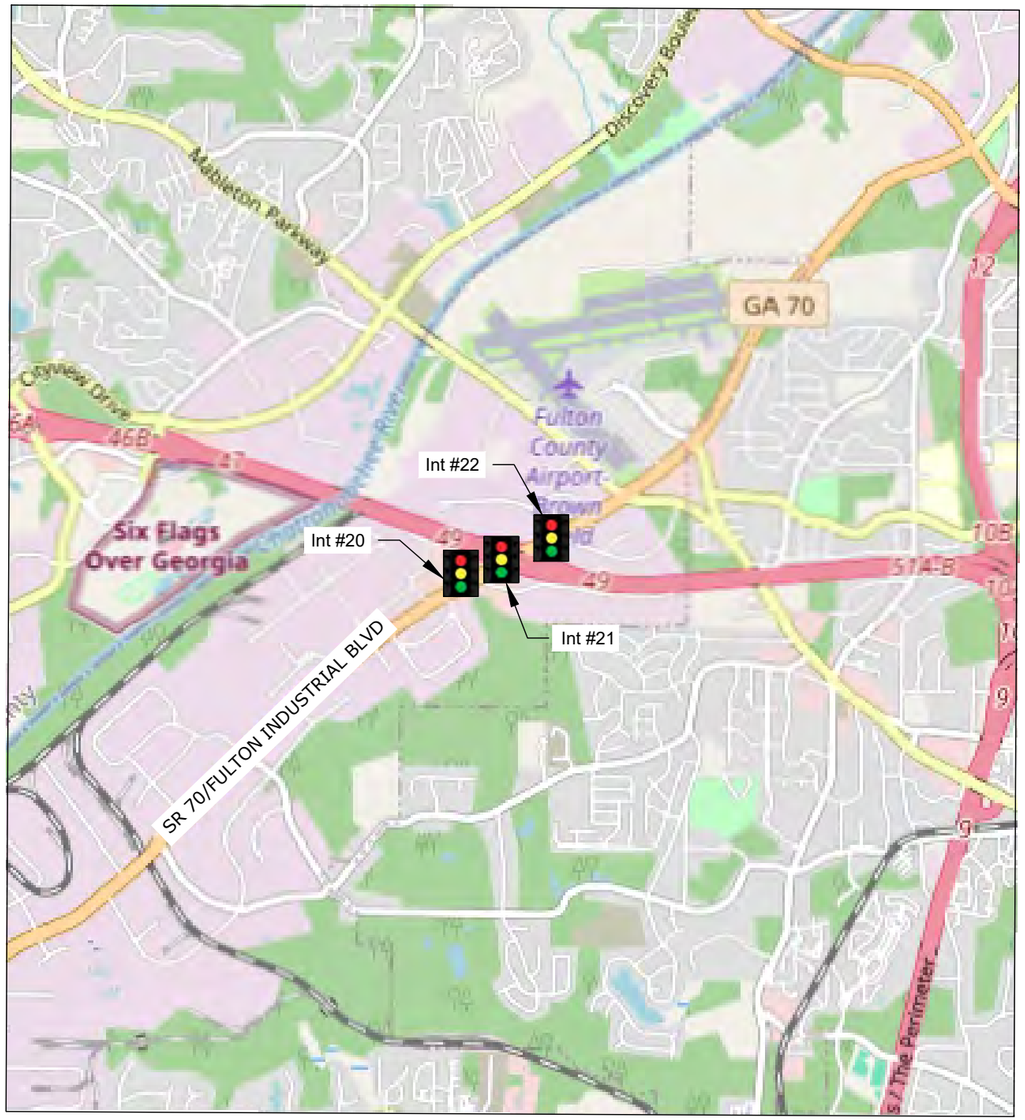
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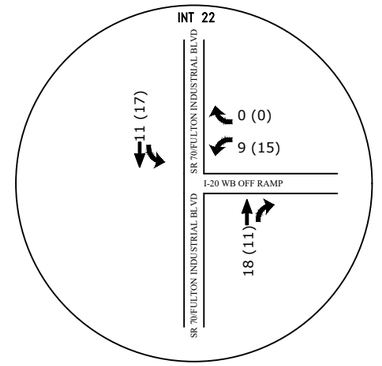
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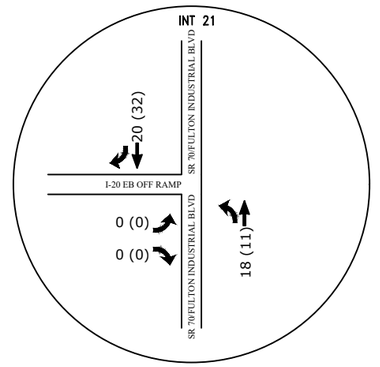
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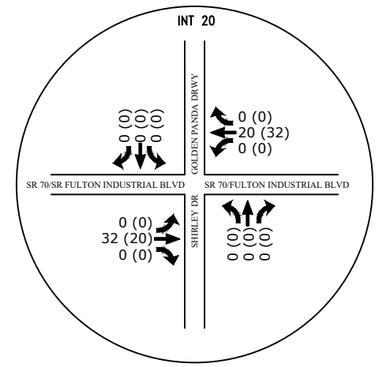
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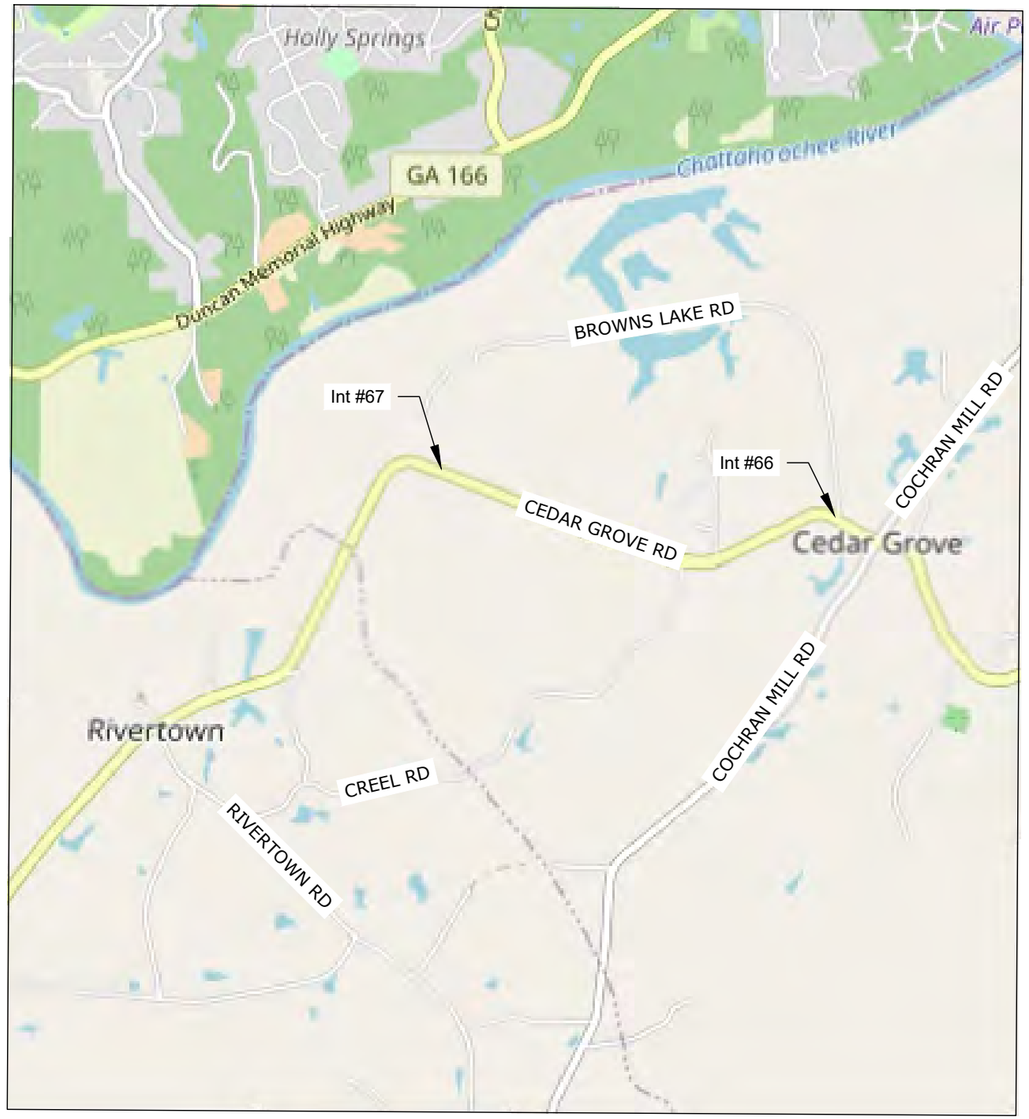
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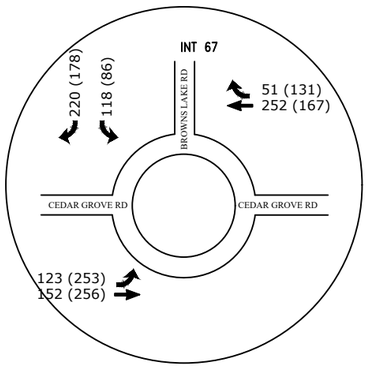
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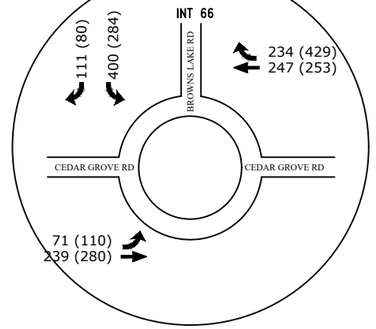
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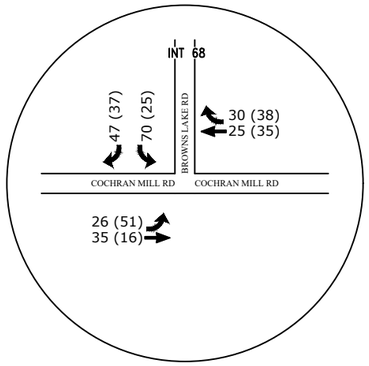
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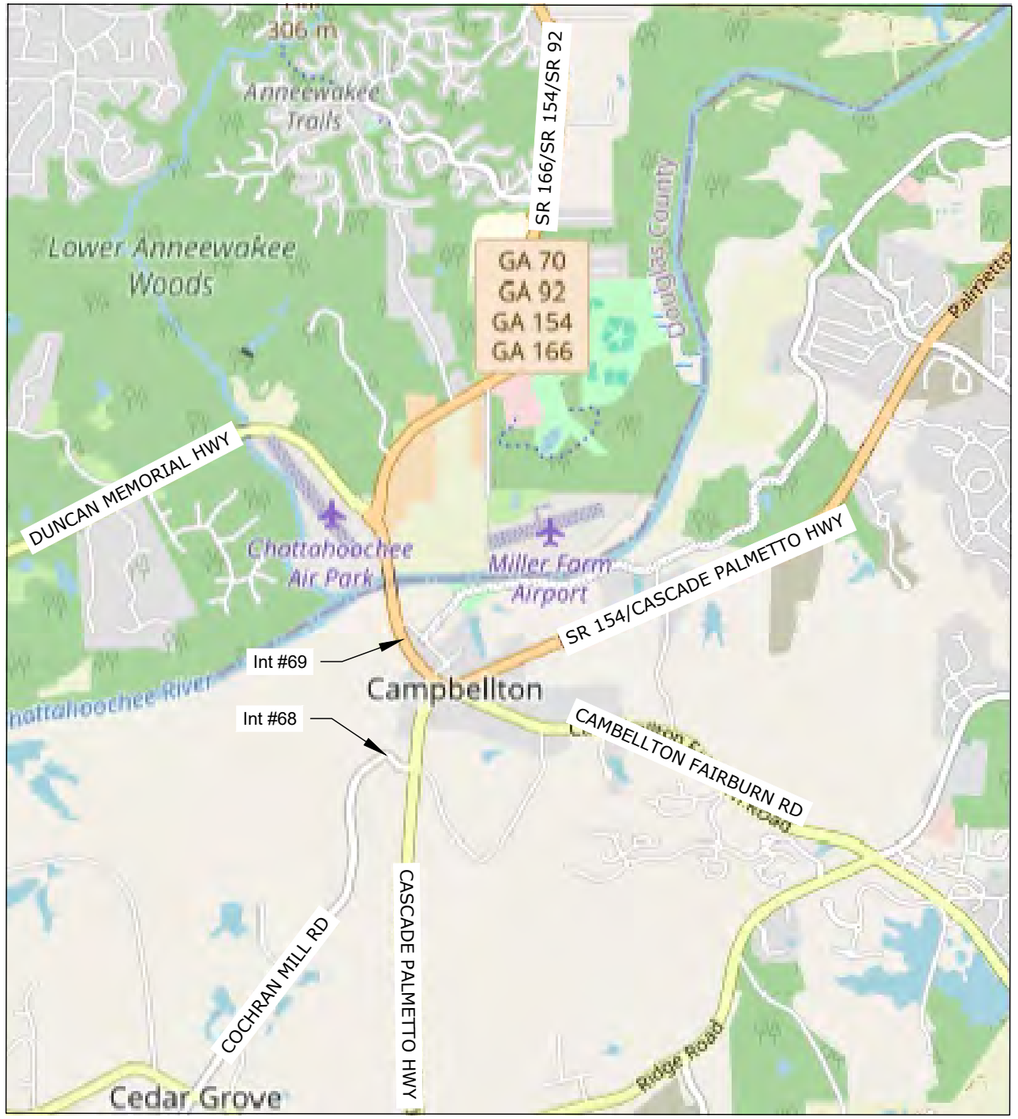
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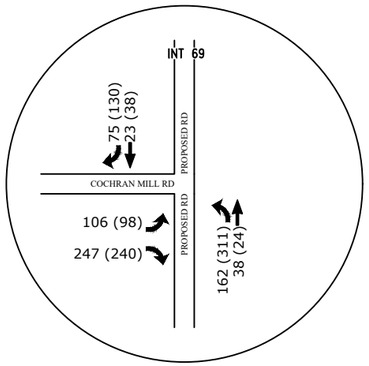
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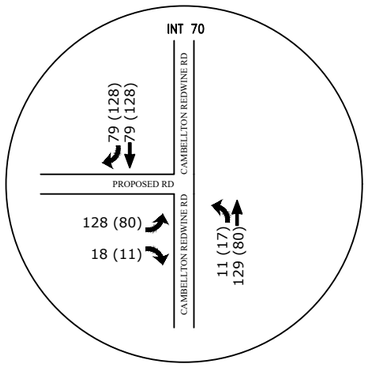
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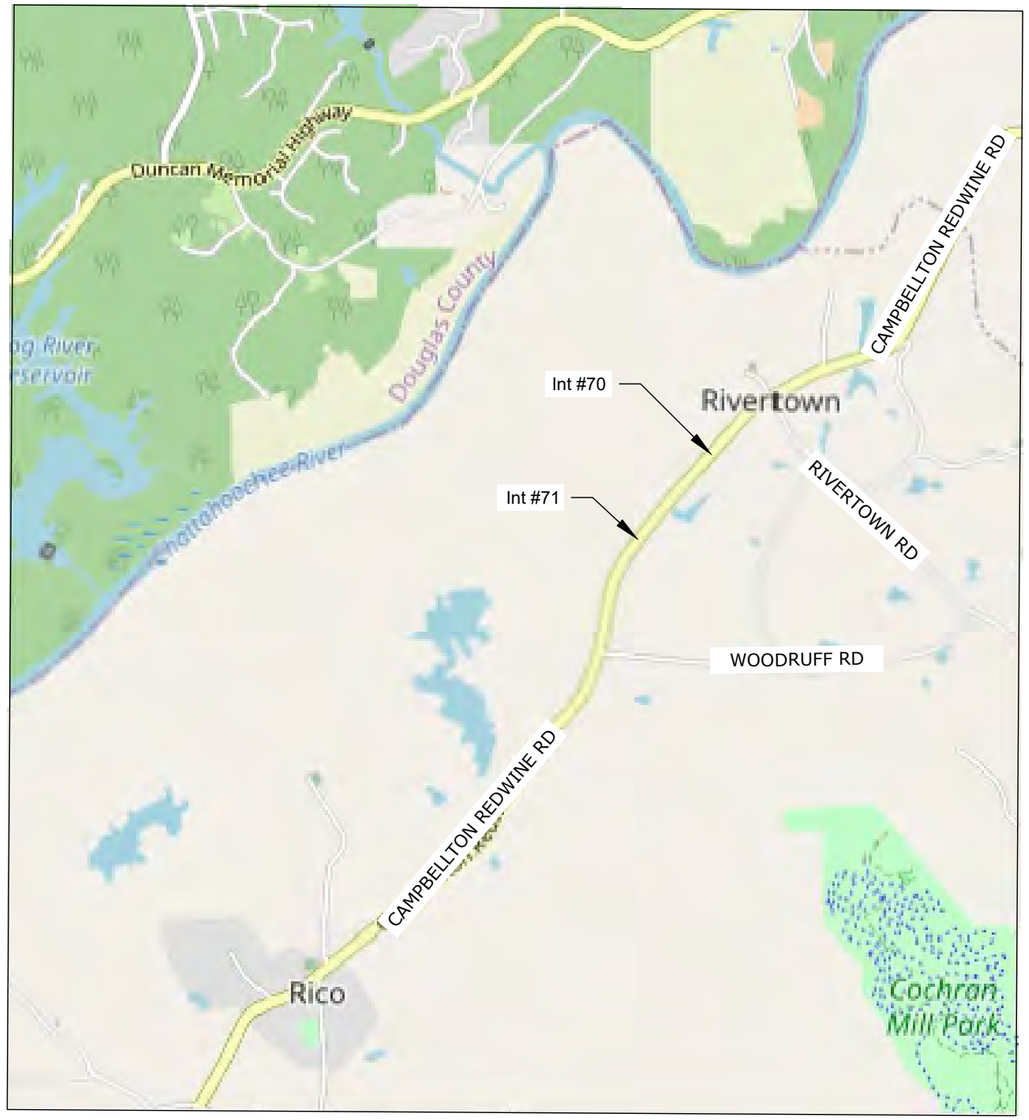
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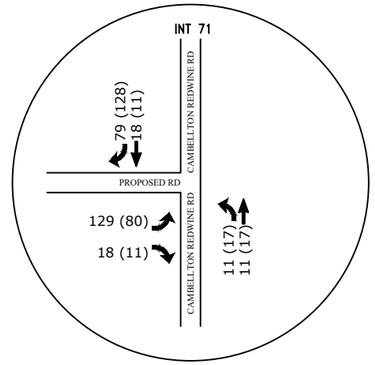
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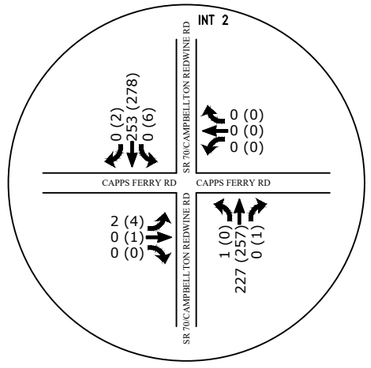
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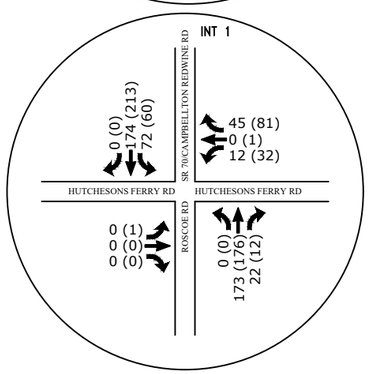
FIGURE 11: PHASE 7 TRIP GENERATION
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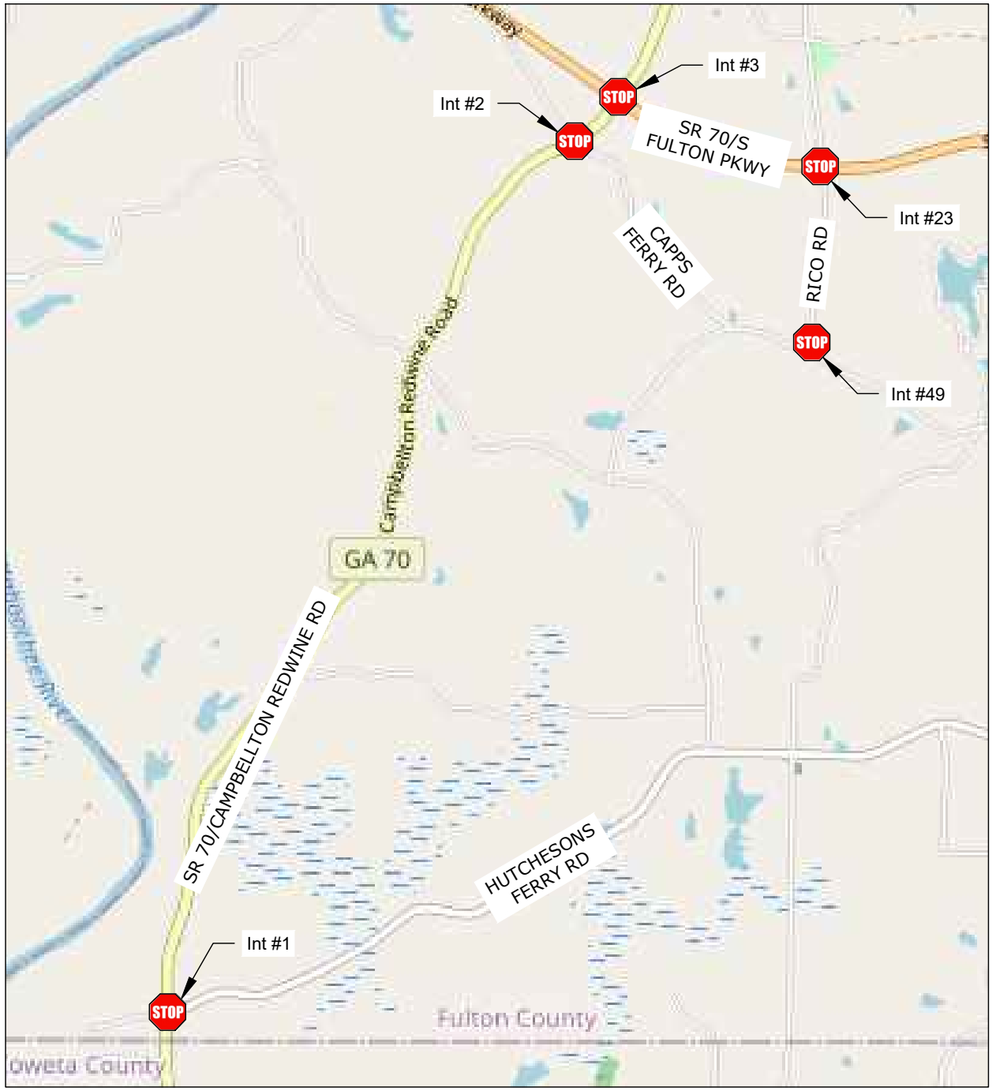
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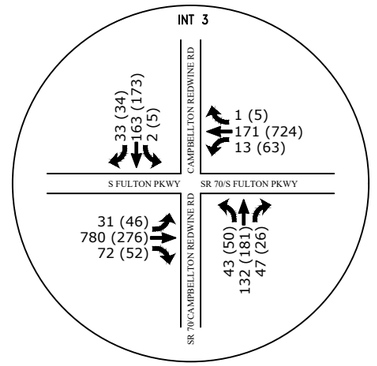
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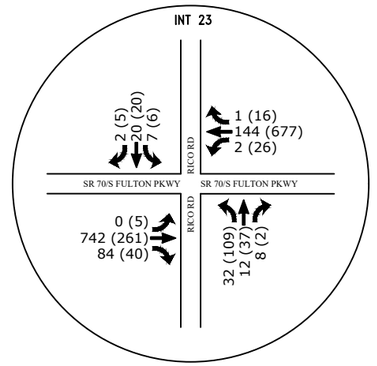
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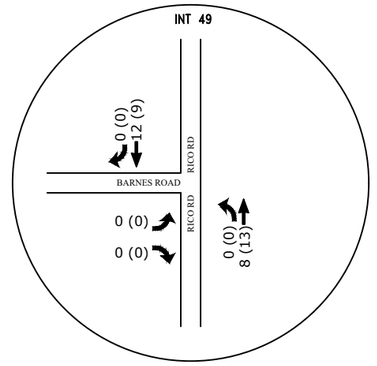












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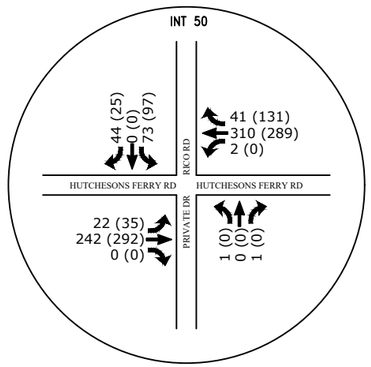
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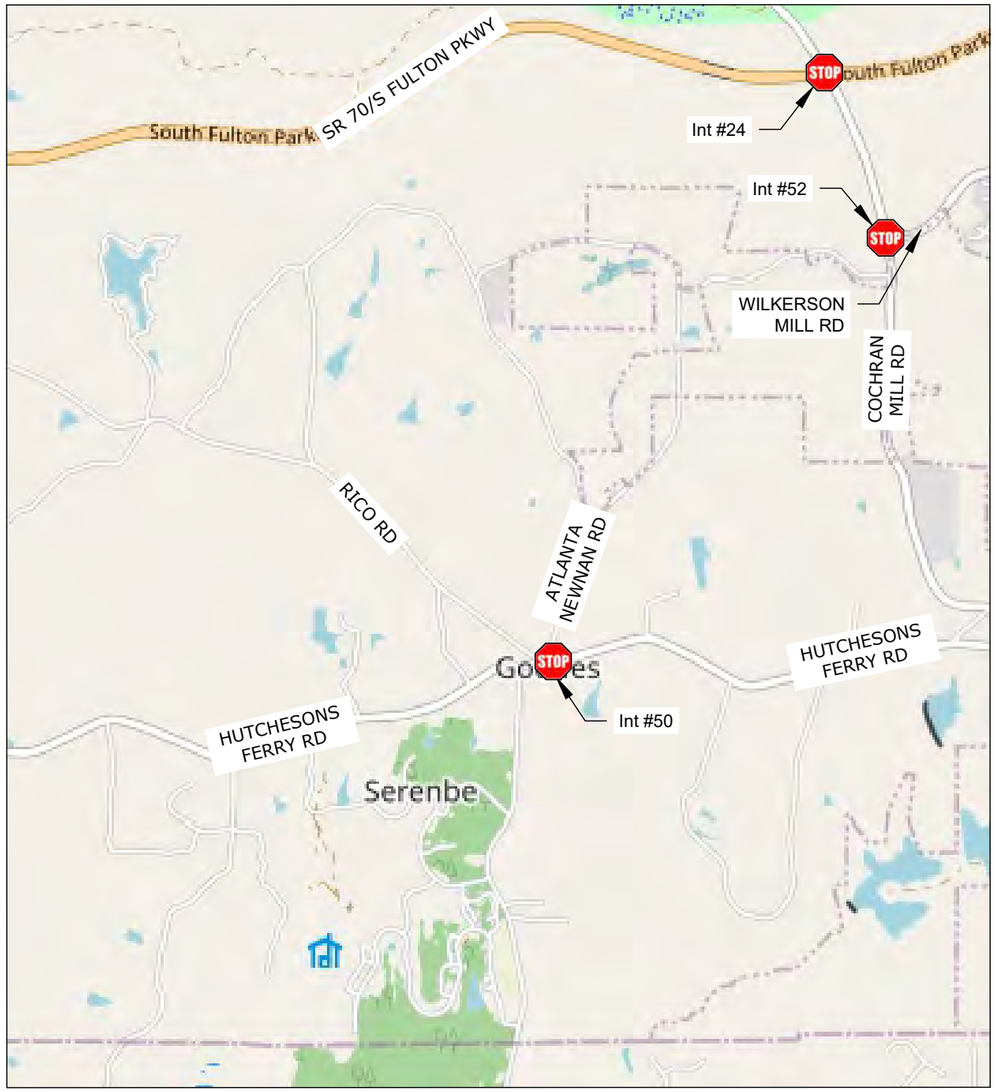
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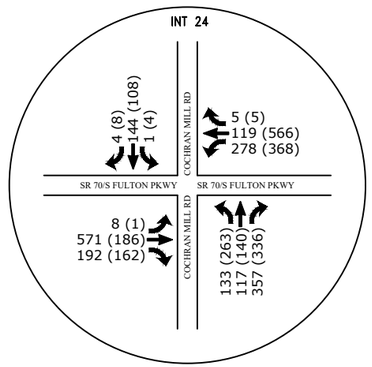
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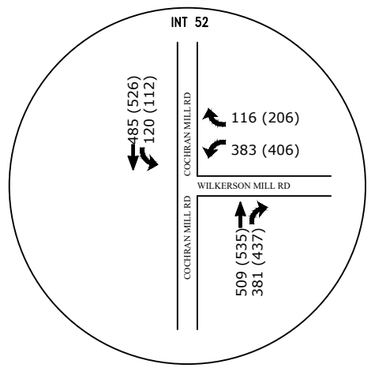
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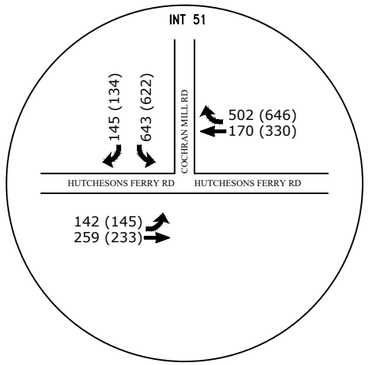
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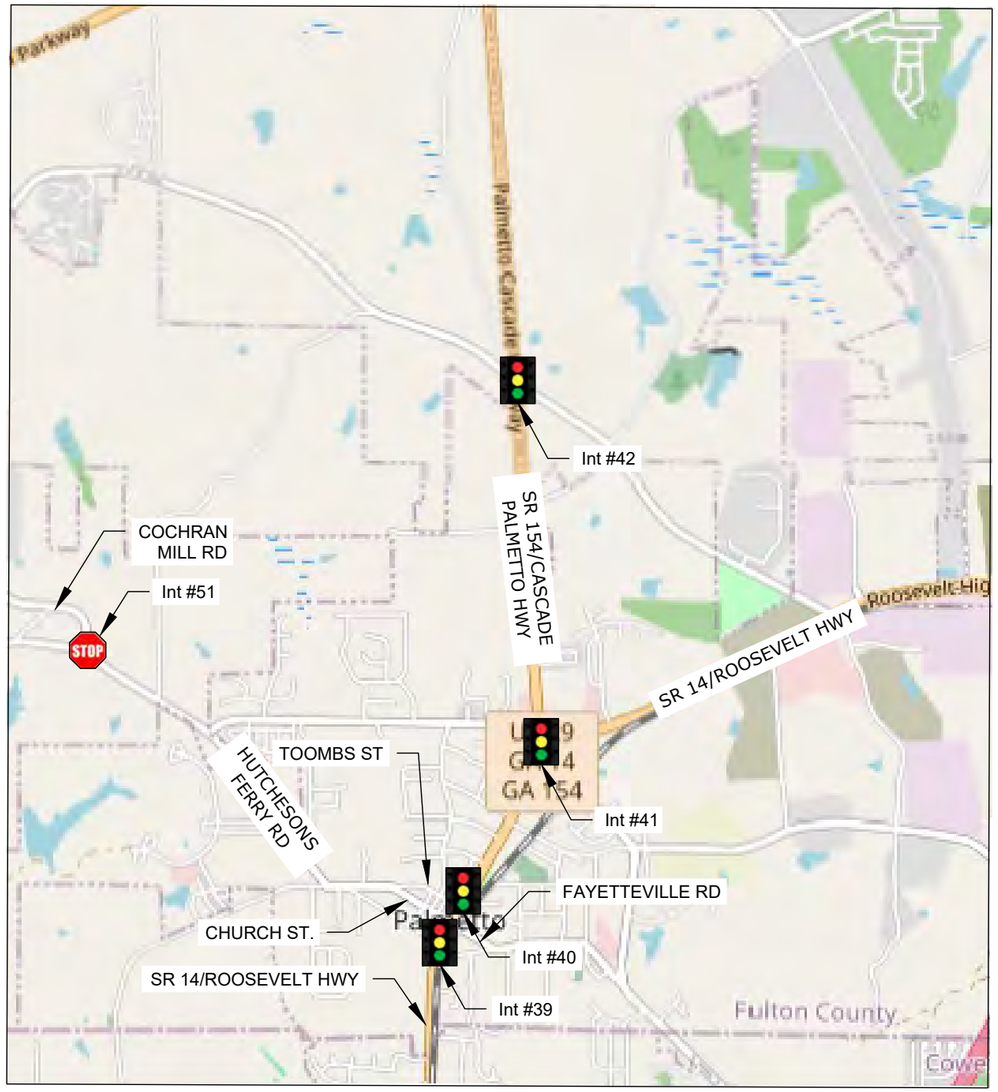
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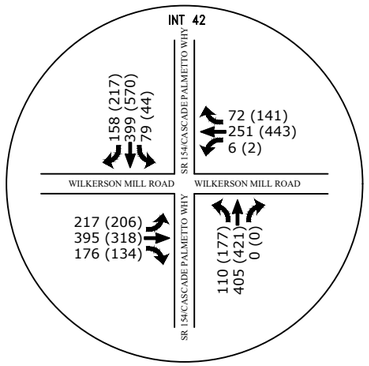
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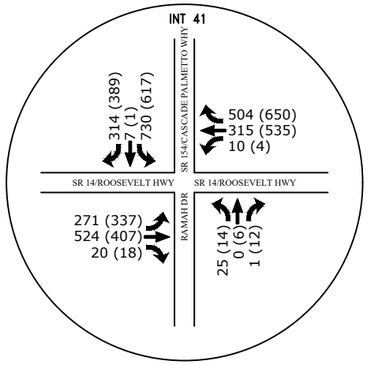
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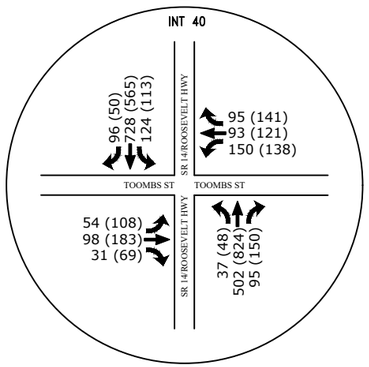
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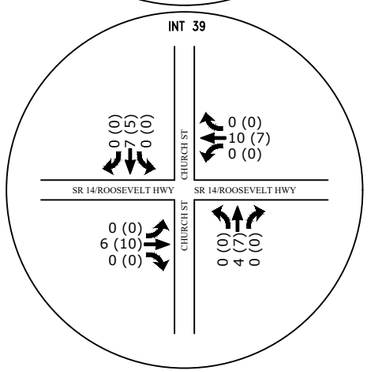












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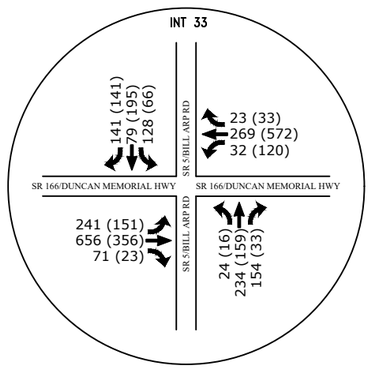
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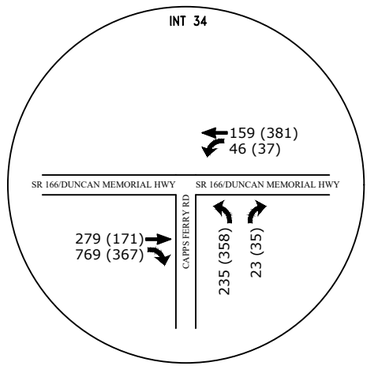
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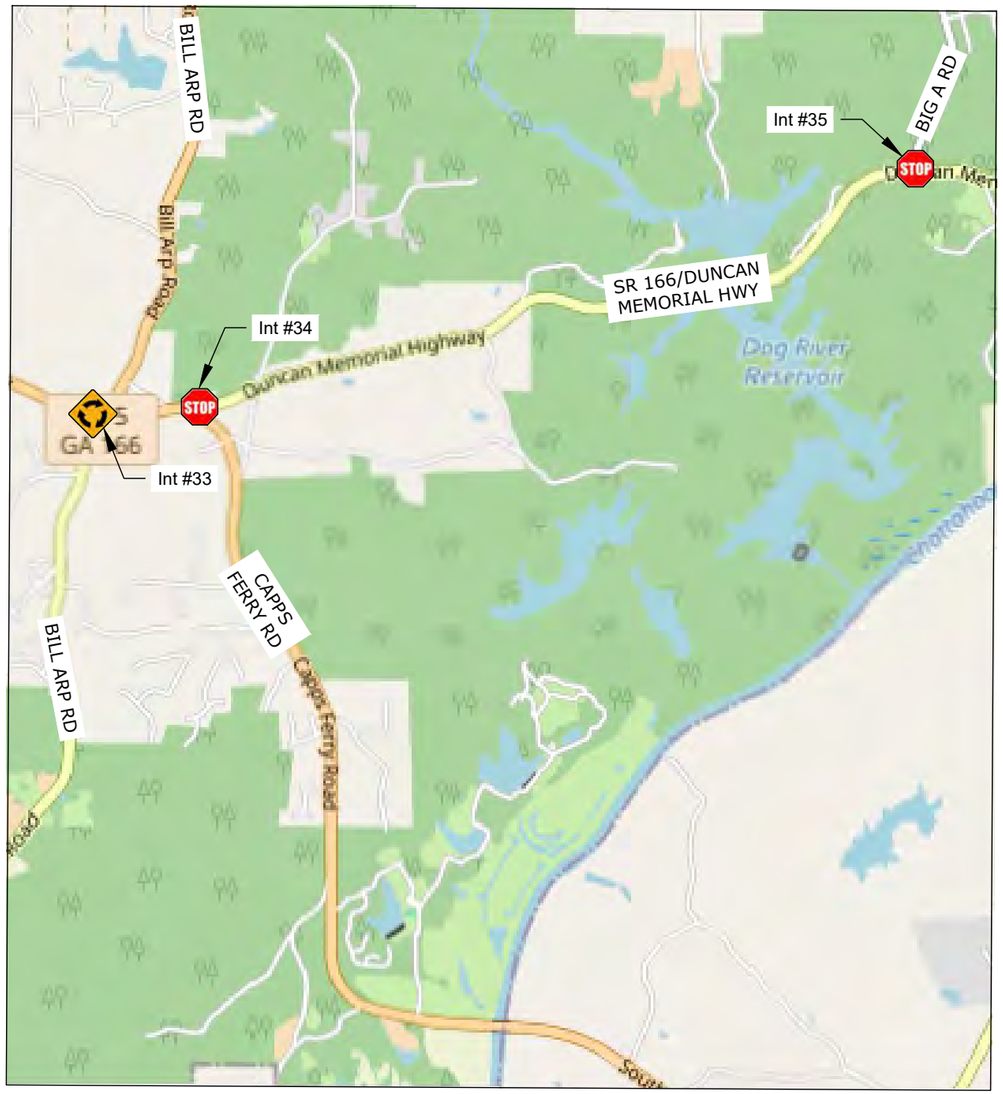
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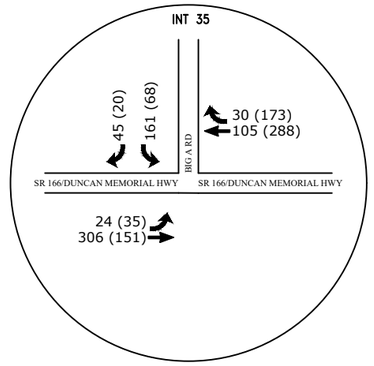
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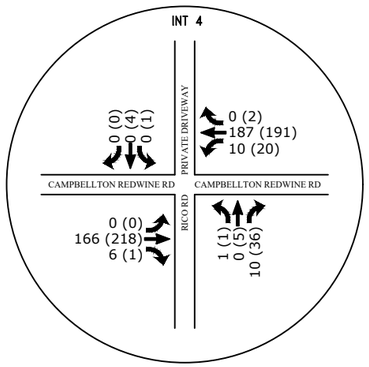
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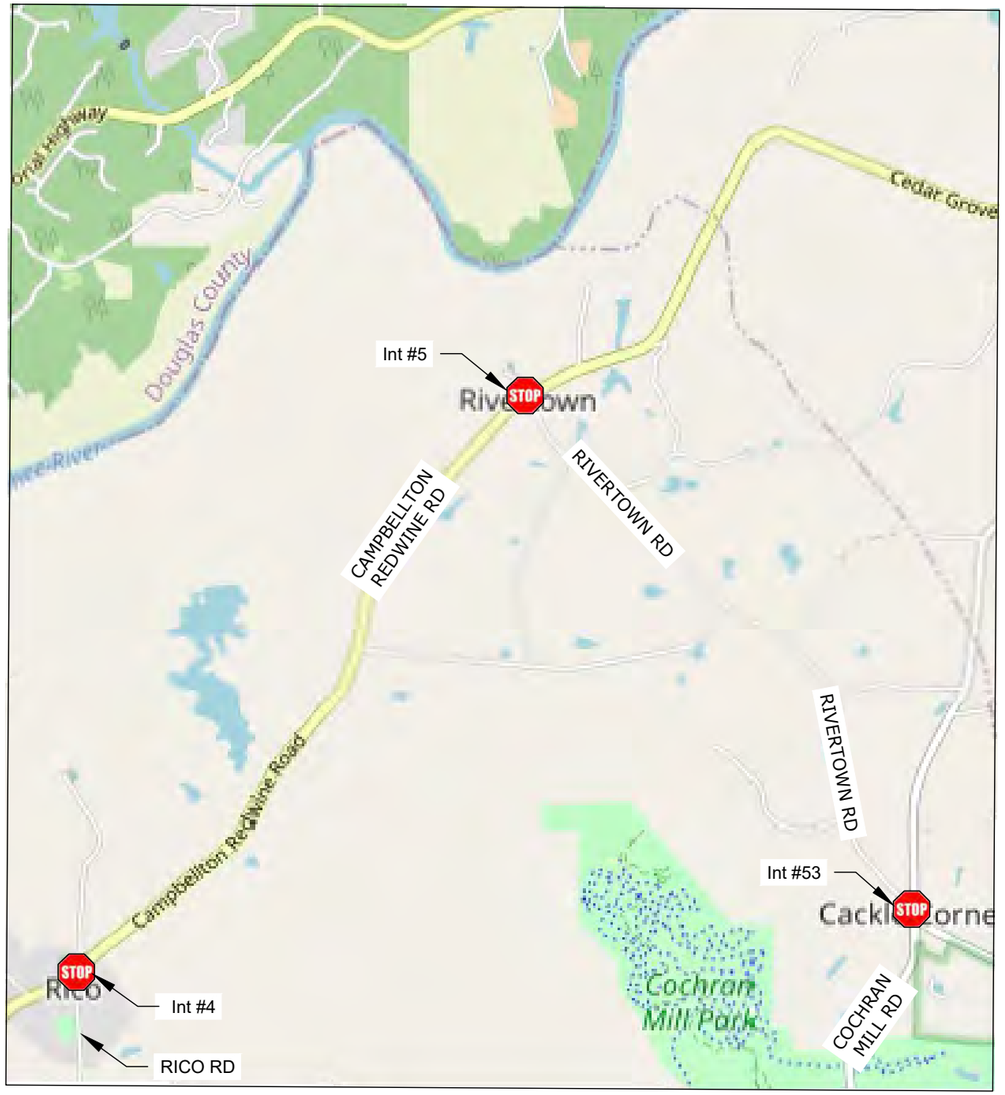
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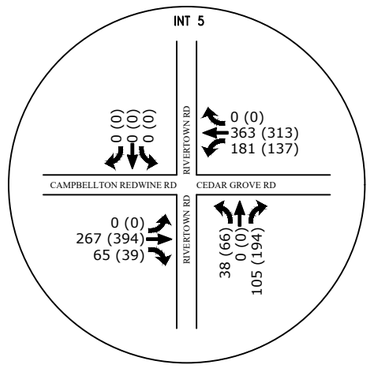
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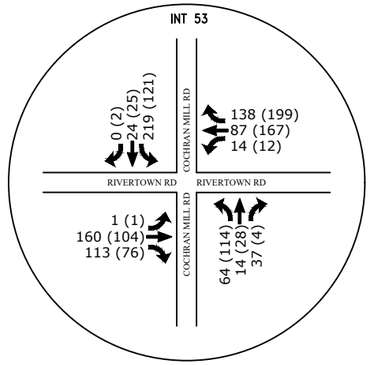
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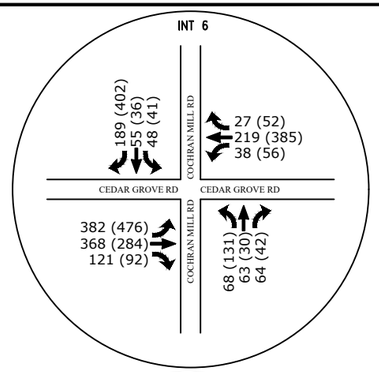
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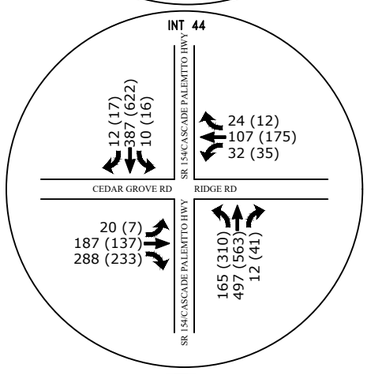
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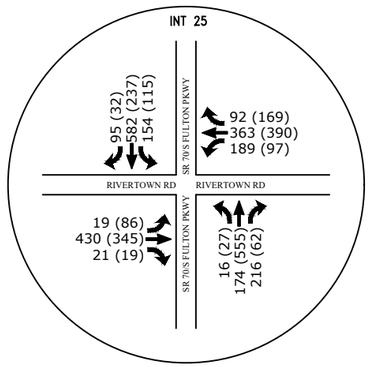
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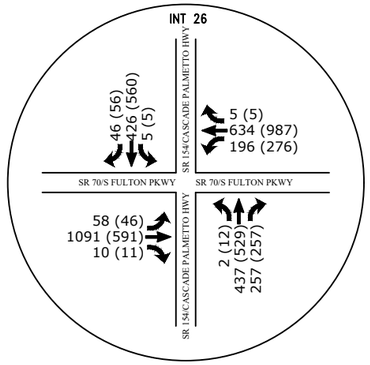
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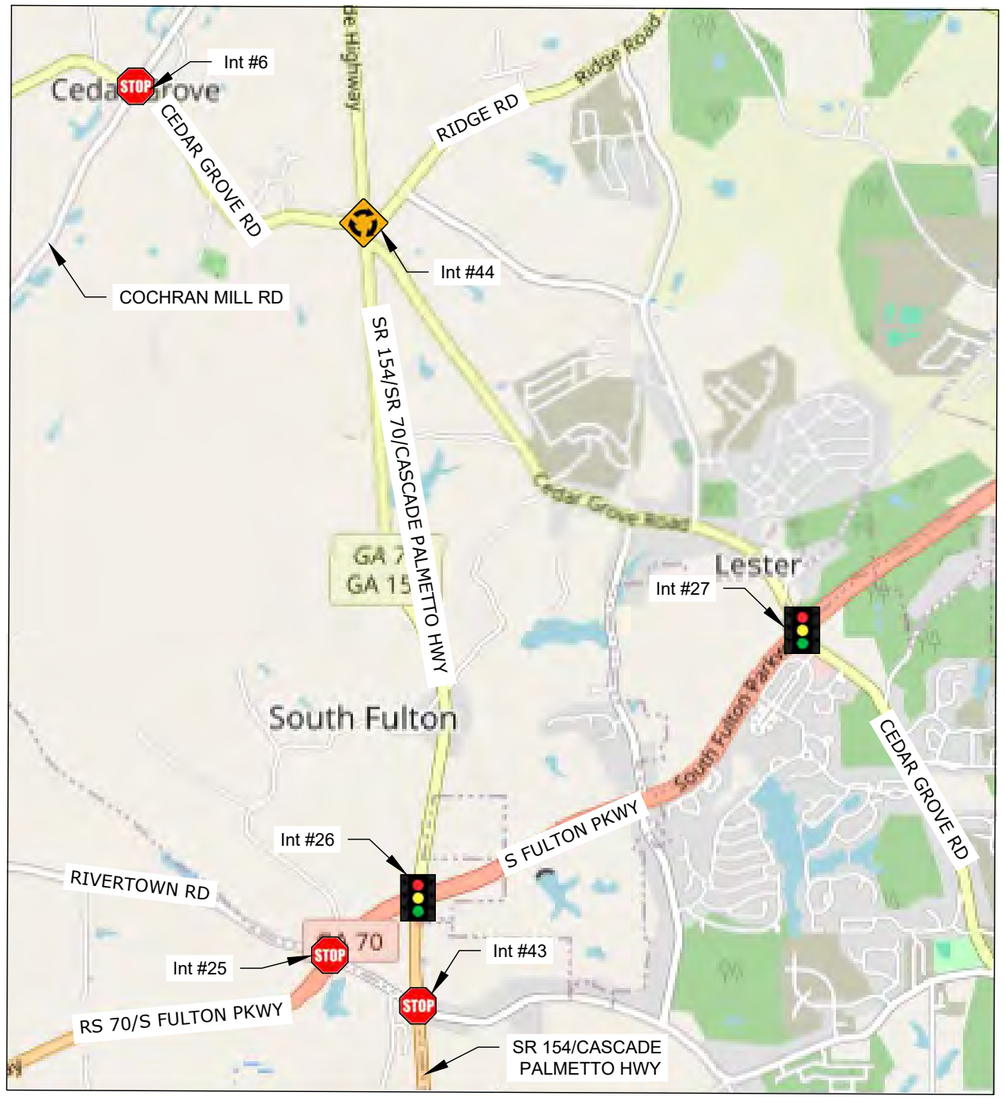
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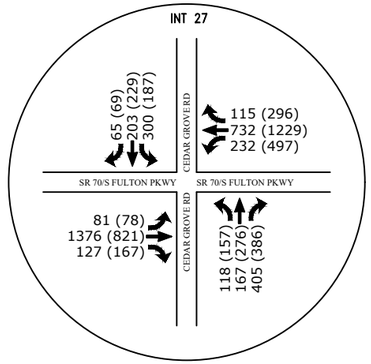


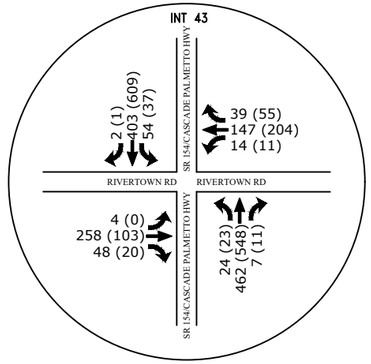












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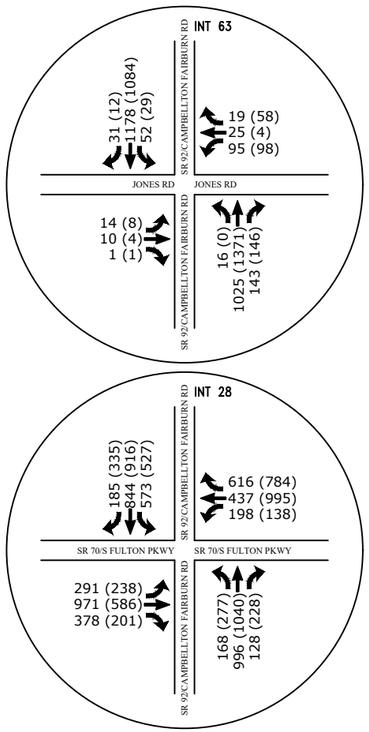
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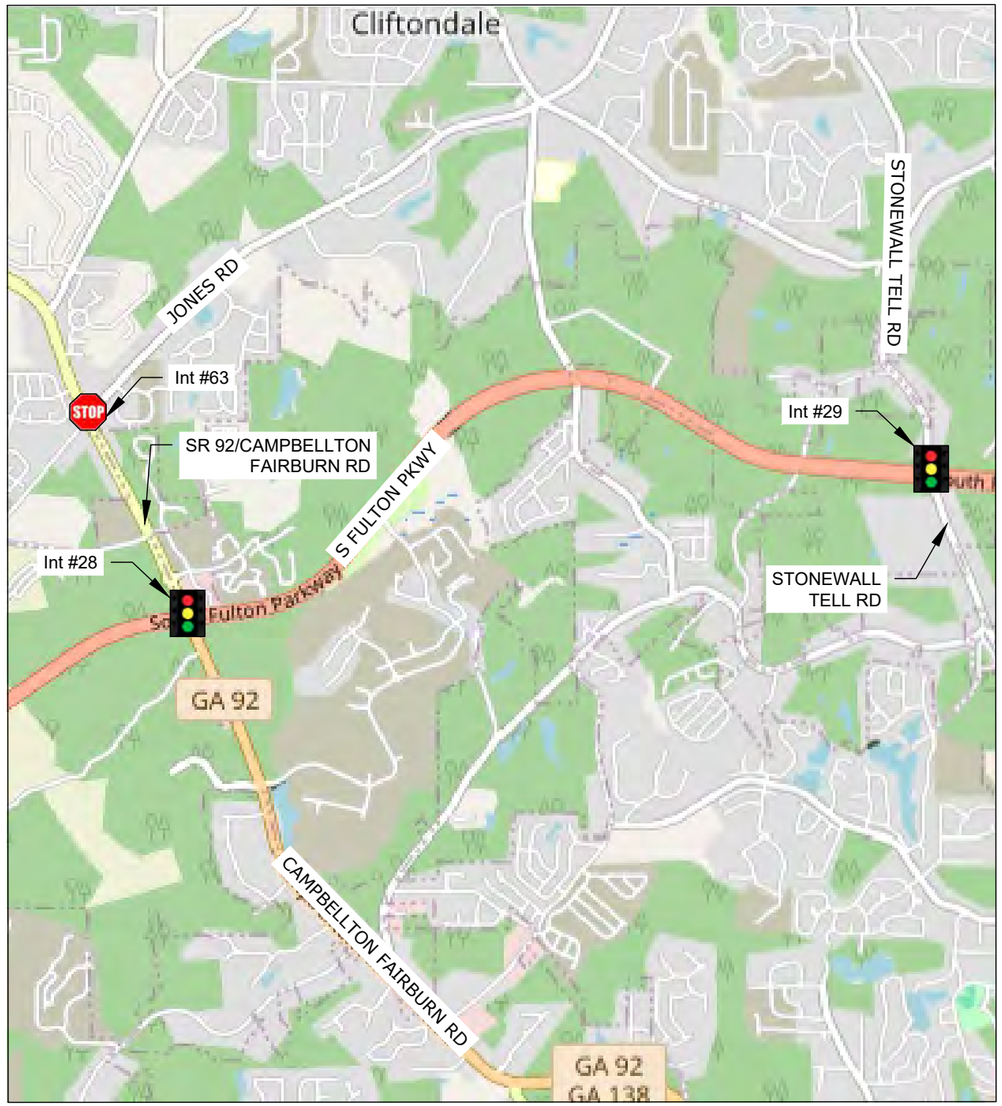
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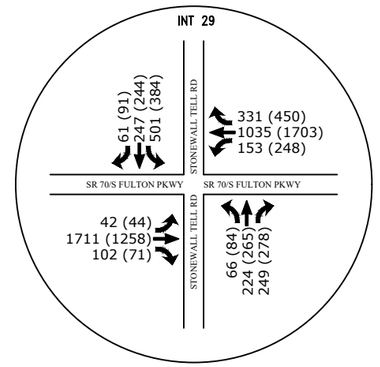
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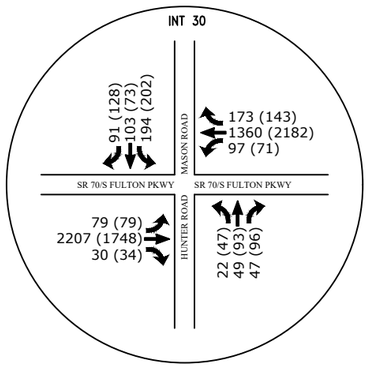
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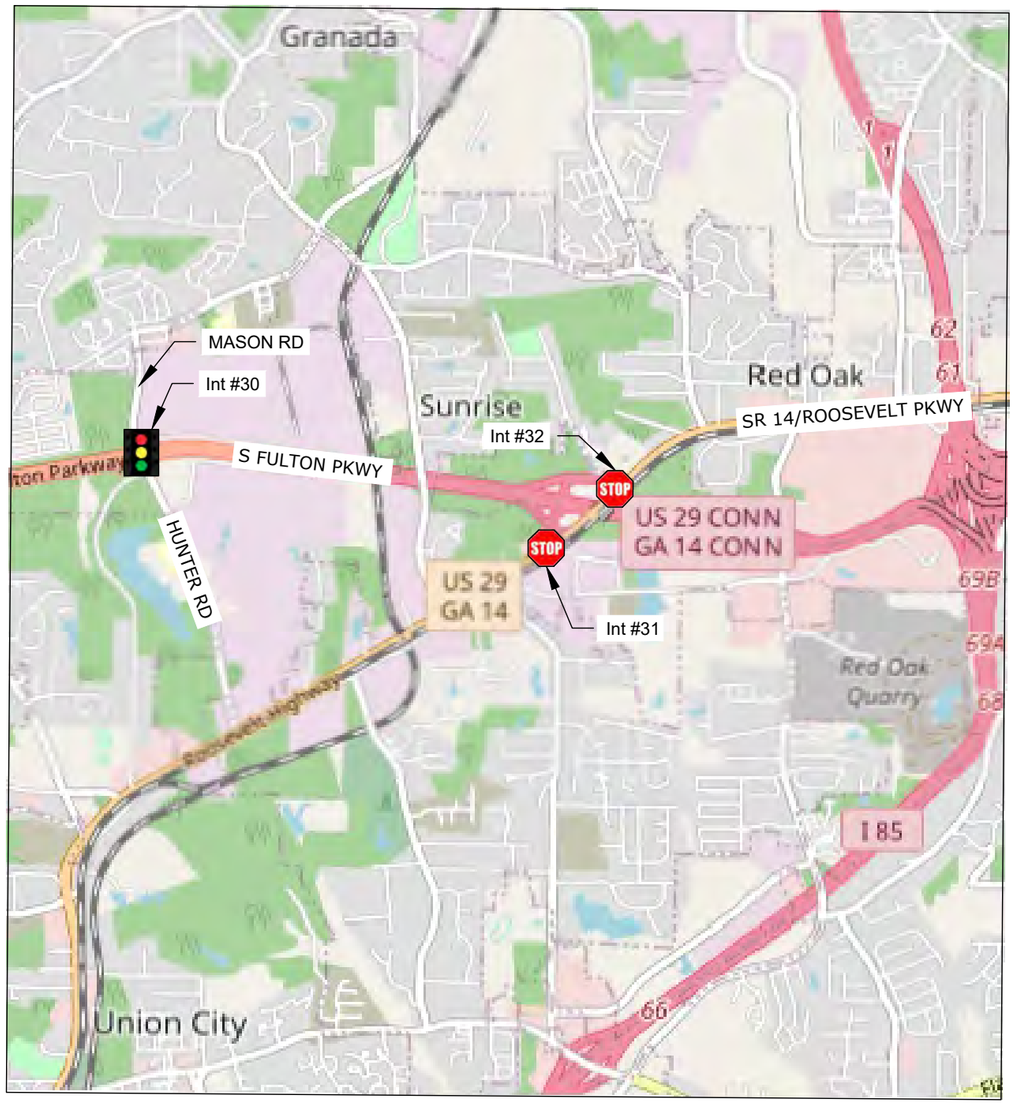
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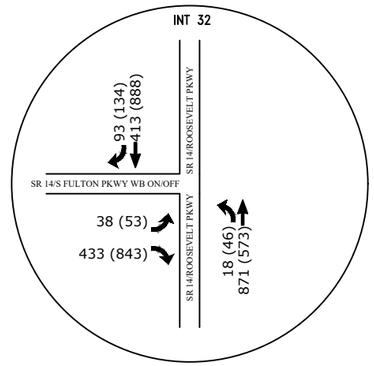
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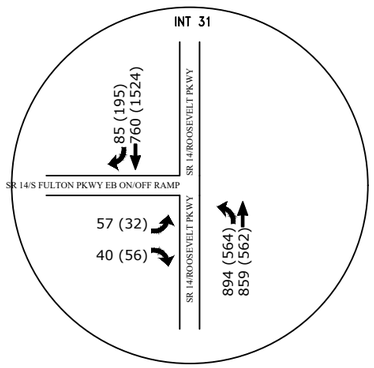
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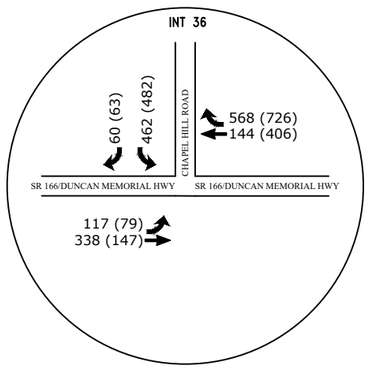
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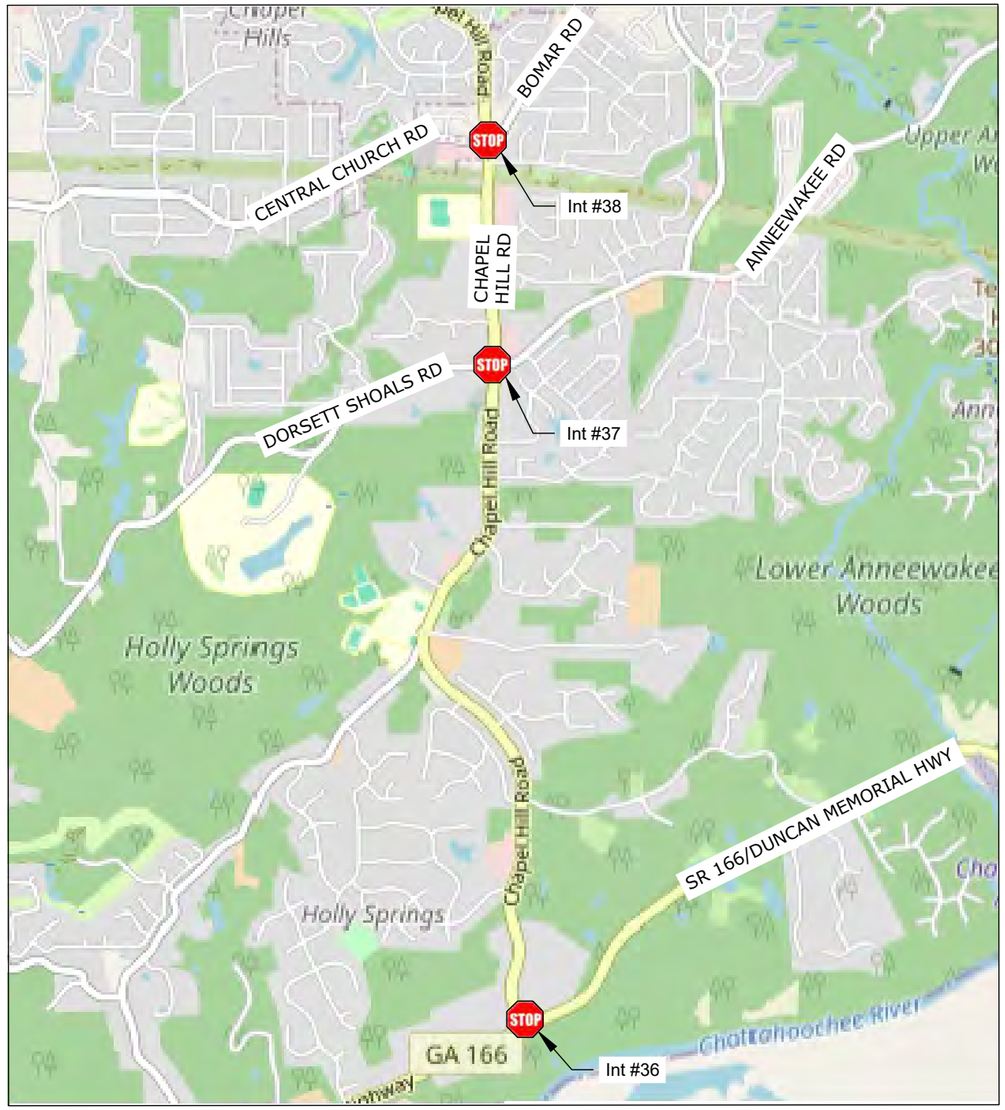
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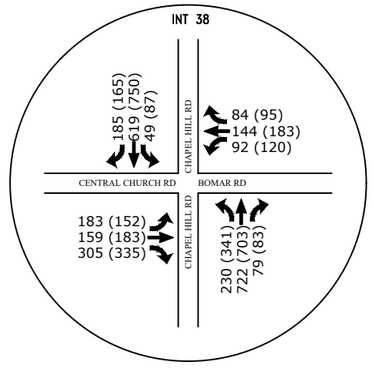
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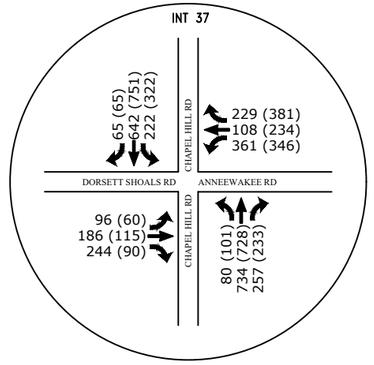
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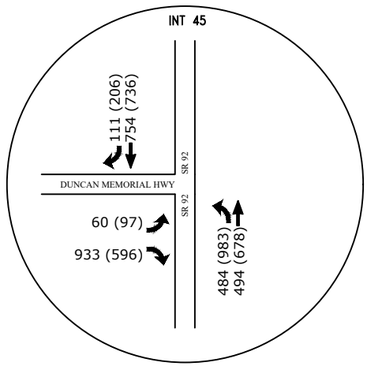
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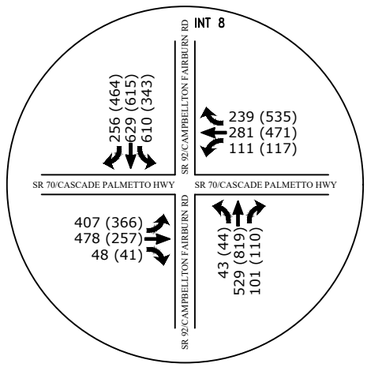
FIGURE 11: PHASE 7 BUILD
PEAK HOUR VOLUMES (2037)

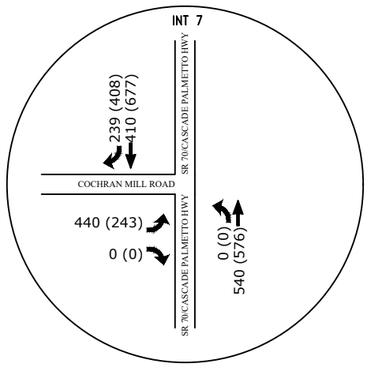
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TRAFFIC STUDY

PROJECT NUMBER: 1416-24-046

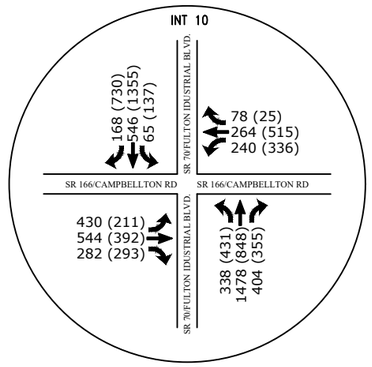
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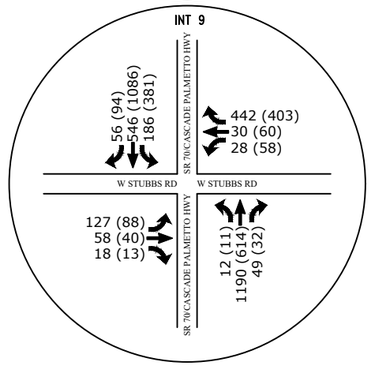


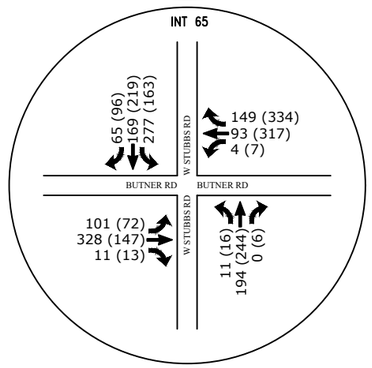


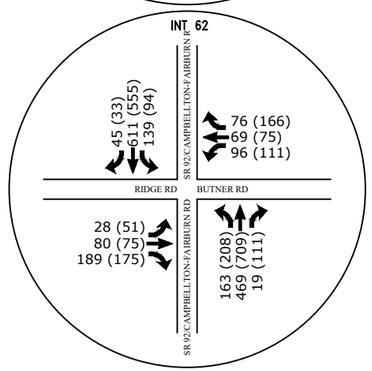












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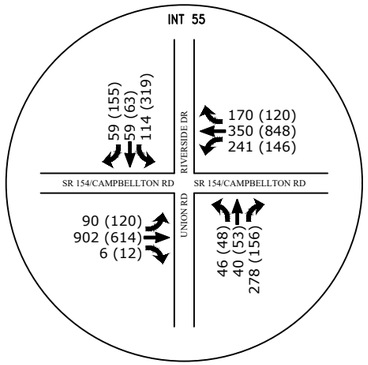
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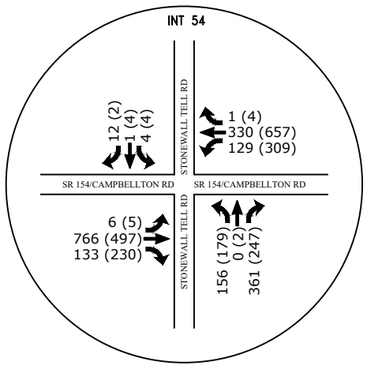
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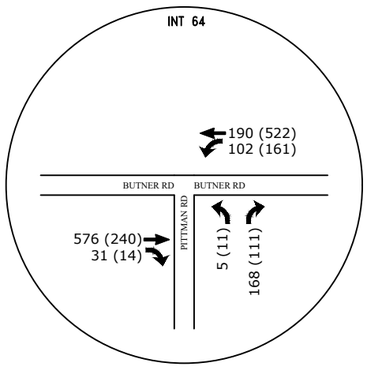
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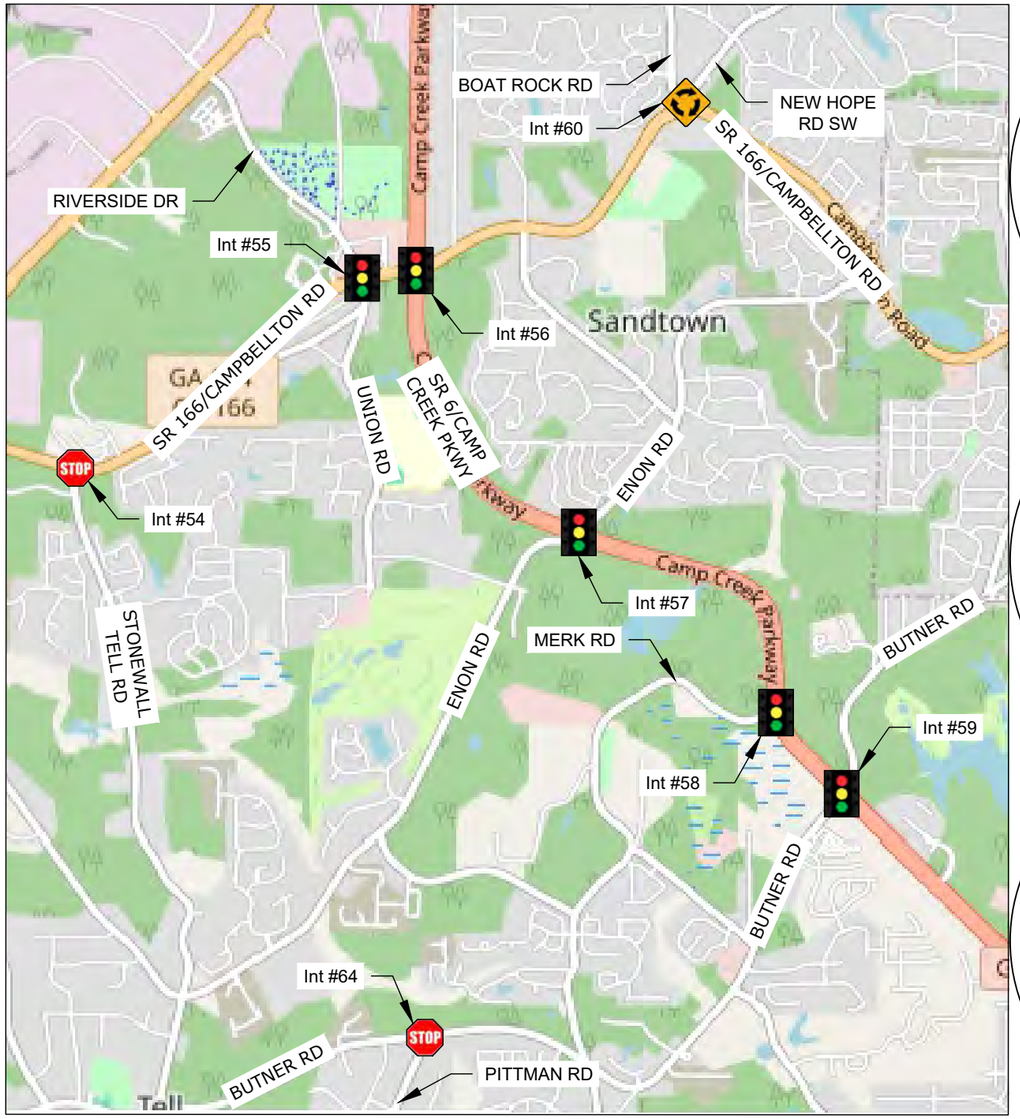
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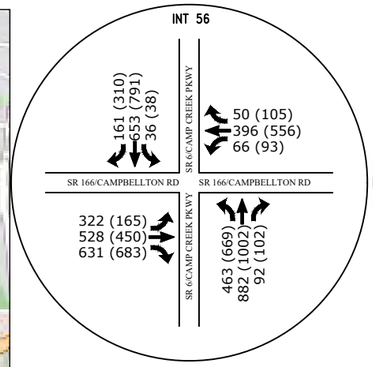
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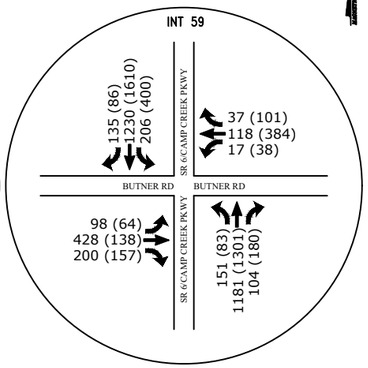


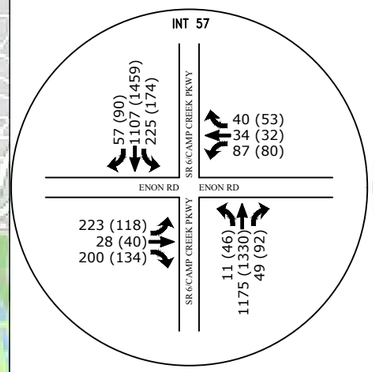


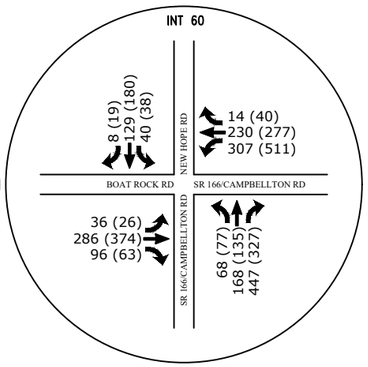


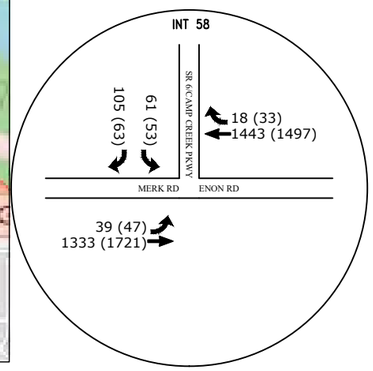












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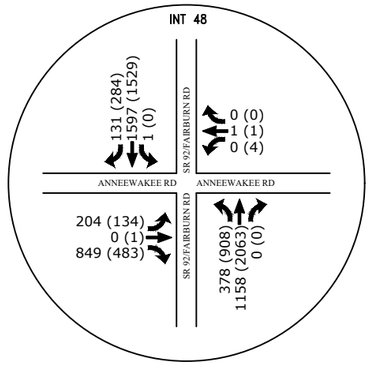
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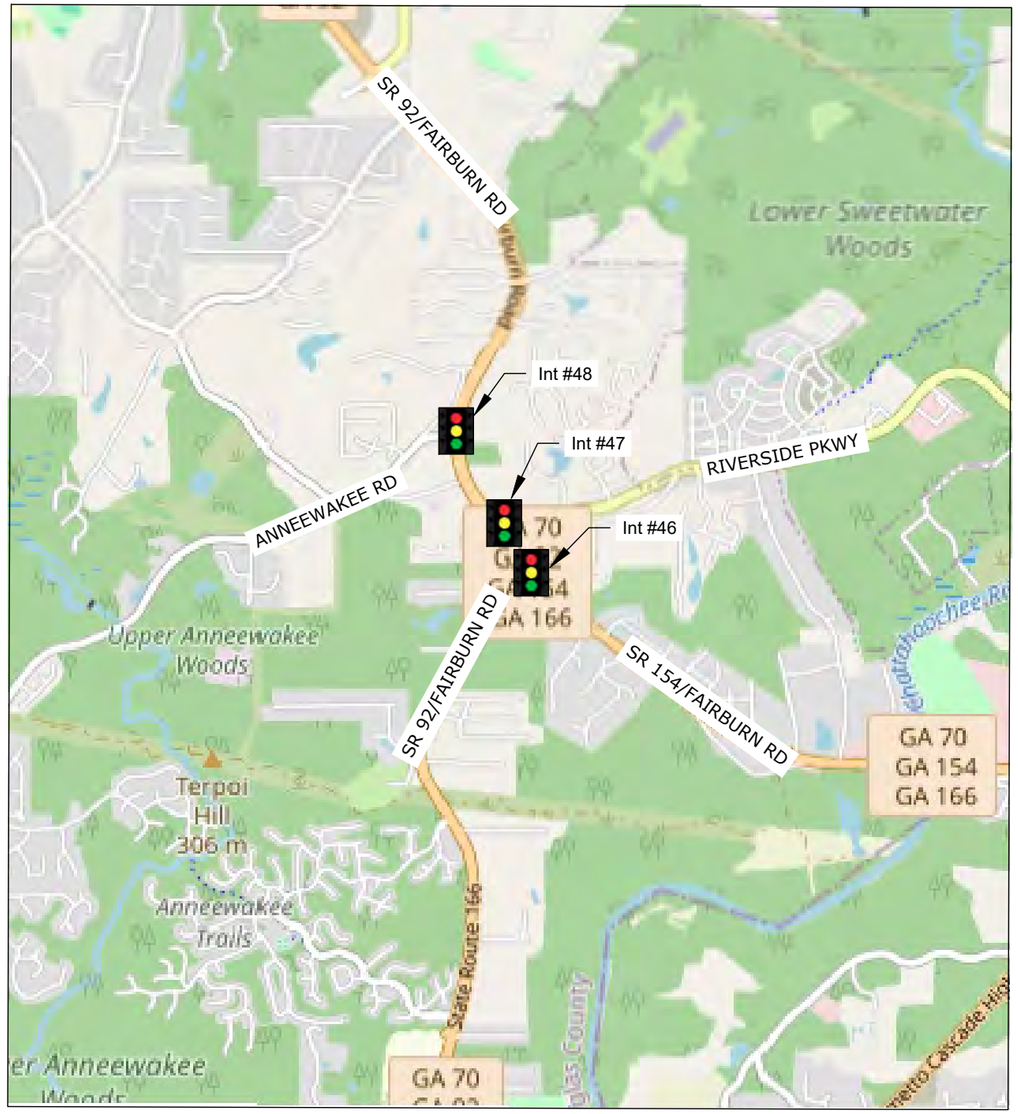
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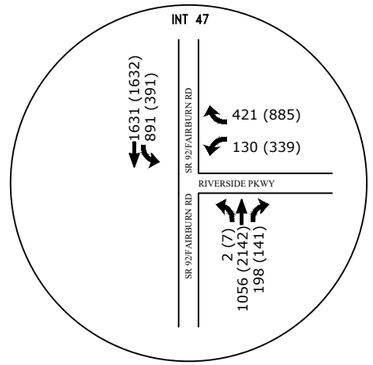
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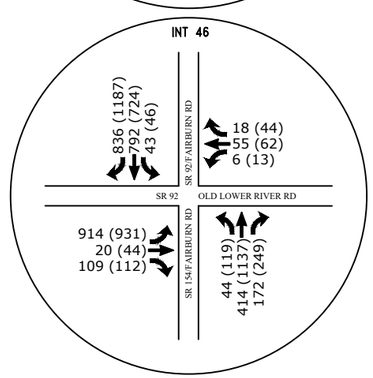
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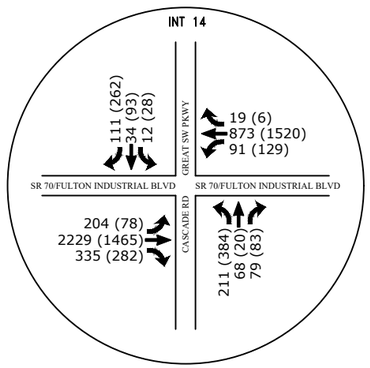
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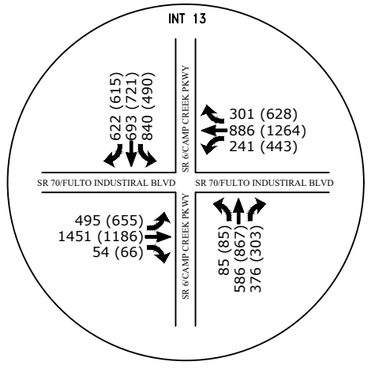
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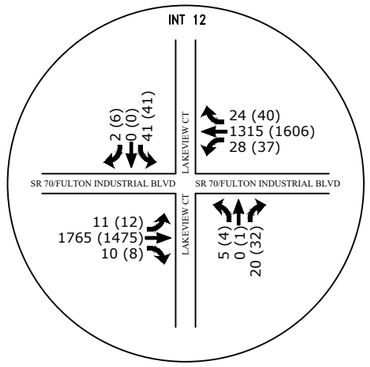
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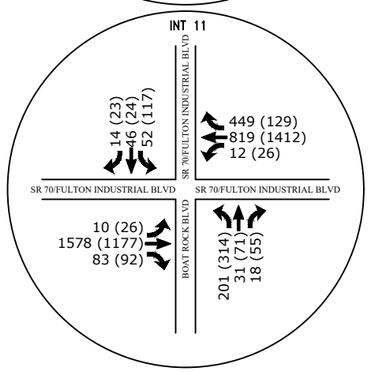
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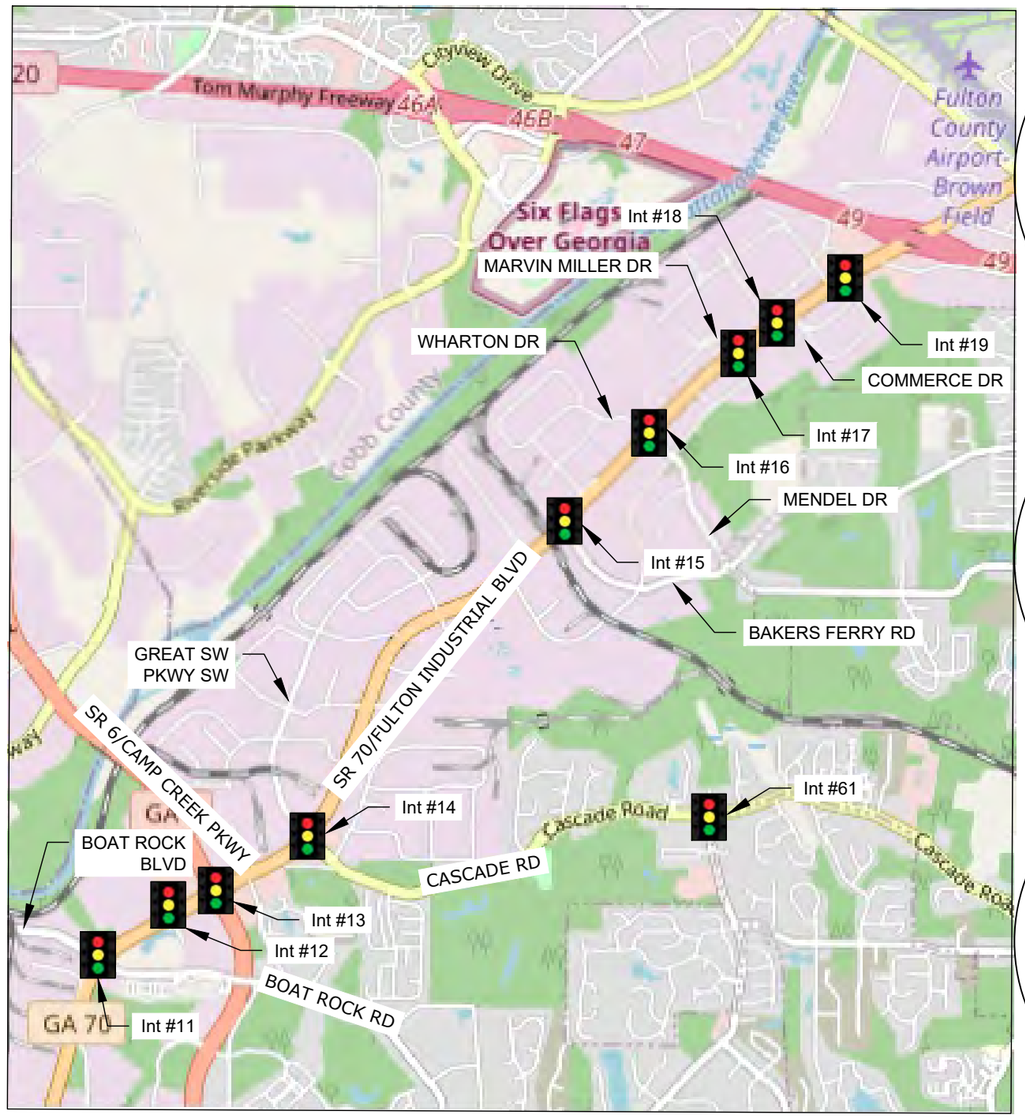
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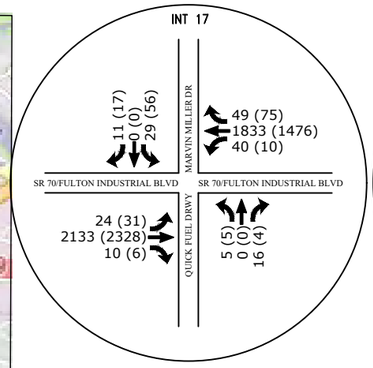


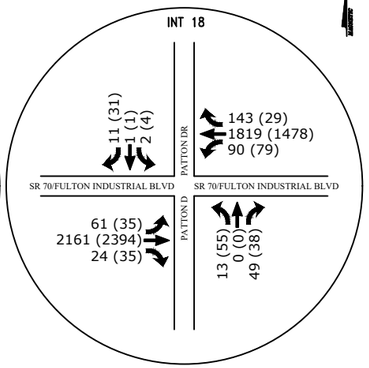


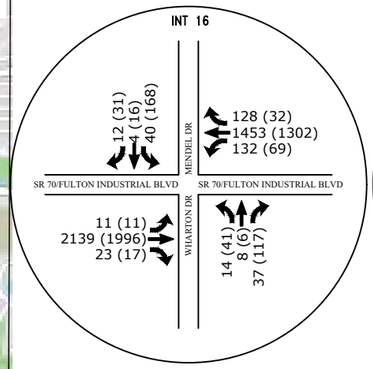


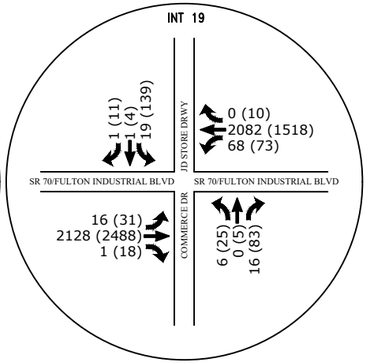


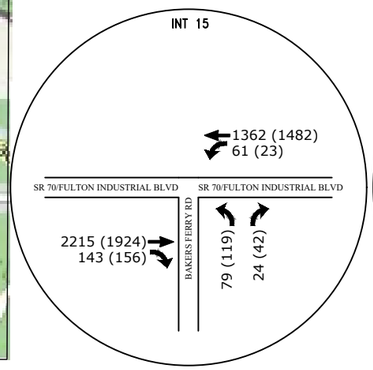


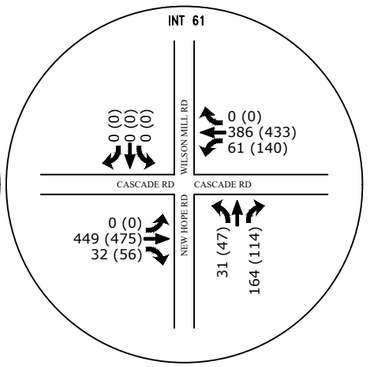












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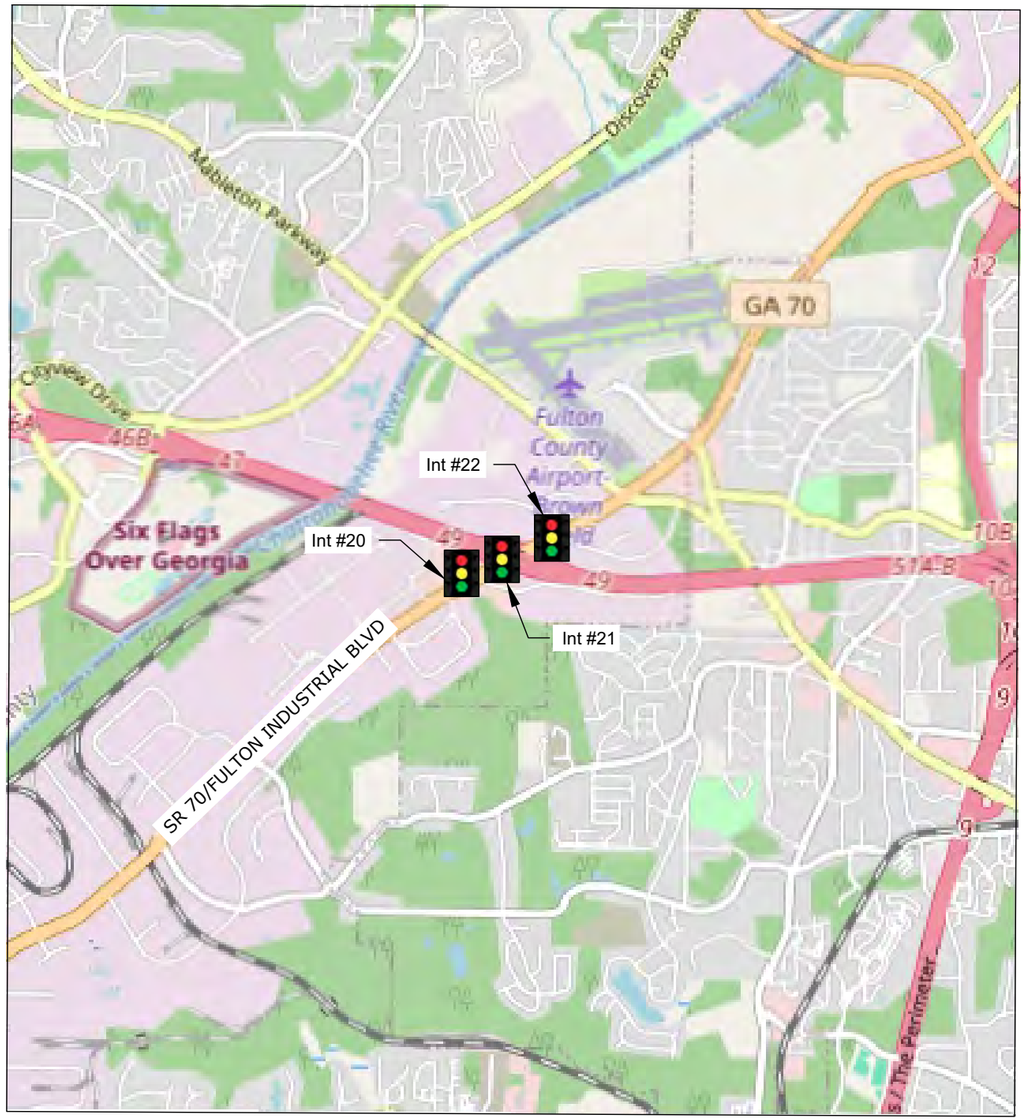
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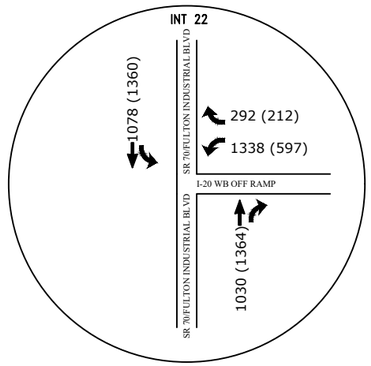
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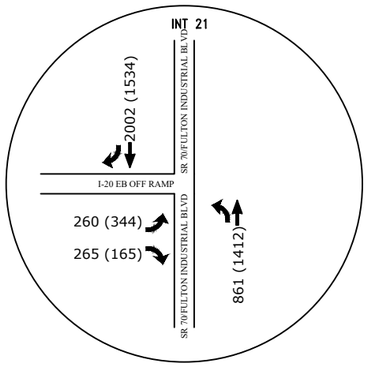
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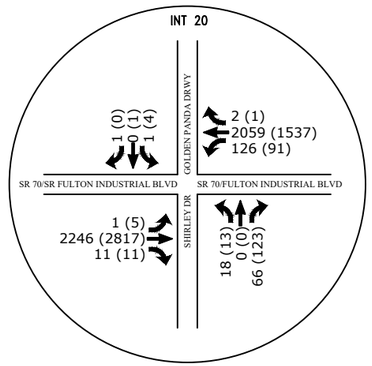
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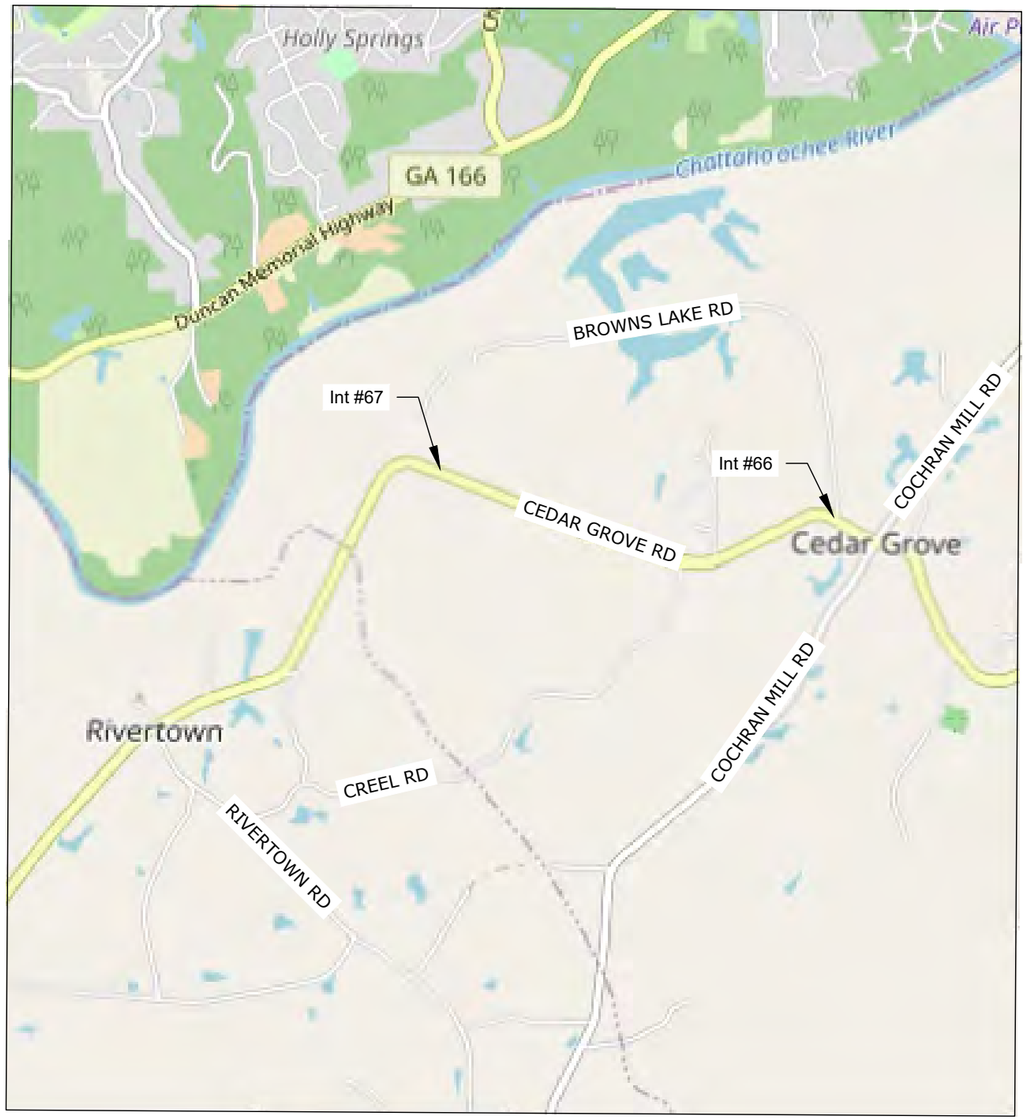
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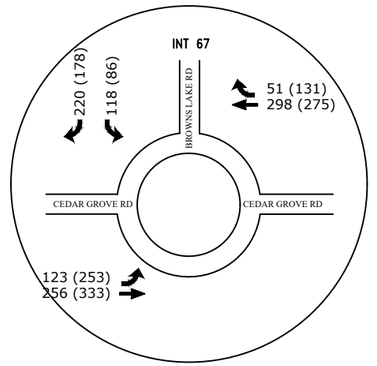
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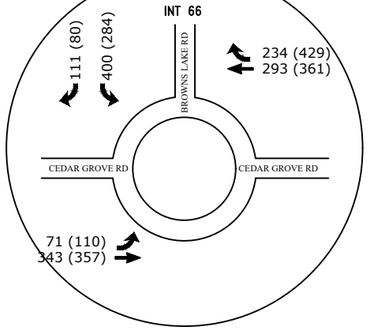
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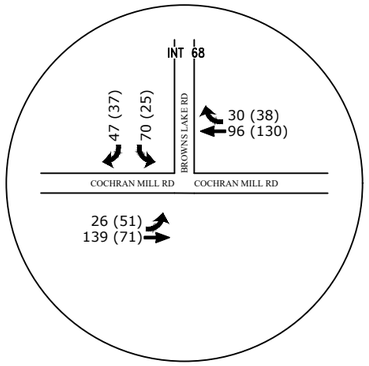
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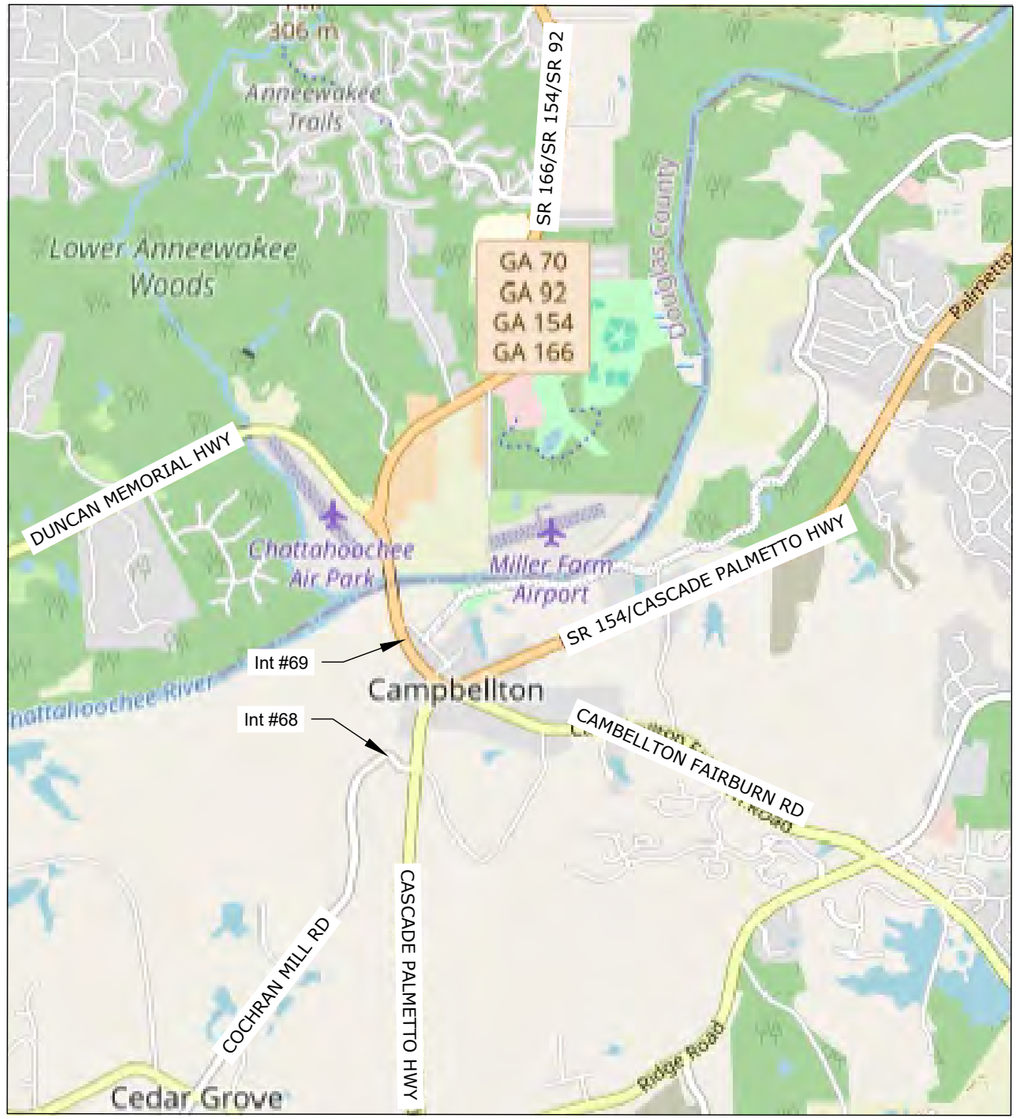
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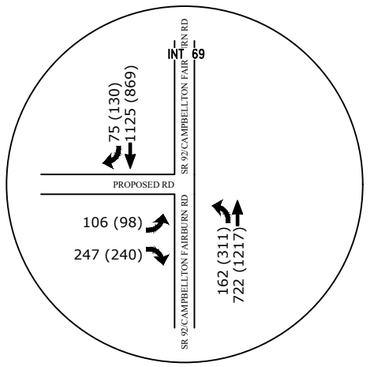
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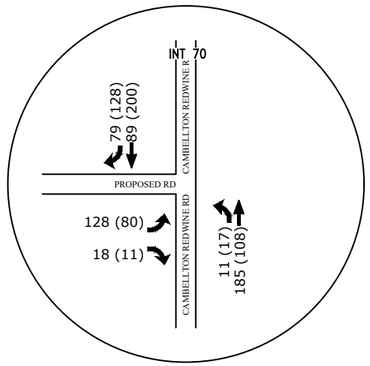
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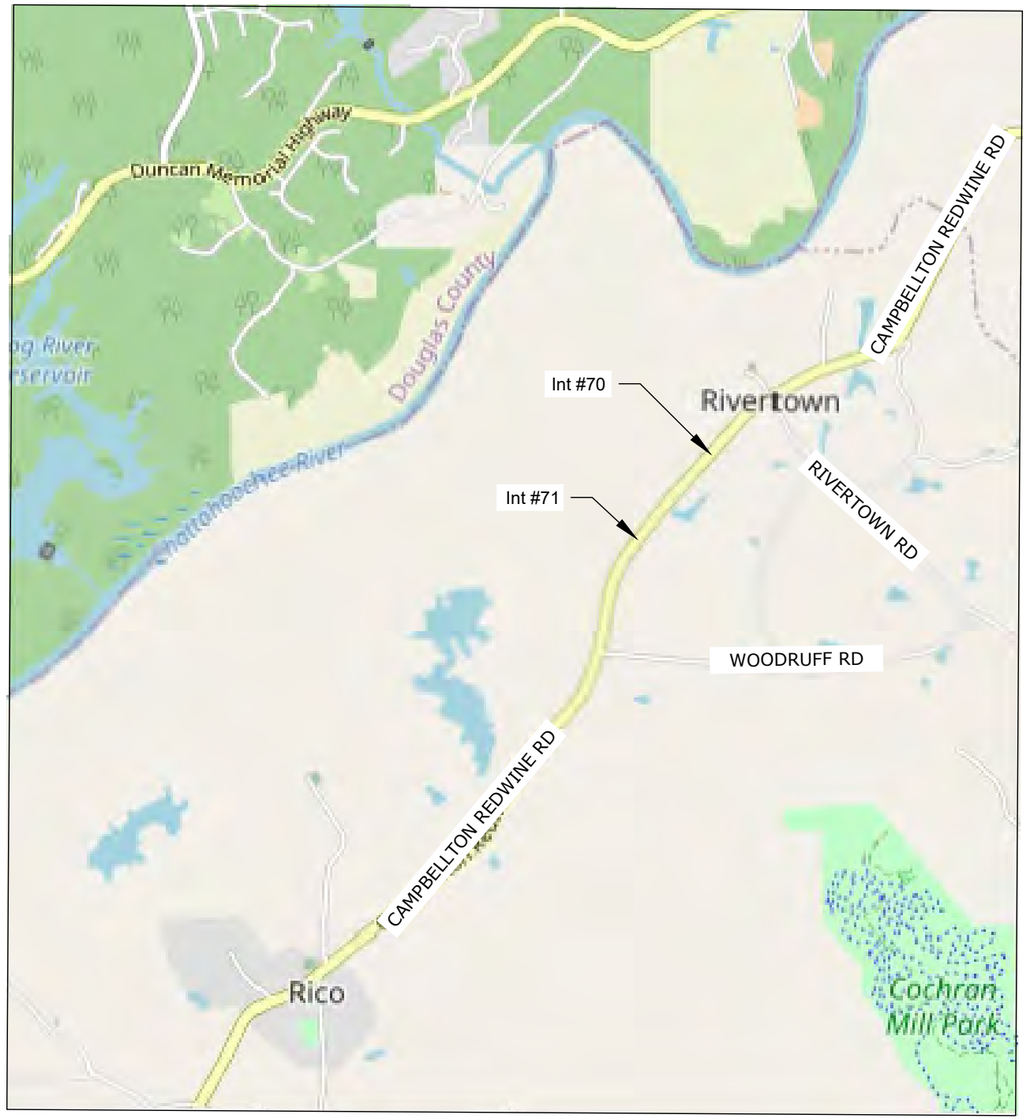
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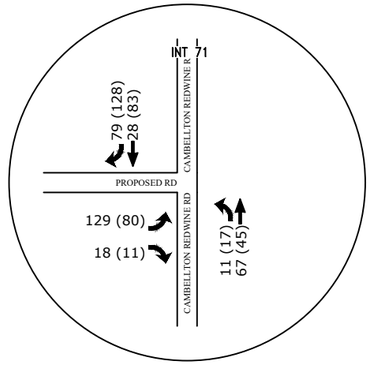
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SECTION 5
(CENTRAL SITE ACCESS DRIVEWAY)

FIGURE 11: PHASE 7 BUILD
PEAK HOUR VOLUMES (2037)

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DATE: 03.27.2025

Study intersections are expected to continue to operate at the same level of service as Phase 7 no-build conditions (2037) and the intersections that were failing in no-build conditions are also expected to fail under Phase 7 build conditions. Intersections failing in the build condition but not in the no-build condition are listed below. These intersections will need to be mitigated by the developer as these are failing due to trips added by the development.

- Campbellton Redwine Rd & S Fulton Pkwy
- Rivertown Rd at Campbellton Redwine Rd/Cedar Grove Rd
- Cochran Mill Rd at Cedar Grove Rd
- Cascade Palmetto Hwy at Wilkerson Mill Rd

Intersection Improvement Alternative (Phase 7 - 2037)

Improvements were identified at study intersections that were operating at unacceptable service levels. These enhancements included modifications to intersection controls and roadway geometry to ensure they meet the appropriate levels of service as required by DRI guidelines. Some improvements at certain intersections will be included in other DRI projects or roadway enhancement initiatives; these improvements are planned for implementation in the respective no-build years. For intersections not associated with any other DRI or roadway project, previously recommended improvements were also evaluated under build conditions to confirm their effectiveness in achieving acceptable operational standards.

3. Campbellton Redwine Rd & SR 70 S Fulton Pkwy

The intersection of Rivertown Rd at Campbellton Redwine Rd/Cedar Grove Rd is expected to operate at an unacceptable level of service in the Phase 7-2037 build condition due to the traffic generated by the proposed development. To mitigate the impact of the proposed development trips, an ICE analysis was carried out. For the ICE analysis, Alternative #1 is single-lane roundabout, which is assumed to be existing control based on the Phase 1 recommendation and Alternative #2 will maintain the intersection control and add bypass lanes on all the approaches.

The results of the ICE analysis for the study intersection are summarized in **Table 79**. Based on the ICE analysis, Alternative#2 to install bypass lanes on all approaches of the intersection is recommended. The ICE tool and the associated operational analysis reports are attached in **Appendix H**. The LOS comparison with the mitigations are summarized in TABLE XX

Table 79: ICE Analysis Results for SR 70/S Fulton Pkwy @ Campbellton Redwine Rd – Phase 7 (2037)

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Single Lane Roundabout	58.0 (0.76)	182.0 (1.14)	1.5	2
Single Lane Roundabout with Bypass Lanes All Approaches	11.0 (0.65)	13.5 (0.70)	5.3	1

5. Rivertown Road at Campbellton Redwine Road/Cedar Grove Road

The intersection of Rivertown Rd at Campbellton Redwine Rd/Cedar Grove Rd is expected to operate at an unacceptable level of service in the Phase 7-2037 build condition. Adding a channelized, yield

controlled, right turn lane with appropriate storage length is recommended at this intersection. The LOS comparison with the mitigations are summarized in TABLE XX.

6. Cochran Mill Road at Cedar Grove Road

The intersection of Cochran Mill Rd at Cedar Grove Rd is expected to operate at an unacceptable level of service in the Phase 7-2037 build condition. The intersection failed under Phase 3, which was fixed by providing a single lane roundabout. Because it is failing again, further analysis was conducted to bring the intersection back to an acceptable level of service. After review, it is recommended that bypass right turn lanes be added for all approaches at this intersection. The LOS comparison with the mitigations are summarized in TABLE XX

14. SR 70/Fulton Industrial Boulevard at Cascade Road/Great SW Parkway

The intersection of SR 70/Fulton Industrial Blvd at Cascade Rd/Great SW Pkwy is expected to operate at an unacceptable level in phase 7-2037 no-build and build conditions. The recommendation is the same as in existing and phase 2-no-build scenario; add northbound left turn lane and southbound right turn lane. By the 2037 build condition, additional through capacity (a third through lane in each direction) on Fulton Industrial Boulevard will merit consideration. The LOS comparison with the mitigations are summarized in TABLE XX.

42. SR 154/Cascade Palmetto Highway at Wilkerson Mill Road

The intersection of Cascade Palmetto Hwy at Wilkerson Mill Rd is expected to operate at an unacceptable level of service in the Phase 7-2037 no-build and build scenario. The intersection failed in Phase 1, which was fixed with the installation of a signal with 120s cycles for both the AM and PM peak periods. It failed in Phase 3, which was fixed with the installation of an eastbound left turn lane, northbound left turn lane, southbound left turn lane, and a 150s cycle. Because it is failing again, further analysis was completed to bring the operations at this intersection to an acceptable level of service.

It is recommended to add channelized right turn lane for eastbound right and westbound right and add thru lanes for the northbound and southbound approaches.

Chapel Hill Rd & SR 166/Duncan Memorial Hwy

The intersection of Chapel Hill Rd and SR 166/Duncan Memorial Hwy is expected to operate at an unacceptable level of service with Phase 7 - 2037 build volumes. The intersection failed under Phase 1, which was fixed by providing a single-lane roundabout. Because it is failing again, ICE was carried out to find an improvement.

Alternative #1 is the existing single-lane roundabout improvements from Phase 1. Alternative #2 will maintain the single-lane roundabout control and add westbound bypass right turn lane on SR 166/Duncan Memorial Hwy. The results of the ICE tool for the study intersection are summarized in **Table 80**. Based on the ICE analysis, Alternative #1 a single-lane roundabout is recommended but because the intersection is operating at unacceptable level of service a waiver was filled in to recommend improvements to install a westbound bypass right turn lane at the intersection. The ICE tool and associated operational analysis reports are attached in **Appendix H.**

Table 80: ICE Analysis Results for SR 166/Duncan Memorial Hwy @ Chapel Hill Rd – Phase 7 (2037)				
Intersection Control	**AM Peak Delay (V/C Ratio)**	**PM Peak Delay (V/C Ratio)**	**ICE Score**	**Rank**
Single-lane Roundabout	15.3 (0.63)	46.3 (1.04)	3.5	1
Add a Westbound bypass Right turn lane	15.2 (0.62)	16.4 (0.69)	2.9	2

Most intersections failing under Phase 7 no-build and build conditions have been operating unacceptably in the existing year (2024), Phase 1 (2029), Phase 2 (2031), Phase 3 (2032), Phase 4 (2033), Phase 5 (2034), Phase 6 (2035). Thus, improvements recommended in the previous sections were used to verify whether the proposed improvements are still operating at acceptable service levels in Phase 7. If not, improvements will be recommended under Phase 7 to have failing intersections operate acceptably.

Level of Service Comparison Phase 7 – 2037

The intersection capacity analysis for the Phase 7 future no-build (2037) conditions with existing controls was compared with the capacity analysis results obtained using mitigations, which are summarized in **Table 81**. Similarly, **Table 82** compares Phase 7 future build (2037) conditions with existing controls to the Phase 7 build with the mitigations. Most of these mitigations are system mitigations and are not caused due to the traffic generated by the development.

Table 81: Phase 7 No-Build Mitigation LOS Comparison							
Intersection	**Intersection Control**	**Approach**	**No-Build**		**Mitigation**	**No-Build Mitigated**	
			AM Delay (LOS)	**PM Delay (LOS)**		**AM Delay (LOS)**	**PM Delay (LOS)**
3: Campbellton Redwine Rd & S Fulton Pkwy	TWSC	Northbound	48.5 (E)	125.1 (F)	Add Bypass Lane	7.1 (A)	4.9 (A)
		Southbound	25.5 (D)	51.3 (F)		3.4 (A)	7.2 (A)
		Eastbound	-	-		8.4 (A)	4.8 (A)
		Westbound	-	-		3.6 (A)	12.1 (B)
		Overall	6.2 (A)	13.1 (B)		7.6 (A)	9.3 (A)
8: SR 92/Campbellton-Fairburn Road & SR 70/Cascade Palmetto Highway	Signalized	Northbound	67.2 (E)	113.1 (F)	Add Thru Lane to all approaches	36.6 (D)	29.6 (C)
		Southbound	69.4 (E)	37.5 (D)		27.3 (C)	22.9 (C)
		Eastbound	107.3 (F)	78.0 (E)		34.9 (C)	37.7 (D)
		Westbound	45.9 (D)	61.0 (E)		38.3 (D)	46.9 (D)
		Overall	75.4 (E)	74.7 (E)		32.6 (C)	33.0 (C)
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Signalized	Northbound	101.9 (F)	22.9 (C)	Add NB/SB Thru Lanes	14.6 (B)	16.9 (B)
		Southbound	13 (B)	110.4 (F)		8.9 (A)	21.1 (C)
		Eastbound	24.6 (C)	21.5 (C)		24.6 (C)	21.5 (C)
		Westbound	21.4 (C)	21.1 (C)		21.4 (C)	21.1 (C)
		Overall	61.3 (E)	79.3 (E)		14 (B)	20.2 (C)
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Signalized	Northbound	103.3 (F)	65.2 (E)	Add NBR overlap phase	52.1 (D)	48.9 (D)
		Southbound	34.5 (C)	44.3 (D)		37.8 (D)	44.3 (D)
		Eastbound	37.9 (D)	30.1 (C)		37.9 (D)	30.1 (C)

		Westbound	37.7 (D)	26.2 (C)		37.7 (D)	26.2 (C)
		Overall	49.8 (D)	39.9 (D)		40.6 (D)	36.3 (D)
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Signalized	Northbound	167.3 (F)	177 (F)	Add NB Left turn lane and SB right turn lane	42.5 (D)	43.2 (D)
		Southbound	33.4 (C)	20.1 (C)		36.9 (D)	22.5 (C)
		Eastbound	52 (D)	92 (F)		32.3 (C)	45.6 (D)
		Westbound	31.1 (C)	93.9 (F)		28.3 (C)	52.1 (D)
		Overall	56.4 (E)	95.5 (F)		32.4 (C)	45.6 (D)
26. SR 154/Cascade Palmetto Hwy& SR 70/S Fulton Pkwy	Signalized	Northbound	37.3 (D)	37.5 (D)	Add NB through lane	50.6 (D)	37.5 (D)
		Southbound	49.5 (E)	56.8 (E)		51.3 (D)	47.2 (D)
		Eastbound	54.4 (D)	38.8 (D)		51.0 (D)	50.2 (D)
		Westbound	49.5 (E)	69.5 (E)		40.6 (D)	54.3 (D)
		Overall	48.6 (D)	53.6 (D)		48.2 (D)	48.1 (D)
27. S Fulton Pkwy & Cedar Grove Rd	Signalized	Northbound	67.6 (E)	39.9 (D)	Add an additional NB right turn lane	67.3 (E)	39.7 (D)
		Southbound	54.3 (D)	44.2 (D)		51.7 (D)	48.2 (D)
		Eastbound	36.2 (D)	31.1 (C)		54.0 (D)	35.0 (C)
		Westbound	36.7 (D)	47.1 (D)		38.9 (D)	48.6 (D)
		Overall	44.3 (D)	41.6 (D)		52.2 (D)	43.6 (D)
29. Stonewell Tell & S Fulton Pkwy	Signalized	Northbound	73.3 (E)	72.4 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.3 (E)	72.7 (E)
		Southbound	74.9 (E)	73.7 (E)		74.9 (E)	73.7 (E)
		Eastbound	37.5 (D)	25.9 (C)		51.5 (D)	28.4 (C)
		Westbound	27.4(C)	23.9 (C)		36.6 (D)	30.1 (C)
		Overall	43.4 (D)	35.4 (D)		51.8 (D)	38.5 (D)
30. Hunter Rd/Mason Rd & S Fulton Pkwy	Signalized	Northbound	73.1 (E)	71.4 (E)	Add an additional NB through lane. Add 2 SB protected left turn lanes and SB through right turn lane	73.1 (E)	72.3 (E)
		Southbound	69.1 (E)	69.4 (E)		68.8 (E)	79.1 (E)
		Eastbound	14.3 (B)	14.0 (B)		15.7 (B)	14.9 (B)
		Westbound	11.5 (B)	15.6 (B)		12.4 (B)	17.1 (B)
		Overall	19.9 (B)	21.8 (C)		20.4 (C)	23.2 (C)
33. SR 166/Duncan Memorial Highway & SR 5/Bill Arp Road	Single-Lane Roundabout	Northbound	335.7 (F)	8.6 (A)	Add Bypass lanes on northbound and southbound approaches	27 (D)	5.6 (A)
		Southbound	9.2 (A)	21.6 (C)		4.9 (A)	7.7 (A)
		Eastbound	22.2 (C)	8.4 (A)		21.5 (C)	8.3 (A)
		Westbound	6.7 (A)	10.7 (B)		7.5 (A)	10.6 (B)
		Overall	80.9 (F)	12.1 (B)		17.3 (C)	8.8 (A)

34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	76.4 (F)	94.6 (F)	Install a single-lane roundabout	7.1 (A)	7.6 (A)
		Eastbound	-	-		24.8 (C)	7.2 (A)
		Westbound	-	-		5.9 (A)	11.3 (B)
		Overall	-	-		19.5 (C)	8.6 (A)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	78.1 (E)	55.8 (E)	DO-252B Widening Project – Modify Chapel Hill Rd to 4-lane facility	26.5 (C)	24.6 (C)
		Southbound	46.7 (D)	67.6 (E)		24.7 (C)	24.5 (C)
		Eastbound	32.1 (C)	33.5 (C)		35.2 (D)	34.4 (C)
		Westbound	91.2 (F)	53.3 (D)		33 (C)	36 (D)
		Overall	63.5 (E)	58.4 (E)		28.2 (C)	27.7 (C)
39. SR 14/Roosevelt Hwy & Church	TWSC	Northbound	-	-	Install signalized intersection	4.4 (A)	5.8 (A)
		Southbound	-	-		3.6 (A)	4.1 (A)
		Eastbound	35.9 (E)			16.0 (B)	16.0 (B)
		Westbound	39 (E)			13.7 (B)	14.3 (B)
		Overall	-	-		6.9 (A)	6.6 (A)
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	TWSC	Northbound	-	-	Install signal, with 150s cycle AM/PM, Pm+pt for EBL, NBL and SBL lanes, and add channelized right turn for EBR and WBR	28 (C)	43.8 (D)
		Southbound	-	-		26.1 (C)	33.5 (C)
		Eastbound	+ (F)	+ (F)		32.5 (C)	31.5 (C)
		Westbound	+ (F)	+ (F)		50.1 (D)	53 (D)
		Overall	-	-		32.5 (C)	39.8 (D)
45: SR 92/SR 154 & SR 166/Duncan Memorial Highway	Multilane Roundabout	Northbound	4.3 (A)	8.6 (A)	Provide southbound bypass right turn lane and provide a northbound left/through lane	4.1 (A)	6.6 (A)
		Southbound	26.3 (D)	43.6 (E)		6.2 (A)	8.4 (A)
		Eastbound	115.1 (F)	16 (C)		19.3 (C)	8.5 (A)
		Overall	53.9 (F)	20.1 (C)		10.6 (B)	7.5 (A)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	32.7 (C)	65.5 (E)	Provide a southbound right turn lane and northbound through lane	22.2 (C)	43.7 (D)
		Southbound	143.3 (F)	50.4 (D)		25.6 (C)	19.7 (B)
		Eastbound	23.1 (C)	37.3 (D)		32.3 (C)	39.9 (D)
		Westbound	39.3 (D)	49 (D)		45.3 (D)	51.1 (D)
		Overall	85.1 (F)	52.6 (D)		27.3 (C)	33.3 (C)
	Signalized	Northbound	40.4 (D)	74.1 (E)		34.1 (C)	35.1 (D)

56: SR 6/Camp Creek Pkwy & Campbellton Rd		Southbound	56.8 (E)	64.3 (E)	Add EB RT overlap phase, add NBL lane, reconfigure to two thru lanes in WB direction, add EB thru lane	47.9 (D)	50.9 (D)
		Eastbound	67.8 (E)	85.4 (F)		51.7 (D)	53.7 (D)
		Westbound	73.7 (E)	100.7 (F)		39.6 (D)	36.5 (D)
		Overall	55 (D)	78 (E)		42.1 (D)	41.8 (D)
57: SR 6/Camp Creek Parkway & Enon Rd	Signalized	Northbound	864.5 (F)	524.1 (F)	Add Exclusive NB left turn lane	49.1 (D)	52.4 (D)
		Southbound	383.1 (F)	390.8 (F)		33.5 (C)	45.4 (D)
		Eastbound	26.3 (C)	24.3 (C)		26.3 (C)	24.3 (C)
		Westbound	34.5 (C)	28.7 (C)		34.5 (C)	28.7 (C)
		Overall	166.4 (F)	83 (F)		33.1 (C)	29.3 (C)
59: Butner Rd & SR 6/Camp Creek Parkway	Signalized	Northbound	44.9 (D)	65.8 (E)	Add EB left turn lane on Butner Road, add WB right turn lane	44.9 (D)	54.9 (D)
		Southbound	41.7 (D)	44.4 (D)		41.7 (D)	53.2 (D)
		Eastbound	47.1 (D)	55.1 (E)		39.3 (D)	49.9 (D)
		Westbound	26.9 (C)	94.7 (F)		26.6 (C)	51.4 (D)
		Overall	43.1 (D)	58.4 (E)		42 (D)	53.5 (D)
65: W Stubbs Rd & Butner Rd	AWSC	Northbound	24.4 (C)	28.9 (C)	Install Single Lane Roundabout	13.9 (B)	7.6 (A)
		Southbound	175.2 (F)	92.9 (F)		9.3 (A)	11.9 (B)
		Eastbound	79.6 (E)	23.5 (C)		13.5 (B)	6.5 (A)
		Westbound	24.7 (C)	191.7 (F)		7.6 (A)	17.8 (C)
		Overall	-	-		11.0 (B)	12.8 (B)

Table 82: Phase 7 Build Mitigation LOS Comparison

Intersection	Intersection Control	Approach	Build		Mitigation	Build Mitigated	
			AM Delay (LOS)	PM Delay (LOS)		AM Delay (LOS)	PM Delay (LOS)
6: Cochran Mill Rd & Cedar Grove Rd	AWSC	Northbound	24.5 (C)	32.6 (D)	Installation of Single Lane Roundabout in Phase 3 + Bypass Right Turn Lanes all Approaches	8.4 (A)	10.1 (B)
		Southbound	9.0 (A)	43.4 (E)		5.6 (A)	15.1 (C)
		Eastbound	32.1 (D)	33.8 (D)		10.2 (B)	11.4 (B)
		Westbound	13.1 (B)	98.3 (F)		7.3 (A)	17.5 (C)
		Overall	23.8 (C)	51.6 (F)		8.7 (A)	13.7 (B)
33. SR 166/Duncan Memorial Highway & SR 5/Bill Arp Road	Single-Lane Roundabout	Northbound	358.3 (F)	9.1 (A)	Add Bypass lanes on northbound and southbound approaches	28.3 (D)	5.7 (A)
		Southbound	9.6 (A)	23.8 (C)		5 (A)	8 (A)
		Eastbound	24.1 (C)	8.7 (A)		23.3 (C)	8.6 (A)
		Westbound	6.7 (A)	10.8 (B)		7.6 (A)	10.7 (B)
		Overall	85.5 (F)	12.8 (B)		18.2 (C)	9 (A)
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	TWSC	Northbound	118.9 (F)	135.7 (F)	Install a single-lane roundabout	7.7 (A)	8 (A)
		Eastbound	-	-		28.3 (D)	7.8 (A)
		Westbound	-	-		6.2 (A)	11.9 (B)

		Overall	-	-		21.8 (C)	9.1 (A)
36: Chapel Hill Rd & SR 166/Duncan Memorial Hwy	TWSC	Southbound	738.7 (F)	839.2 (F)	Install a single-lane roundabout	7.8 (A)	11.6 (B)
		Eastbound	-	-		12.2 (B)	6.9 (A)
		Westbound	-	-		9.4 (A)	25.4 (D)
		Overall	-	-		9.8 (A)	19.6 (C)
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Signalized	Northbound	136.7 (F)	88.3 (F)	DO-252B Widening Project – Modify Chapel Hill Rd to 4-lane facility	29.4 (C)	26 (C)
		Southbound	63.5 (E)	85.3 (F)		26.7 (C)	27.2 (C)
		Eastbound	32.1 (C)	33.5 (C)		35.2 (D)	34.4 (C)
		Westbound	132.1 (F)	90.8 (F)		45 (D)	50.2 (D)
		Overall	97.6 (F)	84 (F)		32.1 (C)	32.3 (C)
45: SR 92/SR 154 & SR 166/Duncan Memorial Highway	Multilane Roundabout	Northbound	5.3 (A)	10.7 (B)	Provide southbound bypass right turn lane and provide a northbound left/through lane	5 (A)	7.6 (A)
		Southbound	42.6 (E)	203.7 (F)		7.9 (A)	11.7 (B)
		Eastbound	233.4 (F)	19.1 (C)		33.8 (D)	13.5 (B)
		Overall	96.6 (F)	67.6 (F)		16 (C)	10 (0)
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Signalized	Northbound	32.8 (C)	66.1 (E)	Provide a southbound right turn lane and northbound through lane	28.3 (C)	30 (C)
		Southbound	138.1 (F)	90.4 (F)		19.7 (B)	20.6 (C)
		Eastbound	28.1 (C)	47.2 (D)		40 (D)	50.6 (D)
		Westbound	39.4 (D)	49.1 (D)		51.1 (D)	54.1 (D)
		Overall	82.9 (F)	71.5 (E)		28 (C)	31.2 (C)
68: SR 92/Campbellton-Fairburn Rd & DRWY D	Roundabout	Northbound	7.1 (A)	20.9 (C)	Add bypass lanes and receiving lanes at all approaches	2.0 (A)	2.7 (A)
		Southbound	74.5 (E)	28.0 (C)		20.3 (C)	10.2 (B)
		Eastbound	71.5 (E)	20.9 (C)		2.8 (A)	1.9 (A)
		Overall	49.0 (D)	23.3 (C)		11.4 (B)	5.4 (A)

FUTURE CONDITIONS-Phases 8 and 9

Bouckaert Farms is expected to be further developed southwest of the development referenced in this DRI. This development will require additional DRIs for detailed analysis. However, due to the scale of the development an addition long range analysis was completed. The gross number of numbers is expected to be 77,580. With the multimodal use and internal capture, the net trips are expected to be 56,820 as can be seen in Table 83**: Trip Generation Summary**

Table 83: Trip Generation Summary

	Phases 1-7 (Detailed Analysis)	Phases 1-9 (Long Range Planning)
Gross Trips	34001	77580
Alt. Mode	-6800	-15,516
Mixed use	-2342	-5344
Pass-by	-0	-0
Net Trips	**24,859**	**56,820**

To review the long-range needs, daily traffic counts were collected on roadways within the study network. These volumes were grown to the future build year of 2055 with a growth rate of 1.4%. The trip generation was distributed to the study network. The existing, future, and trip generation of the full build-out year can be seen in Figure 27.

In Figure 28 the percentage of the trip generation over the total future ADT is illustrated.

In addition, the volumes at the interchanges impacted by the development were reviewed. The net trip generation volumes were distributed to the interchanges based on the expected distribution. The following interchanges were reviewed:

1. I-285 @ Washington Road
2. I-285 @ SR 6 / Camp Creek Pky.
3. I-285 @ SR 154 / SR 166 / Campbellton Rd. / Lakewood Fwy.
4. I-285 @ Cascade Road
5. I-285 @ SR 139 / ML King Jr. Drive
6. I-285 @ I-20
7. I-285 @ SR 8 / US 278 / Hollowell Pkwy.
8. I-20 @ Liberty Road
9. I-20 @ Post Road
10. I-20 @ SR 5 / Bill Arp Road
11. I-20 @ Chapel Hill Road
12. I-20 @ SR 92 / Fairburn Rd.
13. I-20 @ Lee Road
14. I-20 @ SR 6 / Thornton Rd.
15. I-20 @ Riverside Pkwy/Six Flags
16. I-20 @ SR 70 / Fulton Industrial Blvd.
17. I-20 @ SR 280 / H.E. Holmes
18. I-85 @ Collinsworth Road
19. I-85 @ SR 74 / Senoia Road
20. I-85 @ SR 138 / Jonesboro Road
21. I-85 @ Flat Shoals Road (CR 1384)
22. I-85 @ I-285
23. Spur 14

Approximately 60% of the trips are expected to reach the interchange. The other 40% are expected to be within the study network. The volumes are shown on Figure 29. The two interchanges most impacted by the development are I-85 at Collinsworth and Spur 14 into I-285 at its interchange with I-85.

Based on the future volumes, South Fulton Parkway in particular should be considered for a full corridor analysis. With the area east of SR 92 the ADT varies from 22,100 to 41,000 based on historic counts. The collected count was higher at 48,110. As a 4-lane divided highway with a signal approximately every two miles, the segment LOS is a C. However, with the growth in the area and the expected future ADT of 74,031 (not considering developments) that changes the segment LOS to an F.

Cambellton Redwine Road and the main spine road of the development should be considering for widening the future to handled the expected traffic volumes.

Figure 27- Phases 8 and 9 ADT

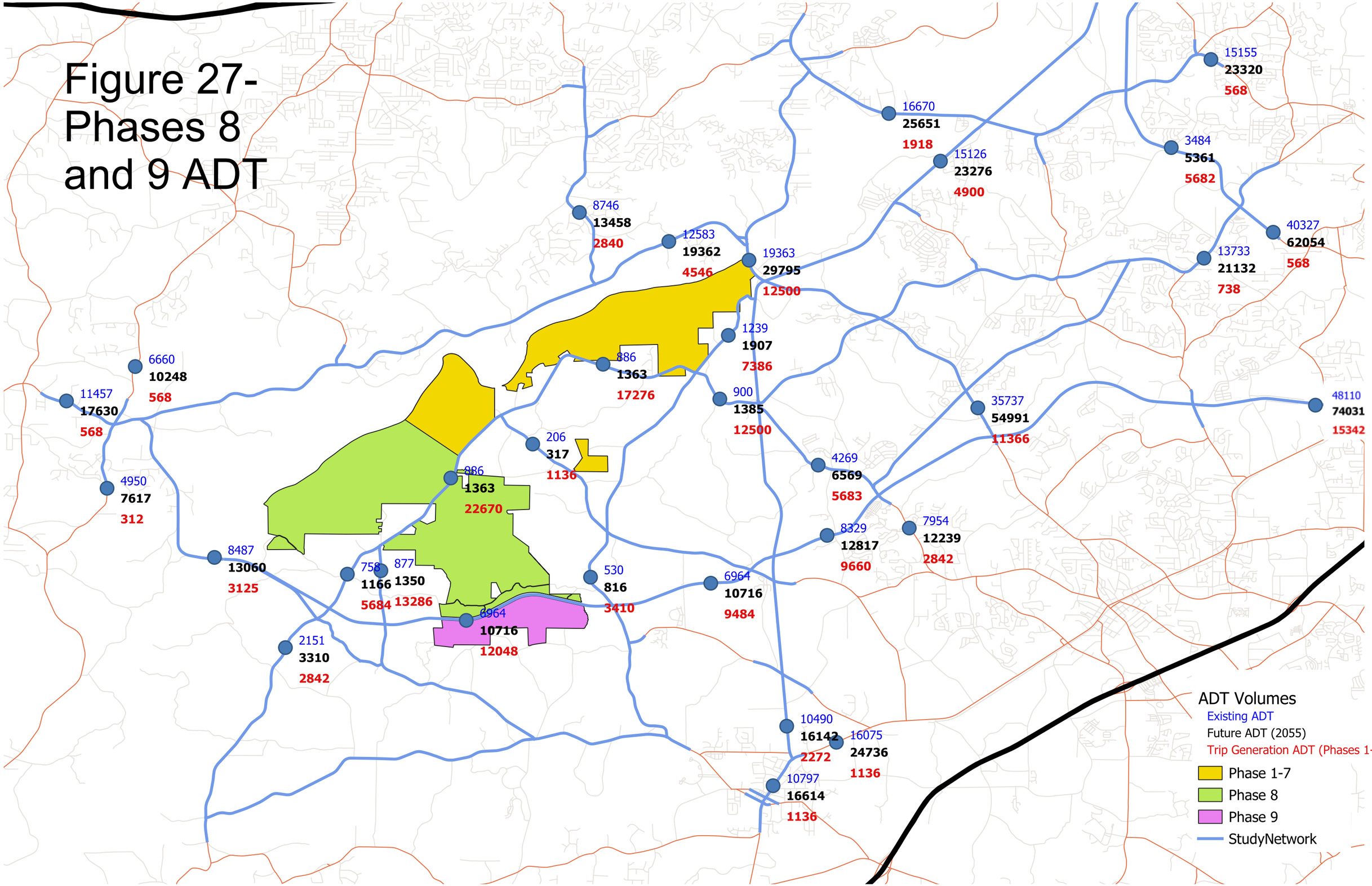
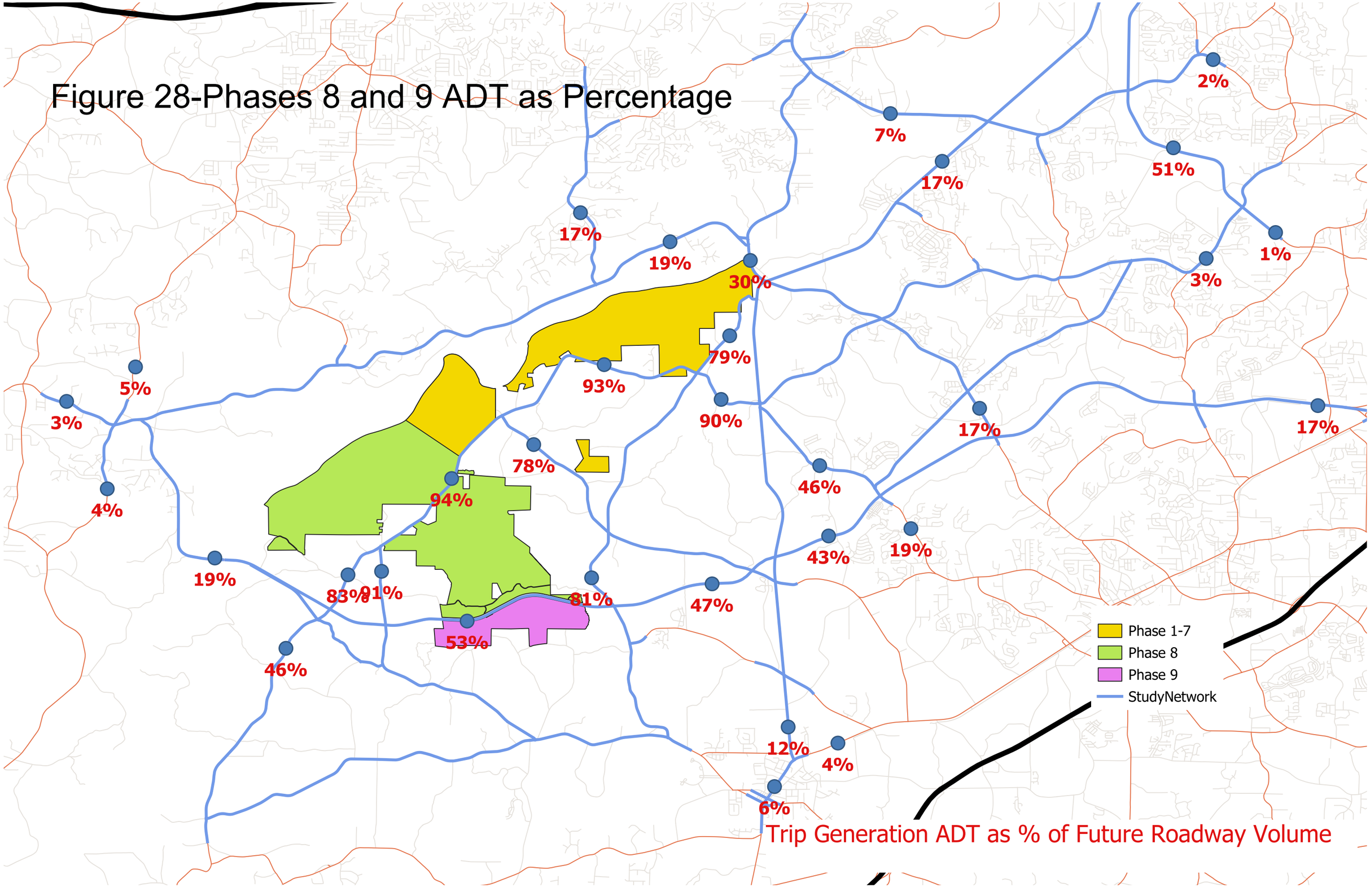


Figure 28-Phases 8 and 9 ADT as Percentage



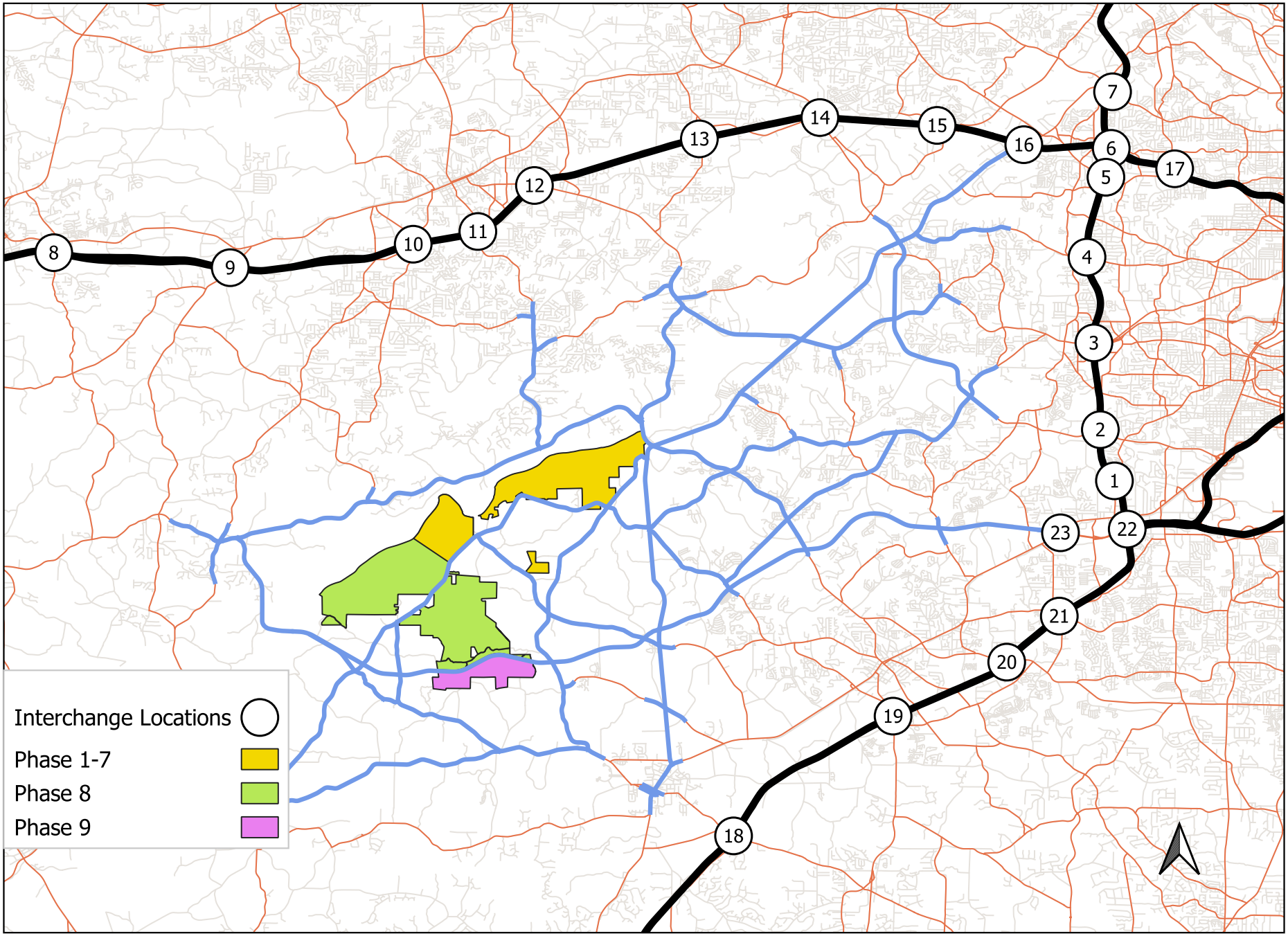


Figure 29 - Phases 8 and 9-Interchange Volumes



Figure 29-Phases 8 and 9 Interchange Volumes

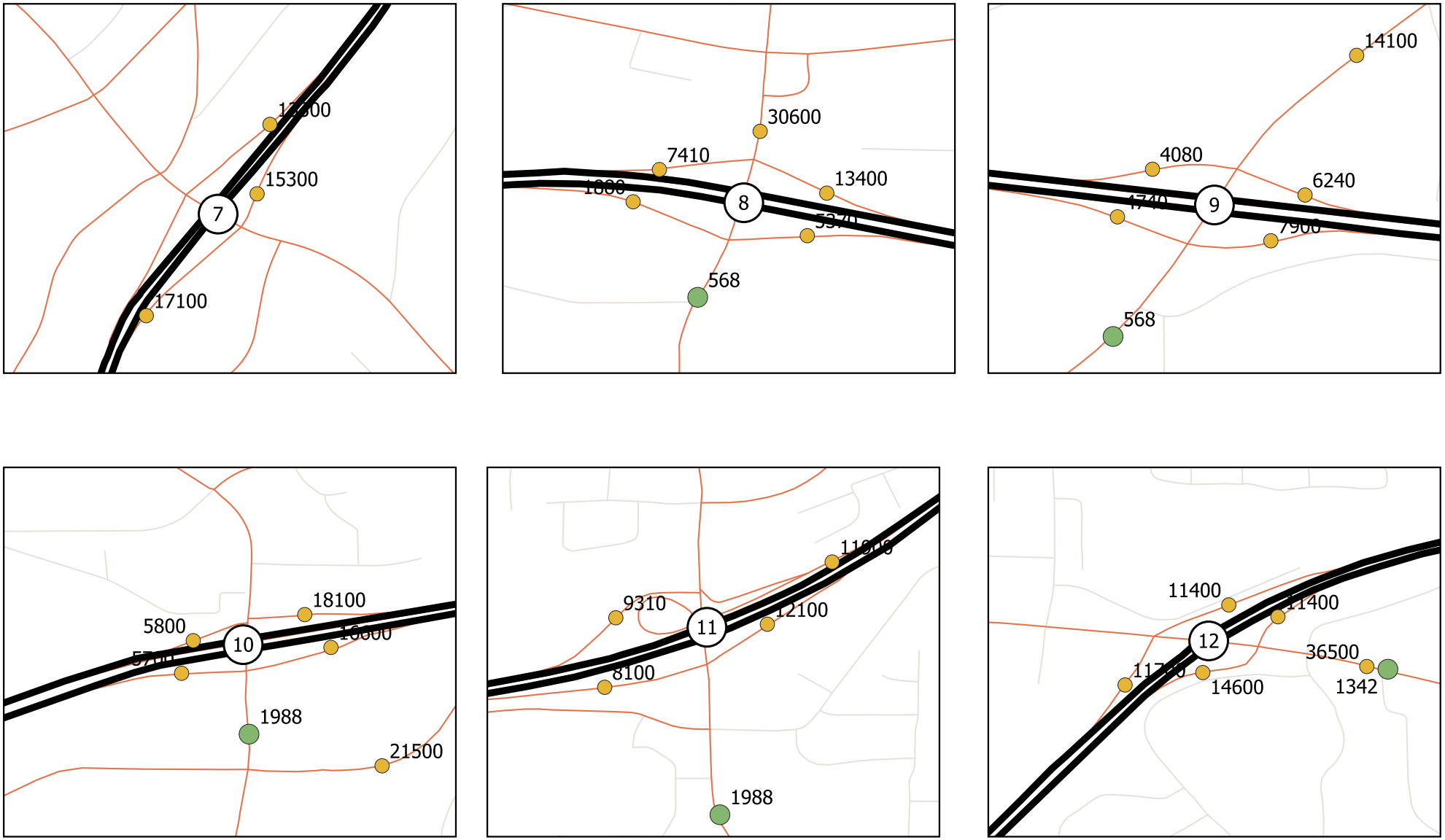


Figure 29-Phases 8 and 9 Interchange Volumes

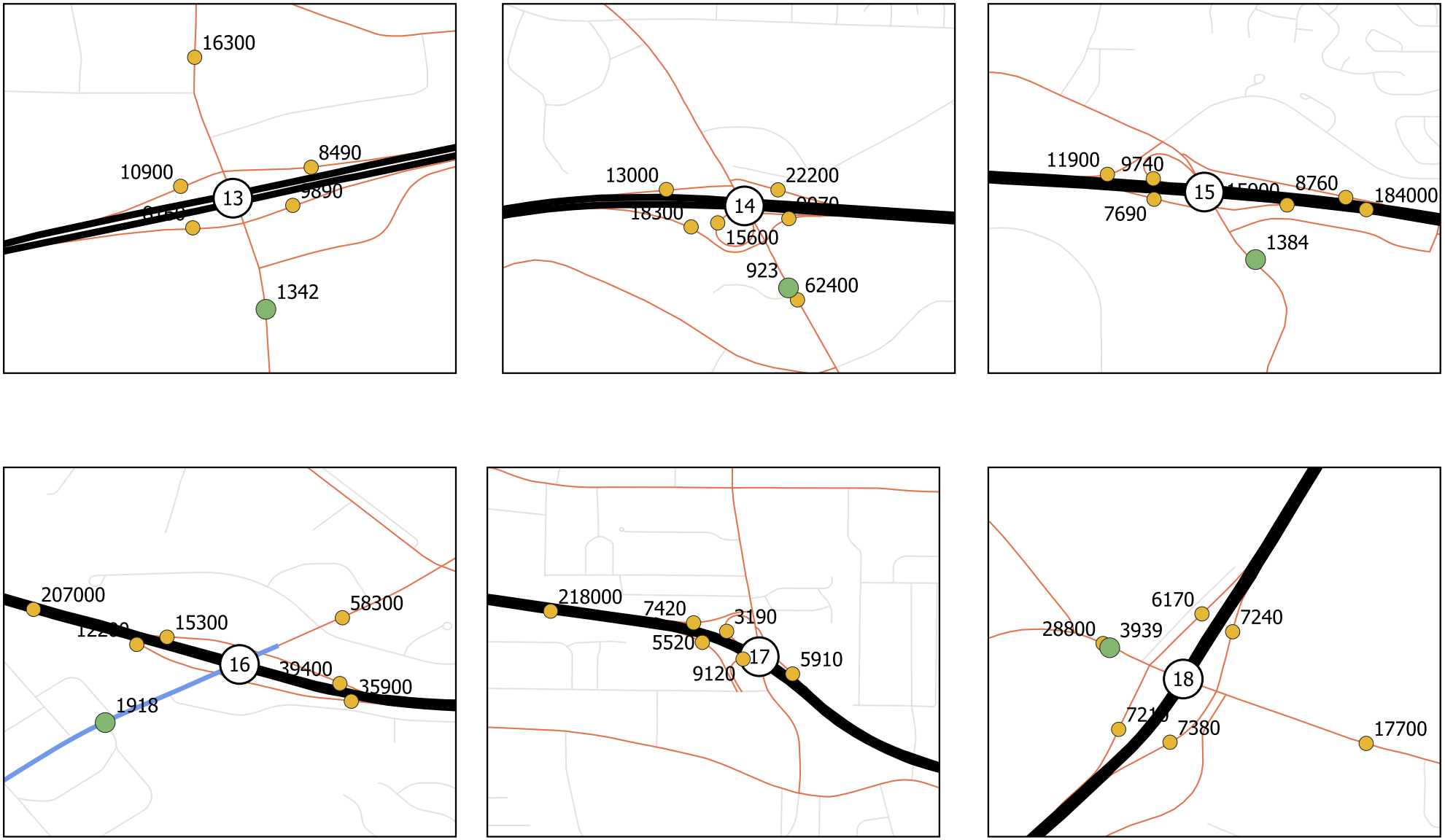


Figure 29-Phases 8 and 9 Interchange Volumes



Figure 29-Phases 8 and 9 Interchange Volumes

CONCLUSION AND RECOMMENDATION

The proposed Bouckaert Farms DRI #4282 a mixed-use development in City of Chattahoochee Hills, Fulton County, Georgia. The site will be built on approximately 7,949 acres of undeveloped land roughly bounded by Cedar Grove Road to the east, the Chattahoochee River to the west, SR 92/SR 154/Campbellton Fairburn Road to the north and South Fulton Parkway to the south. Development phases 1 through 7 will include approximately 4,000 residential units that will include single-family detached and attached homes as well as senior adult housing. The development will also include 103,000 SF of mixed-use developments. The development will be completed under 9 phases, 7 phases studied in detail in this report and Phases 8 and 9 were included in the long-range planning. Phases 1-6 of the development will include five new access points, Driveways A, B, and C will be full-access driveways along Cedar Grove Road. Driveway D will be a full-access driveway on Cochran Mill Road, while Driveway E will be situated along SR 92/SR 154/Campbellton Fairburn Road. In Phase 7, two additional driveways will be added along Campbellton Redwine Road.

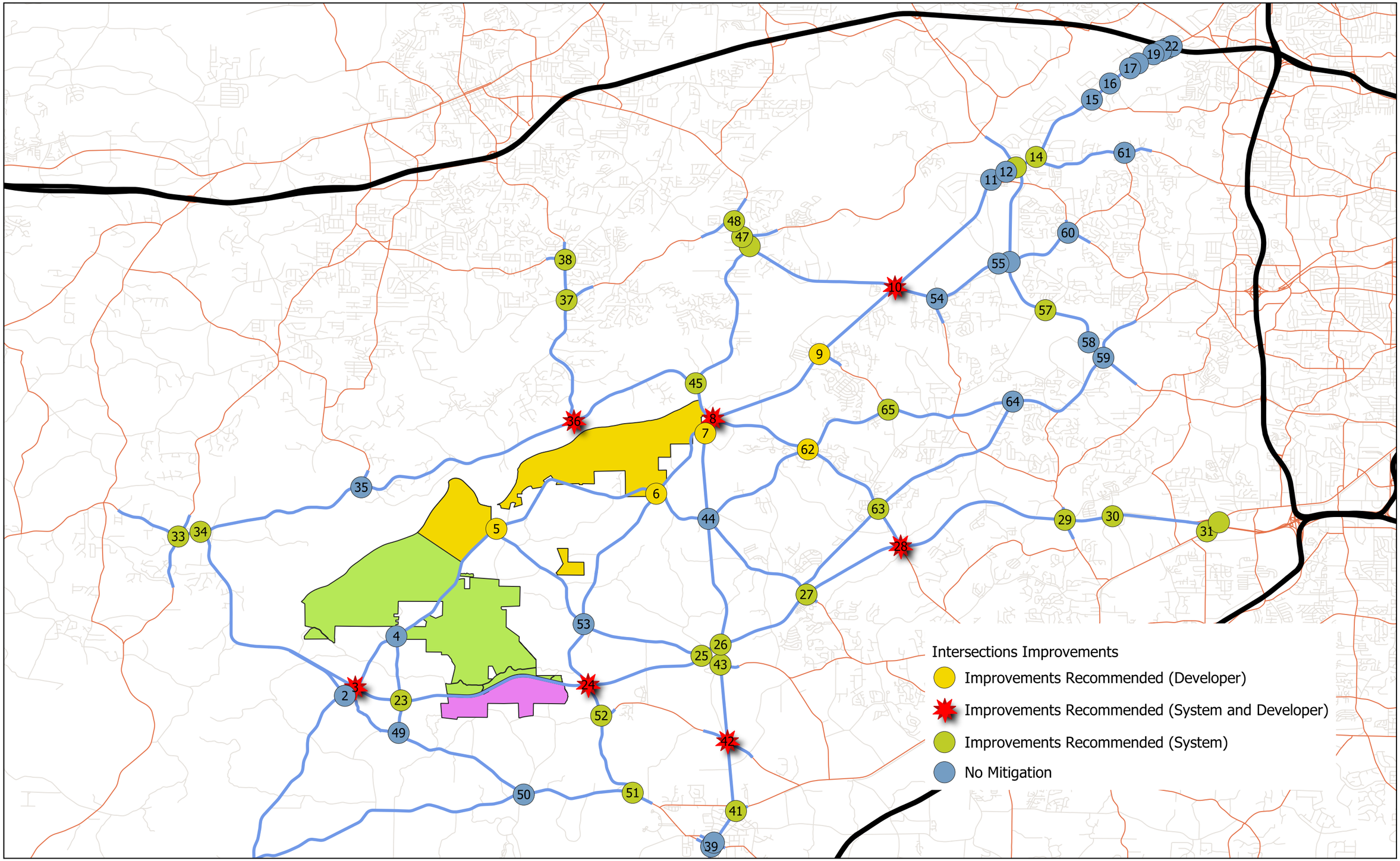
Existing data traffic data was grown by applying an annual exponential growth rate to calculate the future background traffic for Phases 1 through 7, and based on the phase years, trips from other DRI projects were also included in the background volume. Site-generated trips were added to these volumes for build volume. The calculated volume was used for intersection capacity analysis to determine if the intersection is expected to operate acceptably or unacceptably.

GDOT's Intersection Capacity Evaluation (ICE) tool was used to determine improvements for intersections on State Routes performing unsatisfactorily. Intersections identified to operate unacceptably in existing or no-build scenarios were recommended for improvements, some already planned through other DRIs or GDOT projects. Planned improvements were assessed for no-build and build scenarios, while newly suggested improvements were evaluated only for build conditions. Intersections projected to perform poorly in build conditions were also recommended for improvements, with analysis conducted solely for those conditions.

Six access driveways are expected to be installed across seven phases. Driveway A at Cedar Grove Road will be a two-way stop-controlled, full access driveway installed in Phase 1 (2029). In Phase 2 (2031), Driveway A will change to a single lane roundabout. Driveway B at Cedar Grove Road will be a two-way stop-controlled, full access driveway installed in Phase 2 (2031). In Phase 5 (2034), Driveway B will change to a single lane roundabout. Driveway C at Cochran Mill Road will be a two-way stop-controlled, full access driveway installed in Phase 3 (2032). Driveway D at SR 92/Campbellton-Fairburn Road will be a multilane roundabout installed in Phase 4 (2033). Driveway E and Driveway F at Campbellton Redwine Road will be two-way stop-controlled, full access driveways installed in Phase 7 (2037). A summary of the all the access points and the expected configuration by phase is in Table 84.

Table 84 : Site Access Summary							
Intersection #	Intersection Control & Configuration						
	Phase 1 (2029)	Phase 2 (2031)	Phase 3 (2032)	Phase 4 (2033)	Phase 5 (2034)	Phase 6 (2035)	Phase 7 (2037)
66: Driveway A at Cedar Grove Road	TWSC Full Access	Roundabout	Roundabout	Roundabout	Roundabout	Roundabout	Roundabout
67: Driveway B at Cedar Grove Road	N/A	TWSC Full Access	TWSC Full Access	TWSC Full Access	Roundabout	Roundabout	Roundabout
68: Driveway C at Cochran Mill Road	N/A	N/A	TWSC Full Access	TWSC Full Access	TWSC Full Access	TWSC Full Access	TWSC Full Access
69: Driveway D at SR 92/Campbellton-Fairburn Road	N/A	N/A	N/A	Roundabout	Roundabout	Roundabout	Roundabout
70: Driveway E at Campbellton Redwine Road	N/A	N/A	N/A	N/A	N/A	N/A	TWSC Full Access
71: Driveway F at Campbellton Redwine Road	N/A	N/A	N/A	N/A	N/A	N/A	TWSC Full Access

Based on the capacity analysis there are four types of intersection outcomes: no mitigation required, system improvements needed, developer improvements needed, and developer and system improvements needed. The location of the intersection based on this categorization can be seen in Figure . The earliest any improvement is required is illustrated in Figure . Note additional requirements may be needed in subsequent phases. For intersections with both system and developer improvements, regular coordination must occur to plan and phase improvements effectively. A summary of the recommended improvements and the overall LOS can be seen in Table 85.


Intersections Improvements
Improvements Recommended (Developer)
Improvements Recommended (System and Developer)
Improvements Recommended (System)
No Mitigation

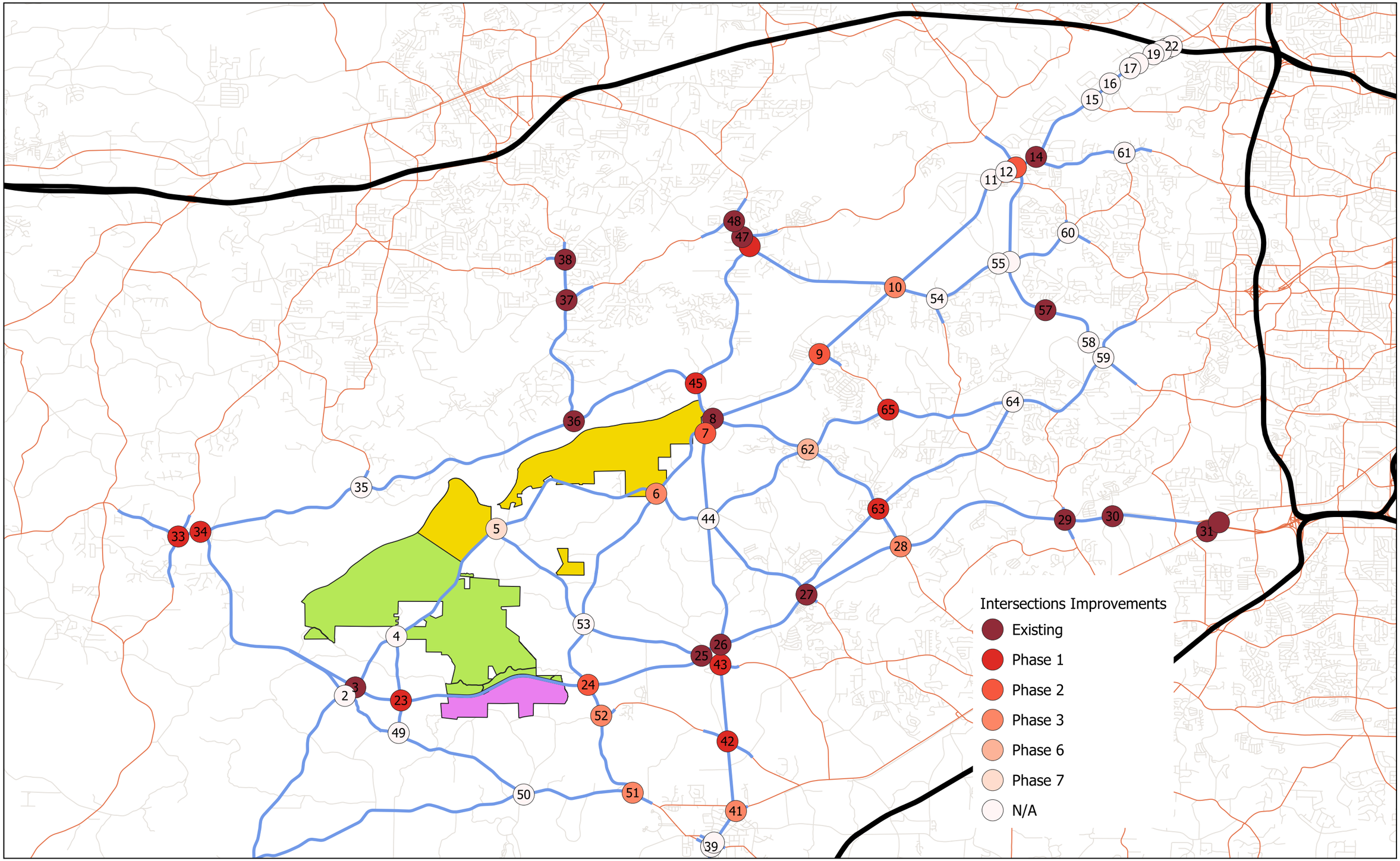

Intersections Improvements
Existing
Phase 1
Phase 2
Phase 3
Phase 6
Phase 7
N/A

Table 85: Level of Service Comparison (Overall)

Intersection	Approach	Existing Delay (LOS)		Phase 7 No-Build Delay (LOS)		Phase 7 Build (with improvements if applicable) Delay (LOS)		Mitigation Provided	Mitigation Phase	Type of Mitigation
		AM	PM	AM	PM	AM	PM			
1: Roscoe Rd/Campbellton Redwine Rd & Hutchesons Ferry Rd	Eastbound	0 (A)	10.1 (B)	0 (A)	10.4 (B)	0 (A)	15.1 (C)	No Mitigation		
	Westbound	9.8 (A)	10.1 (B)	10.1 (B)	10.5 (B)	10.6 (B)	11.7 (B)			
2: Campbellton Redwine Rd & Capps Ferry Rd	Eastbound	10.1 (B)	10.5 (B)	10.5 (B)	10.9 (B)	13.5 (B)	14.8 (B)	No Mitigation		
	Westbound	0 (A)	0 (A)	0 (A)	0 (A)	0 (A)	0 (A)			
3: Campbellton Redwine Rd & S Fulton Pkwy	Northbound	26.4 (D)	38.1 (E)	48.5 (E)	125.1 (F)	7.2 (A)	5.1 (A)	Provide Single Lane Roundabout in Existing Condition, Add WB bypass lane in Phase 7 Build	Existing (System) & Phase 7 Build (Developer)	System & Developer
	Southbound	19.9 (C)	29.1 (D)	25.5 (D)	51.3 (F)	3.5 (A)	7.5 (A)			
	Eastbound					9.4 (A)	4.9 (A)			
	Westbound					3.7 (A)	12.5 (B)			
	Overall					8.3 (A)	9.5 (A)			
4: Campbellton Redwine Rd & Rico Rd/Private Drwy	Northbound	8.7 (A)	8.6 (A)	8.7 (A)	8.6 (A)	9.6 (A)	10.1 (B)	No Mitigation		
	Southbound	0 (A)	9.7 (A)	0 (A)	9.8 (A)	0 (A)	13.6 (B)			
5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd	Northbound	8.6 (A)	8.8 (A)	8.6 (A)	8.9 (A)	17.8 (C)	21 (C)	Add channelized, yield control right turn with appropriate storage length in Phase 7 Build	Phase 7 Build	Developer
	Southbound	0 (A)	0 (A)	0 (A)	0 (A)	0 (A)	0 (A)			
6: Cochran Mill Rd & Cedar Grove Rd	Northbound	7.5 (A)	7.2 (A)	8.4 (A)	8.1 (A)	8.4 (A)	10.1 (B)	Install Single Lane Roundabout it Phase 3 Build & add bypass right turn lanes for all approaches in Phase 7 Build	Phase 3 Build & Phase 7 Build	Developer
	Southbound	7.5 (A)	7.2 (A)	8.2 (A)	8.3 (A)	5.6 (A)	15.1 (C)			
	Eastbound	7.9 (A)	7.7 (A)	9 (A)	8.7 (A)	10.2 (B)	11.4 (B)			
	Westbound	7.6 (A)	7.5 (A)	8.4 (A)	8.8 (A)	7.3 (A)	17.5 (C)			
	Overall					8.7 (A)	13.7 (B)			
7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd	Northbound					22.0 (C)	16.6 (B)	Install Signal in Phase 2 Build & add channelized SB right turn lane in Phase 6 Build	Phase 2 Build & Phase 6 Build	Developer
	Southbound					11.4 (B)	14.1 (B)			
	Eastbound	20.8 (C)	25.4 (D)	39.2 (E)	52.3 (F)	34.9 (C)	26.8 (C)			
	Overall					21.3 (C)	16.5 (B)			
8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy	Northbound	30.2 (C)	57.6 (E)	67.2 (E)	113.1 (F)	29.2 (C)	29.4 (C)	DRI #3955 to add channelized right turn lanes to all approaches in the existing year. Add Thru Lanes to all approaches in Phase 1 No-Build & add SB/EB left turn lanes in Phase 4 Build	Existing (System) & Phase 1 No-Build (System) & Phase 4 Build (Developer)	System & Developer
	Southbound	27.9 (C)	29.9 (C)	69.4 (E)	37.5 (D)	21.3 (C)	23.6 (C)			
	Eastbound	39.9 (D)	66.9 (E)	107.3 (F)	78.0 (E)	45.2 (D)	38.4 (D)			
	Westbound	42.4 (D)	118.5 (F)	45.9 (D)	61.0 (E)	46.6 (D)	47.2 (D)			
	Overall	33.4 (C)	69.1 (E)	75.4 (E)	74.7 (E)	32.8 (C)	32.9 (C)			
9: SR 70/Fulton Industrial Blvd & W Stubbs Rd	Northbound	21.4 (C)	17.5 (B)	101.9 (F)	22.9 (C)	20.2 (C)	19.4 (B)	Add NB/SB through lanes in Phase 2 Build	Phase 2 Build	Developer
	Southbound	8.9 (A)	26.3 (C)	13 (B)	110.4 (F)	10.4 (B)	39.0 (D)			
	Eastbound	23.4 (C)	20.1 (C)	24.6 (C)	21.5 (C)	24.6 (C)	21.5 (C)			
	Westbound	21.3 (C)	20.2 (C)	21.4 (C)	21.1 (C)	21.4 (C)	21.1 (C)			
	Overall	18 (B)	23.8 (C)	61.3 (E)	79.3 (E)	17.2 (B)	32.0 (C)			
10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd	Northbound	29.8 (C)	22.1 (C)	43.1 (D)	62.6 (E)	52.9 (D)	42.1 (D)	Add NB/SB through Lanes in Phase 3 No-Build, add additional NB Left turn lane on FIB in Phase 5 Build	Phase 3 No-Build (System) & Phase 5 Build (Developer)	System & Developer
	Southbound	22.3 (C)	25.1 (C)	40 (D)	37.2 (D)	36.3 (D)	48.1 (D)			
	Eastbound	29.9 (C)	30.8 (C)	59.7 (E)	108.1 (F)	43.2 (D)	55 (D)			
	Westbound	33.1 (C)	39.3 (D)	57.4 (E)	121.1 (F)	50.8 (D)	54.8 (D)			
	Overall	29.5 (C)	29 (C)	49.3 (D)	73.8 (E)	47.6 (D)	48.6 (D)			
11: SR 70/Fulton Industrial Blvd & Boat Rock Rd/Boat Rock Blvd	Northbound	24.1 (C)	27.6 (C)	26.2 (C)	22.4 (C)	28.9 (C)	21.2 (C)	No Mitigation		
	Southbound	19.3 (B)	29.5 (C)	19.7 (B)	23.8 (C)	18.3 (B)	39.5 (D)			
	Eastbound	30.4 (C)	34.7 (C)	38.7 (D)	57.7 (E)	44.1 (D)	50.9 (D)			
	Westbound	39.9 (D)	41.9 (D)	51.2 (D)	43.7 (D)	49.9 (D)	44.1 (D)			
	Overall	23.8 (C)	31 (C)	26.3 (C)	29.5 (C)	26.9 (C)	37.7 (D)			
12: Lakeview Ct & SR 70/Fulton Industrial Blvd	Northbound	27.7 (C)	29.3 (C)	35 (C)	32.5 (C)	40.7 (D)	7.1 (A)	No Mitigation		
	Southbound	28.8 (C)	30.5 (C)	36.8 (D)	34.3 (C)	42.9 (D)	1.3 (A)			
	Eastbound	8.3 (A)	7.5 (A)	8.4 (A)	7.6 (A)	8.6 (A)	44.7 (D)			
	Westbound	0.6 (A)	2.3 (A)	0.8 (A)	1.1 (A)	0.9 (A)	42.3 (D)			
	Overall	5.3 (A)	5.2 (A)	5.6 (A)	4.7 (A)	5.9 (A)	4.7 (A)			
13: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd	Northbound	49.1 (D)	45.9 (D)	103.3 (F)	65.2 (E)	53.6 (D)	52.4 (D)	Add NBR overlap phase in Phase 2 No-Build	Phase 2 No-Build	System
	Southbound	23.1 (C)	33.8 (C)	34.5 (C)	44.3 (D)	51.6 (D)	51.7 (D)			
	Eastbound	29.8 (C)	22.4 (C)	37.9 (D)	30.1 (C)	40.7 (D)	38.3 (D)			
	Westbound	27.9 (C)	19.5 (B)	37.7 (D)	26.2 (C)	44.2 (D)	37.5 (D)			
	Overall	31.4 (C)	30 (C)	49.8 (D)	39.9 (D)	46.8 (D)	43.7 (D)			
14: SR 70/Fulton Industrial Blvd & Cascade Rd/Great SW Pkwy	Northbound	75.5 (E)	74.5 (E)	167.3 (F)	177 (F)	46 (D)	107.2 (F)	Add NB Left turn lane in Existing and add SB right turn lane in Phase 2 No-Build, Potentially add northbound through lane on	Existing & Phase 2 No-Build	System
	Southbound	29.4 (C)	19.4 (B)	33.4 (C)	20.1 (C)	32.5 (C)	32.2 (C)			
	Eastbound	24.2 (C)	42.8 (D)	52 (D)	92 (F)	39 (D)	38.3 (D)			

	Westbound	19.9 (B)	39.8 (D)	31.1 (C)	93.9 (F)	46.2 (D)	37.7 (D)	Fulton Industrial Blvd		
	Overall	27.8 (C)	43.1 (D)	56.4 (E)	95.5 (F)	42.7 (D)	45.3 (D)			
15: SR 70/Fulton Industrial Blvd & Bakers Ferry Rd	Northbound	18.5 (B)	9.8 (A)	13.6 (B)	10.3 (B)	9.6 (A)	12.2 (B)	No Mitigation		
	Eastbound	1.3 (A)	0.8 (A)	1.5 (A)	1 (A)	1.6 (A)	1.4 (A)			
	Westbound	40 (D)	31.7 (C)	67 (E)	41.2 (D)	79.9 (E)	39.6 (D)			
	Overall	12.8 (B)	7.3 (A)	10.7 (B)	8.1 (A)	8.6 (A)	9 (A)			
16: SR 70/Fulton Industrial Blvd & Mendel Dr/Wharton Dr	Northbound	3.6 (A)	19 (B)	3.9 (A)	25.1 (C)	4 (A)	23.5 (C)	No Mitigation		
	Southbound	2.5 (A)	14 (B)	3.1 (A)	16.6 (B)	3.5 (A)	16.2 (B)			
	Eastbound	68.6 (E)	28.6 (C)	86.3 (F)	32.2 (C)	86.3 (F)	34.3 (C)			
	Westbound	71.9 (E)	27.8 (C)	89.7 (F)	29.9 (C)	89.7 (F)	31.7 (C)			
	Overall	5.2 (A)	18.2 (B)	6.1 (A)	22.8 (C)	6.2 (A)	21.8 (C)			
17: SR 70/Fulton Industrial Blvd & Quick Fuel Drwy/Marvin Miller Dr	Northbound	1.7 (A)	8.5 (A)	1.7 (A)	8.3 (A)	1.8 (A)	8.7 (A)	No Mitigation		
	Southbound	1.5 (A)	6.9 (A)	1.4 (A)	6.3 (A)	1.4 (A)	6.7 (A)			
	Eastbound	38.3 (D)	28.8 (C)	53.9 (D)	35.5 (D)	53.9 (D)	35.5 (D)			
	Westbound	37.6 (D)	27 (C)	52.4 (D)	32.7 (C)	52.4 (D)	32.7 (C)			
	Overall	2.2 (A)	8.3 (A)	2.3 (A)	8.1 (A)	2.4 (A)	8.5 (A)			
18: Patton Dr & SR 70/Fulton Industrial Blvd	Northbound	5.1 (A)	16.2 (B)	5.3 (A)	19.4 (B)	5.6 (A)	18.2 (B)	No Mitigation		
	Southbound	15.5 (B)	29.7 (C)	0.6 (A)	31.3 (C)	0.6 (A)	25.8 (C)			
	Eastbound	36.8 (D)	29.4 (C)	49.9 (D)	35.1 (D)	49.9 (D)	35.1 (D)			
	Westbound	39.7 (D)	31.3 (C)	54.5 (D)	38.1 (D)	54.5 (D)	38.1 (D)			
	Overall	10.7 (B)	21.6 (C)	3.9 (A)	24.4 (C)	4.1 (A)	21.6 (C)			
19: Commerce Dr/JD Store Drwy & SR 70/Fulton Industrial Blvd	Northbound	6.9 (A)	19.4 (B)	6.7 (A)	23.6 (C)	7.1 (A)	23.3 (C)	No Mitigation		
	Southbound	2.7 (A)	7 (A)	2.6 (A)	7.5 (A)	2.7 (A)	7.1 (A)			
	Eastbound	48.8 (D)	32.4 (C)	65.5 (E)	42 (D)	65.5 (E)	44.7 (D)			
	Westbound	51.6 (D)	30.2 (C)	69.3 (E)	36.1 (D)	69.3 (E)	37.7 (D)			
	Overall	5.2 (A)	15.8 (B)	5.3 (A)	19 (B)	5.5 (A)	18.5 (B)			
20: Shirley Dr/Golden Panda Drwy & SR 70/Fulton Industrial Blvd	Northbound	2.6 (A)	2.1 (A)	1.8 (A)	19.7 (B)	1.9 (A)	19.1 (B)	No Mitigation		
	Southbound	12.9 (B)	10.1 (B)	11.3 (B)	10.5 (B)	11.1 (B)	10.8 (B)			
	Eastbound	23.7 (C)	28.5 (C)	36.5 (D)	33.4 (C)	37.3 (D)	33.6 (C)			
	Westbound	25.8 (C)	33.5 (C)	40.8 (D)	41.3 (D)	41.9 (D)	41.6 (D)			
	Overall	8.1 (A)	5.8 (A)	7.2 (A)	17.3 (B)	7.1 (A)	16.8 (B)			
21: SR 70/Fulton Industrial Blvd & I-20 EB On/Off Ramp	Northbound	6 (A)	20.1 (C)	6.7 (A)	20.6 (C)	6.8 (A)	20.9 (C)	No Mitigation		
	Southbound	3.1 (A)	8.1 (A)	3.8 (A)	11.3 (B)	4 (A)	11.6 (B)			
	Eastbound	37.7 (D)	33.9 (C)	51.9 (D)	42.3 (D)	52 (D)	42.3 (D)			
	Overall	6.4 (A)	15.3 (B)	8.1 (A)	17.9 (B)	8.2 (A)	18 (B)			
22: SR 70/Fulton Industrial Blvd & I-20 WB On/Off Ramp	Northbound	7.8 (A)	7.5 (A)	11.9 (B)	8.9 (A)	12.6 (B)	9.7 (A)	No Mitigation		
	Southbound	12.4 (B)	21.3 (C)	16.5 (B)	22.8 (C)	17.2 (B)	22.2 (C)			
	Westbound	30.5 (C)	33.1 (C)	38.4 (D)	40.9 (D)	38.3 (D)	42.4 (D)			
	Overall	17.9 (B)	16.3 (B)	23.5 (C)	18.7 (B)	23.7 (C)	19.5 (B)			
23: Rico Rd & SR 70/S Fulton Pkwy	Northbound	18.1 (B)	33.2 (C)	23.2 (C)	77.5 (F)	7.2 (A)	5.1 (A)	Provide Single Lane Roundabout in Phase 1 No-Build	Phase 1 No-Build	System
	Southbound	16.4 (B)	18.7 (B)	19.9 (C)	23.7 (C)	3.5 (A)	7.5 (A)			
	Eastbound					9.4 (A)	4.9 (A)			
	Westbound					3.7 (A)	12.5 (B)			
	Overall					8.3 (A)	9.5 (A)			
24: Cochran Mill Rd & SR 70/S Fulton Pkwy	Northbound	16.7 (B)	24.3 (C)	372.7 (F)	1862.5 (F)	31.9 (D)	25.3 (D)	Install Traffic Signal, Add WBL on SR 70 and NBR on Cochran Mill Road in Phase 2 Build, DRI#3488 to add these configurations in Phase 3.	Phase 2 Build	System(DRI #3488) & Developer
	Southbound	15.0 (B)	14.3 (B)	82.7 (F)	165.3 (F)	26.3 (D)	16.7 (C)			
	Eastbound					28.8 (D)	34 (D)			
	Westbound					11.7 (B)	21 (C)			
	Overall					24.2 (C)	23.3 (C)			
25: SR 70/S Fulton Pkwy & Rivertown Rd	Northbound	14.7 (B)	19.1 (B)	13.2 (B)	14.4 (B)	11.3 (B)	15 (B)	Traffic Signal will be implemented in 2032 by DRI #3488, the intersection is failing in Existing conditions. With an installation of the signal in 2024, the intersection will operate acceptably. In Phase 3 No-Build, add Northbound left lane on Rivertown Rd	Existing & Phase 3 No-Build	System(DRI #3488)
	Southbound	16.7 (B)	19.0 (B)	15.0 (B)	14.9 (B)	10 (A)	20.5 (C)			
	Eastbound	4.9 (B)	2.6 (A)	10.3 (B)	7.2 (A)	13.3 (B)	13.2 (B)			
	Westbound	4.5 (A)	3.9 (A)	9.5 (A)	11.9 (B)	16.5 (B)	21.4 (C)			
	Overall	9.5 (A)	8.3 (A)	12.6 (B)	13.0 (B)	13.3 (B)	18.2 (B)			
26: SR 154/ Cascade Palmetto Hwy & SR 70/S Fulton Pkwy	Northbound	18.1 (B)	14 (B)	75 (E)	48.8 (D)	50.6 (D)	37.5 (D)	DRI 3488 to add northbound right turn lane on Cascade Palmetto Highway	Existing & Phase 3 No-Build (DRI 3488)	System(DRI #3488)
	Southbound	16.4 (B)	14 (B)	35.1 (D)	35.2 (D)	51.3 (D)	47.2 (D)			
	Eastbound	60.4 (E)	58.9 (E)	67.6 (E)	49.5 (D)	51.0 (D)	50.2 (D)			
	Westbound	50.8 (D)	66.2 (E)	47.9 (D)	67.2 (E)	40.6 (D)	54.3 (D)			
	Overall	41.2 (D)	38 (D)	59.8 (E)	53.7 (D)	48.2 (D)	48.1 (D)			
27: S Fulton Pkwy & Cedar Grove Rd	Northbound	284.5 (F)	83.2 (F)	620.4 (F)	288.2 (F)	67.3 (E)	39.7 (D)	DRI 3488/Add NB another right lane, DRI 3488 adding in 2032, but could use it earlier as it is failing in the exising	Existing & Phase 3 No-Build (DRI 3488)	System(DRI #3488)
	Southbound	72 (E)	51.8 (D)	112.1 (F)	79.9 (E)	51.7 (D)	48.2 (D)			
	Eastbound	22.6 (C)	24.5 (C)	32.8 (C)	32.6 (C)	54.0 (D)	35.0 (D)			
	Westbound	18.5 (B)	24.7 (C)	47.2 (D)	127.8 (F)	38.9 (D)	48.6 (D)			
	Overall	82 (F)	42.4 (D)	165.8 (F)	136.3 (F)	52.2 (D)	43.6 (D)			

28: SR 92/Campbellton-Fairburn Rd & S Fulton Pkwy	Northbound	46.6 (D)	34.9 (C)	61.5 (E)	43.9 (D)	32.1 (C)	46.5 (D)	A Displaced Left Turn Control (CFI) will be installed at this intersection in 2032. In Phase 7 Build, add through lanes on S Fulton Pkwy	Phase 3 No-Build & Phase 7 Build	
	Southbound	36.4 (D)	30.9 (C)	45.9 (D)	37.8 (D)	26.6 (C)	26.0 (C)			
	Eastbound	42.8 (D)	50.5 (D)	55.2 (E)	73 (E)	24.7 (C)	23.3 (C)			
	Westbound	65.5 (E)	177.3 (F)	108.6 (F)	258.5 (F)	21.9 (C)	21.2 (C)			
	Overall	46.9 (D)	81 (F)	66.1 (E)	115.7 (F)	26.9 (C)	28.5 (C)			
29: Stonewell Tell Rd & S Fulton Pkwy	Northbound	70.3 (E)	72.8 (E)	67.4 (E)	72.7 (E)	73.3 (E)	72.7 (E)	DRI 4235/Added NB thru lane, and a protected SB left lane.		
	Southbound	314.8 (F)	199.6 (F)	526.7 (F)	435 (F)	74.9 (E)	73.7 (E)			
	Eastbound	23.4 (C)	21.5 (C)	32.9 (C)	30.6 (C)	51.5 (D)	28.4 (C)			
	Westbound	12.4 (B)	14.6 (B)	18.7 (B)	22.1 (C)	36.6 (D)	30.1 (C)			
	Overall	72.4 (E)	44.1 (D)	120.6 (F)	87.6 (F)	51.8 (D)	38.5 (D)			
30: Hunter Rd/Mason Rd & S Fulton Pkwy	Northbound	52.9 (D)	59.5 (E)	49.8 (D)	56.7 (E)	73.1 (E)	72.3 (E)	Add 1 SB thru lane,2 protected SB left lanes, add 2 NB lanes, NB left lane, and a NB right lane		
	Southbound	62.2 (E)	63 (E)	62 (E)	62.8 (E)	68.8 (E)	79.1 (E)			
	Eastbound	21.9 (C)	21.3 (C)	45.9 (D)	32.6 (C)	15.7 (B)	14.9 (B)			
	Westbound	15.5 (B)	25.7 (C)	23.9 (C)	55.1 (E)	12.4 (B)	17.1 (B)			
	Overall	24.2 (C)	28.5 (C)	40 (D)	46.9 (D)	20.4 (C)	23.2 (C)			
31: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy EB On/Off Ramp	Northbound					10.4 (B)	6.4 (A)	Install a Traffic Signal, add NBL lane (dual NBL lanes), and add pm-pt phasing for NBL DRI#4004 to add in 2028	Existing	System
	Southbound					19.3 (B)	30.8 (C)			
	Eastbound	18.3 (C)	22.5 (C)	24.7 (C)	40.8 (E)	15.8 (B)	25 (C)			
	Overall					14.6 (B)	24.2 (C)			
32: SR 14/Roosevelt Hwy & SR 14/S Fulton Pkwy WB On/Off Ramp	Northbound					11.3 (B)	13.9 (B)	Install a Traffic Signal by DRI #4004 in 2028	Existing	System
	Southbound					14 (B)	18.9 (B)			
	Eastbound	14.9 (B)	164.3 (F)	19.7 (C)	437.9 (F)	29.8 (C)	30.2 (C)			
	Overall					12.7 (B)	17.4 (B)			
33: SR 166/Duncan Memorial Hwy & Bill Arp Rd	Northbound	46 (E)	6.9 (A)	335.7 (F)	8.6 (A)	28.3 (D)	5.7 (A)	Add NB and SB right turn bypass lanes in Phase 1 No-Build	Phase 1 No-Build	System
	Southbound	7.5 (A)	12.3 (B)	9.2 (A)	21.6 (C)	5 (A)	8 (A)			
	Eastbound	11.6 (B)	6.7 (A)	22.2 (C)	8.4 (A)	23.3 (C)	8.6 (A)			
	Westbound	6.1 (A)	8 (A)	6.7 (A)	10.7 (B)	7.6 (A)	10.7 (B)			
	Overall	16.7 (B)	8.4 (A)	80.9 (F)	12.1 (B)	18.2 (C)	9 (A)			
34: Capps Ferry Rd & SR 166/Duncan Memorial Hwy	Northbound	29.2 (D)	31.3 (D)	76.4 (F)	94.6 (F)	7.7 (A)	8 (A)	Single Lane RAB in Phase 1 No-Build	Phase 1 No-Build	System
	Southbound					28.3 (D)	7.8 (A)			
	Eastbound					6.2 (A)	11.9 (B)			
	Overall					21.8 (C)	9.1 (A)			
35: SR 166/Duncan Memorial Hwy & Big A Rd	Southbound	13.2 (B)	12.7 (B)	15.5 (C)	14.3 (B)	16 (C)	14.4 (B)	No Mitigation		
36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd	Southbound	121.5 (F)	91.3 (F)	380.8 (F)	324 (F)	9.4 (A)	19.6 (C)	Single Lane RAB in Existing and WB bypass lane in Phase 7 Build	Existing (System) & Phase 7 Build (Developer)	System & Developer
	Eastbound					15.3 (C)	9.4 (A)			
	Westbound					13.2 (B)	46.3 (E)			
	Overall					12.6 (B)	34.3 (D)			
37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd	Northbound	38.2 (D)	28.2 (C)	78.1 (E)	55.8 (E)	29.4 (C)	26 (C)	Planned Widening Project (DO-252B) - Chapel Hill Rd will have 4 Lane C/S in Existing	Existing	System
	Southbound	31.9 (C)	29.3 (C)	46.7 (D)	67.6 (E)	26.7 (C)	27.2 (C)			
	Eastbound	20.4 (C)	21.2 (C)	32.1 (C)	33.5 (C)	35.2 (D)	34.4 (C)			
	Westbound	25.2 (C)	27.6 (C)	91.2 (F)	53.3 (D)	45 (D)	50.2 (D)			
	Overall	30.3 (C)	27.8 (C)	63.5 (E)	58.4 (E)	32.1 (C)	32.3 (C)			
38: Chapel Hill Rd & Central Church Rd/Bomar Rd	Northbound	34 (C)	22.4 (C)	46.9 (D)	29.4 (C)	29.2 (C)	31.9 (C)	Planned Widening Project (DO-252B) - Chapel Hill Rd will have 4 Lane C/S in Existing	Existing	System
	Southbound	44.9 (D)	24.4 (C)	63.7 (E)	28.2 (C)	42.1 (D)	48.6 (D)			
	Eastbound	60.8 (E)	74.6 (E)	66.8 (E)	86.4 (F)	40.1 (D)	51 (D)			
	Westbound	43.9 (D)	64 (E)	45.3 (D)	68.5 (E)	46.4 (D)	54.5 (D)			
	Overall	42.9 (D)	35.6 (D)	55.2 (E)	41.9 (D)	36.7 (D)	42.7 (D)			
39: SR 14/Roosevelt Hwy & Church St	Southbound	10.3 (B)	13.8 (B)	11.7 (B)	20.3 (C)	50.4 (D)	58.4 (E)	Mitigations not feasible due to proximity to railroad bridge		
	Northbound	8.2 (A)	23.1 (C)	10.2 (B)	33.1 (D)	32.5 (C)	31.3 (C)			
40: Toombs St & SR 14/Roosevelt Hwy	Northbound	9.3 (A)	10 (A)	101.9 (F)	22.9 (C)	53.8 (D)	593.6 (F)	Mitigations not feasible due to proximity to railroad bridge		
	Southbound	10 (A)	25.1 (C)	13 (B)	110.4 (F)	340.5 (F)	552.2 (F)			
	Eastbound	1.2 (A)	1 (A)	24.6 (C)	21.5 (C)	2.0 (A)	1.3 (A)			
	Westbound	1 (A)	1.3 (A)	21.4 (C)	21.1 (C)	1.1 (A)	2.0 (A)			
	Overall	2.9 (A)	7 (A)	61.3 (E)	79.3 (E)	26 (C)	173.3 (F)			
41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy	Northbound	18.0 (B)	19.7 (C)	16.8 (B)	17.5 (B)	-	-	Remove northbound leg to the church, add southbound left turn lane on SR 154 to create dual left turns with protected phasing, add receiving lane on westbound SR 14, and add southbound right turn lane on SR 154	Phase 3 No-Build (DRI 3488)	System
	Southbound	28.4 (C)	28.9 (C)	77.7 (E)	46.7 (D)	30.2 (C)	41 (D)			
	Eastbound	21.3 (C)	15.4 (B)	59.3 (E)	77.9 (D)	11.8 (B)	12.9 (B)			
	Westbound	20.1 (C)	19.2 (B)	56.8 (E)	202.9 (F)	20 (B)	23.4 (C)			
	Overall	23.6 (C)	20.8 (C)	65.4 (E)	102.9 (F)	20.5 (C)	25 (C)			
42: Cascade Palmetto Hwy & Wilkerson Mill Rd	Northbound					29.6 (C)	50.9 (D)	Install Signal with 120s cycle in Phase 1 No-Build, install signal with pm+pt for EBL, add NBL and SBL lanes per DRI #3488 in Phase 3 No-build, and add channelized right turns for EBR and WBR in Phase 3 Build	Phase 1 No-Build (System), Phase 3 No-Build (System), & Phase 3 Build (Developer)	System & Developer
	Southbound					28.5 (C)	36.2 (D)			
	Eastbound	31 (D)	18.8 (C)	>500 (F)	>500 (F)	32.5 (C)	31.3 (C)			
	Westbound	26.7 (D)	29.5 (D)	>500 (F)	>500 (F)	50.1 (D)	53 (D)			
	Overall					33.1 (C)	42.5 (D)			

43: Cascade Palmetto Hwy & Rivertown Rd	Northbound					20.7 (C)	12.1 (B)	Install Single Lane Roundabout Phase 1 No-Build	Phase 1 No-Build	System
	Southbound					12.1 (B)	20.7 (C)			
	Eastbound	24.2 (C)	42.8 (D)	77.7 (F)	29.3 (D)	16.4 (B)	11.9 (B)			
	Westbound	19.9 (B)	39.8 (D)	70 (F)	101.8 (F)	12.6 (B)	14.4 (B)			
	Overall					16 (B)	15.9 (B)			
44: Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Northbound	6.8 (A)	6.7 (A)	9.4 (A)	9.4 (A)	6.9 (A)	6.7 (A)	No Mitigation		
	Southbound	6.2 (A)	7.9 (A)	7.6 (A)	11.1 (B)	6.2 (A)	7.9 (A)			
	Eastbound	5 (A)	5.6 (A)	6.9 (A)	7.8 (A)	5 (A)	5.6 (A)			
	Westbound	5.5 (A)	5.1 (A)	7 (A)	6.3 (A)	5.5 (A)	5.1 (A)			
	Overall	6.4 (A)	7.1 (A)	8.3 (A)	9.9 (A)	8.3 (A)	9.9 (A)			
45: SR 92 & SR 166/Duncan Memorial Hwy	Northbound	4.3 (A)	7.1 (A)	4.3 (A)	8.6 (A)	5 (A)	7.6 (A)	Provide southbound bypass right turn lane and provide a northbound left/through lane in Phase 1 No-Build	Phase 1 No-Build	System
	Southbound	10.5 (B)	13.3 (B)	26.3 (D)	43.6 (E)	7.9 (A)	11.7 (B)			
	Eastbound	29.2 (C)	10.5 (B)	115.1 (F)	16 (C)	33.8 (D)	13.5 (B)			
	Overall	16.1 (B)	9.5 (A)	53.9 (F)	20.1 (C)	16 (C)	10 (0)			
46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd	Northbound	33.4 (C)	46.8 (D)	32.7 (C)	65.5 (E)	28.3 (C)	30 (C)	Provide a southbound right turn lane in Phase 1 No-Build and Provide northbound through lane in Phase 3 No-Build	Phase 1 No-Build & Phase 3 No-Build	System
	Southbound	38.7 (D)	18.4 (B)	143.3 (F)	50.4 (D)	19.7 (B)	20.6 (C)			
	Eastbound	20 (B)	30.2 (C)	23.1 (C)	37.3 (D)	40 (D)	50.6 (D)			
	Westbound	35.1 (D)	39.3 (D)	39.3 (D)	49 (D)	51.1 (D)	54.1 (D)			
	Overall	32 (C)	31 (C)	85.1 (F)	52.6 (D)	28 (C)	31.2 (C)			
47: SR 92/Fairburn Rd & Riverside Pkwy	Northbound	30 (C)	45.9 (D)	34.6 (C)	147.6 (F)	30.9 (C)	37.4 (D)	Provide westbound and southbound left turn lane and northbound through lane in line with DRI #4057 in Existing Condition	Existing	System
	Southbound	23.5 (C)	15.4 (B)	84.4 (F)	20.6 (C)	43.5 (D)	27.6 (C)			
	Westbound	50.6 (D)	99.7 (F)	56.9 (E)	263.3 (F)	29.2 (C)	52.4 (D)			
	Overall	25.8 (C)	36.3 (D)	70.3 (E)	100.9 (F)	38.4 (D)	37.1 (D)			
48: SR 92/Fairburn Rd & Anneewakee Rd	Northbound	25.9 (C)	18.8 (B)	58 (E)	36.7 (D)	19.5 (B)	40.4 (D)	Add southbound through lane and a northbound left turn lane in Existing Condition	Existing	System
	Southbound	40.3 (D)	96.2 (F)	90.2 (F)	223.9 (F)	36.3 (D)	52.4 (D)			
	Eastbound	277 (F)	374.9 (F)	413.5 (F)	566.1 (F)	42.4 (D)	47 (D)			
	Westbound	32.9 (C)	53.8 (D)	32.9 (C)	54.4 (D)	32.9 (C)	40.3 (D)			
	Overall	99.2 (F)	86.8 (F)	162.5 (F)	160.7 (F)	29.2 (C)	45 (D)			
49: Rico Rd & Barnes Rd	Eastbound	0 (A)	0 (A)	0 (A)	0 (A)	0 (A)	0 (A)	No Mitigation		
50: Private Drwy/Rico Rd & Hutchesons Ferry Rd	Northbound	9.7 (A)	0 (A)	11.8 (B)	0 (A)	12.9 (B)	0 (A)	No Mitigation		
	Southbound	10.3 (B)	11.1 (B)	14.6 (B)	18 (C)	16.6 (C)	22 (C)			
51: Hutchesons Ferry Rd & Cochran Mill Rd	Southbound	10.9 (B)	11.7 (B)	940.3 (F)	1296.9 (F)	29.8 (C)	32.6 (C)	Install Traffic Signal, add EBL lane and WBR lane on Hutchesons Ferry Rd, and add SBR lane on Cochran Mill Rd, DRI# 3488 to add in Phase 3 No-Build	Phase 3 No-Build (System)	System
	Eastbound					20.9 (C)	39.5 (D)			
	Westbound					27.2 (C)	25.2 (C)			
	Overall					26.9 (C)	34.5 (C)			
52: Cochran Mill Rd & Wilkerson Mill Rd	Northbound					17 (B)	25.5 (C)	Install Traffic Signal, Add NBR and SBL turn lanes on Cochran Mill Road, add WBL turn lane on Wilkerson Mill Rd, DRI #3488 to add in Phase 3 No-Build	Phase 3 No-Build (System)	System
	Southbound					20.8 (C)	30.2 (C)			
	Westbound	9.2 (A)	9.3 (A)	1823.4 (F)	2297.6 (F)	17.9 (B)	15 (B)			
	Overall					18.4 (B)	23.9 (C)			
53: Cochran Mill Rd & Rivertown Rd	Northbound	7 (A)	7.2 (A)	7.4 (A)	7.5 (A)	10.4 (B)	11.1 (B)	No Mitigation		
	Southbound	7.8 (A)	7.2 (A)	8.5 (A)	7.8 (A)	13.2 (B)	11.1 (B)			
	Eastbound	7.2 (A)	6.9 (A)	7.6 (A)	7.1 (A)	12.3 (B)	10.4 (B)			
	Westbound	7.1 (A)	7 (A)	7.6 (A)	7.4 (A)	11.4 (B)	14 (B)			
54: Stonewall Tell Rd & SR 154/Campbellton Rd	Northbound	29.6 (C)	28.7 (C)	37.1 (D)	34 (C)	40.1 (D)	43 (D)	No Mitigation		
	Southbound	32.8 (C)	24.1 (C)	42.5 (D)	27.2 (C)	44.2 (D)	34.3 (C)			
	Eastbound	15.7 (B)	9.6 (A)	18.4 (B)	9.3 (A)	19.6 (B)	9.5 (A)			
	Westbound	10.1 (B)	13 (B)	11.6 (B)	14 (B)	12 (B)	14.6 (B)			
	Overall	15.8 (B)	13.9 (B)	18.8 (B)	15.1 (B)	19.7 (B)	16.3 (B)			
55: Union Rd/Riverside Dr & Campbellton Rd	Northbound	31.2 (C)	20.3 (C)	49.7 (D)	26.6 (C)	50.3 (D)	30.7 (C)	No Mitigation		
	Southbound	30.5 (C)	28.3 (C)	69.6 (E)	45 (D)	39.1 (D)	41.3 (D)			
	Eastbound	31.2 (C)	24 (C)	55 (D)	26.1 (C)	49.1 (D)	31.6 (C)			
	Westbound	19.5 (B)	16.8 (B)	46.2 (D)	8.1 (A)	49.9 (D)	18.4 (B)			
	Overall	28 (C)	21.8 (C)	53.3 (D)	23.5 (C)	48.5 (D)	28.4 (C)			
56: SR 6/Camp Creek Pkwy & Campbellton Rd	Northbound	27.2 (C)	26.8 (C)	40.4 (D)	74.1 (E)	50 (D)	53.7 (D)	No Mitigation		
	Southbound	26.2 (C)	36.6 (D)	56.8 (E)	64.3 (E)	41.8 (D)	52.1 (D)			
	Eastbound	38.8 (D)	43.2 (D)	67.8 (E)	85.4 (F)	48.4 (D)	53.7 (D)			
	Westbound	28.6 (C)	53.2 (D)	73.7 (E)	100.7 (F)	38.9 (D)	39.9 (D)			
	Overall	30 (C)	35.9 (D)	55 (D)	78 (E)	46.4 (D)	51 (D)			
57: SR 6/Camp Creek Pkwy & Enon Rd	Northbound	354.9 (F)	158.5 (F)	864.5 (F)	524.1 (F)	49.9 (D)	53.4 (D)	Add exclusive northbound left turn lane on Enon Road	Existing	System
	Southbound	92.7 (F)	107.7 (F)	383.1 (F)	390.8 (F)	33.5 (C)	45.4 (D)			
	Eastbound	19.2 (B)	19 (B)	26.3 (C)	24.3 (C)	27.1 (C)	24.6 (C)			
	Westbound	24.6 (C)	21.9 (C)	34.5 (C)	28.7 (C)	34.7 (C)	28.9 (C)			
	Overall	72.7 (E)	35.5 (D)	166.4 (F)	83 (F)	33.6 (C)	29.7 (C)			

58: SR 6/Camp Creek Pkwy & Merk Rd	Northbound	9.5 (A)	9.9 (A)	7.1 (A)	8.6 (A)	7.2 (A)	8.8 (A)	No Mitigation		
	Southbound	20.2 (C)	15.7 (B)	13.9 (B)	11.8 (B)	14.2 (B)	11.9 (B)			
	Eastbound	20.6 (C)	25.3 (C)	41.6 (D)	48.9 (D)	41.6 (D)	48.9 (D)			
	Overall	15.1 (B)	12.8 (B)	11.3 (B)	10.7 (B)	11.4 (B)	10.9 (B)			
59: Butner Rd & SR 6/Camp Creek Pkwy	Northbound	29.3 (C)	35.4 (D)	44.9 (D)	65.8 (E)	49.5 (D)	53.8 (D)	No Mitigation		
	Southbound	18.4 (B)	28.6 (C)	41.7 (D)	44.4 (D)	43.6 (D)	52.1 (D)			
	Eastbound	27.2 (C)	28.2 (C)	47.1 (D)	55.1 (E)	38.5 (D)	53.8 (D)			
	Westbound	29.7 (C)	48.3 (D)	26.9 (C)	94.7 (F)	25.9 (C)	53.6 (D)			
	Overall	28.1 (C)	33.3 (C)	43.1 (D)	58.4 (E)	44.3 (D)	53.5 (D)			
60: SR 166/Campbellton Rd & New Hope Rd/Boat Rock Rd	Northbound	6.2 (A)	5.3 (A)	6.2 (A)	5.3 (A)	6.2 (A)	5.3 (A)	No Mitigation		
	Southbound	7.7 (A)	10.5 (B)	7.7 (A)	10.5 (B)	7.7 (A)	10.5 (B)			
	Eastbound	10.9 (B)	14.2 (B)	10.9 (B)	14.2 (B)	10.9 (B)	14.2 (B)			
	Westbound	10.2 (B)	13.1 (B)	10.2 (B)	13.1 (B)	10.2 (B)	13.1 (B)			
	Overall	8.7 (A)	11.1 (B)	8.7 (A)	11.1 (B)	8.7 (A)	11.1 (B)			
61: New Hope Rd/Wilson Mill Rd & Cascade Rd	Northbound	46.7 (D)	47.2 (D)	48.2 (D)	49.9 (D)	46.4 (D)	53.8 (D)	No Mitigation		
	Southbound	0 (A)	0 (A)	0 (A)	0 (A)	0 (A)	0 (A)			
	Eastbound	20.7 (C)	19 (B)	20.7 (C)	20.2 (C)	20.7 (C)	21.8 (C)			
	Westbound	7.2 (A)	6 (A)	6.8 (A)	6.5 (A)	6.4 (A)	7.5 (A)			
	Overall	20.1 (C)	17 (B)	20.2 (C)	18.1 (B)	19.5 (B)	19.4 (B)			
62: SR 92 & Ridge Rd/Butner Rd	Northbound	8 (A)	9.4 (A)	7.4 (A)	8.4 (A)	9.8 (A)	14.9 (B)	Add Bypass Lanes all approaches Phase 6 Build (2035)	Phase 6 Build	Developer
	Southbound	8.6 (A)	8.5 (A)	18.7 (C)	13.5 (B)	42 (E)	26.3 (D)			
	Eastbound	16 (B)	16.4 (B)	12.3 (B)	10.9 (B)	40.1 (E)	22.2 (C)			
	Westbound	16 (B)	17.2 (B)	9.6 (A)	17.9 (C)	13.4 (B)	88.2 (F)			
	Overall	9.8 (A)	11.1 (B)	13.1 (B)	11.9 (B)	27.7 (D)	30 (D)			
63: Jones Rd & SR 92/Campbellton Fairburn Rd	Northbound			6.3 (A)	6.7 (A)	6.9 (A)	7.9 (A)	A roundabout is getting installed at this intersection under GDOT's PI# 0017398	Phase 1 No-Build	System
	Southbound			6.9 (A)	6.2 (A)	8.3 (A)	7.1 (A)			
	Eastbound	106.8 (F)	99.3 (F)	8.1 (A)	7.2 (A)	9.6 (A)	8.1 (A)			
	Westbound	480.5 (F)	536.1 (F)	10 (A)	11.8 (B)	11.1 (B)	14.5 (B)			
	Overall			6.8 (A)	6.8 (A)	7.8 (A)	7.9 (A)			
64: Pittman Rd & Butner Rd	Northbound	14.5 (B)	10.9 (B)	18.1 (C)	12 (B)	19.3 (C)	12.5 (B)	No Mitigation		
65: W Stubbs Rd & Butner Rd	Northbound	12.8 (B)	13.3 (B)	24.4 (C)	28.9 (C)	15.4 (C)	7.8 (A)	Install Single Lane Roundabout in Phase 1 No-Build	Phase 1 No-Build	System
	Southbound	24 (C)	18.1 (C)	175.2 (F)	92.9 (F)	9.8 (A)	12.9 (B)			
	Eastbound	18.6 (C)	12.3 (B)	79.6 (E)	23.5 (C)	15.3 (C)	6.9 (A)			
	Westbound	12.5 (B)	24.4 (C)	24.7 (C)	191.7 (F)	8.0 (A)	20.1 (C)			
	Overall					12.0 (B)	14.1 (B)			
66: Cedar Grove Rd & Driveway A	Southbound					12.7 (B)	10.7 (B)			Access Point
	Eastbound					13.1 (B)	11.7 (B)			
	Westbound					8.4 (A)	16.8 (B)			
	Overall					11.3 (B)	14.0 (B)			
67: Cedar Grove Rd & Driveway B	Southbound					8.5 (A)	7.2 (A)			Access Point
	Eastbound					7.3 (A)	10.1 (B)			
	Westbound					6.7 (A)	9.3 (A)			
	Overall					7.5 (A)	9.2 (A)			
68: Cochran Mill Rd & DRWY C	Southbound					10.9 (B)	10.2 (B)			Access Point
69: SR 92/Campbellton-Fairburn Rd & DRWY D	Northbound					2.2 (A)	3.3 (A)			Access Point
	Southbound					29.6 (C)	18.7 (B)			
	Eastbound					6.9 (A)	3.2 (A)			
	Overall					16.4 (B)	8.7 (A)			
70: Campbellton Redwine Rd & Driveway E	Eastbound					12.3 (B)	12.4 (B)			Access Point
71: Campbellton Redwine Rd & Driveway F	Eastbound					10.4 (B)	10.5 (B)			Access Point

- 37: Chapel Hill Rd & Dorsett Shoals Rd/Anneewakee Rd
- 38: Chapel Hill Rd & Central Church Rd/Bomar Rd
- 41: Ramah Dr/SR 154/Cascade Palmetto Hwy & SR 14/Roosevelt Hwy
- 43: Cascade Palmetto Hwy & Rivertown Rd
- 45: SR 92 & SR 166/Duncan Memorial Hwy
- 46: SR 92/Old Lower River Rd & SR 154/SR 92/Fairburn Rd
- 47: SR 92/Fairburn Rd & Riverside Pkwy
- 48: SR 92/Fairburn Rd & Anneewakee Rd
- 51: Hutchesons Ferry Rd & Cochran Mill Rd
- 52: Cochran Mill Rd & Wilkerson Mill Rd
- 57: SR 6/Camp Creek Pkwy & Enon Rd
- 63: Jones Rd & SR 92/Campbellton Fairburn Rd
- 65: W Stubbs Rd & Butner Rd

The following intersections have unacceptable deficiencies in the build condition, but not in the no build condition which are recommended to be mitigated by the developer.

- 5: Rivertown Rd & Campbellton Redwine Rd/Cedar Grove Rd
    - Add channelized, yield control right turn in Phase 7 Build
- 6: Cochran Mill Rd & Cedar Grove Rd
    - Install Single Lane Roundabout in Phase 3 Build & add bypass right turn lanes for all approaches in Phase 7 Build
- 7: SR 70/Cascade Palmetto Hwy & Cochran Mill Rd
    - Install Signal in Phase 2 Build & add channelized SB right turn lane in Phase 6 Build
- 9: SR 70/Fulton Industrial Blvd & W Stubbs Rd
    - Add NB/SB through lanes in Phase 2 Build
- 62: SR 92 & Ridge Rd/Butner Rd
    - Add Bypass Lanes all approaches Phase 6 Build (2035)

The following intersections have deficiencies in the system and from the development. With these improvements the timing of the system improvements and the developer improvements should be coordinated to reduce overlapping efforts or delays. In addition, alternative mitigation can be considered in order to best implement the improvements.

- 3: Campbellton Redwine Rd & S Fulton Pkwy
    - Provide Single Lane Roundabout in Existing Condition, Add WB bypass lane in Phase 7 Build
- 8: SR 92/Campbellton-Fairburn Rd & SR 70/Cascade Palmetto Hwy
    - DRI #3955 to add channelized right turn lanes to all approaches in the existing year. Add Thru Lanes to all approaches in Phase 1 No-Build & add SB/EB left turn lanes in Phase 4 Build
- 10: SR 70/Fulton Industrial Blvd & SR 166/Campbellton Rd
    - Add NB/SB through Lanes in Phase 3 No-Build, add additional NB Left turn lane on FIB in Phase 5 Build

- 24: Cochran Mill Rd & SR 70/S Fulton Pkwy
    - Install Traffic Signal, Add WBL on SR 70 and NBR on Cochran Mill Road in Phase 2 Build, DRI#3488 to add these configurations in Phase 3.
- 36: SR 166/Duncan Memorial Hwy & Chapel Hill Rd
    - Single Lane roundabout in Existing and WB bypass lane in Phase 7 Build
- 42: Cascade Palmetto Hwy & Wilkerson Mill Rd
    - Install Signal with 120s cycle in Phase 1 No-Build, install signal with permissive and protected phase for EBL, add NBL and SBL lanes per DRI #3488 in Phase 3 No-build, and add channelized right turns for EBR and WBR in Phase 3 Build

The remaining long-range considerations should reviewed as the development begins to be built. With the DRIs for the South and West portions of Bouckaert Farms which will be eventually needed, the actual trip generation and patterns of East and Central should be considered especially in regards to the alternate mode reduction, as well as other DRIs in the area.

APPENDICES

Appendix A : Site Plan

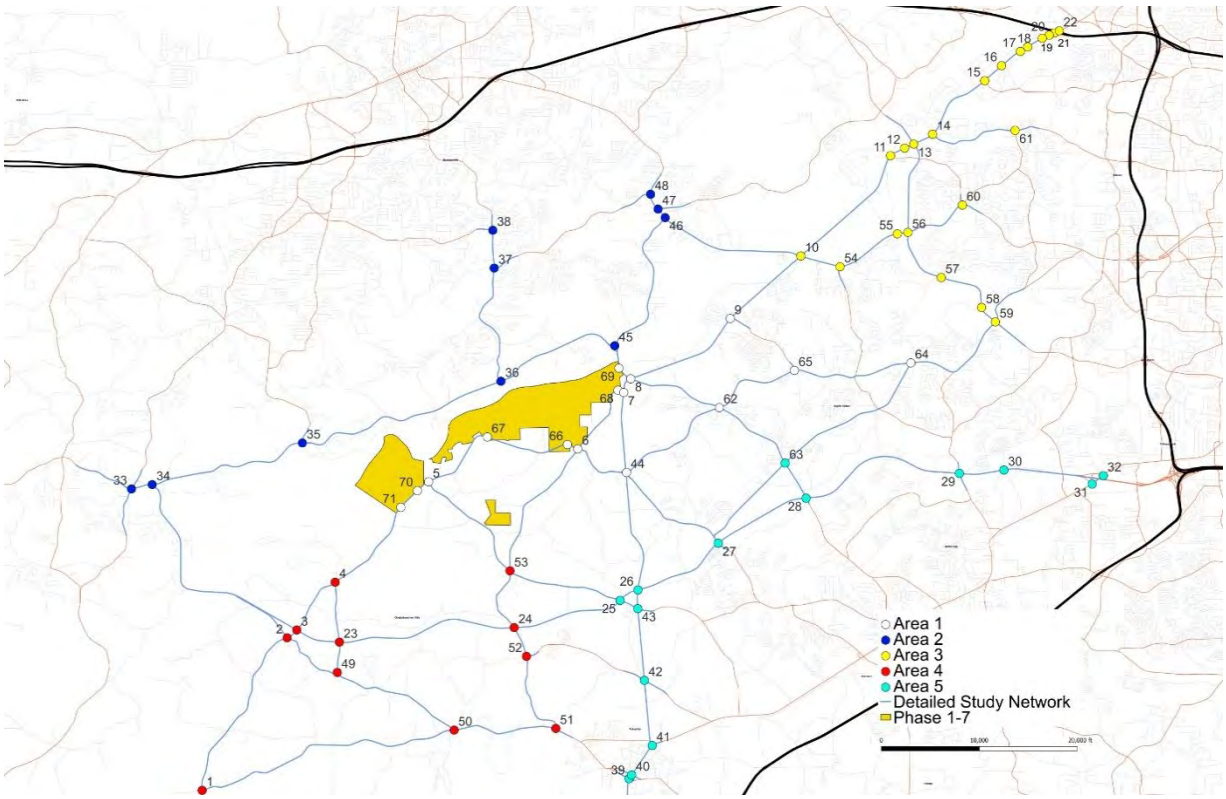
Appendix B : Methodology Method Packet including DRI Letter of Understanding

Appendix C : Traffic Counts Summary Sheets

Appendix D : Growth Rate Summary

Appendix E : Synchro Reports

Due to the scale of this project, multiple Synchro files based on areas were created along with the numerical order. To make the Synchro reports easier to match with the native Synchro files, the files are in area order. The map below shows the location of each intersection compared to the area and the folders are organized as such. Within each area, the reports are further subdivided into folders by the phase being analyzed. There is a combined PDF which each of the reports copied in numerical order as well.



Appendix F : Programmed Projects

Appendix G : Trip Generation Report

Appendix H : ICE

Appendix I : GRTA Level of Service for Roadways

Appendix J : Signal Warrant Analysis

Appendix K: Sidra Reports

The site layout file in each intersection folder represents the site layout for all scenarios modeled in the folder unless mentioned otherwise in the title of the report.