

INTERCHANGE FEASIBILITY REPORT

South Fulton CID

South Fulton Community Improvement District



JUNE 2021

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PURPOSE AND NEED

The South Fulton Community Improvement Districts (CID) is located along Interstate 85 (I-85) and the Oakley Industrial Boulevard corridors in South Fulton County. The CID area covers close to 14 square miles and includes 4 municipalities: the City of South Fulton, the City of Fairburn, the City of Palmetto, and Union City. The CID is a self-taxing group of property owners that collaborate to move transportation infrastructure and business development investment forward. The CID's primary responsibility is to improve area access and mobility for the business community while reducing any negative impacts on the residential communities and local roadways.

The map in Figure 1 shows the CID boundary and major roadways. The study area for this project is bounded by the interchanges at I-85 S / SR 74 / Fairburn Industrial Blvd in Fulton County and I-85 / Collinsworth Road in Coweta County. The study area extends north to Roosevelt Avenue and south to the CID boundary. The majority of this area is within the CID.

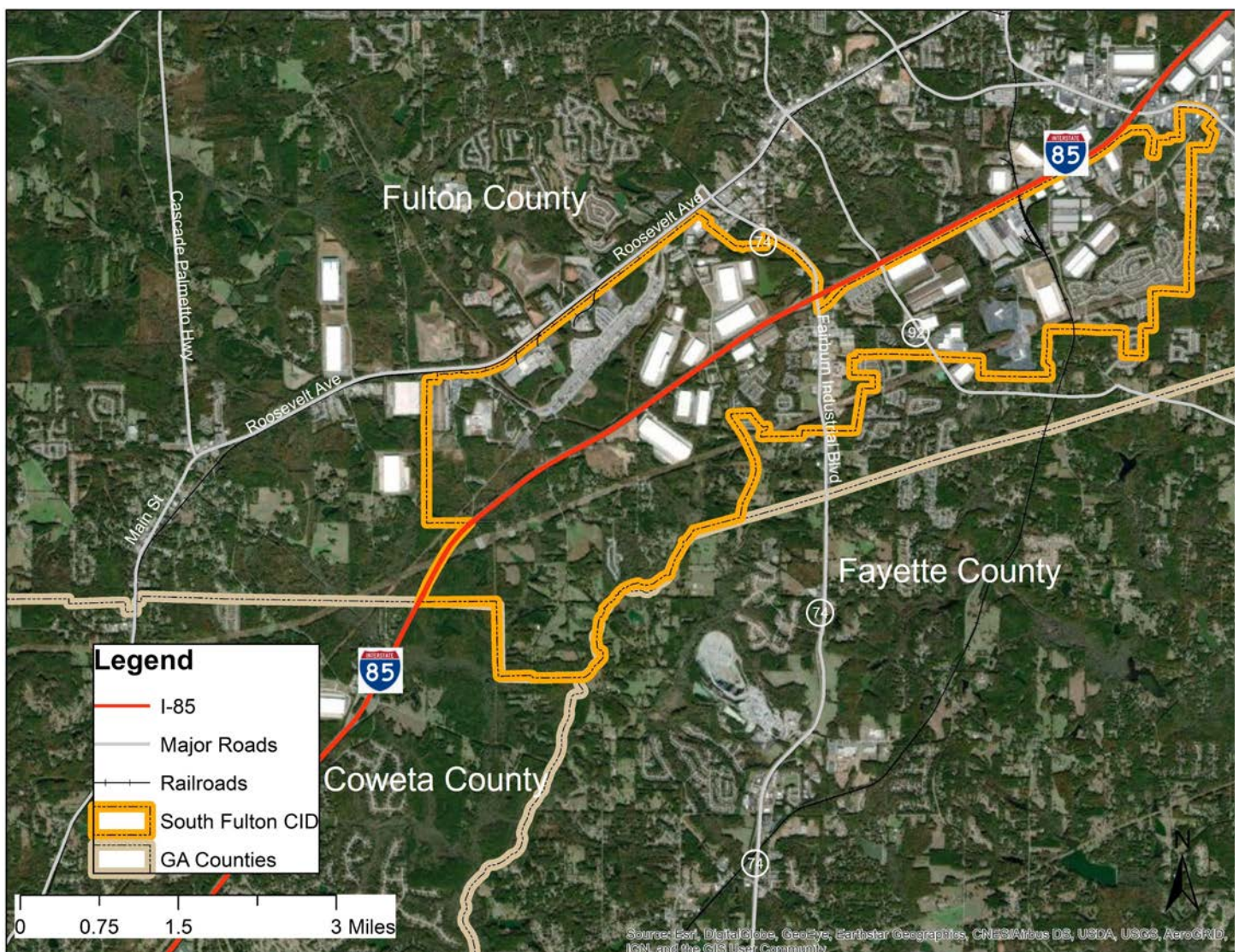


Figure 1: Study Area Map

In April 2018, the CID completed a comprehensive Multi-Modal Study which looked at the transportation infrastructure, traffic conditions, and land use mix in the area. In what used to be a rural part of Fulton County, the CID and surrounding areas have experienced tremendous growth in the past two decades resulting from its location south of the City of Atlanta, proximity to the Hartsfield Jackson Atlanta International Airport (HJAIA), and increase in freight traffic in the southeast portion of the US. Land use growth has been focused on industrial developments, many of which are close to or over 1 million square feet, and has resulted in a significant increase in freight traffic on the local roadways. In 1999, the Fairburn CSX Intermodal Center (rail and truck) opened. This Intermodal Center serves rail connections throughout the south-east and to destinations across the United States. A large percentage of rail freight comes from the Port of Savannah as well as other coastal and inland ports and is transported to other rail destinations or off-loaded on trucks at the Fairburn Intermodal Center.

As noted above, the number of warehouse and distribution centers have increased in the area to support the Intermodal Center. While this growth has increased economic activities and jobs, especially within the transportation sector, it has also increased congestion and issues between freight and vehicular movements in the area. Figure 2 below shows the location of the major industrial centers in 2018.

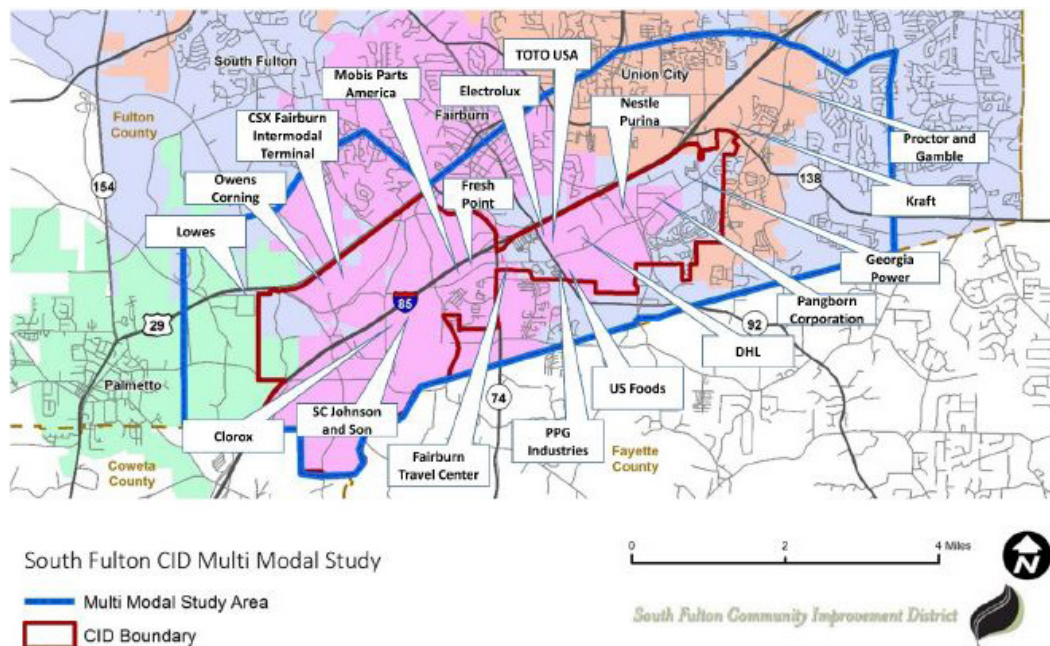


Figure 2: Major Warehouse and Distribution Centers, 2018
 Source: South Fulton CID, Cambridge Systematics, Inc. analysis

One of the primary recommendations that came out of the 2018 Multi-Modal Study was the extension of Oakley Industrial Boulevard (OIB) south, past Creekwood Road towards Gullatt Road and Johnson Road as well as a new interchange to provide increased access for freight traffic in the CID area. This new interchange would relieve freight traffic and movements from the I-85 / SR 74 / Fairburn Industrial Boulevard exit and surrounding roadways including Oakley Industrial Boulevard, Roosevelt Highway, Bohannon Road, and Johnson Road, to name a few. It has the potential to improve safety for area residents and workers.

A new interchange is also recommended in the recent South Fulton Comprehensive Transportation Plan. Both the South Fulton CID Multi-Modal Study and the South Fulton Comprehensive Transportation Plan were funded by the Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT), with their participation as project stakeholders as well.

PROJECT OVERVIEW

In the fall of 2019, the South Fulton CID contracted CPL to undertake a high-level study Interchange Feasibility Report (IFR) to explore the best option for extending Oakley Industrial Boulevard (OIB) and adding a new interchange. The following three options were identified by the CID and studied as part of this effort:

- Option 1: Extend OIB to Gullatt Road on the SE side of I-85, review possible Gullatt Road interchange, identify connection to CSX
- Option 2: Extend OIB to Johnson Road on the SE side of I-85; review possible Johnson Road interchange
- Option 3: OIB connection Johnson Road across I-85 to SW side, review possible Johnson Road interchange

As part of this Interchange Feasibility Report, the CID and CPL Project Team studied previous plans, population and employment growth, recent and planned industrial developments, high-level environmental considerations, and current and future traffic volumes in the area. Additionally, there has been a robust stakeholder engagement process to obtain feedback on traffic conditions, industrial growth, and location options for a new interchange. The information which follows in this report provides a detailed account supporting the need and local desire for a new interchange within the South Fulton CID area. The proposed new interchange location is at I-85 / Gullatt Road.

AREA CLASSIFICATION

It is important to classify the location of a new interchange as urban or rural as defined by the U.S. Census. Large urbanized areas are defined as areas (based on census tracts) with populations of 50,000 or more residents. Small urbanized areas are those with populations of 5,000 to 50,000 residents. Urbanized areas are created by joining census tracks based on guidelines established by the Federal Highway Administration (FHWA) and the Georgia Department of Transportation (GDOT).

The proposed new interchange at I-85 / Gullatt Road is located within the 2010 U.S. Census Atlanta Urbanized Area. The 2010 U.S. Census population was reported as 4,515,419 residents¹ so based on the criteria above, this is classified as a large urbanized area. As shown on the map in Figure 3 below, the 2010 Atlanta Urbanized Area includes 18 counties: Barrow, Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding, Rockdale, Spalding, and Walton². The interchange at I-85 / Gullatt Road is located within Fulton County. Given the population and growth of the Atlanta region, it is reasonable to expect that this area will remain an Urbanized Area based on the 2020 U.S. Census.

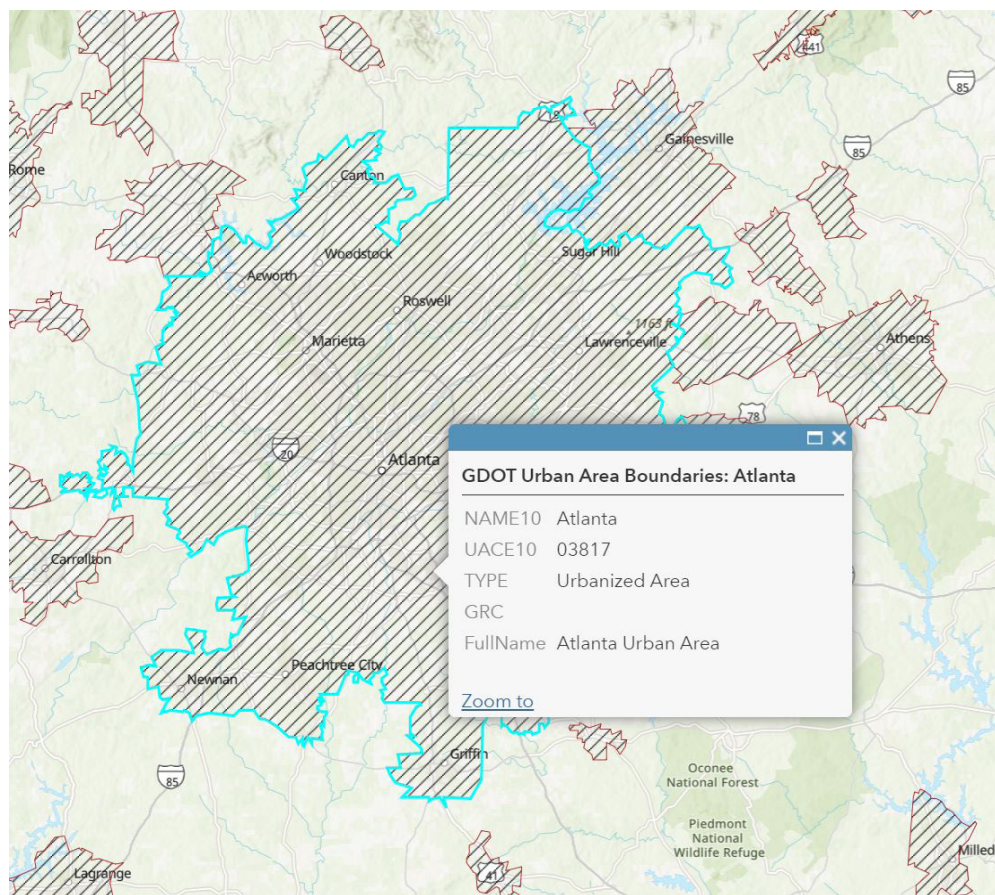


Figure 3: Atlanta Urbanized Area – 2010 U.S. Census

Source: ESRI, The Office of Transportation Data, Department of Transportation. Georgia GIS Clearinghouse.

¹ http://www.dot.ga.gov/DriveSmart/MapsData/Documents/FC_UAB_Documents/GA_UAB_02.pdf

² <https://www.arcgis.com/home/webmap/viewer.html?url=https%3A%2F%2Fmaps.itos.uga.edu%2Farcgis%2Frest%2Fservices%2FFrameWork%2FBoundaries%2FFeatureServer%2FI6&source=sd>

INTERCHANGE SPACING

Average spacing for interchanges reflects the crossroad to crossroad distance between downstream and upstream interchanges. Table 1, below, shows the distances between each interchange (from south to north) as well as the average distance. The proposed interchange at I-85 / Gullatt Road is in an urbanized area, and the minimum spacing for this classification is one mile with an average spacing of at least two miles.³ As seen in Table 1, there is more than one mile between each interchange. Adding a new interchange at I-85 / Gullatt Road keeps the average spacing over two miles and satisfies the requirements.

Interchange Spacing Description	Distance (Miles)
I-85 / SR 154 to I-85 / Collingworth Road	5
I-85 / Collingworth to I-85 / Gullatt Road (Proposed)	2.3
I-85 / Gullatt Road (Proposed) to I-85 / SR 74 / Fairburn Industrial Boulevard	2.5
I-85 / SR 74 / Fairburn Industrial Boulevard to I-85 / SR 138 / Jonesboro Road	2.9
Average Spacing	3.175

Table 1: Interchange Spacing

¹ <https://www.fhwa.dot.gov/design/interstate/pubs/access/access.pdf>

POPULATION AND ECONOMIC GROWTH

The South Fulton CID area has experienced tremendous population and employment growth over the last two decades. According to the U.S. Census, the City of Fairburn population increased by 2,770 residents between 2010 – 2018. As the graph in Figure 4 shows, this increase accelerated around 2016 and is currently continuing along this trajectory.

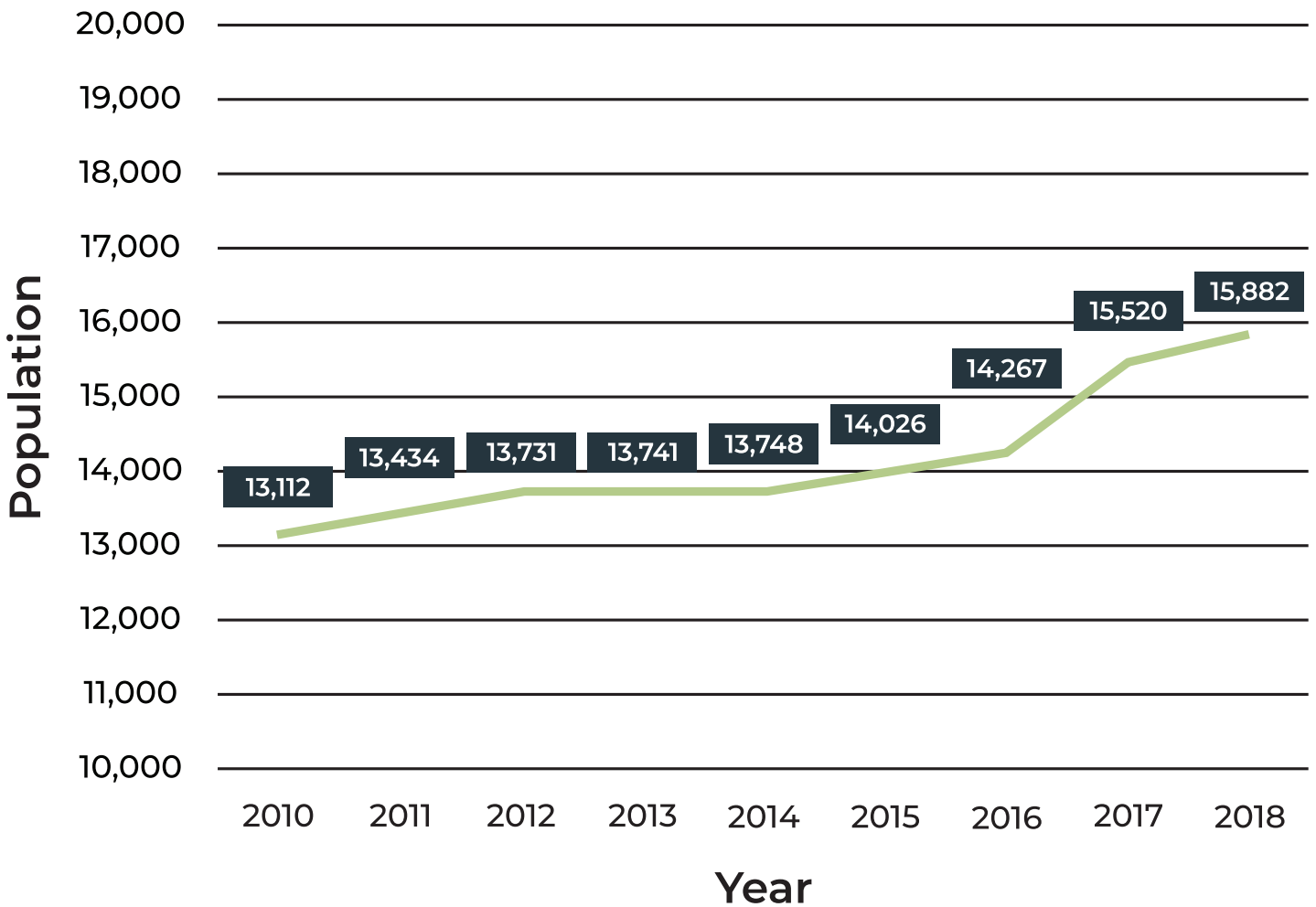


Figure 4: City of Fairburn Population Growth 2010-2018

Source: www.census.gov/quickfacts/fairburncitygeorgia

According to the U.S. Census, the City of Palmetto, west of the CID, added 220 new residents between 2010-2018. Palmetto is poised for more growth in coming years with undeveloped land located on both the outskirts of the City as well as close to the walkable downtown.

EMPLOYMENT GROWTH

The U.S. Census Longitudinal Employer–Household Dynamics (LEHD) dataset shows that there were 3,304 jobs in the CID in 2010. By 2017, the CID added 292 jobs for a total of 3,596 jobs. This increase represents a 1.25 percent yearly job growth rate. Figure 5 shows the 2017 CID employment density by the number of jobs per square mile. Jobs are concentrated in the northern end of the CID as well as around I-85 / Fairburn Industrial Boulevard and south to the vicinity of Bohannon Road

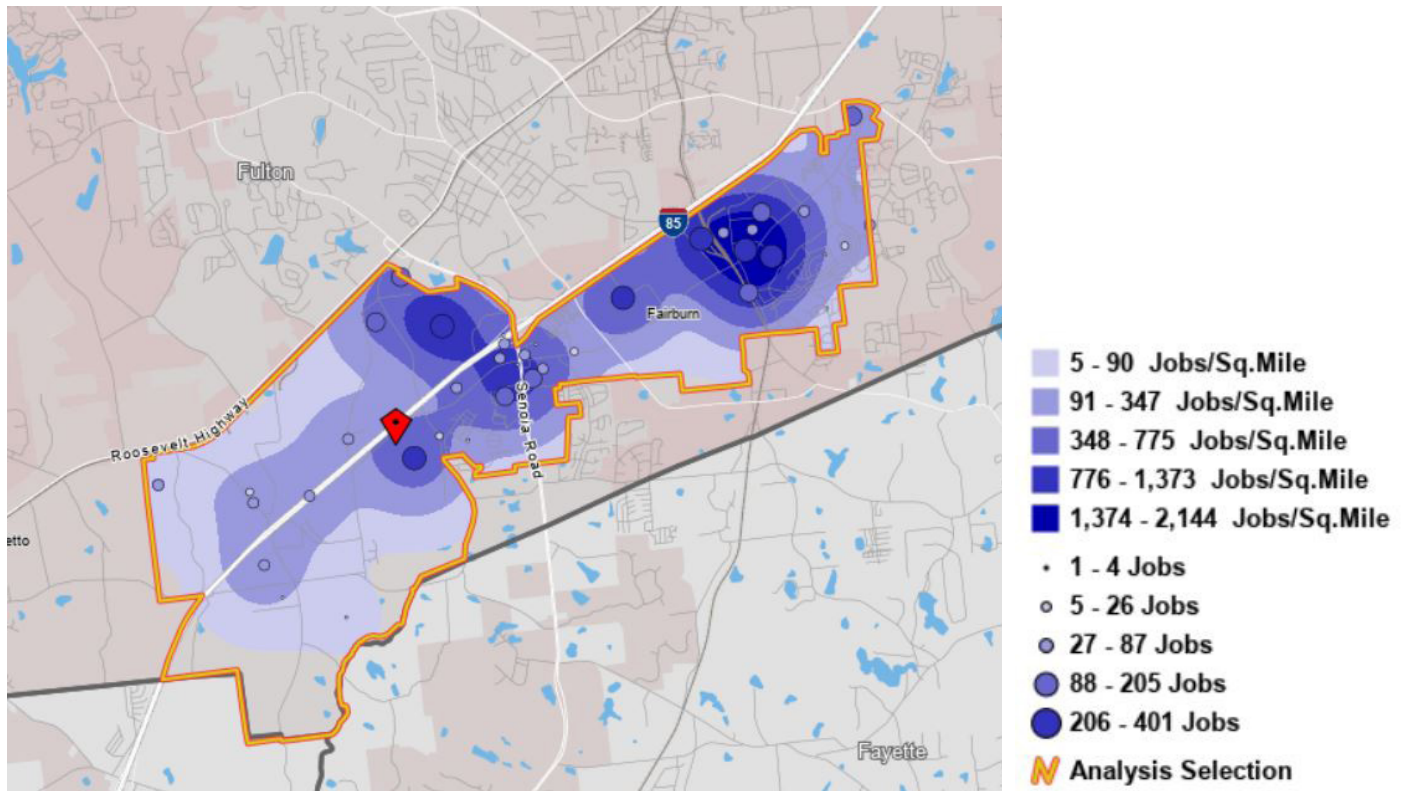


Figure 5: South Fulton CID Employment Density (Jobs/Square Mile), 2017

Source: <https://lehd.ces.census.gov/>

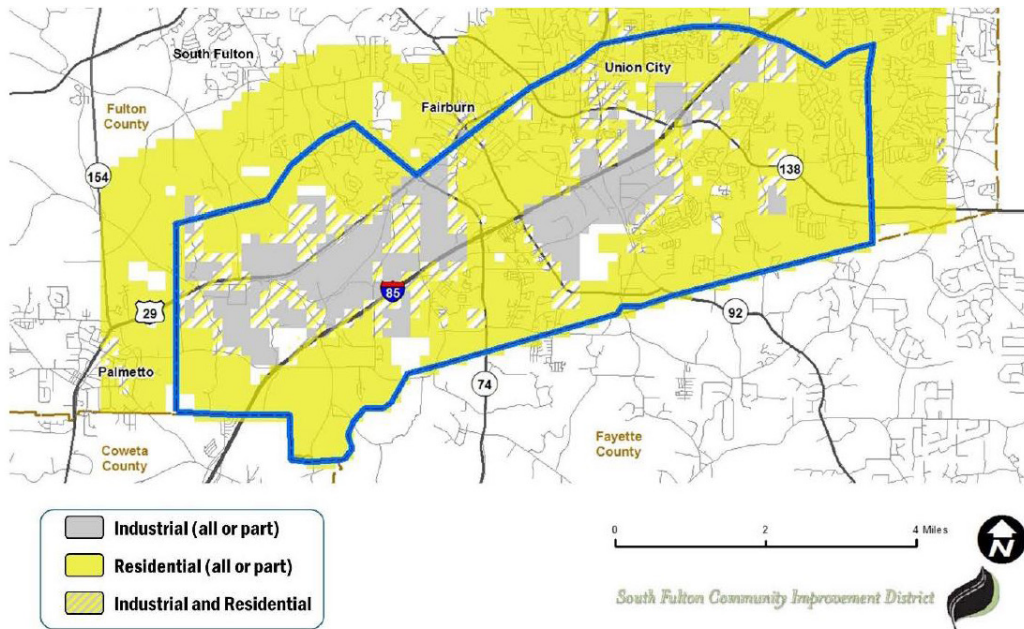
In 2017, according to the U.S. Census, the major industry sectors in the CID are shown in the Table 2 below. It is important to note that between 2010 and 2017, the Transportation and Warehousing sector grew by 11 percent.

Employment Sector	Percent
Transportation and Warehousing	29.1%
Manufacturing	27.2%
Accommodation/Food Services	11.3%
Wholesale Trade	7.8%
Retail Trade	5.3%

Table 2: Major Employment Sectors in the CID, 2017

LAND USE MIX

The mix of industrial and residential uses is concerning for this area. The 2018 Multi-Modal Study found that, at build-out, the industrial areas will be surrounded by residential areas. And there are areas with both uses which impacts vehicular safety. Figure 6 illustrates the industrial, residential, and areas that have both use types.



Source: Cambridge Systematics, Inc. analysis.

Figure 6: South Fulton CID Industrial and Residential Uses at Build-Out

Figure 7 below shows an aerial image of a residential neighborhood adjacent to a warehouse complex in the CID. These areas share an arterial roadway which increases freight and vehicular crashes.



Figure 7: Aerial Photo of Industrial / Residential Uses within the CID

DEVELOPMENTS OF REGIONAL IMPACT (DRI)

Based on the Atlanta Regional Commission (ARC) Development of Regional Impact (DRI) Index, there are four (4) large scale developments coming online in or near the CID area. These DRI's are described below with the anticipated number of daily trips that will be generated at each site⁴.

- Palmetto Site, South of Roosevelt Highway (US 29/SR 14) in Palmetto. 615,000 Sqft of warehouse/industrial development. Estimated completion 2021. (Approx 1,018 daily trips)
- 85 South Commerce, Hwy 138 / Greshman Street in Union City. 575,560 Sqft of industrial development. Estimated completion in October, 2020. (Approx 954 daily trips)
- Crossroads Business Center, West of Campbellton-Fairburn Road (SR 92) at Rosewood Place in Union City. 1,350,000 Sqft of warehouse/industrial development. Estimated completion in 2022. (Approx 2,145 daily trips)
- 1908 Hall Road Union City, Southeast Corner of Hall Road and Jones Road. Mixed use residential development of 330 single-family lots, 188 townhomes, and 2-acres of commercial development. Estimated completion in 2024

⁴ <https://atlantaregional.org/community-development/comprehensive-planning/developments-of-regional-impact/>

ENVIRONMENTAL SCAN

A high-level environmental scan was conducted to identify utilities, wetlands, and schools in the area. As shown in Figure 8 below, there are numerous wetlands in the study area.

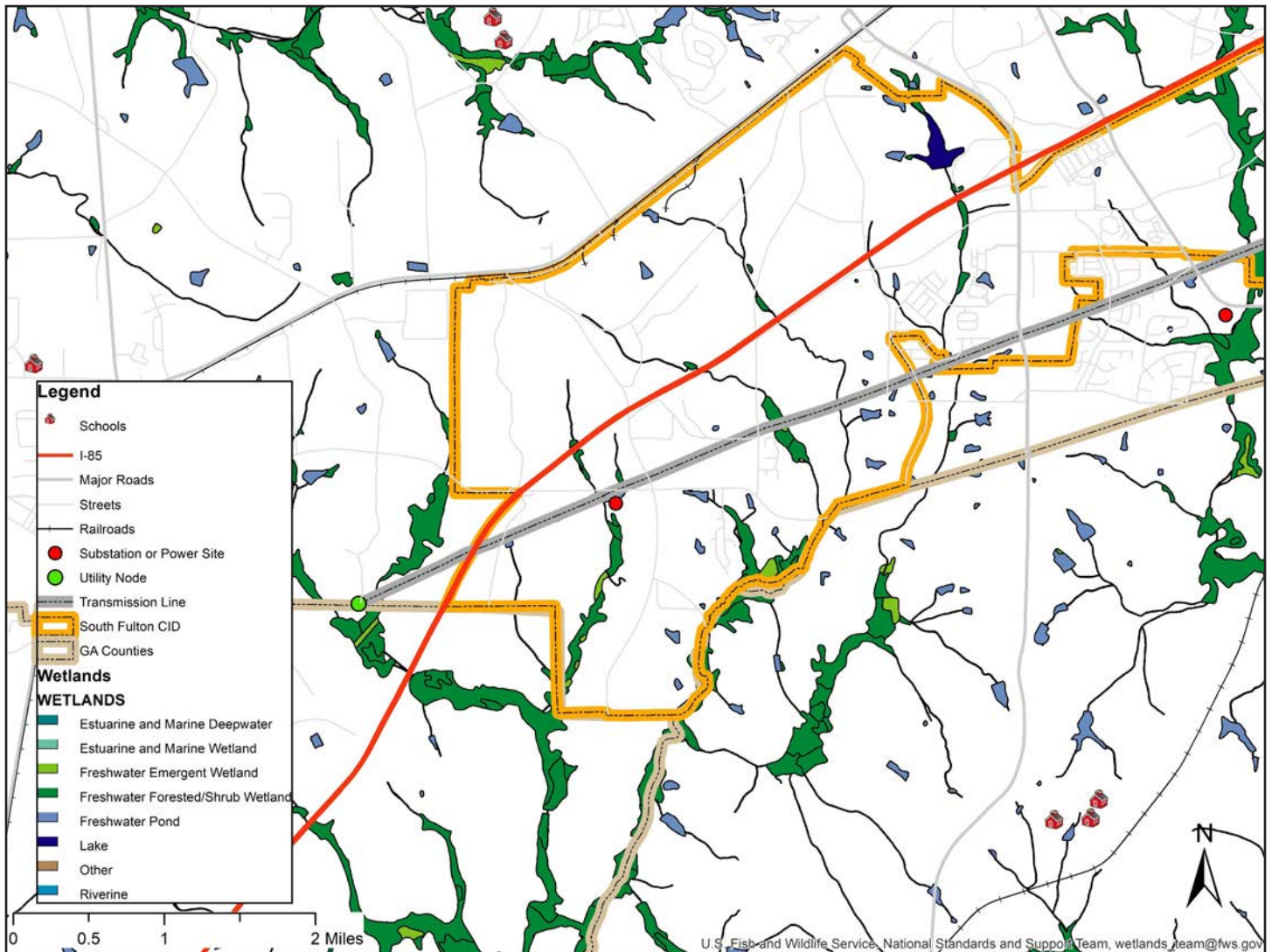


Figure 8: Environmental Considerations

These wetlands are primarily freshwater/forested or shrub wetlands. There are also freshwater emergent wetlands as well as several freshwater ponds. It is expected that buffer areas would be in place for any development within a certain distance from the water boundaries. There is a major transmission line that runs through the CID and under Gullatt Road. Substation, power sites, and other utility nodes are in the area. A substation is located south of the transmission line and west of Gullatt Road. And there are a handful of schools in the area, but none are located close to the proposed new interchange location.

STAKEHOLDER ENGAGEMENT

Stakeholder engagement was a key focus of this project. Over the period of several months, the CPL project team met with the following stakeholders:

- South Fulton CID Board Members
- Mr. Lester Thompson, Community Development/Public Works Director of the City of Fairburn
- Mr. Matt Luellen, CSX Intermodal Terminal Hub Manager
- Mr. J. Clark Boddie, Mayor of the City of Palmetto
- Mr. Mark Shugart, owner of Saben LLC and area developer
- The Atlanta Regional Commission (ARC)
- The Georgia Department of Transportation (GDOT)

The overwhelming response from the stakeholders was that freight traffic has greatly increased in the CID area and has negatively affected local traffic patterns. The congestion is hampering truck traffic from easily reaching manufacturing / distribution destinations and will continue to have a negative impact on local residents, business owners, and workers. The City of Fairburn and the CID Board Members are in agreement that another interchange is needed in the area. Given the number of years required to plan, fund, design, and build an interchange, it is imperative to start this process.

Mr. Luellen, CSX Intermodal Terminal Hub Manager, confirmed that I-85 / SR 74 is the only interchange that trucks use to access the CSX Terminal. After passing through the interchange, trucks turn south from SR 74 onto McLarin Road to enter the CSX facility. Trains block vehicles traveling from SR 74 to Roosevelt Hwy (SR 29) a few times / day which backs up traffic on both roads. A new interchange at Gullatt Road would allow for a direct connection to McLarin Road which leads directly to the CSX Terminal. Additionally, an interchange at Gullatt Road would allow truck traffic to easily connect to Roosevelt Hwy (SR 29) to travel south.

Mr. Boddie, Mayor of Palmetto, strongly advised that the City was not supportive of a new interchange at I-85 / Johnson Road. Johnson Road leads into Palmetto's downtown area, and several residential developments are located along this route. Additionally, truck traffic is not currently allowed on Johnson Road, Sims Street, or in Palmetto's downtown area in an effort to maintain the small-town character.

Mr. Mark Shugart has expressed his preference for a proposed interchange to be sited at I-85 / Johnson Road due to his new development on a parcel north-east of I-85 / Gullatt Road. He is concerned about Right of Way (ROW). Upon further evaluation, the CPL Project Team has confirmed that there is ample space for both the development and an interchange at I-85 / Gullatt Road.

The Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT) participated in stakeholder discussions and provided guidance as to existing conditions and future needs in the area. The ARC assisted with travel demand modeling data for the future build scenario.

EXISTING AND FUTURE TRAFFIC VOLUMES

The CPL Project Team analyzed current (2020) traffic volumes and future (2050) traffic projections for No Build and Build alternatives at the following interchanges. The Build alternative includes a new interchange at I-85 / Gullatt Road.

- I-85 / Collinsworth Road
- I-85 / Gullatt Road (Build scenario only)
- I-85 / SR 74

The 2020 average annual daily traffic (AADT) was compiled from the GDOT Traffic Analysis and Data Application (TADA) portal⁵. 2050 AADT data came from the October 2020 Southern Fulton Comprehensive Transportation Plan (CTP)⁶ and travel demand model analysis completed by the Atlanta Regional Commission and consulting firm, Modern Mobility Partners. This CTP modeled a new interchange at I-85 / Johnson Road which is being used as a proxy for the proposed new interchange at I-85 / Gullatt Road. The spacing between Johnson Road and Gullatt Road along I-85 is less than one mile.

In order to study the future impact (Build scenario) of a proposed interchange at I-85 / Gullatt Road, the CPL Project Team performed a trip generation and distribution analysis based on the number of existing and proposed industrial developments in close proximity to the interchange. It is reasonable to assume that vehicles would use the new interchange to access these sites rather than the Collinsworth Road or SR 74 interchanges.

⁵ <http://www.dot.ga.gov/DS/Data>

⁶ <https://www.southernfultonctp.org/>

As shown in Table 3 and Figure 9, there is approximately 11.5 million square feet of existing and proposed industrial developments in the area around I-85 / Gullatt Road that would reroute traffic if a new interchange was constructed at this location. Based on ITE's trip generation manual, these developments would be classified as land use code 157 and would therefore generate 2.12 trips per 1,000 square feet. This results in 32,000 trips which could be re-routed to I-85 / Gullatt Rd.

Number	Address	Approximate Square Feet	Estimated Daily Trips (ITE Trip Generation)
1	5000 Bohannon Road - Bld A	930,000	1,972
2	5000 Bohannon Road - Bld B	877,500	1,860
3	2000 Logistics Center	500,000	1,060
4	1000 Logistics Center	1,050,000	2,226
5	1595 Oakley Industrial Boulevard	1,288,000	2,731
6	1555 Oakley Industrial Boulevard	470,000	996
7	1525 Oakley Industrial Boulevard	520,000	1,102
8	8095 McLarin Road	1,080,000	2,290
9	8400 Tatum	1,300,000	2,756
10	500 Palmetto Logistics Pkwy	1,080,000	2,290
11	700 Palmetto Logistics Pkwy	1,020,000	2,162
12	7000 McLarin Road	850,000	1,802
13	0 Creekwood Road (proposed)	-	2,323
14	0 Gullatt Road (proposed)	485,381	1,029
15	CSX Intermodal Terminal	-	5,000
	Approximate Totals	11,450,881	31,599

Table 3: Large Developments, Approximate Size, and Trips Generated

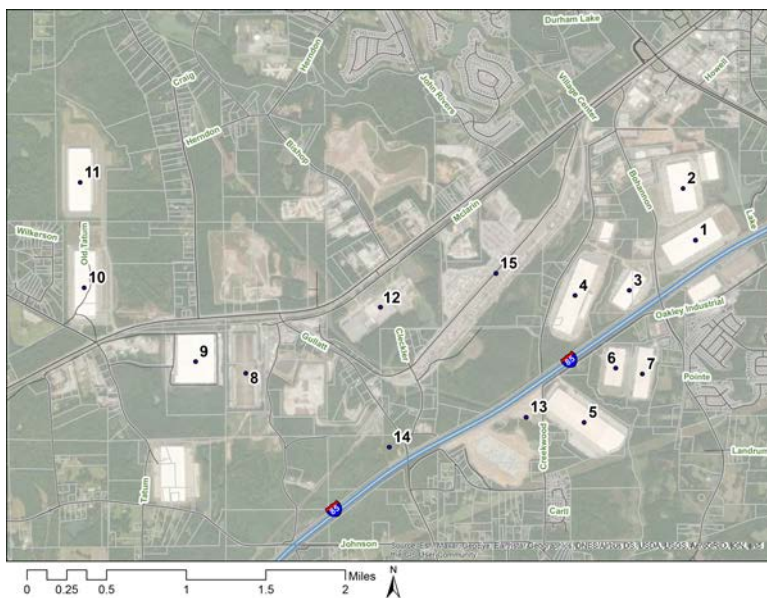


Figure 9: Map of Large Developments

Trips were assigned and distributed in the same manner as the 2017 Traffic Impact Study for the DRI 2665 Saben Fairburn South Distribution Center. In this study, 50% of trips were estimated to originate from I-85. The remaining 50% of trips originated from arterial roads such as US-29 and SR-74 and are thus not relevant to the study of a new interchange.

Based on this trip assignment, the construction of an additional access to the industrial area around CSX's intermodal yard via Gullatt Road, the CPL Project Team assumed that 16,000 trips would be redistributed from the I-85 / SR-74 interchange to a new Gullatt Road interchange. The CPL Project Team, in conjunction with the S Fulton CID and stakeholders, believe that the majority of truck traffic would come from the southbound direction. Thus, all ramps at SR-74 would see a reduction of 4,000 trips each that would now use the Gullatt Road interchange for access to the existing and proposed industrial buildings.

In addition to the 16,000 trips that would redistribute to the Gullatt Road interchange from I-85 / SR-74 because of more direct access to the industrial sites, there would be a modest number of passenger vehicles that use this proposed interchange. These trips would be generated by residential and retail uses in the area. This would result in an additional 400 trips to and from the north side of the interchange and an additional 200 trips to and from the south side of the interchange.

This reduction, in combination with the currently in design modification to the I-85 / SR 74 interchange, would result in increased capacity for the interchange. This reduction in demand at the SR 74 interchange is another benefit to the area. The industrial, commercial, and residential development is not just growing south of the SR 74 interchange, but also to the east and north. As the developments in those areas continue, the delay at the at the I-85 / SR 74 interchange will continue to worsen, and this reduction of 16,000 trips will prolong the serviceability of the interchange.

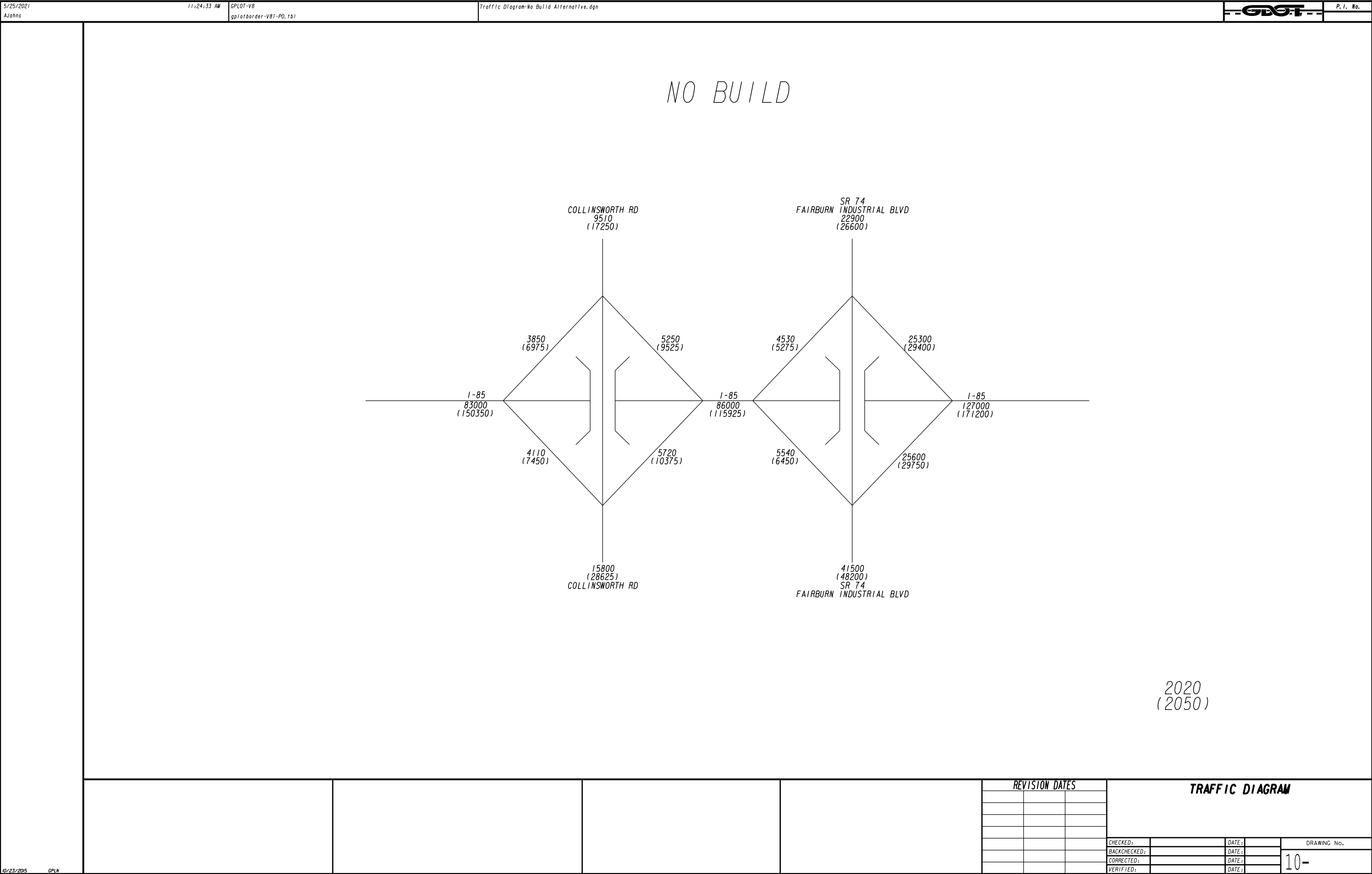
Table 4 and Figure 10 contain the No Build 2020 and 2050 AADT for the I-85 / Collinsworth Road and I-85 / SR 74 interchanges. Table 5 and Figure 11 contain the Build 2020 and 2050 AADT for the I-85 / Collinsworth Road, proposed I-85 / Gullatt Road, and I-85 / SR 74 interchanges.

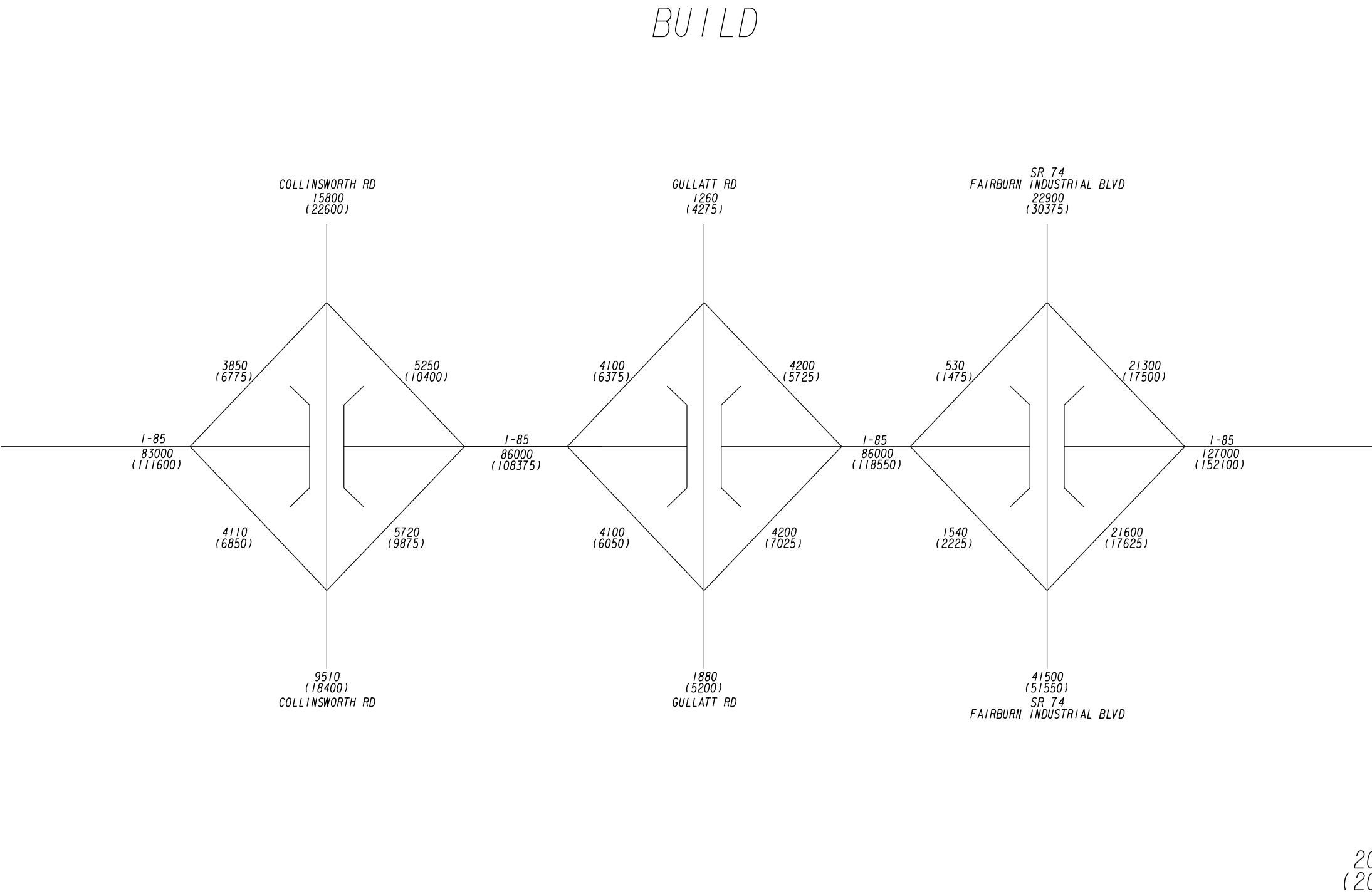
No Build		
I-85 at Collinsworth Road		
Location	2020 AADT (from GDOT TADA)	2050 AADT (Projection)
I-85 South of Collinsworth Road	83,000	111,875
NB I-85 at Collinsworth Exit Ramp	4,110	7,450
SB I-85 at Collinsworth Entrance Ramp	3,850	6,975
Collinsworth Rd W of I-85	15,800	28,625
Collinsworth Rd E of I-85	9,510	17,250
NB I-85 at Collinsworth Entrance Ramp	5,720	10,375
SB I-85 at Collinsworth Exit Ramp	5,250	9,525
I-85 North of Collinsworth Road	86,000	115,925
I-85 at SR 74		
Location	2020 AADT (from GDOT TADA)	2050 AADT (Projection)
I-85 South of SR 74	86,000	115,925
NB I-85 Exit Ramp at SR 74	5,540	6,450
SB I-85 Entrance Ramp at SR 74	4,530	5,275
SR 74 S of I-85	41,500	48,200
Sr 74 N of I-85	22,900	26,600
NB I-85 Entrance Ramp at SR 74	25,600	29,750
SB I-85 Exit Ramp at SR 74	25,300	29,400
I-85 North of SR 74	127,000	171,200

Table 4: No Build, 2020 and 2050 AADT

Build		
I-85 at Collinsworth Road		
Location	2020 AADT (from GDOT TADA)	2050 AADT (from ARC/SFCTP)
I-85 South of Collinworth Rd	83,000	111,600
NB I-85 at Collinsworth Exit Ramp	4,110	6,850
SB I-85 at Collinsworth Entrance Ramp	3,850	6,775
Collinsworth Rd W of I-85	15,800	22,600
Collinsworth Rd E of I-85	9,510	18,400
NB I-85 at Collinsworth Entrance Ramp	5,720	9,875
SB I-85 at Collinsworth Exit Ramp	5,250	10,400
I-85 North of Collinsworth Road	86,000	108,375
I-85 at Gullatt Road		
Location	2020 AADT (from GDOT TADA)	2050 AADT (from ARC/SFCTP)
I-85 South of Gullatt Rd	86,000	118,250
NB I-85 at Gullatt Rd Exit Ramp	4,100	6,050
SB I-85 at Gullatt Rd Entrance Ramp	4,100	6,375
Gullatt Rd W of I-85	1,260	4,275
Gullatt Rd E of I-85	1,880	5,200
NB I-85 at Gullatt Rd Entrance Ramp	4,200	7,025
SB I-85 at Gullatt Rd Exit Ramp	4,200	5,725
I-85 North of Gullatt Rd	86,000	118,550
I-85 at SR 74		
Location	2020 AADT (from GDOT TADA)	2050 AADT (from ARC/SFCTP)
I-85 South of SR 74	86,000	118,550
NB I-85 Exit Ramp at SR 74	1,540	2,225
SB I-85 Entrance Ramp at SR 74	530	1,475
SR 74 S of I-85	41,500	51,550
Sr 74 N of I-85	22,900	30,375
NB I-85 Entrance Ramp at SR 74	21,600	17,625
SB I-85 Exit Ramp at SR 74	21,300	17,500
I-85 North of SR 74	127,000	152,100

Table 5: Build, 2020 and 2050 AADT





10/23/2015	GPLN					REVISION DATES			TRAFFIC DIAGRAM			
CHECKED:				DATE:				DRAWING No. 10-				
BACKCHECKED:				DATE:								
CORRECTED:				DATE:								
VERIFIED:				DATE:								

RECOMMENDATION

In summary, a new interchange at I-85 / Gullatt Road will accomplish the following:

- Relieve congestion at the I-85 / SR 74 interchange and along arterial roadways in this actively developing area.
- Allow for more direct routes to manufacturing / industrial developments that are located between the Collinsworth Road interchange and the SR 74 interchange.
- Provide commercial vehicles with direct access to CSX's Fairburn Intermodal Terminal via I-85 to Gullatt Rd to McLarin Road.
- Concentrate truck traffic closer to the areas with high concentrations of industrial / freight intensive uses and away from areas that may be build-out with residential neighborhoods.

While the CPL project team has looked at constructing a new interchange at I-85 / Johnson Road, there are several potential issues with this location including opposition from the City of Palmetto and the lack of a direct route to the CSX Terminal.

PROJECT SPONSOR

Even with improvements currently underway at I-85 / SR 74, the City of Fairburn is looking for additional transportation investments to accommodate the increasing amount of freight traffic. Transportation planning and traffic analysis, in conjunction with stakeholder feedback, support a new interchange at Gullatt Road, and as such, the City of Fairburn, supported by the South Fulton CID, will sponsor the next phase of this project.

CONCEPT LAYOUT

The concept layout for the proposed interchange at I-85 / Gullatt Road is included in Appendix B.

APPENDIX A: LETTERS OF SUPPORT

South Fulton Community Improvement District



June 17, 2021

Ms. Janine Miller
Director of Planning
Georgia Department of Transportation
Office of Program Delivery
600 W. Peachtree St. N.W. 25th Floor
Atlanta, Georgia 30308

Re: Support for a new interchange at I-85 / Gullatt Road

Dear Ms. Miller

In 2019, the South Fulton CID initiated an Interchange Feasibility Study (IFR) to evaluate the high-level need for new interchange along I-85 south of SR 74 / Fairburn Industrial Boulevard. This area is experiencing tremendous industrial growth and its proximity to the Fairburn CSX Intermodal Center will ensure this growth will continue. Numerous studies have called for another interchange in the area, recently including the 2018 South Fulton CID Multi-Modal Study and the 2020 Southern Fulton Comprehensive Transportation Plan (CTP).

When we first approached GDOT about the significant increase in freight traffic on the local roadways, they recommended conducting an IFR. We have just completed this analysis and it demonstrated that there is stakeholder support for an interchange to be located in the City of Fairburn at I-85 / Gullatt Road. Additionally, the technical analysis of existing and future traffic conditions indicates that an interchange at I-85 / Gullatt Road would redistribute 16,000 trips from I-85 / SR 74 to I-85 / Gullatt Road, enough to warrant moving on to an Interchange Justification Report (IJR).

It is my understanding that the next step is to engage a consultant firm to provide an IJR. We would like to talk to you about moving forward with this next step, who is the most appropriate sponsor and the funding.

Sincerely,

Joddie Gray, AICP
South Fulton CID Administrator
C: South Fulton CID Board of Directors

July 1, 2021

Ms. Janine Miller
Director of Planning
Georgia Department of Transportation
Office of Program Delivery
600 W. Peachtree St. N.W. 25th Floor
Atlanta, Georgia 30308

Re: Support for continued study of a new interchange at I-85 / Gullatt Road

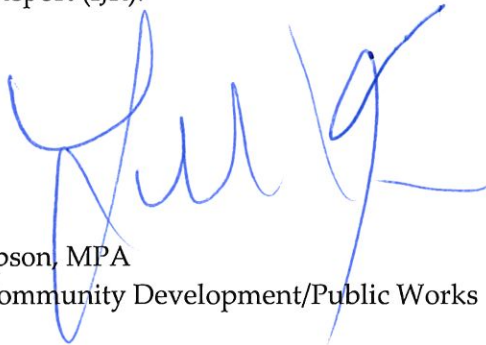
Dear Ms. Miller

In 2019, the South Fulton CID initiated an Interchange Feasibility Study (IFR) to evaluate the high-level need for new interchange along I-85 south of SR 74 / Fairburn Industrial Boulevard. This area is experiencing tremendous industrial growth from its location south of the Hartsfield Jackson Atlanta International Airport and proximity to the Fairburn CSX Intermodal Center which provides service to rail and trucks. The growth in this area has focused on industrial developments, many of which are over one million square feet, and has resulted in a significant increase in freight traffic on the local roadways. Numerous studies have called for another interchange in the area including the 2018 South Fulton CID Multi-Modal Study and the 2020 Southern Fulton Comprehensive Transportation Plan (CTP).

The IFR demonstrated that there is stakeholder support for an interchange to be located at I-85 / Gullatt Road which is located within the City of Fairburn. Additionally, the technical analysis of existing and future traffic conditions indicates that an interchange at I-85 / Gullatt Road would redistribute 16,000 trips from I-85 / SR 74 to I-85 / Gullatt Road.

The City of Fairburn supports the further study of a new interchange at I-85 / Gullatt Road, and it is my understanding that the next step is to engage a consultant firm to provide an Interchange Justification Report (IJR).

Sincerely,

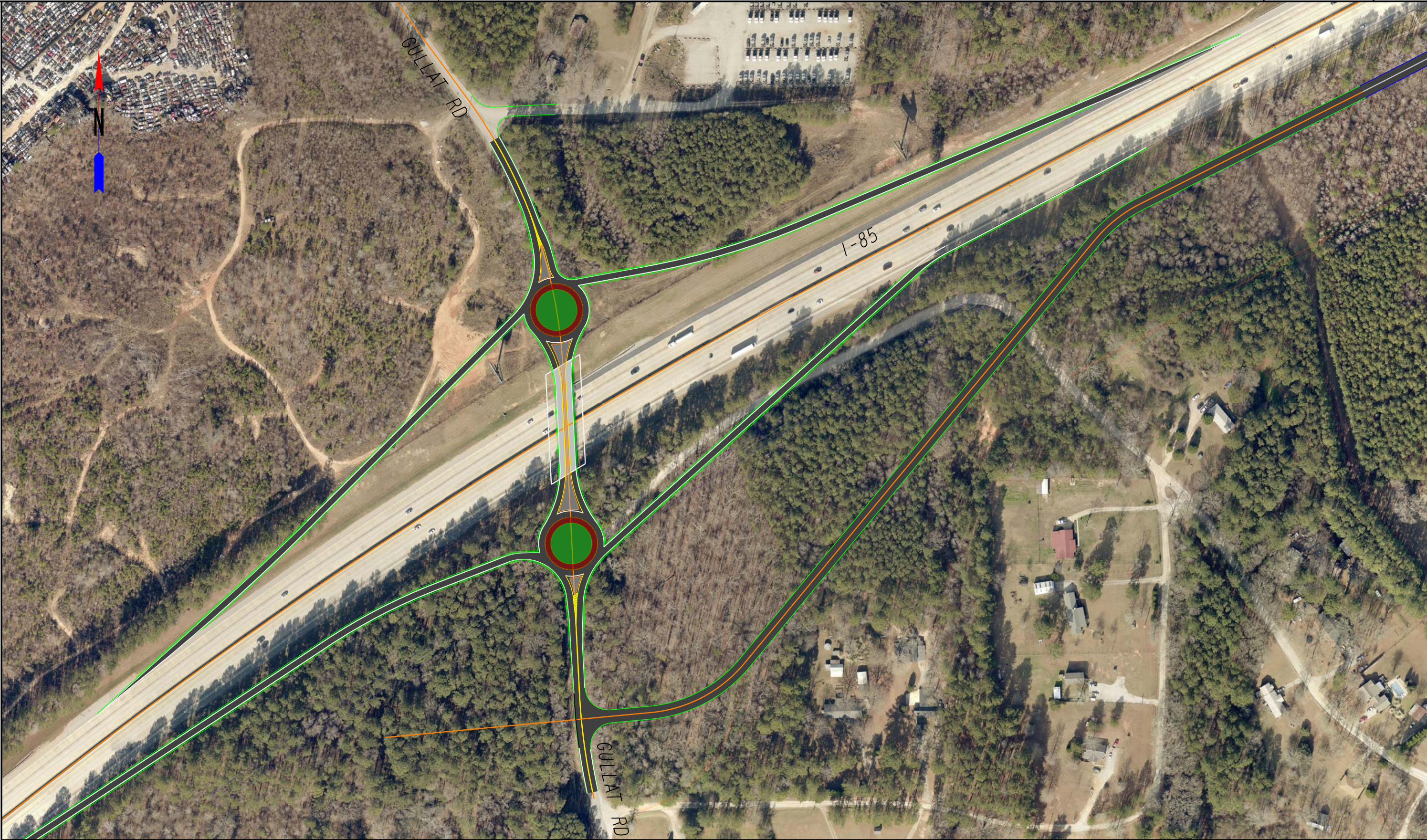


Lester Thompson, MPA
Director of Community Development/Public Works

cc: Elizabeth Carr-Hurst, Mayor

CITY OF FAIRBURN

APPENDIX B: CONCEPT LAYOUT



REVISION DATES			OPTION 1 GULLAT ROAD INTERCHANGE			
CHECKED:		DATE:			DRAWING No.	
BACKCHECKED:		DATE:				
CORRECTED:		DATE:				
VERIFIED:		DATE:				