City of Peachtree City, Georgia

TRANSPORTATION PLAN

February 2007

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Architecture
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Transportation Plan
Peachtree City, Georgia

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I. INTRODUCTION

A. Study Purpose

The purpose of this study is to prepare an update to the 1995 Major Thoroughfare Plan and provide a Transportation Plan for the City. This plan will provide the City with a roadmap that shows the projects, timetable and resources required to provide the citizens and visitors with a first class transportation system for the next twenty years. The development of the updated Transportation Plan has included coordination with Fayette County's planning efforts and the regional plans of the Georgia Department of Transportation and the Atlanta Regional Commission.

The Fayette County Transportation Plan was updated in 2003 and recommended various improvements within the City. County voters approved a Special Purpose Local Option Sales Tax (SPLOST) in 2004 that is dedicated to identified transportation improvements. The SPLOST will generate additional funding for both the County and City over a five-year period.

For this update, Peachtree City's transportation needs were assessed through an analysis of existing conditions, specific studies and anticipated future internal and external growth. Transportation issues were identified by using existing data analysis, field reviews, accident analysis, staff input, public input and future condition analysis. Each identified issue was analyzed during the development of the Transportation Plan.

As a result of the analyses, other planning efforts, staff input and public input, recommendations for transportation improvements for the next twenty years have been made.

B. Peachtree City History And Overview

Currently encompassing approximately 24 square miles, Peachtree City is located in northwestern Georgia, within Fayette County. Fayette County is bordered on the north by Fulton County, on the east by Clayton County, on the south by Spalding County, and on the west by Coweta County. It is situated about 15 miles south of Atlanta and is considered part of the metropolitan area. (See Figure One, Location Map). Cities and towns near Peachtree City include Fayetteville, Brooks, Tyrone and Woolsey in Fayette County, and Sharpsburg, Senoia and Newnan in Coweta County. From a long-range planning and services coordination standpoint, the City is a member of the Atlanta Regional Commission.

Peachtree City was established in 1959 as a master-planned city by a group of real estate developers who amassed over 12,000 acres and developed the city into "villages". Each village has its own shopping areas, recreational facilities, and elementary school. Peachtree City's current villages are Aberdeen, Braelinn, Glenloch and Kedron. In the original plan, Peachtree City was to have

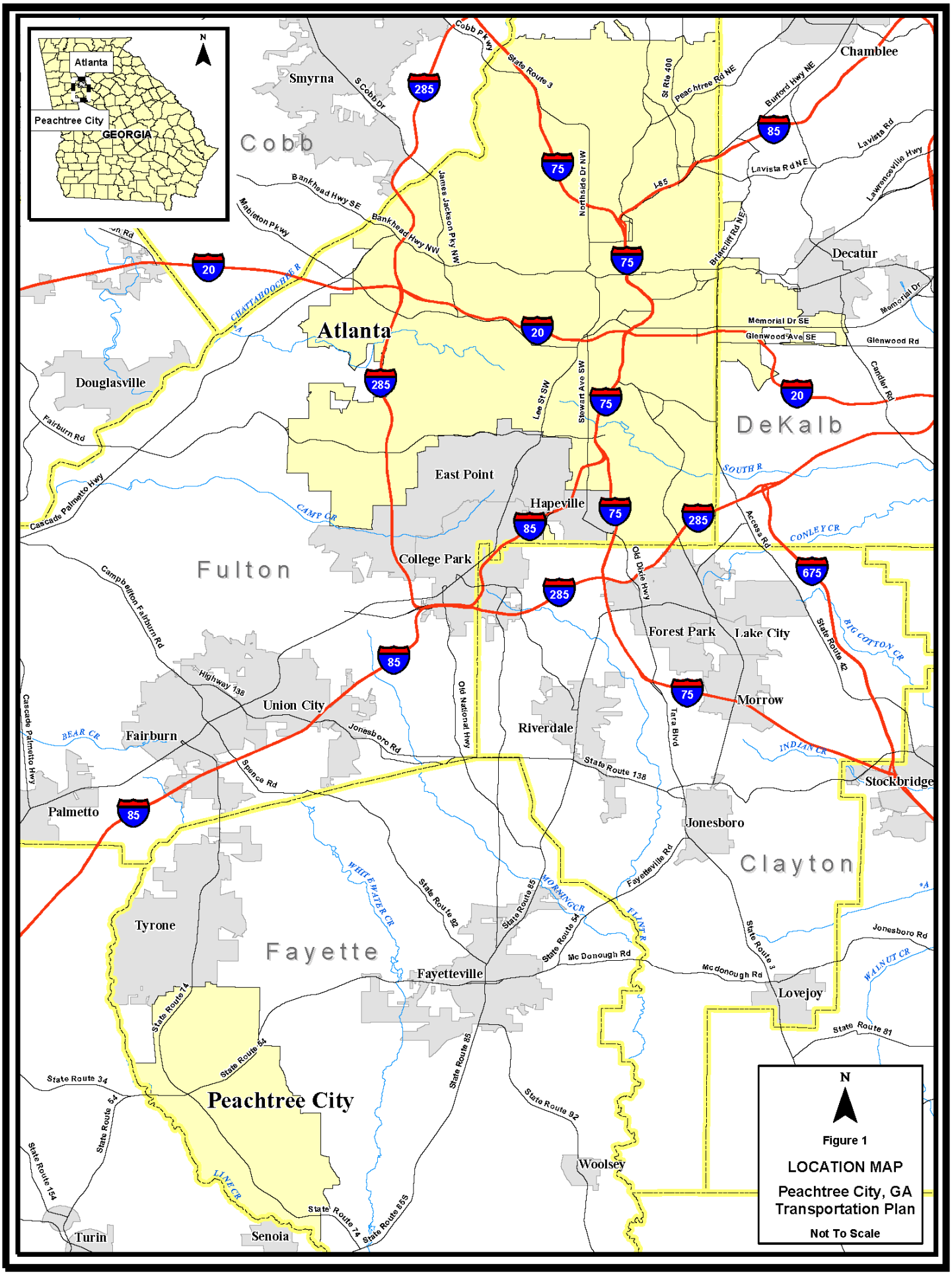
between 75,000 and 80,000 residents. In the mid 1970s, the Land Use Plan was revised to allow for between 40,000 and 50,000 residents.

Although Peachtree City has grown steadily in the last two decades, the reduction in the number of homes built in comparison to the number of homes allowed in new developments will result in a further reduction in the final population, which will only reach approximately 37,000 residents with the current city limits.

One additional village may become part of Peachtree City. Approximately 1,000 acres lie on the city's northwest boundary, and the City has indicated to the property's various owners that, if a village comparable to the existing villages is planned, the City will consider annexing the property. The development of this area would add approximately 4,000 more residents to Peachtree City, bringing the final population to approximately 41,000.

The city features a host of amenities, including three golf courses, two lakes, a 2,200 seat amphitheater, a tennis center, an indoor swimming complex and numerous other recreational facilities. Peachtree City's unique network of paved recreational paths is enjoyed by residents to walk, jog, roller-blade, bike or ride in golf carts. The 90-mile system of paths also serves an important transportation function by connecting neighborhoods, retail centers, businesses, churches, schools and recreation areas, occasionally using tunnels or bridges to safely cross major thoroughfares or water features.

State routes (SR) 54 and 74 pass through the community and provide Peachtree City residents with multi-lane highway access to Interstate 85 (I-85). Peachtree City also has convenient commercial airline access via Hartsfield Jackson Atlanta International Airport, located north of the City, and corporate/general aviation is served by Falcon Field, located within the City. For any business that might have a need to move freight, there is direct railway service provided by CSX (Chessie Seaboard Railroad), which serves as a link to the Southeast.


Atlanta
Peachtree City
GEORGIA
N
Cobb
Smyrna
Chamblee
Decatur
Atlanta
Douglasville
DeKalb
East Point
Hapeville
Fulton
College Park
Forest Park
Lake City
Morrow
Union City
Fairburn
Riverdale
Stockbridge
Palmetto
Jonesboro
Clayton
Tyrone
Fayette
Fayetteville
Lovejoy
Peachtree City
Woolsey
Turin
Senoia
Cobb Pkwy
State Route 3
S Cobb Dr
Bankhead Hwy SE
Bankhead Hwy NW
Mableton Pkwy
James Jackson Pky NW
Northside Dr NW
I-85
St Rte 400
Peachtree Rd NE
Buford Hwy NE
Lavista Rd
Lavista Rd NE
Lawrenceville Hwy
Briarcliff Rd NE
Memorial Dr SE
Glenwood Ave SE
Glenwood Rd
Memorial Dr
Candler Rd
Lee St SW
Stewart Ave SW
Fairburn Rd
Cascade Palmetto Hwy
Campbellton Fairburn Rd
Highway 138
Jonesboro Rd
Spence Rd
Old National Hwy
Old Dixie Hwy
Access Rd
Tara Blvd
State Route 138
State Route 42
Fayetteville Rd
State Route 92
State Route 85
State Route 54
Mc Donough Rd
State Route 14
State Route 34
State Route 154
State Route 74
State Route 155
State Route 81
CHATTAHOOCHEE R
CAMP CR
SOUTH R
CONLEY CR
BIG COTTON CR
INDIAN CR
BEAR CR
WHITEWATER CR
MORRING CR
FLINT R
WALNUT CR
LINE CR
Figure 1
LOCATION MAP
Peachtree City, GA
Transportation Plan
Not To Scale

II. GOALS, OBJECTIVES AND POLICIES

The establishment of a defined goal with the corresponding objectives and policies will guide Peachtree City in the future development of the transportation system. The goal, objectives and policy's are shown below.

A. Goal for Transportation

Provide a safe and efficient multi-modal transportation system that will meet the current and future needs for all citizens of Peachtree City and enhance their quality of life. The system shall maximize the existing transportation infrastructure to minimize current and future congestion in a cost effective and environmentally friendly way. Continue to update the Transportation Plan annually to insure the orderly development of the transportation system in concert with the County and Regional plans and to support economic growth.

B. Objectives

Objective 1: Provide a safe and efficient transportation system.

Policy 1.a Seek and support improvements to the state highway system within the city.
(Objective #3 in the 1995 plan)

Policy 1.b Upgrade traffic control system to Intelligent Transportation System (ITS) standards established by ARC and GDOT

Policy 1.c Add sidewalks and/or multi-use paths to Major Arterials

Policy 1.d Preserve collector and arterial highway capacity and enhance overall mobility by designing developments to include alternative routing options, such as connections to adjacent developments and shared driveways

Policy 1.e Implement the Airport Master Plan

Policy 1.f Designate routes where commercial and freight deliveries are restricted

Policy 1.g Grade separate rail crossings with both roads and multi-use paths where feasible

Policy 1.h Reserve right-of-way for future transportation system improvements.
(Objective #2 in the 1995 plan)

Objective 2: Maximize the existing transportation system to minimize current and future congestion.

Policy 2.a Incorporate access management techniques when possible (medians and turn lanes, etc).
(Objective #8 in the 1995 plan)

Policy 2.b Provide low cost intersection and/or signal improvements to maintain LOS C in non-peak hours and LOS D in peak hours.

Policy 2.c Upgrade signalized intersections to current State and Federal standards.

Policy 2.d Designate park/ride areas for the GRTA commuter bus system, light rail and car/van pools.
(Objective #7 in the 1995 plan)

Policy 2.e Coordinate with the regional partners, GDOT, GRTA and ARC on commuter rail and commuter bus transit options.

Objective 3: Develop and improve the multi-use path system (Objective #9 in the 1995 plan).

Policy 3.a Provide multi-use path network in new developments.

Policy 3.b Enhance the connectivity of the existing multi-use path system within the City.

Policy 3.c Add multi-use path's to Major Arterials and Community Collectors

Policy 3.d Coordinate multi-jurisdictional connections to the multi-use path system.

Policy 3.e Grade separate the multi-use path system at arterial highways and rail lines.

Objective 4: Provide adequate financing for the maintenance and improvement of the transportation system.

Policy 4.a Develop a financial plan that identifies funding needed to implement the Transportation Plan.

Policy 4.b Seek Georgia Department of Transportation and Federal funding for transportation infrastructure projects.

Policy 4.c Establish and implement a pavement management system for the local roadways and the multi-use path system.

Policy 4.d Partner with surrounding jurisdictions and GDOT on projects with multi-jurisdictional benefit.

Objective 5: Update the Transportation Plan every five years.

Policy 5.a Coordinate with land use, zoning and development changes.

Policy 5.b Monitor local and regional travel patterns.
(Objective #4 in the 1995 plan)

Policy 5.c Coordinate the Transportation Plan with the Fayette County Plan and ARC Regional Transportation Plan (RTP) & Transportation Improvement Plan (TIP).
(Objective #1 in the 1995 plan)

Policy 5.e Provide for citizen input to the plan.

Objective 6: Provide an environmentally friendly and aesthetically appropriate transportation system.

Policy 6.a Existing and future transportation network follows the approved Functional Classification Plan.

Policy 6.b Incorporate context sensitive design techniques in new road construction.
(Objective #5 in the 1995 plan)

Policy 6.c Implement a scenic roads program for selected thoroughfares.
(Objective #6 in the 1995 plan)

Policy 6.d Incorporate current state and federal stormwater quality Best Management Practice's (BMP's) in specifications for all transportation projects.

III. EXISTING CONDITIONS ASSESSMENT

A. Functional Classification of Roadways

The 1995 Major Thoroughfare Plan for Peachtree City examined the road network in Peachtree City in detail and established the road classification system, existing traffic operations levels of service and design criteria, as described below. The roadway classifications established in the 1995 Major Thoroughfare Plan are still applicable today with the addition of a street classification called Neighborhood Collector.

1. Classification of Existing Roads

The recommended roadway classifications from this study for the major roads in Peachtree City are Arterial Highways, Community Collectors and Village Collectors, Neighborhood Collectors and Scenic Roads. (See Figure Two, Major Thoroughfare and GDOT Count Locations). An arterial highway is best described as a 4 – 6 lane, divided roadway that provides a high level of mobility with traffic volumes of 15,000+ vehicles per day. A community collector is a 2 – 4 lane roadway that serves to move moderate volumes of residential and commercial traffic from residential areas to arterial highways. Typical traffic volumes for a community collector are 8,000 – 15,000 vehicles per day. A village collector is a 2-lane roadway that serves to move low volumes of residential traffic to a community collector or arterial highway. Typical traffic volumes for a village collector would be less than 8,000 vehicles per day. A neighborhood collector is a 2-lane roadway that serves to move residential traffic through a particular residential neighborhood out to either an arterial, community or village collector. A scenic road is one, which because of its distinctive character and the natural beauty of its surroundings is deserving of special treatment in its design, engineering, construction, and maintenance.

The proposed roadway classifications for all roadways are as follows. (See Table 1a-1b, Roadway Classifications)

Table 1a.
Roadway Classifications

Arterials	Community Collectors	Village Collectors	Neighborhood Collectors	Scenic Roads
SR 54	Crosstown Drive	Aberdeen Parkway (scenic road)	Blue Smoke Trail	Aberdeen Parkway
SR 74	Dividend Drive	Braelinn Road	Bridlepath Lane	Peachtree Parkway North
	Ebenezer Road	Cameron Trail	Crabapple Lane West (SR 74 to Senoia Road)	Riley Parkway

Table 1a. (cont.)
Roadway Classifications

Arterials	Community Collectors	Village Collectors	Neighborhood Collectors	Scenic Roads
	Flat Creek Road	Fishers Luck	Doubletrace Lane	
	Huddleston Road	Georgian Park	Golfview Drive	
	Kelly Drive	Holly Grove Road	Hip Pocket Road	
	MacDuff Parkway	Kedron Drive	Interlochen Drive	
	McIntosh Trail	Log House Road	Kelly Green	
	Paschall Road	Northlake Drive	Longer Drive	
	Peachtree Parkway North (scenic road)	Riley Parkway (scenic road)	Loring Lane	
	Peachtree Parkway South	Stevens Entry (SR 54 to Peachtree Parkway)	Pinegate Road	
	Redwine Road	Sumner Road	Planterra Way	
	Robinson Road	Walt Banks Road	Regents Park	
	Rockaway Road	Willowbend Road	Smokerise Point	
	Senoia Road (Old SR 74)	Windgate Road	Smokerise Trace	
	Spear Road	Wisdom Road	Stevens Entry (SR 54 to Bridlepath Lane)	
	TDK Boulevard/ Crosstown Drive		Terrane Ridge	
			Walnut Grove Road	
			Waterwood Bend	
			Willow Road	
			Wynnmeade Parkway	

Table 1b.
Roadway Classifications

County collector roads		
Crabapple Lane East		
Dogwood Trail		
Redwine Road		
Spear Road		
Private Streets Subdivision Names	**Street Names**	
Ashton Park	Ashton Park	
Blueberry Hill	Christina Court	
Brookfield	Brooksong Way	
	Newfield Way	
	Shadowbrook Court	
	Rock Creek Drive	
	Clearwater Cove	
Cardiff Park	Crown Court	
City Circle (commercial)	City Circle	
Cypress Pointe	Monterey Drive	
	Riviera Court	
Fairways	Masters Drive North	
	Masters Drive South	
Lexington Circle (commercial)	Lexington Circle	
	Finance Avenue	
	Worth Court	
Masters Square	Augusta Drive	
North Cove	North Cove Drive	
	General Hardee Square	
	Abercorn Square	
	Cromwell Drive	
	Telfair Park	
North Hill	North Hill	
St. Simons Cove	Sea Island Drive	
	St. Simons Cove	
	Turtle Bay	
Village on the Green	Park Side	
Village Park	Village Park Drive	
	Applegate Lane	
	Park Avenue	
	Cranberry Lane	
	Cherry Tree Lane	
	Sunrise Court	
Wellborn Estates	Wellborn Road	

2. Design Criteria

Design standards have been established and codified for the various types of roads in Peachtree City. Refer to Table 2a-2c, Roadway Design Criteria for the design criteria for the codified roadway classifications.

Table 2a.
Roadway Design Criteria

Arterial highways

Features	Minimum standards
Right-of-way:	varies
Pavement:	varies
Curb and gutter:	varies
Driveways:	must be approved by GDOT
On-street parking:	no
Thru-truck traffic:	yes
Tree save and landscape buffer requirements:	
Residential:	100' city-owned greenbelt
Non-residential:	60' tree save and landscape buffer – may be reduced to no less than 40' with additional landscaping

Community collector

Features	Minimum standards
Right-of-way:	80'
Pavement:	32'
Curb and gutter:	vertical curb and gutter required
Driveways:	requires site plan and engineering approval
On-street parking:	no
Thru-truck traffic:	yes, unless prohibited by Council
Tree save and landscape buffer requirements:	
Residential:	50' city-owned greenbelt
Non-residential:	50' tree save and landscape buffer – may be reduced to no less than 30' with additional landscaping

Table 2b.
Roadway Design Criteria

Village collector

Features	Minimum standards
Right-of-way:	60’
Pavement:	28’
Curb and gutter:	vertical curb and gutter required
Driveways:	requires site plan and engineering approval
On-street parking:	no
Thru-truck traffic:	yes, unless prohibited by Council
Tree save and landscape buffer requirements:	
Residential:	25’ city-owned greenbelt
Non-residential:	25’ tree save and landscape buffer

Neighborhood collector

Features	Minimum standards
Right-of-way:	60’
Pavement:	24’
Curb and gutter:	vertical curb required
Driveways:	requires site plan and engineering approval
On-street parking:	yes, unless prohibited by Council
Thru-truck traffic:	yes, unless prohibited by Council
Tree save and landscape buffer requirements:	
Residential:	not applicable
Non-residential:	not applicable

Residential streets

Features	Minimum standards
Right-of-way:	50’
Pavement:	22’
Curb and gutter:	vertical curb and gutter required
Driveways:	yes
On-street parking:	yes, unless prohibited by Council
Thru-truck traffic:	yes; unless prohibited by Council
Tree save and landscape buffer requirements:	
Residential:	not applicable
Non-residential:	not applicable

Table 2c.
Roadway Design Criteria

Commercial streets

Features	Minimum standards
Right-of-way:	60’
Pavement:	28’
Curb and gutter:	vertical curb and gutter required
Driveways:	requires site plan and engineering approval
On-street parking:	yes, unless prohibited by Council
Thru-truck traffic:	yes
Tree save and landscape buffer requirements:	
Residential:	not applicable
Non-residential:	not applicable

Industrial streets

Features	Minimum standards
Right-of-way:	80’
Pavement:	32’
Curb and gutter:	vertical curb and gutter required
Driveways:	requires site plan and engineering approval
On-street parking:	yes, unless prohibited by Council
Thru-truck traffic:	yes
Buffer requirements:	no parking or service areas can be located within front building setback

3. Proposed Improvements from the 1995 Transportation Plan

The proposed improvements from the 1995 Major Thoroughfare Plan include the widening of SR 74 between SR 54 and Crosstown Drive, SR 54 from the western City Limit to SR 74 and Crosstown Drive between SR 74 and Peachtree Parkway. In addition, the plan proposed the extension of TDK Boulevard into Coweta County and intersection improvements at SR 74/SR 54, SR 74/Crosstown Drive, and SR 54/Robinson Road, plus traffic signals at Peachtree Parkway/Crosstown Drive and SR 74/ Peachtree Parkway.

These projects are in various stages of activity. Two have been completed and three are in design. (See Table 3, 1995 Proposed Projects Status)

Table 3.
1995 Proposed Projects Status

Location	Type Project	Status
SR 74 & Peachtree Parkway	Traffic Signal	Complete
Peachtree Parkway & Crosstown Drive	Intersection Imp	Design (In RTP)
SR 74 & SR 54	Intersection Imp	Long Range
SR 74 & Crosstown Drive	Intersection Imp	Under Construction
SR 54 & Robinson Road	Intersection Imp	Long Range
SR 54 west of SR 74	Widening	Complete
SR 74 between SR 54 & Crosstown Drive	Widening	Under Construction
Crosstown Drive between SR 74 & Peachtree Parkway	Widening	Long Range
TDK Extension to Coweta County	New Road	Design & ROW

B. Existing Traffic Conditions Analyses

Traffic conditions were analyzed on the city's arterials and community collectors to document and describe the existing levels of congestion and high accident locations on the most heavily traveled roadways. These analyses used data compiled from current traffic studies, GDOT Annual Average Daily Traffic (AADT) counts, and police accident information.

1. Annual Growth Rates

The annual traffic growth rates for various areas of Peachtree City were calculated using the GDOT AADT counts at fourteen different locations for 1995 through 2004 as shown in Figure 2. (See Table 4, Arterial and Collector Growth Rates 1995 – 2005).

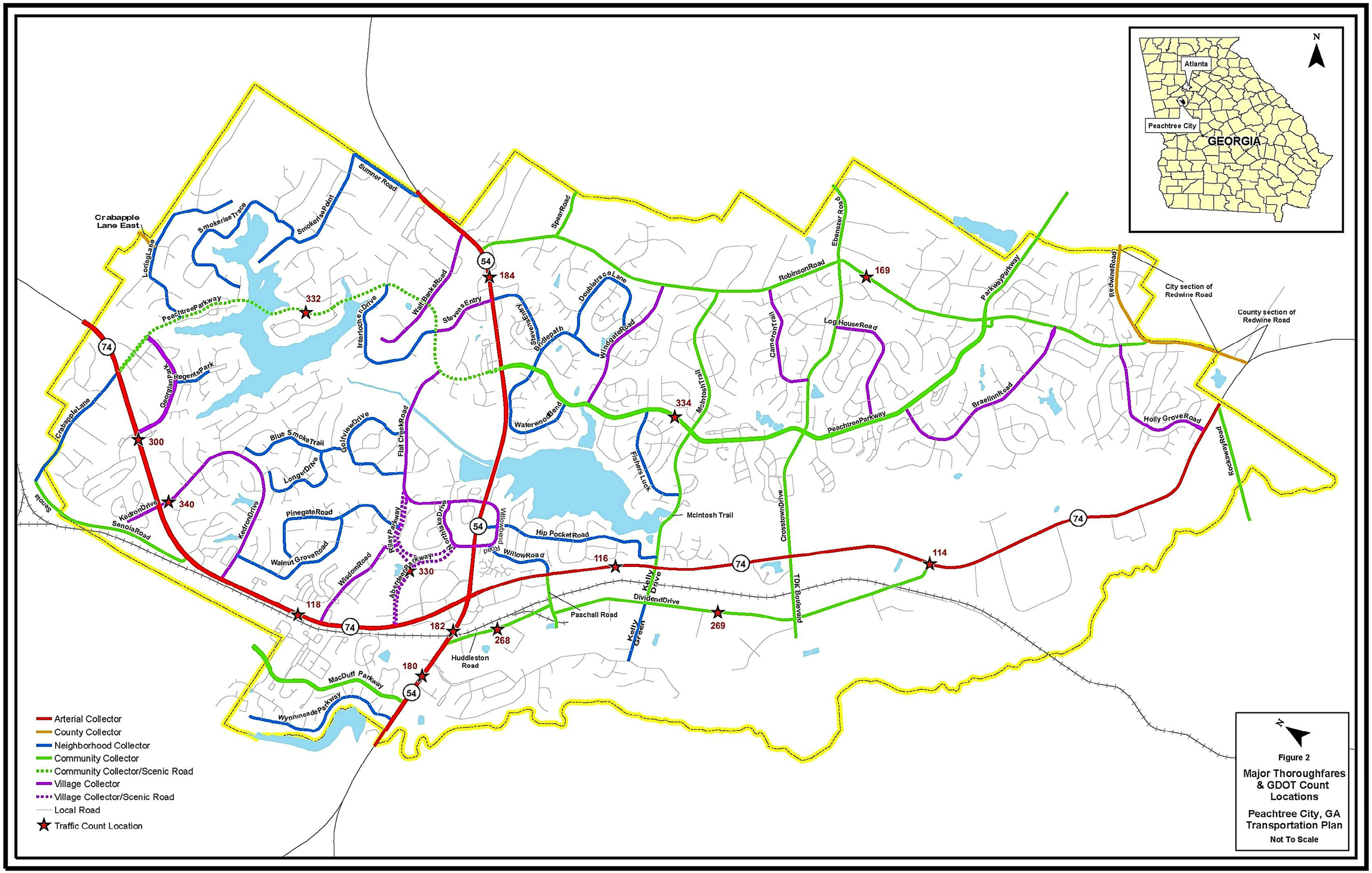

N
Atlanta
Peachtree City
GEORGIA
Crabapple Lane East
Smokerise Trace
Smokerise Point
Sumner Road
Loring Lane
Peachtree Parkway
Interlochen Drive
Walt Banks Road
Stevens Entry
Stevens Entry
Bridlepath
Doubletree Lane
Windgate Road
Spear Road
Robinson Road
Ebenezer Road
Log House Road
Cameron Trail
McIntosh Trail
Parkway Parkway
Redwine Road
City section of Redwine Road
County section of Redwine Road
Regents Park
Georgian Park
Crabapple Lane
Blue Smoke Trail
Golfview Drive
Longer Drive
Flat Creek Road
Waterwood Bend
Fishers Luck
Braelinn Road
Holly Grove Road
Rockaway Road
Senola
Senola Road
Kedron Drive
Kedron Drive
Pinegate Road
Walnut Grove Road
Wisdom Road
Riley Parkway
Aberdeen Parkway
Willowbend Road
Willow Road
Hip Pocket Road
Crosstown Drive
TDK Boulevard
Kelly Drive
Kelly Green
Dividend Drive
Paschall Road
Huddleston Road
MacDuff Parkway
Wynnmeade Parkway
74
54
300
332
184
334
169
340
330
116
114
118
182
268
269
180
Arterial Collector
County Collector
Neighborhood Collector
Community Collector
Community Collector/Scenic Road
Village Collector
Village Collector/Scenic Road
Local Road
Traffic Count Location
N
Figure 2
Major Thoroughfares & GDOT Count Locations
Peachtree City, GA Transportation Plan
Not To Scale

Table 4.
Arterial and Collector Growth Rates 1995 – 2005

GDOT Count Station	Location	Annual Growth Rate
114	SR 74 south of Dividend Drive	8%
268	Huddleston Road between Paschall - Road. & SR 54	8%
340	Kedron Drive	8%
300	SR 74 between Dogwood Trail & Kedron Drive.	6%
116	SR 74 between Dividend Drive & SR 54	5.5%
118	SR 74 between Lexington Pass & Commerce Court	4.5%
180	SR 54 west of Planterra Way	4.5%
182	SR 54 east of Huddleston Road	4.5%
330	Aberdeen Pkwy between Northlake Drive & SR 74	4%
269	Dividend Drive between Kelly Green & TDK Blvd.	3.5%
184	SR 54 between SR 74 & Shiloh Road	2%
169	Robinson Road between Ebenezer Road & Woodruff Way	1%
332	Peachtree Pkwy between SR 74 & SR 54	1%
334	Peachtree Pkwy between Waterwood Bend & Robinson Road.	1%

The AADT count data showed that for the period from 1995 to 2005 the greatest increase in traffic occurred on all of SR 74, on SR 54 between the western city limit and SR 74 and on Huddleston Road. Kedron Drive had a major jump in traffic, 3,100 AADT to 4,400 AADT, between 2001 and 2002 but has remained at 4,000 AADT since 2002. This is attributable to the build out of all subdivisions along Kedron Dive and construction of the Kedron Elementary School and City Fieldhouse/Aquatic Center in the middle 1990's. Dividend Drive has shown a steady increase in AADT throughout the ten year period going from an AADT of 4,500 to 6,000.

2. Critical Intersections – Level of Service

The operations at critical intersections were analyzed to determine their Levels of Service (LOS). In most urban/suburban roadway networks, the Level of Service of the network is determined by the operating LOS at signalized intersections. These are generally the areas with the most congestion and accidents.

The letters "A" through "F" designate the six levels of service for intersections used in transportation analysis. LOS A represents the best operating conditions (i.e., free flow conditions), while LOS F defines the worst (i.e., severe congestion). (See Table 5, Level of Service Descriptions)

Table 5.
Level of Service Descriptions

Level of Service	General Description
A	Free Flow
B	Reasonably Free Flow
C	Stable Flow
D	Approaching Unstable Flow
E	Unstable flow
F	Forced or Breakdown Flow

The calculations to determine the LOS at the studied intersections are based on the methodology described in the Highway Capacity Manual (HCM) for intersection Level of Service. Two software packages were used for the analyses, the Highway Capacity Software (HCS) and the Intersection Capacity Utilization (ICU) software.

The intersection level of service calculated by using the HCS is a measure of the average delay experienced by each vehicle passing through an intersection. Average delay can be measured for the vehicles making each directional turning movement, using each approach leg, or as a composite average value for all vehicles using the intersection. The HCS method was used for those intersections with current traffic counts.

The intersection level of service calculated by using the ICU method tells how much reserve capacity is available or how much the intersection is overcapacity. The ICU does not predict delay, but it can be used to predict how often an intersection will experience congestion. The ICU method is designed to be compatible with the HCM and can be used in conjunction with the HCM and other methods. When an acceptable HCM Level of Service (LOS) is required, an acceptable ICU Level of Service will insure that the HCM LOS is met. This method was used for those intersections without current traffic counts.

The 13 intersections studied in the 1995 Major Thoroughfare Plan are still the critical intersections in Peachtree City in terms of congestion and accident rate. They also have the most historical data to use to determine changes in operating conditions. Therefore, they have been used to establish the 2005 LOS.

See Table 6, Existing Conditions - Level of Service for the results of the LOS analyses for the 13 studied intersections. The signalized analysis results are a composite of all

the intersection approaches. The stop controlled intersections LOS is for the worst approach, which is generally the side street left turn movement. (The analysis does not consider the effects of construction projects.)

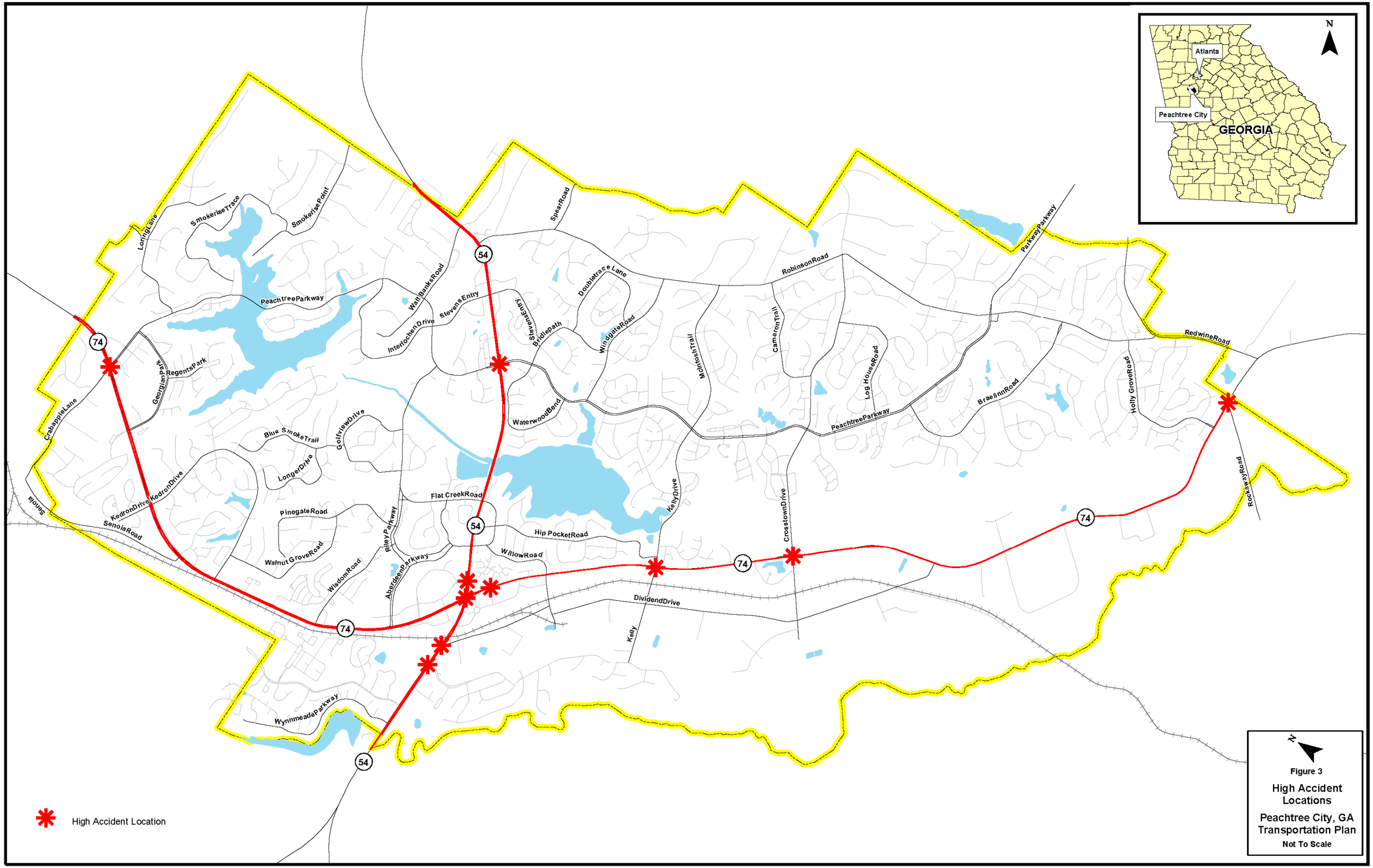
Table 6.
Existing Conditions – Level of Service (LOS)

	LOS-am	LOS-pm	Methodology
SR 74 @			
Georgian Park (WB approach)	F	F	HCS
North Kedron Drive	C	C	HCS
South Kedron Drive (WB approach)	F	F	HCS
Peachtree Parkway	C	C	HCS
SR 54	F	E	HCS
Crosstown Drive /TDK Boulveard	C	D	HCS
Rockaway Road	F	F	HCS
SR 54 @			
MacDuff Parkway	C	C	HCS
Huddleston Road	B	C	HCS
Peachtree Parkway	B	B	HCS
Robinson Road	D	C	ICU
Walt Banks Road	C	C	ICU
Peachtree Parkway @			
Georgian Park (NB approach)	D	D	HCS
Crosstown Drive	B	C	ICU
Walt Banks Road	C	C	HCS

3. High Accident Locations

See Figure 3, High Accident Locations, for the most recent top ten accident locations, as compiled by the Peachtree City Police Department. All of these locations are on the high-volume arterial highways, SR 54 and SR 74. Five of the intersections are signalized. The recently completed widening of SR 54 west of SR 74 should improve the operation of the intersections with Huddleston Drive and Planterra Way and result in lower accident rates.

As long as the SR 54/SR 74 intersection is an at-grade intersection, it will always be a high accident location due to the volume of traffic and turning movements. However, future improvements, currently being designed by the Georgia DOT as a part of the SR 74 widening project, should reduce the number and severity of the accidents. Accident mitigation measures for the other intersections will be discussed in the Future Conditions Assessment.


N
Atlanta
Peachtree City
GEORGIA
Lorring Lane
Smokerise Trace
Smokerise Point
Spear Road
Parkway Parkway
Robinson Road
Peachtree Parkway
Watt Banks Road
Stevens Entry
Interlochen Drive
Stevens Entry
Bridle Path
Doubletrace Lane
Windgate Road
McIntosh Trail
Cameron Trail
Log House Road
Braefinn Road
Redwine Road
Holly Grove Road
Rockaway Road
Georgian Park
Regents Park
Crabapple Lane
Waterwood Bend
Blue Smoke Trail
Golfview Drive
Longer Drive
Kedron Drive
Kedron Drive
Senoia Road
Senoia
Pinegate Road
Walnut Grove Road
Wisdom Road
Riley Parkway
Aberdeen Parkway
Flat Creek Road
Hip Pocket Road
Willow Road
Kelly Drive
Crosstown Drive
Kelly
Dividend Drive
Wynnmead Parkway
54
74
High Accident Location
Figure 3
High Accident Locations
Peachtree City, GA
Transportation Plan
Not To Scale

4. Existing Traffic Conditions Conclusions

Since the 1995 Major Thoroughfare Plan, traffic volumes in the entire SR 74 corridor and in the SR 54 corridor from the western city limit to just east of SR 74 have increased significantly. In particular, the volumes on SR 54 from the western city limit to SR 74 have risen from 23,800 to 34,000 Average Annual Daily Traffic (AADT) while those on SR 74 near SR 54 have risen from 21,800 to 30,000 AADT. In addition, the traffic volumes on Huddleston Drive and Dividend Drive have increased significantly although operations remain good.

The analyses show that the SR 54/SR 74 intersection is congested during both the AM and PM peak hours. In addition, the intersections on SR 54 west of SR 74 are experiencing increased traffic and some delays. However, this should improve with the completion of the current construction on SR 54. SR 74 south of SR 54 is still experiencing congestion for the unsignalized side street intersections and the Crosstown/TDK intersection is operating at LOS D in the PM rush hour.

There has been very little traffic growth on the east side of Peachtree City. Both Peachtree Parkway and Robinson Road have shown minimal traffic increase. This could be expected because these areas have seen minimal development. However, the small amount of traffic growth has caused a deterioration of the SR 54/Robinson Road intersection to LOS D in the AM rush hour. This is a result of increase in total traffic on SR 54 and the increase in left turning movements from northbound Robinson Road.

5. Existing Aviation Facilities

Peachtree City Falcon Field Airport, which is located southwestern quadrant of Peachtree City, serves as the area's general aviation airport. The 5,220-foot long, lighted runway can accommodate aircraft up to 60,000 pounds. Joel Cowan, one of the original developers of Peachtree City, developed Falcon Field in 1968. In 1987, the Peachtree City Airport Authority acquired the airport. Since then, the airport has grown from having 60 aircraft based at the facility to about 165.

IV. FUTURE CONDITIONS ASSESSMENT

While Peachtree City is a mature community and many areas are built-out, some additional growth in population will occur. Peachtree City is expected to reach its built-out population of approximately 41,000 by 2015 (this assumes annexation of the 1,000 acres on the west side of the city). However, there will still be opportunities for retail and commercial development in the area west of SR 74. It is expected that development in that area of Peachtree City will be mostly completed by 2025. Additionally, areas around Peachtree City are anticipated to continue to develop rapidly and that growth is predicted to increase traffic on the City's main roadways that connect the City to these surrounding areas. Therefore, it is necessary to develop future traffic projections in order to analyze the ability of the transportation system to accommodate the predicted growth.

Future traffic was predicted for 2015 and 2025. Due to the continued growth of the surrounding areas of Fayette County and Coweta County the traffic growth on the major arterials (SR 54 and SR 74) will continue at a rate in line with regional growth expectations. Because of the largely built-out nature of Peachtree City, the growth rate for most of the community collectors and village collectors will be similar to the traffic growth rates for 1995 to 2005. The exception is Crosstown Drive/TDK Boulevard. The planned connection of TDK Boulevard to McIntosh Trail in Coweta County will keep the traffic growth rate on this community collector near the growth rate for the major arterials.

A. Future Traffic Growth Forecasts

Future traffic was predicted for all arterial highway and community collector roads. The traffic growth projections for the major arterials, SR 54 and SR74, are based on the Atlanta Regional Commission (ARC) traffic growth projections. ARC calculates the expected traffic growth for the major arterials throughout the region based on the projected population growth and the completion and implementation of the transportation projects in the RTP. The traffic growth projections for the community collectors and village collectors are based on the historical traffic growth, with some adjustments made for the limited future population growth in Peachtree City.

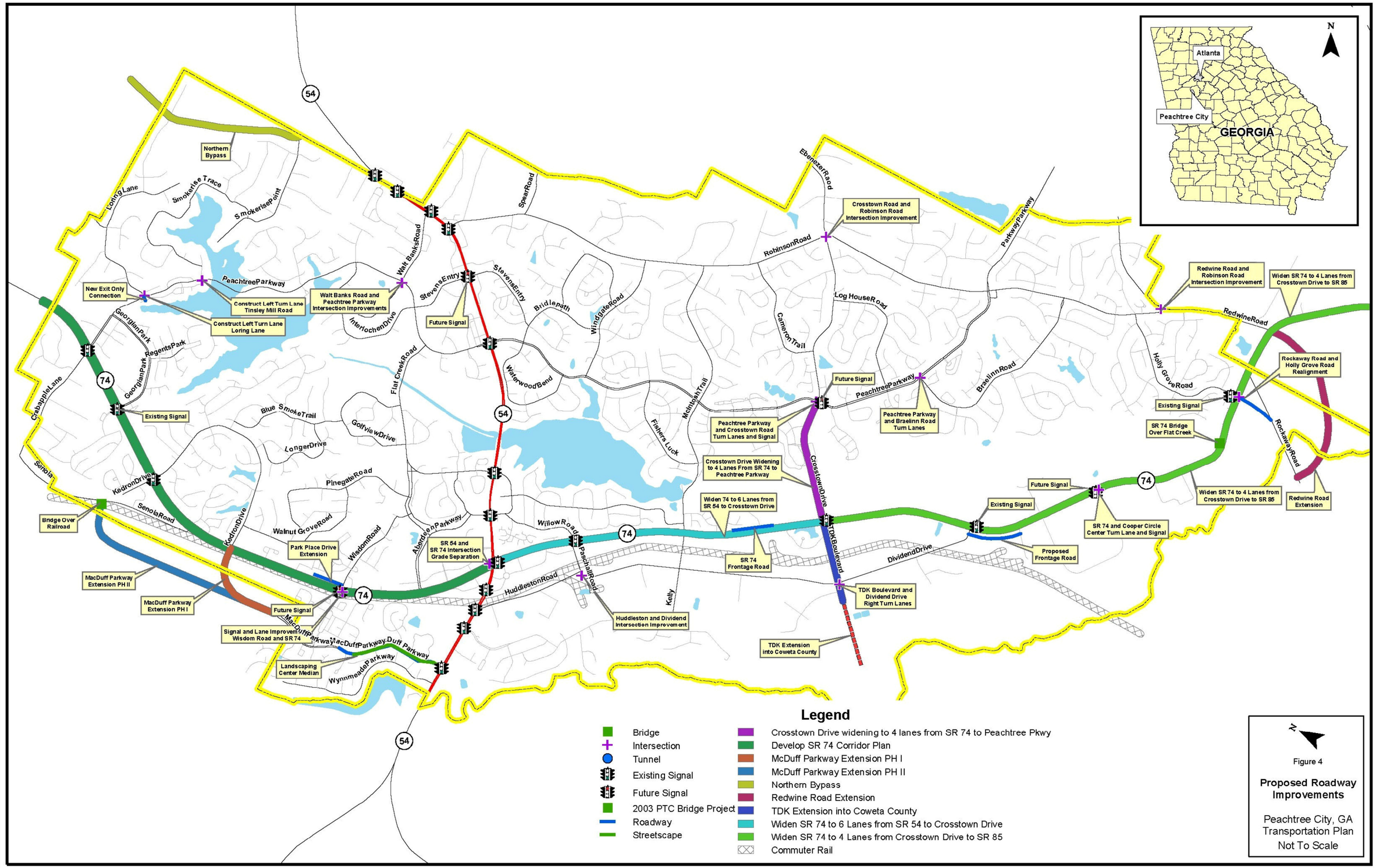
B. Future Traffic Conditions 2005 - 2015

There are a number of funded projects in the planning and design stages to be constructed during the 2005 - 2015 planning period. (See Figure 4, Proposed Roadway Improvements and Table 7, Projects Programmed 2005-2015). These projects will be assumed to be in place as scheduled prior to 2015 for the purpose of predicting future levels of service. In general, these proposed

projects will alleviate many of the congestion problems associated with the expected traffic growth on the major arterials and community collectors.

Table 7.
Projects Programmed 2005 - 2015

State Route System	
Project	**Type**
SR 54 Landscape Enhancements - Phase IV	Streetscape
SR 54 Bridge/Gateway	Multi-use Path
SR 74 (Joel Cowan Parkway): Segment 1 S of Crosstown Dr to SR 54*	Widening
SR 74 (Joel Cowan Parkway): Segment 2 SR 85 to S of Crosstown Drive **	Widening
SR 54 & Stevens Entry	Traffic Signal
SR 74 & Wisdom Road	Traffic Signal
SR74 (Joel Cowan Parkway) Grade Separation @SR 54	Intersection Imp.
*Includes upgraded signal at Crosstown Drive, Multi-use Path tunnel at Paschall Road, Cooper Circle left turn lane ** Includes Bridge over Flat Creek, Rockaway Road Relocation and Multi-use Path tunnels at South Sports Complex and near Realigned Rockaway Road	
City Street System	
Project	**Type**
Peachtree Parkway at Crosstown Drive	Intersection Imp.
Huddleston Road/Dividend Drive at Paschall Road	Intersection Imp.
Peachtree Parkway at Walt Banks Road	Intersection Imp.
Peachtree Parkway at Braelinn Road	Turn lanes
TDK Boulveard at Dividend Drive	Turn lanes
Crosstown at Robinson	Intersection Imp.
Peachtree Parkway North - Loring Lane & Tinsley Mill Road	Turn lanes
Redwine Road at Robinson Road	Intersection Imp.
Park Place Drive Extension	New Road
MacDuff Parkway	Streetscape
TDK Boulevard Extension between Dividend Drive and McIntosh Trail in Coweta County	New Road
MacDuff Parkway - Phase I extension to Kedron Road	New Road
SR 74 Interparcel connection - Gilroy's to Avery Dennison – road to be constructed on east side of SR 74	New Road
SR 74 Interparcel connection - Sierra Drive to Dividend Drive – road to be constructed on west side of SR 74	New Road


N
Atlanta
Peachtree City
GEORGIA
Northern Bypass
Loring Lane
Smokerise Trace
Smokerise Point
Walt Banks Road
Spear Road
Ebenezer Road
Crosstown Road and Robinson Road Intersection Improvement
Robinson Road
Parkway Parkway
Redwine Road and Robinson Road Intersection Improvement
Widen SR 74 to 4 Lanes from Crosstown Drive to SR 85
Redwine Road
New Exit Only Connection
Peachtree Parkway
Construct Left Turn Lane Tinsley Mill Road
Walt Banks Road and Peachtree Parkway Intersection Improvements
Construct Left Turn Lane Loring Lane
Stevens Entry
Future Signal
Bridlepath
Windgate Road
Log House Road
Cameron Trail
Georgian Park
Regents Park
Interlochen Drive
Flat Creek Road
Waterwood Bend
Braelinn Road
Holly Grove Road
Rockaway Road and Holly Grove Road Realignment
Crabapple Lane
Existing Signal
Blue Smoke Trail
Golfview Drive
Longer Drive
Mcintosh Trail
Fishers Luck
Peachtree Parkway and Crosstown Road Turn Lanes and Signal
Peachtree Parkway and Braelinn Road Turn Lanes
SR 74 Bridge Over Flat Creek
Rockaway Road
Senola
Crosstown Drive Widening to 4 Lanes From SR 74 to Peachtree Parkway
Crosstown Drive
Pinegate Road
Widen 74 to 6 Lanes from SR 54 to Crosstown Drive
Widen SR 74 to 4 Lanes from Crosstown Drive to SR 85
Redwine Road Extension
Kedron Drive
Senola Road
Bridge Over Railroad
Walnut Grove Road
Wisdom Road
Aberdeen Parkway
Willow Road
Park Place Drive Extension
SR 54 and SR 74 Intersection Grade Separation
SR 74 Frontage Road
TDK Boulevard
Dividend Drive
SR 74 and Cooper Circle Center Turn Lane and Signal
Proposed Frontage Road
MacDuff Parkway Extension PH II
MacDuff Parkway Extension PH I
Huddleston Road
Paschal Road
Kelly
TDK Boulevard and Dividend Drive Right Turn Lanes
Huddleston and Dividend Intersection Improvement
Signal and Lane Improvements Wisdom Road and SR 74
MacDuff Parkway
Landscaping Center Median
Wynnmead Parkway
TDK Extension into Coweta County
54
74
Legend
Bridge
Intersection
Tunnel
Existing Signal
Future Signal
2003 PTC Bridge Project
Roadway
Streetscape
Crosstown Drive widening to 4 lanes from SR 74 to Peachtree Pkwy
Develop SR 74 Corridor Plan
McDuff Parkway Extension PH I
McDuff Parkway Extension PH II
Northern Bypass
Redwine Road Extension
TDK Extension into Coweta County
Widen SR 74 to 6 Lanes from SR 54 to Crosstown Drive
Widen SR 74 to 4 Lanes from Crosstown Drive to SR 85
Commuter Rail
N
Figure 4
Proposed Roadway Improvements
Peachtree City, GA
Transportation Plan
Not To Scale

The intersection improvements programmed for the 2005 – 2015 period for the City Street System will improve intersection operations and maintain at least LOS D for these intersections. The new roads will provide alternative routes to the major arterial highways, SR 54 and SR 74 as detailed below:

- The Park Place Extension would extend from the southern end of existing Park Place to Wisdom Road. This project would provide an alternate access to Wisdom Road and future development along this section of SR 74. This project is entirely within the boundaries of the City and needs to be coordinated with future development along SR 74 in this area.

- The TDK Boulevard Extension will provide a needed east/west connection that will draw some traffic from SR 54 and mitigate some congestion at the SR 54/SR 74 intersection.

- The MacDuff Parkway Extension Phase I will provide alternate access from the east side to the west side of SR 74 and help relieve the traffic in the SR 54/SR 74 intersection. However, the at-grade crossing of the CSX railroad will limit some of this relief. It should be noted that connecting the MacDuff Parkway Extension to South Kedron Drive will require coordination with CSX Railroad for a major upgrade of the existing at-grade crossing at this location.

- The access roads on the east and west side of SR 74 will provide connections for local trips and reduce the traffic on SR 74.

Level of Service - 2015

As stated in the Existing Conditions section, the desired LOS in the AM and PM peak hour is LOS “D”. Any additional improvements needed to maintain LOS D during the AM and PM peak hours will be described and the LOS will be calculated with and without the improvements.

The future intersection Level of Service (LOS) is calculated for the same intersections analyzed in the Existing Conditions section of the plan. These intersections present a good mix of intersections on the arterial highways and community collectors in Peachtree City and allow for direct comparison of the LOS for these intersections. See Table 8, 2015 Level of Service with Completed Programmed Projects, for the 2015 LOS for the study intersections. Assuming that the currently proposed improvements are made to the existing roadway network by 2015, only the SR 74/South Kedron Drive and SR 54/Robinson Road intersections will fall below LOS D in the AM or PM peak hours.

Table 8.
2015 Level of Service with Completed Programmed Projects

	LOS-am	LOS-pm
SR 74 @		
Georgian Park	C	B
North Kedron Drive	C	C
South Kedron (Stop Sign)	F	F
South Kedron (Signalized)	C	C
Peachtree Parkway	C	C
SR 54	D	D
Crosstown Dr./TDK Boulveard	C	D
Rockaway Road.	C	C
SR 54 @		
MacDuff Parkway.	C	D
Huddleston Road	C	C
Peachtree Parkway	C	C
Robinson Road (existing)	E	F
Robinson Road (Improved)	D	D
Walt Banks Road.	D	D
Peachtree Parkway		
Georgian Park (Signalized)	B	B
Crosstown Drive	C	B
Walt Banks Road	C	C

Refer to Table 9, Proposed New Improvements – 2005 to 2015, for the proposed new improvements to meet the LOS D or better standard in 2015.

Table 9
Proposed New Improvements – 2005 to 2015

Location	Type
SR 74 & South Kedron Drive	Traffic Signal
SR 54 & Robinson Road	Intersection Imp
TDK Boulevard & Dividend Drive	Traffic Signal
MacDuff Parkway - Phase II	New Road
Georgian Park and Peachtree Parkway	Traffic Signal

The completion of the MacDuff Parkway Extension Phase I to South Kedron Drive will require the signalization of the intersection of South Kedron and SR 74 to operate at LOS D. This will improve traffic flow in this section of SR 74 and provide the improvement needed to mitigate delays on South Kedron/MacDuff Extension and improve the operation of the intersection to LOS C. It should be noted that connecting the MacDuff Parkway Extension to South Kedron Drive will require coordination with CSX Railroad for a major upgrade of the existing at-grade crossing at this location.

The intersection of SR 54/Robinson Road does not operate well with the current lane configuration on Robinson Road. The addition of a lane to provide separate right, left and through movements for northbound Robinson Road would improve the operation to LOS D.

Although the intersection of TDK Boulevard and Dividend Drive is not in the study group, the extension of TDK Boulevard to McIntosh Trail in Coweta County will add a significant amount of traffic on TDK Boulevard. Therefore, it is anticipated that a traffic signal at the TDK Boulevard/Dividend Drive intersection will be needed to alleviate congestion on Dividend Drive caused by the lack of gaps for left turns for southbound Dividend Drive to east bound TDK Boulevard.

The MacDuff Parkway extension phase II will extend MacDuff Parkway from the end of phase I at South Kedron Drive to a new intersection at North Kedron Drive and it will have a grade separation with the CSX railroad. This should further enhance the ability for traffic to cross SR 74 and remove local trips from SR 74 and provide some congestion relief at the SR 54/SR 74 intersection.

High Accident Locations

As discussed in the Existing Conditions section, the top ten high accident locations identified by the Police Department are located on SR 54 and SR 74, due to the high volume of traffic that these two state highways carry. They may also always be the roads with the highest number of accidents, in spite of what improvements could practically be made. However, there may be improvements that can be implemented to minimize the chances for accidents to occur.

As stated previously, the intersections on SR 54 west of SR 74 should see improved operations and lower accident rates due to the recent widening.

<u>SR 54/SR 74 Intersection</u>

The long-range plan to grade separate the SR 54/SR 74 intersection and convert it to an interchange would improve traffic flow and reduce accidents. Improving the current at-grade intersection, as discussed in the Existing Conditions section would also serve to improve traffic flow and reduce accidents, although to a lesser extent than the upgrade to an interchange.

SR 54/Commerce Drive Intersection

The SR 54/Commerce Drive intersection is currently unsignalized. While the installation of a traffic signal would improve the safety of the SR 54/Commerce Drive intersection it would also negatively affect the operation and degrade the safety of the nearby SR 54/SR 74 intersection and is therefore not a viable option.

The proposed grade separation of SR 54/SR 74 will probably require the closing of the median break or possibly closing Commerce Drive access to SR 54 completely, possibly eliminating the accidents at this location. However, in the interim period, left turns at Commerce Drive could be restricted by construction of a median barrier. The unfortunate side effect of the elimination of left-turns is reduced accessibility for those with trips that begin or end on Commerce Drive. In order to ascertain the appropriate action, a detailed traffic study and accident analysis should be performed at this intersection and the adjoining intersections.

SR 54/Peachtree Parkway Intersection

Upgrading the traffic signal layout at the SR 54/Peachtree Parkway intersection should provide improved signal operation and better visibility, resulting in lower accident rates. However, a detailed traffic study and accident analysis should be performed at this intersection to determine the best course of action.

SR 74 South Intersections

The four intersections on SR 74 south of SR 54, Clover Reach, Kelly Drive, Crosstown Drive and Rockaway Road, will have improved designs and greater capacity with the completion of the SR 74 widening projects, and this should reduce the number and severity of the accidents.

SR 74/Peachtree Parkway Intersection

Upgrading the traffic signal layout at the SR 74/Peachtree Parkway intersection should provide improved signal operation and better visibility, resulting in lower accident rates. However, a detailed traffic study and accident analysis should be performed at this intersection to determine the best course of action.

C. Future Traffic Conditions 2015 - 2025

The intersection Level of Service, LOS, is calculated for the same intersections as for the Existing Conditions section of the plan. It is assumed that the programmed projects for 2005 – 2015 will be completed as scheduled. In general, the currently programmed projects for the 2015 – 2025 planning period will alleviate many of the congestion problems associated with the expected traffic growth on the major arterials and community collectors. As stated in the Existing Conditions section, the desired LOS in the AM and PM peak hour is LOS D. Any new improvements needed to maintain LOS D during the AM and PM peak hours will be described and the LOS will be calculated with and without the

improvements. Refer to Table 10, Projects Programmed 2015-2025, for the projects currently programmed to be implemented in the 2015 - 2025 period. It is assumed that the improvements listed for 2015 will be completed.

Table 10.
Projects Programmed 2015 to 2025

State Route System	
Project	**Type**
SR74 (Joel Cowan Parkway) Grade Separation @SR 54	Intersection imp

City Street System	
Project	**Type**
Crosstown Drive between SR 74 and Peachtree -Parkway	Widening
Redwine Road Extension	New road

There are no intersection improvements currently programmed for the City Street System in the 2015 – 2025 period. The widening of Crosstown Drive between Peachtree Parkway and SR 74 will accommodate the increased traffic predicted with normal traffic growth over the period. The new roads will provide alternative routes to the major arterial highways, SR 54 and SR 74 as detailed below:

- The Redwine Road Extension would connect Redwine Road in unincorporated Fayette County with Rockaway Road in the City on a yet to be determined route. This project would provide an alternate for north/south access along the Redwine Road/Rockaway Road corridor without using SR 74 but could impact the Jim Meade Athletic Fields.

Level of Service - 2025

Refer to Table 11, 2025 Level of Service (LOS) with Completed Programmed Projects, for the LOS for the study intersections for 2025. Assuming that the currently programmed improvements for 2025 are implemented in the scheduled time frame, the SR 54/SR 74, SR 54/Robinson Road and SR 54/Walt Banks Road intersections will fall below LOS D in the AM or PM peak hours in 2025.

Table 11.
2025 Level of Service with Completed Programmed Projects

		LOS-am	LOS-pm
SR 74 @			
	Georgian Park	C	B
	North Kedron Drive	C	C
	South Kedron (Signalized)	C	C
	Peachtree Parkway	C	C
	SR 54	F	F
	Crosstown Dr./TDK Boulevard	C	D
	Rockaway Road	C	D
SR 54 @			
	MacDuff Parkway	D	F
	Huddleston Drive	D	D
	Peachtree Parkway	D	D
	Robinson Road	F	F
	Robinson Road (improved)	D	D
	Walt Banks Road	E	E
	Walt Banks Road (improved)	D	D
Peachtree Parkway			
	Georgian Park (Signalized)	C	C
	Crosstown Drive	C	C
	Walt Banks Road	C	C

Refer to Table 12, Proposed New Improvements – 2015 to 2025, for the proposed improvements to meet the LOS D or better standard in 2025.

Table 12.
Proposed New Improvements – 2015 to 2025

State Route System	
Location	**Type**
SR 74 @ SR 54	Intersection Imp
SR 54 @ Robinson Road	Intersection Imp
SR 54 @ Walt Banks Road	Intersection Imp

For the 2015 scenario the intersection of SR 54/Robinson Road will operate at LOS F even with the programmed improvements made. The addition of a through lane in each direction on SR 54 will improve the operation of the intersection to LOS D.

The addition of dual left–turn lanes for northbound Walt Banks Road at SR 54 will allow for more efficient signal timing and improve the operation of this intersection to LOS D.

The grade separation of SR 54 and SR 74 may not be completed by 2025. This project is programmed by ARC and GDOT for long range and no funding source has been identified which makes the implementation date difficult to forecast. Without the grade separation, the intersection of SR 54 and SR 74, will operate at LOS F. Given the possibility that the grade separation will not be constructed by 2025 or, due to right of way constraints, possibly never constructed, the following lower-cost improvements will maximize the operations of the intersection without a total reconstruction:

- Add an additional westbound through lane on SR 54
- Add an additional northbound left turn lane on SR 74
- Add an additional southbound through lane on SR 74

The addition of the through lanes on both SR 54 and SR 74 will allow more signal time for the left turn movements that are the critical movement. The addition of the second northbound left turn lane will allow for more efficient use of the left turn timing.

Future Proposed Projects – 2025 and Beyond

Two road projects have been proposed with no definitive location or time horizon. These projects can be considered in coordination with future development in Peachtree City and as the areas around Peachtree City continue to grow past 2025:

- Northwest Collector - North Kedron Drive/MacDuff Parkway Extension to Minix Road
- Northeast Collector - Sumner Road Extension north to Dogwood Trail

The Northwest Collector would be an extension of North Kedron Drive and would extend west to Minix Road in unincorporated Coweta County. It would intersect with the MacDuff Parkway Extension west of Senoia Road and the CSX Railroad tracks. This would provide the residents of the northern area of the City an

alternate access to I-85 and could remove some traffic from both SR 54 and SR74. The project needs to be coordinated with Coweta and Fayette County and future development in the area

The Northeast Collector would extend from the Sumner Road/Smokerise Point intersection north to Dogwood Trail in unincorporated Fayette County. This project would provide additional access for northbound traffic from this area of the City and reduce the traffic using the SR 74/SR 54 intersection. This project needs to be coordinated with Fayette County and future development in the area.

D. Future Conditions Multi-use Path System

The programmed improvements and additions to the multi-use path system should provide adequate capacity through 2025. (See Figure 5, Multi-use Path Improvements). ARC and GDOT currently have several grade separated path crossings of SR 54 and SR 74 as independent programmed projects or included as part of programmed roadway improvement projects:

- The SR 54 W multi-use tunnels are constructed on either side of the CSX Railroad as a part of the SR 54 W road-widening project.
- The SR 54 W/ CSX multi-use bridge spanning the CSX rail line is installed.
- The SR 54 W multi-use bridge and gateway feature is currently being designed.
- The Westpark /Market Place retail center multi-use tunnel is currently being designed.
- The SR 74 S multi-use tunnel at Paschall Road is currently under construction as part of the SR 74 S road-widening project.
- The SR 74 S multi-use tunnel at the South 74 Baseball and Soccer Complex is currently being designed and will be incorporated into Phase 2 of the SR 74 S road-widening project.
- The SR 74 S multi-use tunnel at Rockaway Road is currently being designed and will be constructed as a part of Phase 2 of the SR 74 S road-widening project.

ARC and GDOT have also programmed two projects for path extensions in the SR 54 and SR 74 corridors:

- The CSX RR/SR 54 West multi-use path connections will connect the existing tunnels underneath SR 54 to the new multi-use bridge spanning the CSX rail line.
- The SR 74 S multi-use path will be located on the west side of SR 74 S and will connect the Cooper Lighting complex to the South 74 Baseball and Soccer Complex as well as to the proposed multi-use tunnel underneath SR 74 S.

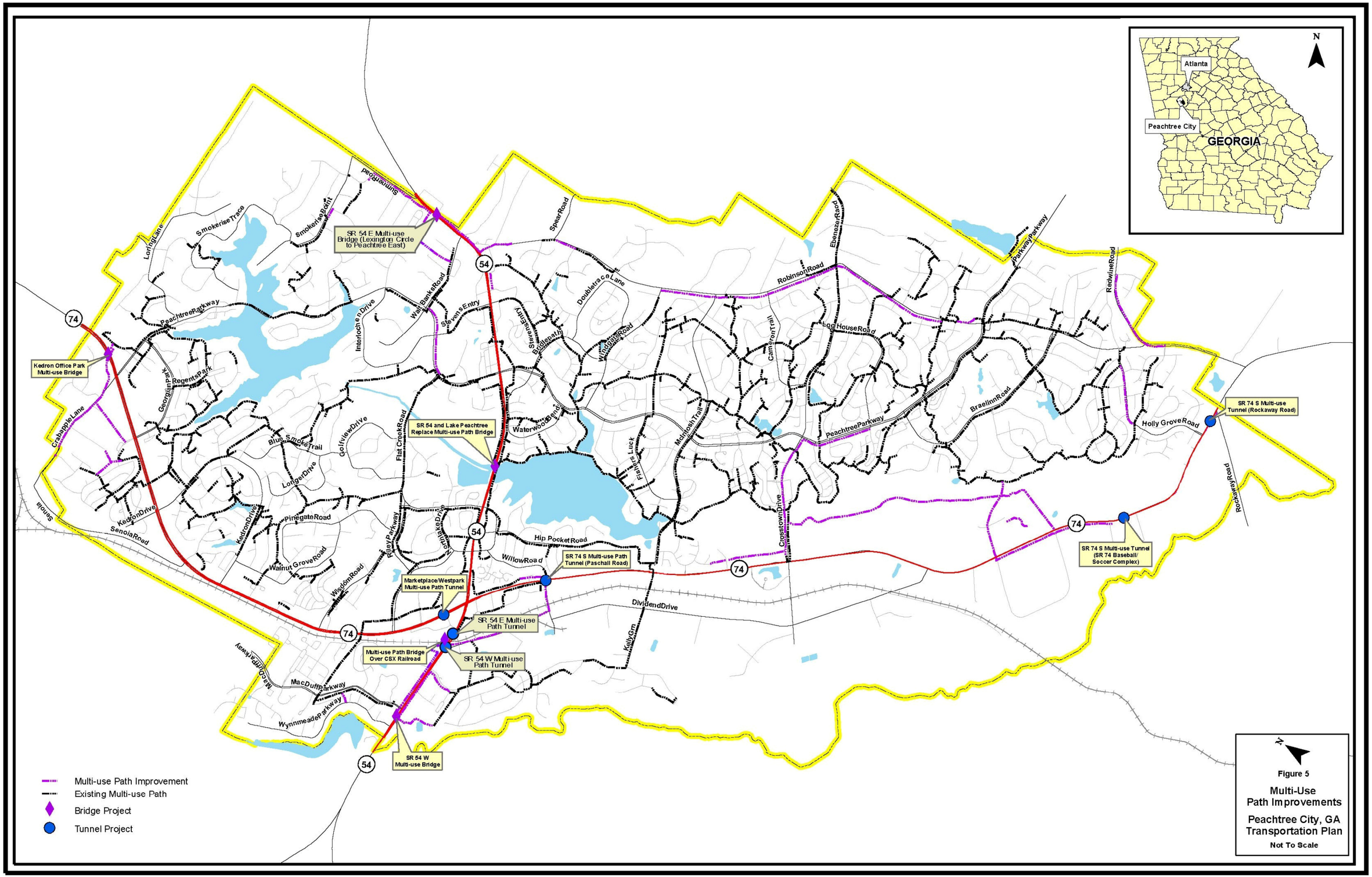


Figure 5

Multi-Use Path Improvements

Peachtree City, GA Transportation Plan

Not To Scale

The City should continue to work with GDOT to implement additional grade separated path crossings on SR 54 East and SR 74 North. The City has identified proposed multi-use path bridge improvements at the following locations:

- Widen and replace the existing multi-use bridge over Lake Peachtree along SR 54.
- Install a multi-use bridge over SR 54 east near Walt Banks/ Lexington Circle.
- Install a multi-use bridge over SR 74 north of Peachtree Parkway adjacent to Kedron Office Park.

All new residential areas should be connected to the existing path system, as should all new retail and commercial developments. Maintenance of the path system is essential to the future use and expansion of the system.

E. Future Conditions Transit/Commuter Rail

ARC has identified the potential of a future commuter rail line, using the existing CSX corridor, connecting the City of Senoia with downtown Atlanta. Stops would include Peachtree City, Tyrone, Fairburn, Union City and College Park. It is anticipated the provision of commuter rail could reduce traffic on SR 74 and provide the citizens of Peachtree City with a viable commute alternative to the Hartsfield-Jackson Airport and downtown Atlanta.

F. Future Conditions Airport/Rail/Trucking

Air access and freight movement will continue to be a positive factor in the growth of Peachtree City. The industrial area of Peachtree City will continue to have direct rail service by way of the CSX rail line and convenient truck access from I-85 via SR 54 and SR 74.

Falcon Field will continue to play an important role for air traffic in the southern part of the metro Atlanta region. The Airport has developed its own master plan to guide its future improvements and that document is included in Appendix C.

G. Future Conditions Conclusions

Growth in the surrounding areas of Fayette County and Coweta County will continue to impact the transportation system in Peachtree City. For example as the traffic grows on SR 54 and SR 74 and congestion continues to increase, motorist may begin to take alternate routes around the intersection. Local collectors that could be affected would be Huddleston Road/Dividend Drive in the

southwest quadrant, MacDuff Parkway/MacDuff Parkway Extension in the northwest quadrant, Aberdeen Parkway/Westpark Drive in the northeast quadrant and Willow Road in the southeast quadrant. Improvements to the SR 54/SR 74 intersection should be given a high priority as well as programmed improvements to any of the roads that could be used as an alternate route.

The SR 74 South widening project by GDOT will provide the capacity to meet the future travel demands. The intersection improvements programmed with this project at Crosstown Drive, Cooper Circle and Rockaway Road will keep these intersections at or above LOS D.

The completion of the TDK Boulevard extension, while providing a needed east/west connection, will lead to an increase in the traffic in the TDK Boulevard/Crosstown Drive corridor and necessitate improvements at the TDK Boulevard/Dividend Drive intersection and the Crosstown Drive/Peachtree Parkway intersection to maintain an acceptable LOS.

The eastern segment of SR 54 in the Robinson Road and Walt Banks Road area will require operational improvements at both of these intersections to maintain an adequate Level of Service.

At this time, the projected growth rate for Peachtree Parkway North is very low based on historical data. If this changes appreciably, there is the possibility that this road would need to be widened or that traffic signals could be required at several intersections to reduce side street delays.

The multi-use path system will continue to provide an alternate means of transportation within the City. With the programmed connections across SR 54 and SR 74 and the continued expansion of the system, this will become an even more useful alternative to using a car for local trips.

In general, Peachtree City is well positioned for the expected traffic growth over the next twenty years with only a few problem areas that need to be addressed with new projects. As a planned city with the expected build out of the residential component in the next three to five years, the transportation system should prove to be adequate for the projected traffic demands with only a few additional improvements beyond the ones already programmed.

V. PROJECT RECOMMENDATIONS / IMPLEMENTATION

1. Overview

It is impossible to build all proposed improvements at once. Projects must be prioritized and scheduled for a variety of reasons, including: state requirements, funding levels and cash flow, limitations on human resources, and procedural requirements. The prioritization of future transportation projects for Peachtree

City will allow the city to implement the most needed projects first, efficiently use funds and maximize the number of completed projects.

The transportation facilities in Peachtree City can be segregated into seven distinct categories based upon ownership or responsibility, available funding sources and function:

- State Route system (including sidewalks)
- City street system (including sidewalks)
- Private streets (including sidewalks)
- Multi-use path system
- Airport
- Public transit
- Private transportation (shuttles)

The prioritization and implementation of transportation projects in the City must occur by category in recognition of the independence of each category of facility from the others. As private streets and private transportation services are not the City's responsibility, private project implementation will not be discussed. While the City may be supportive of certain public transportation initiatives, the City has not elected to assume the responsibility of being a provider of public transportation services and therefore, no locally funded public transportation projects have been identified.

Improvements on the State Route System are the responsibility of the Georgia Department of Transportation (GDOT). However, the City frequently participates with the GDOT in determining needed projects and their priority. Also, the City occasionally provides local funds to build projects within the GDOT's right-of-way.

Aviation projects are discussed in the master plan for Falcon Field, Appendix C.

Prioritization of surface transportation projects can involve a wide variety of factors, including:

- Policy decisions
- Prevailing requirements
- Geographic considerations
- Perception of need or popularity
- Safety
- Congestion mitigation/delay reduction
- Connectivity
- Cost/Benefit analysis

Public policy influences where funds are spent. For instance, what is the level of priority to be given to maintaining the existing system vs. new construction? For

Peachtree City, priorities must also be weighed between expenditures of general funds toward the path system vs. the street system.

Sometimes requirements create priorities. For instance, if the City entered into an agreement to provide some aspect of a project in conjunction with the GDOT on the state system, the City may have an obligation that it is required to fulfill. Alternatively, as in the case of SPLOST funds, the available funding must be spent on specifically identified projects. Bond funds can also impose time requirements.

Geography, or the location of facilities and population, is also a frequent factor considered when establishing project priorities. This consideration respects the need to spread tax dollars around to provide improvements equitably throughout the City.

Perception of need or popularity, while often not quantifiable, can influence priority. For instance, the expenditure of funds to include aesthetic upgrades to a facility may be approved based upon public support.

Safety is often an overriding consideration in prioritizing projects. For instance, accident statistics can be used to identify locations that experience higher than normal rates of crashes. Alternatively, public response to media coverage of fatal crashes can create pressure on local officials to install upgrades.

The congestion and delays that occur during rush hours are daily frustrations that create demand for improvements. Congestion can be analyzed for comparison purposes to establish priorities. The cause of congestion can also influence the prioritization of construction: is the delay, or anticipated delay, thought to be caused by new development, or traffic passing through the City from outside sources, or created by local trips.

Connectivity is also a factor in reducing trip times and providing enhanced safety. For instance, railroads, streams and major highways create barriers to travel. New connections are also sometimes warranted based upon new development.

The amount of benefit vs. cost can be analyzed to establish priorities. For instance, should the priority go to a small project or series of small projects or one big project? Benefits can be quantified into dollars. For example, there are studies available that provide a rationale for determining the cost of delay per minute or the average cost of an accident.

Funding sources for future projects include a mix of local, state, federal and private monies. The 2004 Special Purpose Local Option Sales Tax (SPLOST) is expected to provide an increased amount of local funds compared to historical levels. SPLOST monies must be expended on identified projects, but funding from the City's General Fund can be used for any project. Significant funding is

expected from a variety of state and federal funding categories, most of which flow from the current federal highway bill, commonly known by its acronym, SAFETY-LU. Most federal and state funds come from gas taxes. Contributions for improvements can also come from other sources, such as institutions, business interests and homeowners associations. All funding sources can be combined to build a project; in fact, most federal and state funds require local matching funds.

While all projects, regardless of funding, follow essentially the same steps, the use of Federal or State funding for a project will typically lengthen the time needed for implementation. This is due to requirements that come with the money. The GDOT uses the Plan Development Process (PDP) to define the Preconstruction process and requirements of projects under their purview. The time required to move a project through the process is important to understand because it affects expectations, cash flow and demands placed on available human resources.

Future projects that have had funding assigned typically have an approximate schedule of implementation identified as well. For example, the City has established an approximate prioritization and scheduling of SPLOST funded projects based upon anticipated cash flow. Projects that have had federal or state funds obligated to them in the TIP have identified the fiscal year in which major activities will take place.

Transportation Plan updates, including new projects, should be conducted along with the update of the Comprehensive Plan as required by ARC. A progress report on existing projects and a new prioritization plan and implementation schedule should be part of the update.

2. Capital Improvement Plan

One of the first steps in implementing a transportation plan is the development of a Capital Improvement Plan (CIP). The CIP is a listing of all the planned transportation improvement projects for the jurisdiction. For Peachtree City, these projects are separated into a Short Term Work Program (STWP) and a Long Term Work Program (LTWP) for both roadway and multi-use path projects. Because many projects take two or more years to go through the planning, design, right-of-way acquisition and construction phases, the STWP will cover the years from 2005 to 2015 and the LTWP will cover the years from 2016 – 2025. Each work plan will contain a brief description of the projects or program, an estimate of their cost and funding sources.

Projects in the STWP have funding sources identified. The LTWP consists of projects for which specific funding has not been obligated.

3. Short-Term Work Program (2005 – 2015)

Roads

See Table 13, Short Term Work Program – Roads, for the projects in the STWP for road improvements. The STWP-Roads consists of 20 projects totaling nearly $38 million. The city's estimated portion of that total cost is a little more than $3.38 million for the city street system. The identified project cost estimates are concept level estimates and may not include the right-of-way cost and/or utility relocation costs. Most of the road improvements are operations or safety related although they are referred to as "intersection improvement", "traffic signal" or "widening". Several projects such as, the two access roads on SR 74 and the extensions of TDK Boulevard and MacDuff Parkway, will enhance mobility by providing alternate routes for local traffic and take local traffic off the state routes.

Table 13.
Short Term Work Program - Roads

State Route System	
Project	**Type**
SR 54 E landscape enhancements - Phase IV	Streetscape
SR 54 multi-use bridge/ gateway	Multi-use path
SR 74 S (Joel Cowan Parkway): Segment 2 SR 85 to S of Crosstown Drive **	Widening
SR 74 S (Joel Cowan Parkway): Segment 1 S of Crosstown -Drive to SR 54*	Widening
SR 54 E & Stevens Entry	Traffic signal
SR 74 N & Wisdom Road	Traffic signal
SR74 (Joel Cowan Parkway) Grade Separation @SR 54	Intersection imp.
* Includes multi-use path tunnel at Paschall Road, Cooper Circle left turn lane. ** Includes bridge over Flat Creek, Rockaway Road relocation and multi-use path tunnels at South 74 Sports Complex and near rRealigned Rockaway Road	
City Street System	
Project	**Type**
SR 54 E landscape enhancements - Phase IV	Streetscape
Peachtree Parkway/Crosstown Drive intersection	Intersection Imp.
Huddleston Drive/Dividend Drive at Paschall Road	Intersection Imp.
Peachtree Parkway at Walt Banks Road	Intersection Imp.
Peachtree Parkway at Braelinn Road	Turn Lanes
TDK Boulevard/Dividend Drive intersection	Turn lanes/Intersection Imp.
TDK Boulevard Extension between Dividend Drive and McIntosh Trail in Coweta County	New Road
Crosstown Drive/Robinson Road intersection (SPLOST)	Intersection Imp.
Peachtree Parkway North – Loring Lane & Tinsley Mill Road (developer funded)	Turn Lanes
Redwine Road/Robinson Road intersection (SPLOST)	Intersection Imp.
Park Place Drive extension (SPLOST)	New Road
MacDuff Parkway landscape (SPLOST)	Streetscape
SR 74 S frontage road - Sierra Drive to Dividend Drive – to be constructed on west side of SR 74.	New Road
SR 74 S frontage road - Gilroy's to Avery Dennison (SPLOST) – to be constructed on east side of SR 74	New Road
MacDuff Parkway - Phase I extension to Kedron Drive N/SR 74	New Road

Multi-use Paths

See Table 14, Short Term Work Program – Multi-use path for the projects in the STWP - Multi-use path. These projects are taken from the Multi-use Path Master Plan developed by the City staff and reviewed by the elected officials. There are forty-five new multi-use path projects in this plan. Only one of the projects has Federal/ State funding, four have SPLOST funding and five have no funding at this time. The remaining projects are funded from the "New Cart Path Funds" identified in the Multi-use Path Master Plan.

The projects on the state route system are primarily the grade separation of existing multi-use paths crossings and new grade separated crossings of SR 54 and SR 74. All of these projects except the SR 74 Marketplace/ Westpark Tunnel are being designed and constructed by GDOT as a part of their road-widening projects. However, the City has allocated SPLOST funds for several of these projects. This funding can be used to fund the connections from the path system to the GDOT built grade separations. The Marketplace/ Westpark Tunnel is under control of the City for design and construction and the funding has been allocated.

Table 14.
Short Term Work Program – Multi-use path

Multi-use Path Master Plan projects	Programmed Project Year
St. Paul Lutheran (Ardenlee Parkway to Crabapple Lane Elementary)	Completed
Sumner Road (Sumner Road to Lexington Circle)	Completed
Gatehouse Drive path reconstruction	Completed
FAA Connection (Flat Creek multi-use bridge to FAA)	2005
SR 54 W multi-use tunnels (East and West of CSX Railroad)	Completed
Flat Creek multi-use bridge	Completed
SR 54 W multi-use bridge (CSX Railroad)	Completed
SR 54 W multi-use path connections	2005
SR 54 W multi-use bridge and gateway feature	2005
SR 54 E (Robinson Court to Carriage Lane)	2006
SR 54 E (Carriage Lane to Peachtree East retail)	2006
Robinson Road (Robinson Court to PTCUMC)	2006
Robinson Road (Whitfield Farms to Spear Road)	2006
Peachtree Parkway North (Walt Banks Road to Interlochen Drive)	Completed
Flat Creek multi-use bridge path connections**	2007
Holly Grove Road (Robinson Road to Aster Ridge Trail)	2007
Robinson Road (Holly Grove Church Road to Oakdale Avenue)	2007
SR 74 S/ Paschall Road multi-use tunnel and connections	2007
SR 74 S (Cooper Circle to SR 74 Baseball & Soccer Complex)	2007
SR 74 S multi-use tunnel connections (Paschall Road)	2007
SR 74 S multi-use tunnel connections (Rockaway Road)	2007

** Bridge completed.

Maintenance
The STWP also includes several projects that pertain to periodic maintenance that must be done to insure motorist safety and protect the city's investment in the transportation infrastructure. These projects include road maintenance and multi-use path upgrades and maintenance. The road maintenance projects are resurfacing and amount to $4.3 million in SPLOST funding through 2010. This maintenance can be supplemented by the use of LARP funds from GDOT. The multi-use path projects are designated as upgrades and total $861,882 in SPLOST funding through 2010.

4. Long-Term Work Program (2015 – 2025)

Roads
The Long Term Work Program contains the projects to be implemented in the 2015 to 2025 time period. (Refer to Table 15, Long Team Work Program – Roads). No funding has been identified for these projects.

Table 15.
Long Term Work Program - Roads

Road Name/Project Name **State Route System**	**Type**
SR 74/SR 54*	Intersection Imp
SR 74/SR 54	Grade Separation
SR 54/Robinson Road	Intersection Imp
SR 54/Walt Banks Road	Intersection Imp
*Interim at-grade improvement/not grade separation **City Street System**	
Crosstown Drive between SR 74 and Peachtree Parkway	Widening
Redwine Road Extension	New Road
Northwest Collector - North Kedron Dr/MacDuff Pkwy Extension to Minix Road	New Road
Northeast Collector - Sumner Road Extension north to Dogwood Trail	New Road

No funding has been identified for the LTWP projects

Multi-use Path

There are seven new multi-use path projects in the Multi-use Path Master Plan that do not have complete funding allocated to them. Two of these projects, the replacement bridge on SR 54 E over Lake Peachtree and the SR 54 E multi-use bridge between Lexington Circle and Peachtree East retail center, are partially funded through the SPLOST. These projects will be programmed as long term until such time as full funding is identified. (Refer to Table 16, Long Term Work Program – Multi-use path). Once projects are identified to be funded in the City budget process, these projects will move to the STWP.

Table 16.
Long Term Work Program – Multi-use Path

Multi-use Path Master Plan Projects	Project Year
Flat Creek path connections (Flat Creek multi-use bridge to SR 74)	Future
Redwine Road (Foreston Place to The Preserve)	Future
Robinson Road (Windgate Road to Crosstown Drive/ Ebenezer Road)	Future
Huddleston Road (SR 54 W to Paschall Road)	Future
Crosstown Drive (Robinson Road to Peachtree Parkway)	Future
SR 54 E multi-use bridge (between Lexington Circle and Peachtree East retail center)	Future
SR 54 E multi-use bridge replacement (Lake Peachtree)	Future
Line Creek Nature Area (SR 54 E to Line Creek Nature Area)	Future
Planterra Way (SR 54 E to Planterra Ridge Amenity Area)	Future
Westpark multi-use tunnel and path connections (Market Place to Westpark Walk)*	Future
SR 74 N multi-use bridge and path connections (Kedron Office Park to Fayette County Water Tower)	Future
Crosstown Business Park (Police Department to Crosstown Drive)	Future
Crosstown Drive (SR 74 S to Peachtree Parkway)	Future
Flat Creek (Flat Creek multi-use bridge north to Crosstown Drive)	Future
Crosstown Drive (Peachtree Parkway to Robinson Road)	Future
Dividend Drive North (Paschall Road to Kelly Drive)	Future
Dividend Drive South (Kelly Drive to SR 74)	Future
SR 74 S multi-use tunnel connections (Rockaway Road)	Future

Maintenance
The road maintenance program should be continued by using LARP funding from GDOT and supplemental funding from a dedicated funding source. As with the road program, the maintenance of the multi-use path system should be continued with funding from a dedicated funding source.

5. Plan Recommendations

Peachtree City is well positioned to move forward over the next 20 years with the transportation improvements currently programmed in the Short Term Work Program and the Long Term Work Program. The funding and implementation of these projects in the time frames designated should keep congestion to a minimum and provide adequate mobility for the citizens of the city.

The prioritization of the projects are based on three primary factors:

- Funding – Available funding
    - Local – SPLOST, General Fund and/or Bond Funds
    - Fed/State –Federal Transportation funds, GDOT funds
    - Other – Developer/private funding or contributions
- Safety – Locations that are on the high accident list
- Operations – Projects that improve the operation of the transportation system
    - Locations that have a Level of Service worse than LOS D
    - Projects that improve the geometric operation of the location, such as, turn lanes or eliminate offset intersections
    - Projects that provide alternate routes to congested arterials

Of these factors, safety is generally the first to be considered in prioritizing projects and high accident locations are the first to be addressed. However, in Peachtree City all of the high accident locations are at intersections on either SR 54 or SR 74. Therefore, high accident locations are not a factor in determining project priorities for the city street system.

Operational improvements that reduce congestion and improve mobility are factors that influence project prioritization. Almost all of the projects on the implementation list fit in this category.

The projects on the state route system, SR 54 and SR 74, are controlled by GDOT and are subject to their implementation schedule. The implementation of these projects by GDOT could affect the timing of some city projects. For

prioritization purposes, the GDOT projects will be shown separately from the City projects.

Because funding plays such a major part in the implementation of projects, the use of ARC and GDOT funds in their assigned years is a major element in the prioritization of the projects. When the City receives approval to receive Federal or State funds for a project and executes a Project Management Agreement (PMA) with GDOT, the City must meet the stated schedule, or potentially forfeit the project funding.

The projects in the Long Term Work Program (LTWP) will not be prioritized due to the uncertainty of future funding sources. The projects in the Short Term Work Program (STWP) will be prioritized using the ARC, GDOT, and SPLOST implementation years and the following funding parameters:

- Projects with committed Federal or State funds
- Projects with complete funding
- Projects with partial funding
- Projects with no funding.

Using the above information, an implementation priority list for the STWP is shown below. **It should be noted that this table is only a recommendation produced at the time of this report and the actual implementation, if any, will be decided by Peachtree City Council during the budget process**. (See Table 17, Implementation Priority List – Roads).

Table 17.
Implementation Priority List – Roads

Rank	ARC Project Number	City Project	Type
1		SR 54 E landscape enhancements - Phase IV	Streetscape
2	FA-225	Peachtree Parkway at Walt Banks Road	Intersection Imp
3	FA237	Peachtree Parkway at Crosstown Drive	Intersection Imp
4		Huddleston Road/Dividend Drive at Paschall Road	Intersection Imp
5		TDK Boulevard & Dividend Drive*	Turn Lanes/Intersection Imp
6	FA-253	TDK Boulevard extension between Dividend Drive and McIntosh Trail in Coweta County	New Road
7		MacDuff Parkway landscape enhancements	Streetscape
8		Peachtree Parkway North – Loring Lane & Tinsley Mill Road	Turn Lanes
9		Crosstown Drive/Robinson Road	Intersection Imp
10		Georgian Park and Peachtree Parkway	Traffic Signal
11		SR 74 Frontage Road – Sierra Drive to Dividend Drive – to be constructed on west side of SR 74	New Road
12		Redwine Road and Robinson Road	Intersection Imp
13		Peachtree Parkway and Braelinn Road	Turn Lanes
14		Park Place Drive Extension	New Road
15		SR 74 Frontage Road - Gilroy's to Avery Dennison – to be constructed on east side of SR 74	New Road
16		MacDuff Parkway - Phase I extension to Kedron Drive N	New Road
*Does not include potential traffic signal			
Rank	**ARC Project Number**	**GDOT Project**	**Type**
1	FA-074A1	SR 74 (Joel Cowan Parkway): Segment 1 S of Crosstown Dr to SR 54	Widening
2	FA-074B1	SR 74 (Joel Cowan Parkway): Segment 2 SR 85 to S of Crosstown Drive	Widening
3		SR 54 & Stevens Entry	Traffic Signal
4		SR 74 & Wisdom Road	Traffic Signal

Appendix A

GDOT Annual Average Daily Traffic Counts

GDOT Yearly Traffic Counts

Station	Location	1995	1997	1998	1999	2000	2001	2002	2003	2004
114	SR 74 south of Dividend	9000	9460	11235	11431	12600	14663	14102	15880	15508
116	SR 74 between Dividend & SR 54		9955	11850	14956	23586	24400	22639	15980	21572
118	SR 74 between Lexington Pass & Commerce Ct	21800	22030	24150	30507	29643	31554	26096	30440	30351
300	SR 74 between Dogwood & Kedron		20118	11235	26757	23035	23800	23278	24080	24513
180	SR 54 west of Planterra	23800	26412	25330	24467	27280	25854	25144	36600	34342
182	SR 54 east of Huddleston		26623	24288	23461	22509	26854	24911	35280	30503
184	SR 54 between Peachtree Parkway & Stevens Entry	21500	23235	23379	21460	23360	23842	24186	25250	25155
169	Robinson Rd between Ebenezer Ch & Woodruff Way		6686	8061	8452	6161	6400	5189	5640	5470
268	Huddleston Rd. between Paschall & SR 54		3746	4021	4216	4940	4107	4977	6380	6011
269	Dividend Dr. between Kelly Green & TDK		4459	4700	4928	5400	6862	6706	5220	5738
330	Aberdeen Pky between Northlake & SR 74					2492	2600	3403	2860	2944
332	Peachtree Pky between SR 74& SR 54	6500				9473	9800	9421	8890	9527
334	Peachtree Pky between Waterford Bend & Robinson					10659	11100	11109	10300	9874
340	Kedron					2970	3100	4415	3990	4159

Appendix B

Intersection Level of Service Analysis Printouts

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Robinson
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: PM 2025 Improved
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	1	0	1	1	1	1	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☑ Yes			☐ Yes		
4	Volume	132	1265	100	80	1336	202	192	356	193	120	242	73
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	132.2	1264.5	99.6	80.2	1335.9	202.1	0.0	547.9	192.8	119.6	314.8	0.0
14	Volume Separate Left	132.2	1264.5		80.2	1335.9		191.6	356.3		119.6	314.8	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	0.983	0.850	0.950	0.965	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	0.0	1866.8	1615.0	1805.0	1833.7	0.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3617.6		1805.0	1900.0		1805.0	1833.7	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			FALSE			FALSE	
22	Reference Time	8.8	41.9	7.4	5.3	44.3	15.0	NA	NA	14.3	NA	NA	0.0
23	Adjusted Reference Time	12.8	45.9	11.4	9.3	48.3	19.0	NA	NA	18.3	NA	NA	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.35		1	0.00	
25	Volume Left Lane	132.25	632		80.241	668		0	548		119.58	315	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.35		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	16.5		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	0.16		1.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		120.3	1808.8		0.0	290.5		1925.3	1833.7	
30	Reference Time A	131.9	41.9		80.0	44.3		0.0	226.3		7.9	20.6	
31	Adjusted Saturation B		3617.6			3617.6			0.0			1833.7	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		131.9			80.0			226.3			20.6	
35	Adjusted Reference Time		135.9			84.0			230.3			24.6	
	Split Timing												
36	Ref Time Combined		41.9			44.3			35.2			20.6	
37	Ref Time By Movement	8.8	41.9		5.3	44.3		12.7	22.5		7.9	20.6	
38	Reference Time		41.9			44.3			35.2			20.6	
39	Adjusted Reference Time	45.9	45.9		48.3	48.3		39.2	39.2		24.6	24.6	

	Summary	East West	North South
40	Protected Option	61.1	NA
41	Permitted Option	135.9	230.3
42	Split Option	94.3	63.8
43	Minimum	61.1	63.8
44	Combined	124.9	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	11.4	19.0	18.3	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	39.2	24.6	48.3	45.9
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	9.3	12.8	24.6	39.2
50	Combined	59.9		91.2	93.2

51	**Intersection Capacity Utilization**	**104.1%**
52	**Level Of Service**	**G**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: Peachtree Pky. & Crosstown Dr. **City:** Peachtree City
Analyzed by: **Alternative:**
Date and Time of Data: 2015 - AM **Project:** Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	1	1	1	1	1	2	0	1	2	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	55	104	92	20	284	128	423	211	14	67	112	155
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	55.2	103.8	91.7	19.9	283.9	128.1	423.1	225.3	0.0	67.4	267.0	0.0
14	Volume Separate Left	55.2	103.8		19.9	283.9		423.1	225.3		67.4	267.0	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	0.990	0.850	0.950	0.913	0.850
17	Saturated Flow Combined	1805.0	1900.0	1615.0	1805.0	1900.0	1615.0	1805.0	3583.0	0.0	1805.0	3301.7	0.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	3583.0		1805.0	3301.7	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	3.7	6.6	6.8	1.3	17.9	9.5	28.1	7.5	0.0	4.5	9.7	0.0
23	Adjusted Reference Time	8.0	10.6	10.8	8.0	21.9	13.5	32.1	11.5	8.0	8.5	13.7	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	55.231	104		19.883	284		423.07	113		67.382	133	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1900.0		120.3	1900.0		120.3	1791.5		1925.3	1650.9	
30	Reference Time A	55.1	6.6		19.8	17.9		421.9	7.5		4.5	9.7	
31	Adjusted Saturation B		1900.0			1900.0			3583.0			3301.7	
32	Reference Time B		NA			17.9			NA			NA	
33	Reference Time Lefts	NA			9.3			NA			NA		
34	Reference Time		55.1			17.9			421.9			9.7	
35	Adjusted Reference Time		59.1			21.9			425.9			13.7	
	Split Timing												
36	Ref Time Combined		6.6			17.9			7.5			9.7	
37	Ref Time By Movement	3.7	6.6		1.3	17.9		28.1	7.5		4.5	9.7	
38	Reference Time		6.6			17.9			28.1			9.7	
39	Adjusted Reference Time	10.6	10.6		21.9	21.9		32.1	32.1		13.7	13.7	

	Summary	East West	North South
40	Protected Option	29.9	45.8
41	Permitted Option	59.1	425.9
42	Split Option	32.5	45.8
43	Minimum	29.9	45.8
44	Combined	75.8	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	10.8	13.5	8.0	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	11.5	13.7	21.9	10.6
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	8.0	8.5	32.1
50	Combined	30.4		38.4	50.7

51	**Intersection Capacity Utilization**	**63.1%**
52	**Level Of Service**	**B**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: Peachtree Pky & Crosstown Dr.
Analyzed by:
Date and Time of Data: 2015 - PM

City: Peachtree City
Alternative:
Project: Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	1	1	1	1	1	2	0	1	2	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	156	326	577	13	213	488	268	148	13	131	282	115
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	155.8	325.9	576.6	13.3	213.2	488.2	268.4	161.3	0.0	131.5	396.6	0.0
14	Volume Separate Left	155.8	325.9		13.3	213.2		268.4	161.3		131.5	396.6	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	0.988	0.850	0.950	0.957	0.850
17	Saturated Flow Combined	1805.0	1900.0	1615.0	1805.0	1900.0	1615.0	1805.0	3573.0	0.0	1805.0	3460.4	0.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	3573.0		1805.0	3460.4	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	10.4	20.6	42.8	0.9	13.5	36.3	17.8	5.4	0.0	8.7	13.8	0.0
23	Adjusted Reference Time	14.4	24.6	46.8	8.0	17.5	40.3	21.8	9.4	8.0	12.7	17.8	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	155.75	326		13.255	213		268.42	81		131.45	198	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1900.0		120.3	1900.0		120.3	1786.5		1925.3	1730.2	
30	Reference Time A	155.3	20.6		13.2	13.5		267.7	5.4		8.7	13.8	
31	Adjusted Saturation B		1900.0			1900.0			3573.0			3460.4	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		155.3			13.5			267.7			13.8	
35	Adjusted Reference Time		159.3			17.5			271.7			17.8	
	Split Timing												
36	Ref Time Combined		20.6			13.5			5.4			13.8	
37	Ref Time By Movement	10.4	20.6		0.9	13.5		17.8	5.4		8.7	13.8	
38	Reference Time		20.6			13.5			17.8			13.8	
39	Adjusted Reference Time	24.6	24.6		17.5	17.5		21.8	21.8		17.8	17.8	

	Summary	East West	North South
40	Protected Option	32.6	39.6
41	Permitted Option	159.3	271.7
42	Split Option	42.0	39.6
43	Minimum	32.6	39.6
44	Combined	72.2	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	46.8	40.3	8.0	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	9.4	17.8	17.5	24.6
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	14.4	12.7	21.8
50	Combined	64.3		38.2	54.4

51	**Intersection Capacity Utilization**	60.1%
52	**Level Of Service**	B

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: Peachtree Pky. & Crosstown Dr. **City:** Peachtree City
Analyzed by: **Alternative:**
Date and Time of Data: 2025 - AM **Project:** Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	1	1	1	1	1	2	0	1	2	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	61	115	101	22	314	142	467	233	16	74	123	128
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	61.0	114.7	101.3	22.0	313.6	141.5	467.3	248.9	0.0	74.4	251.4	0.0
14	Volume Separate Left	61.0	114.7		22.0	313.6		467.3	248.9		74.4	251.4	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	0.990	0.850	0.950	0.924	0.850
17	Saturated Flow Combined	1805.0	1900.0	1615.0	1805.0	1900.0	1615.0	1805.0	3583.0	0.0	1805.0	3341.0	0.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	3583.0		1805.0	3341.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	4.1	7.2	7.5	1.5	19.8	10.5	31.1	8.3	0.0	4.9	9.0	0.0
23	Adjusted Reference Time	8.1	11.2	11.5	8.0	23.8	14.5	35.1	12.3	8.0	8.9	13.0	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	61.01	115		21.963	314		467.33	124		74.432	126	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1900.0		120.3	1900.0		120.3	1791.5		1925.3	1670.5	
30	Reference Time A	60.8	7.2		21.9	19.8		466.0	8.3		4.9	9.0	
31	Adjusted Saturation B		1900.0			1900.0			3583.0			3341.0	
32	Reference Time B		NA			19.8			NA			NA	
33	Reference Time Lefts	NA			9.5			NA			NA		
34	Reference Time		60.8			19.8			466.0			9.0	
35	Adjusted Reference Time		64.8			23.8			470.0			13.0	
	Split Timing												
36	Ref Time Combined		7.2			19.8			8.3			9.0	
37	Ref Time By Movement	4.1	7.2		1.5	19.8		31.1	8.3		4.9	9.0	
38	Reference Time		7.2			19.8			31.1			9.0	
39	Adjusted Reference Time	11.2	11.2		23.8	23.8		35.1	35.1		13.0	13.0	

	Summary	East West	North South
40	Protected Option	31.9	48.1
41	Permitted Option	64.8	470.0
42	Split Option	35.0	48.1
43	Minimum	31.9	48.1
44	Combined	80.0	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	11.5	14.5	8.0	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	12.3	13.0	23.8	11.2
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	8.1	8.9	35.1
50	Combined	31.9		40.8	54.3

51	**Intersection Capacity Utilization**	**66.6%**
52	**Level Of Service**	**C**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: Peachtree Pky & Crosstown Dr. **City:** Peachtree City
Analyzed by: **Alternative:**
Date and Time of Data: PM Rush Hour - 2025 **Project:** Transportation Plan

1	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	1	1	1	1	1	2	0	1	2	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	172	360	637	15	235	539	297	164	15	145	311	127
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	172.0	360.0	636.9	14.6	235.5	539.3	296.5	178.1	0.0	145.2	438.0	0.0
14	Volume Separate Left	172.0	360.0		14.6	235.5		296.5	178.1		145.2	438.0	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	0.988	0.850	0.950	0.957	0.850
17	Saturated Flow Combined	1805.0	1900.0	1615.0	1805.0	1900.0	1615.0	1805.0	3573.0	0.0	1805.0	3460.4	0.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	3573.0		1805.0	3460.4	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	11.4	22.7	47.3	1.0	14.9	40.1	19.7	6.0	0.0	9.7	15.2	0.0
23	Adjusted Reference Time	15.4	26.7	51.3	8.0	18.9	44.1	23.7	10.0	8.0	13.7	19.2	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	172.05	360		14.642	235		296.51	89		145.2	219	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1900.0		120.3	1900.0		120.3	1786.5		1925.3	1730.2	
30	Reference Time A	171.6	22.7		14.6	14.9		295.7	6.0		9.7	15.2	
31	Adjusted Saturation B		1900.0			1900.0			3573.0			3460.4	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		171.6			14.9			295.7			15.2	
35	Adjusted Reference Time		175.6			18.9			299.7			19.2	
	Split Timing												
36	Ref Time Combined		22.7			14.9			6.0			15.2	
37	Ref Time By Movement	11.4	22.7		1.0	14.9		19.7	6.0		9.7	15.2	
38	Reference Time		22.7			14.9			19.7			15.2	
39	Adjusted Reference Time	26.7	26.7		18.9	18.9		23.7	23.7		19.2	19.2	

	Summary	East West	North South
40	Protected Option	34.7	42.9
41	Permitted Option	175.6	299.7
42	Split Option	45.6	42.9
43	Minimum	34.7	42.9
44	Combined	77.6	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	51.3	44.1	8.0	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	10.0	19.2	18.9	26.7
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	15.4	13.7	23.7
50	Combined	69.3		40.5	58.4

51	**Intersection Capacity Utilization**	**64.7%**
52	**Level Of Service**	**C**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: Peachtree Pky. & Walt Banks
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2005 - AM
Project: Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	0	1	1	0	1	1	0	1	1	0	1	1
3	Shared LT Lane (y/n)	☑ Yes			☑ Yes			☑ Yes			☑ Yes		
4	Volume	57	2	213	7	4	6	170	143	2	1	254	139
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	0.0	59.0	213.0	0.0	11.0	6.0	0.0	313.0	2.0	0.0	255.0	139.0
14	Volume Separate Left	57.0	2.0		7.0	4.0		170.0	143.0		1.0	254.0	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	0.952	0.850	0.950	0.968	0.850	0.950	0.973	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	0.0	1808.2	1615.0	0.0	1839.5	1615.0	0.0	1848.4	1615.0	0.0	1899.6	1615.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	1900.0		1805.0	1900.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		FALSE			FALSE			FALSE			FALSE	
22	Reference Time	NA	NA	15.8	NA	NA	0.4	NA	NA	0.1	NA	NA	10.3
23	Adjusted Reference Time	NA	NA	19.8	NA	NA	8.0	NA	NA	8.0	NA	NA	14.3
	Permitted Option												
24	Proportion Lefts	1	0.97		1	0.64		1	0.54		1	0.00	
25	Volume Left Lane	0	59		0	11		0	313		0	255	
26	Proportion Lefts Left	1	0.97		1	0.64		1	0.54		1	0.00	
27	Left turn Equivalents	15.0	15.1		15.0	16.3		15.0	16.4		0.9	15.0	
28	Left turn Factor	0.07	0.07		0.07	0.09		0.07	0.11		1.07	0.95	
29	Permitted Sat Flow	0.0	123.3		0.0	171.6		0.0	196.9		0.0	1800.5	
30	Reference Time A	0.0	57.4		0.0	7.7		0.0	190.8		0.0	17.0	
31	Adjusted Saturation B		0.0			0.0			0.0			0.0	
32	Reference Time B		11.9			8.7			NA			NA	
33	Reference Time Lefts	11.8			8.5			NA			NA		
34	Reference Time		11.9			7.7			190.8			17.0	
35	Adjusted Reference Time		15.9			11.7			194.8			21.0	
	Split Timing												
36	Ref Time Combined		3.9			0.7			20.3			16.1	
37	Ref Time By Movement	3.8	0.1		0.5	0.3		11.3	9.0		0.1	16.0	
38	Reference Time		3.9			0.7			20.3			16.1	
39	Adjusted Reference Time	8.0	8.0		8.0	8.0		24.3	24.3		20.1	20.1	

	Summary	East West	North South
40	Protected Option	NA	NA
41	Permitted Option	15.9	194.8
42	Split Option	16.0	44.4
43	Minimum	15.9	44.4
44	Combined	60.3	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	19.8	8.0	8.0	14.3
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	24.3	20.1	8.0	8.0
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	8.0	20.1	24.3
50	Combined	52.1		36.1	46.6

51	**Intersection Capacity Utilization**	**50.3%**
52	**Level Of Service**	**A**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: Peachtree Pky. & Walt Banks
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2005 - PM
Project: Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	0	1	1	0	1	1	0	1	1	0	1	1
3	Shared LT Lane (y/n)	☑ Yes			☑ Yes			☑ Yes			☑ Yes		
4	Volume	140	4	166	0	1	8	242	297	1	8	226	116
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	0.0	144.0	166.0	0.0	1.0	8.0	0.0	539.0	1.0	0.0	234.0	116.0
14	Volume Separate Left	140.0	4.0		0.0	1.0		242.0	297.0		8.0	226.0	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	0.951	0.850	0.950	1.000	0.850	0.950	0.978	0.850	0.950	0.998	0.850
17	Saturated Flow Combined	0.0	1807.6	1615.0	0.0	1900.0	1615.0	0.0	1857.3	1615.0	0.0	1896.8	1615.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	1900.0		1805.0	1900.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		FALSE			FALSE			FALSE			FALSE	
22	Reference Time	NA	NA	12.3	NA	NA	0.6	NA	NA	0.1	NA	NA	8.6
23	Adjusted Reference Time	NA	NA	16.3	NA	NA	8.0	NA	NA	8.0	NA	NA	12.6
	Permitted Option												
24	Proportion Lefts	1	0.97		1	0.00		1	0.45		1	0.03	
25	Volume Left Lane	0	144		0	1		0	539		0	234	
26	Proportion Lefts Left	1	0.97		1	0.00		1	0.45		1	0.03	
27	Left turn Equivalents	15.0	15.1		15.0	15.0		15.0	16.5		0.9	15.3	
28	Left turn Factor	0.07	0.07		0.07	1.00		0.07	0.13		1.07	0.67	
29	Permitted Sat Flow	0.0	122.7		0.0	1900.0		0.0	232.9		0.0	1274.3	
30	Reference Time A	0.0	140.8		0.0	0.1		0.0	277.7		0.0	22.0	
31	Adjusted Saturation B		0.0			0.0			0.0			0.0	
32	Reference Time B		17.6			8.1			NA			NA	
33	Reference Time Lefts	17.3			0.0			NA			NA		
34	Reference Time		17.6			0.1			277.7			22.0	
35	Adjusted Reference Time		21.6			8.0			281.7			26.0	
	Split Timing												
36	Ref Time Combined		9.6			0.1			34.8			14.8	
37	Ref Time By Movement	9.3	0.3		0.0	0.1		16.1	18.8		0.5	14.3	
38	Reference Time		9.6			0.1			34.8			14.8	
39	Adjusted Reference Time	13.6	13.6		8.0	8.0		38.8	38.8		18.8	18.8	

	Summary	East West	North South
40	Protected Option	NA	NA
41	Permitted Option	21.6	281.7
42	Split Option	21.6	57.6
43	Minimum	21.6	57.6
44	Combined	79.2	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	16.3	8.0	8.0	12.6
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	38.8	18.8	8.0	13.6
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	13.6	18.8	38.8
50	Combined	63.2		34.8	65.0

51	**Intersection Capacity Utilization**	**66.0%**
52	**Level Of Service**	**C**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: Peachtree Pky. & Walt Banks
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2015 - AM
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	0	1	1	0	1	1	0	1	1	0	1	1
3	Shared LT Lane (y/n)	☑ Yes			☑ Yes			☑ Yes			☑ Yes		
4	Volume	69	2	260	9	5	7	207	174	2	1	310	169
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	0.0	71.0	260.0	0.0	14.0	7.0	0.0	381.0	2.0	0.0	311.0	169.0
14	Volume Separate Left	69.0	2.0		9.0	5.0		207.0	174.0		1.0	310.0	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	0.951	0.850	0.950	0.968	0.850	0.950	0.973	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	0.0	1807.7	1615.0	0.0	1838.9	1615.0	0.0	1848.4	1615.0	0.0	1899.7	1615.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	1900.0		1805.0	1900.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		FALSE			FALSE			FALSE			FALSE	
22	Reference Time	NA	NA	19.3	NA	NA	0.5	NA	NA	0.1	NA	NA	12.6
23	Adjusted Reference Time	NA	NA	23.3	NA	NA	8.0	NA	NA	8.0	NA	NA	16.6
	Permitted Option												
24	Proportion Lefts	1	0.97		1	0.64		1	0.54		1	0.00	
25	Volume Left Lane	0	71		0	14		0	381		0	311	
26	Proportion Lefts Left	1	0.97		1	0.64		1	0.54		1	0.00	
27	Left turn Equivalents	15.0	15.1		15.0	16.3		15.0	16.4		0.9	15.0	
28	Left turn Factor	0.07	0.07		0.07	0.09		0.07	0.11		1.07	0.96	
29	Permitted Sat Flow	0.0	122.7		0.0	170.1		0.0	196.8		0.0	1817.7	
30	Reference Time A	0.0	69.4		0.0	9.9		0.0	232.3		0.0	20.5	
31	Adjusted Saturation B		0.0			0.0			0.0			0.0	
32	Reference Time B		12.7			8.9			NA			NA	
33	Reference Time Lefts	12.6			8.6			NA			NA		
34	Reference Time		12.7			8.9			232.3			20.5	
35	Adjusted Reference Time		16.7			12.9			236.3			24.5	
	Split Timing												
36	Ref Time Combined		4.7			0.9			24.7			19.6	
37	Ref Time By Movement	4.6	0.1		0.6	0.3		13.8	11.0		0.1	19.6	
38	Reference Time		4.7			0.9			24.7			19.6	
39	Adjusted Reference Time	8.7	8.7		8.0	8.0		28.7	28.7		23.6	23.6	

	Summary	East West	North South
40	Protected Option	NA	NA
41	Permitted Option	16.7	236.3
42	Split Option	16.7	52.4
43	Minimum	16.7	52.4
44	Combined	69.1	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	23.3	8.0	8.0	16.6
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	28.7	23.6	8.0	8.7
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	8.7	23.6	28.7
50	Combined	60.1		39.6	54.0

51	**Intersection Capacity Utilization**	**57.6%**
52	**Level Of Service**	**B**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: Peachtree Pky. & Walt Banks
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2015 - PM
Project: Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	0	1	1	0	1	1	0	1	1	0	1	1
3	Shared LT Lane (y/n)	☑ Yes			☑ Yes			☑ Yes			☑ Yes		
4	Volume	171	5	202	0	1	10	295	362	1	10	275	141
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	0.0	176.0	202.0	0.0	1.0	10.0	0.0	657.0	1.0	0.0	285.0	141.0
14	Volume Separate Left	171.0	5.0		0.0	1.0		295.0	362.0		10.0	275.0	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	0.951	0.850	0.950	1.000	0.850	0.950	0.978	0.850	0.950	0.998	0.850
17	Saturated Flow Combined	0.0	1807.7	1615.0	0.0	1900.0	1615.0	0.0	1857.3	1615.0	0.0	1896.7	1615.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	1900.0		1805.0	1900.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		FALSE			FALSE			FALSE			FALSE	
22	Reference Time	NA	NA	15.0	NA	NA	0.7	NA	NA	0.1	NA	NA	10.5
23	Adjusted Reference Time	NA	NA	19.0	NA	NA	8.0	NA	NA	8.0	NA	NA	14.5
	Permitted Option												
24	Proportion Lefts	1	0.97		1	0.00		1	0.45		1	0.04	
25	Volume Left Lane	0	176		0	1		0	657		0	285	
26	Proportion Lefts Left	1	0.97		1	0.00		1	0.45		1	0.04	
27	Left turn Equivalents	15.0	15.1		15.0	15.0		15.0	16.5		0.9	15.3	
28	Left turn Factor	0.07	0.07		0.07	1.00		0.07	0.13		1.07	0.67	
29	Permitted Sat Flow	0.0	122.8		0.0	1900.0		0.0	232.9		0.0	1263.1	
30	Reference Time A	0.0	172.0		0.0	0.1		0.0	338.6		0.0	27.1	
31	Adjusted Saturation B		0.0			0.0			0.0			0.0	
32	Reference Time B		19.7			8.1			NA			NA	
33	Reference Time Lefts	19.4			0.0			NA			NA		
34	Reference Time		19.7			0.1			338.6			27.1	
35	Adjusted Reference Time		23.7			8.0			342.6			31.1	
	Split Timing												
36	Ref Time Combined		11.7			0.1			42.4			18.0	
37	Ref Time By Movement	11.4	0.3		0.0	0.1		19.6	22.9		0.7	17.4	
38	Reference Time		11.7			0.1			42.4			18.0	
39	Adjusted Reference Time	15.7	15.7		8.0	8.0		46.4	46.4		22.0	22.0	

	Summary	East West	North South
40	Protected Option	NA	NA
41	Permitted Option	23.7	342.6
42	Split Option	23.7	68.5
43	Minimum	23.7	68.5
44	Combined	92.2	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	19.0	8.0	8.0	14.5
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	46.4	22.0	8.0	15.7
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	15.7	22.0	46.4
50	Combined	73.5		38.0	76.6

51	**Intersection Capacity Utilization**	**76.8%**
52	**Level Of Service**	D

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: Peachtree Pky. & Walt Banks
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2025 - PM
Project: Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	0	1	1	0	1	1	1	1	1	0	1	1
3	Shared LT Lane (y/n)	☑ Yes			☑ Yes			☐ Yes			☑ Yes		
4	Volume	254	7	301	0	2	14	438	538	2	14	409	210
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	0.0	261.0	301.0	0.0	2.0	14.0	438.0	538.0	2.0	0.0	423.0	210.0
14	Volume Separate Left	254.0	7.0		0.0	2.0		438.0	538.0		14.0	409.0	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	0.951	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	0.998	0.850
17	Saturated Flow Combined	0.0	1807.5	1615.0	0.0	1900.0	1615.0	1805.0	1900.0	1615.0	0.0	1896.9	1615.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	1900.0		1805.0	1900.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		FALSE			FALSE			FALSE			FALSE	
22	Reference Time	NA	NA	22.4	NA	NA	1.0	NA	NA	0.1	NA	NA	15.6
23	Adjusted Reference Time	NA	NA	26.4	NA	NA	8.0	NA	NA	8.0	NA	NA	19.6
	Permitted Option												
24	Proportion Lefts	1	0.97		1	0.00		1	0.00		1	0.03	
25	Volume Left Lane	0	261		0	2		438	538		0	423	
26	Proportion Lefts Left	1	0.97		1	0.00		1	0.00		1	0.03	
27	Left turn Equivalents	15.0	15.1		15.0	15.0		15.0	15.0		0.9	15.3	
28	Left turn Factor	0.07	0.07		0.07	1.00		0.07	1.00		1.07	0.68	
29	Permitted Sat Flow	0.0	122.6		0.0	1900.0		120.3	1900.0		0.0	1288.1	
30	Reference Time A	0.0	255.4		0.0	0.1		436.8	34.0		0.0	39.4	
31	Adjusted Saturation B		0.0			0.0			1900.0			0.0	
32	Reference Time B		25.3			8.1			NA			NA	
33	Reference Time Lefts	24.9			0.0			NA			NA		
34	Reference Time		25.3			0.1			436.8			39.4	
35	Adjusted Reference Time		29.3			8.0			440.8			43.4	
	Split Timing												
36	Ref Time Combined		17.3			0.1			34.0			26.8	
37	Ref Time By Movement	16.9	0.4		0.0	0.1		29.1	34.0		0.9	25.8	
38	Reference Time		17.3			0.1			34.0			26.8	
39	Adjusted Reference Time	21.3	21.3		8.0	8.0		38.0	38.0		30.8	30.8	

	Summary	East West	North South
40	Protected Option	NA	NA
41	Permitted Option	29.3	440.8
42	Split Option	29.3	68.7
43	Minimum	29.3	68.7
44	Combined	98.1	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	26.4	8.0	8.0	19.6
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	38.0	30.8	8.0	21.3
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	21.3	30.8	38.0
50	Combined	72.3		46.8	78.9

51	**Intersection Capacity Utilization**	**81.7%**
52	**Level Of Service**	**D**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Peachtree Pky
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2005 AM
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	0	1	2	0	1	2	0	1	2	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	71	511	67	142	564	55	216	350	312	42	142	50
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	71.0	578.0	0.0	142.0	619.0	0.0	216.0	662.0	0.0	42.0	192.0	0.0
14	Volume Separate Left	71.0	578.0		142.0	619.0		216.0	662.0		42.0	192.0	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	0.983	0.850	0.950	0.987	0.850	0.950	0.929	0.850	0.950	0.961	0.850
17	Saturated Flow Combined	1805.0	3554.7	0.0	1805.0	3569.4	0.0	1805.0	3361.9	0.0	1805.0	3476.3	0.0
18	Saturated Flow Separate	1805.0	3554.7		1805.0	3569.4		1805.0	3361.9		1805.0	3476.3	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	4.7	19.5	0.0	9.4	20.8	0.0	14.4	23.6	0.0	2.8	6.6	0.0
23	Adjusted Reference Time	8.7	23.5	8.0	13.4	24.8	8.0	18.4	27.6	8.0	8.0	10.6	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	71	289		142	310		216	331		42	96	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1777.3		120.3	1784.7		120.3	1680.9		1925.3	1738.1	
30	Reference Time A	70.8	19.5		141.6	20.8		215.4	23.6		2.8	6.6	
31	Adjusted Saturation B		3554.7			3569.4			3361.9			3476.3	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		70.8			141.6			215.4			6.6	
35	Adjusted Reference Time		74.8			145.6			219.4			10.6	
	Split Timing												
36	Ref Time Combined		19.5			20.8			23.6			6.6	
37	Ref Time By Movement	4.7	19.5		9.4	20.8		14.4	23.6		2.8	6.6	
38	Reference Time		19.5			20.8			23.6			6.6	
39	Adjusted Reference Time	23.5	23.5		24.8	24.8		27.6	27.6		10.6	10.6	

	Summary	**East West**	**North South**
40	Protected Option	37.0	35.6
41	Permitted Option	145.6	219.4
42	Split Option	48.3	38.3
43	Minimum	37.0	35.6
44	Combined	72.6	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	8.0	8.0	8.0	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	27.6	10.6	24.8	23.5
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	13.4	8.7	8.0	18.4
50	Combined	49.1		40.8	49.9

51	**Intersection Capacity Utilization**	**60.5%**
52	**Level Of Service**	**B**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Peachtree Pky
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2015 AM
Project: Transportation Plan

1	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	1	1	2	1	1	2	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	110	794	104	221	876	85	239	387	345	46	157	55
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	110.3	793.6	104.0	220.5	875.9	85.4	238.6	386.6	344.6	46.4	156.9	55.2
14	Volume Separate Left	110.3	793.6		220.5	875.9		238.6	386.6		46.4	156.9	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3617.6		1805.0	3617.6		1805.0	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	7.3	26.3	7.7	14.7	29.1	6.3	15.9	12.8	25.6	3.1	5.2	4.1
23	Adjusted Reference Time	11.3	30.3	11.7	18.7	33.1	10.3	19.9	16.8	29.6	8.0	9.2	8.1
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	110.26	397		220.52	438		238.6	193		46.394	78	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		120.3	1808.8		120.3	1808.8		1925.3	1808.8	
30	Reference Time A	110.0	26.3		219.9	29.1		237.9	12.8		3.1	5.2	
31	Adjusted Saturation B		3617.6			3617.6			3617.6			3617.6	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		110.0			219.9			237.9			5.2	
35	Adjusted Reference Time		114.0			223.9			241.9			9.2	
	Split Timing												
36	Ref Time Combined		26.3			29.1			12.8			5.2	
37	Ref Time By Movement	7.3	26.3		14.7	29.1		15.9	12.8		3.1	5.2	
38	Reference Time		26.3			29.1			15.9			5.2	
39	Adjusted Reference Time	30.3	30.3		33.1	33.1		19.9	19.9		9.2	9.2	

	Summary	East West	North South
40	Protected Option	49.0	29.1
41	Permitted Option	223.9	241.9
42	Split Option	63.4	29.1
43	Minimum	49.0	29.1
44	Combined	78.0	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	11.7	10.3	29.6	8.1
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	16.8	9.2	33.1	30.3
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	18.7	11.3	8.0	19.9
50	Combined	47.2		70.7	58.3

51	**Intersection Capacity Utilization**	**65.0%**
52	**Level Of Service**	**C**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Peachtree Pky
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2025 AM
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	1	1	2	1	1	2	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	171	1232	162	342	1360	133	264	427	381	51	173	61
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	171.2	1232.4	161.6	342.5	1360.2	132.6	263.6	427.1	380.7	51.2	173.3	61.0
14	Volume Separate Left	171.2	1232.4		342.5	1360.2		263.6	427.1		51.2	173.3	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3617.6		1805.0	3617.6		1805.0	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	11.4	40.9	12.0	22.8	45.1	9.9	17.5	14.2	28.3	3.4	5.7	4.5
23	Adjusted Reference Time	15.4	44.9	16.0	26.8	49.1	13.9	21.5	18.2	32.3	8.0	9.7	8.5
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	171.23	616		342.46	680		263.56	214		51.248	87	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		120.3	1808.8		120.3	1808.8		1925.3	1808.8	
30	Reference Time A	170.8	40.9		341.5	45.1		262.8	14.2		3.4	5.7	
31	Adjusted Saturation B		3617.6			3617.6			3617.6			3617.6	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		170.8			341.5			262.8			5.7	
35	Adjusted Reference Time		174.8			345.5			266.8			9.7	
	Split Timing												
36	Ref Time Combined		40.9			45.1			14.2			5.7	
37	Ref Time By Movement	11.4	40.9		22.8	45.1		17.5	14.2		3.4	5.7	
38	Reference Time		40.9			45.1			17.5			5.7	
39	Adjusted Reference Time	44.9	44.9		49.1	49.1		21.5	21.5		9.7	9.7	

	Summary	East West	North South
40	Protected Option	71.6	31.3
41	Permitted Option	345.5	266.8
42	Split Option	94.0	31.3
43	Minimum	71.6	31.3
44	Combined	102.9	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	16.0	13.9	32.3	8.5
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	18.2	9.7	49.1	44.9
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	26.8	15.4	8.0	21.5
50	Combined	60.9		89.4	74.9

51	**Intersection Capacity Utilization**	**85.8%**
52	**Level Of Service**	**E**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Robinson
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: PM 2005
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	0	0	1	0	1	1	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☑ Yes			☐ Yes		
4	Volume	89	851	67	54	899	136	157	292	158	98	198	60
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☑ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	89.0	851.0	67.0	54.0	1035.0	0.0	0.0	607.0	0.0	98.0	258.0	0.0
14	Volume Separate Left	89.0	851.0		54.0	1035.0		157.0	450.0		98.0	258.0	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	0.980	0.850	0.950	0.949	0.850	0.950	0.965	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3546.3	0.0	0.0	1802.2	0.0	1805.0	1833.7	0.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3546.3		1805.0	1799.9		1805.0	1833.7	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			FALSE			FALSE	
22	Reference Time	5.9	28.2	5.0	3.6	35.0	0.0	NA	NA	0.0	NA	NA	0.0
23	Adjusted Reference Time	9.9	32.2	9.0	8.0	39.0	8.0	NA	NA	8.0	NA	NA	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.26		1	0.00	
25	Volume Left Lane	89	426		54	518		0	607		98	258	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.26		1	0.00	
27	Left turn Equivalents	15.0	15.0		3.3	1.7		15.0	16.4		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.30	1.00		0.07	0.20		1.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		540.0	1773.1		0.0	362.2		1925.3	1833.7	
30	Reference Time A	88.8	28.2		12.0	35.0		0.0	201.1		6.5	16.9	
31	Adjusted Saturation B		3617.6			3546.3			0.0			1833.7	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		88.8			35.0			201.1			16.9	
35	Adjusted Reference Time		92.8			39.0			205.1			20.9	
	Split Timing												
36	Ref Time Combined		28.2			35.0			40.4			16.9	
37	Ref Time By Movement	5.9	28.2		3.6	35.0		10.4	30.0		6.5	16.9	
38	Reference Time		28.2			35.0			40.4			16.9	
39	Adjusted Reference Time	32.2	32.2		39.0	39.0		44.4	44.4		20.9	20.9	

	Summary	**East West**	**North South**
40	Protected Option	48.9	NA
41	Permitted Option	92.8	205.1
42	Split Option	71.3	65.3
43	Minimum	48.9	65.3
44	Combined	114.2	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	9.0	8.0	8.0	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	44.4	20.9	39.0	32.2
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	9.9	20.9	44.4
50	Combined	9.0		67.9	84.6

51	**Intersection Capacity Utilization**	**95.2%**
52	**Level Of Service**	**F**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Peachtree Pky
Analyzed by:
Date and Time of Data: 2005 PM
City: Peachtree City
Alternative:
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	1	1	2	1	1	2	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	202	326	291	39	132	47	83	598	78	142	564	55
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	202.0	326.0	291.0	39.0	132.0	47.0	83.0	598.0	78.0	142.0	564.0	55.0
14	Volume Separate Left	202.0	326.0		39.0	132.0		83.0	598.0		142.0	564.0	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3617.6		1805.0	3617.6		1805.0	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	13.4	10.8	21.6	2.6	4.4	3.5	5.5	19.8	5.8	9.4	18.7	4.1
23	Adjusted Reference Time	17.4	14.8	25.6	8.0	8.4	8.0	9.5	23.8	9.8	13.4	22.7	8.1
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	202	163		39	66		83	299		142	282	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		120.3	1808.8		120.3	1808.8		1925.3	1808.8	
30	Reference Time A	201.4	10.8		38.9	4.4		82.8	19.8		9.4	18.7	
31	Adjusted Saturation B		3617.6			3617.6			3617.6			3617.6	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		201.4			38.9			82.8			18.7	
35	Adjusted Reference Time		205.4			42.9			86.8			22.7	
	Split Timing												
36	Ref Time Combined		10.8			4.4			19.8			18.7	
37	Ref Time By Movement	13.4	10.8		2.6	4.4		5.5	19.8		9.4	18.7	
38	Reference Time		13.4			4.4			19.8			18.7	
39	Adjusted Reference Time	17.4	17.4		8.4	8.4		23.8	23.8		22.7	22.7	

	Summary	East West	North South
40	Protected Option	25.8	37.3
41	Permitted Option	205.4	86.8
42	Split Option	25.8	46.5
43	Minimum	25.8	37.3
44	Combined	63.1	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	25.6	8.0	9.8	8.1
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	23.8	22.7	8.4	14.8
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	17.4	13.4	9.5
50	Combined	57.5		31.6	32.4

51	**Intersection Capacity Utilization**	**52.6%**
52	**Level Of Service**	**A**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Peachtree Pky
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2015 PM
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	1	1	2	1	1	2	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	129	929	121	221	876	85	223	360	321	43	146	52
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	128.9	928.7	121.1	220.5	875.9	85.4	223.1	360.1	321.4	43.1	145.8	51.9
14	Volume Separate Left	128.9	928.7		220.5	875.9		223.1	360.1		43.1	145.8	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3617.6		1805.0	3617.6		1805.0	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	8.6	30.8	9.0	14.7	29.1	6.3	14.8	11.9	23.9	2.9	4.8	3.9
23	Adjusted Reference Time	12.6	34.8	13.0	18.7	33.1	10.3	18.8	15.9	27.9	8.0	8.8	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	128.9	464		220.52	438		223.13	180		43.08	73	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		120.3	1808.8		120.3	1808.8		1925.3	1808.8	
30	Reference Time A	128.5	30.8		219.9	29.1		222.5	11.9		2.9	4.8	
31	Adjusted Saturation B		3617.6			3617.6			3617.6			3617.6	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		128.5			219.9			222.5			4.8	
35	Adjusted Reference Time		132.5			223.9			226.5			8.8	
	Split Timing												
36	Ref Time Combined		30.8			29.1			11.9			4.8	
37	Ref Time By Movement	8.6	30.8		14.7	29.1		14.8	11.9		2.9	4.8	
38	Reference Time		30.8			29.1			14.8			4.8	
39	Adjusted Reference Time	34.8	34.8		33.1	33.1		18.8	18.8		8.8	8.8	

	Summary	East West	North South
40	Protected Option	53.5	27.7
41	Permitted Option	223.9	226.5
42	Split Option	67.9	27.7
43	Minimum	53.5	27.7
44	Combined	81.1	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	13.0	10.3	27.9	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	15.9	8.8	33.1	34.8
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	18.7	12.6	8.0	18.8
50	Combined	47.6		68.9	61.6

51	**Intersection Capacity Utilization**	**67.6%**
52	**Level Of Service**	**C**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Peachtree Pky
Analyzed by:
Date and Time of Data: 2025 PM
City: Peachtree City
Alternative:
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	1	1	2	1	1	2	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	200	1442	188	342	1360	133	246	398	355	48	161	57
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	200.2	1442.2	188.1	342.5	1360.2	132.6	246.5	397.8	355.1	47.6	161.1	57.3
14	Volume Separate Left	200.2	1442.2		342.5	1360.2		246.5	397.8		47.6	161.1	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3617.6		1805.0	3617.6		1805.0	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	13.3	47.8	14.0	22.8	45.1	9.9	16.4	13.2	26.4	3.2	5.3	4.3
23	Adjusted Reference Time	17.3	51.8	18.0	26.8	49.1	13.9	20.4	17.2	30.4	8.0	9.3	8.3
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	200.17	721		342.46	680		246.48	199		47.587	81	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		120.3	1808.8		120.3	1808.8		1925.3	1808.8	
30	Reference Time A	199.6	47.8		341.5	45.1		245.8	13.2		3.2	5.3	
31	Adjusted Saturation B		3617.6			3617.6			3617.6			3617.6	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		199.6			341.5			245.8			5.3	
35	Adjusted Reference Time		203.6			345.5			249.8			9.3	
	Split Timing												
36	Ref Time Combined		47.8			45.1			13.2			5.3	
37	Ref Time By Movement	13.3	47.8		22.8	45.1		16.4	13.2		3.2	5.3	
38	Reference Time		47.8			45.1			16.4			5.3	
39	Adjusted Reference Time	51.8	51.8		49.1	49.1		20.4	20.4		9.3	9.3	

	Summary	**East West**	**North South**
40	Protected Option	78.6	29.7
41	Permitted Option	345.5	249.8
42	Split Option	101.0	29.7
43	Minimum	78.6	29.7
44	Combined	108.3	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	18.0	13.9	30.4	8.3
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	17.2	9.3	49.1	51.8
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	26.8	17.3	8.0	20.4
50	Combined	61.9		87.5	80.5

51	**Intersection Capacity Utilization**	**90.3%**
52	**Level Of Service**	**E**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Robinson
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: AM 2005
Project: Transportation Plan

1	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	0	1	1	1	1	1	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☑ Yes			☐ Yes		
4	Volume	89	851	67	163	850	47	168	314	168	105	212	64
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	89.0	851.0	67.0	163.0	897.0	0.0	0.0	482.0	168.0	105.0	276.0	0.0
14	Volume Separate Left	89.0	851.0		163.0	897.0		168.0	314.0		105.0	276.0	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	0.992	0.850	0.950	0.983	0.850	0.950	0.965	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3589.2	0.0	0.0	3733.8	1615.0	1805.0	1833.9	0.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3589.2		3610.0	1900.0		1805.0	1833.9	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			FALSE			FALSE	
22	Reference Time	5.9	28.2	5.0	10.8	30.0	0.0	NA	NA	12.5	NA	NA	0.0
23	Adjusted Reference Time	9.9	32.2	9.0	14.8	34.0	8.0	NA	NA	16.5	NA	NA	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.35		1	0.00	
25	Volume Left Lane	89	426		163	449		0	482		105	276	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.35		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	16.5		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	0.16		1.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		120.3	1794.6		0.0	582.7		1925.3	1833.9	
30	Reference Time A	88.8	28.2		162.5	30.0		0.0	99.3		7.0	18.1	
31	Adjusted Saturation B		3617.6			3589.2			0.0			1833.9	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		88.8			162.5			99.3			18.1	
35	Adjusted Reference Time		92.8			166.5			103.3			22.1	
	Split Timing												
36	Ref Time Combined		28.2			30.0			15.5			18.1	
37	Ref Time By Movement	5.9	28.2		10.8	30.0		5.6	19.8		7.0	18.1	
38	Reference Time		28.2			30.0			19.8			18.1	
39	Adjusted Reference Time	32.2	32.2		34.0	34.0		23.8	23.8		22.1	22.1	

	Summary	East West	North South
40	Protected Option	47.1	NA
41	Permitted Option	166.5	103.3
42	Split Option	66.2	45.9
43	Minimum	47.1	45.9
44	Combined	93.0	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	9.0	8.0	16.5	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	23.8	22.1	34.0	32.2
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	14.8	9.9	22.1	23.8
50	Combined	47.6		72.5	64.1

51	**Intersection Capacity Utilization**	**77.5%**
52	**Level Of Service**	**D**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Robinson
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: AM 2015
Project: Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	0	1	1	1	1	1	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☑ Yes			☐ Yes		
4	Volume	108	1037	82	66	1096	166	186	347	186	116	234	71
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	108.5	1037.4	81.7	65.8	1261.7	0.0	0.0	532.4	185.6	116.0	304.9	0.0
14	Volume Separate Left	108.5	1037.4		65.8	1261.7		185.6	346.9		116.0	304.9	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	0.980	0.850	0.950	0.983	0.850	0.950	0.965	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3546.3	0.0	0.0	3733.8	1615.0	1805.0	1833.9	0.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3546.3		3610.0	1900.0		1805.0	1833.9	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			FALSE			FALSE	
22	Reference Time	7.2	34.4	6.1	4.4	42.7	0.0	NA	NA	13.8	NA	NA	0.0
23	Adjusted Reference Time	11.2	38.4	10.1	8.4	46.7	8.0	NA	NA	17.8	NA	NA	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.35		1	0.00	
25	Volume Left Lane	108.49	519		65.826	631		0	532		115.99	305	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.35		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	16.5		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	0.16		1.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		120.3	1773.1		0.0	582.7		1925.3	1833.9	
30	Reference Time A	108.2	34.4		65.6	42.7		0.0	109.6		7.7	19.9	
31	Adjusted Saturation B		3617.6			3546.3			0.0			1833.9	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		108.2			65.6			109.6			19.9	
35	Adjusted Reference Time		112.2			69.6			113.6			23.9	
	Split Timing												
36	Ref Time Combined		34.4			42.7			17.1			19.9	
37	Ref Time By Movement	7.2	34.4		4.4	42.7		6.2	21.9		7.7	19.9	
38	Reference Time		34.4			42.7			21.9			19.9	
39	Adjusted Reference Time	38.4	38.4		46.7	46.7		25.9	25.9		23.9	23.9	

	Summary	East West	North South
40	Protected Option	57.9	NA
41	Permitted Option	112.2	113.6
42	Split Option	85.1	49.9
43	Minimum	57.9	49.9
44	Combined	107.8	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	10.1	8.0	17.8	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	25.9	23.9	46.7	38.4
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.4	11.2	23.9	25.9
50	Combined	44.4		88.4	72.3

51	**Intersection Capacity Utilization**	**89.8%**
52	**Level Of Service**	E

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Robinson
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: PM 2015 improved
Project: Transportation Plan

1	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	0	1	1	1	1	1	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	108	1037	82	66	1096	166	173	323	175	108	219	66
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☑ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	108.5	1037.4	81.7	65.8	1261.7	0.0	173.4	322.5	174.5	108.3	285.0	0.0
14	Volume Separate Left	108.5	1037.4		65.8	1261.7		173.4	322.5		108.3	285.0	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	0.980	0.850	0.950	1.000	0.850	0.950	0.965	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3546.3	0.0	1805.0	1900.0	1615.0	1805.0	1833.7	0.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3546.3		1805.0	1900.0		1805.0	1833.7	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	7.2	34.4	6.1	4.4	42.7	0.0	11.5	20.4	13.0	7.2	18.7	0.0
23	Adjusted Reference Time	11.2	38.4	10.1	8.4	46.7	8.0	15.5	24.4	17.0	11.2	22.7	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	108.49	519		65.826	631		173.43	323		108.25	285	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		120.3	1773.1		120.3	1900.0		1925.3	1833.7	
30	Reference Time A	108.2	34.4		65.6	42.7		172.9	20.4		7.2	18.7	
31	Adjusted Saturation B		3617.6			3546.3			1900.0			1833.7	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		108.2			65.6			172.9			18.7	
35	Adjusted Reference Time		112.2			69.6			176.9			22.7	
	Split Timing												
36	Ref Time Combined		34.4			42.7			20.4			18.7	
37	Ref Time By Movement	7.2	34.4		4.4	42.7		11.5	20.4		7.2	18.7	
38	Reference Time		34.4			42.7			20.4			18.7	
39	Adjusted Reference Time	38.4	38.4		46.7	46.7		24.4	24.4		22.7	22.7	

	Summary	**East West**	**North South**
40	Protected Option	57.9	38.2
41	Permitted Option	112.2	176.9
42	Split Option	85.1	47.0
43	Minimum	57.9	38.2
44	Combined	96.1	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	10.1	8.0	17.0	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	24.4	22.7	46.7	38.4
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.4	11.2	11.2	15.5
50	Combined	10.1		74.9	61.9

51	**Intersection Capacity Utilization**	**80.1%**
52	**Level Of Service**	**D**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Robinson
Analyzed by:
Date and Time of Data: 2025 AM
City: Peachtree City
Alternative:
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	1	0	1	1	1	1	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☑ Yes			☐ Yes		
4	Volume	132	1265	100	80	1336	202	205	383	205	128	259	78
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	132.2	1264.5	99.6	80.2	1335.9	202.1	0.0	588.1	205.0	128.1	336.8	0.0
14	Volume Separate Left	132.2	1264.5		80.2	1335.9		205.0	383.1		128.1	336.8	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	0.983	0.850	0.950	0.965	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	0.0	1866.9	1615.0	1805.0	1833.9	0.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3617.6		1805.0	1900.0		1805.0	1833.9	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			FALSE			FALSE	
22	Reference Time	8.8	41.9	7.4	5.3	44.3	15.0	NA	NA	15.2	NA	NA	0.0
23	Adjusted Reference Time	12.8	45.9	11.4	9.3	48.3	19.0	NA	NA	19.2	NA	NA	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.35		1	0.00	
25	Volume Left Lane	132.25	632		80.241	668		0	588		128.12	337	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.35		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	16.5		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	0.16		1.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		120.3	1808.8		0.0	291.3		1925.3	1833.9	
30	Reference Time A	131.9	41.9		80.0	44.3		0.0	242.2		8.5	22.0	
31	Adjusted Saturation B		3617.6			3617.6			0.0			1833.9	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		131.9			80.0			242.2			22.0	
35	Adjusted Reference Time		135.9			84.0			246.2			26.0	
	Split Timing												
36	Ref Time Combined		41.9			44.3			37.8			22.0	
37	Ref Time By Movement	8.8	41.9		5.3	44.3		13.6	24.2		8.5	22.0	
38	Reference Time		41.9			44.3			37.8			22.0	
39	Adjusted Reference Time	45.9	45.9		48.3	48.3		41.8	41.8		26.0	26.0	

	Summary	**East West**	**North South**
40	Protected Option	61.1	NA
41	Permitted Option	135.9	246.2
42	Split Option	94.3	67.8
43	Minimum	61.1	67.8
44	Combined	128.9	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	11.4	19.0	19.2	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	41.8	26.0	48.3	45.9
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	9.3	12.8	26.0	41.8
50	Combined	62.5		93.6	95.8

51	**Intersection Capacity Utilization**	**107.5%**
52	**Level Of Service**	**G**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Robinson
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2025 AM improved
Project: Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	3	1	1	3	0	1	1	1	1	1	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	132	1265	100	80	1336	202	205	383	205	128	259	78
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	132.2	1264.5	99.6	80.2	1538.0	0.0	205.0	383.1	205.0	128.1	336.8	0.0
14	Volume Separate Left	132.2	1264.5		80.2	1538.0		205.0	383.1		128.1	336.8	
15	Lane Utilization Factor	1.000	0.908	1.000	1.000	0.908	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	0.980	0.850	0.950	1.000	0.850	0.950	0.965	0.850
17	Saturated Flow Combined	1805.0	5175.6	1615.0	1805.0	5073.6	0.0	1805.0	1900.0	1615.0	1805.0	1833.9	0.0
18	Saturated Flow Separate	1805.0	5175.6		1805.0	5073.6		1805.0	1900.0		1805.0	1833.9	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	8.8	29.3	7.4	5.3	36.4	0.0	13.6	24.2	15.2	8.5	22.0	0.0
23	Adjusted Reference Time	12.8	33.3	11.4	9.3	40.4	8.0	17.6	28.2	19.2	12.5	26.0	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	132.25	422		80.241	513		204.99	383		128.12	337	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1725.2		120.3	1691.2		120.3	1900.0		1925.3	1833.9	
30	Reference Time A	131.9	29.3		80.0	36.4		204.4	24.2		8.5	22.0	
31	Adjusted Saturation B		5175.6			5073.6			1900.0			1833.9	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		131.9			80.0			204.4			22.0	
35	Adjusted Reference Time		135.9			84.0			208.4			26.0	
	Split Timing												
36	Ref Time Combined		29.3			36.4			24.2			22.0	
37	Ref Time By Movement	8.8	29.3		5.3	36.4		13.6	24.2		8.5	22.0	
38	Reference Time		29.3			36.4			24.2			22.0	
39	Adjusted Reference Time	33.3	33.3		40.4	40.4		28.2	28.2		26.0	26.0	

	Summary	East West	North South
40	Protected Option	53.2	43.7
41	Permitted Option	135.9	208.4
42	Split Option	73.7	54.2
43	Minimum	53.2	43.7
44	Combined	96.8	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	11.4	8.0	19.2	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	28.2	26.0	40.4	33.3
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	9.3	12.8	12.5	17.6
50	Combined	48.9		72.1	58.9

51	**Intersection Capacity Utilization**	**80.7%**
52	**Level Of Service**	**D**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Robinson
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: PM 2025 Improved
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	3	1	1	3	0	1	1	1	1	1	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	132	1265	100	80	1336	202	192	356	193	120	242	73
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	132.2	1264.5	99.6	80.2	1538.0	0.0	191.6	356.3	192.8	119.6	314.8	0.0
14	Volume Separate Left	132.2	1264.5		80.2	1538.0		191.6	356.3		119.6	314.8	
15	Lane Utilization Factor	1.000	0.908	1.000	1.000	0.908	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	0.980	0.850	0.950	1.000	0.850	0.950	0.965	0.850
17	Saturated Flow Combined	1805.0	5175.6	1615.0	1805.0	5073.6	0.0	1805.0	1900.0	1615.0	1805.0	1833.7	0.0
18	Saturated Flow Separate	1805.0	5175.6		1805.0	5073.6		1805.0	1900.0		1805.0	1833.7	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	8.8	29.3	7.4	5.3	36.4	0.0	12.7	22.5	14.3	7.9	20.6	0.0
23	Adjusted Reference Time	12.8	33.3	11.4	9.3	40.4	8.0	16.7	26.5	18.3	11.9	24.6	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	132.25	422		80.241	513		191.57	356		119.58	315	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1725.2		120.3	1691.2		120.3	1900.0		1925.3	1833.7	
30	Reference Time A	131.9	29.3		80.0	36.4		191.0	22.5		7.9	20.6	
31	Adjusted Saturation B		5175.6			5073.6			1900.0			1833.7	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		131.9			80.0			191.0			20.6	
35	Adjusted Reference Time		135.9			84.0			195.0			24.6	
	Split Timing												
36	Ref Time Combined		29.3			36.4			22.5			20.6	
37	Ref Time By Movement	8.8	29.3		5.3	36.4		12.7	22.5		7.9	20.6	
38	Reference Time		29.3			36.4			22.5			20.6	
39	Adjusted Reference Time	33.3	33.3		40.4	40.4		26.5	26.5		24.6	24.6	

	Summary	**East West**	**North South**
40	Protected Option	53.2	41.3
41	Permitted Option	135.9	195.0
42	Split Option	73.7	51.1
43	Minimum	53.2	41.3
44	Combined	94.5	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	11.4	8.0	18.3	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	26.5	24.6	40.4	33.3
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	9.3	12.8	11.9	16.7
50	Combined	47.2		70.7	58.1

51	**Intersection Capacity Utilization**	**78.8%**
52	**Level Of Service**	**D**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Walt Banks
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: AM 2005
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	0	1	1	0	1	1	1	2	1	1	2	1
3	Shared LT Lane (y/n)	☑ Yes			☑ Yes			☐ Yes			☐ Yes		
4	Volume	319	16	128	11	9	6	172	926	13	7	891	124
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	0.0	335.0	128.0	0.0	20.0	6.0	172.0	926.0	13.0	7.0	891.0	124.0
14	Volume Separate Left	319.0	16.0		11.0	9.0		172.0	926.0		7.0	891.0	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	0.952	0.850	0.950	0.973	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	0.0	1809.5	1615.0	0.0	1847.8	1615.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	3617.6		1805.0	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		FALSE			FALSE			TRUE			TRUE	
22	Reference Time	NA	NA	9.5	NA	NA	0.4	11.4	30.7	1.0	0.5	29.6	9.2
23	Adjusted Reference Time	NA	NA	13.5	NA	NA	8.0	15.4	34.7	8.0	8.0	33.6	13.2
	Permitted Option												
24	Proportion Lefts	1	0.95		1	0.55		1	0.00		1	0.00	
25	Volume Left Lane	0	335		0	20		172	463		7	446	
26	Proportion Lefts Left	1	0.95		1	0.55		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.2		15.0	16.4		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	0.07		0.07	0.11		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	0.0	124.5		0.0	194.7		120.3	1808.8		1925.3	1808.8	
30	Reference Time A	0.0	322.8		0.0	12.3		171.5	30.7		0.5	29.6	
31	Adjusted Saturation B		0.0			0.0			3617.6			3617.6	
32	Reference Time B		30.2			9.3			NA			NA	
33	Reference Time Lefts	29.2			8.7			NA			NA		
34	Reference Time		30.2			9.3			171.5			29.6	
35	Adjusted Reference Time		34.2			13.3			175.5			33.6	
	Split Timing												
36	Ref Time Combined		22.2			1.3			30.7			29.6	
37	Ref Time By Movement	21.2	1.0		0.7	0.6		11.4	30.7		0.5	29.6	
38	Reference Time		22.2			1.3			30.7			29.6	
39	Adjusted Reference Time	26.2	26.2		8.0	8.0		34.7	34.7		33.6	33.6	

	Summary	**East West**	**North South**
40	Protected Option	NA	49.0
41	Permitted Option	34.2	175.5
42	Split Option	34.2	68.3
43	Minimum	34.2	49.0
44	Combined	83.2	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	13.5	8.0	8.0	13.2
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	34.7	33.6	8.0	26.2
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	26.2	8.0	15.4
50	Combined	56.2		24.0	54.9

51	**Intersection Capacity Utilization**	**69.3%**
52	**Level Of Service**	**C**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Walt Banks
Analyzed by:
Date and Time of Data: 2015 AM
City: Peachtree City
Alternative:
Project: Transportation Plan

1	**Movement**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
2	Lanes	1	2	1	1	2	1	1	1	1	0	1	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☑ Yes		
4	Volume	210	1129	16	9	1086	151	352	18	141	12	10	7
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	209.7	1128.8	15.8	8.5	1086.1	151.2	352.4	17.7	141.4	0.0	22.1	6.6
14	Volume Separate Left	209.7	1128.8		8.5	1086.1		352.4	17.7		12.2	9.9	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	0.973	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	1805.0	1900.0	1615.0	0.0	1847.8	1615.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3617.6		1805.0	1900.0		1805.0	1900.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			FALSE			FALSE	
22	Reference Time	13.9	37.4	1.2	0.6	36.0	11.2	NA	NA	10.5	NA	NA	0.5
23	Adjusted Reference Time	17.9	41.4	8.0	8.0	40.0	15.2	NA	NA	14.5	NA	NA	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.55	
25	Volume Left Lane	209.67	564		8.533	543		352.37	18		0	22	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.55	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	16.4	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	0.11	
29	Permitted Sat Flow	120.3	1808.8		120.3	1808.8		120.3	1900.0		0.0	194.7	
30	Reference Time A	209.1	37.4		8.5	36.0		351.4	1.1		0.0	13.6	
31	Adjusted Saturation B		3617.6			3617.6			1900.0			0.0	
32	Reference Time B		NA			NA			1.1			9.4	
33	Reference Time Lefts	NA			NA			31.4			8.8		
34	Reference Time		209.1			36.0			31.4			9.4	
35	Adjusted Reference Time		213.1			40.0			35.4			13.4	
	Split Timing												
36	Ref Time Combined		37.4			36.0			1.1			1.4	
37	Ref Time By Movement	13.9	37.4		0.6	36.0		23.4	1.1		0.8	0.6	
38	Reference Time		37.4			36.0			23.4			1.4	
39	Adjusted Reference Time	41.4	41.4		40.0	40.0		27.4	27.4		8.0	8.0	

	Summary	**East West**	**North South**
40	Protected Option	58.0	NA
41	Permitted Option	213.1	35.4
42	Split Option	81.5	35.4
43	Minimum	58.0	35.4
44	Combined	93.4	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	8.0	15.2	14.5	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	27.4	8.0	40.0	41.4
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	17.9	8.0	27.4
50	Combined	43.4		62.5	76.9

51	**Intersection Capacity Utilization**	**77.8%**
52	**Level Of Service**	**D**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Walt Banks
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: AM 2025
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	1	1	1	1	0	1	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☑ Yes		
4	Volume	256	1376	19	10	1324	184	389	20	156	13	11	7
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	255.6	1376.0	19.3	10.4	1324.0	184.3	389.2	19.5	156.2	0.0	24.4	7.3
14	Volume Separate Left	255.6	1376.0		10.4	1324.0		389.2	19.5		13.4	11.0	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	0.973	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	1805.0	1900.0	1615.0	0.0	1847.8	1615.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3617.6		1805.0	1900.0		1805.0	1900.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			FALSE			FALSE	
22	Reference Time	17.0	45.6	1.4	0.7	43.9	13.7	NA	NA	11.6	NA	NA	0.5
23	Adjusted Reference Time	21.0	49.6	8.0	8.0	47.9	17.7	NA	NA	15.6	NA	NA	8.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.55	
25	Volume Left Lane	255.58	688		10.402	662		389.24	20		0	24	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.55	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	16.4	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	0.11	
29	Permitted Sat Flow	120.3	1808.8		120.3	1808.8		120.3	1900.0		0.0	194.7	
30	Reference Time A	254.9	45.6		10.4	43.9		388.2	1.2		0.0	15.0	
31	Adjusted Saturation B		3617.6			3617.6			1900.0			0.0	
32	Reference Time B		NA			NA			1.2			9.6	
33	Reference Time Lefts	NA			NA			33.9			8.9		
34	Reference Time		254.9			43.9			33.9			9.6	
35	Adjusted Reference Time		258.9			47.9			37.9			13.6	
	Split Timing												
36	Ref Time Combined		45.6			43.9			1.2			1.6	
37	Ref Time By Movement	17.0	45.6		0.7	43.9		25.9	1.2		0.9	0.7	
38	Reference Time		45.6			43.9			25.9			1.6	
39	Adjusted Reference Time	49.6	49.6		47.9	47.9		29.9	29.9		8.0	8.0	

	Summary	**East West**	**North South**
40	Protected Option	68.9	NA
41	Permitted Option	258.9	37.9
42	Split Option	97.6	37.9
43	Minimum	68.9	37.9
44	Combined	106.8	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	8.0	17.7	15.6	8.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	29.9	8.0	47.9	49.6
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	21.0	8.0	29.9
50	Combined	45.9		71.5	87.5

51	**Intersection Capacity Utilization**	**89.0%**
52	**Level Of Service**	**E**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Walt Banks
Analyzed by:
Date and Time of Data: AM 2025 improved
City: Peachtree City
Alternative:
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	1	1	1	1	2	1	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	256	1376	19	10	1324	184	13	11	7	389	20	155
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	255.6	1376.0	19.3	10.4	1324.0	184.3	13.4	11.0	7.3	389.2	19.5	155.0
14	Volume Separate Left	255.6	1376.0		10.4	1324.0		13.4	11.0		389.2	19.5	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	1805.0	1900.0	1615.0	3505.3	1900.0	1615.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3617.6		1805.0	1900.0		3505.3	1900.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	17.0	45.6	1.4	0.7	43.9	13.7	0.9	0.7	0.5	13.3	1.2	11.5
23	Adjusted Reference Time	21.0	49.6	8.0	8.0	47.9	17.7	8.0	8.0	8.0	17.3	8.0	15.5
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	255.58	688		10.402	662		13.422	11		194.62	20	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		120.3	1808.8		120.3	1900.0		1869.5	1900.0	
30	Reference Time A	254.9	45.6		10.4	43.9		13.4	0.7		13.3	1.2	
31	Adjusted Saturation B		3617.6			3617.6			1900.0			1900.0	
32	Reference Time B		NA			NA			0.7			1.2	
33	Reference Time Lefts	NA			NA			8.9			21.3		
34	Reference Time		254.9			43.9			8.9			13.3	
35	Adjusted Reference Time		258.9			47.9			12.9			17.3	
	Split Timing												
36	Ref Time Combined		45.6			43.9			0.7			1.2	
37	Ref Time By Movement	17.0	45.6		0.7	43.9		0.9	0.7		13.3	1.2	
38	Reference Time		45.6			43.9			0.9			13.3	
39	Adjusted Reference Time	49.6	49.6		47.9	47.9		8.0	8.0		17.3	17.3	

	Summary	**East West**	**North South**
40	Protected Option	68.9	25.3
41	Permitted Option	258.9	17.3
42	Split Option	97.6	25.3
43	Minimum	68.9	17.3
44	Combined	86.2	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	8.0	17.7	8.0	15.5
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	8.0	8.0	47.9	49.6
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	21.0	17.3	8.0
50	Combined	24.0		73.2	73.2

51	**Intersection Capacity Utilization**	**71.9%**
52	**Level Of Service**	**C**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Walt Banks
Analyzed by:
Date and Time of Data: PM - 2005
City: Peachtree City
Alternative:
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	1	0	1	1	0	1	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☑ Yes			☑ Yes		
4	Volume	8	891	124	172	925	13	11	9	6	319	16	127
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	8.0	891.0	124.0	172.0	925.0	13.0	0.0	20.0	6.0	0.0	335.0	127.0
14	Volume Separate Left	8.0	891.0		172.0	925.0		11.0	9.0		319.0	16.0	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	0.973	0.850	0.950	0.952	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	0.0	1847.8	1615.0	0.0	1809.5	1615.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3617.6		1805.0	1900.0		1805.0	1900.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			FALSE			FALSE	
22	Reference Time	0.5	29.6	9.2	11.4	30.7	1.0	NA	NA	0.4	NA	NA	9.4
23	Adjusted Reference Time	8.0	33.6	13.2	15.4	34.7	8.0	NA	NA	8.0	NA	NA	13.4
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.55		1	0.95	
25	Volume Left Lane	8	446		172	463		0	20		0	335	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.55		1	0.95	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	16.4		0.9	15.2	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	0.11		1.07	0.07	
29	Permitted Sat Flow	120.3	1808.8		120.3	1808.8		0.0	194.7		0.0	124.5	
30	Reference Time A	8.0	29.6		171.5	30.7		0.0	12.3		0.0	322.8	
31	Adjusted Saturation B		3617.6			3617.6			0.0			0.0	
32	Reference Time B		NA			NA			9.3			30.2	
33	Reference Time Lefts	NA			NA			8.7			29.2		
34	Reference Time		29.6			171.5			9.3			30.2	
35	Adjusted Reference Time		33.6			175.5			13.3			34.2	
	Split Timing												
36	Ref Time Combined		29.6			30.7			1.3			22.2	
37	Ref Time By Movement	0.5	29.6		11.4	30.7		0.7	0.6		21.2	1.0	
38	Reference Time		29.6			30.7			1.3			22.2	
39	Adjusted Reference Time	33.6	33.6		34.7	34.7		8.0	8.0		26.2	26.2	

	Summary	**East West**	**North South**
40	Protected Option	49.0	NA
41	Permitted Option	175.5	34.2
42	Split Option	68.2	34.2
43	Minimum	49.0	34.2
44	Combined	83.2	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	13.2	8.0	8.0	13.4
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	8.0	26.2	34.7	33.6
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	15.4	8.0	26.2	8.0
50	Combined	36.6		68.9	55.0

51	**Intersection Capacity Utilization**	**69.3%**
52	**Level Of Service**	**C**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 54 & Walt Banks
Analyzed by:
Date and Time of Data: PM - 2005
City: Peachtree City
Alternative:
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	1	2	1	0	1	1	0	1	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☑ Yes			☑ Yes		
4	Volume	10	1086	151	210	1128	16	12	10	7	352	18	140
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	9.8	1086.1	151.2	209.7	1127.6	15.8	0.0	22.1	6.6	0.0	370.0	140.3
14	Volume Separate Left	9.8	1086.1		209.7	1127.6		12.2	9.9		352.4	17.7	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	0.973	0.850	0.950	0.952	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0	0.0	1847.8	1615.0	0.0	1809.5	1615.0
18	Saturated Flow Separate	1805.0	3617.6		1805.0	3617.6		1805.0	1900.0		1805.0	1900.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			FALSE			FALSE	
22	Reference Time	0.6	36.0	11.2	13.9	37.4	1.2	NA	NA	0.5	NA	NA	10.4
23	Adjusted Reference Time	8.0	40.0	15.2	17.9	41.4	8.0	NA	NA	8.0	NA	NA	14.4
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.55		1	0.95	
25	Volume Left Lane	9.752	543		209.67	564		0	22		0	370	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.55		1	0.95	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	16.4		0.9	15.2	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	0.11		1.07	0.07	
29	Permitted Sat Flow	120.3	1808.8		120.3	1808.8		0.0	194.7		0.0	124.5	
30	Reference Time A	9.7	36.0		209.1	37.4		0.0	13.6		0.0	356.6	
31	Adjusted Saturation B		3617.6			3617.6			0.0			0.0	
32	Reference Time B		NA			NA			9.4			32.5	
33	Reference Time Lefts	NA			NA			8.8			31.4		
34	Reference Time		36.0			209.1			9.4			32.5	
35	Adjusted Reference Time		40.0			213.1			13.4			36.5	
	Split Timing												
36	Ref Time Combined		36.0			37.4			1.4			24.5	
37	Ref Time By Movement	0.6	36.0		13.9	37.4		0.8	0.6		23.4	1.1	
38	Reference Time		36.0			37.4			1.4			24.5	
39	Adjusted Reference Time	40.0	40.0		41.4	41.4		8.0	8.0		28.5	28.5	

	Summary	**East West**	**North South**
40	Protected Option	58.0	NA
41	Permitted Option	213.1	36.5
42	Split Option	81.4	36.5
43	Minimum	58.0	36.5
44	Combined	94.5	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	15.2	8.0	8.0	14.4
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	8.0	28.5	41.4	40.0
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	17.9	8.0	28.5	8.0
50	Combined	41.2		77.9	62.5

51	**Intersection Capacity Utilization**	**78.8%**
52	**Level Of Service**	**D**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 74 & Crosstown
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2015 AM
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	1	1	1	1	1	1	1	1	1	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	40	47	10	185	240	1174	52	370	81	323	238	160
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	40.0	47.4	10.4	185.0	239.8	1173.8	51.8	370.1	81.4	322.7	238.3	159.9
14	Volume Separate Left	40.0	47.4		185.0	239.8		51.8	370.1		322.7	238.3	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	1900.0	1615.0	1805.0	1900.0	1615.0	1805.0	1900.0	1615.0	1805.0	1900.0	1615.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	1900.0		1805.0	1900.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	2.7	3.0	0.8	12.3	15.1	87.2	3.4	23.4	6.0	21.5	15.1	11.9
23	Adjusted Reference Time	8.0	8.0	8.0	16.3	19.1	91.2	8.0	27.4	10.0	25.5	19.1	15.9
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	39.967	47		185.03	240		51.809	370		322.69	238	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1900.0		120.3	1900.0		120.3	1900.0		1925.3	1900.0	
30	Reference Time A	39.9	3.0		184.5	15.1		51.7	23.4		21.5	15.1	
31	Adjusted Saturation B		1900.0			1900.0			1900.0			1900.0	
32	Reference Time B		NA			15.1			NA			NA	
33	Reference Time Lefts	NA			20.3			NA			NA		
34	Reference Time		39.9			20.3			51.7			21.5	
35	Adjusted Reference Time		43.9			24.3			55.7			25.5	
	Split Timing												
36	Ref Time Combined		3.0			15.1			23.4			15.1	
37	Ref Time By Movement	2.7	3.0		12.3	15.1		3.4	23.4		21.5	15.1	
38	Reference Time		3.0			15.1			23.4			21.5	
39	Adjusted Reference Time	8.0	8.0		19.1	19.1		27.4	27.4		25.5	25.5	

	Summary	**East West**	**North South**
40	Protected Option	27.1	52.8
41	Permitted Option	43.9	55.7
42	Split Option	27.1	52.8
43	Minimum	27.1	52.8
44	Combined	80.0	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	8.0	91.2	10.0	15.9
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	27.4	19.1	19.1	8.0
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	16.3	8.0	25.5	8.0
50	Combined	51.7		54.6	31.9

51	**Intersection Capacity Utilization**	**66.6%**
52	**Level Of Service**	**C**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 74 & Crosstown
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2015 AM
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	1	1	1	1	1	1	1	1	1	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	152	298	30	204	78	403	20	582	256	195	419	172
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	152.5	297.5	29.6	204.3	78.5	402.6	19.7	582.0	256.1	195.2	419.1	171.9
14	Volume Separate Left	152.5	297.5		204.3	78.5		19.7	582.0		195.2	419.1	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	1900.0	1615.0	1805.0	1900.0	1615.0	1805.0	1900.0	1615.0	1805.0	1900.0	1615.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	1900.0		1805.0	1900.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	10.1	18.8	2.2	13.6	5.0	29.9	1.3	36.8	19.0	13.0	26.5	12.8
23	Adjusted Reference Time	14.1	22.8	8.0	17.6	9.0	33.9	8.0	40.8	23.0	17.0	30.5	16.8
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	152.47	298		204.27	78		19.699	582		195.2	419	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1900.0		120.3	1900.0		120.3	1900.0		1925.3	1900.0	
30	Reference Time A	152.0	18.8		203.7	5.0		19.6	36.8		13.0	26.5	
31	Adjusted Saturation B		1900.0			1900.0			1900.0			1900.0	
32	Reference Time B		18.8			NA			NA			NA	
33	Reference Time Lefts	18.1			NA			NA			NA		
34	Reference Time		18.8			203.7			36.8			26.5	
35	Adjusted Reference Time		22.8			207.7			40.8			30.5	
	Split Timing												
36	Ref Time Combined		18.8			5.0			36.8			26.5	
37	Ref Time By Movement	10.1	18.8		13.6	5.0		1.3	36.8		13.0	26.5	
38	Reference Time		18.8			13.6			36.8			26.5	
39	Adjusted Reference Time	22.8	22.8		17.6	17.6		40.8	40.8		30.5	30.5	

	Summary	**East West**	**North South**
40	Protected Option	40.4	57.7
41	Permitted Option	207.7	40.8
42	Split Option	40.4	71.2
43	Minimum	40.4	40.8
44	Combined	81.1	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	8.0	33.9	23.0	16.8
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	40.8	30.5	9.0	22.8
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	17.6	14.1	17.0	8.0
50	Combined	66.3		49.0	47.6

51	**Intersection Capacity Utilization**	**67.6%**
52	**Level Of Service**	**C**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 74 & Crosstown
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2025 AM
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	1	1	1	1	1	2	1	2	2	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	59	70	15	274	355	892	77	802	176	699	516	346
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	59.2	70.1	15.3	273.9	355.0	891.8	76.7	801.8	176.4	699.2	516.3	346.4
14	Volume Separate Left	59.2	70.1		273.9	355.0		76.7	801.8		699.2	516.3	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	0.971	0.952	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	1900.0	1615.0	1805.0	1900.0	1615.0	1805.0	3617.6	1615.0	3505.3	3617.6	1615.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	3617.6		3505.3	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	3.9	4.4	1.1	18.2	22.4	66.3	5.1	26.6	13.1	23.9	17.1	25.7
23	Adjusted Reference Time	8.0	8.4	8.0	22.2	26.4	70.3	9.1	30.6	17.1	27.9	21.1	29.7
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	59.16	70		273.89	355		76.689	401		349.58	258	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1900.0		120.3	1900.0		120.3	1808.8		1869.5	1808.8	
30	Reference Time A	59.0	4.4		273.1	22.4		76.5	26.6		23.9	17.1	
31	Adjusted Saturation B		1900.0			1900.0			3617.6			3617.6	
32	Reference Time B		NA			22.4			NA			NA	
33	Reference Time Lefts	NA			26.2			NA			NA		
34	Reference Time		59.0			26.2			76.5			23.9	
35	Adjusted Reference Time		63.0			30.2			80.5			27.9	
	Split Timing												
36	Ref Time Combined		4.4			22.4			26.6			17.1	
37	Ref Time By Movement	3.9	4.4		18.2	22.4		5.1	26.6		23.9	17.1	
38	Reference Time		4.4			22.4			26.6			23.9	
39	Adjusted Reference Time	8.4	8.4		26.4	26.4		30.6	30.6		27.9	27.9	

	Summary	**East West**	**North South**
40	Protected Option	34.4	58.5
41	Permitted Option	63.0	80.5
42	Split Option	34.8	58.5
43	Minimum	34.4	58.5
44	Combined	92.9	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	8.0	70.3	17.1	29.7
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	30.6	21.1	26.4	8.4
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	22.2	8.0	27.9	9.1
50	Combined	60.8		71.5	47.3

51	**Intersection Capacity Utilization**	**77.5%**
52	**Level Of Service**	**D**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 74 & Crosstown
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2025 PM
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	1	1	1	1	1	2	1	2	2	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	226	440	44	302	116	596	35	1042	459	350	750	308
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☐ Yes			☐ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	225.7	440.4	43.8	302.4	116.1	596.0	35.3	1042.3	458.6	349.6	750.5	307.9
14	Volume Separate Left	225.7	440.4		302.4	116.1		35.3	1042.3		349.6	750.5	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	0.971	0.952	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	1900.0	1615.0	1805.0	1900.0	1615.0	1805.0	3617.6	1615.0	3505.3	3617.6	1615.0
18	Saturated Flow Separate	1805.0	1900.0		1805.0	1900.0		1805.0	3617.6		3505.3	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	15.0	27.8	3.3	20.1	7.3	44.3	2.3	34.6	34.1	12.0	24.9	22.9
23	Adjusted Reference Time	19.0	31.8	8.0	24.1	11.3	48.3	8.0	38.6	38.1	16.0	28.9	26.9
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	225.69	440		302.37	116		35.278	521		174.79	375	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1900.0		120.3	1900.0		120.3	1808.8		1869.5	1808.8	
30	Reference Time A	225.1	27.8		301.5	7.3		35.2	34.6		12.0	24.9	
31	Adjusted Saturation B		1900.0			1900.0			3617.6			3617.6	
32	Reference Time B		27.8			NA			NA			NA	
33	Reference Time Lefts	23.0			NA			NA			NA		
34	Reference Time		27.8			301.5			35.2			24.9	
35	Adjusted Reference Time		31.8			305.5			39.2			28.9	
	Split Timing												
36	Ref Time Combined		27.8			7.3			34.6			24.9	
37	Ref Time By Movement	15.0	27.8		20.1	7.3		2.3	34.6		12.0	24.9	
38	Reference Time		27.8			20.1			34.6			24.9	
39	Adjusted Reference Time	31.8	31.8		24.1	24.1		38.6	38.6		28.9	28.9	

	Summary	**East West**	**North South**
40	Protected Option	55.9	54.5
41	Permitted Option	305.5	39.2
42	Split Option	55.9	67.5
43	Minimum	55.9	39.2
44	Combined	95.1	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	8.0	48.3	38.1	26.9
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	38.6	28.9	11.3	31.8
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	24.1	19.0	16.0	8.0
50	Combined	70.7		65.4	66.7

51	**Intersection Capacity Utilization**	**79.2%**
52	**Level Of Service**	**D**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 74 & Georgian Park
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: AM Rush Hour
Project: Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	0	1	1	0	1	2	1	1	2	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	162	7	105	97	20	120	78	2074	153	48	1532	99
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☑ Yes			☑ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	162.0	112.0	0.0	97.0	140.0	0.0	78.0	2074.0	153.0	48.0	1532.0	99.0
14	Volume Separate Left	162.0	112.0		97.0	140.0		78.0	2074.0		48.0	1532.0	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	0.859	0.850	0.950	0.871	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	1632.8	0.0	1805.0	1655.7	0.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0
18	Saturated Flow Separate	1805.0	1632.8		1805.0	1655.7		1805.0	3617.6		1805.0	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	10.8	8.2	0.0	6.4	10.1	0.0	5.2	68.8	11.4	3.2	50.8	7.4
23	Adjusted Reference Time	14.8	12.2	8.0	10.4	14.1	8.0	9.2	72.8	15.4	8.0	54.8	11.4
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	162	112		97	140		78	1037		48	766	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1632.8		120.3	1655.7		120.3	1808.8		1925.3	1808.8	
30	Reference Time A	161.6	8.2		96.7	10.1		77.8	68.8		3.2	50.8	
31	Adjusted Saturation B		1632.8			1655.7			3617.6			3617.6	
32	Reference Time B		NA			10.1			NA			NA	
33	Reference Time Lefts	NA			14.4			NA			NA		
34	Reference Time		161.6			14.4			77.8			50.8	
35	Adjusted Reference Time		165.6			18.4			81.8			54.8	
	Split Timing												
36	Ref Time Combined		8.2			10.1			68.8			50.8	
37	Ref Time By Movement	10.8	8.2		6.4	10.1		5.2	68.8		3.2	50.8	
38	Reference Time		10.8			10.1			68.8			50.8	
39	Adjusted Reference Time	14.8	14.8		14.1	14.1		72.8	72.8		54.8	54.8	

	Summary	East West	North South
40	Protected Option	28.9	80.8
41	Permitted Option	165.6	81.8
42	Split Option	28.9	127.6
43	Minimum	28.9	80.8
44	Combined	109.7	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	8.0	8.0	15.4	11.4
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	72.8	54.8	14.1	12.2
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	10.4	14.8	8.0	9.2
50	Combined	91.2		15.4	11.4

51	**Intersection Capacity Utilization**	**91.4%**
52	**Level Of Service**	**F**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 74 & Georgian Park
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2015 AM
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	0	1	1	0	1	2	1	1	2	1
3	Shared LT Lane (y/n)	☐ Yes			☑ Yes			☐ Yes			☐ Yes		
4	Volume	182	14	64	29	9	71	81	2448	86	59	1867	184
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☑ Yes			☑ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	182.0	78.0	0.0	0.0	109.0	0.0	81.0	2448.0	86.0	59.0	1867.0	184.0
14	Volume Separate Left	182.0	78.0		29.0	80.0		81.0	2448.0		59.0	1867.0	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	0.877	0.850	0.950	0.890	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	1666.2	0.0	0.0	3383.1	0.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0
18	Saturated Flow Separate	1805.0	1666.2		3610.0	1647.1		1805.0	3617.6		1805.0	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		FALSE			FALSE			TRUE			TRUE	
22	Reference Time	NA	NA	0.0	NA	NA	0.0	5.4	81.2	6.4	3.9	61.9	13.7
23	Adjusted Reference Time	NA	NA	8.0	NA	NA	8.0	9.4	85.2	10.4	8.0	65.9	17.7
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.27		1	0.00		1	0.00	
25	Volume Left Lane	182	78		0	109		81	1224		59	934	
26	Proportion Lefts Left	1	0.00		1	0.27		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	16.4		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	0.20		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1666.2		0.0	664.1		120.3	1808.8		1925.3	1808.8	
30	Reference Time A	181.5	5.6		0.0	19.7		80.8	81.2		3.9	61.9	
31	Adjusted Saturation B		1666.2			0.0			3617.6			3617.6	
32	Reference Time B		5.6			11.9			NA			NA	
33	Reference Time Lefts	20.1			9.0			NA			NA		
34	Reference Time		20.1			11.9			81.2			61.9	
35	Adjusted Reference Time		24.1			15.9			85.2			65.9	
	Split Timing												
36	Ref Time Combined		5.6			3.9			81.2			61.9	
37	Ref Time By Movement	12.1	5.6		1.0	5.8		5.4	81.2		3.9	61.9	
38	Reference Time		12.1			5.8			81.2			61.9	
39	Adjusted Reference Time	16.1	16.1		9.8	9.8		85.2	85.2		65.9	65.9	

	Summary	East West	North South
40	Protected Option	NA	93.2
41	Permitted Option	24.1	85.2
42	Split Option	25.9	151.1
43	Minimum	24.1	85.2
44	Combined	109.3	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	8.0	8.0	10.4	17.7
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	85.2	65.9	9.8	16.1
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	9.8	16.1	8.0	9.4
50	Combined	103.0		10.4	17.7

51	**Intersection Capacity Utilization**	**91.1%**
52	**Level Of Service**	**F**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 74 & Georgian Park
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: AM Rush Hour
Project: Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	0	1	1	0	1	2	1	1	2	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	182	14	64	29	9	71	81	2448	86	59	1867	184
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☑ Yes			☑ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	182.0	78.0	0.0	29.0	80.0	0.0	81.0	2448.0	86.0	59.0	1867.0	184.0
14	Volume Separate Left	182.0	78.0		29.0	80.0		81.0	2448.0		59.0	1867.0	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	0.877	0.850	0.950	0.867	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	1666.2	0.0	1805.0	1647.1	0.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0
18	Saturated Flow Separate	1805.0	1666.2		1805.0	1647.1		1805.0	3617.6		1805.0	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	12.1	5.6	0.0	1.9	5.8	0.0	5.4	81.2	6.4	3.9	61.9	13.7
23	Adjusted Reference Time	16.1	9.6	8.0	8.0	9.8	8.0	9.4	85.2	10.4	8.0	65.9	17.7
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	182	78		29	80		81	1224		59	934	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1666.2		120.3	1647.1		120.3	1808.8		1925.3	1808.8	
30	Reference Time A	181.5	5.6		28.9	5.8		80.8	81.2		3.9	61.9	
31	Adjusted Saturation B		1666.2			1647.1			3617.6			3617.6	
32	Reference Time B		5.6			5.8			NA			NA	
33	Reference Time Lefts	20.1			9.9			NA			NA		
34	Reference Time		20.1			9.9			81.2			61.9	
35	Adjusted Reference Time		24.1			13.9			85.2			65.9	
	Split Timing												
36	Ref Time Combined		5.6			5.8			81.2			61.9	
37	Ref Time By Movement	12.1	5.6		1.9	5.8		5.4	81.2		3.9	61.9	
38	Reference Time		12.1			5.8			81.2			61.9	
39	Adjusted Reference Time	16.1	16.1		9.8	9.8		85.2	85.2		65.9	65.9	

	Summary	East West	North South
40	Protected Option	25.9	93.2
41	Permitted Option	24.1	85.2
42	Split Option	25.9	151.1
43	Minimum	24.1	85.2
44	Combined	109.3	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	8.0	8.0	10.4	17.7
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	85.2	65.9	9.8	9.6
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	16.1	8.0	9.4
50	Combined	101.2		10.4	17.7

51	**Intersection Capacity Utilization**	**91.1%**
52	**Level Of Service**	**F**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 74 & Georgian Park
Analyzed by:
Date and Time of Data: 2015 PM
City: Peachtree City
Alternative:
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	0	1	1	0	1	2	1	1	2	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	201	15	71	32	10	78	89	2704	95	65	2062	203
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☑ Yes			☑ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	201.0	86.2	0.0	32.0	88.4	0.0	89.5	2704.1	95.0	65.2	2062.3	203.3
14	Volume Separate Left	201.0	86.2		32.0	88.4		89.5	2704.1		65.2	2062.3	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	0.877	0.850	0.950	0.867	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	1666.2	0.0	1805.0	1647.1	0.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0
18	Saturated Flow Separate	1805.0	1666.2		1805.0	1647.1		1805.0	3617.6		1805.0	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	13.4	6.2	0.0	2.1	6.4	0.0	5.9	89.7	7.1	4.3	68.4	15.1
23	Adjusted Reference Time	17.4	10.2	8.0	8.0	10.4	8.0	9.9	93.7	11.1	8.3	72.4	19.1
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	201.04	86		32.034	88		89.474	1352		65.173	1031	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1666.2		120.3	1647.1		120.3	1808.8		1925.3	1808.8	
30	Reference Time A	200.5	6.2		31.9	6.4		89.2	89.7		4.3	68.4	
31	Adjusted Saturation B		1666.2			1647.1			3617.6			3617.6	
32	Reference Time B		6.2			6.4			NA			NA	
33	Reference Time Lefts	21.4			10.1			NA			NA		
34	Reference Time		21.4			10.1			89.7			68.4	
35	Adjusted Reference Time		25.4			14.1			93.7			72.4	
	Split Timing												
36	Ref Time Combined		6.2			6.4			89.7			68.4	
37	Ref Time By Movement	13.4	6.2		2.1	6.4		5.9	89.7		4.3	68.4	
38	Reference Time		13.4			6.4			89.7			68.4	
39	Adjusted Reference Time	17.4	17.4		10.4	10.4		93.7	93.7		72.4	72.4	

	Summary	**East West**	**North South**
40	Protected Option	27.8	102.0
41	Permitted Option	25.4	93.7
42	Split Option	27.8	166.1
43	Minimum	25.4	93.7
44	Combined	119.1	

	Right Turns	**EBR**	**WBR**	**NBR**	**SBR**
45	Adjusted Reference Time	8.0	8.0	11.1	19.1
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	93.7	72.4	10.4	10.2
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	17.4	8.3	9.9
50	Combined	109.7		11.1	19.1

51	**Intersection Capacity Utilization**	**99.2%**
52	**Level Of Service**	**F**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 74 & Georgian Park - 2025 **City:** Peachtree City
Analyzed by: **Alternative:**
Date and Time of Data: AM Rush Hour **Project:** Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	0	1	1	0	1	2	1	1	2	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	198	9	128	118	24	146	95	2531	187	59	1869	121
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☑ Yes			☑ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	197.7	136.7	0.0	118.4	170.8	0.0	95.2	2530.7	186.7	58.6	1869.3	120.8
14	Volume Separate Left	197.7	136.7		118.4	170.8		95.2	2530.7		58.6	1869.3	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	0.859	0.850	0.950	0.871	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	1632.8	0.0	1805.0	1655.7	0.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0
18	Saturated Flow Separate	1805.0	1632.8		1805.0	1655.7		1805.0	3617.6		1805.0	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	13.1	10.0	0.0	7.9	12.4	0.0	6.3	83.9	13.9	3.9	62.0	9.0
23	Adjusted Reference Time	17.1	14.0	8.0	11.9	16.4	8.0	10.3	87.9	17.9	8.0	66.0	13.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	197.67	137		118.36	171		95.175	1265		58.569	935	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1632.8		120.3	1655.7		120.3	1808.8		1925.3	1808.8	
30	Reference Time A	197.1	10.0		118.0	12.4		94.9	83.9		3.9	62.0	
31	Adjusted Saturation B		1632.8			1655.7			3617.6			3617.6	
32	Reference Time B		NA			NA			NA			NA	
33	Reference Time Lefts	NA			NA			NA			NA		
34	Reference Time		197.1			118.0			94.9			62.0	
35	Adjusted Reference Time		201.1			122.0			98.9			66.0	
	Split Timing												
36	Ref Time Combined		10.0			12.4			83.9			62.0	
37	Ref Time By Movement	13.1	10.0		7.9	12.4		6.3	83.9		3.9	62.0	
38	Reference Time		13.1			12.4			83.9			62.0	
39	Adjusted Reference Time	17.1	17.1		16.4	16.4		87.9	87.9		66.0	66.0	

	Summary	East West	North South
40	Protected Option	33.5	95.9
41	Permitted Option	201.1	98.9
42	Split Option	33.5	154.0
43	Minimum	33.5	95.9
44	Combined	129.5	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	8.0	8.0	17.9	13.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	87.9	66.0	16.4	14.0
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	11.9	17.1	8.0	10.3
50	Combined	107.8		17.9	13.0

51	**Intersection Capacity Utilization**	**107.9%**
52	**Level Of Service**	**G**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 74 & Georgian Park
Analyzed by:
Date and Time of Data: 2025 PM
City: Peachtree City
Alternative:
Project: Transportation Plan

1	**Movement**	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	1	0	1	1	0	1	2	1	1	2	1
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	222	17	78	35	11	87	99	2987	105	72	2278	225
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☑ Yes			☑ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	222.1	95.2	0.0	35.4	97.6	0.0	98.8	2987.0	104.9	72.0	2278.1	224.5
14	Volume Separate Left	222.1	95.2		35.4	97.6		98.8	2987.0		72.0	2278.1	
15	Lane Utilization Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
16	Turning Factor Adjust	0.950	0.877	0.850	0.950	0.867	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	1666.2	0.0	1805.0	1647.1	0.0	1805.0	3617.6	1615.0	1805.0	3617.6	1615.0
18	Saturated Flow Separate	1805.0	1666.2		1805.0	1647.1		1805.0	3617.6		1805.0	3617.6	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	14.8	6.9	0.0	2.4	7.1	0.0	6.6	99.1	7.8	4.8	75.6	16.7
23	Adjusted Reference Time	18.8	10.9	8.0	8.0	11.1	8.0	10.6	103.1	11.8	8.8	79.6	20.7
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	222.07	95		35.386	98		98.835	1494		71.991	1139	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		15.0	15.0		0.9	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		0.07	1.00		1.07	1.00	
29	Permitted Sat Flow	120.3	1666.2		120.3	1647.1		120.3	1808.8		1925.3	1808.8	
30	Reference Time A	221.5	6.9		35.3	7.1		98.6	99.1		4.8	75.6	
31	Adjusted Saturation B		1666.2			1647.1			3617.6			3617.6	
32	Reference Time B		6.9			7.1			NA			NA	
33	Reference Time Lefts	22.8			10.4			NA			NA		
34	Reference Time		22.8			10.4			99.1			75.6	
35	Adjusted Reference Time		26.8			14.4			103.1			79.6	
	Split Timing												
36	Ref Time Combined		6.9			7.1			99.1			75.6	
37	Ref Time By Movement	14.8	6.9		2.4	7.1		6.6	99.1		4.8	75.6	
38	Reference Time		14.8			7.1			99.1			75.6	
39	Adjusted Reference Time	18.8	18.8		11.1	11.1		103.1	103.1		79.6	79.6	

	Summary	East West	North South
40	Protected Option	29.9	111.9
41	Permitted Option	26.8	103.1
42	Split Option	29.9	182.7
43	Minimum	26.8	103.1
44	Combined	129.8	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	8.0	8.0	11.8	20.7
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	103.1	79.6	11.1	10.9
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	8.0	18.8	8.8	10.6
50	Combined	119.1		11.8	20.7

51	**Intersection Capacity Utilization**	**108.2%**
52	**Level Of Service**	**G**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 74 & Rockaway
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2015 AM
Project: Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	0	0	2	1	1	0	1	0	0	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	137	393	0	0	1129	432	129	0	85	0	0	0
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☑ Yes			☑ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	136.7	393.2	0.0	0.0	1129.0	431.7	128.9	0.0	85.1	0.0	0.0	0.0
14	Volume Separate Left	136.7	393.2		0.0	1129.0		128.9	0.0		0.0	0.0	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	3617.6	0.0	0.0	3617.6	1615.0	1805.0	0.0	1615.0	0.0	0.0	0.0
18	Saturated Flow Separate	1805.0	3617.6		0.0	3617.6		1805.0	0.0		0.0	0.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	9.1	13.0	0.0	0.0	37.5	32.1	8.6	0.0	6.3	0.0	0.0	0.0
23	Adjusted Reference Time	13.1	17.0	0.0	0.0	41.5	36.1	12.6	0.0	10.3	0.0	0.0	0.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	136.66	197		0	565		128.9	0		0	0	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		0.9	15.0		15.0	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		1.07	1.00		0.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		0.0	1808.8		1925.3	0.0		0.0	0.0	
30	Reference Time A	136.3	13.0		0.0	37.5		8.6	0.0		0.0	0.0	
31	Adjusted Saturation B		3617.6			3617.6			0.0			0.0	
32	Reference Time B		NA			NA			0.0			0.0	
33	Reference Time Lefts	NA			NA			16.6			0.0		
34	Reference Time		136.3			37.5			8.6			0.0	
35	Adjusted Reference Time		140.3			41.5			12.6			8.0	
	Split Timing												
36	Ref Time Combined		13.0			37.5			0.0			0.0	
37	Ref Time By Movement	9.1	13.0		0.0	37.5		8.6	0.0		0.0	0.0	
38	Reference Time		13.0			37.5			8.6			0.0	
39	Adjusted Reference Time	17.0	17.0		41.5	41.5		12.6	12.6		0.0	0.0	

	Summary	East West	North South
40	Protected Option	54.5	12.6
41	Permitted Option	140.3	12.6
42	Split Option	58.5	12.6
43	Minimum	54.5	12.6
44	Combined	67.1	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	0.0	36.1	10.3	0.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	0.0	0.0	41.5	17.0
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	0.0	13.1	0.0	12.6
50	Combined	0.0		10.3	0.0

51	**Intersection Capacity Utilization**	**55.9%**
52	**Level Of Service**	**B**

Revision 2003.0

Intersection Capacity Utilization Worksheet

Intersection Location: SR 74 & Rockway
City: Peachtree City
Analyzed by:
Alternative:
Date and Time of Data: 2015 AM
Project: Transportation Plan

	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2	Lanes	1	2	1	0	2	1	1	0	1	0	0	0
3	Shared LT Lane (y/n)	☐ Yes			☐ Yes			☐ Yes			☐ Yes		
4	Volume	42	1101	0	0	627	71	208	0	87	0	0	0
5	Pedestrians			0			0			0			0
6	Ped Button (y/n)		☐ Yes			☐ Yes			☐ Yes			☐ Yes	
7	Pedestrian Timing Required		0			0			0			0	
8	Free Right (y/n)			☐ Yes			☐ Yes			☑ Yes			☑ Yes
9	Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10	Lost Time	4	4	4	4	4	4	4	4	4	4	4	4
11	Minimum Green	4	4	4	4	4	4	4	4	4	4	4	4
12	Reference Cycle Length	120											
13	Volume Combined	42.0	1101.1	0.0	0.0	627.4	71.4	207.7	0.0	87.3	0.0	0.0	0.0
14	Volume Separate Left	42.0	1101.1		0.0	627.4		207.7	0.0		0.0	0.0	
15	Lane Utilization Factor	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
16	Turning Factor Adjust	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850	0.950	1.000	0.850
17	Saturated Flow Combined	1805.0	3617.6	1615.0	0.0	3617.6	1615.0	1805.0	0.0	1615.0	0.0	0.0	0.0
18	Saturated Flow Separate	1805.0	3617.6		0.0	3617.6		1805.0	0.0		0.0	0.0	
19	Pedestrian Interference Time		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
20	Pedestrian Frequency		0.0%			0.0%			0.0%			0.0%	
21	**Protected Option Allowed**		TRUE			TRUE			TRUE			TRUE	
22	Reference Time	2.8	36.5	0.0	0.0	20.8	5.3	13.8	0.0	6.5	0.0	0.0	0.0
23	Adjusted Reference Time	8.0	40.5	0.0	0.0	24.8	9.3	17.8	0.0	10.5	0.0	0.0	0.0
	Permitted Option												
24	Proportion Lefts	1	0.00		1	0.00		1	0.00		1	0.00	
25	Volume Left Lane	41.976	551		0	314		207.67	0		0	0	
26	Proportion Lefts Left	1	0.00		1	0.00		1	0.00		1	0.00	
27	Left turn Equivalents	15.0	15.0		15.0	15.0		0.9	15.0		15.0	15.0	
28	Left turn Factor	0.07	1.00		0.07	1.00		1.07	1.00		0.07	1.00	
29	Permitted Sat Flow	120.3	1808.8		0.0	1808.8		1925.3	0.0		0.0	0.0	
30	Reference Time A	41.9	36.5		0.0	20.8		13.8	0.0		0.0	0.0	
31	Adjusted Saturation B		3617.6			3617.6			0.0			0.0	
32	Reference Time B		NA			NA			0.0			0.0	
33	Reference Time Lefts	NA			NA			21.8			0.0		
34	Reference Time		41.9			20.8			13.8			0.0	
35	Adjusted Reference Time		45.9			24.8			17.8			8.0	
	Split Timing												
36	Ref Time Combined		36.5			20.8			0.0			0.0	
37	Ref Time By Movement	2.8	36.5		0.0	20.8		13.8	0.0		0.0	0.0	
38	Reference Time		36.5			20.8			13.8			0.0	
39	Adjusted Reference Time	40.5	40.5		24.8	24.8		17.8	17.8		0.0	0.0	

	Summary	East West	North South
40	Protected Option	40.5	17.8
41	Permitted Option	45.9	17.8
42	Split Option	65.3	17.8
43	Minimum	40.5	17.8
44	Combined	58.3	

	Right Turns	EBR	WBR	NBR	SBR
45	Adjusted Reference Time	0.0	9.3	10.5	0.0
46	Cross Through Direction	NBT	SBT	WBT	EBT
47	Cross Through Adj Ref Time	0.0	0.0	24.8	40.5
48	Oncoming Left Direction	WBL	EBL	SBL	NBL
49	Oncoming Left Adj Ref Time	0.0	8.0	0.0	17.8
50	Combined	0.0		10.5	0.0

51	**Intersection Capacity Utilization**	**48.6%**
52	**Level Of Service**	**A**

Revision 2003.0

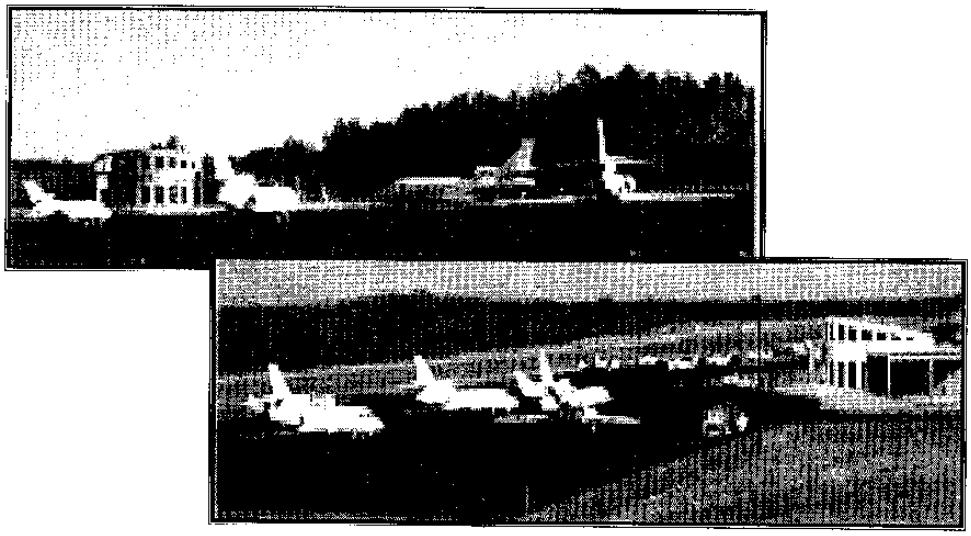
Appendix C

Airport Master Plan

March 2001

Final Draft Report

AIRPORT MASTER PLAN UPDATE



PEACHTREE CITY-FALCON FIELD

Prepared for

Peachtree City Airport Authority

Prepared by

ENGINEERS
PLANNERS
ECONOMISTS

Wilbur Smith Associates

Atlanta, Georgia

RECEIVED

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CHAPTER 1
INTRODUCTION

CHAPTER 1
INTRODUCTION

The Peachtree City-Falcon Field Airport Master Plan Update serves as a development guide for the Airport's short-term (5 to 10 years) needs and also addresses the needs of the Airport through the long-term (20 years). The Master Plan Update uses a base year of 1999 with a planning horizon extending through the year 2019. The short and long-term time frames referred to in the Master Plan Update provide a framework to ensure that the Airport's needs are identified and can be adequately met in the future.

The goal of the master planning process is to provide general facility guidelines that satisfy aviation demand while remaining compatible with the environment, other modes of transportation, community development, and other established community goals. Specific objectives of the Peachtree City-Falcon Field Airport include:

- Preparing a 20-year development plan that ensures that the Airport can safely and efficiently support the levels and types of aviation activity that will be projected for the facility over the 20-year planning period.
- Ensuring that the recommended development plan is financially feasible and will enhance the Airport's ability to operate as a self-sufficient facility.
- Developing an updated and accurate Airport Layout Plan (ALP).

While the Master Plan Update is tailored to meet specific needs at Peachtree City-Falcon Field Airport, it also adheres to guidelines established by the FAA. Important master planning objectives incorporated within Peachtree City-Falcon Field Master Plan Update include:

- Provide an effective graphic representation of the Airport's existing and recommended ultimate development and anticipated functional areas.
- Assess the feasibility of the recommended development action through a prioritized and phased schedule of recommended projects.
- Provide concise and descriptive documentation that can be clearly understood by the community and agencies charged with approving, promoting, funding, and implementing the Airport improvement program.

To meet these objectives and address the specific needs of the Airport, this Master Plan Update incorporates a series of analyses, including:

- Inventory
- Projections of Aviation Demand
- Demand Capacity Analysis and Determination of Facility Requirements
- Alternative Plan Concepts
- Environmental Overview
- Financial Feasibility Analysis
- Economic Impact Analysis
- Airport Layout Plans

These analyses are documented in subsequent chapters of the Master Plan Update.

CHAPTER 2
INVENTORY

CHAPTER 2
INVENTORY

INTRODUCTION

The Peachtree City Airport Authority, for the purpose of promoting the continued safe and efficient development of the Airport, is undertaking the 2000 Master Plan Update for Peachtree City-Falcon Field Airport. In the master planning process, the airport's existing and future role, forecasted growth, and anticipated facility requirements for the study's 20-year planning period will be examined. Based on this examination, alternative airport development plans will be analyzed and a preferred development plan will be selected for the Airport. The outcome of this Master Plan Update will be a detailed implementation plan for required projects at the airport including an analysis of funding requirements.

Preparation of the Master Plan Update for Peachtree City-Falcon Field Airport requires collection and analysis of information related to the airport as well as the area that it serves. This includes a detailed inventory of existing airport facilities, airspace concerns, pertinent local and regional conditions, and historical aviation activity in the area. This chapter summarizes information that was collected regarding the airport and the Peachtree City area for use in the Master Plan Update. This information will be used extensively throughout the study and is essential to the development of accurate aviation forecasts and determining future facility needs for Peachtree City-Falcon Field Airport.

Summarized inventory information collected for use in this Master Plan Update is presented in the following sections:

- Socioeconomic Information
- Aeronautical Activity
- Existing Studies
- Airport Inventory

Socioeconomic Information

Relevant socioeconomic information for Peachtree City-Falcon Field Airport that was collected in the inventory process is presented in the following sections:

- Location/Transportation Network
- Population Statistics
- Employment Data
- Per Capita Income
- Land Use Plans

Location/Transportation Network

Peachtree City is located in the western section of Fayette County, Georgia. Fayette County lies approximately 30 miles south of Atlanta, 70 miles northwest of Macon, and approximately 70 miles north-northeast of Columbus. Fayette County is bordered on the northeast by Clayton County, on the southeast by Spalding County, on the west by Coweta County, and on the north by Fulton County.

Peachtree City-Falcon Field Airport is located at the extreme southwest edge of Fayette County, bordered on the west by Coweta County and Line Creek. Dividend Drive also borders the airport to the east and TDK Boulevard to the north.

The primary study area for purposes of this plan is limited to the physical confines of Fayette County and its socio-economic situation.

A variety of surface transportation resources are available within Fayette County. Major communities in Fayette County are connected via Interstate 85 and State Routes 54 and 74. In addition to automobile travel, an important rail line also serves the area. The Seabord Coastline Railroad that connects College Park and Atlanta in the north to Senoia and other points to the south serves Peachtree City and western Fayette County. The rail line approximately parallels State Route 74 and crosses the Central Georgia rail line at Senoia. Adequate railroad access is important to the numerous industries located in Peachtree City and the western Fayette County area.

Air transportation resources in Peachtree City and the Fayette County area include Peachtree City-Falcon Field Airport and numerous private airports. Peachtree City-Falcon Field Airport, however, is the only airport in the area with paved runway facilities.

Population Statistics

Historical and projected population statistics were obtained from the 1998-1999 Georgia Statistical Abstract published by the Selig Center for Economic Growth at the University of Georgia. The following tables summarize population statistics for Peachtree City, Fayette County, and the State of Georgia. Historical population statistics are summarized as follows:

Table 2-1

Historical Population

Area	1990 Census	1995 Estimate	1996 Estimate	1997 Estimate	% (1990-1997)
Peachtree City	19,027	26,716	28,109	29,871	8.41%
Fayette County	62,415	78,576	81,773	85,047	5.08%
Georgia	6,478,149	7,192,305	7,334,274	7,486,242	2.09%

Note: % = Average annual growth rate for the period 1990 through 1997
Source: U.S. Census Bureau

As shown in Table 2-1, Peachtree City and Fayette County have both experienced relatively strong population growth rates since 1990 compared to the State of Georgia. While the state's population has grown at an average annual rate of 2.09 percent, Peachtree City and Fayette County have experienced average annual population growth rates of 8.41 percent and 5.08 percent, respectively. These recent growth trends are important factors that will be considered in the development of forecasts of aviation demand for the Airport.

Projections of future population growth for Peachtree City, Fayette County, and the State of Georgia are presented in the following table:

Table 2-2

Projected Population

Area	1997	2000	2010	% (1997-2010)
Peachtree City	29,871	32,000	40,000	2.53%
Fayette County	85,047	102,356	114,521	2.73%
Georgia	7,486,242	7,875,000	8,806,500	2.35%

Source: U.S. Census Bureau

As shown in Table 2-2, population projections for Fayette County anticipate an average annual population growth rate of 2.73 percent for the period 1997 through 2010. Total population in the State of Georgia is projected to grow at an average annual rate of approximately 2.35 percent over the same period.

Employment Data

Historic employment data for Fayette County was collected from local, regional, and federal sources. This data represents non-farm employment statistics for the county for the years 1990, 1995, and 1997. Statistics regarding total employment by industry in Fayette County as well as average annual unemployment rates for the county are summarized in the following table.

Table 2-3

Non-Farm Employment Data	1990	1995	1997
Miscellaneous	300	300	300
Construction	1,500	1,900	2,600
Manufacturing	3,000	4,150	4,500
Trans., Comm., & Utilities	500	850	850
Wholesale Trade	1,500	1,650	1,700
Retail Trade	3,200	4,950	7,300
Finance, Ins., & Real Estate	600	1,200	1,250
Services	3,200	5,050	6,600
Government	2,500	3,300	3,600
Total Employment	***16,300***	***23,350***	***28,700***
Unemployment Rate	***3.2%***		***2.4%***

Sources: Atlanta Regional Commission
U.S. Bureau of Labor Statistics

As shown in Table 2-3, total employment in the county has increased from 16,300 in 1990 to approximately 28,700 in 1997. Based on total employment levels, the Retail Trade, Services, and Manufacturing industry sectors are the most important sectors in the local economy. In addition, since 1990, the Retail Trade; Finance, Insurance, & Real Estate; and Services industry sectors have experienced the highest rates of growth in the county. Total employment in each of these industry sectors has more than doubled in the 7-year period represented in these statistics indicating the growing importance of these sectors in the local economy. It is important to note that the largest and most rapidly growing industry sectors in the county represent some of those sectors that traditionally have the highest propensity to use general aviation. This factor will be considered in developing projections of future aviation activity for the county.

Per Capita Income

Per capita income statistics collected from data compiled by the State Data and Research Center at Georgia Institute of Technology are presented in the following table. Per capita income statistics for the U.S., the State of Georgia, and Fayette Counties for the years 1987 through 1996 are included.

Table 2-4

	Per Capita Income		
Year	U.S.	Georgia	Fayette County
1987	15,990	14,591	18,773
1988	17,062	15,607	19,930
1989	18,172	16,478	20,773
1990	19,191	17,407	21,536
1991	19,689	17,977	22,219
1992	20,631	18,945	23,220
1993	21,365	19,774	24,125
1994	22,180	20,723	24,883
1995	23,348	21,940	25,658
1996	24,426	23,028	26,776

As shown in Table 2-4, although the State of Georgia has consistently experienced lower levels of per capita income in comparison to U.S. totals, per capita income in Fayette County has consistently outperformed both during the period 1987 through 1996. These statistics illustrate the relative strength of the Fayette County economy and will be an important consideration in developing projections of future aviation activity at Peachtree City-Falcon Field Airport.

Existing Land Use

Consideration and analysis of land uses and patterns in the immediate vicinity of an airport is of particular importance since careful consideration of land use controls and conflicts is required when evaluating airport development activities.

The existing land uses in the Peachtree City-Falcon Field Airport are illustrated on Figure 2-1.

Natural Environment

The natural environment of the airport is an important factor in planning the development of that facility. Several factors have the potential for direct or indirect effects on the development of Peachtree City-Falcon Field Airport, including:

- Climate
- Topography
- Geology/Soils

Climate

Peachtree City is located in a humid subtropic region that has a temperate climate characterized by warm summers, mild winters, and moderate to heavy rainfall. Peachtree City has an average annual rainfall of approximately 48 inches. The driest months are September, October, and November; while the wettest months are December through March and July. More than half of the annual thunderstorms occur

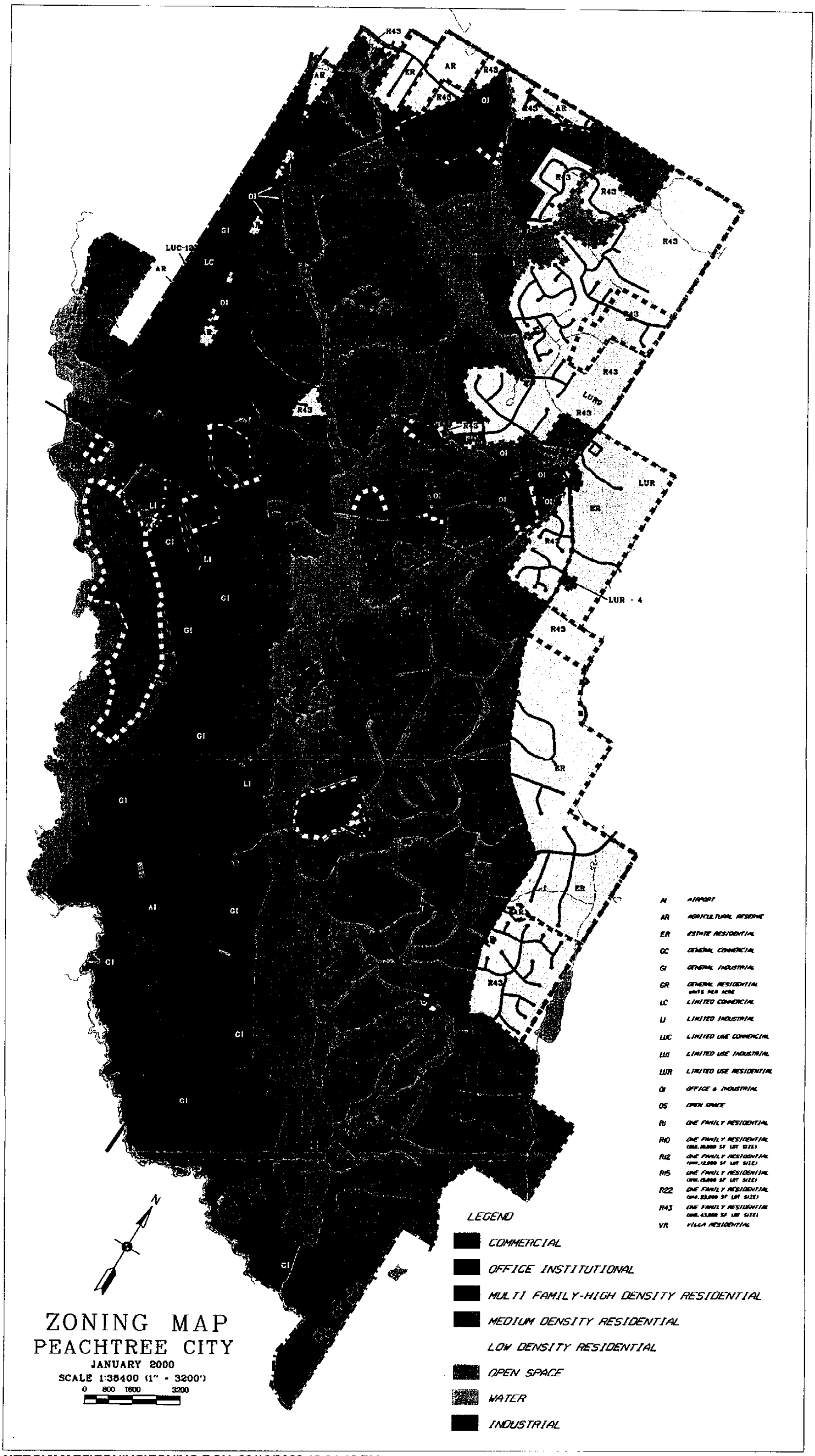

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Figure 2.1

in the summer. The average seasonal snowfall is about 1.5 inches. The average relative humidity in mid-afternoon ranges from 50 to 60 percent. Humidity is higher at night, dawn, and in the summer.

Average daily temperatures in July, the hottest month, range from a low of 69 degrees Fahrenheit to a high of 88 degrees Fahrenheit. In January, the coldest month, temperatures range from an average low of 34 degrees Fahrenheit to a high of 52 degrees Fahrenheit. The normal growing season is approximately 250 days. Prevailing winds are northwesterly in winter and southeasterly in summer. February has the highest average wind speed, 11 miles per hour.

Topography

Peachtree City lies in the midland Georgia subsection of the southern Piedmont physiographic province of the United States. The Southern Piedmont contains several slope districts. Peachtree City lies in the Greenville Slope District. This district encompasses all or parts of Fulton, Clayton, Fayette, Coweta, Henry, Spalding, Pike, Lamar, Upson, Meriwether, Heard, Troup, and Harris Counties. The Greenville Slope District is characterized by rolling topography that decreases gradually in elevation from 1,000 feet in the northeast to 600 feet in the southwest. Elevation in Peachtree City ranges from 760 feet to 995 feet above sea level. Most of Peachtree City has slopes of 10 percent or less. Ridgetops are mostly smooth and convex; hillsides irregular, convex and fairly steep adjacent to small drainageways. On these drainageways, however, slopes range from 10 to 25 percent. Floodplains are nearly level.

Geology

Underlying the Piedmont Province is a complex of igneous and metamorphic rocks. This crystalline bedrock consists mostly of Precambrian metamorphic rocks; mica schist; sillimanite schist; hornblende gneiss; and porphyritic and undifferentiated granites.

Depth to bedrock is generally greater than five feet. Granite outcrops are found in areas between Peachtree City and Tyrone; in and around Tyrone; between Peachtree City and Fayetteville; near Woolsey; and southeast of Brooks.

Soils

Soil is a product of geologic weathering and biological activity. Soils in the vicinity of Falcon Field are generally red in color and well drained. These soils were formed from igneous and metamorphic rocks and range in texture generally from sandy loam to sandy clay loam.

Soils in the area are grouped into ten series. A soil series is a collection of soils, which have similar profiles. Except for differences in texture of the surface layer or of the underlying substratum, all the soils in a series have major horizons that are similar in composition, thickness and arrangement in the profile. A soil series is usually named

for geographic place or feature near the location where that series was first observes and mapped.

A soil phase indicates a feature such as texture, slope, erosion, stoniness, wetness or other characteristics, which may vary between soils in a series. These differences are the bases for dividing a series into a phase. Table 2-5 summarizes the slope and texture characteristics of the ten soil series.

Table 2-5

Phase of Soil Series Found in Peachtree City

Phase	Series	Texture	Slope %
AkA	Altavista	Sandy loam	0 to 3
AmB	Appling	Sandy loam	2 to 6
AmC	Appling	Sandy loam	6 to 10
AsC	Ashlar	Sandy loam	2 to 10
AtE	Ashlar	Sandy loam, very rocky	10 to 25
CeB	Cecil	Sandy loam	2 to 6
CeC	Cecil	Sandy loam	6 to 10
CfC2	Cecil	Sandy clay loam	6 to 10
DgB	Davidson	Loam	2 to 6
GeB	Gwinnett	Sandy loam	2 to 6
GwC3	Gwinnett	Sandy clay loam	6 to 10
GwE2	Gwinnett	Sandy clay loam	10 to 25
MdB	Madison	Sandy loam	2 to 6
MfC2	Madison	Sandy clay loam	6 to 10
MfE2	Madison	Sandy clay loam	10 to 25
PaE	Pacolet	Sandy loam	0 to 2
To	Toccoa	Sandy loam	0 to 2
WH	Wehadkee	Silt loam	0 to 1

Source: Soil Survey of Clayton, Fayette, and Henry Counties, Georgia, U.S. Department of Agriculture, Soil Conservation Service and University of Georgia, College of Agriculture, Agricultural Experiment Stations.

Aeronautical Activity

As part of this inventory effort, historical statistics regarding aeronautic activity in the study area were examined for the years 1989 to 1999. Data examined included airport activity statistics for Peachtree City-Falcon Field Airport.

Airport Activity Statistics

In general, airport activity statistics can be discussed in two major components, aircraft operations and based aircraft. Aircraft operations represent take-offs and landings that

occur at an airport and are typically presented as annual totals. It is important to note that an aircraft landing and then taking off at an airport constitutes two operations. Based aircraft represent those aircraft permanently maintained, stored in aircraft hangars, or tied-down on apron space at an airport. Total based aircraft at an airport are typically broken down by type of aircraft (e.g. single-engine, multiengine, jet, helicopter, and other).

Airport activity statistics are vital to understanding the levels and types of activity occurring at an airport and are fundamental elements used in projecting future airport activity. The following sections present historical airport activity statistics for Peachtree City-Falcon Field Airport for the years 1989 to1999.

AIRCRAFT OPERATIONS

A summary of annual aircraft operations at the Airport is presented in the following table. Total aircraft operations at the Airport are comprised of both local and itinerant operations. Local operations represent those aircraft that stay within a 20-mile radius of the airport and are typically comprised primarily of training operations. Itinerant operations represent aircraft coming to the Airport from other area airports and are aircraft that have traveled outside of a 20-mile radius before returning to Peachtree City-Falcon Field Airport.

Table 2-6

Airport Operations

Year	Air Carrier	Commuter	Air Taxi	GA Local	GA Itinerant	Military	Total
1989	0	0	500	32,700	21,800	0	55,000
1990	0	0	0	33,000	22,000	0	55,000
1991	0	0	0	20,000	5,500	0	25,500
1992	0	0	1,750	17,010	23,085	0	42,645
1993	0	0	1,750	17,810	23,085	0	42,645
1994*							N/A
1995	0	0	1,925	20,732	24,150	2,500	49,307
1996	0	0	1,925	20,732	24,150	2,500	49,307
1997*							N/A
1998	0	0	1,925	20,732	25,360	2,500	50,517
1999	0	0	1,925	20,732	25,360	2,500	50,517

Source: FAA 5010 Form

Data not available for these years

Based Aircraft

A summary of historical based aircraft statistics for Peachtree City-Falcon Field Airport, by based aircraft type, is presented in the Table 2-7.

Table 2-7

Based Aircraft

Year	Single Engine	Multi Engine	Jet	Helicopters	Gliders	Military	Ultra-Light	Total
1989	47	20	1	0	0	0	0	68
1990	47	22	0	0	0	0	0	69
1991	48	20	1	0	0	0	1	70
1992	63	17	1	0	0	0	1	82
1993	58	17	1	0	0	0	0	76
1994*								N/A
1995	86	18	3	0	0	0	0	107
1996	86	18	3	0	0	0	0	107
1997*								N/A
1998	94	11	2	1	0	0	0	108
1999	108	19	0	1	0	0	0	128
2000	111	26	1	1	0	0	0	138

Source: FAA 5010 Form and Airport Manager
* - Data not available for these years

Existing Studies

As part of the Master Plan Update for Peachtree City-Falcon Field Airport, previous plans or studies conducted by the Peachtree City Airport Authority, and the State of Georgia were examined. Specific studies that were examined include:

- Current Airport Master Plan
- ALP Drawings
- Property Information
- State Airport System Plan/Atlanta Regional Plan
- National Plan of Integrated Airport Systems
- Area Comprehensive Plans
- Industrial Development Activity

Any information that was contained in these documents that could potentially impact the Airport was noted and compiled into this study's general data bank for use in analyses that will be conducted in later elements of this study. The studies or plans that were examined in this inventory process are summarized in the following sections.

Current Airport Master Plan

Wilbur Smith Associates completed the Airport's current Master Plan in 1987. Based on the analysis that was conducted in the study, major facility improvement and expansion projects were recommended for the airport. Projects recommended in the Master Plan that have been completed at the Airport since 1987 include, reconstruction of the runway, taxiway construction and improvement, terminal construction, hangar construction, and various NAVAID improvements.

ALP Drawings

ALP drawings are typically developed to illustrate existing facilities at an airport as well as the location and sizes of facilities recommended for construction at the airport based on projected levels of activity and anticipated development trends. Since Peachtree City-Falcon Field Airport's last Master Plan, the Airport's ALP has been updated several times, most recently in 1993. The most recent ALP, and the projects depicted therein, will be re-evaluated and updated in this Master Plan Update. Throughout the study, the ALP will function as an important tool in evaluating facility development alternatives in this Master Plan Update.

State Airport System Plan/Atlanta Regional Plan

Peachtree City-Falcon Field Airport is included in the Atlanta regional airport system and, therefore, was not included in Georgia's most recent State Airport System Plan. The airport was, however, included in the *Atlanta Region Airport System Plan Update - General Aviation Component* that was sponsored by the Atlanta Regional Commission.

Major recommendations regarding Peachtree City-Falcon Field Airport that were put forth in the study included conducting this Master Plan Update, as well as implementing all planned projects contained in the previous master plan, and continued monitoring of development on properties adjacent to the Airport to ensure that all development is compatible with Airport operations.

National Plan of Integrated Airport Systems (NPIAS)

The NPIAS identifies the composition of the national airport system by determining the roles of all the airports included in the system. In addition, the NPIAS also identifies planned airport development and costs necessary to expand and improve the system in order to anticipate and meet the present and future needs of civil aeronautics, to support the national defense, and to meet special needs of the U.S. Postal Service. Other major goals of the national airport system, as part of the national transportation system, are to provide for the safe, rapid, and efficient transportation of passengers and goods by aircraft based on the needs of all segments of civil aviation.

Currently the NPIAS only contains approximately 3,344 of the more than 18,300 airports and landing strips located in the U.S. The included airports account for all of the passengers and cargo enplaned by commercial air carriers and over 90 percent of all general aviation activity in the country. Based on FAA's general guidelines for the NPIAS, as contained in FAA Order 5090.3B, an airport must be included in the NPIAS

to be eligible to receive FAA airport development grants. Peachtree City-Falcon Field Airport is currently included in the NPIAS and is identified as a reliever airport indicating that the facility is designated by FAA to relieve congestion by diverting general aviation activity away from Atlanta Hartsfield International Airport, the Atlanta area's primary large commercial service airport.

AIRPORT INVENTORY

A comprehensive inventory of existing airport facilities, activities, and other information was undertaken to compile a current and updated data bank of pertinent information that will be used throughout the study. This information was collected from a variety of sources including FAA databases, previous planning documents, and several on-site visits and interviews with airport representatives, local planning agencies, airport users, and other interested parties. This section describes the existing airport facilities at Peachtree City-Falcon Field Airport and provides background information on the Airport and the area that it serves.

For ease of reference, the description of the airport inventory is grouped into the following three major components:

- Airside Facilities
- Landside Facilities
- Other Airport Information

AIRSIDE FACILITIES

Airside facilities are typically defined as those airport areas that support aircraft operations. These areas typically include runways, taxiways, aircraft storage areas, airfield lighting and signage systems, and weather observation aids. Detailed information regarding the airside facilities at Peachtree City-Falcon Field Airport is presented in the following sections.

Runways

Peachtree City-Falcon Field Airport has one active runway, Runway 13/31. The runway is asphalt and measures 5,220 feet long and 100 feet wide. It is considered to be in good condition. Runway 13/31 is designed to accommodate aircraft weighing up to 48,000 pounds single wheel gear (SWG) and up to 60,000 dual wheel gear (DWG). The runway has non-precision instrument markings that are in good condition and is also equipped with Medium Intensity Runway Lights (MIRL). Precision Approach Path Indicators (PAPI) are located on both ends of Runway 13/31, and Runway End Identifier Lights (REIL) are located on Runway 13. In addition, an Omni-Directional Approach Lighting System (ODALS) is available on Runway 31. Both ends of the runway are

supported by non-precision approaches.

Taxiways

A full-length parallel taxiway ("A") is currently available at the Airport. This taxiway formerly functioned as the Airport's runway; however, it was developed into a taxiway in conjunction with the construction of the Airport's present runway, Runway 13/31. Taxiway "A" is 35 feet wide and was designed to accommodate aircraft weighing up to 60,000 pounds with dual-wheel gear configuration. Medium Intensity Taxiway Lights (MITL) identify the taxiway in times of limited visibility. Three exits from the runway to the taxiway are available; each exit taxiway is also 35 feet wide and identified by MITL.

Aircraft Storage

Area used for aircraft storage falls into two general categories; the area required for aircraft that are hangared and the apron space dedicated to aircraft that are tied down. There is approximately 13.8 acres of apron space with 120 tiedown positions, including 1 Helicopter pad. Capacity for hangared aircraft is distributed among 12 Conventional storage hangers with one additional under construction, 14 port-a-ports, and 2 T-hangars with capacity for 24 aircraft, 10 and 14 units each.

In addition, there are 3 large maintenance hangars with considerable office space north and northeast of the terminal building. The buildings are 31,200, 45,170, and 51,185 square feet in area. East of the terminal building there are 2 existing office buildings with hangar space for aircraft; these buildings are 8,940 and 9,460 square feet in area.

Airfield Lighting and Navigational Aids

Airfield lighting aids at an airport are used to facilitate aircraft operations in periods of limited visibility and adverse weather conditions. Airfield lighting includes runway and taxiway lighting as well as airport identification lighting. A rotating beacon located northwest of the FBO maintenance hangar identifies Peachtree City - Falcon Field Airport. The rotating beacon produces two beams of light, one clear and one green, separated by 180 degrees. The characteristics of the rotating beacon make it easily visible to aircraft pilots in the area and aid the pilots in identifying the airport.

A previously discussed, Medium Intensity Runway and Taxiway Lights (MIRL and MITL) are available at the airport. These lighting systems are used to delineate the runway and taxiways during periods of darkness and/or restricted visibility and can be seen several miles from the airport during periods of good visibility. In addition to the MIRL, Runway 13/31 is equipped with Runway End Identification Lights (REIL) on Runway 13 and an Omni Directional Approach Lighting System (ODALS) to Runway 31. Precision Approach Path Indicators (PAPI) are available on both ends of Runway 13/31.

Navigational aids (NAVAIDs) are comprised of any device, either airborne or on the ground, which provides point-to-point guidance information or position data to aircraft in flight. Navigational aids currently available at Peachtree City-Falcon Field Airport include VOR/DME and localizer equipment that support non-precision instrument approaches to the Airport's runways DME.

Table 2-8 summarizes the non-precision instrument approaches that are presently available to Runway 13/31. Included in the table is the type of approach and the approach minimums for category C aircraft.

Table 2-8

		Approach Minimums	
Runway	**Type**	**Decision Height (AGL)**	**Visibility**
RWY 31	VOR/DME RNAV or GPS	500 ft.	1.25 Miles
RWY 31	LOC/DME	500 ft.	1.25 Miles
RWY 31	NDB	600 ft.	1.50 Miles
RWY 13	LOC BC/DME	500 ft.	1.25 Miles

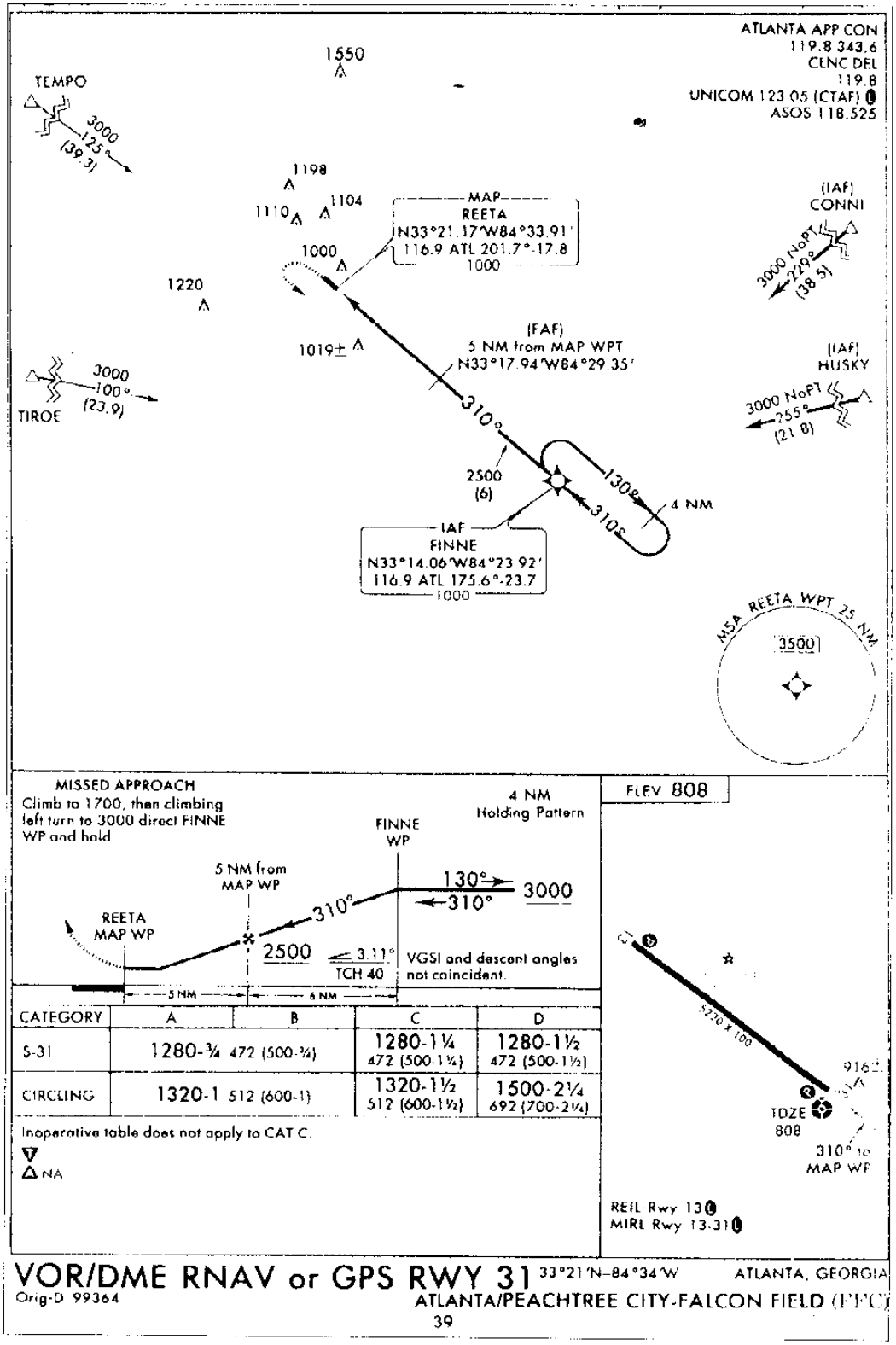
Source: Terminal Procedures Publication, SE-4, September 1999

Figures 2-3 through 2-6 present the approaches for Peachtree City Airport.

Weather Observation Aids

Weather observation aids at the airport are comprised of an Automated Surface Observation System (ASOS). An ASOS is an electronic system that provides pilots with real-time weather data via radio signals or over the telephone. Weather data collected and transmitted by ASOS include: altimeter, wind, temperature, dew point, visibility, cloud/ceiling, and precipitation (identification, intensity, and freezing condition) data. The ASOS was constructed by the FAA, but is maintained by the National Oceanic and Atmospheric Administration.

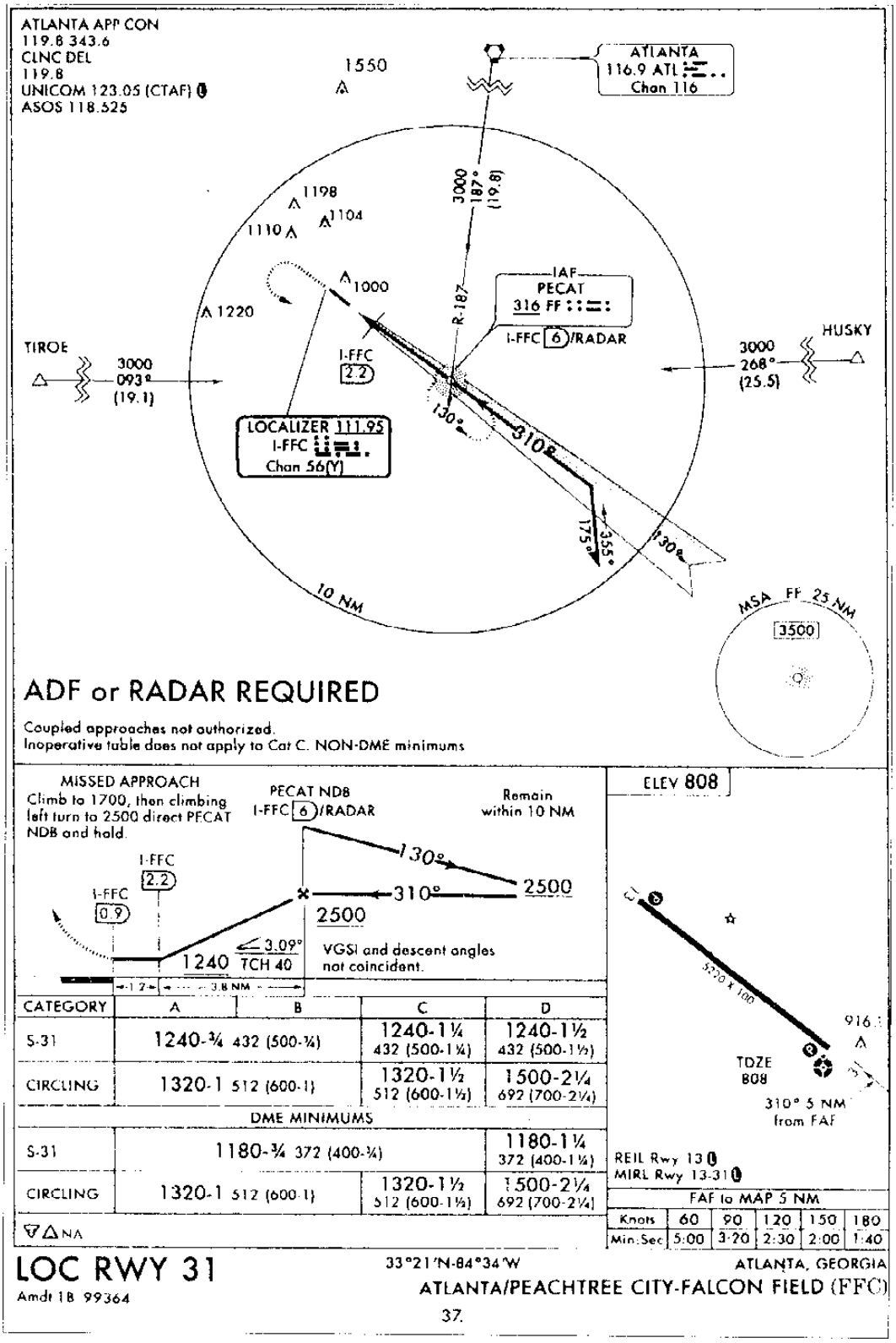
Figure 2-2



CATEGORY	A	B	C	D
S-31	1280-¾ 472 (500-¾)		1280-1¼ 472 (500-1¼)	1280-1½ 472 (500-1½)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1500-2¼ 692 (700-2¼)

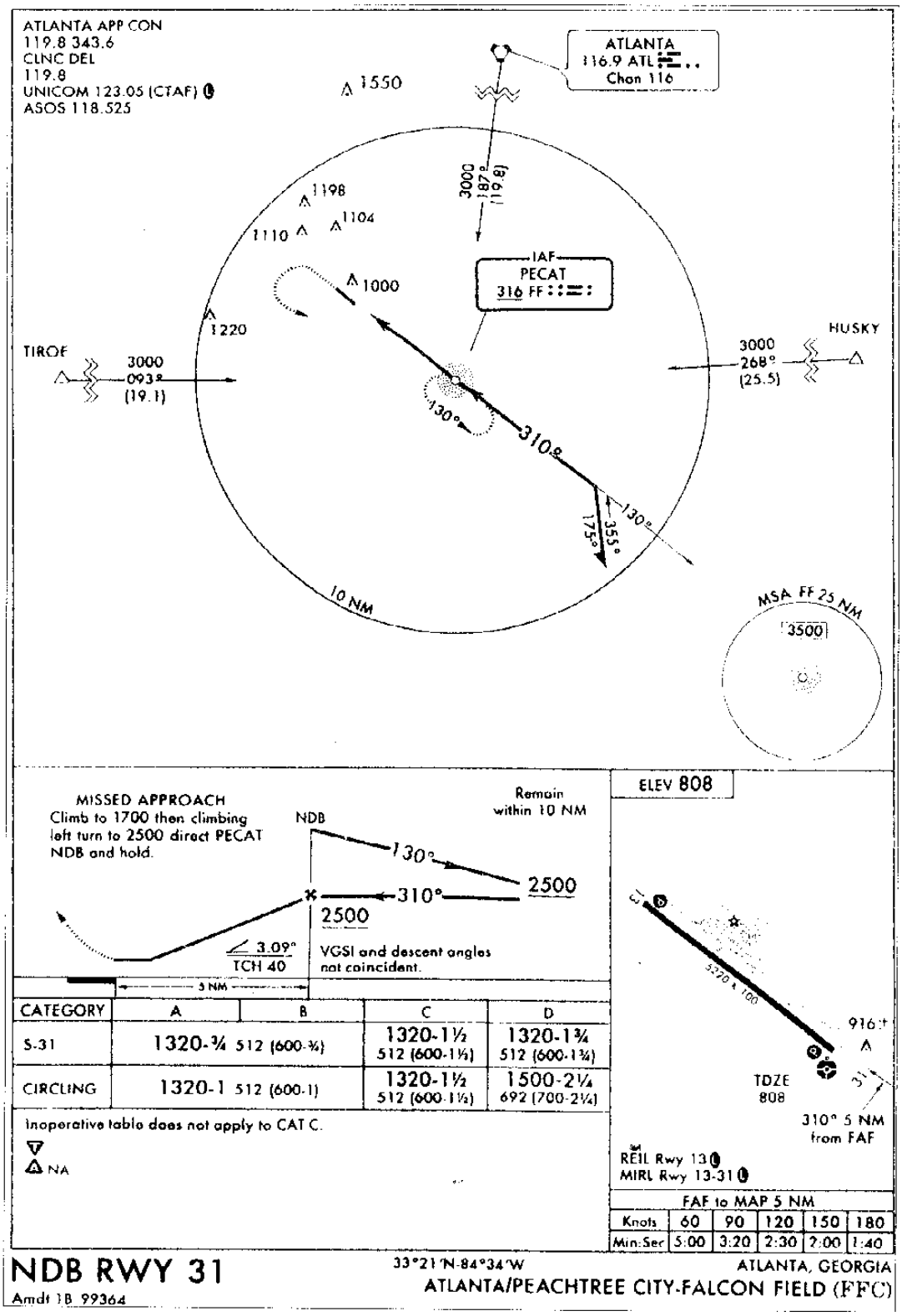
Inoperative table does not apply to CAT C.
▽
△ NA

Figure 2-3



CATEGORY	A	B	C	D
S-31	1240-¾ 432 (500-¾)		1240-1¼ 432 (500-1¼)	1240-1½ 432 (500-1½)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1500-2¼ 692 (700-2¼)
DME MINIMUMS				
S-31	1180-¾ 372 (400-¾)			1180-1¼ 372 (400-1¼)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1500-2¼ 692 (700-2¼)

Figure 2-4

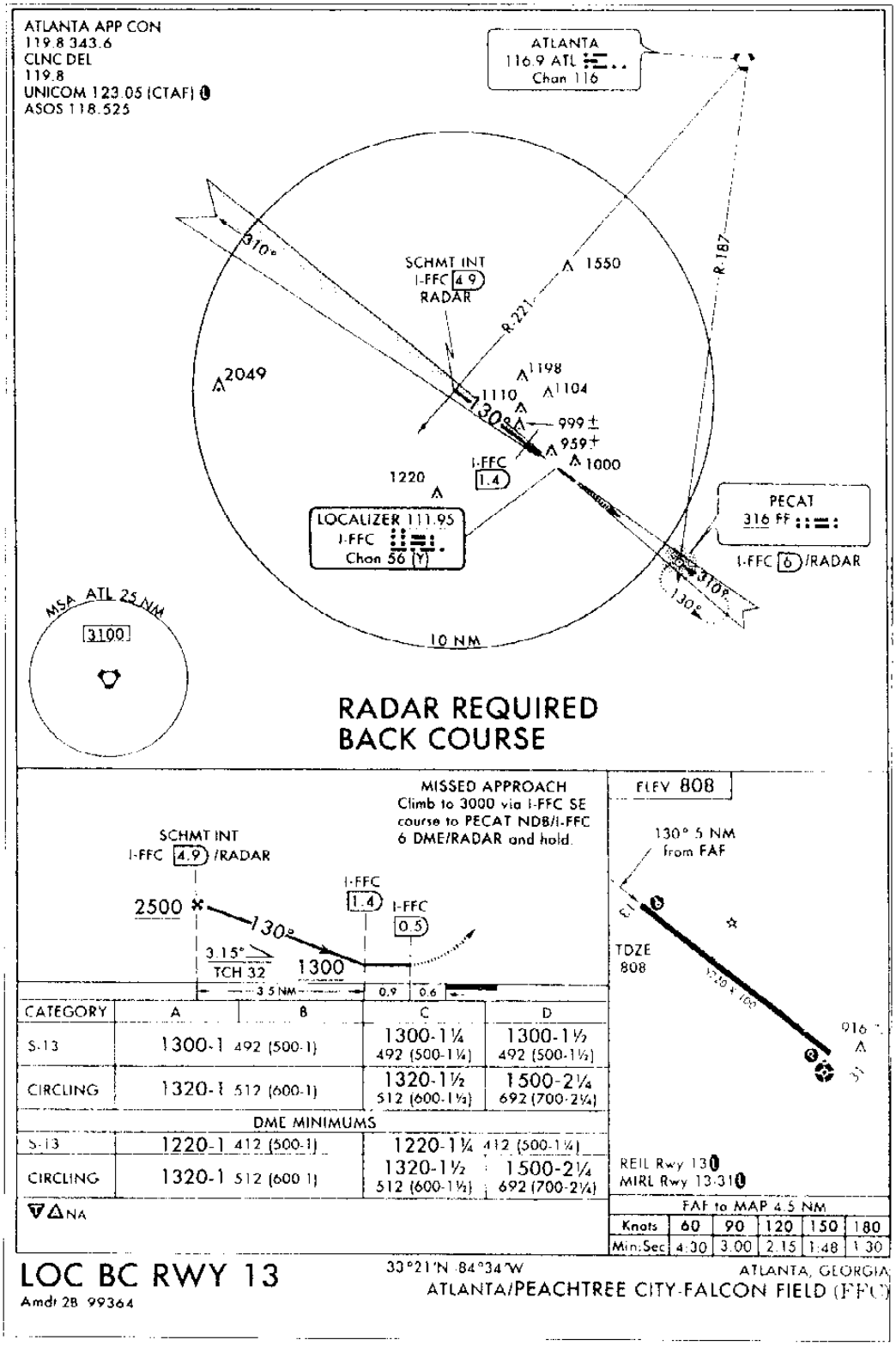


CATEGORY	A	B	C	D
S-31	1320-¾ 512 (600-¾)		1320-1½ 512 (600-1½)	1320-1¾ 512 (600-1¾)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1500-2¼ 692 (700-2¼)

Inoperative table does not apply to CAT C.

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

Figure 2-5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119.8
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SCHMT INT
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RADAR
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R-187
R-221
310°
2049
1198
1104
1110
130°
999±
959±
1000
I-FFC
1.4
1220
LOCALIZER 111.95
I-FFC
Chan 56 (Y)
PECAT
316 FF
I-FFC 6 /RADAR
310°
130°
10 NM
MSA ATL 25 NM
3100
RADAR REQUIRED
BACK COURSE
MISSED APPROACH
Climb to 3000 via I-FFC SE course to PECAT NDB/I-FFC 6 DME/RADAR and hold.
SCHMT INT
I-FFC 4.9 /RADAR
2500
130°
I-FFC
1.4
I-FFC
0.5
3.15°
TCH 32
1300
3.5 NM
0.9
0.6
ELEV 808
130° 5 NM from FAF
TDZE
808
916
REIL Rwy 13
MIRL Rwy 13-31
FAF to MAP 4.5 NM
Knots 60 90 120 150 180
Min:Sec 4:30 3:00 2:15 1:48 1:30
CATEGORY A B C D
S-13 1300-1 492 (500-1) 1300-1¼ 492 (500-1¼) 1300-1½ 492 (500-1½)
CIRCLING 1320-1 512 (600-1) 1320-1½ 512 (600-1½) 1500-2¼ 692 (700-2¼)
DME MINIMUMS
S-13 1220-1 412 (500-1) 1220-1¼ 412 (500-1¼)
CIRCLING 1320-1 512 (600-1) 1320-1½ 512 (600-1½) 1500-2¼ 692 (700-2¼)
NA
LOC BC RWY 13
Amdt 2B 99364
33°21'N-84°34'W
ATLANTA, GEORGIA
ATLANTA/PEACHTREE CITY-FALCON FIELD (FFC)

Landside Facilities

Landside facilities are typically defined as those areas accessible to the public. These areas can include terminal buildings, fixed base operators (FBOs), automobile parking, aircraft storage hangars, fueling facilities, airport support equipment storage facilities, and tenant lease areas. Existing landside facilities at Peachtree City-Falcon Field Airport are described in the following sections.

Terminal Building

The existing terminal at Falcon Field is approximately 8,000 square feet, freestanding concrete and glass structure. Features include a large waiting area, line desk, numerous management/FBO offices, restrooms, and vending facilities.

Aircraft Rescue and Fire Fighting (ARFF) Equipment and Facilities

There are no ARFF facilities on the airport property. Falcon Field depends on the local municipality for all emergency services. The closest firehouse is located approximately 3.0 miles from the airport.

Fuel Facilities

There is a small fuel storage facility within the airport grounds consisting of three above ground storage tanks. One tank contains 15,000 gallons of 100 LL, one has 15,000 gallons of Jet "A", and one has 1,000 gallons of automobile gas. Two trucks are available to service aircraft; the Jet "A" truck has a 2,200 gallon capacity and the 100 LL truck has a 1,200 gallon capacity.

Surface Transportation and Auto Parking

Access to the Peachtree City area is provided via Georgia Highway 74. From Highway 74, the Airport can be accessed from Dividend Drive in the Peachtree City Industrial Park. The two-lane access road to the Airport's terminal building also provides access to other airport areas as well as the terminal area parking lot. There are 44 parking spaces available for terminal parking, and additional spaces are provided for the maintenance hangars.

Geometric Standards

Based on analysis that was conducted during the Airport's previous Master Plan, Peachtree City-Falcon Field Airport was determined to have an Airport Reference Code (ARC) of C-II. The ARC is a coding system that relates airport design criteria to the operations and physical characteristics of aircraft that are intended to operate at an airport. This determination was made based on the critical, or most demanding, aircraft that were anticipated to use the facility on a regular basis over the planning period of that study.

The ARC is comprised of two components each of which are related to the airport's design aircraft. A letter that represents the aircraft approach category, as defined by the aircraft approach speed, depicts the first component of the ARC. A Roman numeral depicts the second component of ARC; this is the airplane design group that is determined by aircraft wingspan. FAA approach category classifications are summarized in Table 2-9.

Table 2-9

FAA Aircraft Approach Category Classifications

Approach Category	Approach Speed (knots)	Typical Aircraft Type
A	Less than 91	Cessna 172
B	91 but less than 121	King Air
C	121 but less than 141	Lear 25, Gulfstream III
D	141 but less than 166	Gulfstream II and IV

Source: FAA Advisory Circular 150/5300-13, "Airport Design"

FAA airplane design group classifications are summarized in Table 2-10.

Table 2-10

FAA Airplane Design Group Classifications

Design Group	Wingspan (feet)	Typical Aircraft
I	Less than 49	Cessna 172
II	49 but less than 79	King Air, Citation
III	79 but less than 118	B-727, B-737
IV	118 but less than 171	B-767, B-757
V	171 but less than 197	B-747
VI	197 but less than 262	Lockheed C-5B

Source: FAA Advisory Circular 150/5300-13, "Airport Design"

Airport development is required to meet FAA geometric design standards that are based on the ARC of the facility. In general, aircraft approach speed is a determining factor in designing runway related facilities, while aircraft wingspans primarily impact separation criteria involving taxiways, runways, and taxilanes. Existing geometric design standards for Peachtree City-Falcon Field Airport, based on the C-II ARC developed in the previous Master Plan, are summarized in Table 2-11.

Table 2-11

FAA Geometric Design Standards

Criteria	ARC C-II Requirements	FFC Existing
Runway Width	100 ft.	100 ft.
Runway Centerline to		
- Taxiway Centerline	300 ft.	300 ft.
- Aircraft Parking Area	400 ft.	400 ft.
Runway Object Free Area (Width)	800 ft.	800 ft.
- Length Beyond Runway End	1,000 ft.	1000 ft.
Runway Obstacle Free Zone (Width)	400 ft.	400 ft.
- Length Beyond Runway End	200 ft.	200 ft.
Runway Safety Area (Width)	400 ft.	400 ft.
- Length Beyond Runway End	1,000 ft.	500-600 ft.
Taxiway Width	35 ft.	35 ft.
Taxiway Object Free Area (Width)	131 ft.	131 ft.
Taxiway Safety Area (Width)	79 ft.	79 ft.

Source: FAA Advisory Circular 150/5300-13, "Airport Design"

CHAPTER 3
GENERAL AVIATION FORECASTS

CHAPTER 3
FORECASTS OF AVIATION DEMAND

INTRODUCTION

This element of the Peachtree City-Falcon Field Airport Master Plan Update develops estimates of future aviation demand at the Airport. Forecasts of short-, intermediate-, and long-term activity at the Airport are based on 5-, 10-, and 20-year milestones (2005, 2010, and 2020), using 1999 and 2000 as the base year of analysis. Forecasts of aviation demand are an important element of the master planning process as they provide the basis for several key analyses, including:

- *Determining the role of the Airport, with respect to the type of aircraft to accommodated in the future*
- *Evaluating the capacity of existing Airport facilities and their ability to accommodate projected aviation demand*
- *Estimating the extent of airside and landside facility expansion and/or improvement required in future years*

This chapter will use the most recent available data regarding aircraft activity Peachtree City-Falcon Field Airport, as well as data regarding recent demographic trends in Fayette County, to project future levels of aviation activity through 2020. National and regional forecasts of aviation activity documented by the Federal Aviation Administration (FAA) and background information from other similar airports will be used to supplement the Airport's data.

The ability to accurately forecast future aviation activity levels at an airport is impacted by the amount and validity of historical information that is available regarding aircraft activity at that airport. Tower records, available for airports with air traffic control towers, generally represent the most detailed and accurate records available regarding historic aircraft activity at an airport. In the case of Peachtree City-Falcon Field Airport, a non-towered airport, tower records are not available and therefore FAA 5010 Airport Master Record Forms are used as the source for historic aircraft activity data. Activity statistics on FAA 5010 Forms represent approved *estimates* of the levels and types aviation activity occurring at an airport. Although they should not be considered exact counts of activity, these estimates are acceptable for use in the master planning process.

This chapter provides discussions of the methodologies and findings used for projecting based aircraft and aircraft operations for Peachtree City-Falcon Field Airport. The forecasts of aviation demand are documented in the following sections:

- *Role of the Airport*
- *General Aviation Industry Trends*
- *Based Aircraft*
- *Based Aircraft Fleet Mix*
- *Aircraft Operations*
- *Military Activity*
- *Activity Peaking Characteristics*
- *Summary of Forecasts*

ROLE OF THE AIRPORT

Peachtree City-Falcon Field Airport is identified as a reliever airport in the NPIAS, indicating the Airport's importance in supporting general aviation activity in the Atlanta area. In general, the role of reliever airports is to attract corporate and general aviation aircraft activity away from busier commercial service airports. The ability of Falcon Field-Peachtree City Airport to adequately accomplish its identified role is important to the capacity of Atlanta's Hartsfield International Airport, one of the busiest airports in the country, and the overall capacity for aircraft operations in the Atlanta area.

It is important to note that the ability of the Airport to adequately operate as a reliever facility is dependent on maintaining and improving facilities to allow the Airport to continue to support the growing numbers of aircraft operations conducted by general aviation and corporate aircraft that continue to become more advanced. Based on the existing and anticipated role of the Airport, facility improvement projects will likely be required over the planning period. Facility improvement recommendations identified in this Master Plan Update will be put forth, based on projected levels of aircraft activity, to allow the Airport to more adequately function as a general aviation reliever airport in the Atlanta area.

GENERAL AVIATION INDUSTRY TRENDS

The general aviation aircraft fleet is generally identified as those aircraft not flown by commercial airlines or the military. The general aviation industry may have begun to turn the corner after experiencing decline that lasted throughout most of the 1980s and 1990s. The enactment of the General Aviation Revitalization Act of 1994, which established an 18-year Statute of Repose on all general aviation aircraft and components, in terms of liability to the manufacturer, is a primary reason for the end of the decline. This Act spurred manufacturers such as Cessna and Piper Aircraft to

reenter the single-engine piston manufacturing sector. Cessna's first new single-engine aircraft was produced in January 1997; this aircraft is the first new piston engine aircraft Cessna produced since 1986. Lancer International, Diamond Aircraft, and Mooney are also producing new piston aircraft.

The FAA's forecasts of general aviation activity are based on the assumptions that moderate economic growth will continue and that fuel prices will remain stable. In addition, the forecasts are also based on the continued successful stimulation of demand for general aviation products and services.

Business aircraft comprise an important segment of the general aviation fleet. Of the approximately 200,000 general aviation aircraft that are active in the U.S., according to the FAA, almost 100,000 are used exclusively for personal use, 37,000 primarily for business use, with the remainder being used for both business and pleasure. There are more than 7,500 business aircraft operators in the U.S. that are members of the National Business Aviation Association, Inc. (NBAA). Further, it is estimated by the General Aviation Manufacturers Association (GAMA) that 70 percent of all the hours flown by general aviation aircraft are for business and commercial purposes. Business aircraft are governed by Part 91 of the Federal Aviation Regulations (FARs). Of the businesses that use general aviation, 60 percent report improved efficiency of schedules in comparison to those provided by the airlines and 25 percent report that they use their general aviation aircraft to reach destinations that are not served by the airlines. There are over 5,000 airports in the U.S. that can be reached by business-class general aviation aircraft, while roughly 700 airports that can be reached throughout the country via commercial airlines. More passengers fly on general aviation aircraft annually than on any single airline in the U.S.

Of those employers who use general aviation to support their operations, about two-thirds fall into either the manufacturing or service sectors. Other employers who often rely on general aviation are included in the mining, construction, transportation, communications, utilities, and trade sectors. According to NBAA, over half of their membership who operate business aircraft, operate jet aircraft. NBAA statistics indicate that the business jet fleet has nearly tripled since 1978. Over 80 percent of NBAA's membership reports that they use business aircraft to reach markets outside of the U.S. This statistic helps to support general aviation's value as a tool in the global economy. General aviation is a growing and increasingly sophisticated business tool. In fact, according to FAA data, general aviation aircraft perform approximately 40 percent of the annual instrument operations that occur in the country in a typical year. By comparison, the airlines account for 32 percent, the military 7 percent, and air taxi (including some regional/commuter airlines) 23 percent.

One of the most significant developments in general aviation is the way in which fractional ownership programs are expanding general aviation's customer base. In fractional ownership, companies or individuals own a fraction of an aircraft and receive management and pilot services associated with the aircraft's operation. Fractional

ownership allows companies that have never before used business aircraft to experience the productivity and efficiency of business aviation, and it allows existing flight departments to supplement their current aircraft fleets when needed. This segment of the general aviation industry has experienced significant recent growth.

These general aviation trends summarized above will be important factors that will be considered in the development of forecasts of aviation activity at Peachtree City-Falcon Field Airport including based aircraft fleet mix and aircraft operations.

Based Aircraft

General aviation activity is, in part, a function of the number or aircraft permanently based at an airport. The development of projections regarding based aircraft at Peachtree City-Falcon Field Airport is an important element in developing a 20-year plan for the Airport that will allow it to adequately serve the area's general aviation activity through 2020. Three methodologies were used to develop based aircraft projections for the Airport. The first methodology projects the number of based aircraft as a percentage, or market share, of based aircraft in the U.S. The second methodology correlates the number of aircraft based at the Airport with the area's population. The third methodology is a linear regression based on historic levels of based aircraft vs. time. Based aircraft data for the years 1989 through 2000, as well as market area population, were used as the basis for these projections.

Market Share Methodology

The market share methodology assumes that Peachtree City-Falcon Field Airport will capture a percentage of the future market of active aircraft in the U.S. at least equal to the percentage of the market the Airport captured in the past. The FAA tracks the number of active general aviation aircraft (aircraft that have a minimum of one hour annual usage) and prepares projections of active aircraft for the U.S. Since current FAA projections are available through 2010, estimates through 2020 were derived by extrapolation using FAA growth rates.

As shown in Table 3-1, FAA projections of active general aviation aircraft indicate that the U.S. can anticipate an increase from 208,700 active general aviation aircraft in 2000 to 247,000 in 2020, representing an average annual growth rate of 0.84 percent over the 20-year planning period. If the historical relationship between active aircraft in the U.S. and based aircraft at the Airport continues, the number of based aircraft at the Airport will be expected to increase by the end of the planning period. Peachtree City-Falcon Field Airport's share of the U.S. active general aviation aircraft is anticipated to increase in upcoming years due to business and economic development growth in the area. Hence, the number of based aircraft at the Airport is projected to increase from 138 in 2000 to 290 in 2020.

Table 3-1

Market Share Methodology
Peachtree City- Falcon Field Airport

Historical Year	Peachtree City Based Aircraft	Peachtree City Avg. Annual Growth Rate	U.S. Active GA Aircraft	U.S. Active GA Avg. Annual Growth Rate	Peachtree City Share of U.S. Active GA Aircraft
1989	68		205,000		0.00033
1990	69	1.47%	198,000	-3.41%	0.00035
1991	70	1.45%	196,900	-0.56%	0.00036
1992	82	17.14%	185,700	-5.69%	0.00044
1993	76	-7.32%	177,100	-4.63%	0.00043
1994	76	0.0%	172,900	-2.37%	0.00044
1995	107	40.79%	188,100	8.79%	0.00057
1996	107	0.0%	191,100	1.59%	0.00056
1997	107	0.0%	192,400	0.68%	0.00056
1998	108	0.93%	204,700	6.39%	0.00053
1999	120	11.1%	206,500	0.88%	0.00058
2000	138	15.0%	208,700	0.10%	0.00066
Projected Year					
2005	170	4.6%	217,300	1.02%	0.00078
2010	227	6.7%	227,100	0.89%	0.00099
2020	290	5.5%	247,000	0.84%	0.00117

Sources: Airport Management Records, FAA Aviation Forecasts FY 1999-2010, Wilbur Smith Associates, Inc.

Socioeconomic Methodology

Local socioeconomic trends, such as population growth, can often provide a reliable method for projecting based aircraft activity. A population-based scenario, developed from population data supplied by the 1999 Georgia Statistical Abstract, was also used to project the Airport's future levels of based aircraft. This methodology calculates the ratio of persons per aircraft based at Peachtree City-Falcon Field Airport and then applies that number to the expected population projections for the study area. The ratio of based aircraft per thousand persons at Peachtree City-Falcon Field Airport was calculated for the period from 1990 to 2000. The socioeconomic method assumes that the future ratio of persons per Peachtree City-Falcon Field Airport -based aircraft will increase slightly over the 20-year period as the ratio has increased during the historical period. As shown in Table 3-2, using this methodology the number of based aircraft at the Airport are expected to increase from 138 in 2000 to 310 in 2020.

Table 3-2

Socioeconomic Methodology
Peachtree City- Falcon Field Airport

Historical Year	Peachtree City Based Aircraft	Fayette County Population	Based Aircraft per Thousand Ratio
1990	69	62,415	1.106
1991	70	-	-
1992	82	-	-
1993	76	-	-
1994	76	-	-
1995	107	78,576	1.362
1996	107		
1997	107	85,047	1.258
1998	108		
1999	128	98,000	1,306
2000	138	101,000(E)	1.366
Projected Year			
2005	182	107,000	1.700
2010	230	113,000	2.035
2020	310	126,000	2.460

Sources: Airport Management Records, Georgia Statistical Abstract 1998, Wilbur Smith Associates, Inc.

LINEAR REGRESSION

Historic levels of based aircraft vs. time series is one of the simplest and most widely accepted methods of forecasting. The data string, used in the regression analysis, extended from 1989 to 2000. This methodology provided a regression equation as follows:

Y=a+bx where:
Y = projected level of based aircraft
a = slope = 12402.49784
b = constant = 6.267380532
x = forecast date
r2 = correlation coefficient = 0.9755

Applying this methodology results in a level of aircraft increasing from an existing level of 138 aircraft to a 2020 level of 257 aircraft.

Preferred Based Aircraft Projection

The three based aircraft projection methodologies produce very similar results, with projections of 290, 310, and 257 based aircraft by 2020. Due to the increase in business development in the area, the socioeconomic methodology was selected as the preferred projection of based aircraft for Peachtree City-Falcon Field Airport, see Figure 3-1.

Based Aircraft Fleet Mix

A based aircraft fleet mix projection was developed as part of the master planning effort for Peachtree City-Falcon Field Airport. Information regarding historical based general aviation fleet mix at the Airport was obtained from FAA 5010 forms. Airport records indicated that in 2000, approximately 87 percent of the Airport's based aircraft fleet mix was comprised of single-engine piston aircraft, approximately 10 percent of the fleet was made up of multi-engine aircraft, 2 percent jet aircraft, and helicopters comprised 1 percent.

The existing and projected based aircraft fleet mixes are depicted in Table 3-3 and illustrated in Figure 3-2. Projections of the future general aviation fleet mix at the Airport were derived by applying FAA projections regarding trends in aircraft types to historical trends in based aircraft fleet mix at the Airport. In order to project the future based aircraft fleet, it was assumed that the percentage of single-engine aircraft would slightly decline similar to national trends while the percentage of multiengine and jet aircraft at the Airport is projected to increase. These projected trends at Peachtree City-Falcon Field Airport are consistent with FAA projections of nationwide trends regarding general aviation aircraft.

Figure 3-1
Based Aircraft Projections
Peachtree City-Falcon Field Airport

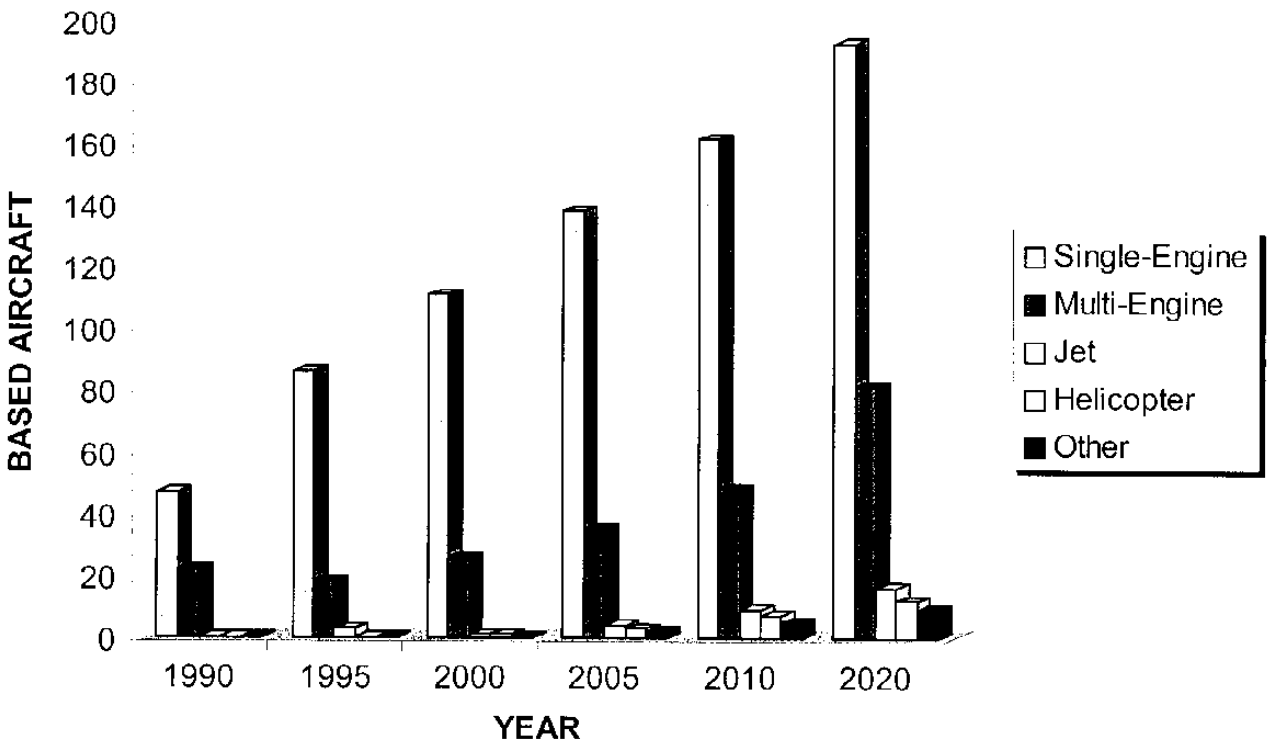


Figure 3-2
Based Aircraft Fleet Mix
Peachtree City-Falcon Field Airport

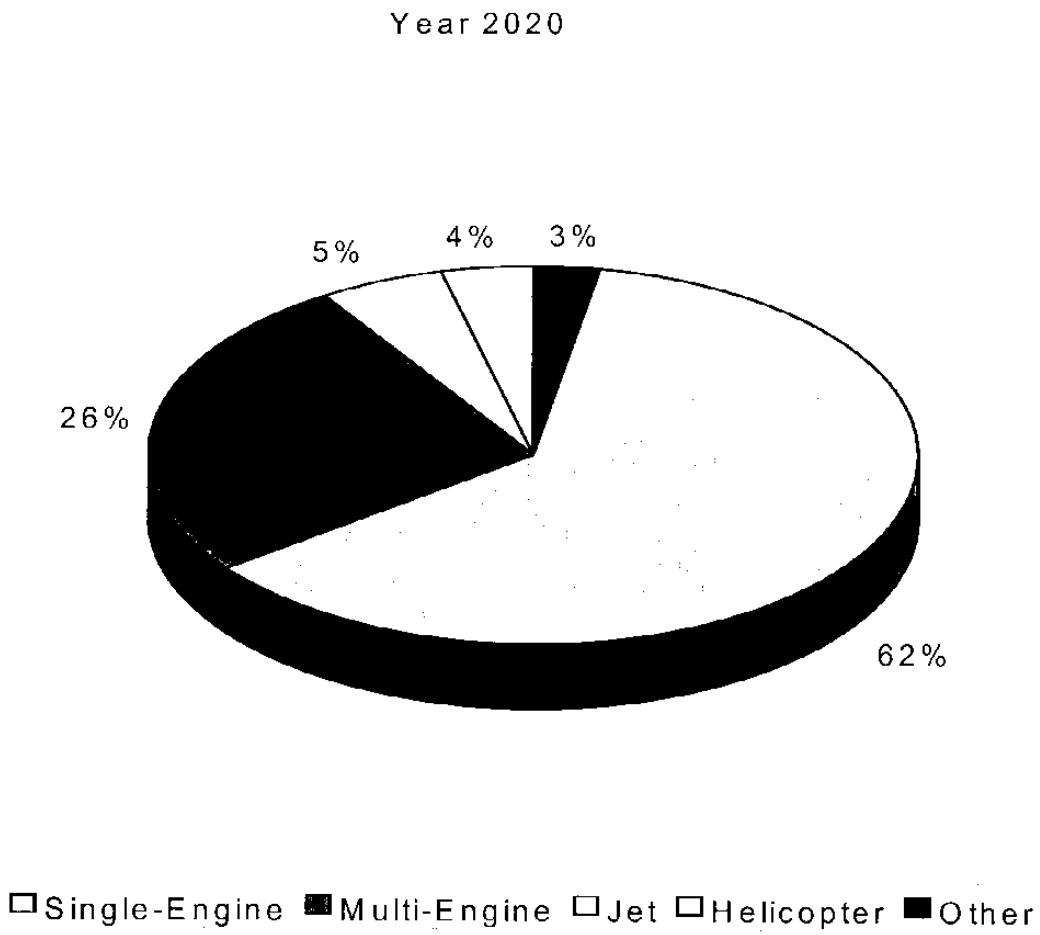


Table 3-3

Based Aircraft Fleet Mix
Peachtree City- Falcon Field Airport

Historical	Single-Engine		Multi-Engine		Jet		Helicopters		Other		Total	
Year	Based	%	Based	%	Based	%	Based	%	Based	%	Based	%
1989	47	69%	20	29%	1	2%	0	0%	0	0%	68	100%
1990	47	68%	22	32%	0	0%	0	0%	0	0%	69	100%
1991	48	69%	20	29%	1	1%	0	0%	1	1%	70	100%
1992	63	77%	17	21%	1	1%	0	0%	1	1%	82	100%
1993	58	77%	17	22%	1	1%	0	0%	0	0%	76	100%
1994	58	77%	17	22%	1	1%	0	0%	0	0%	76	100%
1995	86	80%	18	17%	3	3%	0	0%	0	0%	107	100%
1996	86	80%	18	17%	3	3%	0	0%	0	0%	107	100%
1997	86	80%	18	17%	3	3%	0	0%	0	0%	107	100%
1998	94	87%	11	10%	2	2%	1	1%	0	0%	108	100%
1999	108	84%	19	15%	0	0%	1	1%	0	0%	128	100%
2000	111	80%	26	18%	1	1%	1	1%	0	0%	138	100%
Projected Year												
2005	138	76%	35	19%	4	2%	3	2%	2	1%	182	100%
2010	161	70%	48	21%	9	4%	7	3%	5	2%	230	100%
2020	192	62%	81	26%	16	5%	12	4%	9	3%	310	100%

Sources: Airport Management Records, FAA 5010 Forms, Wilbur Smith Associates, Inc.

General Aviation Operations

General aviation aircraft operations are projected by comparing the number of general aviation aircraft based at an airport to the number of general aviation operations that occur at that airport on an annual basis. This is known as the Operations Per Based Aircraft (OPBA) methodology. OPBA is recognized by the FAA as an accepted method to relate the number of operations to a known variable; in this case, based aircraft. OPBA is calculated by dividing the number of annual general aviation operations that occur at an Airport by the number of general aviation aircraft based at that Airport.

The Airport's average operations per based aircraft (478) over the last five years was used to project future general aviation operations. Table 3-4 presents historical and projected general aviation operations for Peachtree City-Falcon Field Airport using the OPBA methodology. Annual general aviation operations grew at an average rate of 1.9

percent between 1995 and 2000. As shown in Table 3-4, total general aviation operations are projected to increase from 68,000(E) in 2000 to 148,180 in 2020. This represents an annual growth rate of approximately 2.5 percent.

Table 3-4

Aircraft Operations
Peachtree City- Falcon Field Airport

Historical Year	Based Aircraft	Operations Per Based Aircraft	Annual GA Operations
1989	68	809	55,000
1990	69	797	55,000
1991	70	364	25,500
1992	82	520	42,645
1993	76	561	42,645
1994	76	561	42,645
1995	107	461	49,307
1996	107	461	49,307
1997	107	461	49,307
1998	108	468	50,517
1999	128	512	65,520
2000	138	492	68,000(Est.)
Projected Year			
2005	182	478	86,996
2010	230	478	109,940
2020	310	478	148,180

Sources: Airport Management Records, Wilbur Smith Associates, Inc.

General Aviation Operations By Type

For the purposes of planning, total annual general aviation operations are classified in two categories, local and itinerant. Local operations, as defined by the FAA, are performed by aircraft that:

- *Operate in the local traffic pattern or within site of the airport*
- *Are known to be departing for, or arriving from, flight in local practice areas located within a 20-mile radius of an airport*
- *Are executing simulated or actual instrument or visual approaches or low passes at an airport (touch-and-go operations)*

Itinerant operations include all non-local operations. The 1999 local-itinerant split at Peachtree City-Falcon Field Airport was 59 percent itinerant operations and 41 percent local operations. This split was rounded to accommodate overall growth and is considered reasonable to project local and itinerant operations through 2020 (see Table 3-5).

Table 3-5

Operations By Type
Peachtree City- Falcon Field Airport

Projected Years	Local Operations (40%)	Itinerant Operations (60%)	Total Operations
2005	34,800	52,196	86,996
2010	43,976	65,964	109,940
2020	59,272	88,908	148,180

PROJECTIONS OF MILITARY OPERATIONS

Table 3-6 presents historical and projected military operations for Peachtree City-Falcon Field Airport. As shown in Table 3-6, total military operations between 1995 and 2000 have remained stable at 2,500 operations. In projecting military activity, it is important to recognize that an airport's military operations are not influenced by the same factors that affect civil aviation. Rather, military activity is subject to factors relating to national defense and changes that take place at specific military installations that surround public use airports. Based on the assumption that future military activity at Peachtree City-Falcon Field Airport will remain a small percentage of total operations, military operations are projected to remain at 2,500 per year through 2020.

Table 3-7

Military Operations
Peachtree City-Falcon Field Airport

Historical Years	Annual Military Operations
1994	0
1995	2,500
1996	2,500
1997	2,500
1998	2,500
1999	2,500
2000	2,500
Projected Years	
2005	2,500
2010	2,500
2020	2,500

ACTIVITY PEAKING CHARACTERISTICS

Peak activity (the maximum expected hourly activity as a percent of daily) for Peachtree City –Falcon Field Airport was estimated by the Consultant to account for approximately 20 percent of activity during the busy day. The busy day/hour forecasts are important as they form the basis of determining the numbers and sizes for many of the facilities at the airport that are dependent on busy hour activity.

Table 3-7 presents a tabulation of peaking factors for through the year 2020.

Table 3-7

Peaking Factors
Peachtree City- Falcon Field Airport

	2000	2005	2010	2020
Total Annual Operations	68,000	86,996	109,940	148,180
Average Monthly Operations	5,666	7,250	9,161	12,348
Average Daily Operations	188	241	305	411
Peak Day Operations	225	289	366	493
Peak Hour Operations	32	35	42	53

SUMMARY OF FORECASTS

The aviation forecast presented in this chapter reflects accepted methods of forecasting coupled with sound aviation planning judgements. These forecasts were based on the most recent data available. The forecasts presented in this chapter will adequately describe future conditions concerning general aviation at Peachtree City-Falcon Field Airport.

CHAPTER 4
METEOROLOGY/DEMAND CAPACITY

CHAPTER 4
METEOROLOGY/ DEMAND CAPACITY

INTRODUCTION

The weather experienced in a given area is often a good indicator of the facilities necessary for the airport to have continuous operation. In some areas, complete instrumentation is necessary to provide constant operation of the airport. In other areas, the frequency of weather which could necessitate precision instrument landing system (ILS) or similar equipment would be so infrequent as to not justify the cost necessary for the installation and operation of such a facility.

WIND ANALYSIS

Runway wind coverage for aircraft is defined in terms of allowable of rated crosswind of type of aircraft using the airfield. If the airfield is utilized solely by small aircraft the critical crosswind component would be 12 mph. Where types of aircraft classified as larger than utility (generally those aircraft weighing in excess of 12,500 pounds) are using the facility, crosswind component of 15 mph is used. Peachtree City-Falcon Field Airport is projected to serve aircraft in excess of 12,500 pounds. Therefore, a crosswind component of 15 mph is used for the wind analysis.

CAPACITY

Airport capacity includes acceptance rates expressed as weighted operations per hour on the runway, and taxiway components of a general aviation airfield. Due to the fact that operationally, one airfield component does not usually affect the capacity of another the capacity of the entire airfield is governed by the capacity of the components (i.e., the "weakest link") including runway, taxiway, for a general aviation airport and in the case of an air carrier airport, apron/gate capacity. In addition, since operation on one component has little influence on delay to aircraft on another component, the total delay to aircraft on the entire airfield may be estimated by adding the delay to aircraft on each airfield component. At the Peachtree City – Falcon Field Airport, only runway and taxiway components will be considered since the airport is not forecast to be served by an air carrier.

The projected mix for capacity purposes at the Peachtree City – Falcon Field Airport is as follows:

	Class A&B (<12,500 pounds)	Class C (12,500-300,000 pounds)
2020	85%	15%

The capacity calculations for the Peachtree City-Falcon Field Airport incorporate the techniques of the most recent methodology prepared through the Federal Aviation Administration, Systems Research and Development Services and is entitled Airport Capacity and Delay, AC- 150/ 5060-5, 9-23-83.

Capacity is defined as the maximum physical capacity to airfield or any of its components (i.e., a saturation capacity), and calculated capacities are some what higher than in predecessor documents.

The basic assumptions or condition for determining capacity for this type of airport are as follows:

- Has an approved instrument approach procedure
- Arrivals equal departures
- No airspace limitations affecting runway use

Runway Component

The hourly capacity of the runway component is defined as the maximum number of aircraft operations that can occur on the runway in one hour.

Taxiway Component

Calculation of the taxiway component is not appropriate for Peachtree City-Falcon Field Airport since this capacity is a consideration only if they are continuously used and cross active runways, which, in this case, they do not.

Capacity of Gates

The apron gate component only considers the capacity of the air carrier parking apron since general aviation aircraft do not operate on a fixed schedule. Therefore parking times fluctuate widely, and are not appropriate for consideration.

Hourly Capacity- Airfield

The hourly capacity of the airfield is governed by the capacity of its constraining component. Since the runways are the only appropriate parameter, the hourly capacity to the airfield is governed by the capacity of the runway system.

Annual Service Volume

Annual service volume (ASV) is a measure of the number of operations that may occur annually on the airport. The ASV considers various operating conditions (i.e., VFR, IFR and period below minimums), the hourly capacity of the runway component under those conditions, and peaking ratios. The actual annual capacity is determined by consulting the appropriate tables associated with the proposed conditions at the Peachtree City-Falcon Field Airport. Those conditions are:

- Single runway configuration
- Departures equal landings
- Parallel Taxiway
- Touch and Go operations up to 25%
- Mix Index - A + B aircraft (weighing less than 12,500 pounds) = 85.0%) Class C aircraft (weighing >12,500 pounds but < 310,000 pounds) = 15.0%. Index = 1

The annual service volume of Peachtree City-Falcon Field Airport is expected to be approximately 230,000 annual operations with an hourly capacity of 98 VFR operations and an IFR hourly capacity of approximately 59 operations, assuming proper control and suitable NAVAIDS.

Capacity vs. Operations

The forecast of operations presented in Chapter 3 indicates a level of 148,180 annual operations by 2020. The capacity of the airfield, configuration is calculated to be 230,000 annual operations. It is therefore evident that the airport as planned, can accommodate the air traffic expected throughout and beyond the forecast period.

Capacity of Roadway

The existing road providing access to the airport is a two lane road through a relatively commercial/rural district. The capacity of such a road is approximately 2,000 vehicles per hour, 1,000 each direction, according to the Highway Research Board Special Report Number 87.

The 2020 level of vehicles expected to use the access roads to the airport is approximately 60 (30 each direction) during the average busy hours. This is significantly lower than the capacity of the road, and should provide adequate access to the facility as long as adequate maintenance is provided.

CHAPTER 5
FACILITY REQUIREMENTS

CHAPTER 5
FACILITY REQUIREMENTS

FACILITY REQUIREMENTS

This chapter identifies the airside and landslide facilities that are necessary to accommodate the forecast levels of demand at the Peachtree City-Falcon Field Airport. Generally, these requirements were determined by comparison of existing facilities capacities with forecast demand. Deficient elements are noted and the facilities necessary to connect the deficiencies are identified.

The need for new or expanded runways, taxiways, navigational aids, buildings and parking areas which are identified as necessary elements to satisfy demand must be viewed carefully since these recommendations will affect the budgeting and financial aspects of the airport.

Facility requirements have been developed for various airport functional areas included within the airfield areas including:

- Airfield
  - Runways and Taxiways
  - Instrumentation/Lighting/Marking
  - Approaches/ FAR PART 77
- General Aviation Terminal Area
  - Buildings and Hangars
- Apron/Tiedowns
  - Auto Parking/ Access
- Land Requirements
  - Fee Simple
  - Easements

CRITICAL AIRCRAFT

Based on information obtained by the consultant, the Grumman Gulfstream III was determined to be the ultimate critical aircraft that would use the Peachtree City-Falcon Field Airport. Based on this type of aircraft, the airport design standards will remain a C-II.

RUNWAY

Runway orientation, capacity, length, geometrics, pavement strength and condition were evaluated in order to determine the adequacy of the existing runway to accommodate forecast activity and identify runway improvement needs.

Orientation

The orientation of runways for aircraft operations is primarily a function of wind velocity and direction coupled with the ability of the aircraft to operate under adverse conditions. Generally, the primary runway is aligned as closely as practical in the direction of prevailing winds. The most desirable configuration provides the largest wind coverage for given crosswind component. This component is the vector of wind velocity and direction, which acts at right angles to the runway. Specified coverage is that percent of time during which operations could safely occur on a given time period due to acceptable crosswind coverages. The desirable crosswind component for the runway at Peachtree City-Falcon Field Airport is 12 miles per hour and the coverage is 90 percent VFR and 95 percent IFR. The wind coverage is adequate with the existing 13/31 runway alignment.

Capacity

The capacity analysis undertaken in Chapter 4 indicates that the runway configuration provides a capacity of over 98 operations per hour VFR or an annual service volume of over 230,000 operations, well in excess of expected demand.

Runway Length Requirements

Analysis of existing users as well as the industrial/commercial characteristics of the area, and analysis of expected future fleet mix composition indicate the runway be designed to accommodate Design Group II aircraft. This would include about all of the general aviation corporate use turboprop aircraft in common use today, and use by corporate type jets.

The runway length was calculated using FAA Advisory Circular 150/5325-4a. The Airport Design Version 4.2 and the parameters are as follows:

Table 5-1

Airport and Runway Data		
A	Airport Elevation	808 Feet
B	Mean Daily Maximum Temperature of the Hottest Month	88° F
C	Maximum Difference in Runway Centerline Elevation	11 Feet
D	Length of Haul for Airplanes of more than 60,000 pounds	500 Miles

Table 5-2

Runway Lengths Recommended for Airport Design	
Small Airplanes with Approach Speeds < 30 Knots	3,320 Feet
Small Airplanes with Approach Speeds < 50 Knots	860 Feet
Small Airplanes Less than 10 Passenger Seats	
75 % of these Small Airplanes	2,760 Feet
95% of these Small Airplanes	3,290 Feet
100% of these Small Airplanes	3,920 Feet
Small Airplanes with 10 or More Passenger Seats	4,380 Feet
Large Airplanes of 60,000 pounds or Less	
75% of these Large Airplanes at 60% Useful Load	4,880 Feet
75% of these Large Airplanes at 90% Useful Load	6,740 Feet
100% of these Large Airplanes at 60% Useful Load	5,670 Feet
100% of these Large Airplanes at 90% Useful Load	8,580 Feet
Airplanes of More than 60,000 pounds	Approximately 5,300 Feet

Source: AC 150/5325-4A, RUNWAY LENGTH REQUIREMENT FOR AIRPORT DESIGN. Including Change 1.

Based on the above analysis a runway length of 5,670 – 6,740 feet is recommended to handle 100% at 60% useful load or 75% at 90% useful load.

With the current conditions at both runway ends, it is improbable to extend either runway end without significant costs to either:

13 End: 1 – Purchase land to relocate part of the golf course
2 – Relocate road

31 End: 1 – Relocate railroad

It is recommended that a 550' paved runway safety area be constructed on Runway 31 end. This would enhance the safety margin for overruns and could also provide additional length for take-off, especially during the summer months.

GEOMETRIC STANDARDS

Ultimately the runway and taxiway are to be constructed to Design Group C-II standards (wing span of up to 90 feet). The geometric criteria are:

Minimum Separations:
(AC-150/5300-13)

Runway centerline to:
- Taxiway centerline, 310' +/- to 480'
- Aircraft Parking Area, 500'

Taxiway centerline to:
- Fixed or movable object 65.5

Taxilane centerline to:
- Fixed or movable object- 57.5

Runway Standards
- Runway Length - 5,220'
- Runway Width - 100'
- Runway Shoulder Width - 10'
- Runway Safety Area Width - 400'
- Runway Safety Area Length – 1,000'
- Object Free Area Length – 1,000'
- Object Free Area Width – 800'

Taxiway Standards
- Taxiway Width - 35'
- Taxiway Shoulder Width - 10'
- Taxiway Safety Area Width - 79'

The ultimate runway safety area for a C-II aircraft (400'x1000') cannot be achieved because of the conditions described previously. A modification of standard will be requested from the FAA.

Runway Pavement Strength

Pavement strength requirement for airfield pavements are related to design aircraft weight. Using the predominant aircraft categories projected for the runway, the existing pavement strength 60,000 pounds dual tandem (DT) is adequate through the planning period.

Runway Pavement Condition

Observation of the existing pavement condition of the runway and apron identified visible areas of cracking. It is recommended that all pavement areas be cracked sealed and overlayed by the end of Stage II.

Taxiway

The Peachtree City-Falcon Field Airport is currently served by a full parallel taxiway, Taxiway "A" and stubs. All taxiways should be overlayed during Stage II. A partial parallel taxiway is recommended to serve the new hangar development on the south side of airport during Stage I.

Instrumentation/Lighting/Marking

The following visual and electronic navigational aids will be eligible for federal and/or state funding in given planning periods in accordance with Federal Aviation Administration guidelines. (Note that eligibility does not automatically equate with installation).

The layout for these improvements is shown, where possible, on the Airport Layout Plan.

A fundamental part of developing the runway and taxiway system will be to provide for improved nighttime operation capability at the Airport. A High Intensity Runway Lighting System (HIRL) is recommended in concert with the Precision Approach.

Other lighting improvements recommended for the Peachtree City-Falcon Field Airport include a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) to Runway 31 during Stage II.

The runway should be remarked with precision markings.

NAVAIDS/Visual Aids/Weather Aids

Navigational aids provide visual, nonprecision or precision guidance to the runway or to the airport itself. The basic difference between a nonprecision and precision navigational aid is that the latter provides electronic descent, alignment (course), and position guidance, while the nonprecision navigational aid provides only alignment and position location information. The necessity of such equipment is predicated on safety considerations and operational needs. The type, purpose and volume of aviation activity expected at the airport are factors normally used in the determination of the airport's eligibility for additional navigational aids. It is recommended that a precision Global Positioning System (GPS) approach be implemented to Runway 31.

The existing visual aids include a rotating beacon, Precision Approach Path Indicators (PAPI) to both runway ends, and Runway End Identifier Lights (REILS) to Runway 13. These should provide adequate with proper maintenance throughout the planning period.

The existing Automated Surface Observing System (ASOS) should be adequate for the airport.

Terminal Building

The general aviation terminal may be a separate building or a part of a larger hanger. Currently, an 8,000 square foot terminal building is located at the airport. An expansion is proposed during Stage III. This expansion will include a restaurant.

Auto Parking

Auto parking at Peachtree City-Falcon Field Airport will require adjustments as levels of pilots and passengers using the facility increase and as the level of service increases. Vehicular parking spaces are based on peak hour pilots and passengers and 35.5 square yards of space per vehicle including circulation (actual layouts and areas may indicate slightly more or less space).

The existing paved area designated for auto parking will accommodate approximately 44 vehicles. This allotted space will need to be increased as demand dictates or when the new terminal expansion is complete.

Aircraft Apron/Hangars

Use by general aviation/corporate aircraft is expected to continue to grow at Peachtree City-Falcon Field Airport and it is very important to determine the type of degree of development required to accommodate this most important component of development.

Predicated on historical data and conversations with the Airport Management, the Consultant estimated that there is a potential for an approximate 70 percent hangared and 30 percent non-hangared based aircraft relationship which is expected to hold relatively constant throughout the forecast period (through 2020). Accordingly, this results in a need for additional hangar space and tie down spaces by the end of Stage 3. Additional apron space is recommended for itinerant aircraft during Stage I. Approximately 16,500 square yards has been identified adjacent to the existing apron area. Additional hangars are recommended throughout the 20 year planning period. Several areas have been identified on the airport layout plan.

Land Acquisition

Approximately 68 acres of land will be needed in easement or fee simple for the runway protection zone to Runway 13 and 31 and the installation of the MALSR system for the precision approach to Runway 31. An 18 acre track and a 24 acre track of land on the southeast side of the airport have been identified for the future hangar area expansion. Additional land is recommended (21 Acres) for the Northeast Corporate Hangar Area.

Fuel Storage

The current fuel storage capacity consists of 15,000 gallons of AVGAS and 15,000 gallons of JetA. As demand for fuel increases and if maximum delivery schedules cannot be maintained, additional storage should be provided in unit quantities of no less than 10,000 gallons.

FAA Part 77 Surfaces

Ultimately, the configuration of the Peachtree City-Falcon Field Airport places it in the Design Group C-II category, with precision and non-precision approaches to the runways as follows:

Runway	Type of Approach
13	Non-Precision
31	Precision

Each of the approaches is 10,000' long, and the outer portion of the approaches varies according to whether or not they are instrument or visual. The required Runway Protection Zones (RPZ) dimensions, and approach length are:

	Ratio	Inner	Length	Outer	Approach Length
NPI	34:1	500	1,700	1,010	10,000
Precision	50:1	1,000	2,500	1,750	10,000

The primary surface for those runways having non-precision instrument approaches is 500' symmetric about the centerline and extends 200' beyond each runway end. For precision runways, the primary surface is 1,000 feet. The elevation of the primary surface at any point is the same as the nearest lateral point on the runway centerline. The transition surface begins at the outer edge of the primary surface and extends upward and outward at a slope of 7:1 until it intersects the horizontal surface. The horizontal surface is 150' above the established airport elevation and is connected by lines tangent to arcs swung 10,000' for a precision approach from the end of the runway primary surface. The conical surface extends upward and outward from the edge of the horizontal surface at a ratio of 20.1 for a horizontal distance of 4,000.

It is extremely important to protect these surfaces from being penetrated by future construction.

SUMMARY

The preceding discussion provided a determination of the facilities required to satisfy the expected demand. Table 5-3 provides a tabulation of the facilities suggested in the preceding discussion.

Table 5-3

Facility Requirements
Peachtree City-Falcon Field Airport

Item	Existing	Stage I	Stage II	Stage III & Future
1. Terminal	8,000 SF	3,000 S.F. Expansion	3,000 S.F. Expansion	N/C
2. Auto Parking	44 Spaces (1500 SY)	25 Space Addition	25 Space Addition	N/C
3. Apron	37,300 S.Y.	16,500 S.Y.	Overlay	35,000 S.Y.
4. Hangars				
T-Type	38	N/C	N/C	142
Port-a-Port	13	N/C	N/C	N/C
Corporate	14	18	18	5
Maintenance/ Storage	5	N/C	N/C	5
5. Runway 13/31	5,220' x 100'	550' Paved Overrun R/W 31	Overlay	N/C
6. Taxiway				
a) Length	5,220'	Partial 2,000'	Overlay	N/C
b) Width	35'	35'	Overlay	N/C
7. Visual Aids	PAPI, REILS, Rotating Beacon, Lt. Wind Cone/ Segmented Circle	N/C	N/C	N/C
8. NAVAIDS	Localizer/DME, NDB	Precision GPS	N/C	N/C
9. Weather Aids	ASOS	N/C	N/C	N/C
10. Approach	Rwy 13 20:1 Rwy 31 34:1	Rwy 13 34:1 Rwy 31 50:1	N/C	N/C
11. Lighting	MIRL, MITL, ODALS	HIRL, HITL, MALSR	N/C	N/C
12. Fuel	15,000 Gal. AvGas 15,000 Gal. JetA	N/C	N/C	N/C

CHAPTER 6
CAPITAL IMPROVEMENT & FINANCIAL PLANS

CHAPTER 6
CAPITAL IMPROVEMENT PROGRAM COSTS ESTIMATES

This chapter presents the estimated costs for the recommended improvements to the Peachtree City-Falcon Field Airport. The improvements have been described in the text and drawings of the previous chapter.

ESTIMATES OF DEVELOPMENT COSTS

To provide a systematic method of financial planning for the development requirements of the Peachtree City-Falcon Field Airport, cost estimates were prepared for the recommended staging program as presented in Table 6-1.

Costs presented in Table 6-1 were prepared for the development of all items potentially eligible for State and/or Federal funding as well as those items that are considered to be a revenue producing or low federal priority ventures which are likely to be constructed with local (and private) funding only.

The rate of federal participation of the AIP (Airport Improvement Program) is 90 percent through 2003. No guarantees can be made regarding a future program funding level. However, it is assumed that FAA rates of participation will not change for general aviation airports. This would leave five percent to be borne by Peachtree City and five percent by the State. This financial analysis is based on these percentages. The State would possibly participate in 50 percent of certain non-AIP items.

Table 6-2 presents a summary of the estimated cost of development for the short-range (0-5 year), intermediate (6-10 year), and long-range (11-20 year) development stages.

TABLE 6-1
Peachtree City - Falcon Field Airport
Proposed Master Plan Projects

	Quantity	Federal	State	Local	Private	Total
A. AIP ELIGIBLE - STAGE I						
1. Southeast Hangar Area - Phase III	L.S.	$360,000	$20,000	$20,000		$400,000
2. Pave runway overrun RW 31/Partial Parallel TXWY.						
a. Mobilization	L.S.	$135,000	$7,500	$7,500		$150,000
b. Erosion Control	L.S.	$45,000	$2,500	$2,500		$50,000
c. Earthwork	400,000CY	$1,800,000	$100,000	$100,000		$2,000,000
d. Drainage	L.S.	$108,000	$6,000	$6,000		$120,000
e. Paving	23500 SY	$486,000	$27,000	$27,000		$540,000
f. Marking	L.S.	$9,000	$500	$500		$10,000
g. Seeding	L.S.	$270,000	$15,000	$15,000		$300,000
h. Lighting	L.S.	$135,000	$7,500	$7,500		$150,000
Subtotal		*$2,988,000*	*$166,000*	*$166,000*		*$3,320,000*
Engineering	L.S.	$450,000	$25,000	$25,000		$425,000
Contingencies	L.S.	$315,000	$17,500	$17,500		$325,000
Total		***$3,753,000***	***$208,500***	***$208,500***		***$4,070,000***
3. Airport Lighting/Signage						
a. Mobilization	L.S.	$9,000	$500	$500		$10,000
b. Lighting	L.S.	$45,000	$2,500	$2,500		$50,000
c. Signage	L.S.	$90,000	$5,000	$5,000		$100,000
Subtotal		*$144,000*	*$8,000*	*$8,000*		*$160,000*
Engineering	L.S.	$31,500	$1,750	$1,750		$35,000
Contingencies	L.S.	$22,500	$1,250	$1,250		$25,000
Total		***$198,000***	***$11,000***	***$11,000***		***$220,000***
4. Terminal Apron Expansion "Transient Ramp"						
a. Mobilization	L.S.	$36,000	$2,000	$2,000		$40,000
b. Erosion Control	L.S.	$9,000	$500	$500		$10,000
c. Earthwork	5700 CY	$27,000	$1,500	$1,500		$30,000
d. Drainage	L.S.	$9,000	$500	$500		$10,000
e. Paving	17100 SY	$355,500	$19,750	$19,750		$395,000
f. Sealcoat	17100 SY	$22,500	$1,250	$1,250		$25,000
g. Marking	L.S.	$1,800	$100	$100		$2,000
h. Seeding	L.S.	$2,700	$150	$150		$3,000
i. Lighting	L.S.	$9,000	$500	$500		$10,000
Subtotal		*$472,500*	*$26,250*	*$26,250*		*$525,000*
Engineering	L.S.	90000	5000	5000		$100,000
Contingencies	L.S.	45000	2500	2500		$50,000
Total		***$607,500***	***$33,750***	***$33,750***		***$675,000***

Peachtree City - Falcon Field Airport
Proposed Master Plan Projects

	Quantity	Federal	State	Local	Private	Total
5. Business Park Taxiway						
a. Mobilization	L.S.	$22,500	$1,250	$1,250		$25,000
b. Clearing	5 AC	$13,500	$750	$750		$15,000
c. Erosion Control	L.S.	$9,000	$500	$500		$10,000
d. Earthwork	15000 CY	$67,500	$3,750	$3,750		$75,000
e. Drainage	L.S.	$36,000	$2,000	$2,000		$40,000
f. Paving	6100 SY	$126,000	$7,000	$7,000		$140,000
g. Marking	L.S.	$1,800	$100	$100		$2,000
h. Seeding	L.S.	$10,800	$600	$600		$12,000
i. Lighting	L.S.	$9,000	$500	$500		$10,000
Subtotal		*$296,100*	*$16,450*	*$16,450*		*$329,000*
Engineering	L.S.	$58,500	$3,250	$3,250		$65,000
Contingencies	L.S.	$31,500	$1,750	$1,750		$35,000
Total		***$386,100***	***$21,450***	***$21,450***		***$429,000***
6. Corporate Hangar Area Dvelopment						
a. Mobilization	L.S.	$45,000	$2,500		$2,500	$47,500
b. Erosion Control	L.S.	$18,000	$1,000		$1,000	$19,000
c. Earthwork	100,000CY	$450,000	$25,000		$25,000	$475,000
d. Drainage	L.S.	$45,000	$2,500		$2,500	$47,500
e. Paving	18000 SY	$387,000	$21,500		$21,500	$408,500
f. Sealcoat	18000 SY	$36,000	$2,000		$2,000	$38,000
f. Marking	L.S.	$1,800	$100		$100	$1,900
g. Seeding	L.S.	$72,000	$4,000		$4,000	$76,000
h. Lighting	L.S.	$18,000	$1,000		$1,000	$19,000
I. Acquire 7 Ac. For Airport Development	7 AC.	$1,800,000	$0		$200,000	$1,800,000
Subtotal		*$2,872,800*	*$59,600*		*$259,600*	*$2,932,400*
Engineering	L.S.	$315,000	$17,500		$17,500	$332,500
Contingencies	L.S.	$225,000	$12,500		$12,500	$237,500
Total		***$3,412,800***	***$89,600***		***$289,600***	***$3,502,400***
7. Land Acquisition for Corporate Business Park NE - 21 Acres		$1,170,000	$0	$130,000		$1,300,000
TOTAL AIP ELIGIBLE STAGE I		**$9,887,400**	**$384,300**	**$424,700**	**$289,600**	**$10,596,400**

Peachtree City - Falcon Field Airport
Proposed Master Plan Projects

	Quantity	Federal	State	Local	Private	Total
B. NON AIP ELIGIBLE - STAGE 1						
1. Hangars						
a. 4 50'x60' Storage Hangar		$0	$0		$600,000	$600,000
b. 2 120'x100' Storage Hangar		$0	$0		$1,300,000	$1,300,000
c. 2 80'x80 Storage Hangar		$0	$0		$640,000	$640,000
d. 2 100' x100' Storage Hangar		$0	$0		$1,200,000	$1,200,000
e. 14 Unit T-hangar		$0	$0		$420,000	$420,000
Subtotal		*$0*	*$0*		*$3,740,000*	*$3,740,000*
Engineering		$0	$0		$375,000	$375,000
Contingencies		$0	$0		$375,000	$375,000
Total		***$0***	***$0***		***$4,490,000***	***$4,490,000***
TOTAL NON-AIP ELIGIBLE - STAGE 1		**$0**	**$0**	**$0**	**$4,490,000**	**$4,490,000**
TOTAL STAGE I		**$9,887,400**	**$384,300**	**$424,700**	**$4,779,600**	**$15,086,400**
C. AIP ELIGIBLE - STAGE II						
1. Land Acquisition/Easement For Precision Approach (Including Surveys, Appraisals, Negotiations)	L.S.	$3,420,000	$0	$380,000		$3,800,000
2. Helipad Reconstruction/Drainage Improvements						
a. Construction		$135,000	$7,500	$7,500		$150,000
b. Engineering and Contingencies		$27,000	$1,500	$1,500		$30,000
Subtotal		*$162,000*	*$9,000*	*$9,000*		*$180,000*
3. Security fence w/gates (Includes Surveys & Engineering		$360,000	$20,000	$20,000		$400,000
4. Overlay R/W, Overlay T/W "A" and Stubs, and Overlay GA Apron						
a. Mobilization	L.S.	$108,000	$6,000	$6,000		$120,000
b. Erosion Control	L.S.	$27,000	$1,500	$1,500		$30,000
c. Earthwork	C.Y.	$9,000	$500	$500		$10,000
d. Drainage	L.S.	$18,000	$1,000	$1,000		$20,000
e. Paving	190,000S.Y.	$1,368,000	$76,000	$76,000		$1,520,000
f. Sealcoat	50000	$90,000	$5,000	$5,000		$100,000
g. Marking	S.F.	$45,000	$2,500	$2,500		$50,000
h. Seeding	L.S.	$67,500	$3,750	$3,750		$75,000
Subtotal		*$1,732,500*	*$96,250*	*$96,250*		*$1,925,000*
Engineering	L.S.	$247,500	$13,750	$13,750		$275,000
Contingencies	L.S.	$180,000	$10,000	$10,000		$200,000
Total		***$2,160,000***	***$120,000***	***$120,000***		***$2,400,000***

Peachtree City - Falcon Field Airport
Proposed Master Plan Projects

	Quantity	Federal	State	Local	Private	Total
5. Install Precision Approach R/W 31						
Construction		$900,000	$50,000	$50,000		$1,000,000
Contingencies		$135,000	$7,500	$7,500		$150,000
Total		***$1,035,000***	***$57,500***	***$57,500***		***$1,150,000***
TOTAL - AIP ELIGIBLE - STAGE II		**$7,137,000**	**$206,500**	**$586,500**	**$0**	**$7,930,000**
D. NON AIP ELIGIBLE - STAGE II						
1. Hangars						
a. 4 60'x60' Storage Hanger		$0	$0		$660,000	$660,000
b. 8 80'x80' Storage Hanger		$0	$0		$2,560,000	$2,560,000
c. 4 100'x100' Storage Hanger		$0 $0	$0		$2,400,000	$2,400,000
Subtotal		*$0*	*$0*		*$5,620,000*	*$5,620,000*
Eng neering		$0	$0		$560,000	$560,000
Contingencies		$0	$0		$560,000	$560,000
Total		***$0***	***$0***		***$6,740,000***	***$6,740,000***
TOTAL NON - AIP ELIGIBLE STAGE II		**$0**	**$0**	**$0**	**$6,740,000**	**$6,740,000**
TOTAL STAGE II		**$7,137,000**	**$206,500**	**$586,500**	**$6,740,000**	**$14,670,000**
E. AIP ELIGIBLE - STAGE III						
1. Aquire land for 34:1 approach slope R/W 13 (Including Surveys, Appraisals, Negotiations)		$1,170,000	$0	$130,000		$1,300,000
2. Apron and T-Hangar Area Development (SW)						
a. Mobilization	L.S.	$270,000	$15,000	$15,000		$300,000
b. Clearing	L.S.	$90,000	$5,000	$5,000		$100,000
c. Erosion Control	L.S.	$180,000	$10,000	$10,000		$200,000
d. Earthwork	650,000 CY	$2,340,000	$130,000	$130,000		$2,600,000
e. Drainage	L.S.	$360,000	$20,000	$20,000		$400,000
f. Paving	102,000 SY	$1,800,000	$100,000	$100,000		$2,000,000
g.Sealcoat	70,000 SY	$90,000	$5,000	$5,000		$100,000
h. Marking	L.S.	$18,000	$1,000	$1,000		$20,000
i. Seeding	L.S.	$180,000	$10,000	$10,000		$200,000
j. Lighting	L.S.	$180,000	$10,000	$10,000		$200,000
k.Land Acquisition	42 Ac.	$1,890,000	$0	$210,000		$2,100,000
Subtotal		*$7,398,000*	*$306,000*	*$516,000*		*$8,220,000*
Eng neering	L.S.	$720,000	$40,000	$40,000		$800,000
Contingencies	L.S.	$360,000	$20,000	$20,000		$400,000
Total		***$8,478,000***	***$366,000***	***$576,000***		***$9,420,000***
TOTAL - AIP ELIGIBLE - STAGE III		**$9,648,000**	**$366,000**	**$706,000**	**$0**	**$10,720,000**

Peachtree City - Falcon Field Airport
Proposed Master Plan Projects

	Quantity	Federal	State	Local	Private	Total
F. NON AIP ELIGIBLE - STAGE III						
1. Access Road for Apron and T-Hangar Area Development (SW)	L.S.	$0	$0	$500,000		$500,000
2. Expand Terminal Building						
a. Construction and Contingencies	L.S.	$0	$0	$2,000,000		$2,000,000
Total		***$0***	***$0***	***$2,000,000***		***$2,000,000***
3. Expand Auto Parking Lot						
Construction	L.S.	$0	$0	$200,000		$200,000
Engineering & Contingencies	L.S.	$0	$0	$40,000		$40,000
Total		***$0***	***$0***	***$240,000***		***$240,000***
4. Hangars						
a. 17 60'x60' Storage Hangar		$0	$0		$2,805,000	$2,805,000
b. 14 80'x80 Storage Hangar		$0	$0		$4,480,000	$4,480,000
c. 5 100' x100' Storage Hangar		$0	$0		$3,000,000	$3,000,000
d. 9 14 Unit T-hangar		$0	$0		$3,780,000	$3,780,000
e. 2 10 Unit T-hanger		$0	$0		$600,000	$600,000
f. 2 Corporate Hangers 300'x100'		$0	$0		$1,600,000	$1,600,000
Subtotal		*$0*	*$0*		*$16,265,000*	*$16,265,000*
Engineering		$0	$0		$1,600,000	$1,600,000
Contingencies		$0	$0		$1,600,000	$1,600,000
Total		***$0***	***$0***		***$19,465,000***	***$19,465,000***
TOTAL - NON AIP ELIGIBLE - STAGE III		**$0**	**$0**	**$2,740,000**	**$19,465,000**	**$22,205,000**
TOTAL STAGE III		**$9,648,000**	**$366,000**	**$3,446,000**	**$19,465,000**	**$32,925,000**
TOTAL STAGES I, II, & III (AIP)		**$26,672,400**	**$956,800**	**$1,717,200**	**$289,600**	**$29,246,400**
TOTAL STAGES I, II, & III (NON-AIP)		**$0.00**	**$0.00**	**$0**	**$30,695,000**	**$30,695,000**
GRAND TOTAL STAGES I, II, & III		**$26,672,400**	**$956,800**	**$4,457,200**	**$30,984,600**	**$62,681,400**

TABLE 6-2
Peachtree City - Falcon Field Airport
Proposed Master Plan Projects Summary

Project Description	Federal	State	Local	Private	Total
STAGE I (2000-2005)					
Southeast Hangar Area - Phase III	$360,000	$20,000	$20,000	$0	$400,000
Pave runway overrun RW 31/Partial Parallel TXWY.	$3,753,000	$208,500	$208,500	$0	$4,070,000
Airport Lighting/Signage	$198,000	$11,000	$11,000	$0	$220,000
Terminal Apron Expansion "Transient Ramp"	$607,500	$33,750	$33,750	$0	$675,000
Business Park Taxiway	$386,100	$21,450	$21,450	$0	$429,000
Corporate Hangar Area Dvelopment	$3,412,800	$89,600	$0	$289,600	$3,502,400
Land Acquisition for Corporate Business Park	$1,170,000	$0	$130,000	$0	$1,300,000
Hangars	$0	$0	$0	$4,490,000	$4,490,000
TOTAL STAGE I	***$9,887,400***	***$384,300***	***$424,700***	***$4,779,600***	***$15,086,400***
STAGE II (2006-2010)					
Land Acquisition/Easement For Precision Approach	$3,420,000	$0	$380,000	$0	$3,800,000
Helipad Reconstruction/Drainage Improvements	$162,000	$9,000	$9,000	$0	$180,000
Security fence w/gates	$360,000	$20,000	$20,000	$0	$400,000
Overlay R/W, Overlay T/W "A" and Stubs, and Overlay GA Apron	$2,160,000	$120,000	$120,000	$0	$2,400,000
Install Precision Approach R/W 31	$1,035,000	$57,500	$57,500	$0	$1,150,000
Hangars	$0	$0	$0	$6,740,000	$6,740,000
TOTAL STAGE II	***$7,137,000***	***$206,500***	***$586,500***	***$6,740,000***	***$14,670,000***
STAGE III (2011-2020)					
Aquire land for 34:1 approach slope R/W 13	$1,170,000	$0	$130,000	$0	$1,300,000
Apron and T-Hangar Area Development (SW)	$8,478,000	$366,000	$576,000	$0	$9,420,000
Access Road for Apron and T-Hangar Area Development (SW)	$0	$0	$500,000	$0	$500,000
Expand Terminal Building	$0	$0	$2,000,000	$0	$2,000,000
Expand Auto Parking Lot	$0	$0	$240,000	$0	$240,000
Hangars	$0	$0	$0	$19,465,000	$19,465,000
TOTAL STAGE III	***$9,648,000***	***$366,000***	***$3,446,000***	***$19,465,000***	***$32,925,000***
GRAND TOTAL STAGES I, II, & III	**$26,672,400**	**$956,800**	**$4,457,200**	**$30,984,600**	**$62,681,400**

CHAPTER 7
AIRPORT LAYOUT PLANS

CHAPTER 7
AIRPORT LAYOUT PLANS

This chapter provides a narrative and graphic description of the recommended airport development program for both airfield and landside facilities which is recommended in the Peachtree City-Falcon Field Airport Master Plan Update. The airport plan drawings include the following components:

- Cover Sheet
- Airport Layout Plan (ALP)
- Terminal Area Plan – Hangar Area 'A'
- Terminal Area Plan – Hangar Area 'B'
- Airspace Plan- Part 77
- Inner Portion of Approach Surface Plan – Runway 13
- Inner Portion of Approach Surface Plan – Runway 31
- Airport Land Use Plan
- Exhibit "A" Property Map

Drawings depicted in these plans are contained in the 11" x 17" set of airport plan sheets accompanying this Master Plan Update. Additional 24" x 36" plans are provided to the airport sponsor and FAA as a part of the approval process. An explanation of the purpose and highlights of each of these plans is included in the following sections.

AIRFIELD DESIGN STANDARDS

Airfield planning and design standards are based upon the future role of the airport and the critical aircraft expected to utilize the airport. The FAA publishes advisory circulars containing airfield design standards that are intended to provide guidance with flexibility in application to insure the safety, economy, efficiency, and longevity of the airport.

The FAA advisory circular that applies to design of airfield facilities at the airport is FAA Advisory Circular 150/5300-13, Change 5 - "Airport Design." The applicable airfield design standards are summarized in Appendix A.

COVER SHEET

The Cover Sheet, presented as Figure 7-1, list the drawings and illustrates the Location and Vicinity Maps.

Airport Layout Plan

The Airport Layout Plan (ALP) is shown in Figure 7-2 and depicts the existing airport facilities as well as the recommended facilities required to accommodate forecast demand through the Year 2020.

Major airfield improvements incorporated in the ALP are summarized as follows:

1. 550' Paved Overrun
2. Overlay of all pavement surfaces,
3. Constructing a new GA hangar complex, and
4. Precision Approach R/W installed.

The ALP illustrates graphically the existing and proposed facilities identified in the Master Plan Update. Phased development, estimated project costs and funding sources for the recommended improvements according to the 5 -, 10 -, and 20 – year planning periods are recommended in Chapter 6, "Capital Improvement Program."

Terminal Area Plan – Hangar Area 'A'

The Terminal Area Plan – Hangar Area 'A' for Peachtree City-Falcon Field Airport is shown in Figure 7-4. This drawing shows a higher level of detail regarding the existing and proposed terminal area facilities. The major elements of the Terminal Area Plan are as follows:

- Expand Terminal Building
- Expand Auto Parking at the Terminal Area
- Apron Expansion

Terminal Area Plan – Hangar Area 'B'

The Terminal Area Plan – Hangar Area 'B' for Peachtree City-Falcon Field Airport is shown in Figure 7-4. This drawing shows a higher level of detail regarding the existing and proposed terminal area facilities. The major elements of the Terminal Area Plan are to construct new storage and hangars.

AIRSPACE PLAN

Ideally, airports should be located so that the surrounding airspace is free and clear of obstructions that could be hazardous to aircraft on takeoff or approach paths. It is, therefore, necessary to maintain the surrounding airspace free of obstacles, preventing the development and growth of obstructions to airspace that could cause the airport to become unusable. The regulations for the protection of airspace in the vicinity of airports are established by a set of imaginary obstacle limitation surfaces, penetration of which represents an obstacle to air navigation. The geometry of the imaginary surfaces is governed by the regulations set forth in Federal Aviation Regulations (FAR) Part 77. Protected airspace around airports is made up of five principal imaginary surfaces:

- Primary Surface – A surface that is longitudinally centered on the runway, extending 200 feet beyond the threshold in each direction in the case of paved runways.

- Approach Surface – An inclined plane or combination of planes of varying width and slope running from the ends of the primary surface.

- Horizontal Surface – A horizontal plane 150 feet above the established airport elevation. Its dimensions are governed by the runway service category and approach procedure desired.

- Transitional Surface – An inclined plane with a slope of 7:1 extending upward and outward from the Primary Surface and Approach Surface, terminating at the horizontal surface where these two planes meet.

- Conical Surface – An inclined plane at a slope of 20:1 extending upward and outward from the periphery of the horizontal surface for a horizontal distance of 4,000 feet.

Figure 7-5 presents the Airspace Plan, which depicts the proposed surfaces. The plan should be officially adopted and integrated into the City's planning and zoning ordinances in order to prevent obstructions that could preclude future development.

INNER PORTION OF APPROACH SURFACE PLAN – RUNWAY 13

The Inner Portion of Approach Surface Plan – Runway 13 drawing is depicted on Figure 7-6 and is based on Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace.* In order to protect the airspace and approaches to each runway end from hazards that could affect the safe and efficient operation of the airport, Federal criteria has been established to control the height of objects in the vicinity of the airport.

The dimensional standards for the approach surfaces and RPZ are determined by the classification of runways for precision and nonprecision approaches.

The FAA requires the establishment of runway protection zones (RPZ) at the ends of runways when federal funds are to be expended on new or existing airports. The airport owner has positive control over development within the RPZ by either aviation easements or ownership in fee simple; thereby providing long-term positive assurance that there will be no encroachment within the critical portions of the inner approach surface.

The Inner Portion of Approach Surface Plan drawings show each runway end's approach and RPZ profile in relation to any objects that fall with these surfaces. These exhibits are based on information from the most recent Airport Obstruction Chart as prepared by the U.S. Department of Commerce, National Oceanic Service which shows the existing and ultimate approach surfaces and location of obstruction which exceed the FAR Part 77 criteria.

INNER PORTION OF APPROACH SURFACE PLAN – RUNWAY 31 drawing is depicted on Figure 7-7.

AIRPORT LAND USE PLAN

The Airport Land Use Plan shown in Figure 7-8 depicts general guidelines for development of functional land use areas on the airport. The purpose of preparing an airport land use plan is to achieve an arrangement of land uses within the airport's boundaries which best utilizes available property for present and future airport needs.

Dedication of airport land must be made first to airport operations and airport support facilities. Thus, the priorities are as follows:

- Allocating airport land for runways and taxiways
- Provide for aviation support facilities such as terminal, apron, and hangar areas
- Aviation-related business development that, for various reasons, wish to locate at the airport because of dependence upon air transportation of personnel and/ or goods
- Industrial and commercial uses which are non-aviation related
- Buffer areas occupying the balance of airport property

The Airport Land Use Plan shows the general allocation of airport property to each of these basic categories of land use.

Off-Airport Land use Compatibility

Airport noise impacts and land use compatibility with the existing and projected future land uses in the airport vicinity were analyzed using the Federal Aviation Administration (FAA) Integrated Noise Model (INM), which is a computer tool for determining the total impact of aircraft noise. The INM uses input data on factors related to airport noise sources and patterns to generate estimated noise contours for existing and future aviation activity. Data inputs to the noise model include the following variables:

- Airport altitude and temperature
- Runway configuration
- Aircraft operational fleet mix
- Arrival and departure tracks and operations.

Noise exposure contours are a planning tool used to plan the land use and development of surrounding airports. The contours represent noise levels in average daily duration of perceived decibels (dBA), and are expressed as the day/ night average sound level (Ldn). The Ldn noise level is an average measure of the sum of total aircraft noise exposure over a 24-hour period. Noise levels below 65 Ldn are generally considered acceptable for single-family residences. Existing noise sources in urban areas tend to mask out aircraft noise between 55 and 65 Ldn.

The existing 65 Ldn noise exposure contour for the airport is almost entirely confined within the airport property except for the approach end of Runway 31. The 65 Ldn is located approximately 1700' from the runway end. The pattern of existing and planned land uses which is indicated by existing zoning results in a compatible land use scenario for future development, provided that future development adheres to the established zoning designations and requirements. Adverse impacts of airport noise should be minimized by avoiding or restricting future development of noise sensitive uses in areas near the Airport approaches as identified by the noise contours.

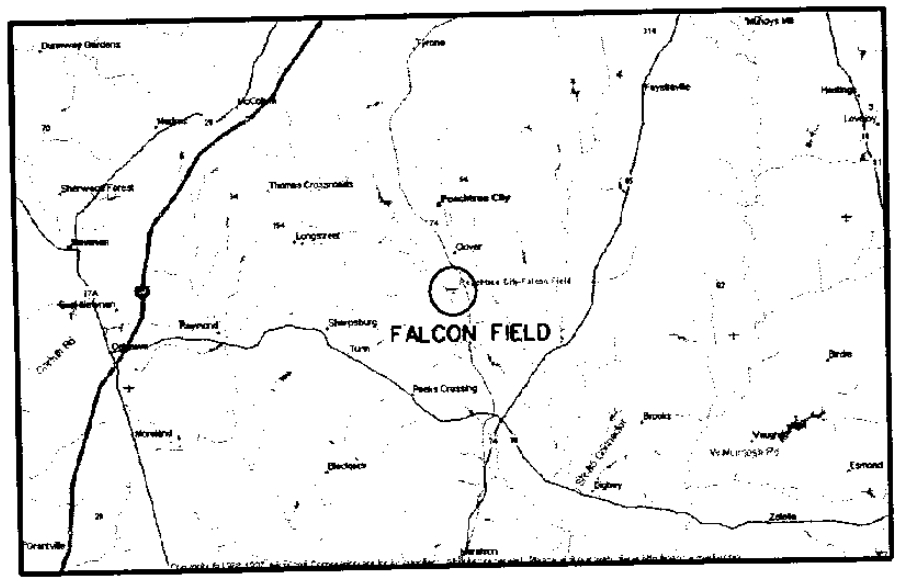
PEACHTREE CITY-FALCON FIELD

PEACHTREE CITY, GEORGIA

FAA A.I.P. 3-13-0146-11

PREPARED FOR THE
PEACHTREE CITY AIRPORT AUTHORITY

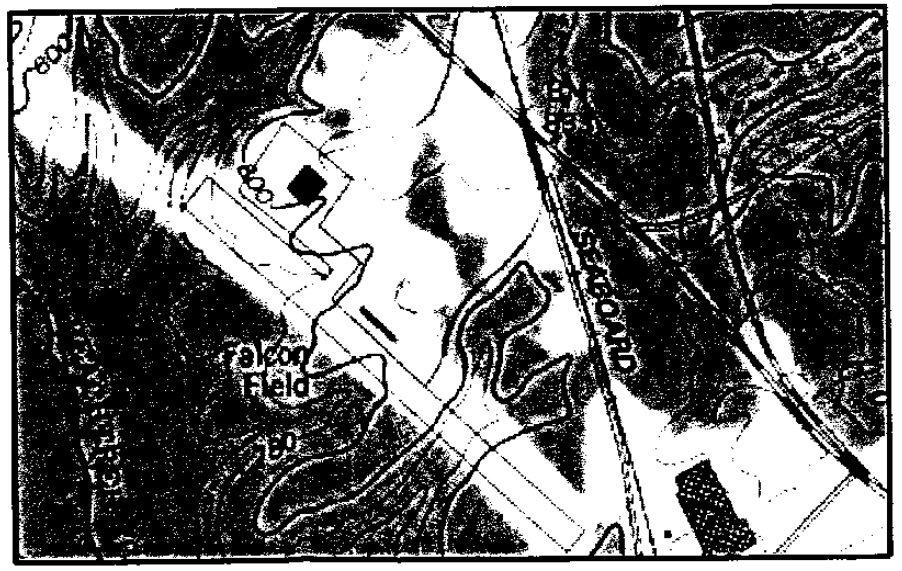
PREPARED BY
WILBUR SMITH ASSOCIATES, INC.
2920 BRANDYWINE ROAD
SUITE 220
ATLANTA, GA. 30341



LOCATION MAP

SHEET INDEX

C-1	COVER SHEET
C-2	AIRPORT LAYOUT PLAN
C-3	HANGAR AREA "A"
C-4	HANGAR AREA "B"
C-5	AIRSPACE PLAN - PART 77
C-6	RPZ AND APPROACH SURFACE PLAN - RUNWAY 13
C-7	RPZ AND APPROACH SURFACE PLAN - RUNWAY 31
C-8	LAND USE PLAN 2020 NOISE CONTOURS
C-9	EXHIBIT "A" - PROPERTY MAP

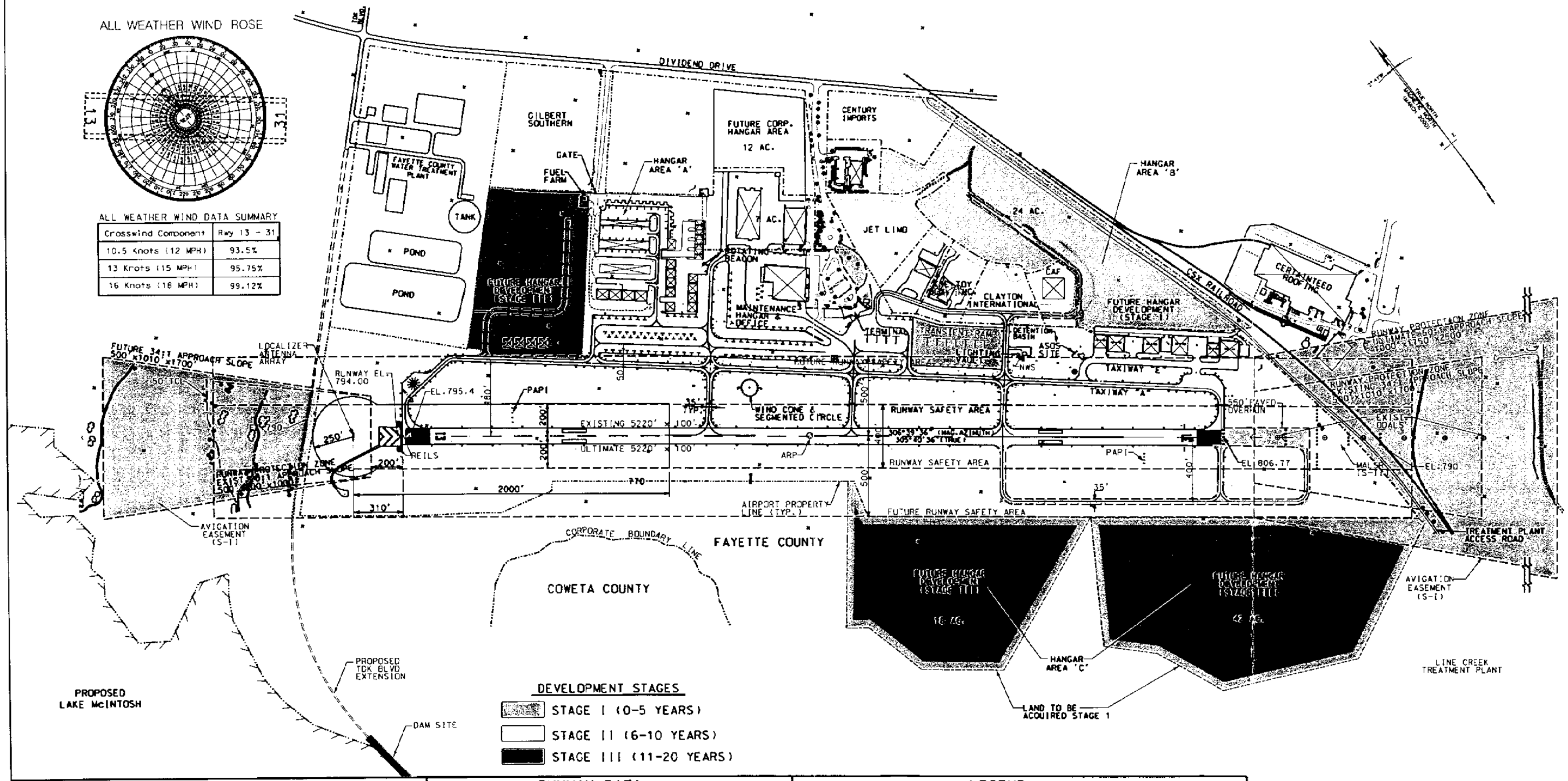


SITE MAP

ALL WEATHER WIND ROSE

ALL WEATHER WIND DATA SUMMARY

Crosswind Component	Rwy 13 - 31
10.5 Knots (12 MPH)	93.5%
13 Knots (15 MPH)	95.75%
16 Knots (18 MPH)	99.12%



AIRPORT DATA

DESCRIPTION	RUNWAY 13/31 EXISTING	RUNWAY 13/31 ULTIMATE
AIRPORT ELEVATION	808'	808'
AIRPORT REFERENCE POINT COORDINATES LAT.	33°21'25"	33°21'25"
LONG.	84°34'18"	84°34'18"
NORMAL MAX. TEMP., HOTTEST MONTH	88°	88°
AIRPORT REFERENCE CODE	C II	C II
CRITICAL AIRCRAFT	KING AIR, FAL-50	GLFSTRM G-III

RUNWAY DATA

DESCRIPTION		RUNWAY 13/31 EXISTING	RUNWAY 13/31 ULTIMATE
PHYSICAL LENGTH AND WIDTH		5220' X 100'	5220' X 100'
EFFECTIVE RUNWAY GRADIENT		0.21%	0.21%
PAVEMENT STRENGTH (LBS.)		60,000 lb DUAL	60,000 lb DUAL
APPROACH SURFACES		20:1/34:1	34:1/50:1
PRECISION OFA (W X L)		N/A	N/A / 800X2000
LIGHTS		MIRL	HIRL
MARKINGS		N.P.I.	PREC
VISUAL AIDS		ROT BEACON, PAPI, REIL	ROT BEACON, PAPI, REIL
NAVIGATIONAL AIDS		VOR, LOCALIZER, NDB	VOR, LOCALIZER, ILS
SAFETY AREA ("W" X "L" BEYOND RWY END)		400' x 1000'	1000' x 1000'
OBJECT FREE AREA ("W" X "L" BEYOND RWY END)		800' x 1000'	800' x 1000'
RUNWAY END COORDINATES			
R/W 13	LAT.	33°21'41"	33°21'41"
	LONG.	84°34'42"	84°34'42"
R/W 31	LAT.	33°21'09"	33°21'09"
	LONG.	84°33'54"	84°33'54"

LEGEND

DESCRIPTION	EXISTING	ULTIMATE
TREE LINE		
CONTOUR	800	800
AIRPORT BUILDINGS		
AIRPORT PAVEMENT AREA		
RUNWAY END IDENTIFICATION LIGHT (REIL)		
AIRPORT EASEMENT		
RUNWAY PROTECTION ZONE		
PAVED ROAD		
UNIMPROVED ROAD		
FENCE		
AIRPORT PROPERTY LINE		
AIRPORT REFERENCE POINT (A.R.P.)		
ROTATING BEACON		
UTILITY POLE		
PRIVATE PROPERTY LINE		
LAKE		

300 0 300 600 900

SCALE: 1" = 300'

DES. MSC
DWN. CCH
CHK. MSC
APP.
PROJECT MANAGER
C.O.M.
PUBLIC SECTOR DIRECTOR

WSA
WILBUR SMITH ASSOCIATES

REV NO	DATE	REVISION DESCRIPTION	BY	APP

CLIENT: PEACHTREE CITY - FALCON FIELD AIRPORT PEACHTREE CITY, GEORGIA

WILBUR SMITH ASSOCIATES
CONSULTING ENGINEERS
3500 PARAMOUNT RD
SUITE 200
ATLANTA, GA 30341
(770) 396-9990

TITLE: AIRPORT LAYOUT PLAN

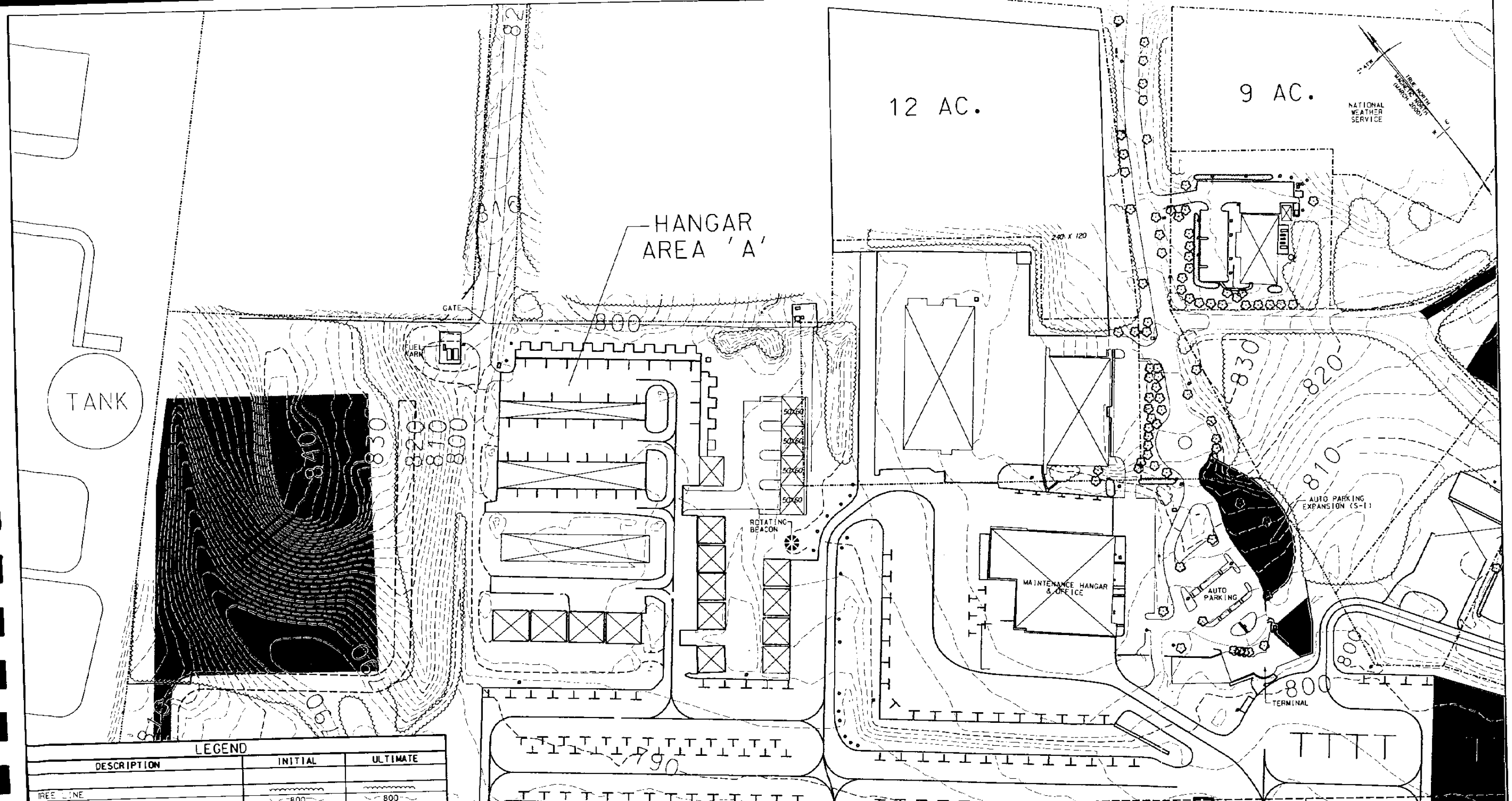
DATE: 02/13/01

PROJECT NO (CLIENT)

PROJECT NO (WSA): 342675

DRAWING: C-2

SHEET 2 OF 9



LEGEND

DESCRIPTION	INITIAL	ULTIMATE
TREE LINE		
CONTOUR	800	800
AIRPORT BUILDINGS		
AIRPORT PAVEMENT AREA		
RUNWAY END IDENTIFICATION LIGHT (REIL)	⊕	
AIRPORT EASEMENT		
RUNWAY PROTECTION ZONE		
PAVED ROAD		
UNIMPROVED ROAD		
FENCE	-X- -X-	-XX- -XX-
AIRPORT PROPERTY LINE		
AIRPORT REFERENCE POINT (A.R.P.)		
ROTATING BEACON		
UTILITY POLE		

DEVELOPMENT STAGES

- STAGE I (0-5 YEARS)
- STAGE II (6-10 YEARS)
- STAGE III (11-20 YEARS)

DES	MSC
DWN	CDH
CHK	MSC
MAP PROJECT MANAGER	
SUBM PROJECT DIRECTOR	

REV. NO	DATE	REVISION DESCRIPTION	BY	APP.

CLIENT: PEACHTREE CITY - FALCON FIELD PEACHTREE CITY, GEORGIA

WILBUR SMITH ASSOCIATES
CONSULTING ENGINEERS
2500 BRANDYWINE RD
SUITE 250
ATLANTA GA 30341
(770) 936-8900

WSA
WILBUR SMITH ASSOCIATES

TITLE: TERMINAL AREA PLAN
HANGAR AREA "A"

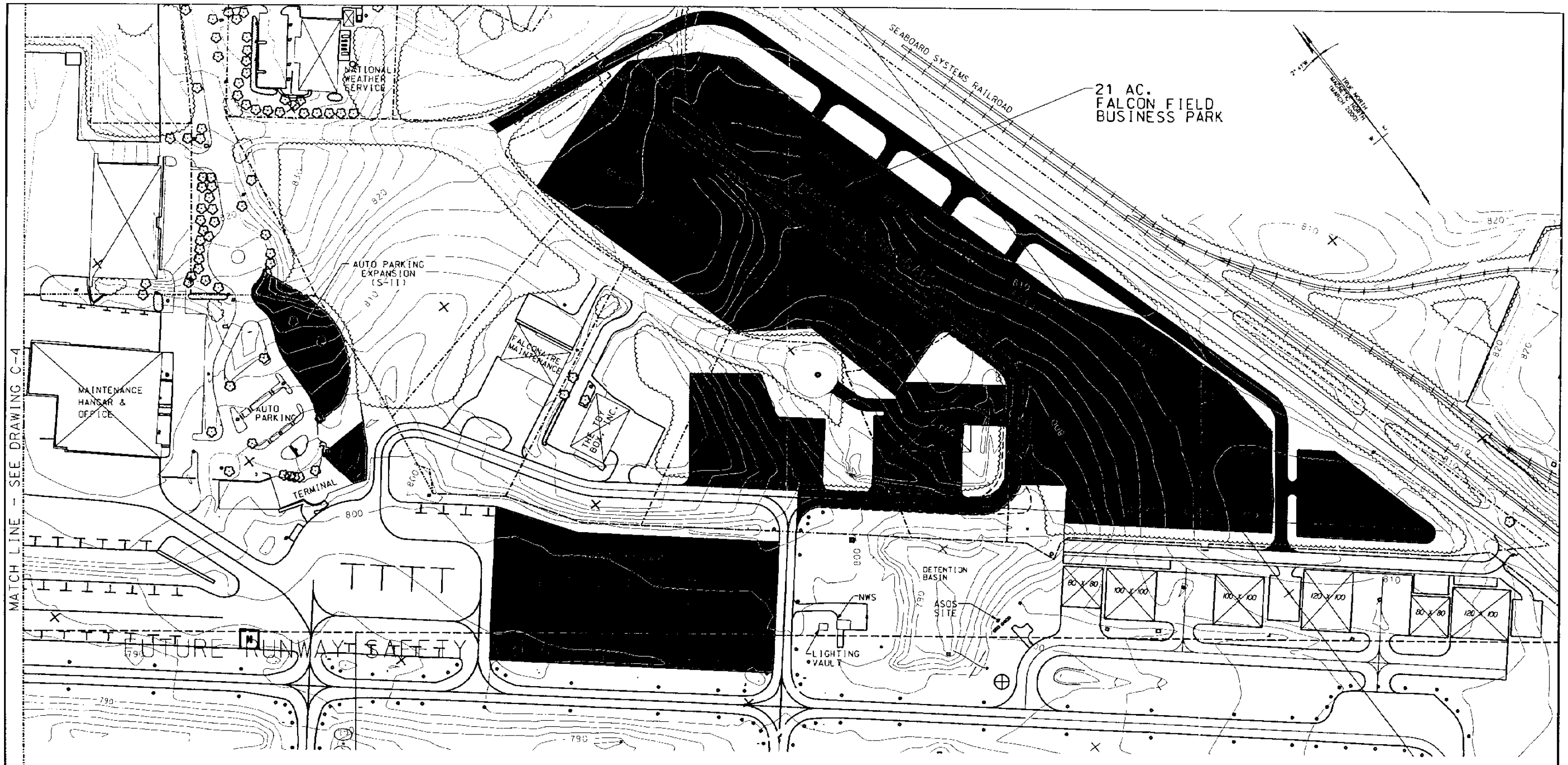
PROJECT NO (CLIENT):

PROJECT NO (WSA): 342675

DATE: 10/03/00

DRAWING: C-4

SHEET 3 OF 9



LEGEND

DESCRIPTION	INITIAL	ULTIMATE
TREE LINE		
CONTOUR	800	800
AIRPORT BUILDINGS		
AIRPORT PAVEMENT AREA		
RUNWAY END IDENTIFICATION LIGHT (REIL)		
AIRPORT EASEMENT		
RUNWAY PROTECTION ZONE		
PAVED ROAD		
UNIMPROVED ROAD		
FENCE		
AIRPORT PROPERTY LINE		
AIRPORT REFERENCE POINT (A.R.P.)		
ROTATING BEACON		
UTILITY POLE		

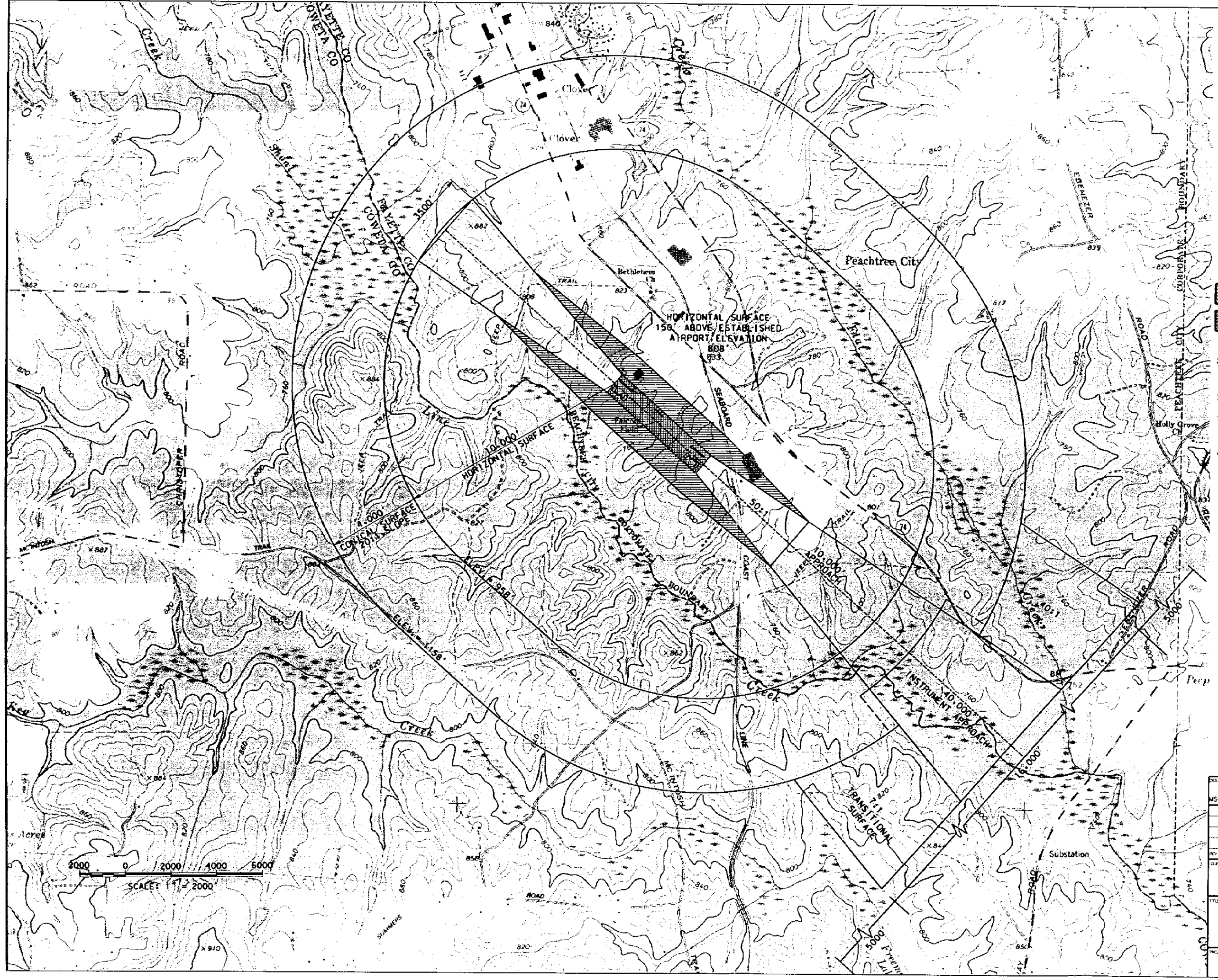
DEVELOPMENT STAGES

- STAGE I (0-5 YEARS)
- STAGE II (6-10 YEARS)
- STAGE III (11-20 YEARS)

100 0 100 200 300

SCALE: 1" = 100'

DWN MSC				
CKD CCH				
CHK MSC	REV NO	DATE	REVISION DESCRIPTION	BY / APP
APP.	CLIENT: PEACHTREE CITY - FALCON FIELD PEACHTREE CITY, GEORGIA			WILBUR SMITH ASSOCIATES CONSULTING ENGINEERS 2500 BRANDYWINE RD SUITE 220 ATLANTA, GA 30341 (770) 396-8500
WSA WILBUR SMITH ASSOCIATES	TITLE: TERMINAL AREA PLAN HANGAR AREA "B"			DATE 10/03/00
	PROJECT NO. (CLIENT)	PROJECT NO. (WSA) 342675		DRAWING C-3
				SHEET 4 OF 9



DES.	DWN.	CHK.	APP.	SUBM.
MSC	CCH	MSC		

REV NO	DATE	REVISION DESCRIPTION	BY	APP

CLIENT: PEACHTREE CITY - FALCON FIELD PEACHTREE CITY, GEORGIA

TITLE: AIRPORT AIRSPACE PLAN PART 77

WILBUR SMITH ASSOCIATES
CONSULTING ENGINEERS
2600 BRANDYWINE RD
SUITE 225
ATLANTA GA 30341
(770) 936-8950

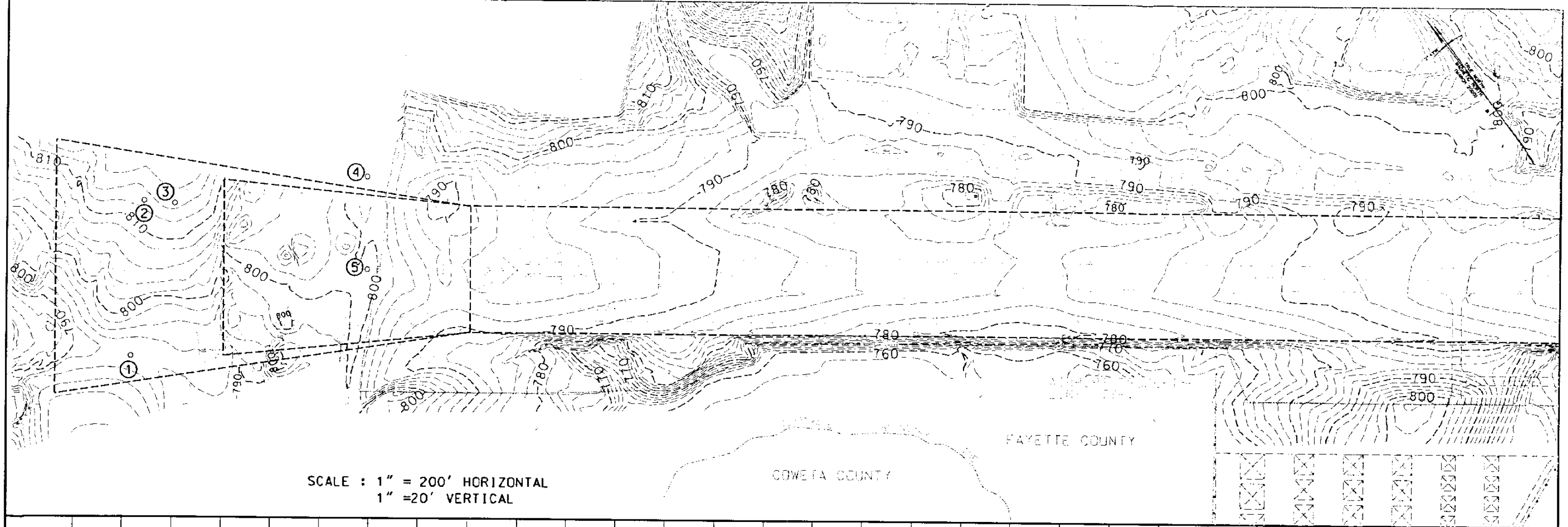
DATE: 1/19/00

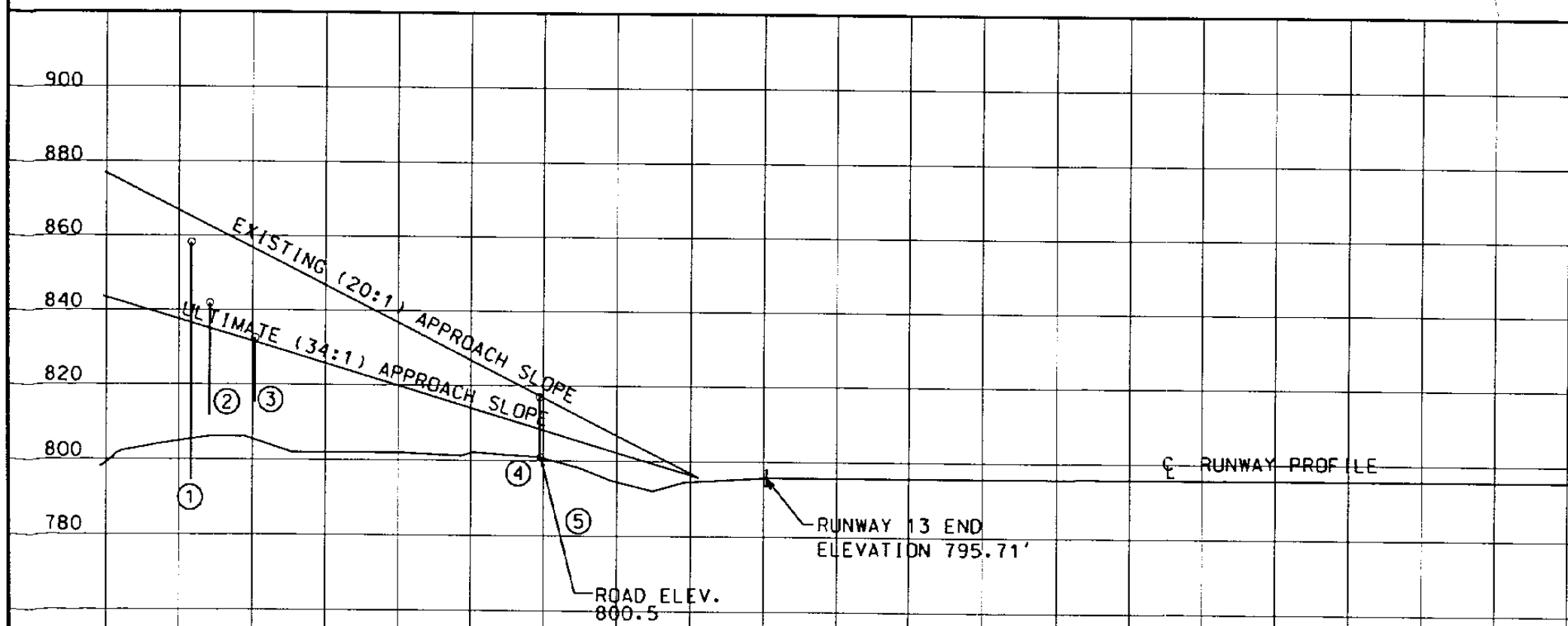
PROJECT NO (CLIENT)

PROJECT NO (WSA): 342675

DRAWING: C-5

SHEET 5 OF 9





RUNWAY END 13 - OBSTRUCTION LEGEND

OBSTRUCTION	DESCRIPTION	ELEVATION	EXISTING & ULTIMATE CLEARANCE	REMARKS
1	TREE	857.8'		NO ACTION
2	TREE	843.3'		
3	TREE	832.4'		
4	TREE	817.1'		
5	ROAD	800.5'		

DES. MSC
DWN. CCH
CHK. MSC
APP.
PROJECT MANAGER
SUBM.
PROJECT DIRECTOR

REV. NO. | DATE | REVISION DESCRIPTION | BY | APP

CLIENT
PEACHTREE CITY -
FALCON FIELD
PEACHTREE CITY, GEORGIA

WILBUR SMITH ASSOCIATES
CONSULTING ENGINEERS
2905 BRANDYWINE RD
SUITE 205
ATLANTA, GA 30341
(770) 458-9950

TITLE
RPZ AND APPROACH SURFACE
PLAN RUNWAY 13

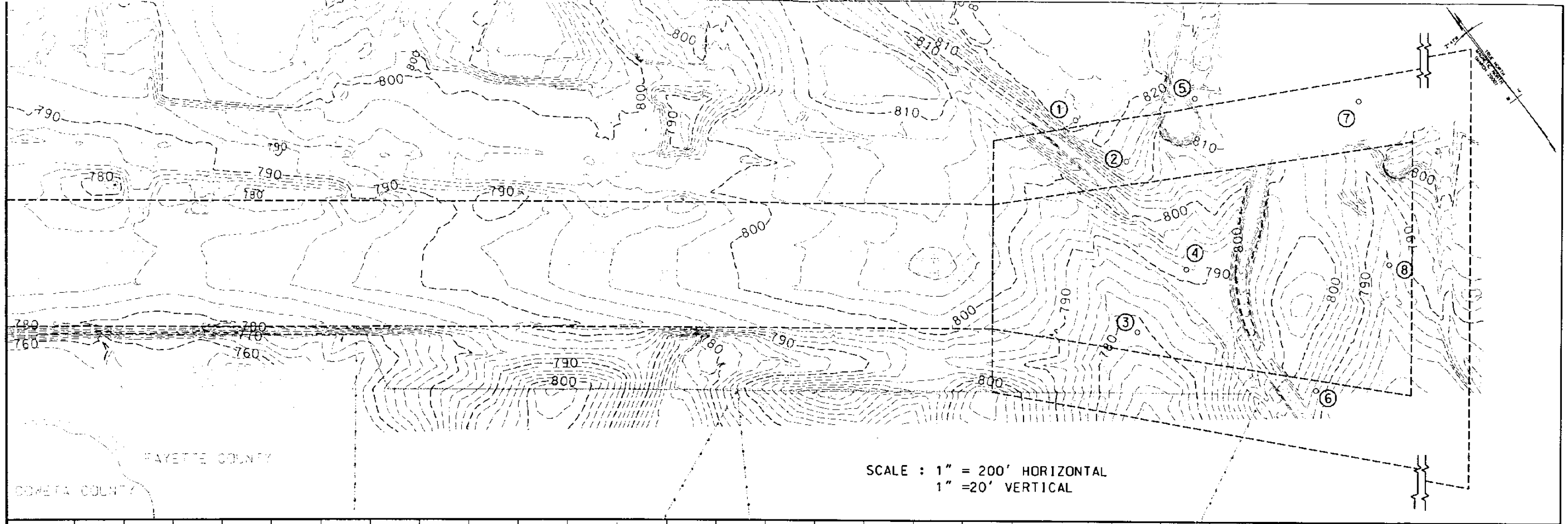
DATE 10/03/00

WSA
WILBUR SMITH ASSOCIATES

PROJECT NO (CLIENT)
PROJECT NO (WSA) 342675

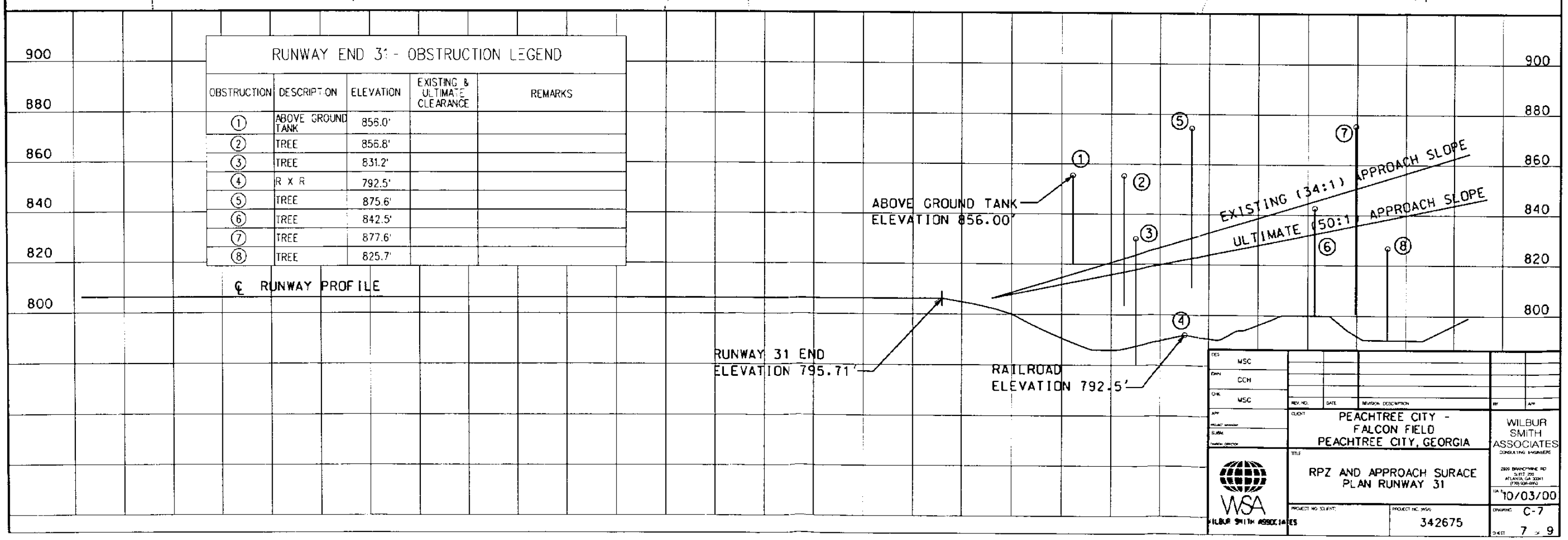
DRAWING C-6

SHEET 6 OF 9

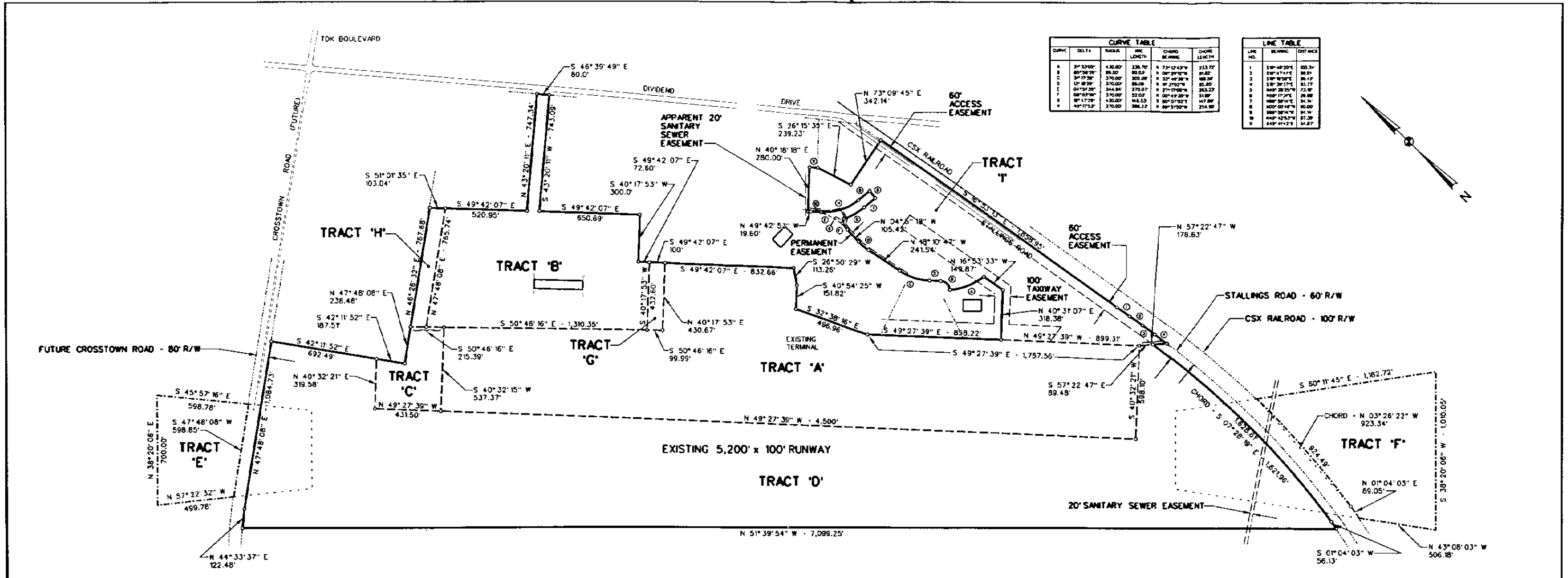


RUNWAY END 31 - OBSTRUCTION LEGEND

OBSTRUCTION	DESCRIPTION	ELEVATION	EXISTING & ULTIMATE CLEARANCE	REMARKS
1	ABOVE GROUND TANK	856.0'		
2	TREE	856.8'		
3	TREE	831.2'		
4	R X R	792.5'		
5	TREE	875.6'		
6	TREE	842.5'		
7	TREE	877.6'		
8	TREE	825.7'		



DES MSC			
DWN CCH			
CHK MSC	REV. NO. / DATE / REVISION DESCRIPTION	BY	APP
APP	CLIENT: PEACHTREE CITY - FALCON FIELD PEACHTREE CITY, GEORGIA	WILBUR SMITH ASSOCIATES CONSULTING ENGINEERS 2200 BRANCHWINE RD SUITE 200 ATLANTA, GA 30341 (770) 936-4900	
WSA WILBUR SMITH ASSOCIATES	TITLE: RPZ AND APPROACH SURACE PLAN RUNWAY 31	DATE 10/03/00	
	PROJECT NO. (CLIENT): / PROJECT NO. (WSA): 342675	DRAWING C-7	SHEET 7 of 9



CURVE TABLE					
CURVE	DELTA	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
A	31°33'00"	430.00'	236.76'	N 73°13'43"W	233.77'
B	85°36'39"	88.00'	80.03'	N 06°39'18"W	89.82'
C	3°17'38"	370.00'	203.06'	N 33°46'36"W	188.06'
D	13°18'26"	370.00'	86.09'	N 41°31'02"W	85.89'
E	61°54'39"	344.94'	372.07'	N 27°17'08"W	353.23'
F	08°03'16"	370.00'	52.03'	N 00°49'30"W	51.98'
G	18°17'19"	430.00'	143.53'	S 80°01'02"E	142.89'
H	40°17'53"	370.00'	298.33'	N 89°51'50"W	254.99'

LINE TABLE		
LINE NO.	BEARING	DISTANCE
1	S 19°48'20"E	100.34'
2	S 16°47'11"E	98.81'
3	S 19°18'06"E	89.47'
4	S 16°39'17"E	83.17'
5	N 49°28'25"W	73.18'
6	N 06°17'31"E	89.98'
7	N 88°06'14"E	94.14'
8	N 00°00'48"W	90.00'
9	S 88°06'14"W	94.14'
10	N 49°42'53"W	97.39'
11	S 49°49'12"E	94.87'

PROPERTY STATUS

TRACT	AREA (ACRES)	TYPE OF ACQUISITION*	ACQUIRED UNDER A.I.P. PROJECT	PREVIOUS OWNER	NOTES
A	69.05	FEE (DONATED)		PEACHTREE CITY DEVELOPMENT CORPORATION	$ 1,912,560 **
B	24.38	FEE SIMPLE	03-13-0146-02	PEACHTREE CITY DEVELOPMENT CORPORATION	
C	4.24	FEE (DONATED)	03-13-0146-02	PEACHTREE CITY DEVELOPMENT CORPORATION	$ 117,440 **
D	116.07	FEE (DONATED)		PEACHTREE CITY DEVELOPMENT CORPORATION	$ 2,725,000 **
E	8.10	EASEMENT (PURCHASED)	03-13-0146-02	PEACHTREE CITY DEVELOPMENT CORPORATION	
F	16.99	EASEMENT (PURCHASED)	03-13-0146-02	PEACHTREE CITY DEVELOPMENT CORPORATION	
G	0.99	FEE SIMPLE		THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES	$ 10
H	1.80	FEE SIMPLE		PATHWAY COMMUNITIES, INC.	
I	23.93	FEE SIMPLE		PEACHTREE CITY HOLDINGS, LLC	
TOTAL 265.55 ACRES					

* SEE ACCOMPANYING TABLE FOR DISPOSITION OF DONATED LAND CREDITED AS A PORTION OF SPONSOR'S SHARE OF ELIGIBLE A.I.P. PROJECTS

** APPRAISED VALUE - JULY 1988

CREDITED PORTION OF LAND DONATED AS SPONSOR'S LOCAL SHARE

A.I.P. PROJECT	TOTAL ACRES AVAILABLE	CREDITED ACRES (TRACT)	ACRES REMAINING	SPONSOR'S LOCAL SHARE AMOUNT
——	189.36	0	189.36	——
-02	189.36	4.24 (C) 1.51 (A)	185.12 183.61	$ 144,444
-03	183.61	5.19 (A)	178.42	$ 130,438
-04	178.42	5.27 (A)	173.15	$ 132,296
-05	173.15	6.40 (A)	166.75	$ 160,643
-06	166.75	0.52 (A)	166.23	$ 13,002
-07	166.23	1.97 (A)	164.26	$ 49,430
-08	164.26	2.03 (A)	162.23	$ 50,928
-09	162.23	1.08 (A)	161.15	$ 27,104
-10	161.15	0.59	160.56	$ 14,757
-11	160.56	1.61	158.95	$ 40,431
-12	158.95	0.66	158.29	$ 29,513

NOTE:

1. AVERAGE APPRAISED VALUE OF DONATED LAND PER ACRE IS:
   (A.I.P. PROJECTS -02 THROUGH -11): $25,110
   (A.I.P. PROJECTS -12 THROUGH....): $45,000
2. A.I.P. -02 DONATED LAND CONSISTS OF TRACT 'C' (4.24 AC./$106,466) AND TRACT 'A' (1.51 AC./$37,978).
3. A.I.P. PROJECTS SUBSEQUENT TO -02 SHALL USE DONATED LAND FROM TRACT 'A' UNTIL FULL ACREAGE OF TRACT 'A' HAS BEEN UTILIZED.

NOTES:

THIS DRAWING WAS NOT PRODUCED FROM FIELD SURVEY. IT WAS COMPILED FROM INFORMATION OBTAINED FROM THE FOLLOWING REFERENCES:

1. EXHIBIT 'A' PROPERTY MAP FOR PEACHTREE CITY-FALCON FIELD AIRPORT DATED 6-21-88, PREPARED BY WILBUR SMITH ASSOCIATES.
2. FAYETTE COUNTY DEED FOR TRACT 'G' DATED 18th FEB. 1994.
3. FAYETTE COUNTY DEED FOR TRACT 'H' DATED JANUARY 7, 1999, FROM DEED BOOK 1305 (OR 1395?) PAGE 368.
4. BOUNDARY SURVEY PREPARED FOR PEACHTREE CITY AIRPORT AUTHORITY BY WILBUR SMITH ASSOCIATES, DATED MAY 10, 2002.

LEGEND

EXISTING AIRPORT PROPERTY	N 47°48'08" E 238.48'
EXISTING PURCHASED EASEMENT	
TRACT NUMBER	TRACT 'D'
OLD PARCEL LINE WITHIN CURRENT AIRPORT PROPERTY	
EXISTING AIRPORT PAVEMENT	
EXISTING BUILDING	

300 0 300 600

SCALE: 1"=300'

WILBUR SMITH ASSOCIATES
ENGINEERS PLANNERS ECONOMISTS
1301 Gervais Street
Columbia, South Carolina 29201
(803) 758-4200 www.wilbursmith.com

REV NO	DATE	REVISION DESCRIPTION	BY	APP

CLIENT: PEACHTREE CITY-FALCON FIELD AIRPORT, PEACHTREE CITY, GEORGIA

TITLE: EXHIBIT 'A' PROPERTY MAP

DES. HAP
DWN. HAP
CHK. EOO
SUBM. AEP
DATE: MAY 2002

PROJECT NO. (WSA): 377761

SHEET 1 OF 1

CHAPTER 8
ENVIRONMENTAL OVERVIEW

CHAPTER 8
ENVIRONMENTAL OVERVIEW

An environmental overview was prepared for the Peachtree City Airport Master Plan Update in accordance with FAA Order 5050.4A, "*Airport Environmental Handbook.*" This overview identifies potential environmental impacts of the recommended airport development program as a whole. This environmental overview is not intended to be a formal Environmental Assessment or Environmental Impact Statement; however, individual projects recommended in the plan may require a Categorical Exclusion (CE), an Environmental Assessment (EA) and Finding of No Significant Impact (FONSI), or an Environmental Impact Statement (EIS) prior to implementation.

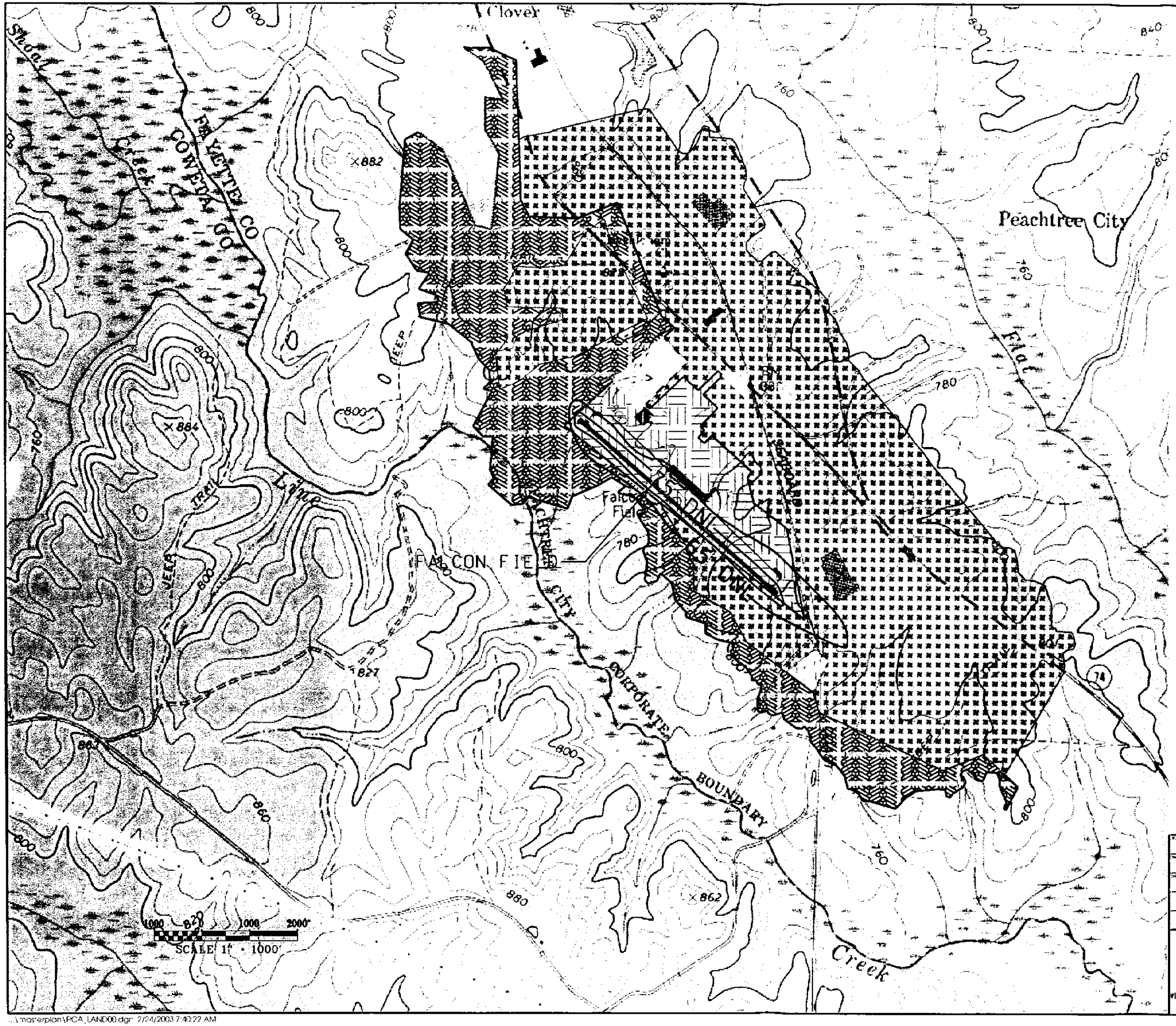
FAA Order 5050.4A defines specific impact categories to be analyzed to determine the impacts that could occur as a result of the proposed airport improvements. The following sections address these impact categories:

ENVIRONMENTAL CONSEQUENCES

Noise

Noise is one of the most typical environmental impacts encountered in the vicinity of public airports. Evaluation of the future noise impact for the Peachtree City Airport included the development of noise contours for the base year 2000 and the forecast years 2010 and 2020. The noise contour is a cumulative measure of noise exposure that evaluates the exposure of individuals to noise from aircraft. The Ldn, a day-night level is recommended by FAA and accepted as the standard measuring system for noise studies. Ldn is an energy-averaged, A-weighted sound level measured over a 24-hour period, incorporating a penalty to account for increased noise perception levels during evening and early morning hours.

The noise contours for the Peachtree City Airport were prepared using the FAA Integrated Noise Model, Version 5.0 and aviation forecasts developed in Chapter 3 of this report. Estimates of runway utilization and the location of flight paths were obtained through interviews with airport tenants and users. The resulting noise contours for the base year 2000 and the planning years 2010 and 2020 are shown as Figure 8-1,8-2, and 8-3.



LAND USE GUIDANCE CHART I: AIRPORT NOISE INTERPOLATION			
LAND USE GUIDANCE ZONES (LUG)	NOISE EXPOSURE CLASS	DNL DAY/NIGHT AVG SOUND LEVEL	SUGGESTED NOISE CONTROLS
A	MINIMAL EXPOSURE	0 TO 55	NORMALLY REQUIRES NO SPECIAL CONSIDERATIONS
B	MODERATE EXPOSURE	55 TO 65	LAND USE CONTROLS SHOULD BE CONSIDERED
C	SIGNIFICANT EXPOSURE	65 TO 75	NOISE EASEMENTS LAND USE AND OTHER COMPATIBILITY CONTROLS RECOMMENDED

LEGEND

OPEN SPACE

INDUSTRIAL

RECREATION

AIRPORT

RESIDENTIAL

MSC
CCH
MSC

REV. NO	DATE	REVISION DESCRIPTION	BY	APP

CLIENT: PEACHTREE CITY - FALCON FIELD PEACHTREE CITY, GEORGIA

WILBUR SMITH ASSOCIATES
CONSULTING ENGINEERS
2600 BRANDYWINE RD.
SUITE 200
ATLANTA GA 30341
(770) 936-8950

TITLE: 2000 DNL NOISE COUNTOURS

DATE: 10/03/00

WSA
WILBUR SMITH ASSOCIATES

PROJECT NO. (CLIENT)

PROJECT NO. (WSA): 342675

DRAWING: C-8

SHEET 8 OF 11

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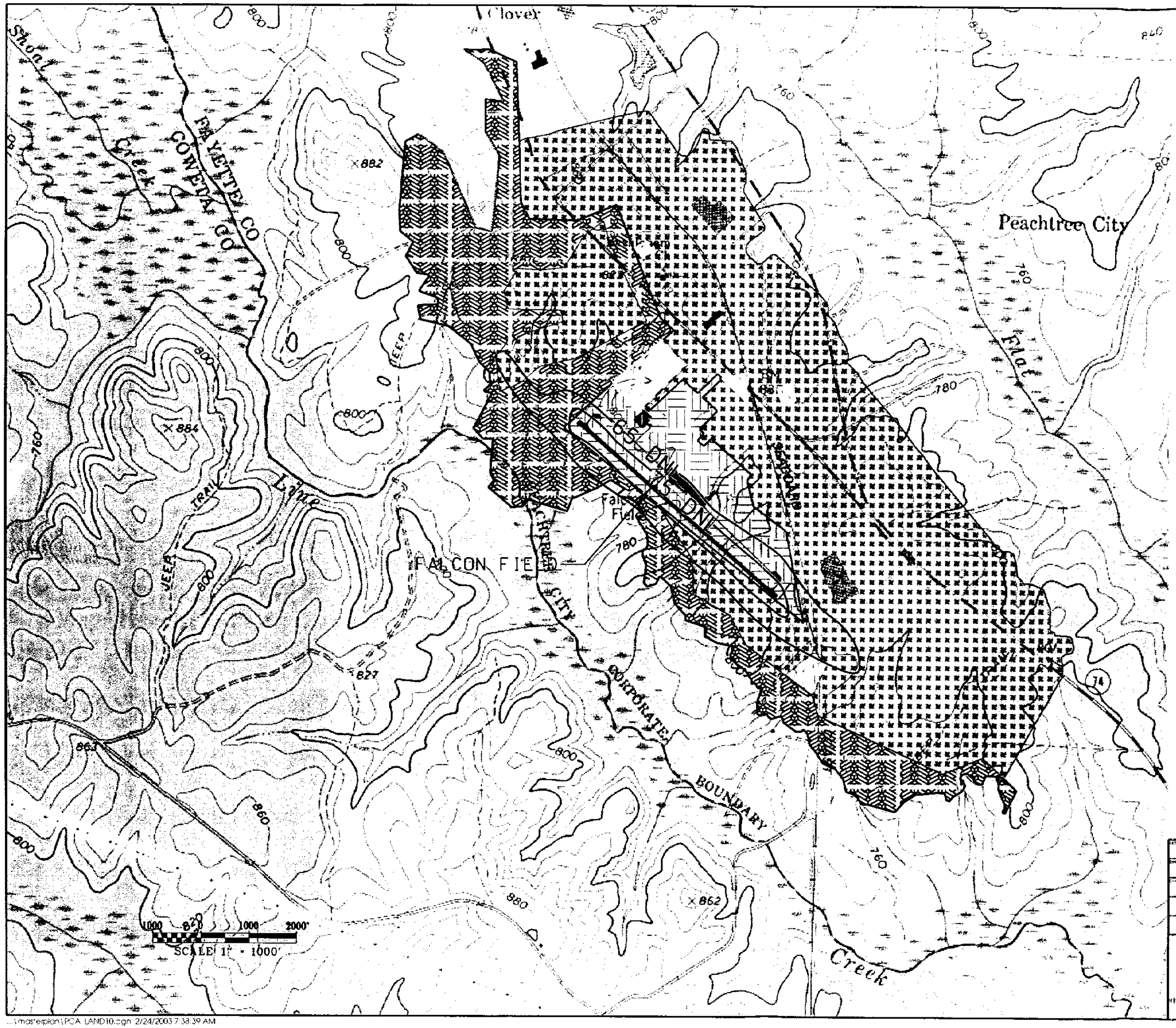

LAND USE GUIDANCE CHART I: AIRPORT NOISE INTERPOLATION			
LAND USE GUIDANCE ZONES (LUG)	NOISE EXPOSURE CLASS	DNL DAY/NIGHT AVG SOUND LEVEL	SUGGESTED NOISE CONTROLS
A	MINIMAL EXPOSURE	0 TO 55	NORMALLY REQUIRES NO SPECIAL CONSIDERATIONS
B	MODERATE EXPOSURE	55 TO 65	LAND USE CONTROLS SHOULD BE CONSIDERED
C	SIGNIFICANT EXPOSURE	65 TO 75	NOISE EASEMENTS LAND USE AND OTHER COMPATIBILITY CONTROLS RECOMMENDED

LEGEND

OPEN SPACE

INDUSTRIAL

RECREATION

AIRPORT

RESIDENTIAL

MSC
CCH
MSC

REV NO | DATE | REVISION DESCRIPTION | BY | APP

PEACHTREE CITY - FALCON FIELD PEACHTREE CITY, GEORGIA

WILBUR SMITH ASSOCIATES
CONSULTING ENGINEERS

2010 DNL NOISE CONTOURS

WSA
WILBUR SMITH ASSOCIATES

PROJECT NO (CLIENT)

PROJECT NO (WSA) 342675

DATE 10/03/00

DRAWING C-9

SHEET 9 OF 11

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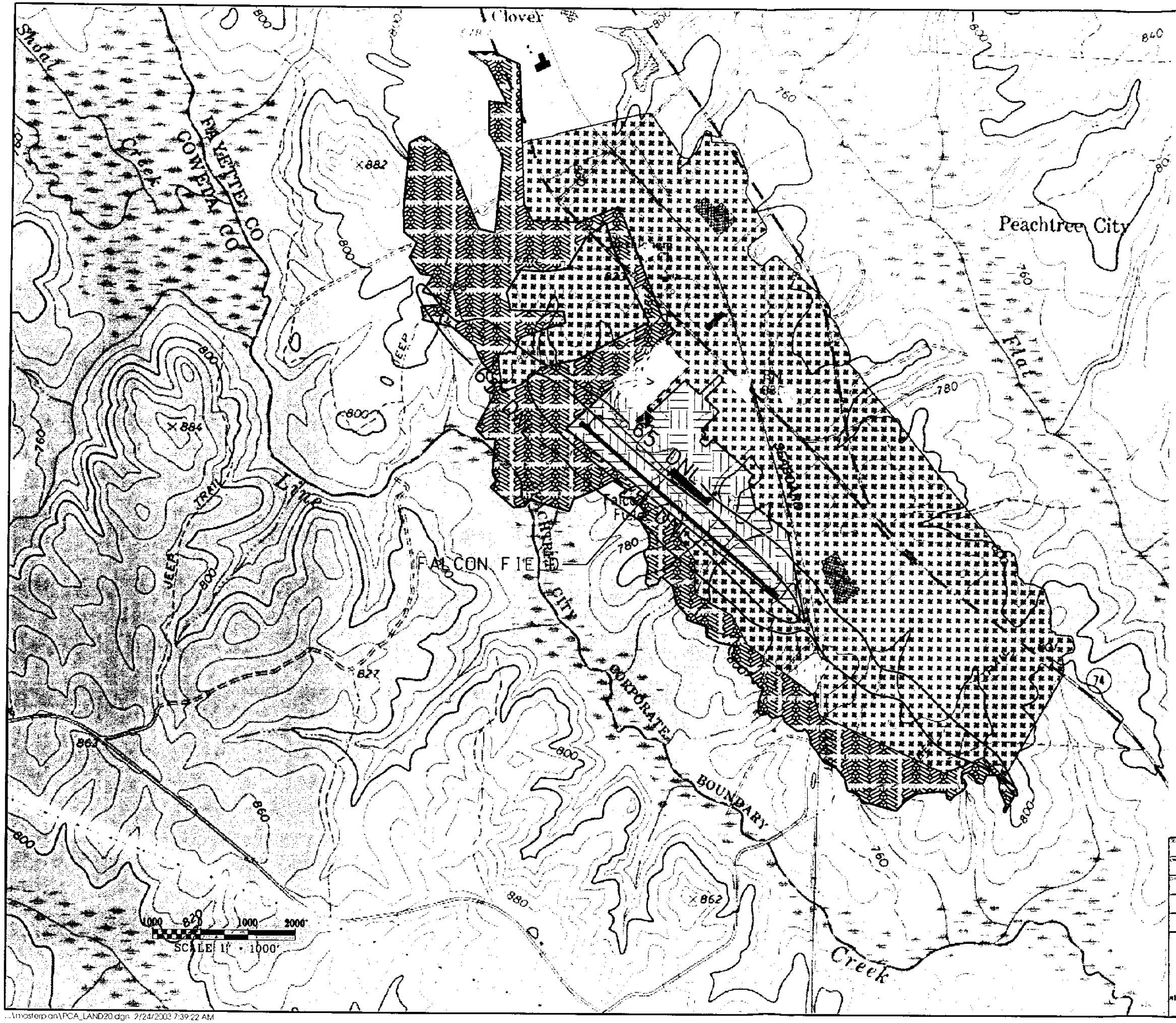

LAND USE GUIDANCE CHART I: AIRPORT NOISE INTERPOLATION			
LAND USE GUIDANCE ZONES (LUG)	NOISE EXPOSURE CLASS	DNL DAY/NIGHT AVG SOUND LEVEL	SUGGESTED NOISE CONTROLS
A	MINIMAL EXPOSURE	0 TO 55	NORMALLY REQUIRES NO SPECIAL CONSIDERATIONS
B	MODERATE EXPOSURE	55 TO 65	LAND USE CONTROLS SHOULD BE CONSIDERED
C	SIGNIFICANT EXPOSURE	65 TO 75	NOISE EASEMENTS LAND USE AND OTHER COMPATIBILITY CONTROLS RECOMMENDED

LEGEND

- OPEN SPACE
- INDUSTRIAL
- RECREATION
- AIRPORT
- RESIDENTIAL

MSC
CCH
MSC

REV NO | DATE | REVISION DESCRIPTION | BY | APP

CLIENT: PEACHTREE CITY - FALCON FIELD PEACHTREE CITY, GEORGIA

WILBUR SMITH ASSOCIATES
CONSULTING ENGINEERS
7870 SHADYVIEW RD
SUITE 225
ATLANTA, GA 30347
(770) 396-8000

WSA
WILBUR SMITH ASSOCIATES

2020 DNL NOISE CONTOURS

PROJECT NO (CLIENT)
PROJECT NO (WSA) 342675

DATE 10/03/00
DRAWING C-8
SHEET 8 OF 9

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Compatible Land Use

Residential – The predominant use of land within the residential category is for single-family and multi-family dwelling units.

Industrial – This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, or other similar uses.

Parks/ Recreation/ Conservation – This category is for land dedicated to active or passive recreational uses. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers and similar uses.

Agriculture/ Forestry – This category is for land dedicated to farming (fields, lots, pastures, farmsteads, specialty farms, specialty farms, livestock production, etc.) aquaculture, or commercial timber or pulpwood harvesting.

The existing and proposed land uses surrounding the airport are generally considered compatible. Residential development surrounding the airport should be analyzed closely prior to development as residential development near airports may lead to an increase in complaints from aircraft emissions and noise levels as aircraft fleet mix and operations change and/ or increase. It is recommended that the noise contours be reviewed by local and regional planners to maximize compatible land uses and development surrounding the airport. Incompatible land uses such as residents, hospitals, child care facilities, schools, nursing homes, etc. should not be planned or developed within the 65 Ldn noise contours.

Social Impacts

The recommended projects do not anticipate the displacement or relocation of residences or businesses, divide or disrupt established communities, or create an appreciable change in employment.

Induced Socioeconomic Impacts

The implementation of the proposed improvements included in the Master Plan Update will not cause shifts in patterns of population movement, public service demand and changes in business and economic activity. The airport improvements proposed in this Plan are not of such scale as to cause significant shifts in economic growth patterns of the surrounding community.

Air Quality

No air quality analysis is needed if the levels of forecasted activity in the time frame of the proposed action are for general aviation airports that have less than 180,000 operations annually.

Water Quality

The proposed airport development program is not expected to impact water quality conditions in the area. The improvements would involve disturbance of the soil surface. As a result, the potential for erosion and resulting sedimentation is high. Water quality protective measures should include adequate soil erosion and sediment control to prevent excessive transport of disturbed soil and construction debris during stormwater runoff events. Temporary erosion controls should be designed and in place prior to the start of construction. Permanent runoff and erosion controls should be included as apart of the project design requirements. All federal, state and local permits will be obtained, as necessary.

Department of Transportation Act, Section 4(f)

The proposed airport development program would not require the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance. It is expected that there are no designated sites, as identified above, that would be affected by the proposed airport improvement projects.

Historic, Architectural, Archaeological and Cultural Resources

The proposed airport projects are not believed to negatively impact architectural, archaeological, or cultural resources, including existing or potential properties or sites listed on the National Register of Historic Places.

Biotic Communities

The proposed airport projects are not believed to negatively impact biotic communities.

Endangered and Threatened Species of Flora and Fauna

The Endangered Species Act, section 7 as amended, requires federal agencies to insure that "any action authorized, funded or carried out by such agency . . . is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species . . ." Based on the nature of the proposed airport development projects for Peachtree City-Falcon Field Airport, there is no foreseen significant impact on endangered or threatened species of flora and fauna.

Wetlands

The Department of Transportation Order 5660.1A, Executive Order 11990 requires federal agencies to, "avoid adverse impacts on wetlands, and avoid new constructions on wetlands unless the proposed action has no alternative, and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use." Wetlands are defined as "those areas that are inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs and similar areas such as sloughs, potholes, wet meadows, river overflows, mud flats and natural ponds."

Floodplains

Floodplains are defined in Executive Order 11988, Flood Management, as the lowland and relatively flat area adjoining inland and coastal waters including flood prone areas of offshore islands, floodplain areas of offshore islands, including at a minimum, "that area subject to a one percent or greater chance of flooding in any given year" or the area that would be inundated by a 100-year flood. If the proposed action and reasonable alternatives are not within the limits of a base floodplain and would not indirectly support secondary development within a base floodplain nor otherwise significantly impact a base floodplain, it may be assumed that there are no floodplain impacts and no further analysis is necessary.

Wild and Scenic Rivers

No wild and scenic rivers are affected by the proposed projects.

Farmland

The Farmland Protection Policy Act, PL 97-98 as amended, authorized the Department of Agriculture to develop criteria for identifying the effects of federal programs on the conversion of farmland to nonagricultural uses. The proposed action does not directly or indirectly convert farmland and the land is not unique farmland.

Energy Supplies and Natural Resources

The proposed improvements recommended in the Capital Improvement Program will not result in significant changes in energy or natural resource consumption. Improvements or modifications to stationary facilities will not have an affect on the ability of local energy suppliers to meet demand. Increases in aircraft operations and ground traffic will most likely increase fuel consumption, but these increases would occur with or without the proposed improvements since the additional aviation demands would still have to be accommodated by the airport or other nearby airports. Natural resources needed for the improvements are not expected to affect negatively the demand.

Light Emissions

Installation of additional airfield lighting associated with the proposed airport improvements would be on acquired airport property. A detailed analysis should be conducted to determine any disturbances to the surrounding residences or business if any.

Solid Waste Impacts

The quantities and types of solid waste generated or method of collection and disposal for the airport will not differ from that which would be present without the proposed improvements. Spoil and construction debris will be disposed of at an approved landfill site.

Construction Impacts

Impacts from the construction of the proposed airport development will be short in nature typically not lasting more than a few months at a time during varying construction stages. Adverse impacts related to the proposed construction may include noise generated by construction equipment, noise and dust from delivery and placement of materials, creation of borrow pits and disposal of debris, and managed air and water pollution. Construction impacts should be temporary and minimized to the extent possible. All construction should be accomplished in accordance with the provisions of FAA Advisory Circular 150/ 5370-10A, Standards for Specifying Construction of Airports, Item P-156 Temporary Air and Water Pollution, Soil Erosion and Siltation Control.

CHAPTER 9
ECONOMIC IMPACT

CHAPTER 9
ECONOMIC IMPACT

INTRODUCTION

Airports are an important component of any area's transportation system. They provide a safe, efficient, and quick method to move people and goods. In addition, a dynamic airport is a key component of any competitive economy. Aviation facilities also can have a beneficial impact on the quality of life in the community that they serve. Like any major industry, an airport can make significant contributions to an economy through its on-airport businesses and the visitors who use the airport as a transportation hub. Not only can an airport generate economic benefits, but many other non-aviation employers who rely on aviation to support their daily business activities also contribute to an area economy.

Undertaken in conjunction with the Airport's Master Plan Update, this economic impact analysis illustrates the relationship between Peachtree City-Falcon Field Airport and the economy of Peachtree City and the Fayette County area. This chapter summarizes this analysis and highlights the significant economic value provided by the Airport.

Activity that occurs at Peachtree City-Falcon Field Airports is the start of an economic cycle that produces employment, payroll, and spending (output) throughout the Fayette County area. This study estimates the economic benefits stemming from on-Airport businesses and from the expenditures of general aviation visitors that arrive to the area via the Airport. On-airport tenant impacts and general aviation visitor expenditures, in turn, support additional economic activity. As initial activities associated with the Airport are released into the economy, successive waves of economic benefit occur. These additional impacts are measured using sector-specific multipliers.

In addition to tenant and visitor benefits, the Airport serves a variety of companies who rely on the Airport for the transport of people and materials. Quantifying any airport's contribution to the growth of non-aviation businesses, however, is less precise. Nevertheless, when the benefits of an airport are reviewed, these additional economic contributions must also be considered. The increase in efficiency that businesses in the Fayette County area may receive from the use of the Airport is measured in this study as additional value added benefits. Those who may rely on the Airport include the employees of businesses who base aircraft at the Airport; the commercial and industrial employers whose shipments arrive or depart via the Airport; the area retail establishments who provide shopping opportunities for visitors arriving by air; and the hotels, restaurants, and tourist-related opportunities in the area frequented by the Airport's general aviation visitors. Because of these value-added benefits, many economic sectors in the area, even those that may never directly uses the Airport or its many services, receive some economic benefit from the daily operation of Peachtree City-Falcon Field Airport.

The data contained in this analysis are based on estimated 1999 Airport activity, employment, and spending levels.

The economic impact analysis is documented as follows:

- Methodology
- Economic Impact Calculation
- Non-Quantifiable Benefits
- Summary

METHODOLOGY

Aviation is an important factor influencing the continued development of business and industry in the Fayette County area. The total economic impact, or contribution, of Peachtree City-Falcon Field Airport is quantified in this study in terms of employment, payroll, and output. The impacts generated by two separate aviation-dependent groups were measured as part of this study. These aviation-dependent groups are:

- *On-Airport tenants*
- *Visitors arriving to the Peachtree City area via general aviation operations at Peachtree City-Falcon Field Airport*

On-Airport tenants and general aviation visitors who arrive in the area via the Airport are directly responsible for a significant percentage of the economic activity, or benefits, associated with the airport system. Through a separate survey of businesses located in the Peachtree City and the Fayette County areas, the study also identified the importance of aviation to employers located off the Airport. The business-related impacts identified through this survey effort are discussed in a subsequent section of this chapter.

This discussion of the study approach is presented in two separate subsections, as follows:

- The Economic Modeling Process
- Data Required for the Modeling Process

The Economic Modeling Process

All economic impacts or benefits of Peachtree City-Falcon Field Airport were calculated using an input-output model. This input-output model uses three categories of impacts to assess the economic benefits associated with the Airport. These categories are:

- First Round Impacts – First round impacts include direct and indirect impacts and represent economic benefits generated by on-airport business activity (direct impacts) as well as off-airport activity associated with visitors to the Peachtree City

area that arrive via general aviation aircraft (indirect impacts). Direct impacts are defined as those that are associated with companies or businesses located on the Airport. These businesses are directly related to the provision of aviation services. Direct impacts include the employment, payroll, and output related to on-airport businesses such as fixed base operators (FBOs), concessionaires, rental car operators, and airport management.

Indirect impacts generally occur off-airport. These impacts are usually attributed to the spending of visitors who arrive in the Peachtree City area via general aviation aircraft operating at Peachtree City-Falcon Field Airport. Spending by visitors supports jobs and associated payroll in service-related industries such as hotels/motels, restaurants, transportation, retail, and entertainment. For this analysis, visitor spending is classified as output.

All first round impacts associated with the Airport in this study were identified through survey efforts; this study's specific survey efforts will be discussed in a subsequent section of this report.

- Secondary Impacts – Secondary impacts primarily consist of induced impacts. Induced impacts result from the recalculation of direct and indirect impacts within the economy. Recalculation of direct and indirect impacts within an economy is frequently referred to as the multiplier effect. Understanding the multiplier effect allows us to quantify how, for example, as an airport employee spends his or her salary for housing, food, or services, that spending circulates through the economy and leads to increases in associated spending, payroll, and employment throughout study area.

  For each wave of spending beyond the first round, a portion of the re-spending takes place outside the economic region being modeled (in this case, the Peachtree City and Fayette County areas). Employment, payroll, and spending that take place outside the study area are considered economic leakage, and are, therefore, not reflected within the multipliers used in this analysis.

- Total Impacts – Total impacts or benefits are the sum of all first-round and secondary economic activities attributable to the Airport.

Because secondary impacts are not as easily measured as first-round impacts, a reliable method of estimating secondary impacts must be employed. A leading method used to estimate secondary impacts is the input-output model. An input-output model, in its most basic form, is a linear model that estimates purchases and sales between the various sectors of the economy. This modeling process is considered to be a reliable method for estimating the total economic impact of an industry, and in this case, an airport system.

The input-output model used for this analysis requires direct impact estimates for three separate components of the economy. These categories are:

- Employment – Employment is based on full-time equivalent positions. For example, two part-time workers are assumed to equal one full-time position.

- Payroll – Payroll is the annual salary and benefits paid to all workers.

- Output (Spending) – Output for on-airport tenants is typically assumed to be the sum of annual gross sales and average annual capital expenditures. While this assumption works well for profit-oriented tenants, it must be modified for airport management and other general aviation visitor impacts as they relate to output. Government entities typically do not generate sales. In order to estimate the impact that airport management generates, output is equated with the sum of payroll, operating expenditures, and average annual capital improvement outlays. For general aviation visitors, output is assumed to equal annual visitor expenditures.

It is important to note that payroll and output cannot be combined because elements of economic benefit related to payroll are also contained, to some extent, in the output estimate. Each of the three impact components (employment, payroll, and output) stands alone as a measure of an airport's or the airport system's total economic impact.

Data Required for the Economic Modeling Process

A number of data collection efforts were initiated to gather information related to actual economic activity occurring at Peachtree City-Falcon Field Airport on an annual basis. Data gathered was used as inputs in the modeling process that identified the total economic impact of the Airport. Economic activity associated with the Airport can be categorized in the following three impact groups:

- On-Airport Tenant Impacts – This category includes Airport tenants with employees, such as fixed base operators (FBOs), rental car operators, and Airport management.

- General Aviation Visitor Impacts – Impacts from general aviation visitors are generated by non-local passengers arriving via private or corporate aircraft. For this analysis, general aviation visitors were assumed to be associated with that portion of the Airport's itinerant general aviation activity that is truly transient (or visiting) in nature. First-round impacts for this group were identified using data collected from general aviation visitor surveys conducted in previous studies at other comparable airports and discussions with airport management.

- Multiplier Impacts – Impact multipliers were used to develop estimates of secondary impacts associated with successive waves of spending that occurs as a result of the direct impacts associated with on-airport tenant activities and general aviation visitor spending.

Airport Tenants

All Airport tenants having employees at the Airport were contacted to collect information regarding their economic activity. Surveys were distributed to Airport tenants during on-site visits. The first-round impacts originating from the Airport, by tenant type, were identified through this survey effort. Tenants at the Airport were grouped into several categories to aid in data analysis. These categories include:

- Airport Management
- Concession
- FBO/Flight Instruction/Aircraft Maintenance/Air Taxi

The survey completed by each Airport tenant, including airport management, requested the following specific pieces of information:

- Type of aviation activity conducted by the business tenant
- Number of full-time & part-time employees employed by their business on the Airport in 1999
- Total annual wages and benefits paid to their on-Airport employees in 1999
- Total capital improvement expenditures by the business on the Airport for each year 1997 – 1999
- Total operating expenses for the business at the Airport (excluding payroll and capital improvements previously identified)
- Total gross sales by the business on the Airport during 1999

Through the completion of several on-site visits, each Airport tenant was contacted and each provided specific information related to his or her business operation at the Airport. In addition, two area aerial photography businesses located near the airport, each of which bases an aircraft at the airport, were contacted to obtain information related to their use of the Airport. Based on the information provided by each of these tenants/users, a portion of each of their business' employment, payroll, and output were included in the tenant impacts analyzed in this study.

Each tenant was grouped by their standard industrial classification (SIC) code based on the primary service or good they provide. This was done to facilitate subsequent IMPLAN modeling to estimate secondary impacts. The SIC is the most common sector-specific list used to describe industry types. For this analysis, aircraft maintenance, flight schools, FBOs, air cargo, and corporate flight departments were combined in the air transportation SIC code. Airport management impacts were divided among various construction related SIC codes.

Total tenant impacts associated with Peachtree City-Falcon Field Airport will be presented in a subsequent section of this analysis.

General Aviation Visitors

Estimates of the number of visitors and economic activity associated with true transient general aviation activity at the Airport was developed based on the results previous survey efforts at the Airport, discussions with Airport management, and information previously collected at comparable airports. By definition, true transient flights are assumed to have departed an airport at least 150 miles away from the destination airport. According to the Aircraft Owners and Pilots Association (AOPA), at the typical airport approximately one-third of all itinerant operations are true transient flights. For this analysis, Airport Management indicated that approximately 50 percent of the Airport's operations should be considered true transient operations. Itinerant operations are defined as non-training flights or aircraft that enter or leave an airport's airspace. Estimates of transient aircraft operations at the Airport were gathered from discussion with Airport management and data on the Airports FAA 5010 form.

The methodology used to estimate general aviation visitor expenditures in this study was derived from similar economic impact studies and from data provided by Airport management. An example of how overall general aviation visitor impacts were calculated at the Airport follows:

- The number of itinerant general aviation arrivals at the Airport was estimated using data obtained from airport management estimates, and the Airport's FAA 5010 forms.

- The number of itinerant arrivals performed by true transients is required to calculate visitor impacts; true transients are aircraft that have departed from an airport at least 150 nautical miles away. Airport Management estimated that approximately 50 percent of itinerant arrivals at the Airport are typically true transients. These true transient flights are equated with either business or pleasure visitors.

- The findings from previous transient pilot surveys regarding average number of aircraft occupants and average trip length were then applied to estimates of true transient arrivals to determine total general aviation visitor days in the Peachtree City area.

- To calculate the impact these visitors have on the economy, it was necessary to estimate average expenditures per visitor per day at the Airport. The typical visitor expenditure was then applied to the estimated number of visitor days to produce direct general aviation visitor expenditures (output). This expenditure figure is equated with direct visitor output.

- To determine direct payroll and employment impacts, IMPLAN ratios based on $1 million of output were used for each industry category. For example, ratios developed by the IMPLAN model indicate that for every $1 million of direct visitor output, approximately 36.4 full-time positions in service/retail industries are created.

Findings regarding the total impact associated with general aviation visitor activity at the Airport will be discussed in a subsequent section of this analysis.

Impact Multipliers

First-round impacts associated with Peachtree City-Falcon Field Airport were estimated through the previously described methodology. Employment, payroll, and output impacts derived from the on-airport tenant surveys and through analysis of general aviation activity at the Airport represent the first-round impacts identified in this study. As these first-round impacts are generated in the economy, they circulate among other sectors of the economy, creating successive waves of additional spending. This phenomenon is referred to as the multiplier effect. Multiplier effects are referred to in this study as secondary impacts.

Multiplier effects arise from various interdependencies within an economic system. For example, the operation of an airport requires inputs in the form of supplies, equipment, and maintenance. These inputs generate a boost in sales for those firms or businesses providing these products. Moreover, these goods and services themselves require inputs for their production. The process continues as a large number of impacts ripple through the economy. The total requirement for goods and services is a multiple of the direct needs of the airport; hence they are referred to using the term "multiplier."

The multipliers that were used in this analysis were developed based on similar economic impact studies conducted in the last year as well as a previously conducted statewide analysis. Individual multipliers must be used for each sector of the economy being modeled, therefore, individual multipliers were developed for various SIC codes. The SIC is the most commonly used sector-specific list used to develop multipliers.

In this analysis, airport management expenditures at the airports were grouped into engineering services and various types of construction SIC codes. General aviation visitor expenditures were grouped in retail sales, auto rental, hotel/motel, and food/beverage SIC codes.

Although actual survey data for tenants were used for estimating direct output, it was not possible to obtain actual direct payroll and employment figures resulting from general aviation visitors' activities. The input-output model, however, provides multipliers that calculate these important employment impacts based on estimates of visitor output. The model develops ratios for each SIC code, which indicate direct employment impacts anticipated for every $1 million generated in output. For example, every $1 million spent by visitors results in the creation of 36.4 full-time employees. Average annual salary data can then be applied to the estimate of employment to produce direct payroll impacts associated with visitors.

Economic Impact Calculation

The economic impacts of Peachtree City-Falcon Field Airport were identified for all on-airport business tenants and all general aviation visitors using the Airport. This section documents the findings and results of the analysis.

As mentioned in the previous section, first round impacts were obtained from survey data collected specifically for this analysis. First round impacts include all on-Airport tenant benefits (direct impacts) and economic contributions resulting from visitor spending (indirect impacts). These two important categories of economic benefits are referred to as first round impacts since they represent the initiation of the process by which benefits ripple through the economy.

Impacts are measured as employment, payroll, and output, and were calculated for the following:

- Tenant Impacts
- General Aviation Visitor Impacts
- Total Airport Impacts

Tenants Impacts

This analysis included five tenants that reported on-Airport employees. The economic impact of the Airport tenants is derived by calculating the impacts (employment, payroll, and output) generated by all tenants.

First Round Tenant Impacts

Tenant impacts for the Peachtree City-Falcon Field Airport are presented in Table 9-1.

Table 9-1

Total Impacts to Airport Tenants

Impact	Employment	Payroll	Output
First Round	57.5%	$2,386,800	$6,634,900
Secondary	56.7%	$1,510,900	$5,792,200
Total	114.2%	$3,897,700	$12,427,100

Source: Wilbur Smith Associates

As shown in the table, first round impacts associated with the Airport's tenants in 1999 totaled 57.5 full-time positions with a payroll of approximately $2.4 million. The Airport tenants' total first round output was estimated at approximately $6.6 million.

Secondary Tenant Impacts

The first round impacts associated with all on-Airport tenants also create secondary impacts throughout the Fayette County area. Most major industry sectors of the economy receive some spin-off benefits from the activities of Airport tenants. Table 1

presents the 1999 first round and secondary impacts for employment, payroll, and output related to on-Airport tenants.

The IMPLAN model was used to estimate secondary impacts. Secondary impacts account for an estimated 56.7 full-time positions in the study area; these employees received more than $1.5 million in payroll. Secondary output is estimated at approximately $5.8 million.

Total Tenant Impacts

For 1999, the total output (including first round and secondary impacts) stemming from tenants on Peachtree City-Falcon Field is estimated at approximately $12.4 million. In addition, approximately 114.2 full-time positions with a total payroll of approximately $3.9 million are created because of the operations of on-airport businesses.

General Aviation Visitor Impacts

General aviation visitor impacts were calculated for Peachtree City-Falcon Field Airport by using the previously described methodology and the following assumptions:

- Approximately 25,400 itinerant general aviation operations occurred at the Airport in 1999. This represents 12,700 annual itinerant aircraft arrivals.
- Of the 12,700 annual itinerant aircraft arrivals, approximately one-half (6,350) are true transient arrivals.
- On average, true transient aircraft transport 3.2 pilots/passengers to the area, and these visitors stay an average of 1.2 days in the Peachtree City area. While in the area, visitors spend an average of $60 per day.

It should be noted that general aviation expenditures related to fueling, maintenance, and other aircraft services are included in the tenant impacts; these impacts were previously estimated in the air transportation sector and are not considered again in this category.

First Round General Aviation Visitor Impacts

Total general aviation visitor impacts are presented in Table 9-2. These impacts are created as a result of the expenditures of visitors to the area who arrive via general aviation aircraft operating at Peachtree City-Falcon Field Airport. General aviation visitor expenditures were estimated through using the previously described methodology and assumptions. To estimate income and employment impacts, Ratios based on $1 million in output were used for each visitor impact category. For example, every $1 million of general aviation visitor output creates approximately 36.4 full-time positions are created.

Table 9-2

Total Impacts General Aviation Visitors			
Impact	Employment	Payroll	Output
First Round	50.0	$750,000	$1,463,000
Secondary	29.6	$754,500	$1,277,200
Total	79.6	$1,504,500	$2,740,200

Source: Wilbur Smith Associates

Based on the results of this analysis, first round general aviation visitor output is estimated at almost $1.5 million. Estimated 1999 employment is 50 full-time positions, with an estimated payroll of approximately $750,000.

Secondary General Aviation Visitor Impacts

Multipliers for industry segments linked to general aviation visitor expenditures (food/beverage, lodging, retail, etc.) were applied to first round output, payroll, and employment to develop estimates of secondary general aviation visitor impacts. Secondary impacts stemming from general aviation visitors contribute nearly $1.3 million in output to the Fayette County area economy. Approximately 29.6 full-time positions, earning approximately $754,500, are created through secondary impacts attributable to general aviation operations at Peachtree City-Falcon Field Airport.

Total General Aviation Visitor Impact

When 1999 first round and secondary output impacts attributable to general aviation visitors are combined, the Fayette County area realizes a total annual economic benefit of over $2.7 million from general aviation visitors. Total payroll resulting from these general aviation visitors is estimated at approximately $1.5 million. When all employment impacts are summed, almost 80 full-time positions in the area are supported by general aviation expenditures associated with visitors using the Airport.

Total Impacts

When the 1999 first round and secondary impacts from all on-Airport tenants and general aviation visitors are summed, the total economic benefits stemming from the Peachtree City-Falcon Field Airport are quantified. The total tenant and visitor related employment generated by the airport is estimated at almost 194 full-time positions: total annual payroll associated with those positions is estimated at approximately $5.4 million; and the Airport's total output is estimated at approximately $15.2 million. Table 9-3 summarizes the combined economic impact resulting from Airport tenants and visitors.

Table 9-3

	Total Impacts		
Impact	Employment	Payroll	Output
First Round	107.5	$3,136,800	$8,097,900
Secondary	86.3	$2,265,400	$7,069,400
Total	193.8	$5,402,200	$15,167,300

Source: Wilbur Smith Associates

NON-QUANTIFIABLE BENEFITS

In addition to the businesses located on the Airport that are dependent upon the aviation services provided by the Airport, other area businesses accrue benefits from the operation of the Airport. The National Oceanic and Atmospheric Administration (NOAA) operates a National Weather Service Water and Weather Forecasting office on property that abuts the Airport. Although this office is not dependent on aviation, it does benefit on a daily basis from its location near the airport. Twice daily, National Weather Service employees deploy weather balloons from the Airport's airfield. If not located near the Airport, the National Weather Service would have to acquire additional property, free and clear of obstructions, to support this daily task. In addition, the time and money saved by the National Weather Service by not having to drive to a more remote site to deploy the weather balloons also represents an economic benefit accrued as a result of the Airport. Although the benefits received by the National Weather Service cannot be quantified in dollar terms for use in this study, they are important and worthy of being noted in this analysis. Similarly, the Aberdeen Woods Conference Center, although not located on the Airport, also indicated that the Airport is very important to its business. The conference center is owned by Pitney Bowes and serves as the company's training site for sales representatives, engineers, and management. In addition, the facility and its on-site accommodations are frequently rented to other organizations and companies to support corporate education and meetings.

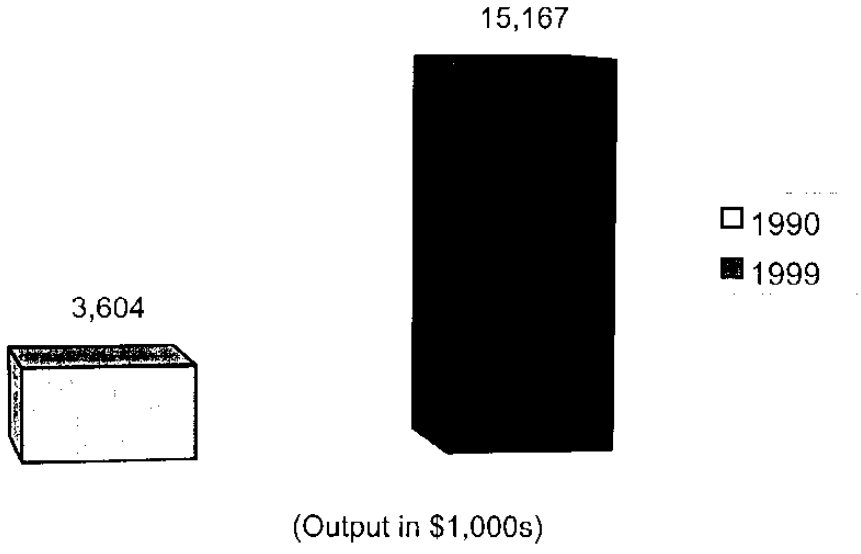
In an effort to gain additional information regarding the reliance of non-aviation businesses throughout Fayette County on the Airport, a non-aviation business survey was mailed to approximately 80 area businesses. The businesses included in the survey represented the area's largest employers and those businesses perceived to be the most likely to use aviation services provided by the Airport. A total of 11 completed surveys were returned to the consultant, representing a response rate of approximately 14 percent (10 percent response is typically considered average in this type of survey). The businesses responding to the survey employed over 500 area residents and conducted over $80 million dollars in gross sales in the area in 1999. Of the respondents, three indicated that their business owns and operates general aviation aircraft and one additional business indicated that it is a frequent user of air taxi and charter services at the Peachtree City-Falcon Field Airport. The responding businesses indicated that they conduct a total of over 350 annual general aviation operations at the Airport. Six respondents to the survey indicated that they, or their customers, use the Airport on a monthly basis or more frequently. Two additional businesses indicated that

they use the Airport at least once per year. Although the benefits accrued to these businesses because of their use of the Airport can not be measured in dollar terms for this study, their survey responses do indicate the importance of Airport to their operations in the area. In addition to the businesses included in the survey, Airport Management also indicated that the Newell Corporation, Georgia Power/Southern Company, and Gilbert Southern are also among frequent business users of the Airport.

Economic Impact Comparison

An Airport economic impact study was also conducted in conjunction with Peachtree City-Falcon Field Airport's last master plan. The previous economic impact study only identified the total impact associated with Airport expenditures, including tenant and visitor expenditures occurring both on and off the Airport. The previous analysis also identified the multiplier impacts associated with Airport tenant and visitor expenditures. The following exhibit compares the total output associated with Peachtree City-Falcon Field Airport in this analysis and the previous analysis. As shown in Figure 9-1, total output associated with the Airport has increased from approximately $3.6 million to almost $15.2 million.

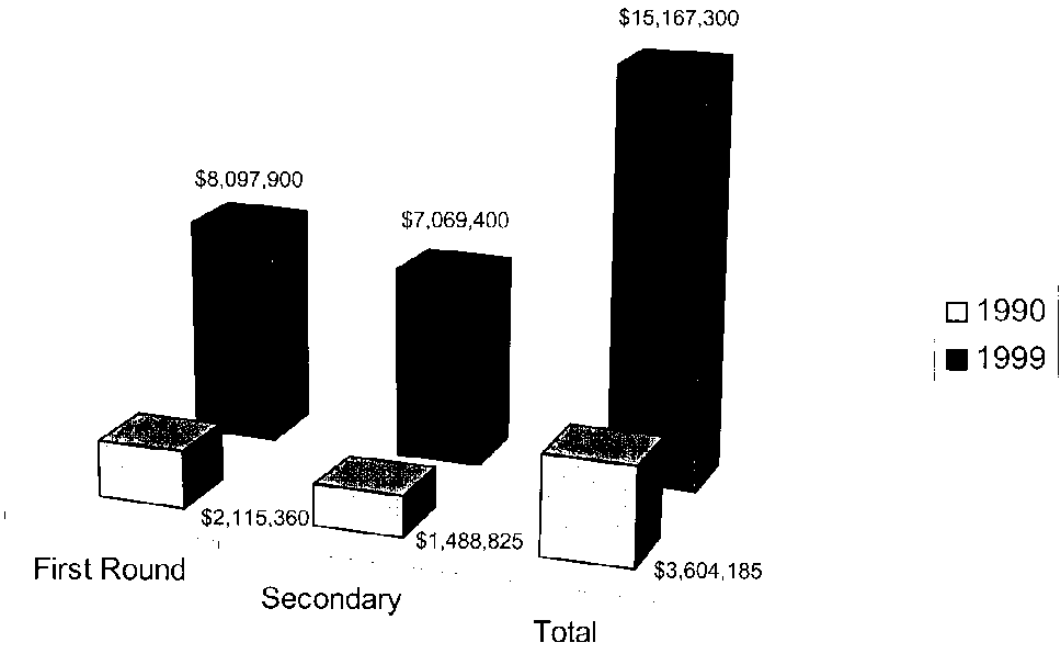
Figure 9-1
Impact Comparison



Source: Wilbur Smith Associates

The following exhibit compares first round, secondary, and total output identified in the two economic impact studies.

Figure 9-2
Comparison of Total Output



Source: Wilbur Smith Associates

As shown in Figure 9-2, first round output associated with the Airport increased substantially over the time period between the studies. This increase in first round output resulted in a corresponding increase in secondary output and total output.

APPENDIX 1

AIRPORT DESIGN AIRPLANE AND AIRPORT DATA

Aircraft Approach Category C
Airplane Design Group II
Airplane wingspan . . . . . 78.99 feet
Primary runway end approach visibility minimums are not lower than CAT I
Other runway end approach visibility minimums are not lower than 1 mile
Airplane undercarriage width (1.15 x main gear track) . . . 20.00 feet
Airport elevation . . . . . 808 feet
Airplane tail height . . . . . 64.99 feet

RUNWAY AND TAXIWAY WIDTH AND CLEARANCE STANDARD DIMENSIONS

	Airplane Group/ARC	
Runway centerline to parallel runway centerline simultaneous operations when wake turbulence is not treated as a factor:		
VFR operations with no intervening taxiway		700 feet
VFR operations with one intervening taxiway		800 feet
VFR operations with two intervening taxiways		905 feet
IFR approach and departure with approach to near threshold		2500 feet less 100 ft for each 500 ft of threshold stagger to a minimum of 1000 feet.
Runway centerline to parallel runway centerline simultaneous operations when wake turbulence is treated as a factor:		
VFR operations		2500 feet
IFR departures		2500 feet
IFR approach and departure with approach to near threshold . .		2500 feet
IFR approach and departure with approach to far threshold		2500 feet plus 100 feet for each 500 feet of threshold stagger.
IFR approaches		3400 feet
Runway centerline to parallel taxiway/taxilane centerline .	282.7	400 feet
Runway centerline to edge of aircraft parking	400.0	500 feet
Runway width		100 feet
Runway shoulder width		10 feet
Runway blast pad width		120 feet
Runway blast pad length		150 feet
Runway safety area width		400 feet
Runway safety area length beyond each runway end or stopway end, whichever is greater		1000 feet
Runway object free area width		800 feet
Runway object free area length beyond each runway end or stopway end, whichever is greater		1000 feet
Clearway width		500 feet
Stopway width		100 feet
Obstacle free zone (OFZ):		
Runway OFZ width		400 feet
Runway OFZ length beyond each runway end		200 feet
Inner-approach OFZ width		400 feet
Inner-approach OFZ length beyond approach light system		200 feet
Inner-approach OFZ slope from 200 feet beyond threshold . . .		50:1
Inner-transitional OFZ height H	51.2	51.2 feet
Inner-transitional OFZ slope		6:1

Runway protection zone at the primary runway end:

Width 200 feet from runway end	1000 feet
Width 2700 feet from runway end	1750 feet
Length	2500 feet

Runway protection zone at other runway end:

Width 200 feet from runway end	500 feet
Width 1900 feet from runway end	1010 feet
Length	1700 feet

Departure runway protection zone:

Width 200 feet from the far end of TORA	500 feet
Width 1900 feet from the far end of TORA	1010 feet
Length	1700 feet

Threshold surface at primary runway end:

Distance out from threshold to start of surface	200 feet
Width of surface at start of trapezoidal section	1000 feet
Width of surface at end of trapezoidal section	4000 feet
Length of trapezoidal section	10000 feet
Length of rectangular section	0 feet
Slope of surface	34:1

Threshold surface at other runway end:

Distance out from threshold to start of surface	0 feet
Width of surface at start of trapezoidal section	400 feet
Width of surface at end of trapezoidal section	1000 feet
Length of trapezoidal section	1500 feet
Length of rectangular section	8500 feet
Slope of surface	20:1

Taxiway centerline to parallel taxiway/taxilane centerline	104.8	105 feet
Taxiway centerline to fixed or movable object	65.3	65.5 feet
Taxilane centerline to parallel taxilane centerline	96.9	97 feet
Taxilane centerline to fixed or movable object	57.4	57.5 feet
Taxiway width	35.0	35 feet
Taxiway shoulder width		10 feet
Taxiway safety area width	79.0	79 feet
Taxiway object free area width	130.6	131 feet
Taxilane object free area width	114.8	115 feet
Taxiway edge safety margin		7.5 feet
Taxiway wingtip clearance	25.8	26 feet
Taxilane wingtip clearance	17.9	18 feet

REFERENCE: AC 150/5300-13, Airport Design, including Changes 1 through 4.

AIRPORT DESIGN AIRPLANE AND AIRPORT DATA

Aircraft Approach Category C
Airplane Design Group II
Airplane wingspan . . . . . 78.99 feet
Primary runway end approach visibility minimums are not lower than 1 mile
Other runway end approach visibility minimums are not lower than 1 mile
Airplane undercarriage width (1.15 x main gear track) . . . 20.00 feet
Airport elevation . . . . . 808 feet

RUNWAY AND TAXIWAY WIDTH AND CLEARANCE STANDARD DIMENSIONS

	Airplane Group/ARC	
Runway centerline to parallel runway centerline simultaneous operations when wake turbulence is not treated as a factor:		
VFR operations with no intervening taxiway		700 feet
VFR operations with one intervening taxiway		700 feet
VFR operations with two intervening taxiways		705 feet
IFR approach and departure with approach to near threshold		2500 feet less 100 ft for each 500 ft of threshold stagger to a minimum of 1000 feet.
Runway centerline to parallel runway centerline simultaneous operations when wake turbulence is treated as a factor:		
VFR operations		2500 feet
IFR departures		2500 feet
IFR approach and departure with approach to near threshold . .		2500 feet
IFR approach and departure with approach to far threshold		2500 feet plus 100 feet for each 500 feet of threshold stagger.
IFR approaches		3400 feet
Runway centerline to parallel taxiway/taxilane centerline .	239.5	300 feet
Runway centerline to edge of aircraft parking	400.0	400 feet
Runway width		100 feet
Runway shoulder width		10 feet
Runway blast pad width		120 feet
Runway blast pad length		150 feet
Runway safety area width		400 feet
Runway safety area length beyond each runway end or stopway end, whichever is greater		1000 feet
Runway object free area width		800 feet
Runway object free area length beyond each runway end or stopway end, whichever is greater		1000 feet
Clearway width		500 feet
Stopway width		100 feet

Obstacle free zone (OFZ):

Runway OFZ width	400 feet
Runway OFZ length beyond each runway end	200 feet
Inner-approach OFZ width	400 feet
Inner-approach OFZ length beyond approach light system	200 feet
Inner-approach OFZ slope from 200 feet beyond threshold . . .	50:1
Inner-transitional OFZ slope	0:1

Runway protection zone at the primary runway end:

Width 200 feet from runway end	500 feet
Width 1900 feet from runway end	1010 feet

Length	1700 feet

unway protection zone at other runway end:

Width 200 feet from runway end	500 feet
Width 1900 feet from runway end	1010 feet
Length	1700 feet

eparture runway protection zone:

Width 200 feet from the far end of TORA	500 feet
Width 1900 feet from the far end of TORA	1010 feet
Length	1700 feet

Threshold surface at primary runway end:

Distance out from threshold to start of surface	0 feet
Width of surface at start of trapezoidal section	400 feet
Width of surface at end of trapezoidal section	1000 feet
Length of trapezoidal section	1500 feet
Length of rectangular section	8500 feet
Slope of surface	20:1

hreshold surface at other runway end:

Distance out from threshold to start of surface	0 feet
Width of surface at start of trapezoidal section	400 feet
Width of surface at end of trapezoidal section	1000 feet
Length of trapezoidal section	1500 feet
Length of rectangular section	8500 feet
Slope of surface	20:1

axiway centerline to parallel taxiway/taxilane centerline	104.8	105 feet
axiway centerline to fixed or movable object	65.3	65.5 feet
Taxilane centerline to parallel taxilane centerline	96.9	97 feet
axilane centerline to fixed or movable object	57.4	57.5 feet
axiway width	35.0	35 feet
axiway shoulder width		10 feet
Taxiway safety area width	79.0	79 feet
axiway object free area width	130.6	131 feet
axilane object free area width	114.8	115 feet
Taxiway edge safety margin		7.5 feet
axiway wingtip clearance	25.8	26 feet
axilane wingtip clearance	17.9	18 feet

EFERENCE: AC 150/5300-13, Airport Design, including Changes 1 through 4.