



Transportation Analysis

Locust Grove Clayco

DRI #2584

Henry County, Georgia

Report Prepared:

June 2016

Prepared for:

Eberly & Associates

Clayco Realty Group

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
2 Sun Court, Suite 450
Peachtree Corners, GA 30092
Project #019370003

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Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed Locust Grove Clayco development located in Henry County, Georgia. The approximate 79.4-acre site is located approximately 2,750 feet north of the Bill Gardner Parkway at Price Drive intersection and is bordered by Price Drive to the east. The proposed development will be an industrial warehouse facility with approximately 1,002,998 SF of warehousing space.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of an Industrial development. The DRI trigger for this development is the submittal of the Rezoning Application with the City of Locust Grove, combined with the proposed development exceeding 500,000 gross square feet for industrial developments with a developing suburbs area. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on May 3, 2016 by the City of Locust Grove.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part B – Limited Trip Generation**, which states:

...the land uses within the proposed DRI are such that the amount of trips generated by the development is likely to have minimal impact on the road network.

1. *No more than one thousand (1,000) gross daily trips generated by the DRI based on a trip generation memorandum; or,*
2. ***More than one thousand (1,000) but no more than three thousand (3,000) gross daily trips will be generated by the DRI, based on a trip generation memorandum and requires the submittal of an Access Analysis; or,***
3. *The proposed DRI is projected to generate no more than one hundred (100) gross PM peak hour weekday trips based on a trip generation memorandum.*

The present zoning classification of the project site is Residential Agricultural (RA). The proposed zoning classification is Light Manufacturing (M-1). The proposed project is expected to be completed by 2018. The proposed development will consist of the following land uses and densities:

Warehouse Square Footage: 1,002,998 SF

Capacity analyses were performed throughout the study network for the Existing 2016 conditions, the Projected 2018 No-Build conditions, and the Projected 2018 Build conditions.

- Existing 2016 conditions represent traffic volumes that were collected in May 2016 by performing AM and PM peak hour turning movement counts.
- Projected 2018 No-Build conditions represent the existing traffic volumes grown for two (2) years at 2.5 percent per year throughout the study network.
- Projected 2018 Build conditions represent the Projected 2018 No-Build conditions with the addition of the project trips that are anticipated to be generated by the Locust Grove Clayco development.

- Projected 2018 Build Alternative 1 conditions represent the Projected 2018 Build conditions with the proposed realignment of Price Drive across from Strong Rock Parkway and the installation of a traffic signal.

Based on the Existing 2016 conditions (present conditions; i.e. excludes background traffic growth, the estimated project trips from the Locust Grove DRI), all but two (2) side-street stop-controlled intersections are projected to operate within the acceptable level-of-service (LOS) standard of D. It should be noted that it is not uncommon for the side-street stop-controlled approaches to experience long delays when there is heavy main street volume.

Based on the Projected 2018 No-Build conditions (includes background traffic growth but excludes the Locust Grove project traffic), all but two (2) side-street stop-controlled intersections are projected to operate within the acceptable level-of-service (LOS) standard of D. However, it should be noted that it is not uncommon for the side-street stop-controlled approaches to experience long delays when there is heavy main street volume.

The following recommended improvements result in all study intersections operating at or above their level-of-service standard (LOS D) for the Projected 2018 No-Build conditions:

- Bill Gardner Pkwy at Strong Rock Pkwy (Int. #4)
 - Install a traffic signal (if warranted)

Based on the Projected 2018 Build conditions (includes background traffic growth and includes the Locust Grove project traffic plus the site access driveway), all but two (2) side-street stop-controlled intersections are projected to operate within the acceptable level-of-service (LOS) standard of D. However, it should be noted that it is not uncommon for the side-street stop-controlled approaches to experience long delays when there is heavy main street volume.

The following recommended improvements result in all study intersections operating at or above their level-of-service standard (LOS E). Please note that the following improvements are IN ADDITION TO the improvements associated with the Projected 2018 No-Build conditions:

- Price Drive at Driveway #1 (Int. #5)
 - Construct a full movement driveway for ingress/egress from the proposed site.
 - Construct one (1) northbound left-turn lane along Price Drive allowing access to the project site
- Bill Gardner Parkway at Price Drive (Int. #3)
 - Construct a westbound right-turn lane along Bill Gardner Parkway

Based on the Projected 2018 Build Alternative 1 conditions (includes background traffic growth and includes the Locust Grove project traffic plus the site access driveway and the realignment of Price Drive and Strong Rock Parkway), all study intersections are projected to operate within the acceptable level-of-service (LOS) standard of D.

- Bill Gardner Parkway at Strong Rock Parkway/Price Road
 - Provide an eastbound left-turn lane along Bill Gardner Parkway
 - Southbound approach will include a dedicated left-turn lane, and a shared through/right lane

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed Locust Grove located in Henry County, Georgia. The approximate 79.4-acre site is located approximately 2,750 feet north of the Bill Gardner Parkway at Price Drive intersection and is bordered by Price Drive to the east.

The proposed development will be an industrial warehouse facility with approximately 1,002,998 SF of warehousing space. The project will exceed 500,000 square feet for industrial developments within a developing suburbs area; therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part B – Limited Trip Generation**, which states:

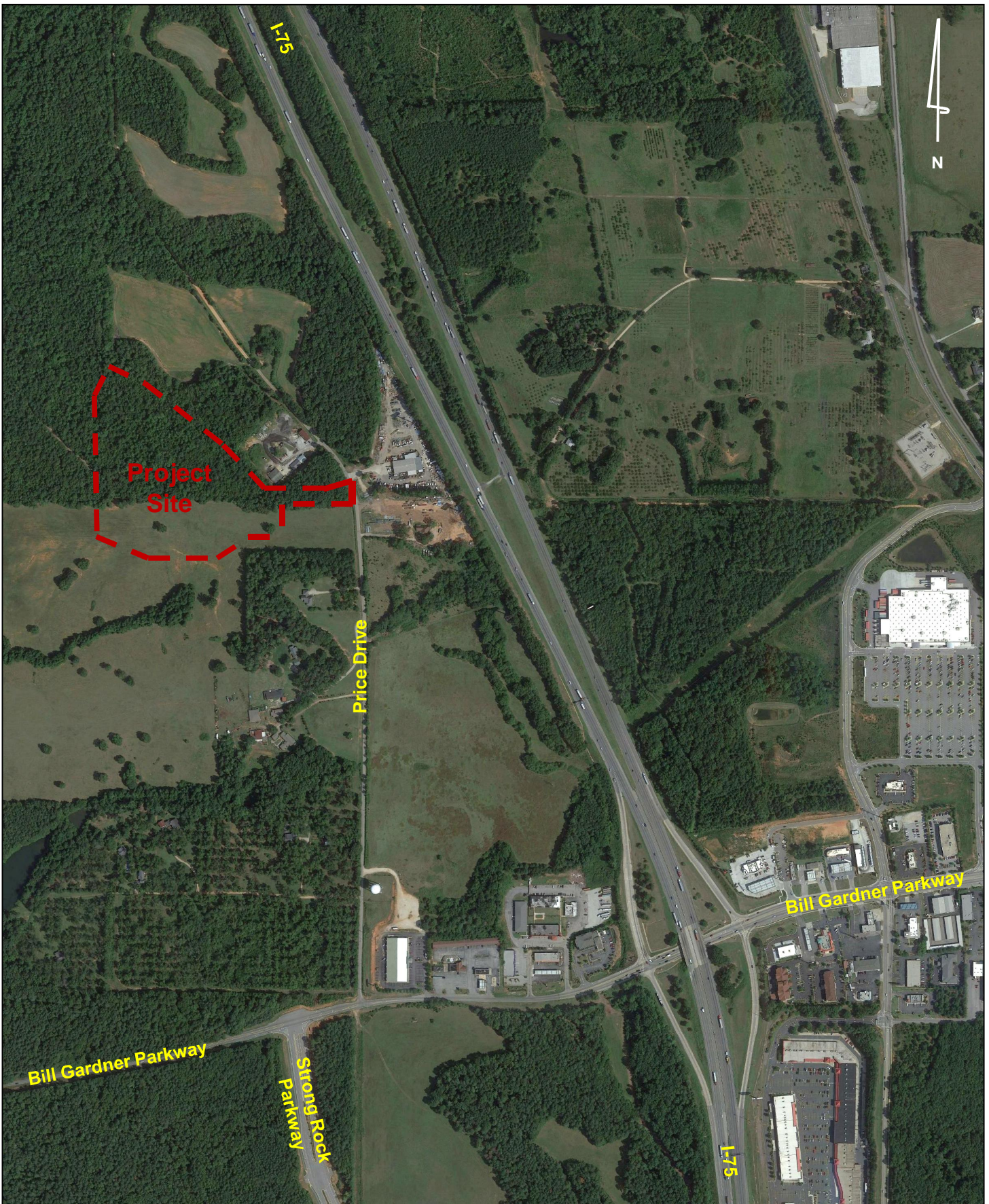
...the land uses within the proposed DRI are such that the amount of trips generated by the development is likely to have minimal impact on the road network.

1. *No more than one thousand (1,000) gross daily trips generated by the DRI based on a trip generation memorandum; or,*
2. ***More than one thousand (1,000) but no more than three thousand (3,000) gross daily trips will be generated by the DRI, based on a trip generation memorandum and requires the submittal of an Access Analysis; or,***
3. *The proposed DRI is projected to generate no more than one hundred (100) gross PM peak hour weekday trips based on a trip generation memorandum.*

Figure 1 provides the site location of the Locust Grove Clayco development, and **Figure 2** provides an aerial view of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in **Appendix A**. The City of Locust Grove Zoning Map and ARC's *PLAN 2040 Unified Growth Policy Map* are included in **Appendix B**.

The proposed project is expected to be completed by 2018, and this analysis will consider the full build-out of the proposed site in 2018. A summary of the proposed land-use and density is provided below in **Table 1**.

Table 1 Proposed Land Uses	
High-Cube Warehouse/Distribution Center	1,002,998 SF (new construction)



1.2 Site Plan Review

The proposed development is located on an approximately 79.4-acre site in Henry County, GA. The project site is bordered by Price Drive to the east. The proposed development will be an industrial warehouse facility with approximately 1,002,998 SF of warehousing space. The project will include one new warehouse building. The property is currently undeveloped. A reference of the proposed site plan is provided in **Appendix C**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

1.3 Site Access

The project site is not currently served by an existing driveway. As currently envisioned, the proposed development will be served by one (1) full-movement driveway along Price Drive. Price Drive is a two-lane, undivided, local road with a posted speed limit of 35 mph. The southern limit of Price Drive is Bill Gardner Parkway which is a two-lane, undivided, major collector with a posted speed limit of 45 mph. The northern limit of Price Drive is Bethlehem Road, which is a two-lane, undivided, local road. A summary of the proposed site access point follows:

1. Proposed Driveway 1 – a proposed full-movement driveway located on Price Drive approximately 2,750 feet north of the intersection of Bill Gardner Pkwy at Price Drive. Proposed Driveway 1 is proposed as a side-street stop-controlled full-movement driveway.

The proposed site access point provides vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. See referenced site plan in **Appendix C** for a visual representation of vehicular access and circulation throughout the proposed development. The site driveways and internal roadways provide access to all parking on the site. Parking will be provided throughout the development as follows:

Employee parking required:	304
Employee parking provided:	481
Trailer parking required:	102
Trailer parking provided:	415

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently do not exist along the project site frontage. There are no bicycle or pedestrian projects programmed in the vicinity of the project site that will be completed prior to the buildout of the Locust Grove Clayco development. According to the DRI site plan, no bicycle or pedestrian facilities are proposed. Additionally, no sidewalks exist along Bill Gardner Parkway in the vicinity of Price Drive.

1.5 Transit Facilities

There are no direct transit routes located within the vicinity of the project site, and therefore, there were no alternative mode reductions taken.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 2.5 percent per year background traffic growth rate was used for all roadways. This background growth rate was used to account for other proposed development activity in the area.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Thursday, May 5, 2016 at the study intersections during the AM and PM peak periods. Peak hours for all intersections are shown in **Table 2**.

Table 2 Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Bill Gardner Parkway at I-75 NB Ramps	7:15-8:15	5:00-6:00
2. Bill Gardner Parkway at I-75 SB Ramps	7:15-8:15	5:00-6:00
3. Bill Gardner Parkway at Price Drive	7:15-8:15	5:00-6:00
4. Bill Gardner Parkway at Strong Rock Parkway	7:15-8:15	5:00-6:00

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

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 9.0*. All intersection signal timings were optimized using *Synchro Professional, Version 9.0*.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

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

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition*. Gross trips generated are displayed below in **Table 3**.

Table 3 Gross Trip Generation						
Land Use (Intensity)	ITE Code	Daily Traffic	AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit
High-Cube Warehouse/ Distribution Center (1,002,998 SF)	152	1,686	79	36	39	88

3.2 Trip Distribution

The directional distribution and assignment of new project trips was based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), Henry County Staff, and the City of Locust Grove.

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of D was assumed for all intersections and segments within the study network.

3.4 Study Network Determination

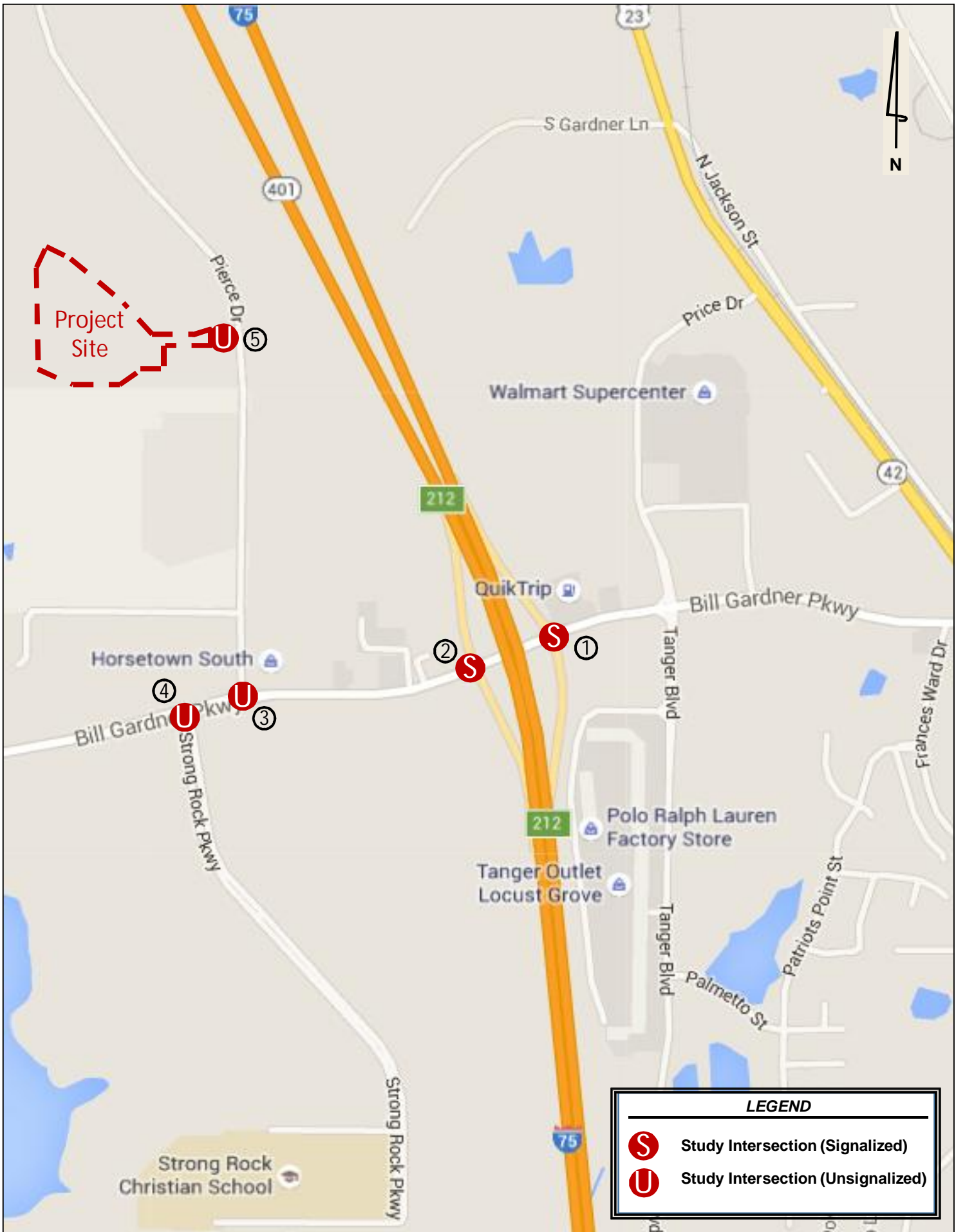
A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, Henry Count Staff, and the City of Locust Grove, and includes the following five (5) intersections described in **Table 4**.



The study network includes two (2) signalized intersections and three (3) side street stop controlled intersections as noted in Table 4. The study intersections are shown in **Figure 3**.

Table 4 Intersection Control Summary	
Intersection	Control
1. Bill Gardner Parkway at I-75 NB Ramps	Signal
2. Bill Gardner Parkway at I-75 SB Ramps	Signal
3. Bill Gardner Parkway at Price Drive	Stop Control
4. Bill Gardner Parkway at Strong Rock Parkway	Stop Control
5. Price Drive at Proposed Driveway #1	Stop Control

Each of the above listed intersections was analyzed for the Existing 2016 conditions, the Projected 2018 No-Build conditions, and the Projected 2018 Build conditions. The Projected 2018 No-Build conditions represent the existing traffic volumes grown for two (2) years at 2.5 percent per year throughout the study network.

The Projected 2018 Build conditions add the project trips associated with the Locust Grove Clayco development to the Projected 2018 No-Build conditions.



LEGEND	
	Study Intersection (Signalized)
	Study Intersection (Unsignalized)

3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for the entire study area are provided in **Table 5** (bolded roadway runs adjacent to the site).

Table 1: Roadway Classifications			
Roadway	No. of Lanes	Posted Speed Limit (MPH)	Functional Classification
Price Drive	2	35	Local Road
Bill Gardner Parkway (west of Price Drive)	2	45	Major Collector
Bill Gardner Parkway (east of Price Drive)	2	35	Major Collector
I-75	6	70	Interstate

4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Trip generation for this proposed development is calculated based upon the following land use: High-Cube Warehouse/Distribution Center (ITE 152).

The total (net) trips generated and analyzed in this report are listed in **Table 6**.

Table 6 Net New Trip Generation							
	Daily Traffic			AM Peak Hour		PM Peak Hour	
	Total	Enter	Exit	Enter	Exit	Enter	Exit
Employee (Car) Trips	1,264	632	632	59	27	29	66
Heavy Vehicle (Truck) Trips	422	211	211	20	9	10	22
Total Trips	1,686	843	843	79	36	39	88

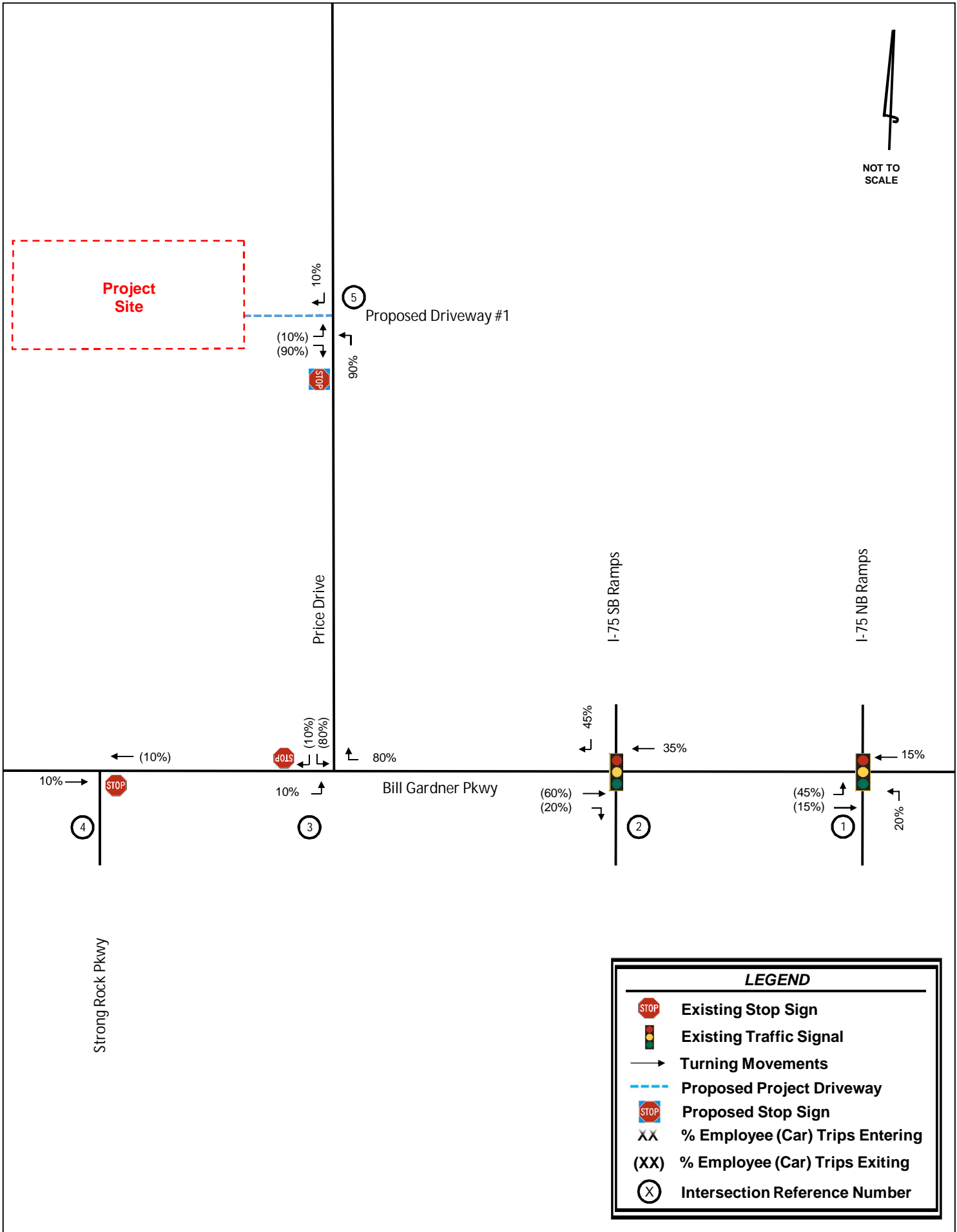
A more detailed trip generation analysis summary table is provided in **Appendix D**.

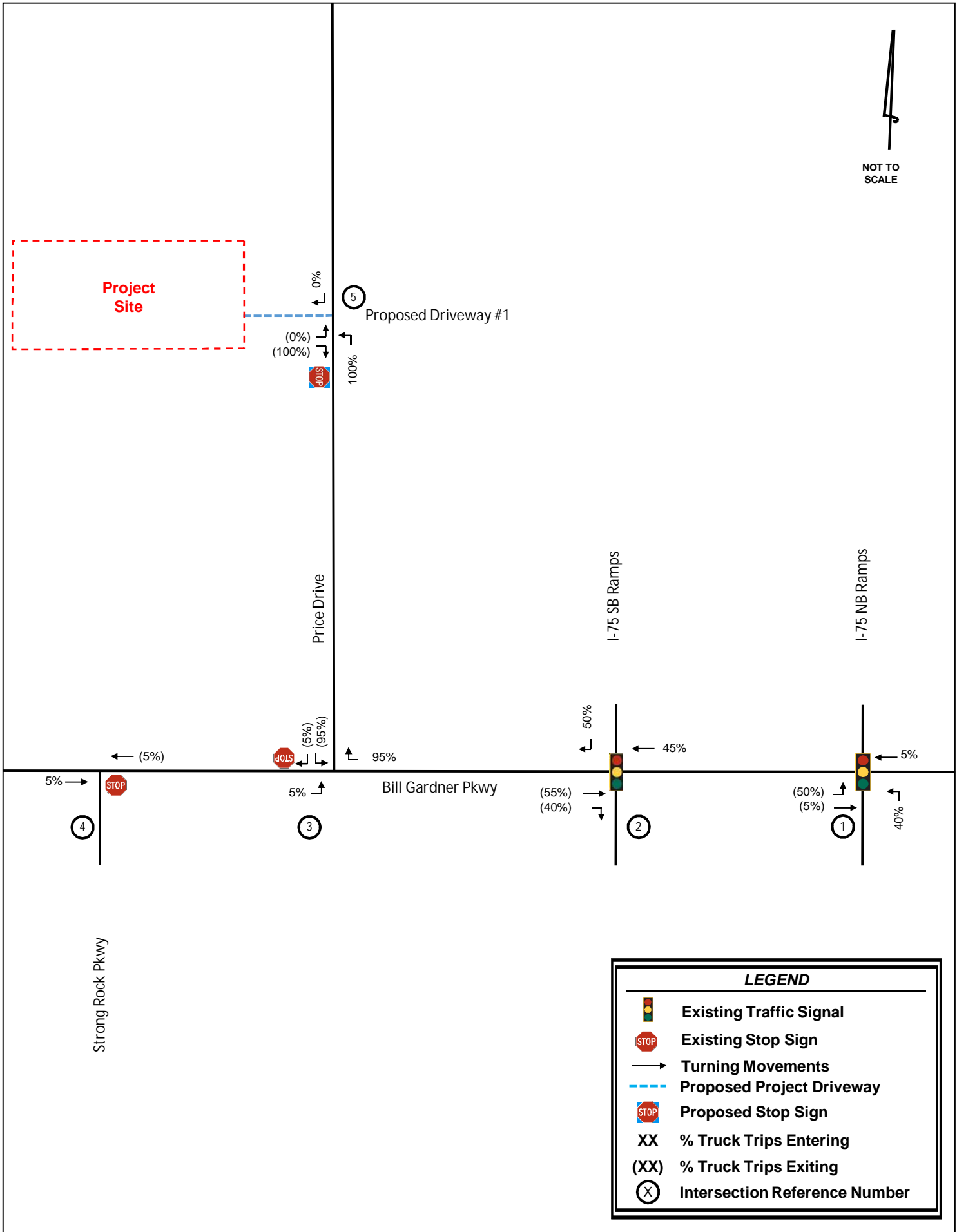
5.0 TRIP DISTRIBUTION AND ASSIGNMENT

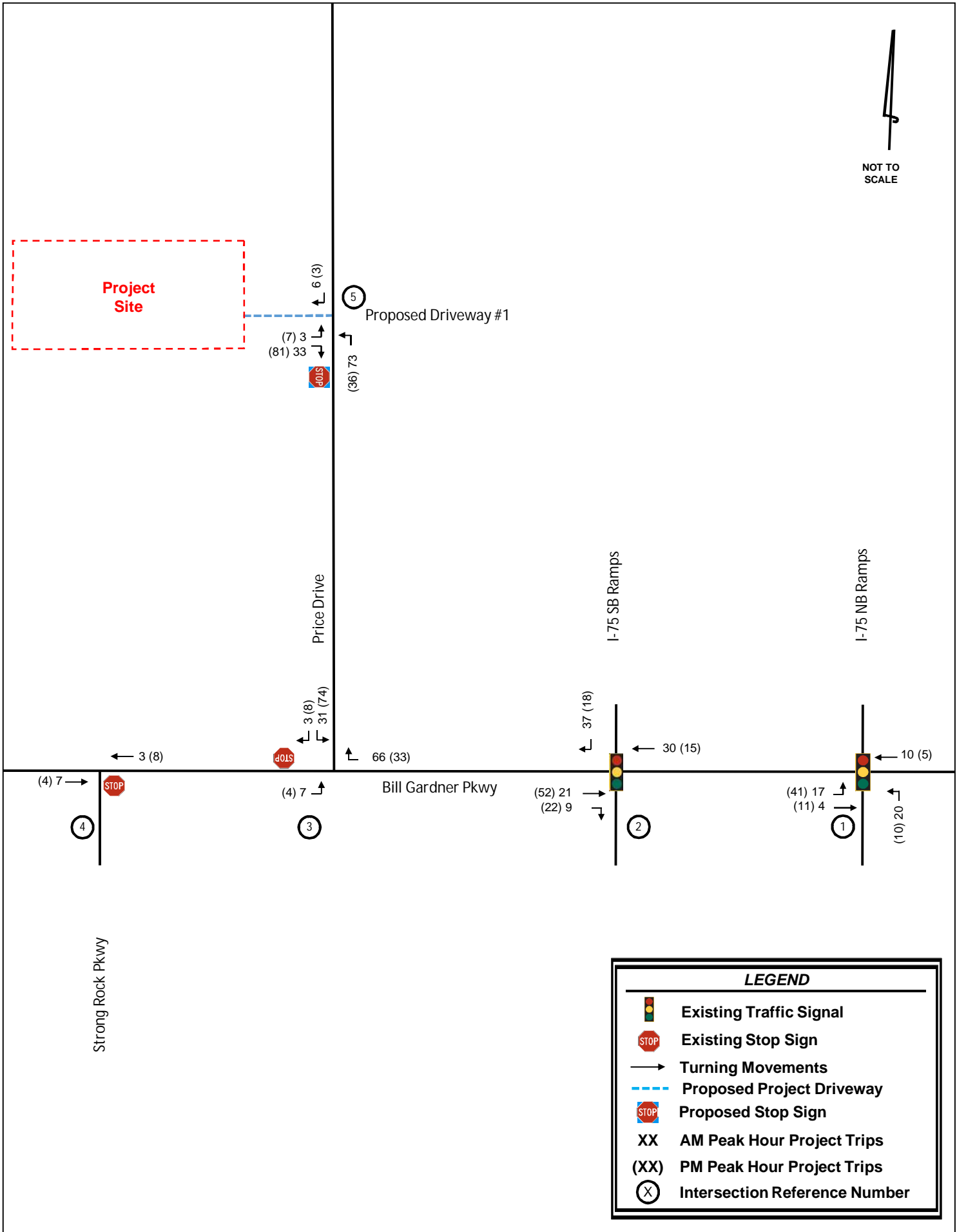
New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, Henry County Staff, and the City of Locust Grove.

Figures 4A and **4B** display the anticipated distribution and assignment of employee (car) trips and truck trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed Locust Grove Clayco development, are shown on **Figure 5**.

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







6.0 TRAFFIC ANALYSIS

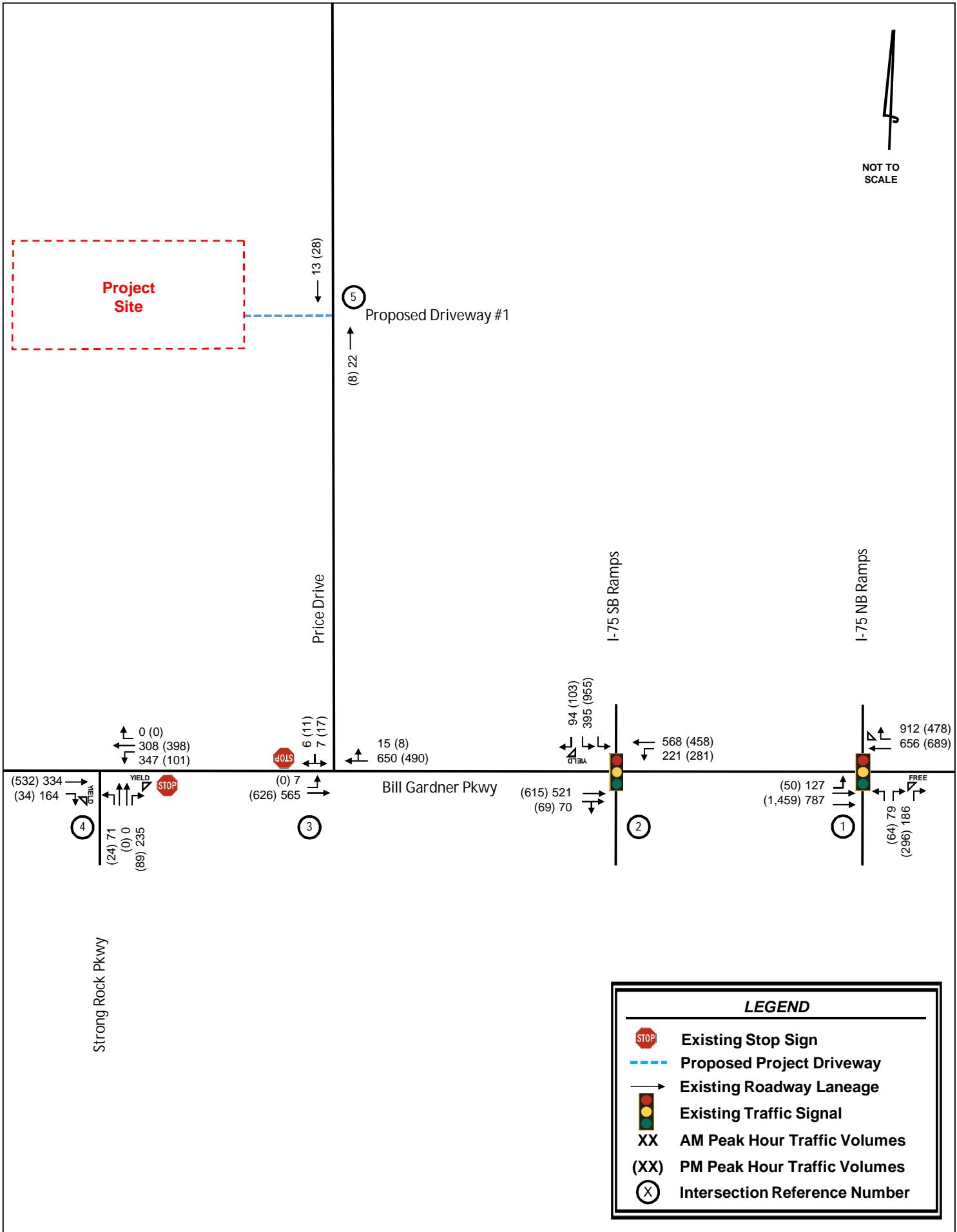
6.1 Existing 2016 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 9.0*, and capacity analyses were performed for the AM and PM peak hours. The existing peak hour traffic volumes are displayed in **Figure 6**, and the results of the capacity analyses for the Existing 2016 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7 Existing 2016 Intersection Levels-of-Service LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Bill Gardner Pkwy at I-75 NB Ramps	Signal	Overall	D	B (14.1)	B (19.8)
2. Bill Gardner Pkwy at I-75 SB Ramps	Signal	Overall	D	B (17.3)	C (26.8)
3. Bill Gardner Parkway at Price Drive	Side-Street Stop- Control	SB Approach	D	E (41.1)	C (22.1)
		EB Left		B (10.2)	A (0.0)
4. Bill Gardner Parkway at Strong Rock Parkway	Side-Street Stop- Control	NB Approach	D	F (*)	C (17.8)
		WB Left		B (10.6)	A (9.2)

**It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.*

As shown in **Table 7**, all signalized study intersections currently operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Existing 2016 conditions. The two (2) unsignalized intersections are projected to operate below the acceptable LOS during the AM peak hour. However, it is not uncommon for the side-street stop-controlled approach to experience long delays when there is heavy main street volume. Therefore, there are no recommended improvements for the Existing 2016 conditions scenario.



6.2 Projected 2018 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for two (2) years at 2.5 percent per year throughout the study network. These volumes were entered into *Synchro* 9.0, and capacity analyses were performed. The Projected 2018 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2018 No-Build conditions are shown in **Figure 7**. The results of the capacity analyses for the Projected 2018 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8 Projected 2018 No-Build Intersection Levels-of-Service LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Bill Gardner Pkwy at I-75 NB Ramps	Signal	Overall	D	B (14.5)	B (19.9)
2. Bill Gardner Pkwy at I-75 SB Ramps	Signal	Overall	D	B (17.8)	C (29.9)
3. Bill Gardner Parkway at Price Drive	Side-Street Stop- Control	SB Approach	D	E (47.1)	C (24.0)
		EB Left		B (10.4)	A (0.0)
4. Bill Gardner Pkwy at Strong Rock Parkway	Side-Street Stop- Control	NB Approach	D	F (*)	C (19.1)
		WB Left		B (11.1)	A (9.3)

**It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.*

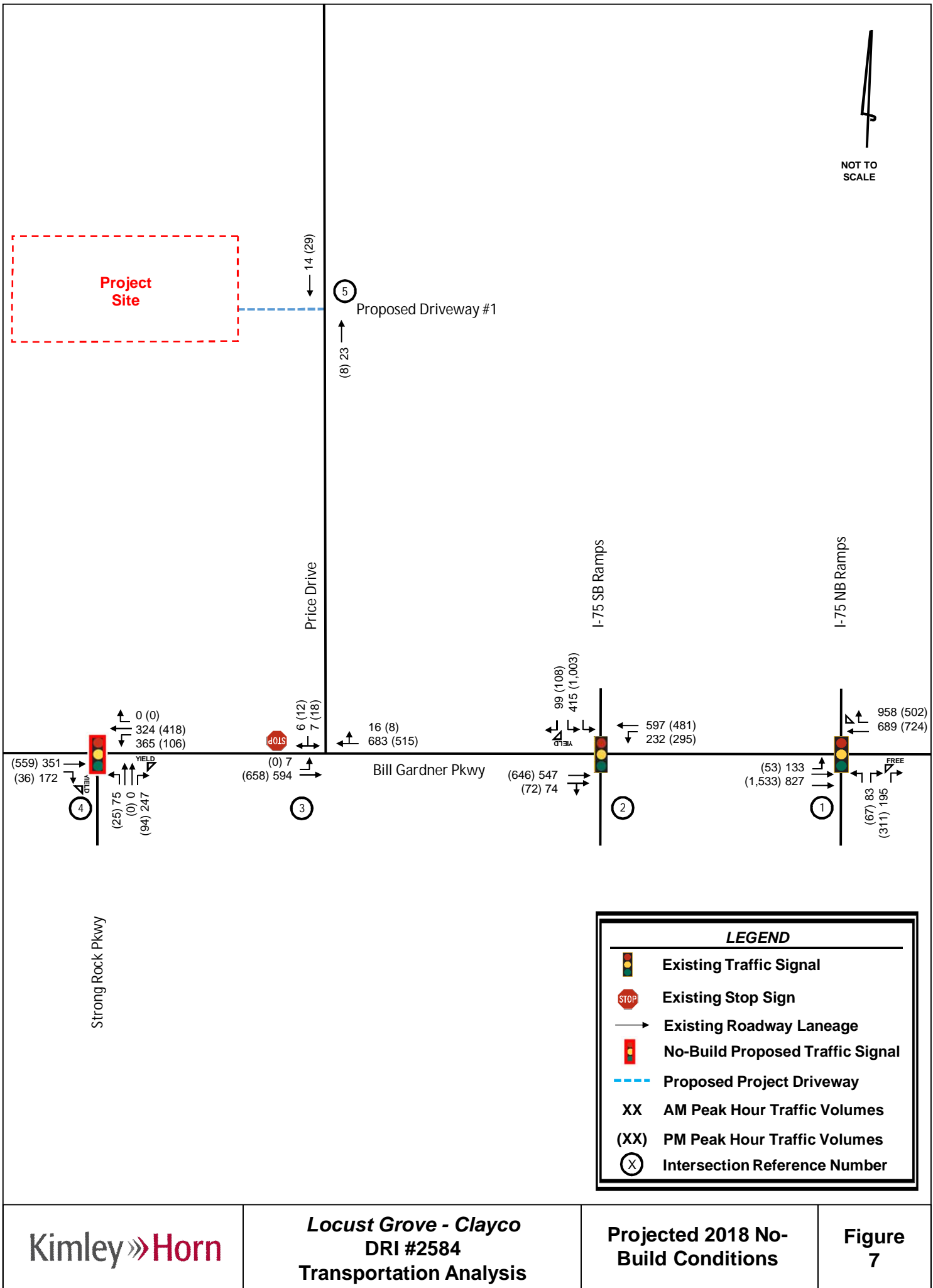
As shown in **Table 8**, all signalized study intersections currently operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2018 No-Build traffic conditions. It is not uncommon for the side-street stop-controlled approach to experience long delays when there is heavy main street volume. However, the northbound approach experiences significant delay during the AM peak hour resulting in a LOS F.

Based on the Projected 2018 No-Build conditions, the following improvements are recommended:

- Bill Gardner Pkwy at Strong Rock Pkwy (Int. #4)
 - Install a traffic signal (if warranted)

The results of the capacity analyses for the Projected 2018 No-Build Improved conditions are shown in **Table 9**.

Table 9 Projected 2018 No-Build Intersection Levels-of-Service - IMPROVED <i>LOS (delay in seconds)</i>						
Intersection		Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
4	Bill Gardner Pkwy at Strong Rock Pkwy	New Signal	Overall	D	B (14.4)	A (6.9)



6.3 Projected 2018 Build Conditions

The traffic associated with the proposed Locust Grove Clayco development was added to the Projected 2018 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2018 Build conditions were analyzed using the existing roadway geometry, existing intersection control types, and proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2018 Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2018 Build conditions are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

Table 10 Projected 2018 Build Intersection Levels-of-Service LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Bill Gardner Pkwy at I-75 NB Ramps	Signal	Overall	D	B (15.0)	B (20.6)
2. Bill Gardner Pkwy at I-75 SB Ramps	Signal	Overall	D	B (18.3)	D (36.0)
3. Bill Gardner Pkwy at Price Drive	Side-Street Stop- Control	SB Approach	D	F (*)	F (*)
		EB Left		B (11.0)	A (8.7)
4. Bill Gardner Pkwy at Strong Rock Pkwy	Side-Street Stop- Control	NB Approach	D	F(*)	C (19.3)
		WB Left		B (11.1)	A (9.3)
5. Price Drive at Proposed Driveway 1	Side-Street Stop- Control	EB Approach	D	A (8.8)	A (9.1)
		NB Left		A (0.0)	A (0.0)

**It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.*

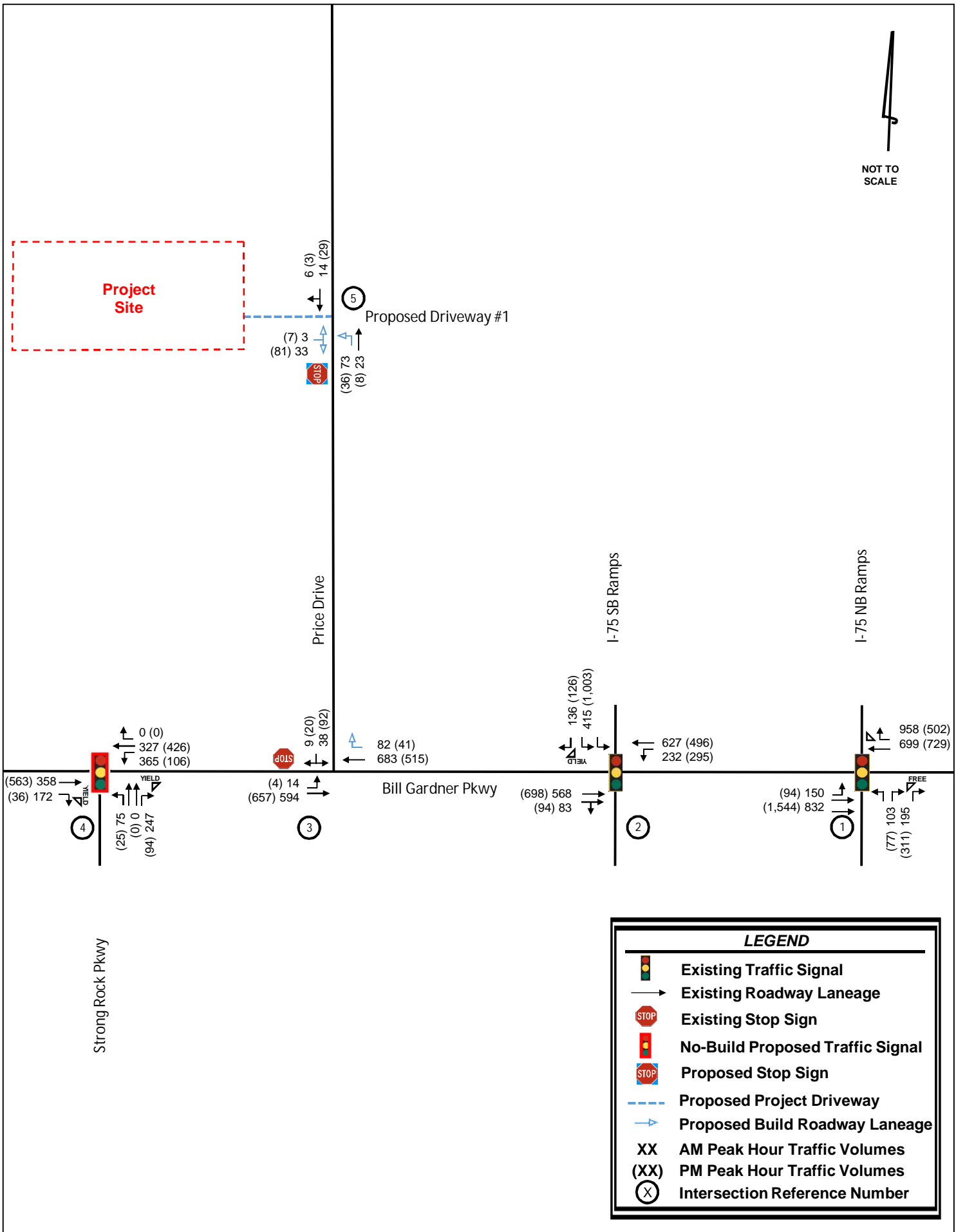
As shown in **Table 10**, all but two (2) study intersections currently operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2018 Build traffic conditions. The southbound approach of Bill Gardner Pkwy at Price Drive is projected to operate at LOS F under the Projected 2018 Build traffic conditions during the AM and PM peak hours. Additionally, under the Projected 2018 Build traffic conditions during the AM and PM peak hours, the northbound left movement of Bill Gardner Pkwy at Strong Rock Pkwy is projected to operate at LOS F and LOS E, respectively. It is not uncommon for the side-street stop-controlled approach to experience long delays when there is heavy main street volume.

Based on the Projected 2018 Build conditions, the following improvements are recommended IN ADDITION to the improvements recommended in the Projected 2018 No-Build conditions:

- Price Drive at Proposed Driveway 1 (Int. #5)
 - Construct one (1) northbound left-turn lane along Price Drive
- Bill Gardner Parkway at Price Drive (Int. #3)
 - Construct one (1) westbound right-turn lane along Bill Gardner Parkway

The results of the capacity analyses for the Projected 2018 Build Improved conditions are shown in **Table 11**.

Table 11 Projected 2018 Build Intersection Levels-of-Service - IMPROVED <i>LOS (delay in seconds)</i>						
Intersection		Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
5	Price Drive at Proposed Driveway 1	Side-Street Stop- Control	EB Approach	D	A (8.8)	A (9.1)



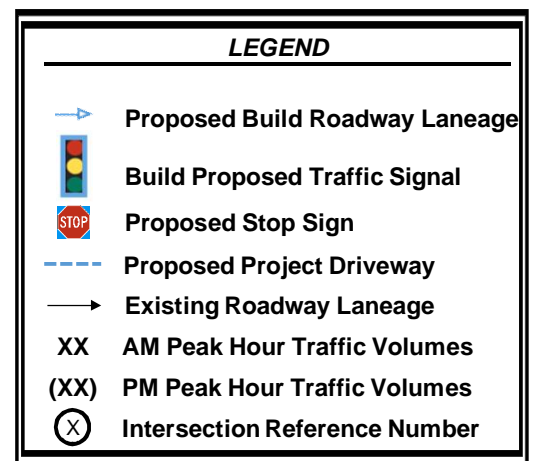
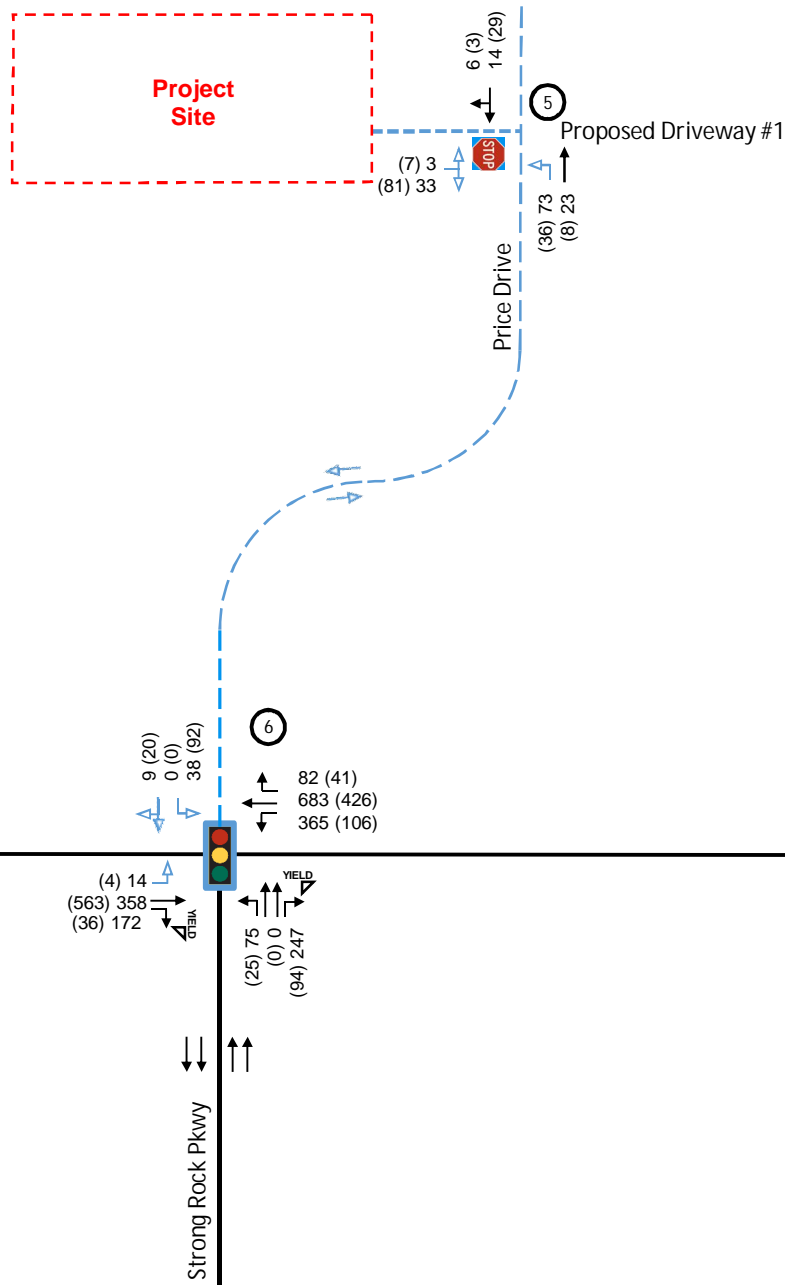
6.4 Projected 2018 Build Alternative 1 Conditions

The Projected 2018 Build Alternative scenario was also analyzed. This takes into account the realignment of Price Drive to intersect with Strong Rock Parkway and is expected to be signalized. The Projected 2018 Build Alternative scenario was analyzed using existing laneage, existing intersection control types, proposed driveway laneage, and the signalization and realignment of Price Drive with Strong Rock Parkway.

The intersection laneage and traffic volumes used for the Projected 2018 Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2018 Build Alternative conditions are shown in **Table 12**. Detailed *Synchro* analysis reports are available upon request.

Table 12 Projected 2018 Build Alternative 1 Intersection Levels-of-Service <i>LOS (delay in seconds)</i>					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
6. Bill Gardner Pkwy at Strong Rock Pkwy/Price Drive	Signal	Overall	D	C (29.7)	A (7.5)

As shown in **Table 12**, the proposed intersection under Projected 2018 Build Alternative 1 conditions is projected to operate at acceptable conditions during both the AM and PM peak hours.



7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Locust Grove Clayco development is proposed at one (1) location. The site driveway location is discussed in Section 1.3. Driveway 1 is a proposed full-movement driveway under the Projected 2018 Build and Projected 2018 Build Alternative 1 conditions.

The proposed site driveway provides vehicular access to the entire development. Internal private roadways throughout the site provide access throughout the project site.

Capacity analyses were performed for the proposed site driveway intersections (Int. #5) using *Synchro* 9.0. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* and *Section 6.4* of this report. Based on the Projected 2018 Build conditions and the Projected 2018 Build Alternative 1 conditions, the proposed site driveway intersection is anticipated to operate at an acceptable level-of-service, assuming implementation of the recommended laneage, signalization, and roadway improvements.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Improvement Program, GDOT, City of Atlanta's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 13** below.

Table 13 Programmed Improvements			
#	Year	Project ID	Project Description
1	2030	HE-126B	Widening Bill Gardner Parkway of the section from SR 155 to Lester Mill Road from 2 to 4 lanes and the section from Lester Mill Road to I-75 South from 2 to 6 lanes.
2	2040	AR-955	New I-75 interchange intended to relieve freight congestion along the SR 155 and SR 42 industrial/ Distribution corridors.
3	*	S014499	Widening of NB I-75 Off-Ramp at Bill Gardner Pkwy Exit 212

**Completion date has yet to be determined.*

Fact sheets for projects 1-3 can be found in **Appendix F**.

9.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveway will provide access to buildings on the site. A detailed copy of the proposed site plan with internal site roadways is provided in **Appendix C** and a full-sized site plan is attached to the report.

Site Photo Log

Site Name: Locust Grove Clayco

Photo No. 1



Comments:

Looking north from proposed driveway #1

Photo No. 2



Comments:

Looking south from proposed driveway #1

Site Name: Locust Grove Clayco

Photo No. 3



Comments:

Looking east from Price Drive

Photo No. 4



Comments:

Looking west from Price Drive

Site Name: Locust Grove Clayco

Photo No. 5



Comments:

Looking east from Strong Rock Parkway

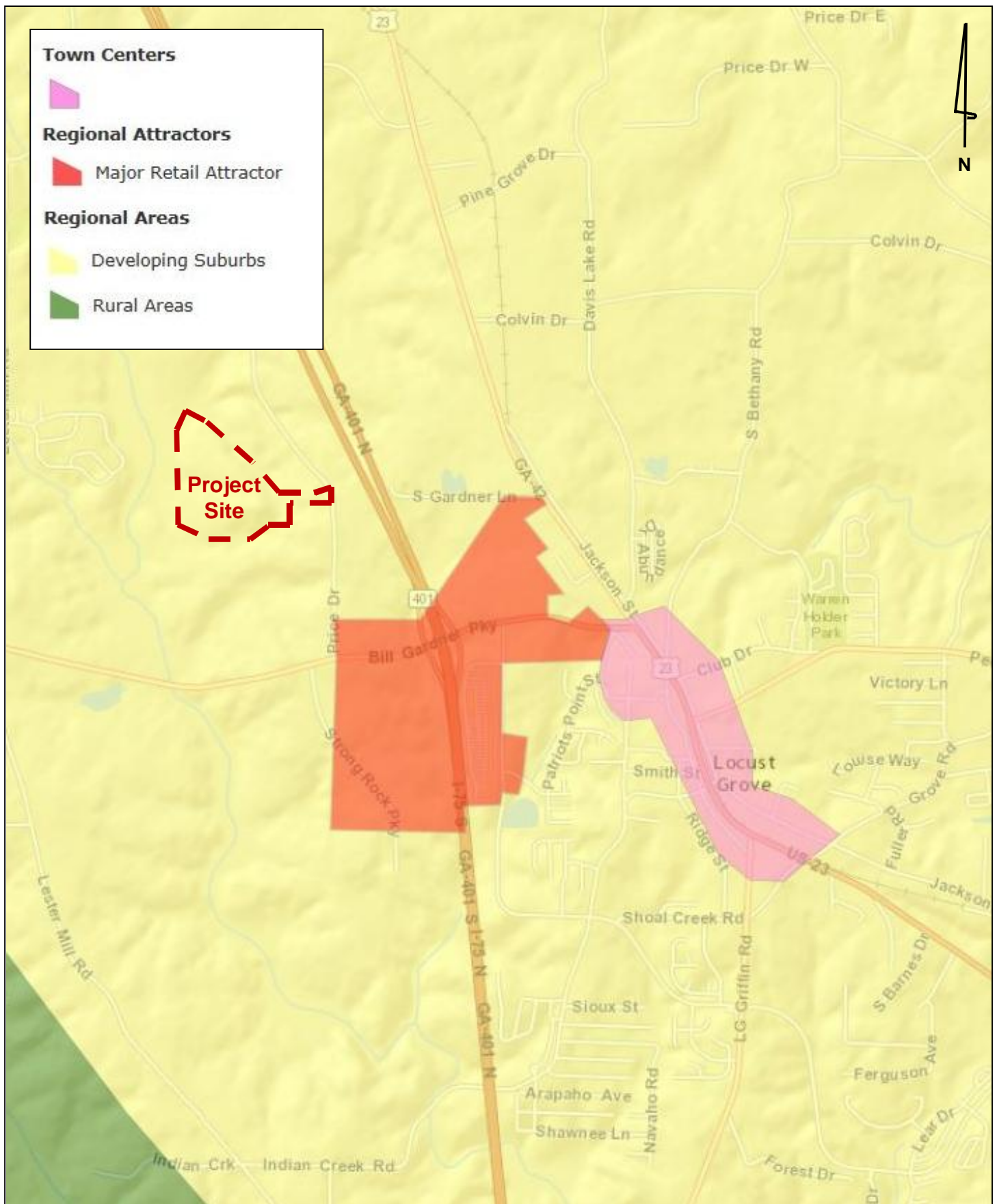
Photo No. 6



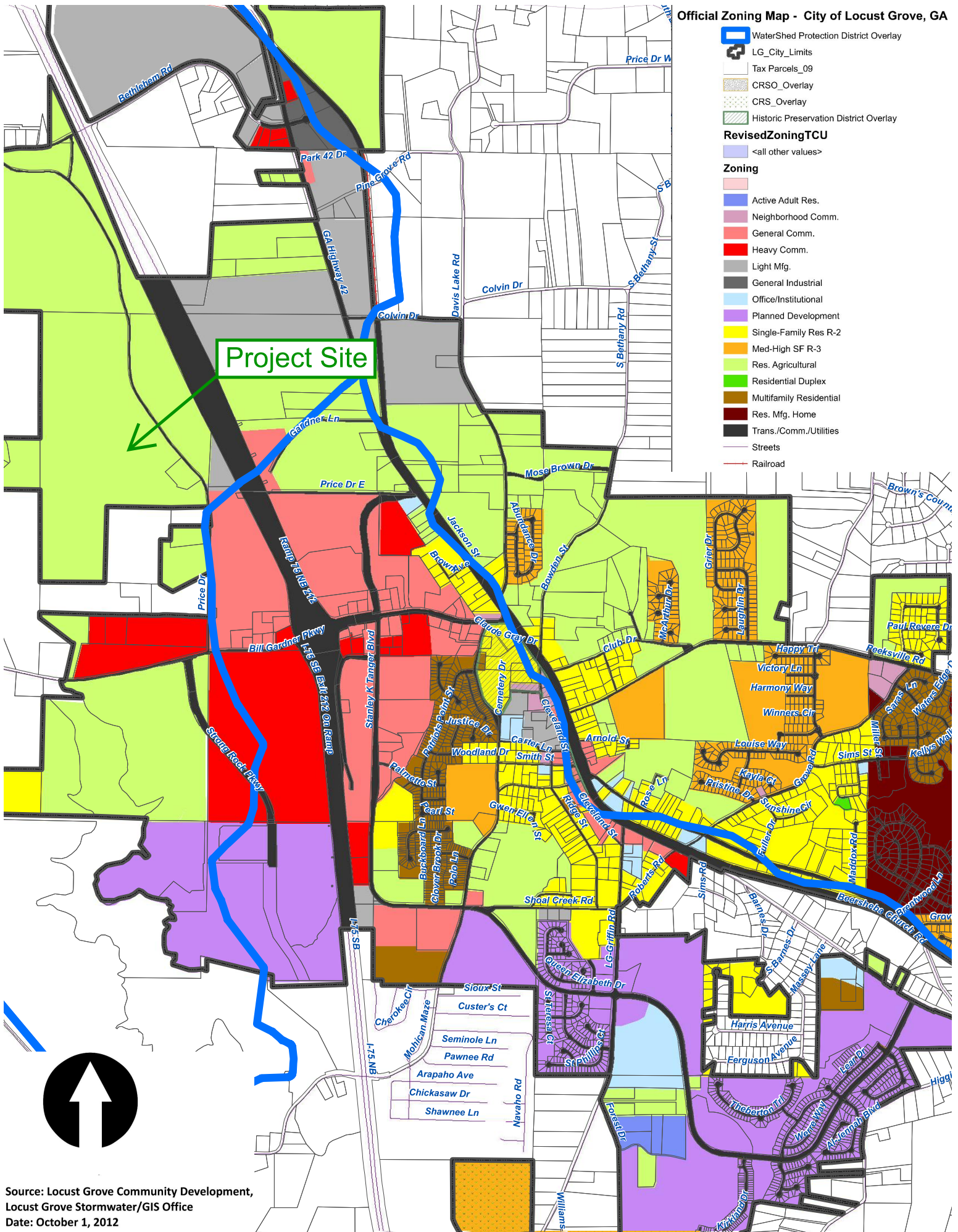
Comments:

Looking west from Strong Rock Parkway

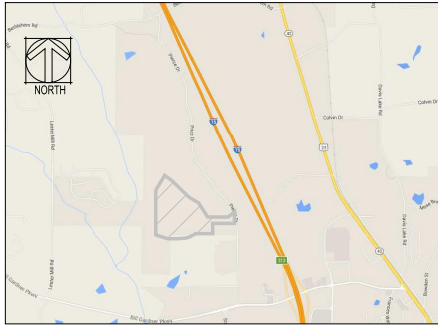
Land Use and Zoning Maps



Official Zoning Map - City of Locust Grove, GA



Proposed Site Plan



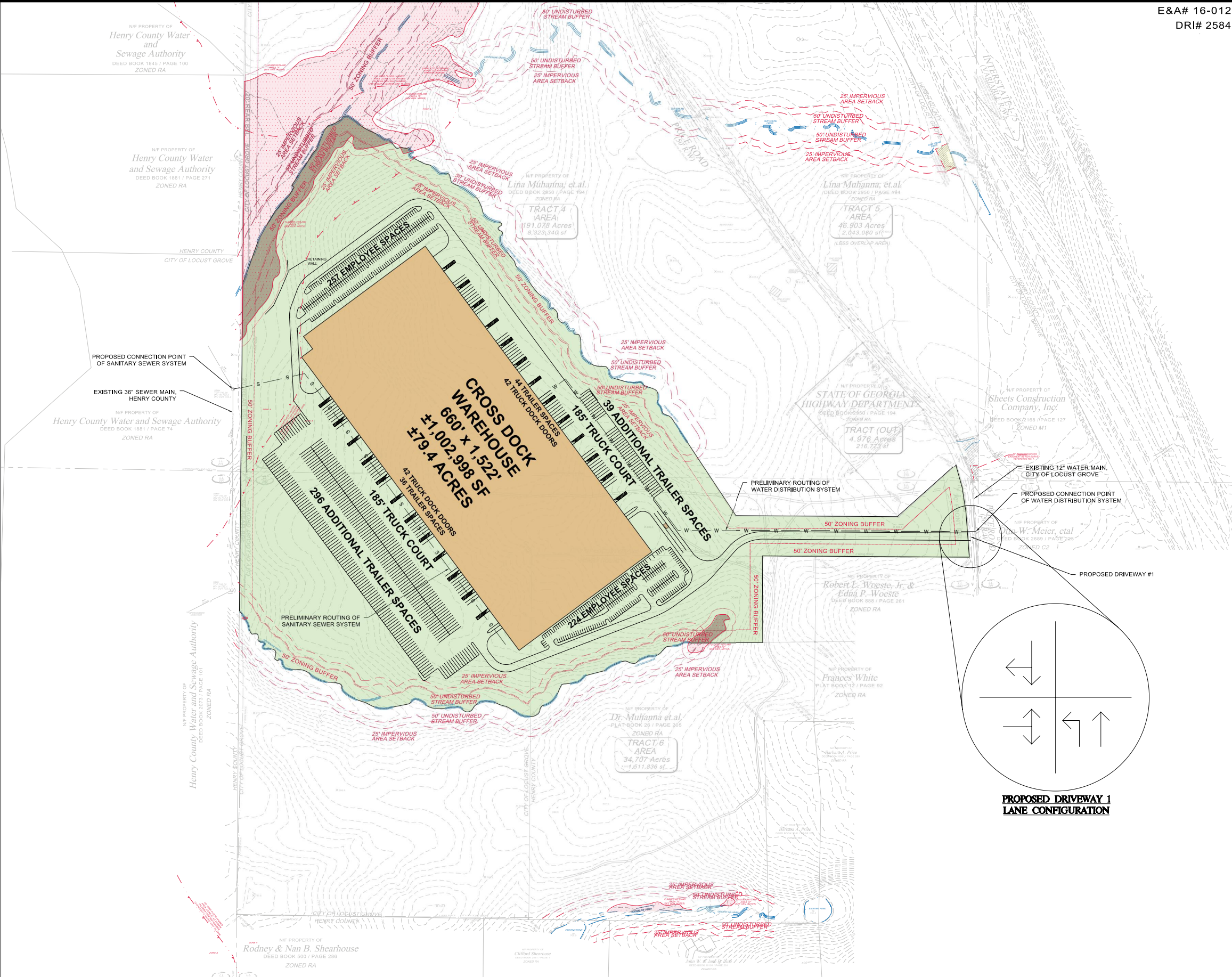
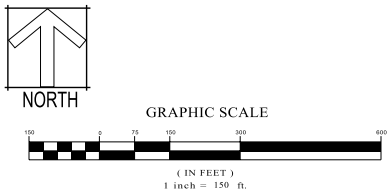
VICINITY MAP
NOT TO SCALE

PROJECT INFORMATION

ACREAGE:	TOTAL	±79.4 AC
	FLOOD PLAIN (A)	±7.58 AC
LOCATION:	STREET	PRICE ROAD
	JURISDICTION	LOCUST GROVE
	DISTRICT	2
	LAND LOT	202, 215
YIELD:	BUILDING COVER	29.0%
	IMPERVIOUS COVER	54.7%
	DENSITY:	12,633 SF/ACRE
BUILDINGS :	BUILDING A	1,002,998 S.F.
	TOTAL	1,002,998 S.F.
PAVEMENT:	PARKING SPACES	±481
	REQUIRED	±304
	TRAILER STORAGE (DEDICATED)	±415
	REQUIRED	±102
	TRUCK DOCKS	±84
SERVICES:	SEWER DEMAND	12,025 GPD
	WATER DEMAND	14,050 GPD

ADDITIONAL SITE DATA

- PRESENT ZONING CLASSIFICATION – RESIDENTIAL AGRICULTURAL (RA)
- REQUESTED ZONING CLASSIFICATION – LIGHT MANUFACTURING (M-1)
- ZONING YARD SETBACKS: FRONT – 70'; REAR – 20'; SIDE – NONE, BUT 30' IF A CORNER LOT
- SUBJECT PROPERTIES ARE LOCATED WITHIN A PROTECTED WATERSHED DISTRICT
- PROPOSED MINIMUM LOT SIZE – 1 ACRE
- ESTIMATED IMPERVIOUS SURFACE AREA – 1,891,176 S.F. = 43.42 AC
- 50' UNDISTURBED STREAM BUFFER AND 25' ADDITIONAL IMPERVIOUS SETBACK SHOWN FOR ALL STATE WATERS LOCATED ON THE SUBJECT PROPERTY
- SUBJECT PROPERTY IS NOT LOCATED WITHIN THE WATER QUALITY CRITICAL AREA



PROPOSED DRIVEWAY 1
LANE CONFIGURATION



DEVELOPER

CLAYCO
3863 PACES OUTLOOK DRIVE,
ATLANTA, GEORGIA 30339

CONTACT: MIKE DEMPERIO
(770) 330-2280

TRAFFIC ENGINEER

KIMLEY-HORN
2 SUN COURT, SUITE 450
PEACHTREE CORNERS, GA 30092

CONTACT: JOHN WALKER, P.E.
(404) 201-6157

DRI PLAN
LOCUST GROVE - CLAYCO
HENRY COUNTY, GA
APRIL 8, 2016

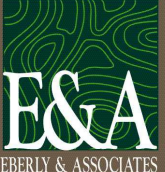
REVISIONS	
6/20/16	FULL DRI PLAN

CIVIL ENGINEER

EBERLY & ASSOCIATES, INC.
1852 CENTURY PLACE, SUITE 202
ATLANTA, GEORGIA 30345

CONTACT: BRIAN BRUMFIELD, P.E.
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ATLANTA, GEORGIA 30345
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LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE



Trip Generation Analysis

Trip Generation Analysis (9th Ed.) Locust Grove Clayco DRI #2584 Henry County, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
152 High-Cube Warehouse/Distribution Center	1,002,998 gross s.f.	1,686	115	79	36	127	39	88
Gross Trips		1,686	115	79	36	127	39	88
Truck Trips (25% Warehousing Trips)		422	29	20	9	32	10	22
Mixed-Use Reductions		0				0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Trips		422	29	20	9	32	10	22
Car Trips (75% Warehousing Trips)		1,264	86	59	27	95	29	66
Mixed-Use Reductions		0				0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Trips		1,264	86	59	27	95	29	66
Mixed-Use Reductions - TOTAL		0	0	0	0	0	0	0
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0
Pass-By Reductions - TOTAL		0	0	0	0	0	0	0
New Trips		1,686	115	79	36	127	39	88
Driveway Volumes		1,686	115	79	36	127	39	88

k:\atl_tpto\019370003 locust grove clayco dri, locust grove, april 2016\dri phase ii - traffic study\analysis\[locust grove clayco analysis.xls]trip generation

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection 1: Bill Gardner Pkwy at I-75 NB Ramps AM PEAK HOUR

Description	I-75 NB Off Ramp <u>Northbound</u>			I-75 NB On Ramp <u>Southbound</u>			Bill Gardner Pkwy <u>Eastbound</u>			Bill Gardner Pkwy <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	79	0	186	0	0	0	127	787	0	0	656	912
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	2.5%	0	0	2.5%	0	0	2.5%	0	0	2.5%	0
Heavy Vehicles	1	0	2	0	0	0	4	14	0	0	5	12
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	3%	2%	0%	0%	2%	2%
Peak Hour Factor	0.91			0.00			0.82			0.87		
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2018 Background Traffic	83	0	195	0	0	0	133	827	0	0	689	958
Project Trips (Future Development Only)												
Trip Distribution IN	40%										5%	
Trip Distribution OUT							50%	5%				
Truck Trips	8	0	0	0	0	0	5	1	0	0	1	0
Trip Distribution IN	20%										15%	
Trip Distribution OUT							45%	15%				
Car Trips	12	0	0	0	0	0	12	4	0	0	9	0
Total Project Trips	20	0	0	0	0	0	17	5	0	0	10	0
2018 Buildout Total	103	0	195	0	0	0	150	832	0	0	699	958
2018 Heavy Vehicle %	9%	0%	2%	0%	0%	0%	6%	2%	0%	0%	2%	2%

PM PEAK HOUR

Description	I-75 NB Off Ramp <u>Northbound</u>			I-75 NB On Ramp <u>Southbound</u>			Bill Gardner Pkwy <u>Eastbound</u>			Bill Gardner Pkwy <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	64	0	296	0	0	0	50	1,459	0	0	689	478
Pedestrians	1			0			2			2		
Conflicting Pedestrians	2	2.5%	2	2	2.5%	2	0	2.5%	1	1	2.5%	0
Heavy Vehicles	0	0	10	0	0	0	1	13	0	0	4	8
Heavy Vehicle %	2%	0%	3%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Peak Hour Factor	0.73			0.00			0.94			0.93		
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2018 Background Traffic	67	0	311	0	0	0	53	1,533	0	0	724	502
Project Trips (Future Development Only)												
Trip Distribution IN	40%										5%	
Trip Distribution OUT							50%	5%				
Truck Trips	4	0	0	0	0	0	11	1	0	0	1	0
Trip Distribution IN	20%										15%	
Trip Distribution OUT							45%	15%				
Car Trips	6	0	0	0	0	0	30	10	0	0	4	0
Total Project Trips	10	0	0	0	0	0	41	11	0	0	5	0
2018 Buildout Total	77	0	311	0	0	0	94	1,544	0	0	729	502
2018 Heavy Vehicle %	7%	0%	3%	0%	0%	0%	13%	2%	0%	0%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection 2: Bill Gardner Pkwy at I-75 SB Ramps AM PEAK HOUR

Description	I-75 SB On Ramp <u>Northbound</u>			I-75 SB Off Ramp <u>Southbound</u>			Bill Gardner Pkwy <u>Eastbound</u>			Bill Gardner Pkwy <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	0	395	0	94	0	521	70	221	568	0
Pedestrians	0			0			0			1		
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	0	0	9	0	1	0	4	2	9	0	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	3%	4%	2%	0%
Peak Hour Factor	0.00			0.82			0.75			0.79		
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2018 Background Traffic	0	0	0	415	0	99	0	547	74	232	597	0
Project Trips (Future Development Only)												
Trip Distribution IN						50%					45%	
Trip Distribution OUT								55%	40%			
Truck Trips	0	0	0	0	0	10	0	5	4	0	9	0
Trip Distribution IN						45%					35%	
Trip Distribution OUT								60%	20%			
Car Trips	0	0	0	0	0	27	0	16	5	0	21	0
Total Project Trips	0	0	0	0	0	37	0	21	9	0	30	0
2018 Buildout Total	0	0	0	415	0	136	0	568	83	232	627	0
2018 Heavy Vehicle %	0%	0%	0%	2%	0%	9%	0%	3%	7%	4%	3%	0%

PM PEAK HOUR

Description	I-75 SB On Ramp <u>Northbound</u>			I-75 SB Off Ramp <u>Southbound</u>			Bill Gardner Pkwy <u>Eastbound</u>			Bill Gardner Pkwy <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	0	955	0	103	0	615	69	281	458	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	5	0	0	0	2	0	5	1	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.00			0.95			0.91			0.95		
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2018 Background Traffic	0	0	0	1,003	0	108	0	646	72	295	481	0
Project Trips (Future Development Only)												
Trip Distribution IN						50%					45%	
Trip Distribution OUT								55%	40%			
Truck Trips	0	0	0	0	0	5	0	12	9	0	5	0
Trip Distribution IN						45%					35%	
Trip Distribution OUT								60%	20%			
Car Trips	0	0	0	0	0	13	0	40	13	0	10	0
Total Project Trips	0	0	0	0	0	18	0	52	22	0	15	0
2018 Buildout Total	0	0	0	1,003	0	126	0	698	94	295	496	0
2018 Heavy Vehicle %	0%	0%	0%	2%	0%	6%	0%	4%	11%	2%	3%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection 3: Bill Gardner Pkwy at Price Dr AM PEAK HOUR

Description	<u>Northbound</u>			<u>Price Drive Southbound</u>			<u>Bill Gardner Pkwy Eastbound</u>			<u>Bill Gardner Pkwy Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	0	7	0	6	7	565	0	0	650	15
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	3	0	0	1	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor	0.00			0.46			0.68			0.68		
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2018 Background Traffic	0	0	0	7	0	6	7	594	0	0	683	16
Project Trips (Future Development Only)												
Trip Distribution IN							5%					95%
Trip Distribution OUT				95%		5%						
Truck Trips	0	0	0	9	0	0	1	0	0	0	0	19
Trip Distribution IN							10%					80%
Trip Distribution OUT				80%		10%						
Car Trips	0	0	0	22	0	3	6	0	0	0	0	47
Total Project Trips	0	0	0	31	0	3	7	0	0	0	0	66
2018 Buildout Total	0	0	0	38	0	9	14	594	0	0	683	82
2018 Heavy Vehicle %	0%	0%	0%	24%	0%	2%	8%	2%	0%	0%	2%	24%

PM PEAK HOUR

Description	<u>Northbound</u>			<u>Price Drive Southbound</u>			<u>Bill Gardner Pkwy Eastbound</u>			<u>Bill Gardner Pkwy Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	0	17	0	11	0	626	0	0	490	8
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	0%	0%	2%	2%
Peak Hour Factor	0.00			0.47			0.94			0.92		
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2018 Background Traffic	0	0	0	18	0	12	0	658	0	0	515	8
Project Trips (Future Development Only)												
Trip Distribution IN							5%					95%
Trip Distribution OUT				95%		5%						
Truck Trips	0	0	0	21	0	1	1	0	0	0	0	10
Trip Distribution IN							10%					80%
Trip Distribution OUT				80%		10%						
Car Trips	0	0	0	53	0	7	3	0	0	0	0	23
Total Project Trips	0	0	0	74	0	8	4	0	0	0	0	33
2018 Buildout Total	0	0	0	92	0	20	4	658	0	0	515	41
2018 Heavy Vehicle %	0%	0%	0%	23%	0%	6%	25%	2%	0%	0%	2%	25%

INTERSECTION VOLUME DEVELOPMENT

Intersection 4: Bill Gardner Pkwy at Strong Rock Pkwy AM PEAK HOUR

Description	Strong Rock Pkwy <u>Northbound</u>			<u>Southbound</u>			Bill Gardner Pkwy <u>Eastbound</u>			Bill Gardner Pkwy <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	71	0	235	0	0	0	0	334	164	347	308	0
Pedestrians	0			0			0			1		
Conflicting Pedestrians	0	2.5%	1	1	2.5%	0	0		0	0	1	0
Heavy Vehicles	1	0	0	0	0	0	0	3	0	0	1	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.51			0.00			0.83			0.67		
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2018 Background Traffic	75	0	247	0	0	0	0	351	172	365	324	0
Project Trips (Future Development Only)												
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Truck Trips	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Car Trips	0	0	0	0	0	0	0	6	0	0	3	0
Total Project Trips	0	0	0	0	0	0	0	7	0	0	3	0
2018 Buildout Total	75	0	247	0	0	0	0	358	172	365	327	0
2018 Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%

PM PEAK HOUR

Description	Strong Rock Pkwy <u>Northbound</u>			<u>Southbound</u>			Bill Gardner Pkwy <u>Eastbound</u>			Bill Gardner Pkwy <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	24	0	89	0	0	0	0	532	34	101	398	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	0	0	0	0	0	2	1	0	0	0
Heavy Vehicle %	4%	0%	2%	0%	0%	0%	0%	2%	3%	2%	2%	0%
Peak Hour Factor	0.79			0.00			0.88			0.94		
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2018 Background Traffic	25	0	94	0	0	0	0	559	36	106	418	0
Project Trips (Future Development Only)												
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Truck Trips	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Car Trips	0	0	0	0	0	0	0	3	0	0	7	0
Total Project Trips	0	0	0	0	0	0	0	4	0	0	8	0
2018 Buildout Total	25	0	94	0	0	0	0	563	36	106	426	0
2018 Heavy Vehicle %	4%	0%	2%	0%	0%	0%	0%	2%	3%	2%	2%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection 5: Price Dr at Proposed Dwy #1 AM PEAK HOUR

Description	Price Dr <u>Northbound</u>			Price Dr <u>Southbound</u>			Proposed Dwy #1 <u>Eastbound</u>			Driveway #1 <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	22	0	0	13	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.68			0.46			0.88				
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2018 Background Traffic	0	23	0	0	14	0	0	0	0	0	0	0
Project Trips (Future Development Only)												
Trip Distribution IN	100%											
Trip Distribution OUT								100%				
Truck Trips	20	0	0	0	0	0	0	0	9	0	0	0
Trip Distribution IN	90%					10%						
Trip Distribution OUT							10%		90%			
Car Trips	53	0	0	0	0	6	3	0	24	0	0	0
Total Project Trips	73	0	0	0	0	6	3	0	33	0	0	0
2018 Buildout Total	73	23	0	0	14	6	3	0	33	0	0	0
2018 Heavy Vehicle %	27%	2%	0%	0%	2%	2%	2%	0%	27%	0%	0%	0%

PM PEAK HOUR

Description	Price Dr <u>Northbound</u>			Price Dr <u>Southbound</u>			Proposed Dwy #1 <u>Eastbound</u>			Driveway #1 <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	8	0	0	28	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.47			0.88				
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2018 Background Traffic	0	8	0	0	29	0	0	0	0	0	0	0
Project Trips (Future Development Only)												
Trip Distribution IN	100%											
Trip Distribution OUT								100%				
Truck Trips	10	0	0	0	0	0	0	0	22	0	0	0
Trip Distribution IN	90%					10%						
Trip Distribution OUT							10%		90%			
Car Trips	26	0	0	0	0	3	7	0	59	0	0	0
Total Project Trips	36	0	0	0	0	3	7	0	81	0	0	0
2018 Buildout Total	36	8	0	0	29	3	7	0	81	0	0	0
2018 Heavy Vehicle %	28%	2%	0%	0%	2%	2%	2%	0%	27%	0%	0%	0%

Programmed Project Fact Sheets

Short Title	I-75 SOUTH - NEW INTERCHANGE AT BETHLEHEM ROAD
GDOT Project No.	TBD
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / Interchange Capacity
Sponsor	GDOT
Jurisdiction	Henry County
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year 2040

Corridor Length N/A miles

Detailed Description and Justification

New I-75 interchange intended to relieve freight congestion along the SR 155 and SR 42 industrial/distribution corridors.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2022-2040		LR 2031-2040	\$25,000,000	\$20,000,000	\$5,000,000	\$0,000	\$0,000
				\$25,000,000	\$20,000,000	\$5,000,000	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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



Short Title

BILL GARDNER PARKWAY WIDENING AT SR 155 TO LESTER MILL ROAD (4 LANES) AND FROM LESTER MILL ROAD TO I-75 SOUTH (6 LANES)

GDOT Project No.

0000562

Federal ID No.

STP-0000-00(562)

Status

Long Range

Service Type

Roadway / General Purpose Capacity

Sponsor

Henry County

Jurisdiction

Henry County

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

2

Planned Thru Lane

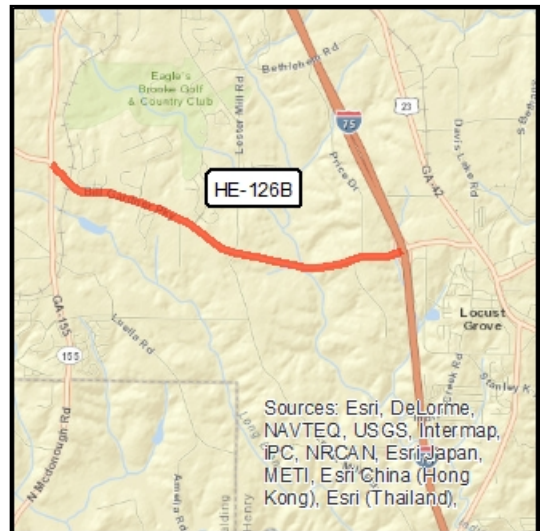
4/6

Network Year

2030

Corridor Length

3.4 miles



Detailed Description and Justification

Widening of the section from SR 155 to Lester Mill Road from 2 to 4 lanes and the section from Lester Mill Road to I-75 South from 2 to 6 lanes.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2022-2040		LR 2022-2030	\$18,000,000	\$14,400,000	\$0,000	\$0,000	\$3,600,000
				\$18,000,000	\$14,400,000	\$0,000	\$0,000	\$3,600,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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



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WIDEN NB I-75 NB OFF-RAMP AT BILL GARDNER PKWY EXIT 212

Project ID:	S014499	Notice to Proceed
		Date:
Project Manager:	Terry Gable	Construction Percent Complete: %
Office:	State Aid	Current Completion
		Date:
County:	Henry	Work Completion
		Date:
Congressional District:	003	Construction Contract Amount:
State Senate District.:	017	Construction Contractor:
State House District:	130	Select Another Project
Project Type:	Operating	Design Plan Documents
Project Status:	Construction Work Program	Preconstruction Status Report
Right of Way Authorization:		Construction Status Report

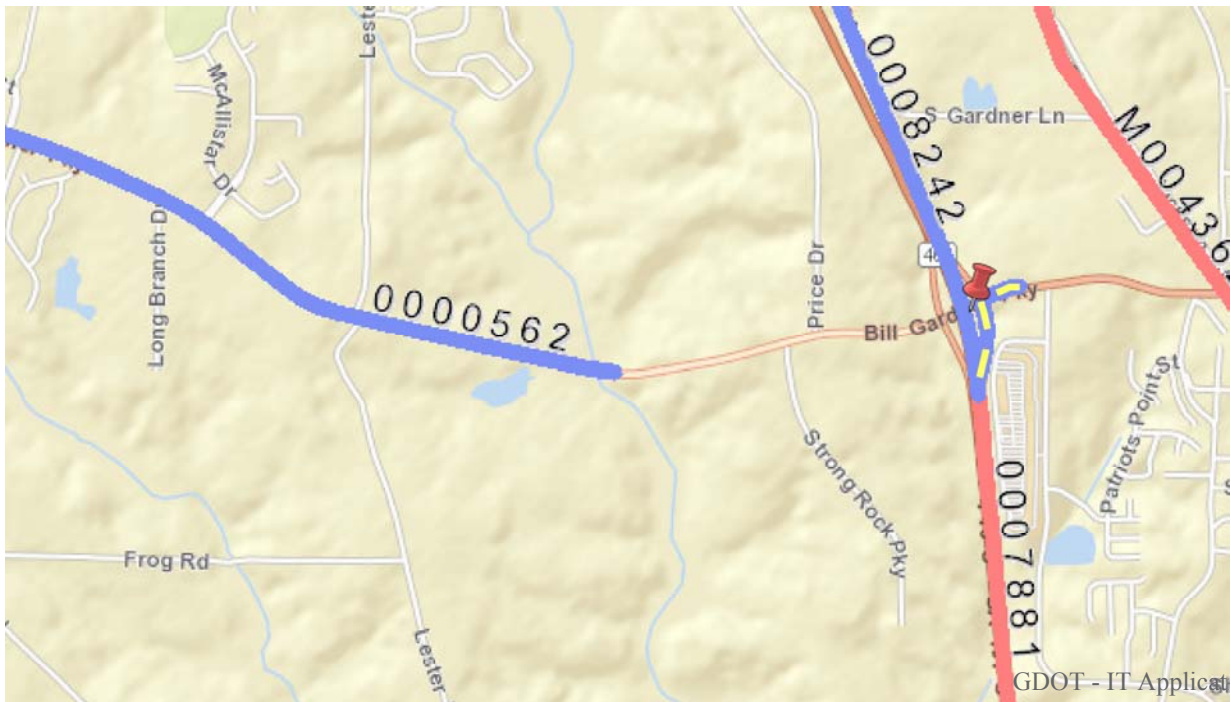
[Submit feedback to project manager](#)

Project Description:

TSA (TSAP Projects)

2016

\$110,000.00



Project Documents

There are no items to show in this view.

TOP 5 MOST VISITED

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Georgia Department of Transportation

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