Kimley»Horn

July 15, 2016

Ms. Laura Beall
Division Director, Land Use
Georgia Regional Transportation Authority (GRTA)
245 Peachtree Center Avenue, NE
Suite 400
Atlanta, Georgia, 30303

RE: ***Support for Expedited Review***
Midland Logistics Park DRI #2593
Henry County, Georgia

Dear Ms. Beall:

The purpose of this letter is to inform you that the Land Disturbance Permit Application for the proposed Midland Logistics Park development site is currently under review by Henry County. The Land Disturbance Permit Application request was submitted in June 2016 for the 45-acre site which is located along Midland Court east of the intersection at King Mill Road. The proposed development will consist of 699,732 SF of warehouse building.

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 Land Disturbance Permit Application with Henry County, 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 June 16, 2016 by Henry County.

With the confirmation of the Land Disturbance Permit Application and based on the proposed project size, which exceeds 500,000 square feet for projects located in Maturing Neighborhoods/Established Suburbs/Developing Suburbs as designated by ARC's *Unified Growth Policy Map*, a DRI review is expected. Per our previous conversation during the June 20th, 2016 DRI Pre-Review Meeting, we anticipate that this DRI will qualify for DRI Expedited Review based on the amount of trips generated by the development.

The proposed development is consistent with GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review* under ***Part B – Limited Trip Generation*** as stated in the section below:

Expedited Review Criteria in **Section 3-102, Part B – Limited Trip Generation**, 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 Proposed DRI Trip Generation

Traffic for the proposed land uses and densities 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 (Land Use Code 152). Gross trips generated are displayed below in **Table 1.**

Table 1
Gross Trip Generation

Land Use	ITE Code	Intensity	Daily Traffic		
			Total	Enter	Exit
High-Cubed Warehouse/ Distribution Center	*152*	699,732 SF	1,126	563	563

As shown in **Table 1**, the proposed DRI is expected to generate more than one thousand (1,000) but no more than three thousand (3,000) gross daily trips.

Based upon the information provided above, we believe that an Expedited DRI Review is applicable for the proposed Midland Logistics Park DRI project. We hope this information is helpful. Please let us know if you have any questions.

KIMLEY-HORN AND ASSOCIATES, INC.

John D. Walker, P.E., PTOE

DRI Project Manager/ Senior Vice President

Transportation Analysis

Midland Logistics Park DRI #2593

Henry County, Georgia

Report Prepared:

July 2016

Prepared for:

Eberly & Associates, Inc.

Scannell Properties

Prepared by:

Kimley-Horn and Associates, Inc.
2 Sun Court, Suite 450
Peachtree Corners, Georgia 30092
Project #019370004

Transportation Analysis

Midland Logistics Park
DRI #2593

Henry County, Georgia

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Raw Traffic Count Data
Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed Midland Logistics Park development located in Henry County, Georgia. The approximate 45-acre site is located on Midland Court, approximately 250 feet east of the intersection at King Mill Road and SR (155)/N McDonough Road. The proposed development will be an industrial warehouse facility with approximately 699,732 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 Land Disturbance Permit Application, combined with the proposed development exceeding 500,000 gross square feet for industrial developments within a developing suburbs area. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on June 16, 2016 by Henry County.

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 Light Manufacturing (M-1) and heavy manufacturing (M-2). 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: 699,732 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 Midland Logistics Park development.

Based on the Existing 2016 conditions (present conditions; i.e. excludes background traffic growth, the estimated project trips from the Midland Logistics Park DRI), all study intersections currently operate within the acceptable level-of-service (LOS) standard of D.

Based on the Projected 2018 No-Build conditions (includes background traffic growth but excludes the Locust Grove project traffic), all study intersections are projected to operate within the acceptable level-of-service (LOS) standard of D.

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

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed Midland Logistics Park development located in Henry County, Georgia. The approximate 45-acre site is located along the north side of Midland Court, and east of the intersection at King Mill Road and SR (155)/N McDonough Road.

The proposed development will be an industrial warehouse facility with approximately 699,732 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,*
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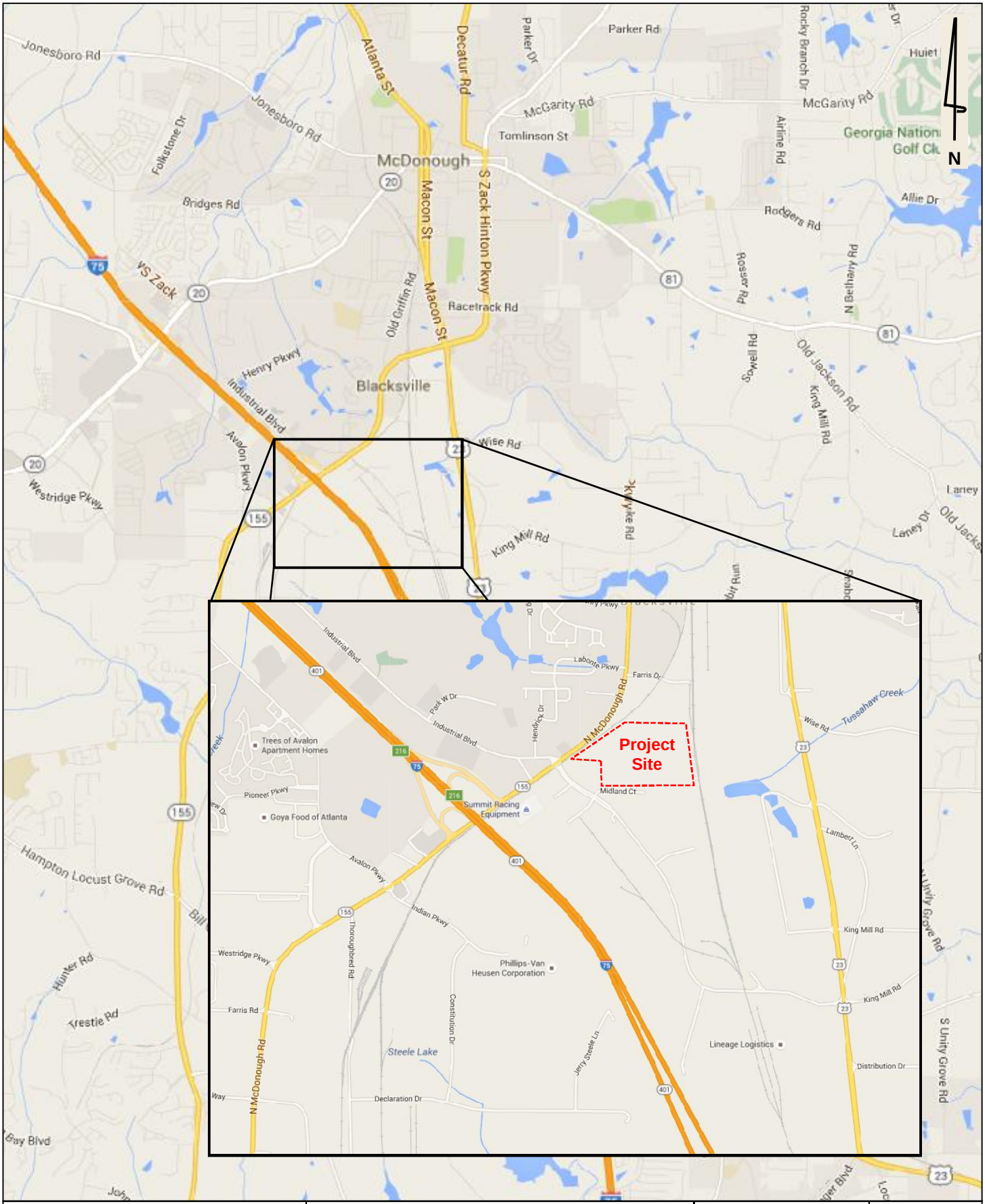
> 3. *The proposed DRI is projected to generate no more than one hundred (100) gross PM peak hour weekday trips based on a trip generation memorandum.*

Figure 1 provides the site location of the Midland Logistics Park development, while **Figure 2** and **Figure 3** provide aerial views 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 Henry County Zoning Map and ARC's *Unified Growth Policy Map* are included in **Appendix B**.

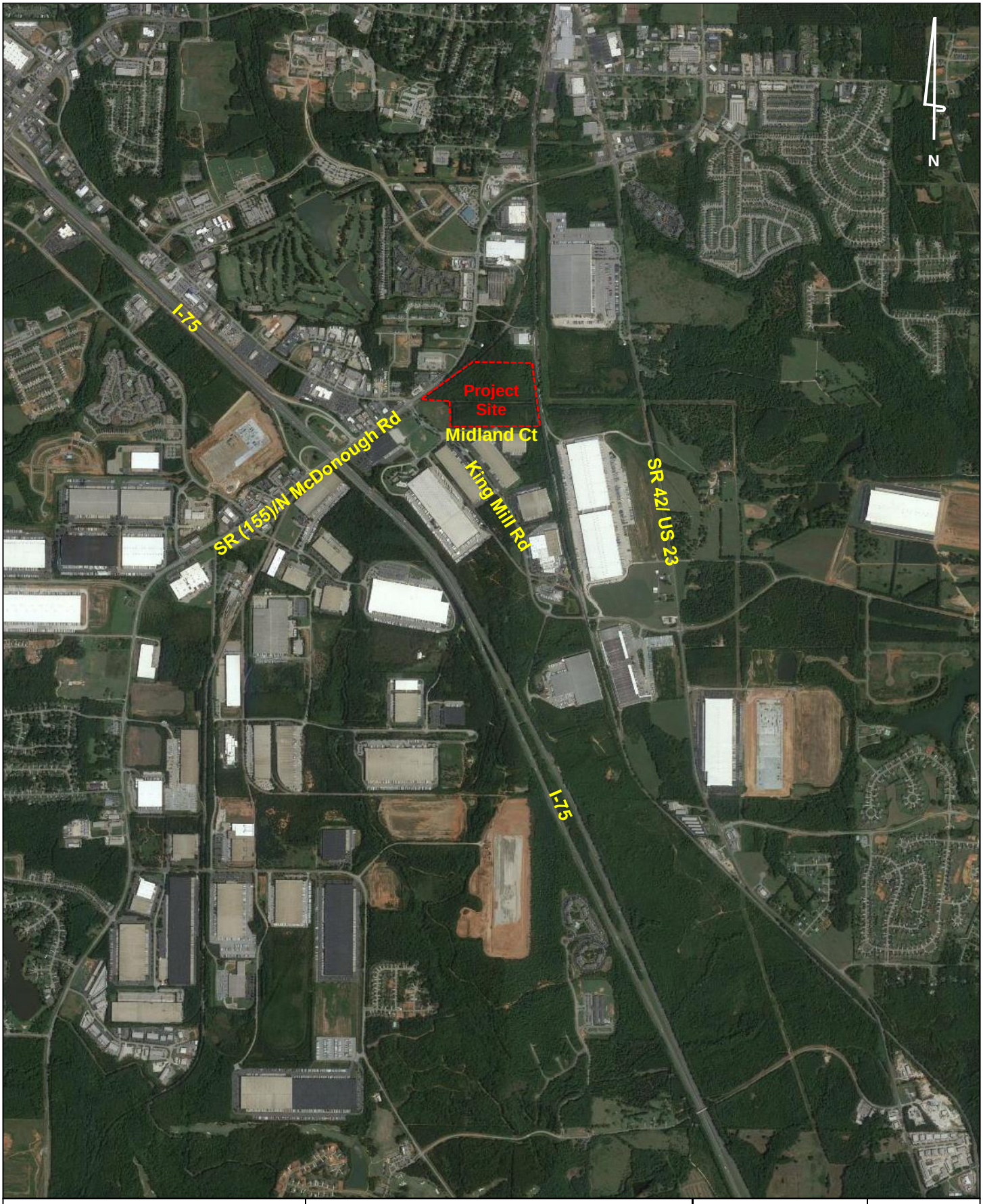
The proposed project is expected to be completed by 2018, and this analysis will consider the full build-out of the proposed site in 2018. A summary of the proposed land-use and density is provided below in **Table 1**.

Table 1
Proposed Land Uses

High-Cube Warehouse/Distribution Center	699,732 SF (new construction)



Kimley»Horn	***Midland Logistics Park*** ***DRI #2593*** ***Transportation Analysis***	**Site Location**	**Figure 1** **Page 4**



Kimley»Horn	*Midland Logistics Park* *DRI #2593* *Transportation Analysis*	Site Aerial - 1	Figure 2
			Page 5

Kimley»Horn	*Midland Logistics Park* *DRI #2593* *Transportation Analysis*	Site Aerial - 2	Figure 3
			Page 6

1.2 Site Plan Review

The proposed development is located on an approximately 45-acre site in Henry County, GA. The project site is bordered by Midland Court to the south. The proposed development will be an industrial warehouse facility with approximately 699,732 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 two (2) full-movement driveways along Midland Court. Midland Court is a two-lane, undivided, local road. The western limit of Midland Court is King Mill Road which is a two-lane, local road that is divided to the north and undivided to the south, with a posted speed limit of 45 mph. Midland Court is a dead-end road and does not have an eastern limit intersection. The intersection of Midland Court at King Mill Road is located approximately 900 feet south of the intersection SR (155)/N McDonough Road and King Mill Road. The intersection of SR (155)/N McDonough Road and King Mill Road is located approximately 1,230 feet east of the I-75 northbound ramps. A summary of the proposed site access point follows:

1. Proposed Driveway 1 – a proposed full-movement driveway located on Midland Court approximately 250 feet east of the intersection of King Mill Road at Midland Court.
2. Proposed Driveway 2 – a proposed full-movement driveway located on Midland Court approximately 1,000 feet east of the intersection of King Mill Road at Midland Court.

The proposed site access points provide 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:	143
Employee parking provided:	316
Trailer parking required:	12
Trailer parking provided:	164

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 Midland Logistics Park development. According to the DRI site plan, no bicycle or pedestrian facilities are proposed. Additionally, no sidewalks exist along King Mill Road in the vicinity of Midland Court.

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 19, 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. SR (155)/N McDonough Road at I-75 SB Ramps	7:15-8:15	4:45-5:45
2. SR (155)/N McDonough Road at I-75 NB Ramps	7:15-8:15	5:00-6:00
3. SR (155)/N McDonough Road at King Mill Road/Industrial Boulevard	7:15-8:15	5:00-6:00
4. King Mill Road at Midland Court	7:15-8:15	4:45-5:45

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*.

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 (699,732 SF)	*152*	1,126	47	21	26	57

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.

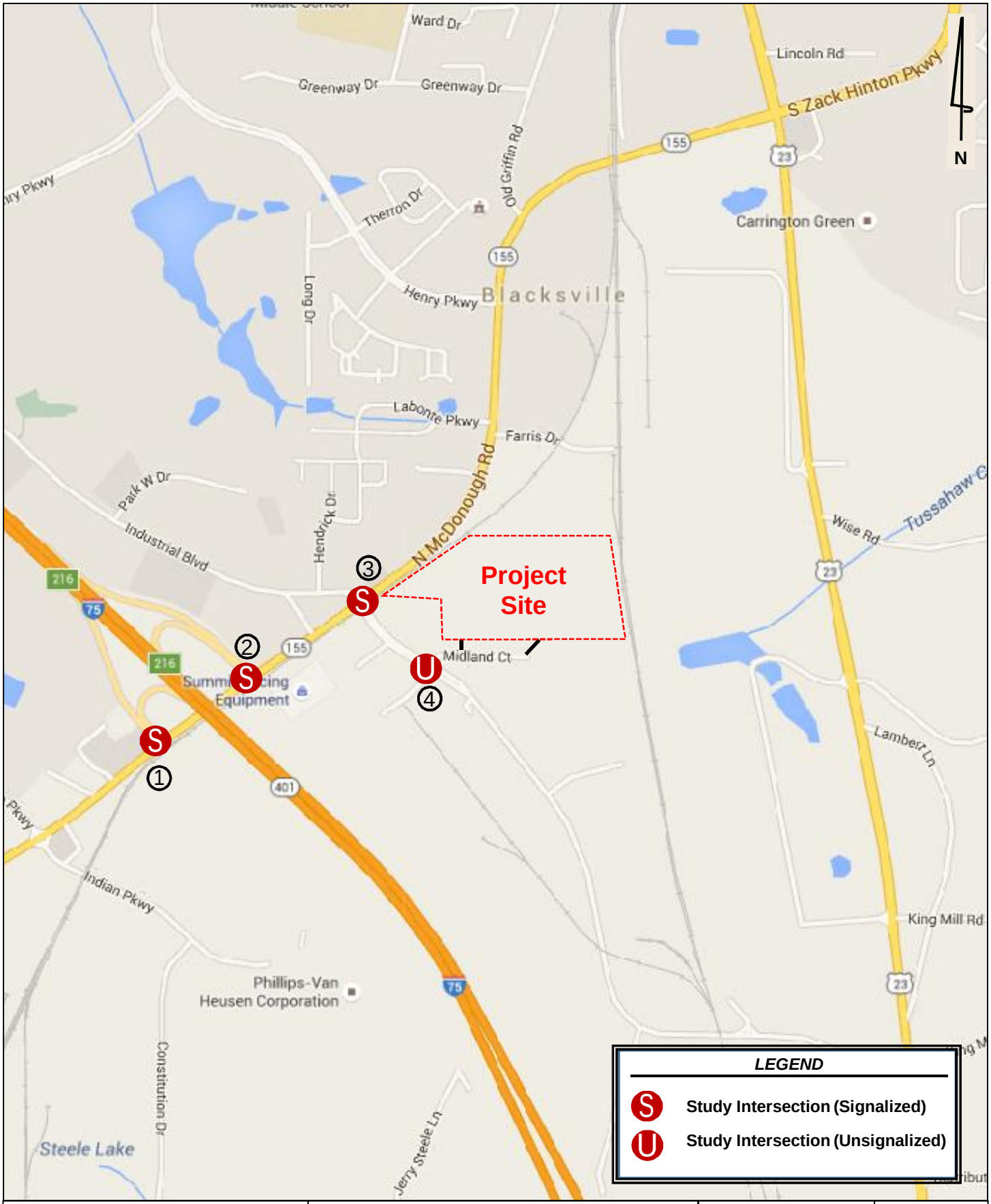
3.4 Study Network Determination

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 judgment. The study area was agreed upon during methodology discussions with GRTA, ARC, Henry County Staff, and GDOT and includes the following four (4) intersections described in **Table 4**.

The study network includes three (3) signalized intersections and one (1) side street stop controlled intersection as noted in **Table 4**. The study intersections are shown in **Figure 4**.

Table 4 Intersection Control Summary	
Intersection	**Control**
1. SR (155)/N McDonough Road at I-75 SB Ramps	Signal
2. SR (155)/N McDonough Road at I-75 NB Ramps	Signal
3. SR (155)/N McDonough Road at King Mill Road/Industrial Boulevard	Signal
4. King Mill Road at Midland Court	Side-Street Stop Control

Each of the above listed intersections were 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 Midland Logistics Park development to the Projected 2018 No-Build conditions.



Kimley»Horn	*Midland Logistics Park* *DRI #2593* *Transportation Analysis*	**Study Intersections**	**Figure 4** **Page 11**

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 5
Roadway Classifications

Roadway	No. of Lanes	Posted Speed Limit (MPH)	Functional Classification
Midland Court	**2**	**N/A**	**Local Road**
SR (155)/N McDonough Road (west of I-75)	2	45	Minor Arterial
SR (155)/N McDonough Road (east of I-75)	2	45	Other Principal Arterial
I-75	6	70	Interstate
King Mill Road	2	35	Local Road

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	844	422	422	35	16	19	43
Heavy Vehicle (Truck) Trips	282	141	141	12	5	7	14
Total Trips	**1,126**	**563**	**563**	**47**	**21**	**26**	**57**

**Per GRTA guidance, assumes 75% cars, and 25% trucks.*

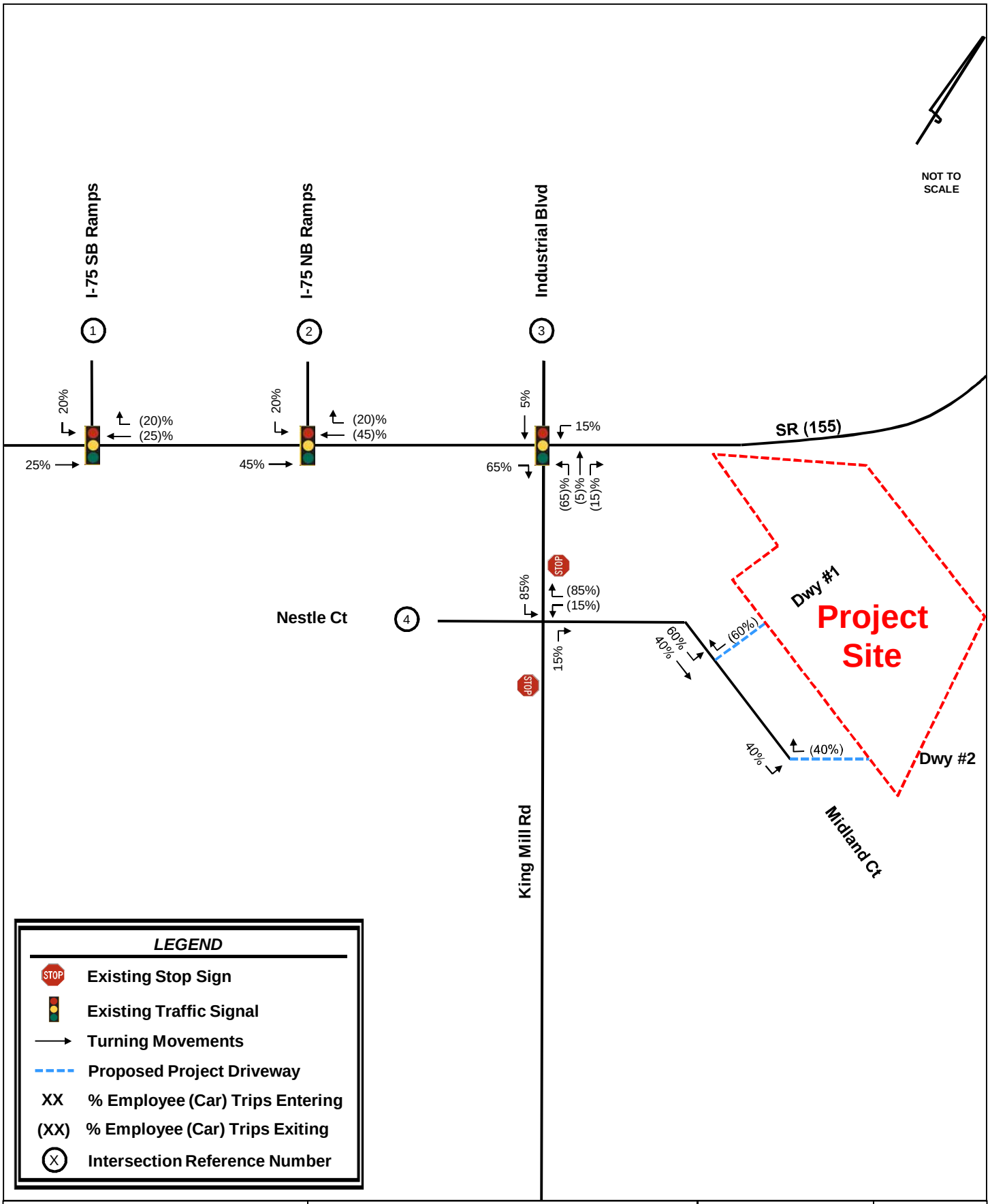
A more detailed trip generation analysis summary table is provided in **Appendix D**.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

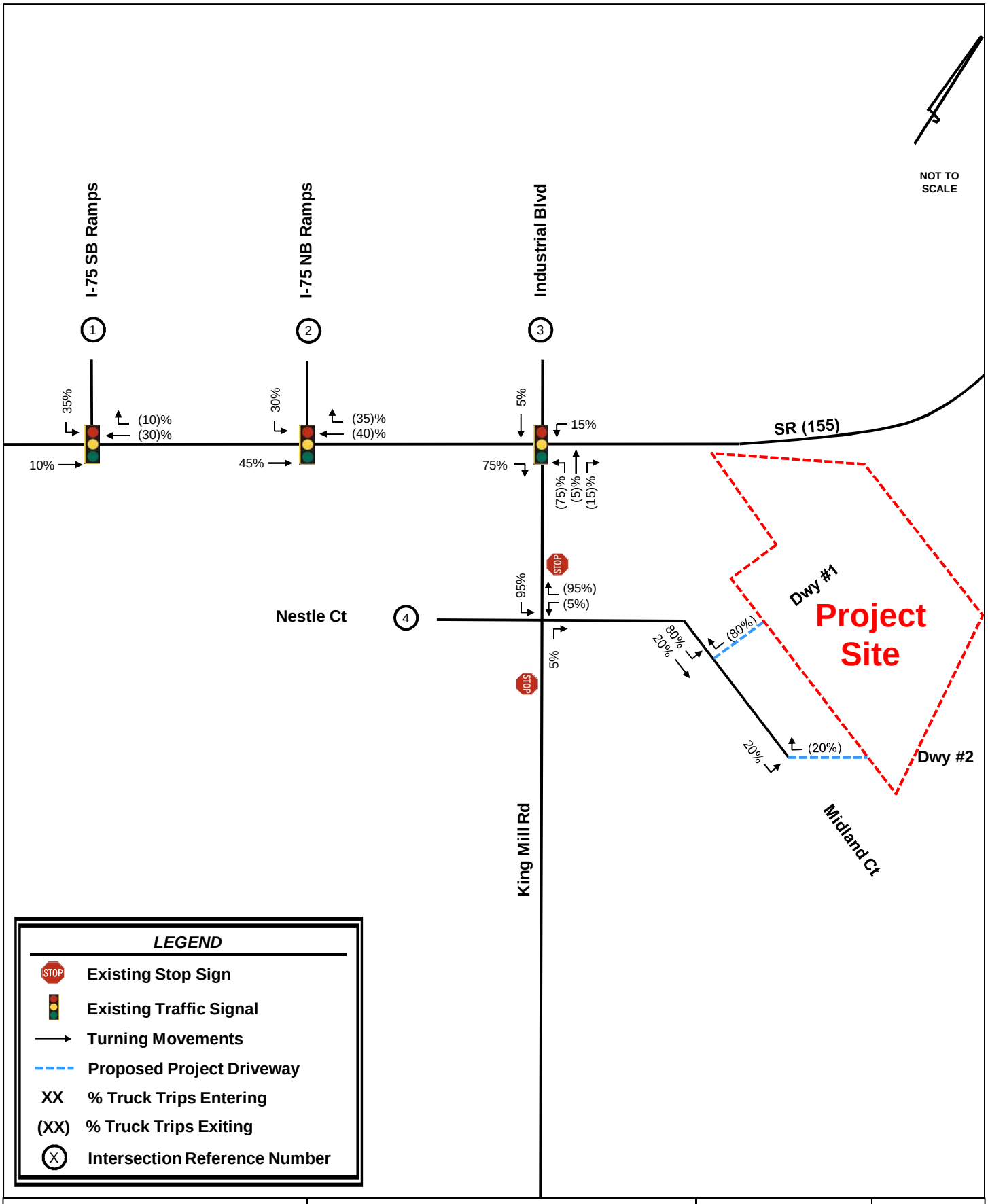
New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, Henry County Staff, and GDOT.

Figures 5A and **5B** 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 Midland Logistic Park development, are shown on **Figure 6**.

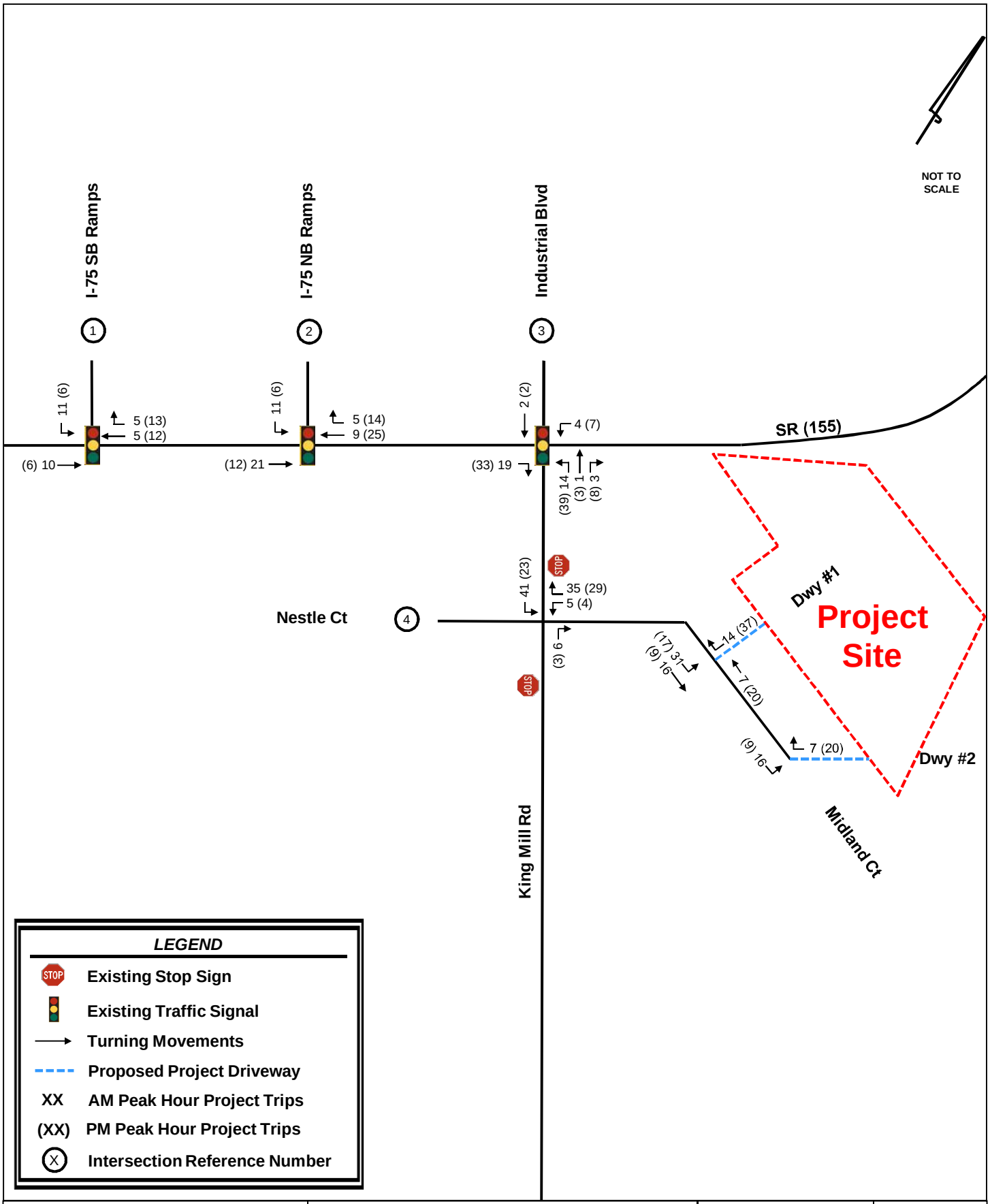
Detailed intersection volume worksheets are provided in **Appendix E**.



Kimley»Horn	*Midland Logistics Park* *DRI #2593* *Transportation Analysis*	Employee (Car) Trip Distribution and Assignment	Figure 5A Page 14



Kimley»Horn	*Midland Logistics Park* *DRI #2593* *Transportation Analysis*	Truck Trip Distribution and Assignment	Figure 5B Page 15



Kimley»Horn	*Midland Logistics Park* *DRI #2593* *Transportation Analysis*	**Project Trips**	**Figure 6** **Page 16**

6.0 TRAFFIC ANALYSIS

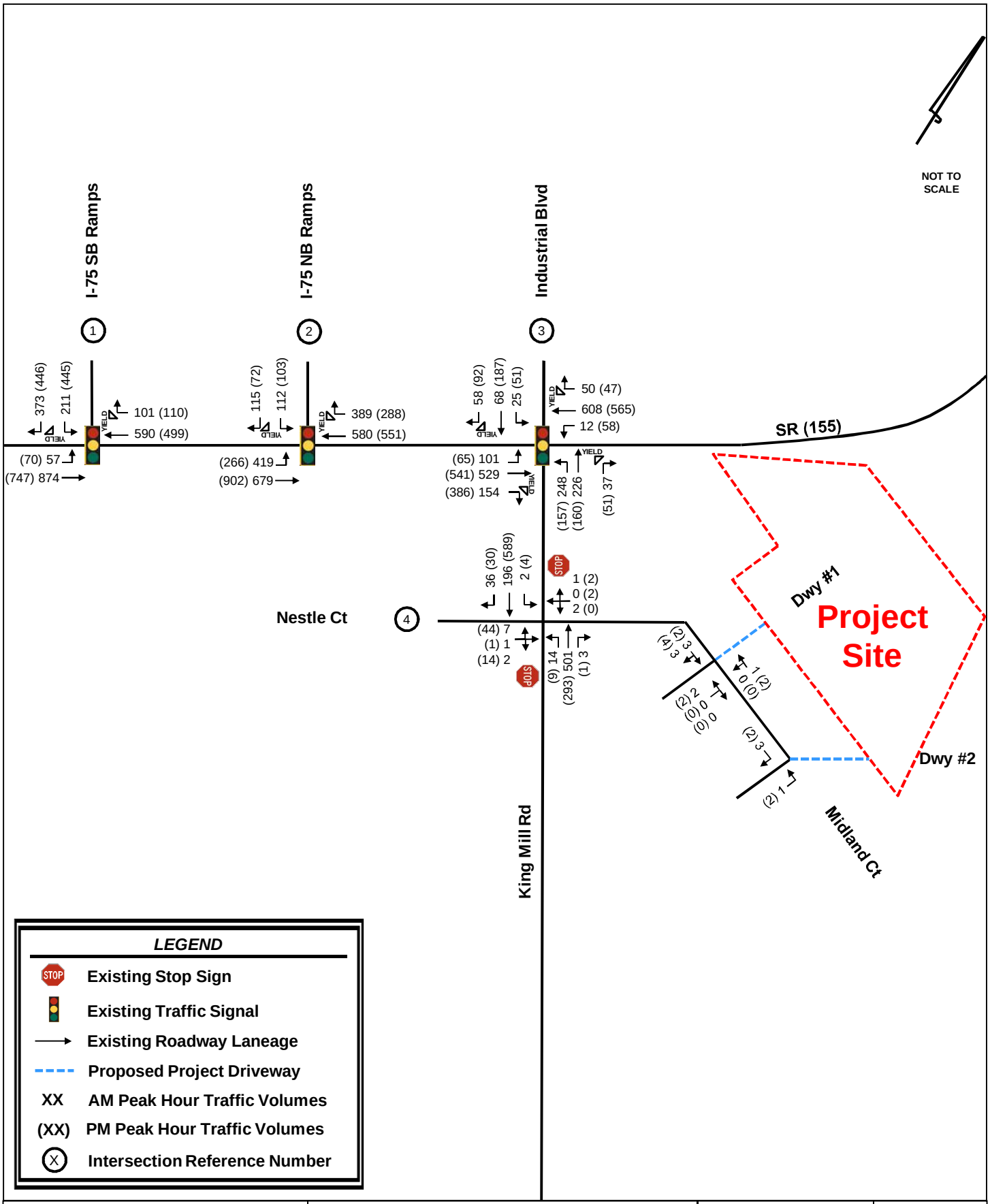
6.1 Existing 2016 Conditions

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 7**, 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. SR (155)/ N McDonough Road at I-75 SB Ramps	Signal	Overall	D	C (22.4)	C (32.2)
2. SR (155)/N McDonough Road at I-75 NB Ramps	Signal	Overall	D	C (29.1)	B (15.1)
3. SR (155)/N McDonough Road at King Mill Road/Industrial Boulevard	Signal	Overall	D	C (28.4)	C (27.3)
4. King Mill Road at Midland Court/Nestle Court	Side-Street Stop-Control	WB Approach	D	C (15.3)	C (15.7)
		SB Left		A (0.1)	A (0.0)

As shown in **Table 7**, all signalized and unsignalized 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. Therefore, there are no recommended improvements for the Existing 2016 conditions scenario.



Kimley»Horn	*Midland Logistics Park* *DRI #2593* *Transportation Analysis*	Existing 2016 Conditions	Figure 7
			Page 18

6.2 Projected 2018 No-Build Conditions

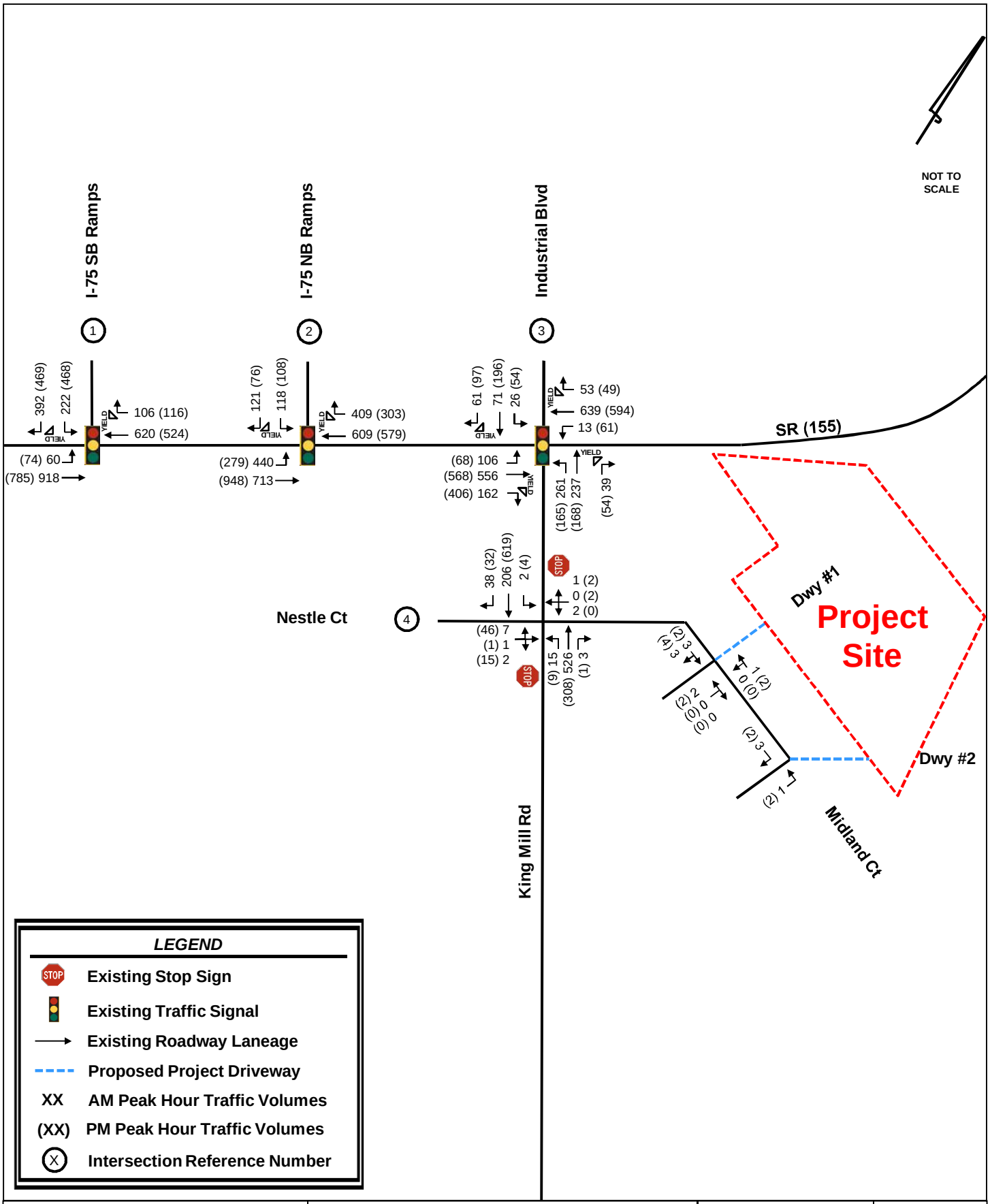
To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for two (2) years at 2.5 percent per year throughout the study network. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2018 No-Build conditions 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 8**. 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. SR (155)/N McDonough Road at I-75 SB Ramps	Signal	Overall	D	C (23.8)	C (33.8)
2. SR (155)/N McDonough Road at I-75 NB Ramps	Signal	Overall	D	C (31.7)	B (16.2)
3. SR (155)/N McDonough Road at King Mill Road/Industrial Boulevard	Signal	Overall	D	C (30.8)	C (28.7)
4. King Mill Road at Midland Court/Nestle Court	Side-Street Stop-Control	WB Approach	D	C (16.3)	C (16.5)
		SB Left		A (0.1)	A (0.0)

As shown in **Table 8**, all signalized and unsignalized study intersections are projected to 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. Therefore, there are no recommended improvements for the Existing 2016 conditions scenario.



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Midland Logistics Park
DRI #2593
Transportation Analysis

Projected 2018 No-Build Conditions

Figure 8

6.3 Projected 2018 Build Conditions

The traffic associated with the proposed Midland Logistics Park 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, and existing intersection control types as shown in the DRI site plan.

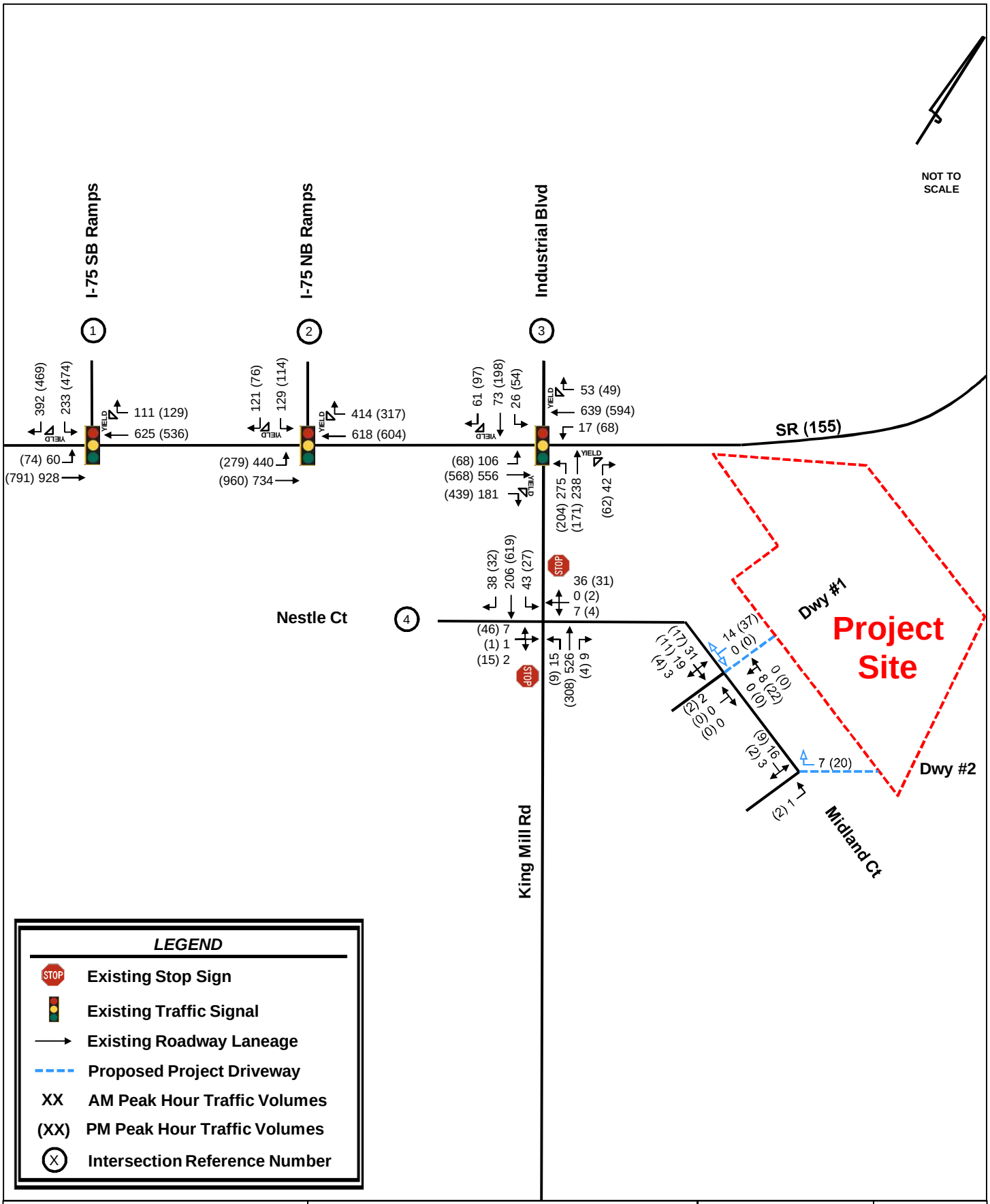
The intersection laneage and traffic volumes used for the Projected 2018 Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2018 Build conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9
Projected 2018 Build Intersection Levels-of-Service
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. SR (155)/N McDonough Road at I-75 SB Ramps	Signal	Overall	D	C (24.2)	C (34.2)
2. SR (155)/N McDonough Road at I-75 NB Ramps	Signal	Overall	D	C (32.1)	B (17.6)
3. SR (155)/N McDonough Road at King Mill Road/Industrial Boulevard	Signal	Overall	D	C (32.0)	C (31.2)
4. King Mill Road at Midland Court/Nestle Court	Side-Street Stop-Control	WB Approach	D	B (14.3)*	B (14.0)*
		SB Left		A (1.3)	A (0.3)

*Improved LOS versus No-Build conditions. This is based on the majority of traffic exiting Midland Court by using a right-turn movement, which is projected to experience minor delays.

As shown in **Table 9**, all study intersections are projected to 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. It should be noted that at the unsignalized intersection of King Mill Road at Midland Court/Nestle Court, the average delay for the westbound approach improves from the Projected 2018 No-Build traffic conditions to the Projected 2018 Build traffic conditions. This is caused by the increase in the westbound right-turn volume, which is projected to operate with minimal delay; thus, improving the average delay for the westbound approach at this intersection.



Kimley»Horn	*Midland Logistics Park* *DRI #2593* *Transportation Analysis*	**Projected 2018 Build Conditions**	**Figure 9**
			Page 22

7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Midland Logistics Park development is proposed at two (2) locations. The site driveway locations are discussed in Section 1.3. Driveway 1 and Driveway 2 are both proposed full-movement driveway under the Projected 2018 Build.

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

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Regional Transportation Improvement Plan Update , GDOT Statewide TIP (STIP), Transportation Element of Atlanta Regions Plan, GDOT's Construction Work Program, and Henry County's Comprehensive Transportation Plan, 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 10** below.

Table 10
Programmed Improvements

#	Year	Project ID	Project Description
1	2020	HE-118E	Constructing a new four-lane roadway linking SR 20/81 (Hampton Street) with SR 155 on the southwest side of McDonough.
2	2030	HE-113	Widen the section of SR 155 (McDonough Road) from I-75 South to SR 81 from two lanes to four lanes.

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.

APPENDIX A

Site Photo Log

Kimley»Horn
2 Sun Court
Suite 450
Peachtree Corners, GA 30092

Eberly & Associates/Scannell Properties

Photograph Sheet

KHA Job No.: 019370004
KHA Rep.: MVF
Date: June 29, 2016
Page: 1 of 2

Site Name: Midland Logistics Park

Photo No. 1

Comments:
Looking west from proposed driveway #1

Photo No. 2

Comments:
Looking east from proposed driveway #1

Kimley»Horn
2 Sun Court
Suite 450
Peachtree Corners, GA 30092

Eberly & Associates/Scannell Properties

Photograph Sheet

KHA Job No.: 019370004
KHA Rep.: MVF
Date: June 29, 2016
Page: 2 of 2

Site Name: Midland Logistics Park

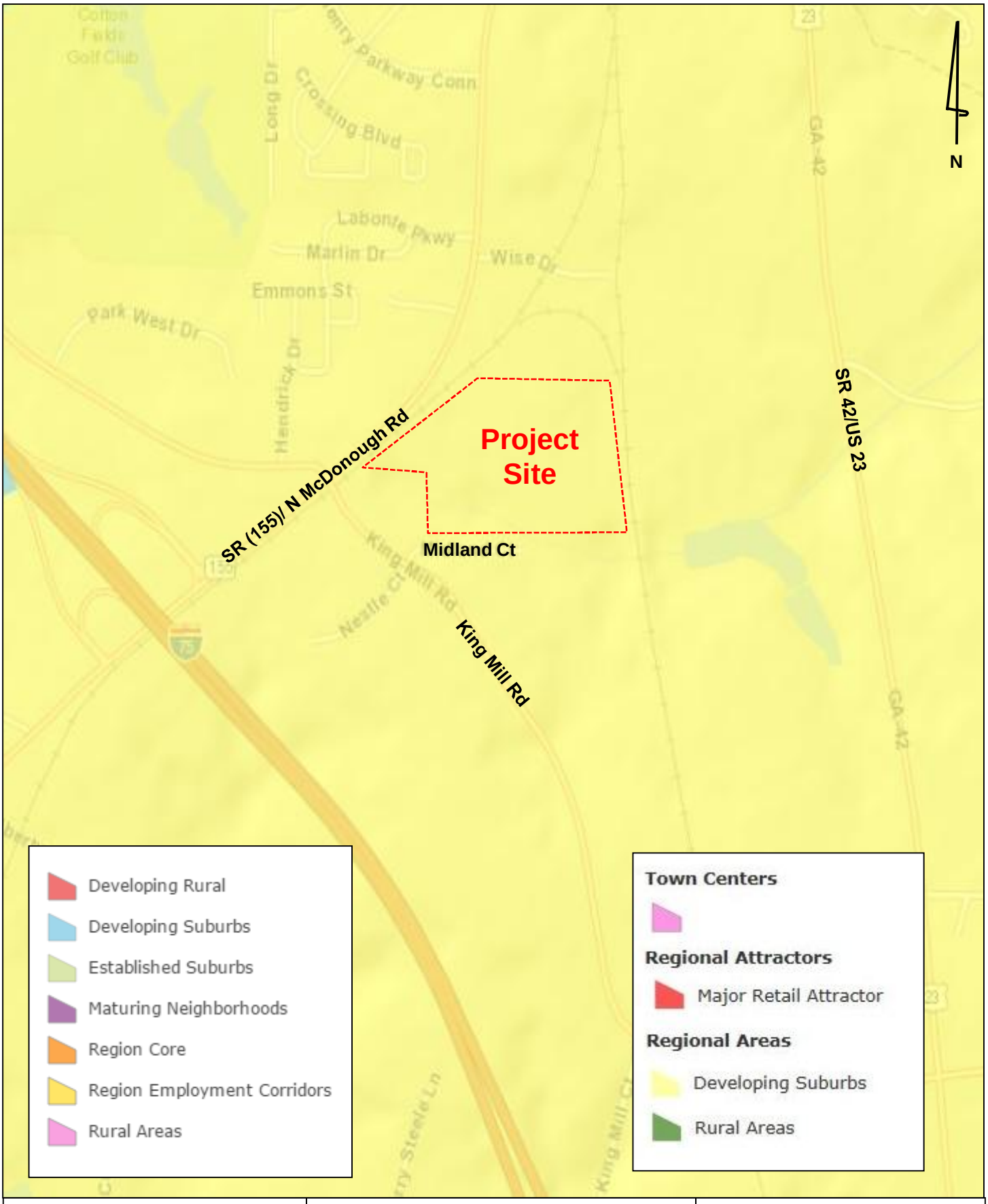
Photo No. 3

Comments:
Looking west from proposed driveway #2

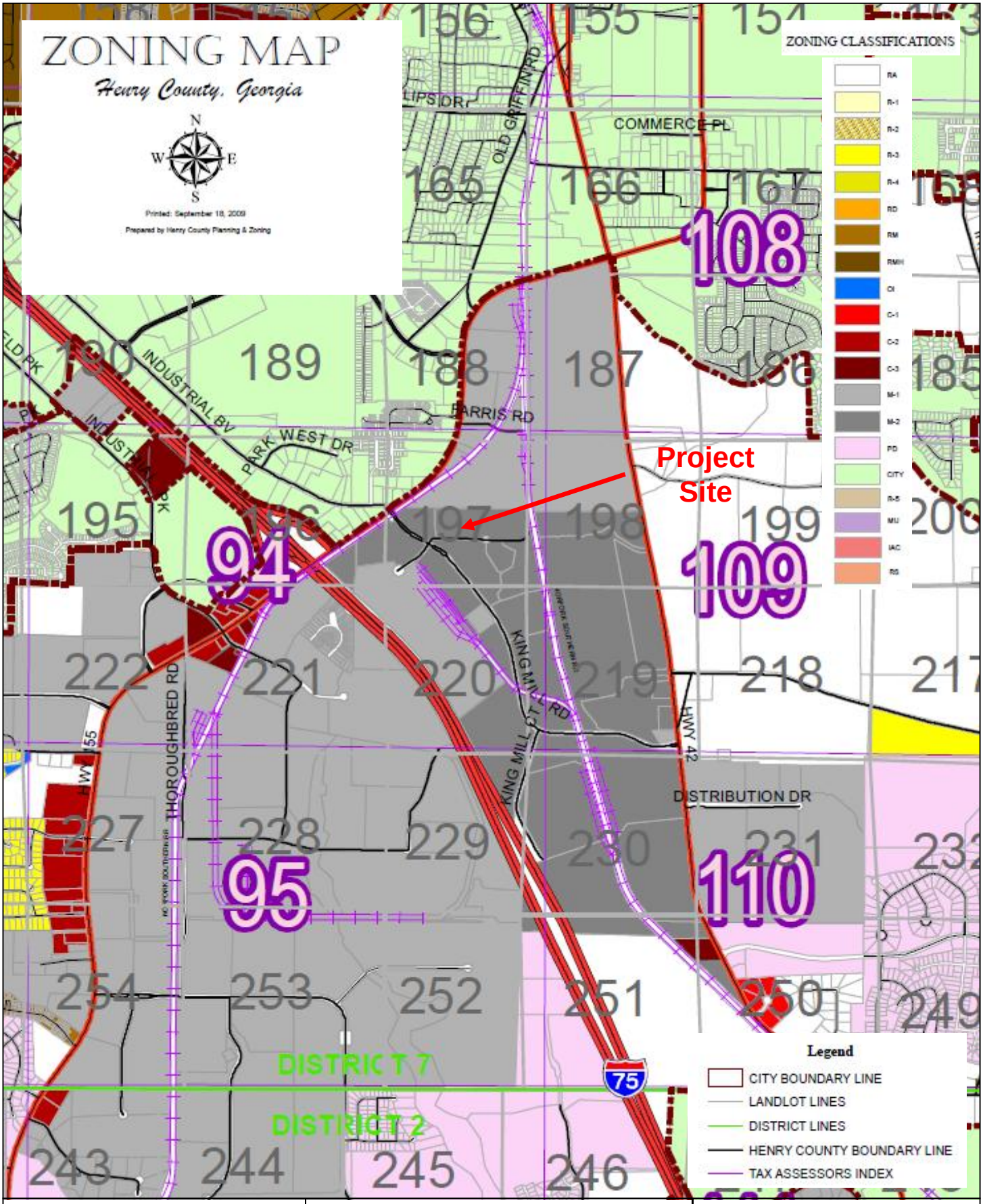
Photo No. 4

Comments:
Looking southwest from proposed driveway #2

Land Use and Zoning Maps



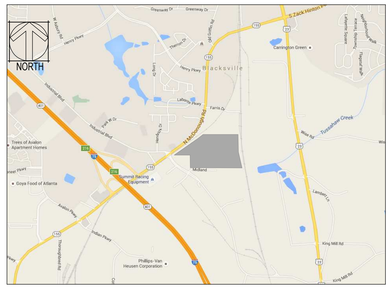
Kimley»Horn	*Midlands Logistics Park* *DRI #2593* *Transportation Analysis*	**ARC Unified Growth Policy Map**



Kimley»Horn	***Midlands Logistics Park*** ***DRI #2593*** ***Transportation Analysis***	**Zoning Map**

Proposed Site Plan

E&A# 16-034
DRI# 2593



VICINITY MAP
NOT TO SCALE

PROJECT INFORMATION

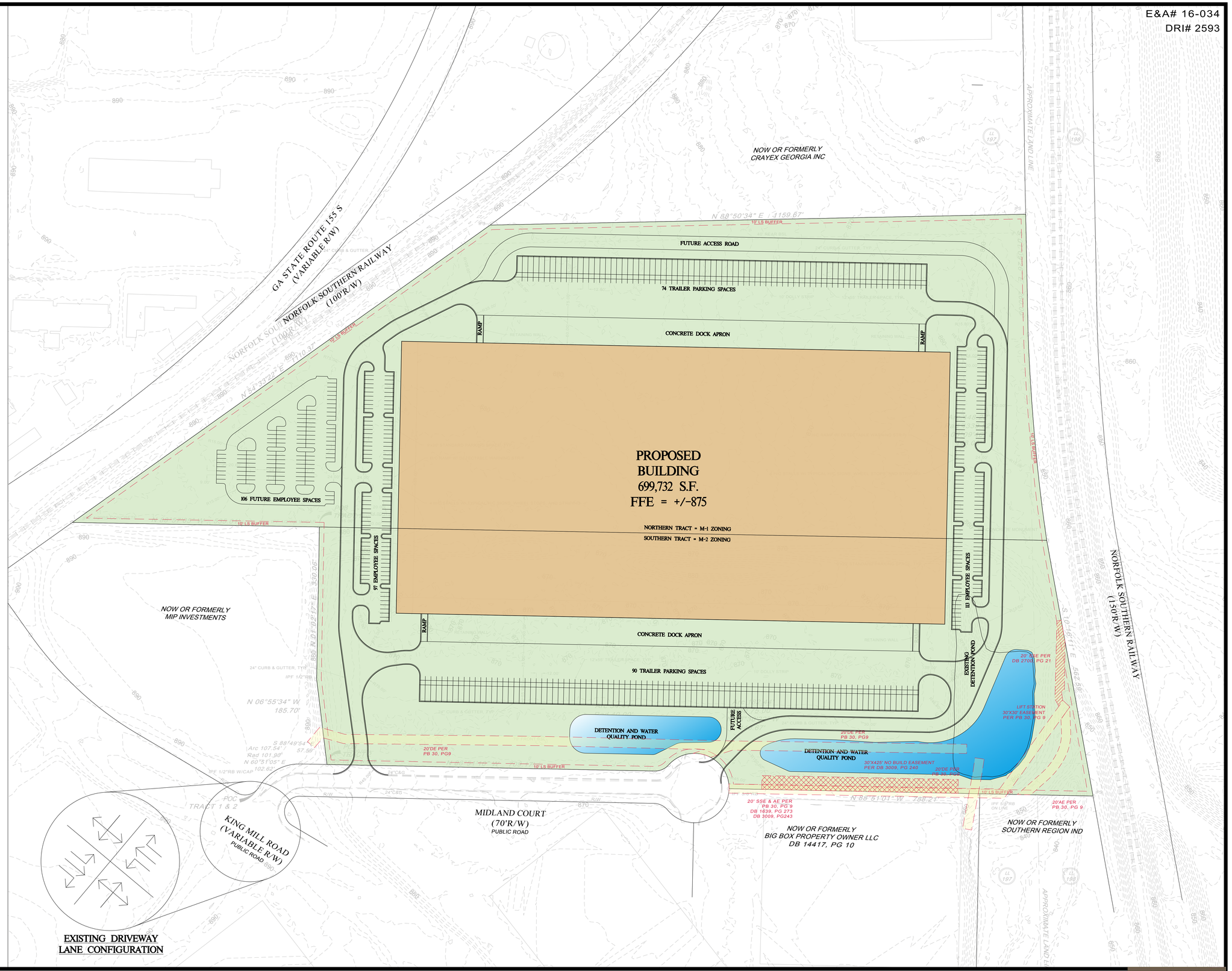
ACREAGE:	TOTAL	±45 AC
	FLOOD PLAIN (A/AE)	±0 AC
LOCATION:	STREET	MIDLAND COURT
	JURISDICTION	HENRY COUNTY
	DISTRICT	7
	LAND LOT	197, 198
YIELD:	BUILDING COVER	35.7%
	IMPERVIOUS COVER	69.5%
	DENSITY:	15,550 SF/ACRE
BUILDINGS :	BUILDING A	699,732 S.F.
	TOTAL	699,732 S.F.
PAVEMENT:	PARKING SPACES	±316
	-REQUIRED	±143
	TRUCK DOCKS	±114
	TRAILER STORAGE (DEDICATED)	±164
	-REQUIRED	±12
SERVICES:	SEWER DEMAND	7,950 GPD
	WATER DEMAND	9,508 GPD

ADDITIONAL SITE DATA

- PRESENT ZONING CLASSIFICATION = LIGHT MANUFACTURING (M-1) & HEAVY MANUFACTURING (M-2)
- 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 = 1,362,339 S.F. = 31.28 AC
- THERE ARE NO STATE WATERS LOCATED ON THE SUBJECT PROPERTY
- SUBJECT PROPERTY IS NOT LOCATED WITHIN THE WATER QUALITY CRITICAL AREA

NORTH

GRAPHIC SCALE
80 0 40 80 160 320
(IN FEET)
1 inch = 80 ft.



EXISTING DRIVEWAY
LANE CONFIGURATION

SCANNELL PROPERTIES

DEVELOPER
SCANNELL PROPERTIES
294 GROVE LANE EAST,
SUITE 140
WAYZATA, MN 55391

CONTACT: DANIEL MADRIGAL
(763) 331-8853

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

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

DRI PLAN

MIDLAND LOGISTICS PARK
HENRY COUNTY, GA

JUNE 13, 2016

REVISIONS	
7/18/16	FULL DRI PLAN

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

CONTACT: BRIAN BRUMFIELD, P.E.
(770) 452-7849

TEL770.452.7849 FAX770.452.0086
1852 CENTURY PLACE, SUITE 202
ATLANTA, GEORGIA 30345
WWW.EBERLY.NET

LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

E&A EBERLY & ASSOCIATES

APPENDIX D

Trip Generation Analysis

Trip Generation Analysis (9th Ed.)
Midlands Logistics Park DRI #2593
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	669,732 gross s.f.	1,126	68	47	21	83	26	57
Gross Trips		**1,126**	**68**	**47**	**21**	**83**	**26**	**57**
Truck Trips (25% Warehousing Trips)		282	17	12	5	21	7	14
Mixed-Use Reductions		*0*				*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Residential Trips		282	17	12	5	21	7	14
Car Trips (75% Warehousing Trips)		844	51	35	16	62	19	43
Mixed-Use Reductions		*0*				*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Hotel Trips		844	51	35	16	62	19	43
New Trips		**1,126**	**68**	**47**	**21**	**83**	**26**	**57**
Driveway Volumes		**1,126**	**68**	**47**	**21**	**83**	**26**	**57**

k:\atl_tpto\019370004 midland warehouse dri, henry county, may 2016\dri phase ii - traffic study\analysis\[midland_warehouse_152.xls]trip generation

APPENDIX E

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

SR (155)/ N McDonough Rd at I-75 SB Ramps
AM PEAK HOUR

Description	I-75 SB Ramps Northbound			I-75 SB Ramps Southbound			SR 155 Eastbound			SR 155 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes				211	0	373	57	874	0	0	590	101
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				31	0	46	15	56	71	30	13	43
Heavy Vehicle %	0%	0%	0%	15%	0%	12%	26%	6%	0%	0%	2%	43%
Peak Hour Factor					0.94			0.98			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	222	0	392	60	918	0	0	620	106
Project Trips												
Trip Distribution IN				35%				10%				
Trip Distribution OUT											10%	30%
Truck Trips	0	0	0	4	0	0	0	1	0	0	1	2
Trip Distribution IN				20%				25%				
Trip Distribution OUT											25%	20%
Car Trips	0	0	0	7	0	0	0	9	0	0	4	3
Total Project Trips	0	0	0	11	0	0	0	10	0	0	5	5
2018 Buildout Total	0	0	0	233	0	392	60	928	0	0	625	111
2018 Heavy Vehicle %	0%	0%	0%	16%	0%	12%	26%	6%	0%	0%	2%	42%

PM PEAK HOUR

Description	I-75 SB Ramps Northbound			I-75 SB Ramps Southbound			SR 155 Eastbound			SR 155 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes				445	0	446	70	747	0	0	499	110
Pedestrians					5							
Conflicting Pedestrians	0		0	0		0	5		0	0		5
Heavy Vehicles				25	0	35	20	78	0	0	34	8
Heavy Vehicle %	0%	0%	0%	6%	0%	8%	29%	10%	0%	0%	7%	7%
Peak Hour Factor					0.97			0.96			0.90	
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	468	0	469	74	785	0	0	524	116
Project Trips												
Trip Distribution IN				35%				10%				
Trip Distribution OUT											10%	30%
Truck Trips	0	0	0	2	0	0	0	1	0	0	1	4
Trip Distribution IN				20%				25%				
Trip Distribution OUT											25%	20%
Car Trips	0	0	0	4	0	0	0	5	0	0	11	9
Total Project Trips	0	0	0	6	0	0	0	6	0	0	12	13
2018 Buildout Total	0	0	0	474	0	469	74	791	0	0	536	129
2018 Heavy Vehicle %	0%	0%	0%	6%	0%	8%	29%	10%	0%	0%	7%	10%

INTERSECTION VOLUME DEVELOPMENT

SR (155)/N McDonough Rd at I-75 NB Ramps
AM PEAK HOUR

Description	I-75 NB Ramps Northbound			I-75 NB Ramps Southbound			SR 155 Eastbound			SR 155 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes				112	0	115	419	679	0	0	580	389
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				12	0	17	44	43	0	0	26	19
Heavy Vehicle %	0%	0%	0%	11%	0%	15%	11%	6%	0%	0%	4%	5%
Peak Hour Factor					0.68			0.94			0.86	
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	118	0	121	440	713	0	0	609	409
Project Trips												
Trip Distribution IN				30%				45%				
Trip Distribution OUT											40%	35%
Truck Trips	0	0	0	4	0	0	0	5	0	0	2	2
Trip Distribution IN				20%				45%				
Trip Distribution OUT											45%	20%
Car Trips	0	0	0	7	0	0	0	16	0	0	7	3
Total Project Trips	0	0	0	11	0	0	0	21	0	0	9	5
2018 Buildout Total	0	0	0	129	0	121	440	734	0	0	618	414
2018 Heavy Vehicle %	0%	0%	0%	13%	0%	15%	11%	7%	0%	0%	5%	5%

PM PEAK HOUR

Description	I-75 NB Ramps Northbound			I-75 NB Ramps Southbound			SR 155 Eastbound			SR 155 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes				103	0	72	266	902	0	0	551	288
Pedestrians		0			6			0			0	
Conflicting Pedestrians	0		0	0		0	6		0	0		6
Heavy Vehicles				12	0	15	54	45	0	0	21	22
Heavy Vehicle %	0%	0%	0%	12%	0%	21%	20%	5%	0%	0%	4%	8%
Peak Hour Factor					0.84			0.98			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	0	0	0	108	0	76	279	948	0	0	579	303
Project Trips												
Trip Distribution IN				30%				45%				
Trip Distribution OUT											40%	35%
Truck Trips	0	0	0	2	0	0	0	3	0	0	6	5
Trip Distribution IN				20%				45%				
Trip Distribution OUT											45%	20%
Car Trips	0	0	0	4	0	0	0	9	0	0	19	9
Total Project Trips	0	0	0	6	0	0	0	12	0	0	25	14
2018 Buildout Total	0	0	0	114	0	76	279	960	0	0	604	317
2018 Heavy Vehicle %	0%	0%	0%	13%	0%	21%	20%	5%	0%	0%	5%	9%

INTERSECTION VOLUME DEVELOPMENT

SR (155)/N McDonough Rd at King Mill Rd/Industrial Blvd
AM PEAK HOUR

Description	King Mill Rd Northbound			King Mill Rd Southbound			SR 155 Eastbound			SR 155 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	248	226	37	25	68	58	101	529	154	12	608	50
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	28	0	1	0	0	1	0	27	30	2	20	1
Heavy Vehicle %	11%	2%	3%	2%	2%	2%	2%	5%	19%	17%	3%	2%
Peak Hour Factor		0.96			0.76			0.88			0.81	
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	261	237	39	26	71	61	106	556	162	13	639	53
Project Trips												
Trip Distribution IN					5%				75%	15%		
Trip Distribution OUT	75%	5%	15%									
Truck Trips	4	0	1	0	1	0	0	0	9	2	0	0
Trip Distribution IN												
Trip Distribution OUT	65%	5%	15%		5%				65%	15%		
Car Trips	10	1	2	0	1	0	0	0	10	2	0	0
Total Project Trips	14	1	3	0	2	0	0	0	19	4	0	0
2018 Buildout Total	275	238	42	26	73	61	106	556	181	17	639	53
2018 Heavy Vehicle %	12%	2%	5%	2%	3%	2%	2%	5%	22%	25%	3%	2%

PM PEAK HOUR

Description	King Mill Rd Northbound			King Mill Rd Southbound			SR 155 Eastbound			SR 155 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	157	160	51	51	187	92	65	541	386	58	565	47
Pedestrians		0			5			0			0	
Conflicting Pedestrians	0		0	0		0	5		0	0		5
Heavy Vehicles	24	2	1	1	1	1	1	18	40	2	18	1
Heavy Vehicle %	15%	2%	2%	2%	2%	2%	2%	3%	10%	3%	3%	2%
Peak Hour Factor		0.91			0.90			0.98			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	165	168	54	54	196	97	68	568	406	61	594	49
Project Trips												
Trip Distribution IN					5%				75%	15%		
Trip Distribution OUT	75%	5%	15%									
Truck Trips	11	1	2	0	0	0	0	0	5	1	0	0
Trip Distribution IN												
Trip Distribution OUT	65%	5%	15%		5%				65%	15%		
Car Trips	28	2	6	0	2	0	0	0	28	6	0	0
Total Project Trips	39	3	8	0	2	0	0	0	33	7	0	0
2018 Buildout Total	204	171	62	54	198	97	68	568	439	68	594	49
2018 Heavy Vehicle %	18%	3%	5%	2%	2%	2%	2%	3%	11%	5%	3%	2%

INTERSECTION VOLUME DEVELOPMENT

King Mill Rd at Midland Ct
AM PEAK HOUR

Description	King Mill Rd Northbound			King Mill Rd Southbound			Nestle Ct Eastbound			Midland Ct Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	14	501	3	2	196	36	7	1	2	2	0	1
Pedestrians		0			0			1			1	
Conflicting Pedestrians	1		1	1		1	0		0	0		0
Heavy Vehicles	0	17	1	0	17	2	5	1	0	1	0	0
Heavy Vehicle %	2%	3%	33%	2%	9%	6%	71%	100%	2%	50%	0%	2%
Peak Hour Factor		0.95			0.91			0.50			0.75	
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	15	526	3	2	206	38	7	1	2	2	0	1
Project Trips												
Trip Distribution IN			5%	95%								
Trip Distribution OUT										5%		95%
Truck Trips	0	0	1	11	0	0	0	0	0	0	0	5
Trip Distribution IN			15%	85%						15%		85%
Trip Distribution OUT												
Car Trips	0	0	5	30	0	0	0	0	0	5	0	30
Total Project Trips	0	0	6	41	0	0	0	0	0	5	0	35
2018 Buildout Total	15	526	9	43	206	38	7	1	2	7	0	36
2018 Heavy Vehicle %	2%	3%	22%	26%	9%	6%	71%	100%	2%	14%	0%	14%

PM PEAK HOUR

Description	King Mill Rd Northbound			King Mill Rd Southbound			Nestle Ct Eastbound			Midland Ct Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	9	293	1	4	589	30	44	1	14	0	2	2
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	27	0	1	27	9	4	0	0	0	0	0
Heavy Vehicle %	22%	9%	2%	25%	5%	30%	9%	2%	2%	0%	2%	2%
Peak Hour Factor		0.92			0.92			0.78			0.50	
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	9	308	1	4	619	32	46	1	15	0	2	2
Project Trips												
Trip Distribution IN			5%	95%								
Trip Distribution OUT										5%		95%
Truck Trips	0	0	0	7	0	0	0	0	0	1	0	13
Trip Distribution IN			15%	85%						15%		85%
Trip Distribution OUT												
Car Trips	0	0	3	16	0	0	0	0	0	3	0	16
Total Project Trips	0	0	3	23	0	0	0	0	0	4	0	29
2018 Buildout Total	9	308	4	27	619	32	46	1	15	4	2	31
2018 Heavy Vehicle %	22%	9%	1%	30%	5%	30%	9%	2%	2%	25%	2%	42%

INTERSECTION VOLUME DEVELOPMENT

Midland Ct at Dwy #1
AM PEAK HOUR

Description	Penkse Lot West Dwy Northbound			Project Site Dwy #1 Southbound			Midland Ct Eastbound			Midland Ct Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	2	0	0	0	0	0	0	3	3	0	1	0
Pedestrians												
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 %	2%	0%	0%	0%	0%	0%	0%	67%	2%	0%	2%	0%
Peak Hour Factor		0.75			0.75			0.75			0.75	
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	2	0	0	0	0	0	0	3	3	0	1	0
Project Trips												
Trip Distribution IN							80%	20%				
Trip Distribution OUT						80%					20%	
Truck Trips	0	0	0	0	0	4	10	2	0	0	1	0
Trip Distribution IN							60%	40%				
Trip Distribution OUT						60%					40%	
Car Trips	0	0	0	0	0	10	21	14	0	0	6	0
Total Project Trips	0	0	0	0	0	14	31	16	0	0	7	0
2018 Buildout Total	2	0	0	0	0	14	31	19	3	0	8	0
2018 Heavy Vehicle %	2%	0%	0%	0%	0%	29%	32%	21%	2%	0%	13%	0%

PM PEAK HOUR

Description	Penkse Lot West Dwy Northbound			Project Site Dwy #1 Southbound			Midland Ct Eastbound			Midland Ct Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	2	0	0	0	0	0	0	2	4	0	2	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				0	0	0	0	1	0	0	0	0
Heavy Vehicle %	2%	0%	0%	0%	0%	0%	0%	50%	2%	0%	2%	0%
Peak Hour Factor		0.50			0.50			0.50			0.50	
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	2	0	0	0	0	0	0	2	4	0	2	0
Project Trips												
Trip Distribution IN							80%	20%				
Trip Distribution OUT						80%					20%	
Truck Trips	0	0	0	0	0	11	6	1	0	0	3	0
Trip Distribution IN							60%	40%				
Trip Distribution OUT						60%					40%	
Car Trips	0	0	0	0	0	26	11	8	0	0	17	0
Total Project Trips	0	0	0	0	0	37	17	9	0	0	20	0
2018 Buildout Total	2	0	0	0	0	37	17	11	4	0	22	0
2018 Heavy Vehicle %	2%	0%	0%	0%	0%	30%	35%	18%	2%	0%	14%	0%

INTERSECTION VOLUME DEVELOPMENT

Midland Ct at Dwy #2
AM PEAK HOUR

Description	Penske Lot East Dwy Northbound			Project Site Dwy #2 Southbound			Midland Ct Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	1	0	0	0	0	0	0	0	3	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	2	0	0	0
Heavy Vehicle %	2%	0%	0%	0%	0%	0%	0%	0%	67%	0%	0%	0%
Peak Hour Factor		0.75			0.75			0.75			0.75	
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	1	0	0	0	0	0	0	0	3	0	0	0
Project Trips												
Trip Distribution IN							20%					
Trip Distribution OUT						20%						
Truck Trips	0	0	0	0	0	1	2	0	0	0	0	0
Trip Distribution IN							40%					
Trip Distribution OUT						40%						
Car Trips	0	0	0	0	0	6	14	0	0	0	0	0
Total Project Trips	0	0	0	0	0	7	16	0	0	0	0	0
2018 Buildout Total	1	0	0	0	0	7	16	0	3	0	0	0
2018 Heavy Vehicle %	2%	0%	0%	0%	0%	14%	13%	0%	67%	0%	0%	0%

PM PEAK HOUR

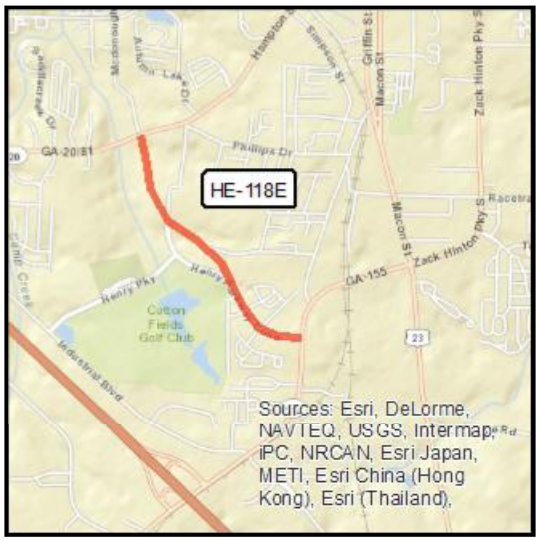
Description	Penske Lot East Dwy Northbound			Project Site Dwy #2 Southbound			Midland Ct Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	2	0	0	0	0	0	0	0	2	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	1	0	0	0
Heavy Vehicle %	2%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%
Peak Hour Factor		0.50			0.50			0.50			0.50	
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	2	0	0	0	0	0	0	0	2	0	0	0
Project Trips												
Trip Distribution IN							20%					
Trip Distribution OUT						20%						
Truck Trips	0	0	0	0	0	3	1	0	0	0	0	0
Trip Distribution IN							40%					
Trip Distribution OUT						40%						
Car Trips	0	0	0	0	0	17	8	0	0	0	0	0
Total Project Trips	0	0	0	0	0	20	9	0	0	0	0	0
2018 Buildout Total	2	0	0	0	0	20	9	0	2	0	0	0
2018 Heavy Vehicle %	2%	0%	0%	0%	0%	15%	11%	0%	50%	0%	0%	0%

Programmed Project Fact Sheets

HE-118E

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHASE V - NEW ALIGNMENT FROM SR 20/81 (HAMPTON STREET) TO HENRY PARKWAY
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Programmed
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	0
Planned Thru Lane	4



Network Year	2020
Corridor Length	0.6 miles

Detailed Description and Justification

This project involves constructing a new four-lane roadway linking SR 20/81 (Hampton Street) with SR 155 on the southwest side of McDonough.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		2016	**$5,000,000**	$0,000	$0,000	$0,000	$5,000,000
ALL	Local Jurisdiction/Municipality Funds		2018	**$5,000,000**	$0,000	$0,000	$0,000	$5,000,000
				$10,000,000	**$0,000**	**$0,000**	**$0,000**	**$10,000,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
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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HE-113

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	SR 155 WIDENING FROM I-75 SOUTH TO SR 81
GDOT Project No.	0007856
Federal ID No.	CSSTP-0007-00(856)
Status	Programmed
Service Type	Roadway / General Purpose Capacity
Sponsor	GDOT
Jurisdiction	Henry County
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	2
Planned Thru Lane	4

Network Year	2030
Corridor Length	3.2 miles

Detailed Description and Justification

This project involves adding one general purpose lane in each direction along SR 155 from I-75 South to SR 81.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	National Highway Performance Program (NHPP)		2016	**$1,000,000**	$800,000	$200,000	$0,000	$0,000
PE	National Highway Performance Program (NHPP)		2017	**$468,664**	$374,931	$93,733	$0,000	$0,000
ROW	National Highway Performance Program (NHPP)		2019	**$1,705,207**	$1,364,166	$341,041	$0,000	$0,000
UTL	General Federal Aid 2022-2040		LR 2022-2030	**$2,552,460**	$2,041,968	$510,492	$0,000	$0,000
CST	General Federal Aid 2022-2040		LR 2022-2030	**$14,504,722**	$11,603,778	$2,900,944	$0,000	$0,000
				$20,231,053	**$16,184,843**	**$4,046,210**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
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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