



Transportation Analysis

Locust Grove Phase II Distribution Center DRI #2699

City of Locust Grove, Georgia

Report Prepared:

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Prepared for:

CRG Acquisition, LLC

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
018787000

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Locust Grove Phase II Distribution Center* development located in the City of Locust Grove, Georgia. The approximate 271-acre site is located north of the intersection of Bill Gardner Parkway and Price Drive, and is bordered by Bethlehem Road to the north and will be accessible via Price Drive. The proposed development will be a total of five (5) industrial warehouse facilities with a total of approximately 3,360,650 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 within a developing suburbs area. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on June 21, 2017 by the City of Locust Grove.

The present zoning classification of the project site is Residential-Agricultural (RA). The proposed project is expected to be completed by 2022. The proposed development will consist of the following land uses and densities:

Warehouse Square Footage: 3,360,650 SF

Capacity analyses were performed throughout the study network for the Existing 2017 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions.

- Existing 2017 conditions represent traffic volumes at six (6) existing intersections that were collected between April 2017 and June 2017 by performing AM and PM peak hour turning movement counts. The counts collected in June 2017 along Bethlehem Road were increased by comparing the counts to the counts collected in May 2016 and nearby GDOT count station along SR 42.
- Projected 2022 No-Build conditions represent the existing traffic volumes grown for five (5) years at 2.0 percent per year throughout the study network, plus the addition of the estimated project trips generated by the *Locust Grove – Clayco DRI #2584*. Additionally, the realignment of Price Drive to the intersection of Bill Gardner Parkway at Strong Rock Parkway is nearing completion and is anticipated to be open to traffic in Spring 2018. This intersection is analyzed as a signalized intersection under the Projected 2022 No-Build conditions.
- Projected 2022 Build conditions represent the Projected 2022 No-Build conditions, plus the addition of the project trips that are anticipated to be generated by the *Locust Grove Phase II Distribution Center* development.

Based on the **Existing 2017** conditions (*present conditions; i.e. excludes both the background traffic growth, the estimated project trips from the Locust Grove – Clayco DRI #2584, and the Locust Grove Phase II Distribution Center DRI*), three (3) unsignalized intersections out of seven (7) total study intersections currently operate below the acceptable level-of-service (LOS) standard of D during the AM and PM peak hours. Therefore, these intersections' Peak Hour LOS standard becomes LOS E for the applicable time period for future No-Build and Build scenarios, per GRTA guidelines. It should be noted that it is not uncommon for the side-street stop-controlled approach to experience long delays when there is heavy major street volume.

Based on the **Projected 2022 No-Build** conditions (*includes background traffic growth and the estimated project trips from the Locust Grove - Clayco DRI #2584, but excludes the estimated project trips from the Locust Grove Phase II Distribution Center DRI*), all but one (1) study intersection are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2022 No-Build conditions. The eastbound approach for the unsignalized intersection of SR 42 at Bethlehem Road (Intersection #6) is projected to operate at LOS F during both the AM and PM peak hours.

Based on the Projected 2022 No-Build conditions, the following improvements are recommended:

- Intersection #6: SR 42 at Bethlehem Road
 - If warranted and approved by GDOT, install a traffic signal.
 - Along SR 42, construct one (1) northbound left-turn lane with 310 feet of storage with 100 feet of taper.
 - Along Bethlehem Road, construct one (1) eastbound right-turn lane with 100 feet of storage with 50 feet of taper.
 - Or, construct a single lane roundabout in lieu of a signal.

Note: The Price Drive realignment across from Strong Rock Parkway is currently under construction and the intersection with Bill Gardner Parkway is proposed to be a 4-legged signalized intersection with the following improvements:

- Intersection #1: Bill Gardner Parkway at Strong Rock Parkway / Price Drive (Nearing Completion)
 - The intersection is nearing completion and includes the following improvements (per DRI #2584):
 - Provide one (1) eastbound exclusive left-turn lane with 235 feet of storage with 100 feet of taper, and increase the existing westbound left-turn lane storage length to 250 feet along Bill Gardner Parkway.
 - Provide one (1) southbound exclusive left-turn lane with a minimum of 160 feet of storage and one (1) southbound shared through/right-turn lane along Price Drive (relocated to northern leg of the intersection).
 - Restripe the northbound approach (Strong Rock Parkway) to consist of one (1) exclusive left-turn lane, one (1) through lane, and one (1) right-turn lane.

Based on the **Projected 2022 Build** conditions (*includes both the background traffic growth and the estimated project trips from the Locust Grove – Clayco DRI #2584 and the Locust Grove Phase II Distribution Center DRI*), all but one (1) study intersection are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2022 Build conditions. The eastbound approach of the unsignalized intersection of SR 42 at Bethlehem Road (Intersection #6) is projected to operate at LOS F during both the AM and PM peak hours.

With the improvements recommended in the Projected 2022 No-Build conditions, the intersection of SR 42 at Bethlehem Road (Intersection #6) is projected to operate at acceptable overall level-of-service standard during the AM and PM peak hours.

In addition to the above system improvements to serve the background road network traffic, the following site-access improvements are recommended to serve the traffic associated with the *Locust Grove Phase II Distribution Center* development:

The following site-access improvements are recommended to serve the traffic associated with the *Locust Grove Phase II Distribution Center* development:

- Price Drive
 - Realign Price Drive between Proposed Driveway 1 (Open in 2018 to serve DRI #2584) (Intersection #7) and Bethlehem Road.
 - Construct the realigned Price Drive to consist of three lanes between Proposed Driveway 2 (Intersection #8) and Bethlehem Road: one lane in each direction with a center two-way left-turn lane.
 - Price Drive between Proposed Driveway 1 (Open in 2018 to serve DRI #2584) (Intersection #7) and Proposed Driveway 2 (Intersection #8) will remain as a two-lane roadway.
- Intersection #5: Price Drive at Bethlehem Road
 - Realign Price Drive to intersect Bethlehem Road approximately 1,800 feet west of its current location to accommodate the possible future interchange.
 - Construct one (1) northbound left-turn lane and one (1) right-turn lane on Price Drive onto Bethlehem Road and one (1) ingress lane into Price Drive.
 - Construct one (1) westbound left-turn lane along Bethlehem Road.
- Intersection #8: Price Drive at Proposed Driveway 2
 - Construct one (1) westbound right-turn lane along Price Drive to serve vehicles turning into the site.
 - Provide one (1) eastbound left-turn lane along Price Drive via a center two-way left-turn lane to serve vehicles turning into the site.
 - On the site, construct one (1) southbound shared left/right-turn lane exiting the site onto Price Drive and one (1) ingress lane entering the site.

- Intersection #9 to #10: Proposed Driveway 3 and 4
 - Provide one (1) westbound left-turn lane along Price Drive via a center two-way left-turn lane to serve vehicles turning into the site.
 - On the site, construct one (1) northbound shared left/right-turn lane exiting the site onto Price Drive and one (1) ingress lane entering the site.
- Intersection #11: Price Drive at Proposed Driveway 5
 - Provide one (1) eastbound left-turn lane along Price Drive via a center two-way left-turn lane to serve vehicles turning into the site.
 - On the site, construct one (1) southbound shared left/right-turn lane exiting the site onto Price Drive and one (1) ingress lane entering the site.
- Intersections #12 to #15: Proposed Driveway 6 to 9 along Price Drive
 - Provide one (1) southbound left-turn lane along Price Drive via a center two-way left-turn lane to serve vehicles turning into the site.
 - On the site, construct one (1) westbound shared left/right-turn lane exiting the site onto Price Drive and one (1) ingress lane entering the site.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Locust Grove Phase II Distribution Center* development located in the City of Locust Grove, Georgia. The approximate 271-acre site is located north of the intersection of Bill Gardner Parkway and Price Drive, and is bordered Bethlehem Road to the north and will be accessible via Price Drive. The proposed development will be a total of five (5) industrial warehouse facilities with a total of approximately 3,360,650 SF of warehousing space.

The proposed development will be an industrial warehouse facility with approximately 3,360,650 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.

Figure 1 provides the site location of the *Locust Grove Phase II Distribution Center* development. **Figure 2** and **Figure 3** provide an aerial view of the project site and surrounding area. The City of Locust Grove Zoning Map and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix A**.

The proposed project is expected to be completed by 2022, and this analysis will consider the full build-out of the proposed site in 2022. A summary of the proposed land-use and density is provided below in **Table 1**.

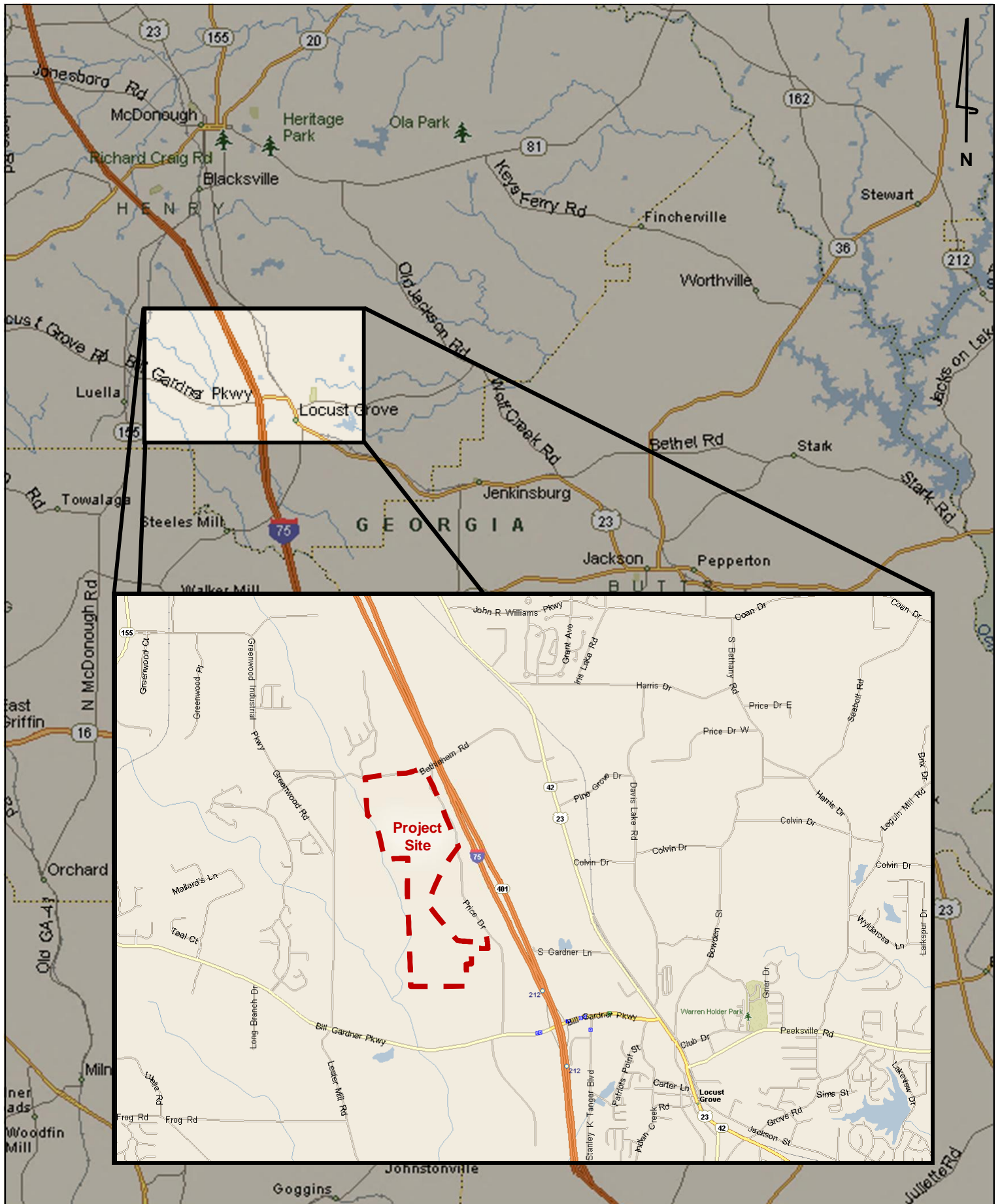
Table 1: Proposed Land Uses	
High-Cube Warehouse/Distribution Center	3,360,650 SF

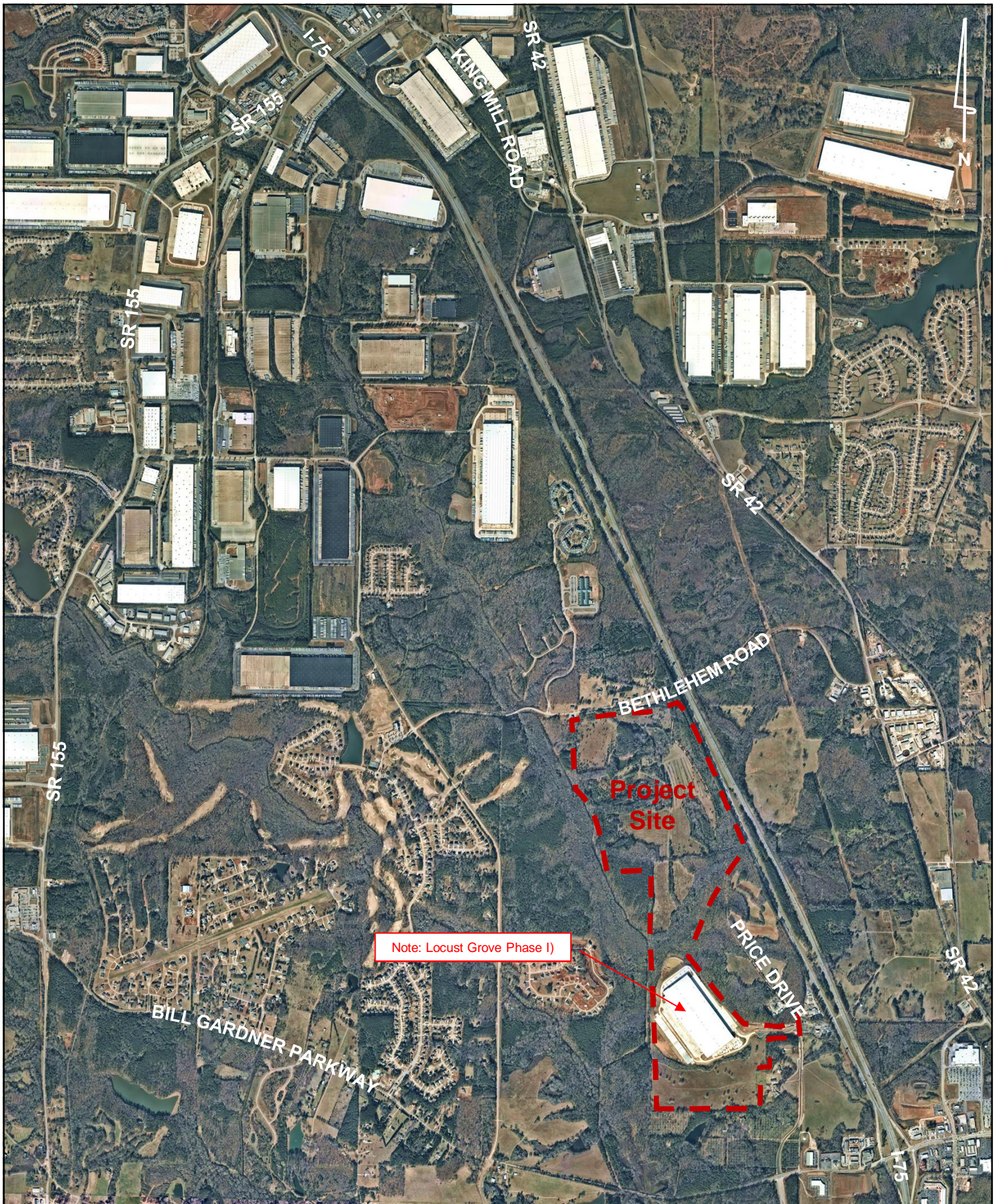
1.2 Site Plan Review

The proposed development is located on an approximately 271-acre site in the City of Locust Grove, GA. The project site is located north of the intersection of Bill Gardner Parkway and Price Drive, and is bordered Bethlehem Road to the north and will be accessible via Price Drive. The proposed development will be a total of five (5) industrial warehouse facilities with a total of approximately 3,360,650 SF of warehousing space. The property is currently undeveloped.

The current zoning for the project site is Residential-Agricultural (RA) and the proposed zoning is Light Manufacturing (M-1).

A reference of the proposed site plan is provided in **Appendix B**. 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

As currently envisioned, the proposed development will be served by nine (9) full-movement driveways along Price Drive. Price Drive is currently a two-lane, undivided, local road with a posted speed limit of 35 mph. A summary of the proposed site access points follows:

1. Proposed Driveway 1 (Open in 2018 to serve DRI #2584) (Intersection #7) – a proposed, side-street stop-controlled full-movement driveway located on Price Drive approximately 3,000 feet north of the Bill Gardner Parkway.
2. Proposed Driveway 2 (Intersection #8) – a proposed, side-street stop-controlled full-movement driveway located on Price Drive approximately 3,600 feet north of Proposed Driveway 1 (Open in 2018 to serve DRI #2584).
3. Proposed Driveway 3 (Intersection #9) – a proposed, side-street stop-controlled full-movement driveway located on Price Drive approximately 350 feet west of Proposed Driveway 2.
4. Proposed Driveway 4 (Intersection #10) – a proposed, side-street stop-controlled full-movement driveway located on Price Drive approximately 500 feet west of Proposed Driveway 3.
5. Proposed Driveway 5 (Intersection #11) – a proposed, side-street stop-controlled full-movement driveway located on Price Drive approximately 350 feet west of Proposed Driveway 1 (Open in 2018 to serve DRI #2584).
6. Proposed Driveway 6 (Intersection #12) – a proposed, side-street stop-controlled full-movement driveway located on Price Drive approximately 150 feet south of Proposed Driveway 7.
7. Proposed Driveway 7 (Intersection #13) – a proposed, side-street stop-controlled full-movement driveway located on Price Drive approximately 700 feet south of Proposed Driveway 8.
8. Proposed Driveway 8 (Intersection #14) – a proposed, side-street stop-controlled full-movement driveway located on Price Drive approximately 600 feet south of Bethlehem Road.
9. Proposed Driveway 9 (Intersection #15) – a proposed, side-street stop-controlled full-movement driveway located on Price Drive approximately 100 feet south of Bethlehem Road.

It should be noted that Price Drive will be realigned north of Proposed Driveway 1 (Open in 2018 to serve DRI #2584) (Intersection #7) to intersect with Bethlehem Road approximately 1,800 feet west of its current intersection. Price Drive between Proposed Driveway 1 (Open in 2018 to serve DRI #2584) and Proposed Driveway 2 will remain as a two-lane roadway. The realigned Price Drive will consist of three lanes between Proposed Driveway 2 and Bethlehem Road: one lane in each direction with a center two-way left-turn lane.

The proposed site access point provides vehicular access to each of the proposed warehouses along Price Drive. Internal private roadways throughout the site provide access to all buildings and parking facilities. See referenced site plan in **Appendix B** 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:

Total Parking Provided:	1,273 parking spaces
Parking Required:	689 parking spaces

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) do not currently exist along the project site frontage or in the vicinity of the project. Bicycle facilities do not currently exist along the project site frontage. There are no pedestrian or bicycle projects programmed in the vicinity of the project site that will be completed prior to the buildout of the *Locust Grove Phase II Distribution Center* development.

1.5 Transit Facilities

There are no direct transit routes located within the vicinity of the project; therefore, no alternative mode reductions were 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 2.0 percent per year background traffic growth rate was used for all roadways.

In addition to the background the addition of the following development was incorporated into the background traffic:

- Locust Grove - Clayco DRI #2584 (approved in 2016)

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on between April 2017, June 2017, and January 2018 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
Thursday, April 27, 2017		
1. Bill Gardner Parkway at Strong Rock Parkway	7:15 AM - 8:15 AM	3:00 PM - 4:00 PM
Thursday, May 4, 2017		
2. Bill Gardner Parkway at I-75 SB Ramps	7:15 AM - 8:15 AM	5:00 PM - 6:00 PM
3. Bill Gardner Parkway at I-75 NB Ramps	7:15 AM - 8:15 AM	5:00 PM - 6:00 PM
4. Bill Gardner Parkway at Tanger Boulevard / Market Place Boulevard	7:15 AM - 8:15 AM	5:00 PM - 6:00 PM
Wednesday, June 21, 2017		
5. Price Drive at Bethlehem Road	7:15 AM - 8:15 AM	5:00 PM - 6:00 PM
Thursday, January 25, 2018		
6. SR 42 at Bethlehem Road	7:15 AM - 8:15 AM	5:00 PM - 6:00 PM

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

The vehicular volume along Bethlehem Road at the intersection with Price Drive collected on June 2017 were compared with the counts collected on January 2018. To account for seasonal variation in traffic during the summer, the vehicular volume along Bethlehem Road at Price Drive were increased to match the vehicular volume along Bethlehem Road at SR 42.

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*. Existing traffic signal phasing and timing data were retrieved for available intersections.

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, 9th Edition*. Gross trips generated are displayed below in **Table 3**.

Table 3: Gross Trip Generation								
Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
* Heavy Vehicle (Truck) Trips:								
High-Cube Warehouse/Distribution Center	3,360,650 SF	152	1,075	1,075	70	31	42	93
Employee (Car) Trips:								
High-Cube Warehouse/Distribution Center	3,360,650 SF	152	1,748	1,748	237	107	92	206
Total New Trips			2,823	2,823	307	138	134	299

* Note: Truck percentage per ITE's Trip Generation Manual.

3.2 Trip Distribution

The directional distribution and assignment of new project trips were 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, and the City of Locust Grove staff. (See *Section 5.0 Trip Distribution and Assignment*).

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. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for the intersection during that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

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 County, and the City of Locust Grove staff, and includes the following six (6) existing intersections described in **Table 4**. The study network under build-out conditions also includes all the proposed site driveways.

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

Table 4: Intersection Control Summary	
Intersection	Control
1. Bill Gardner Parkway at Strong Rock Parkway	Stop Control
2. Bill Gardner Parkway at I-75 SB Ramps	Signal
3. Bill Gardner Parkway at I-75 NB Ramps	Signal
4. Bill Gardner Parkway at Tanger Boulevard / Market Place Boulevard	Signal
5. Price Drive at Bethlehem Road	Stop Control
6. SR 42 at Bethlehem Road	Stop Control

Each of the intersections listed in **Table 4** were analyzed for the Existing 2017 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions.

The Projected 2022 No-Build conditions represent the existing traffic volumes grown for five (5) years at 2.0 percent per year throughout the study network.

The Projected 2022 Build conditions add the project trips associated with the *Locust Grove Phase II Distribution Center* development to the Projected 2022 No-Build conditions.

3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) 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)	Average Daily Traffic (ADT)	Functional Classification
Price Drive	2	35	310*	Local Road
Bethlehem Road	2	35	1,180	Local Road
Bill Gardner Parkway	2	45	21,300	Major Collector
SR 42	2	55	14,500	State Route
I-75	6	70	89,000	Interstate

* Note: This is based off the tube count collected along Price Drive north of Bill Gardner Parkway on Thursday, April 27, 2017.

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, 9th 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 *ITE Trip Generation Manual, 9th Edition, 2012*, also provides the daily and peak hour weighted average truck trip generation rate.

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
Gross Project Trips	5,646	2,823	2,823	307	138	134	299
<i>Heavy Vehicle (Truck) Trips*</i>	<i>2,150</i>	<i>1,075</i>	<i>1,075</i>	<i>70</i>	<i>31</i>	<i>42</i>	<i>93</i>
<i>Employee (Car) Trips</i>	<i>3,496</i>	<i>1,748</i>	<i>1,748</i>	<i>237</i>	<i>107</i>	<i>92</i>	<i>206</i>
<i>Alternative Mode Reduction</i>	<i>- 0</i>	<i>- 0</i>	<i>- 0</i>	<i>- 0</i>	<i>- 0</i>	<i>- 0</i>	<i>- 0</i>
<i>Pass-by Reduction</i>	<i>- 0</i>	<i>- 0</i>	<i>- 0</i>	<i>- 0</i>	<i>- 0</i>	<i>- 0</i>	<i>- 0</i>
Total Trips	5,646	2,823	2,823	307	138	134	299

* Truck percentage per ITE's Trip Generation Manual.

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

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, and the City of Locust Grove staff.

Figures 5 through 8 display the anticipated distribution and assignment of heavy vehicle (truck) trips and employee (car) 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 Phase II Distribution Center* development, are shown on **Figures 9 and 10**.

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

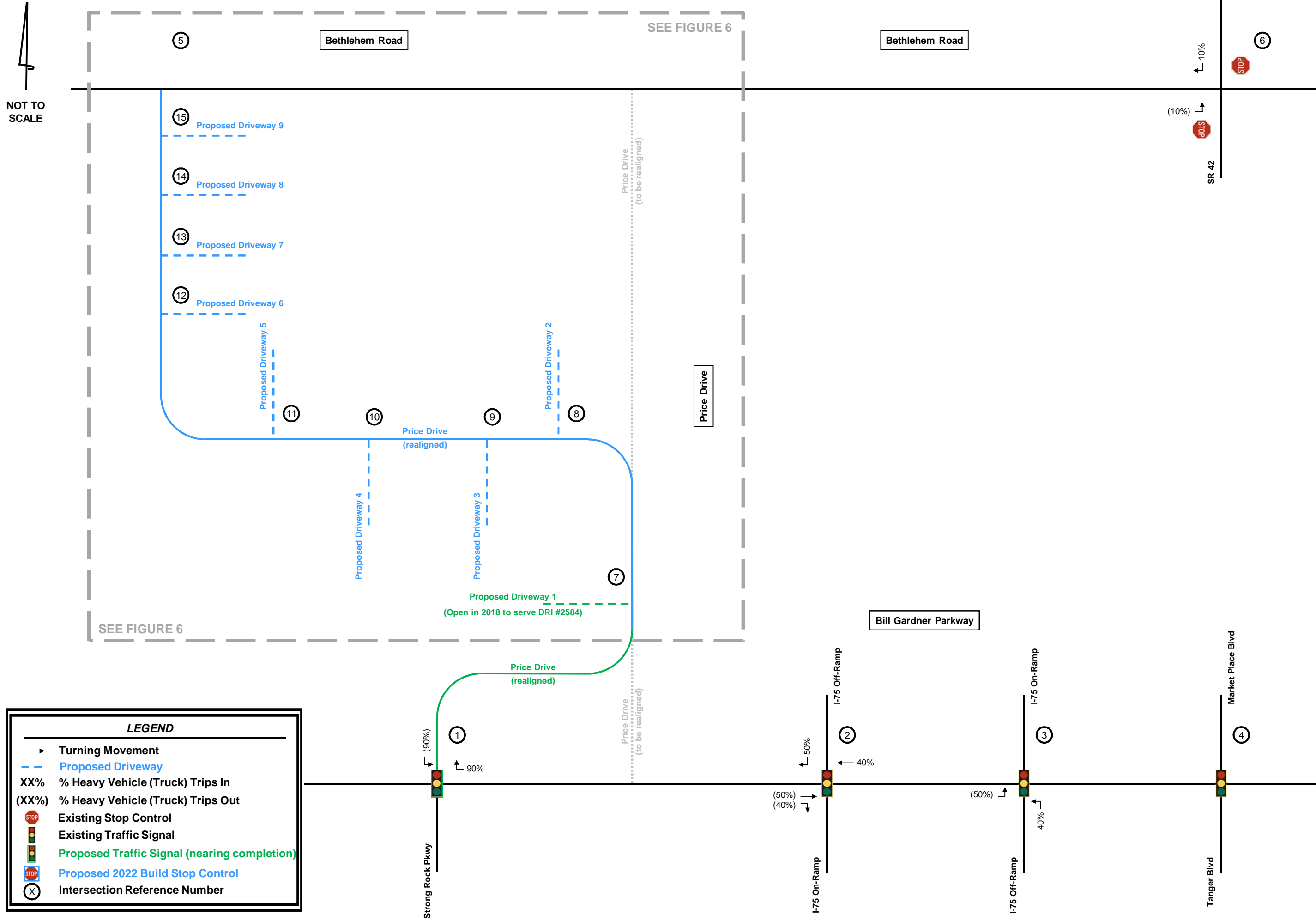
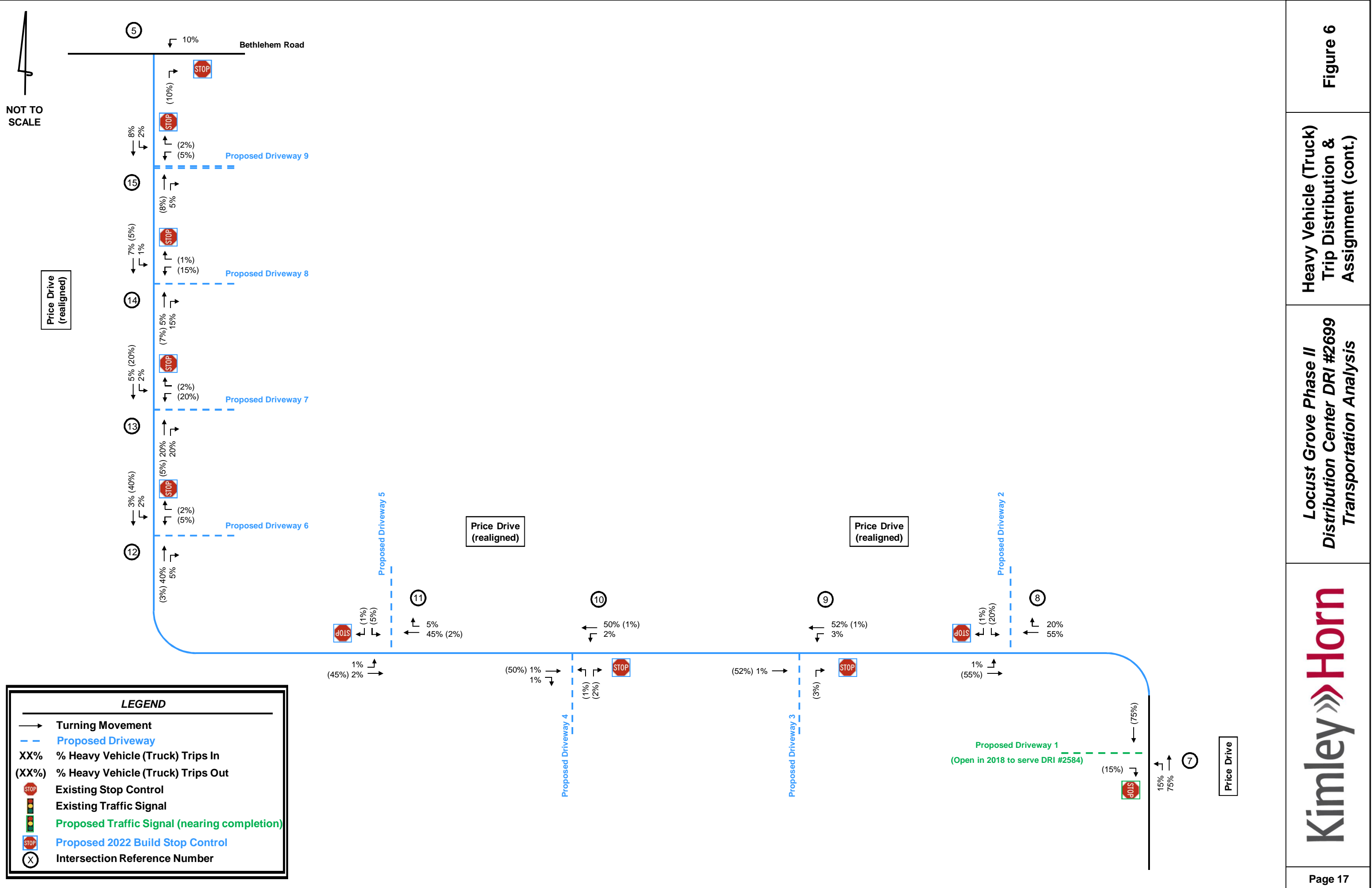


Figure 5

Heavy Vehicle (Truck)
Trip Distribution &
Assignment

Locust Grove Phase II
Distribution Center DRI #2699
Transportation Analysis



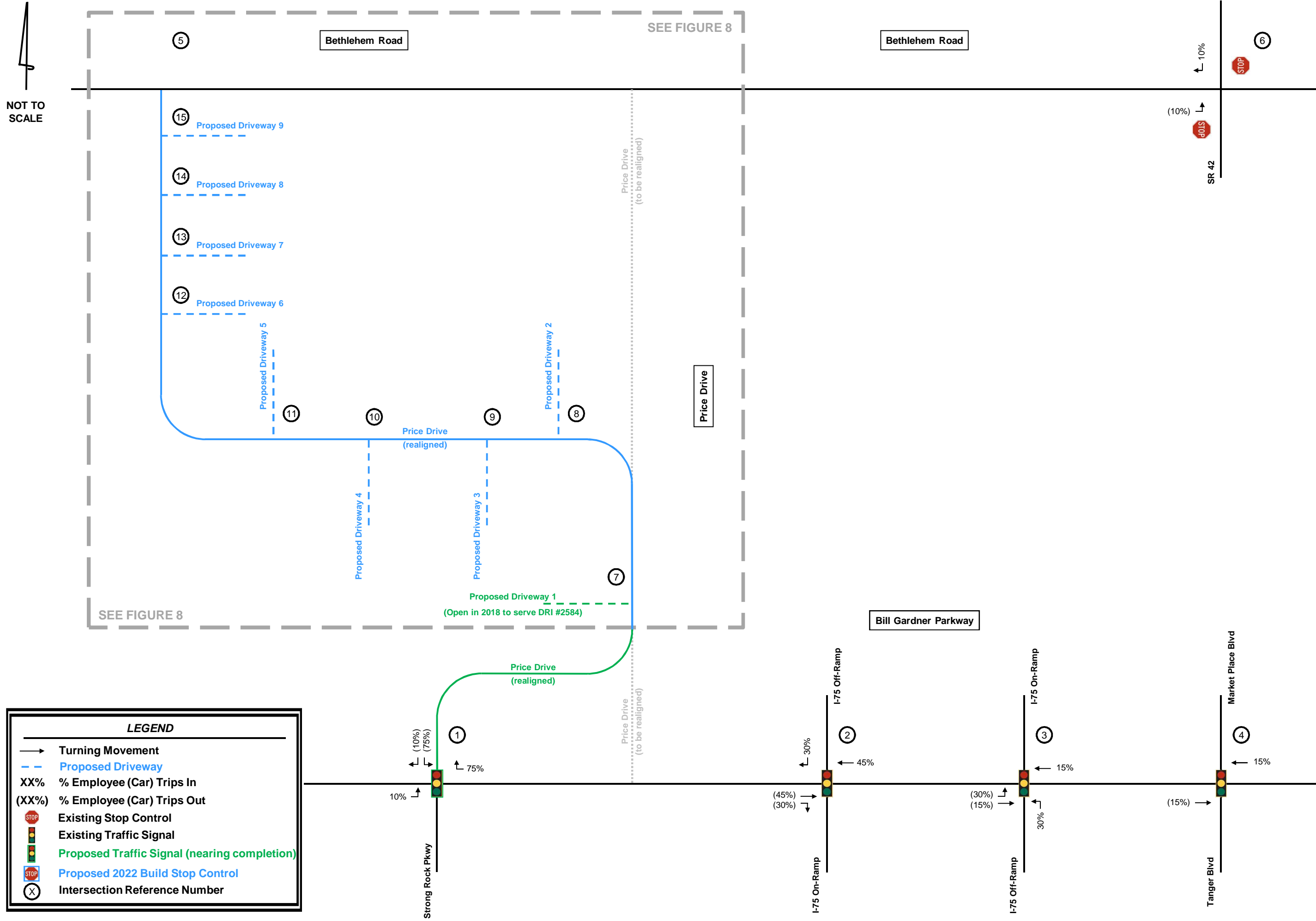
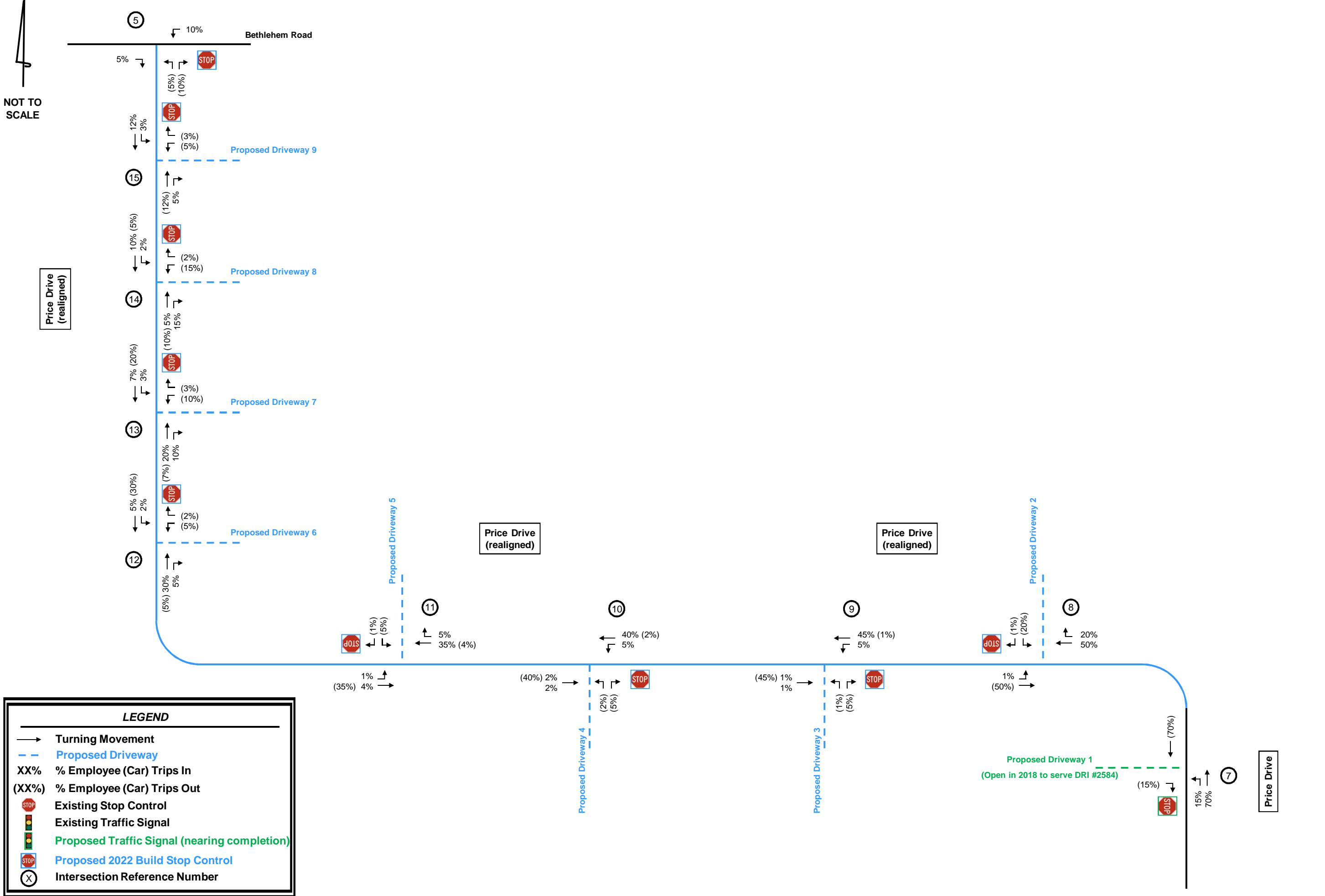


Figure 7

Employee (Car)
Trip Distribution &
Assignment

Locust Grove Phase II
Distribution Center DRI #2699
Transportation Analysis



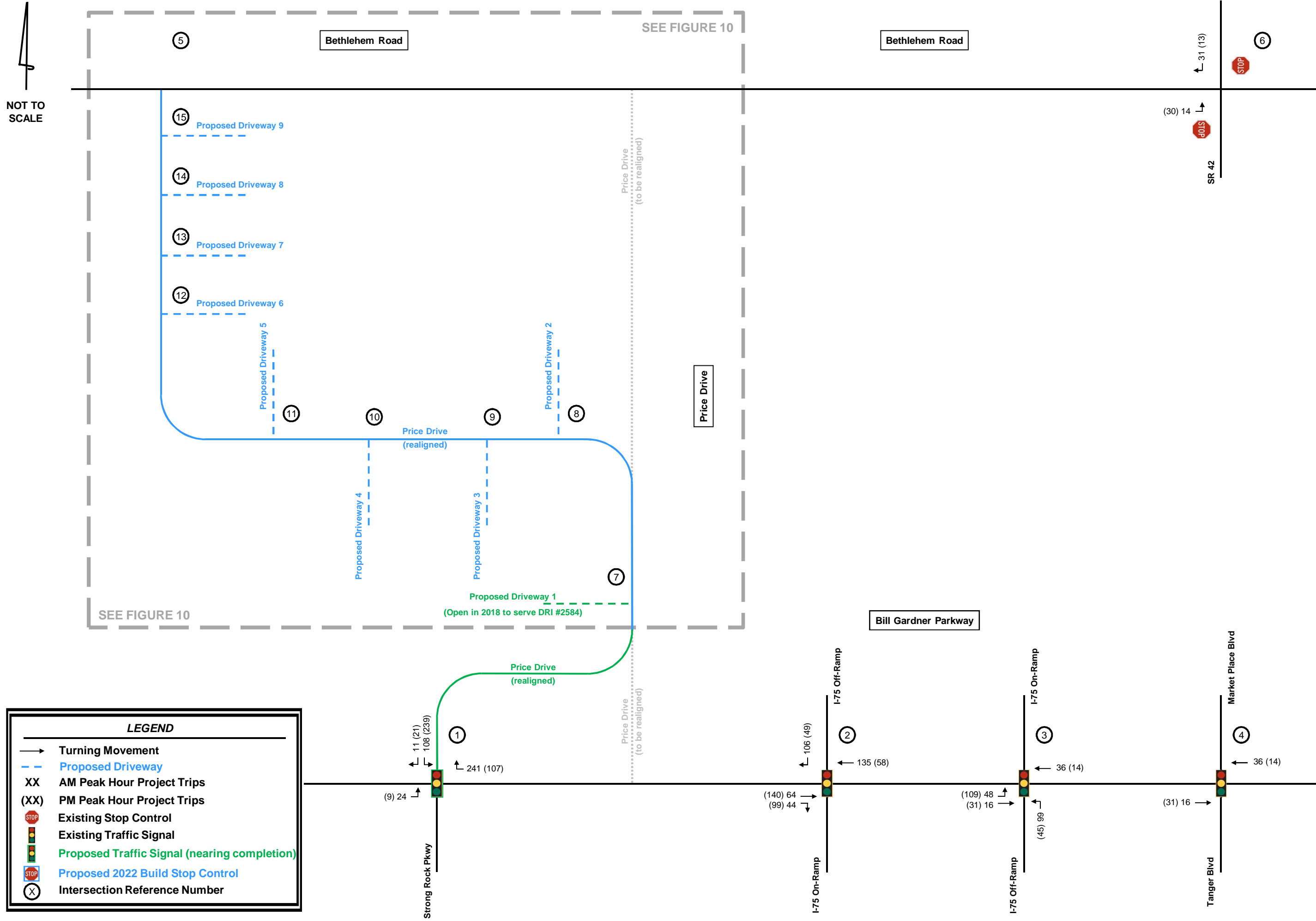
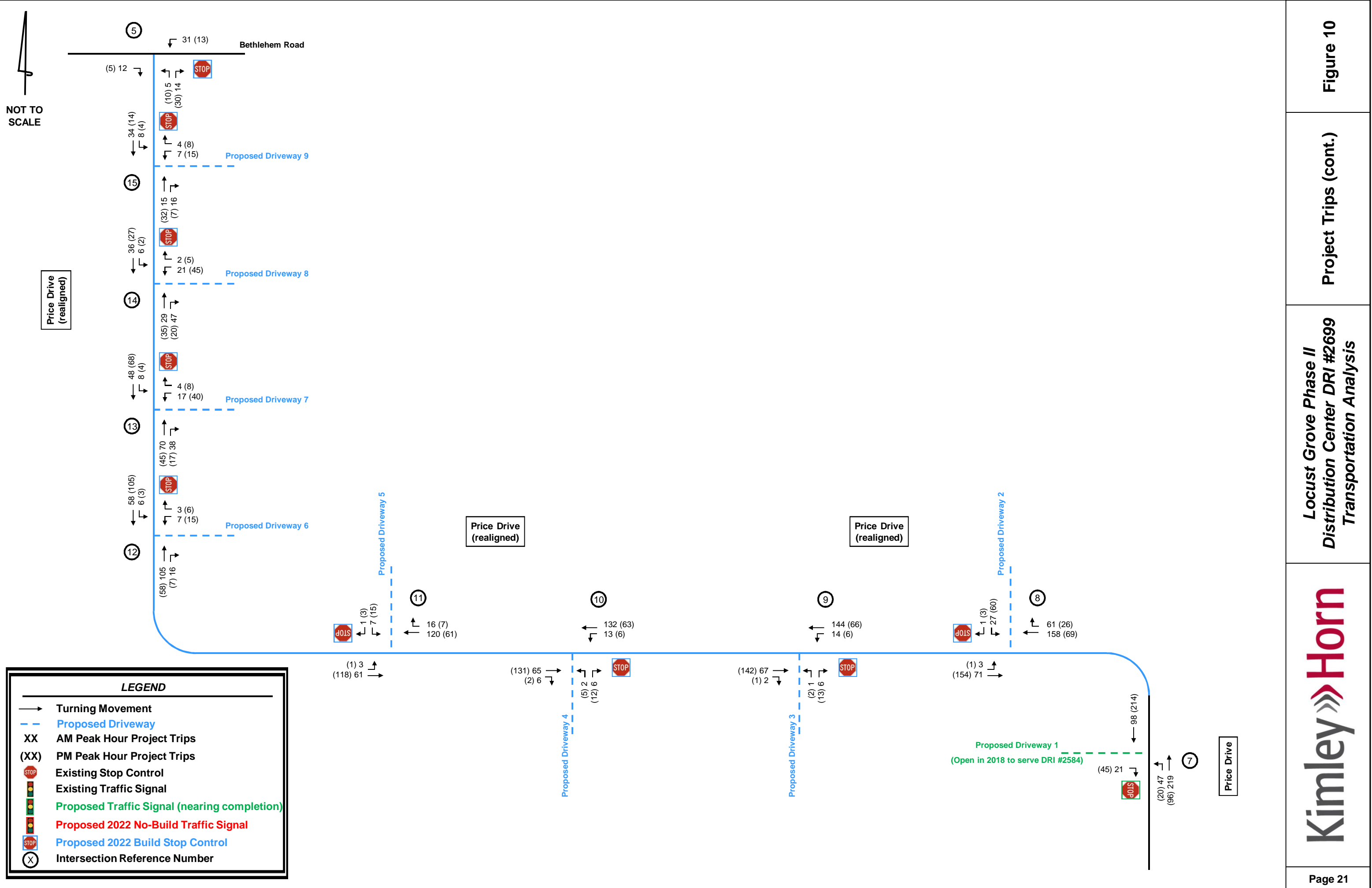


Figure 9

Project Trips

Locust Grove Phase II
Distribution Center DRI #2699
Transportation Analysis



6.0 TRAFFIC ANALYSIS

6.1 Existing 2017 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 11**, and the results of the capacity analyses for the Existing 2017 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7: Existing 2017 Level-of-Service Summary LOS (delay in seconds)						
#	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1	Bill Gardner Parkway at Strong Rock Parkway	TWSC*	WB Left	D	B (11.8)	A (9.0)
			NB	D	F (344.9)	E (46.4)
2	Bill Gardner Parkway at I-75 SB Ramps	Signal	Overall	D	C (29.7)	D (50.3)
3	Bill Gardner Parkway at I-75 NB Ramps	Signal	Overall	D	A (5.0)	A (9.9)
4	Bill Gardner Parkway at Tanger Boulevard / Market Place Boulevard	Signal	Overall	D	C (31.5)	C (30.1)
5	Price Drive at Bethlehem Road	TWSC	WB Left	D	A (7.7)	A (7.6)
			NB	D	A (9.4)	A (9.3)
6	SR 42 at Bethlehem Road	TWSC	NB Left	D	A (8.9)	A (9.3)
			EB	D	F (186.9)	F (209.7)
101	Bill Gardner Parkway at Price Drive	TWSC	EB Left	D	B (10.3)	B (10.3)
			SB	D	E (47.4)	E (47.4)

As shown in **Table 7**, three (3) out of seven (7) study intersections currently operate below the acceptable level-of-service (LOS) standard of D during the AM and PM peak hours. Therefore, these intersections' Peak Hour LOS standard becomes LOS E for the applicable time period for future No-Build and Build scenarios, per GRTA guidelines. It should be noted that it is not uncommon for the side-street stop-controlled approach to experience long delays when there is heavy major street volume.

NOT TO
SCALE

LEGEND

→

Existing Roadway Laneage

Proposed Driveway

XX

AM Peak Hour Traffic Volume

(XX)

PM Peak Hour Traffic Volume

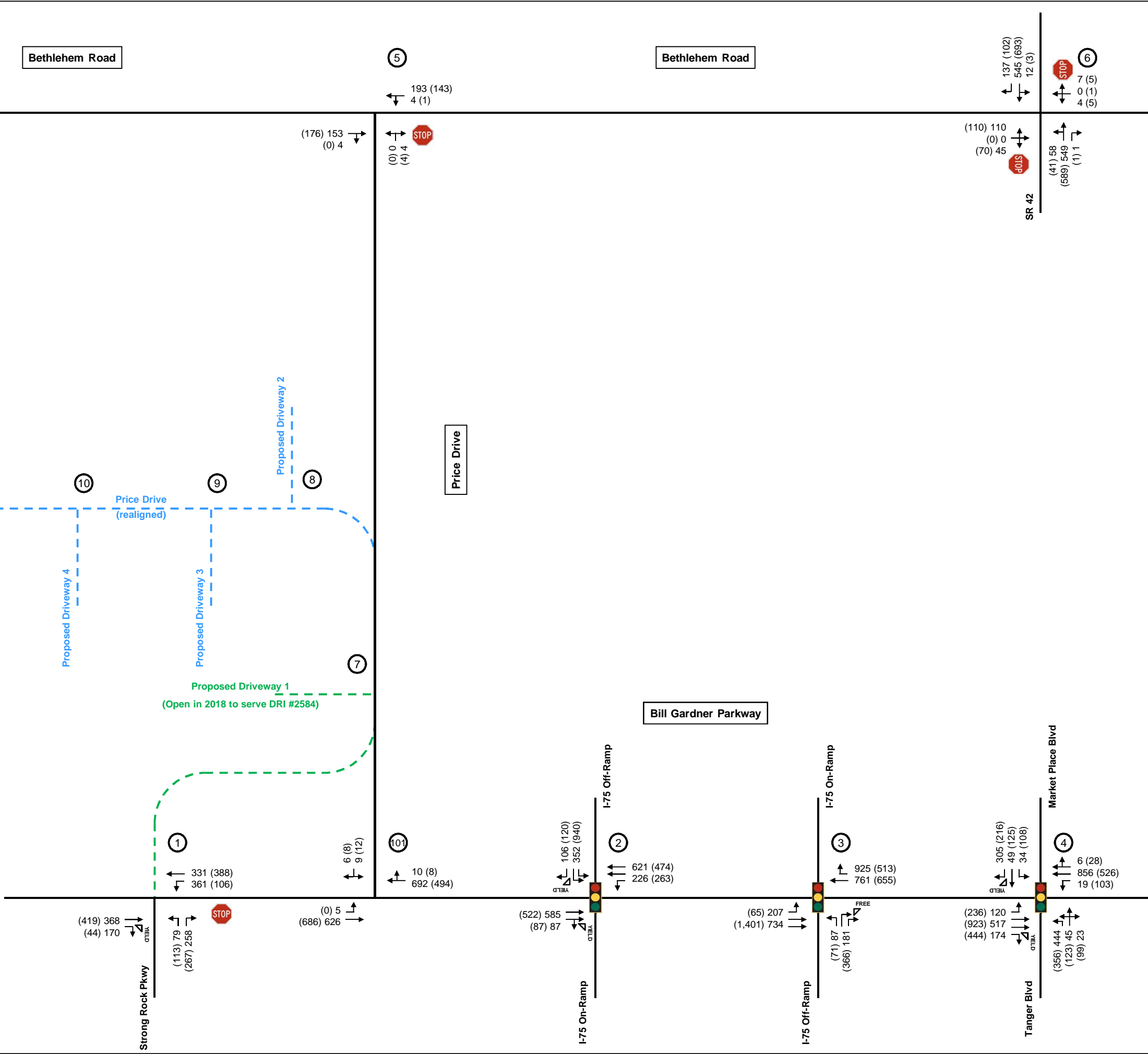
STOP

Existing Stop Control

Existing Traffic Signal

(X)

Intersection Reference Number



6.2 Projected 2022 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for five (5) years at 2.0 percent per year throughout the study network. Additionally, the estimated project trips from *Locust Grove – Clayco DRI #2584* was included. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed.

The Projected 2022 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types, plus the construction of Proposed Driveway 1 (Open in 2018 to serve DRI #2584) associated with the *Locust Grove – Clayco DRI #2584*, and the realignment and signalization of Price Drive at the intersection of Bill Gardner Parkway at Strong Rock Parkway (currently under construction and to be completed in 2018).

The Price Drive realignment across from Strong Rock Parkway is proposed to be a 4-legged signalized intersection with the following improvements:

- Intersection #1: Bill Gardner Parkway at Strong Rock Parkway / Price Drive (Nearing Completion)
 - The intersection is nearing completion and includes the following improvements (per DRI #2584):
 - Provide one (1) eastbound exclusive left-turn lane with 235 feet of storage with 100 feet of taper, and increase the existing westbound left-turn lane storage length to 250 feet along Bill Gardner Parkway.
 - Provide one (1) southbound exclusive left-turn lane with a minimum of 160 feet of storage and one (1) southbound shared through/right-turn lane along Price Drive (relocated to northern leg of the intersection).
 - Restripe the northbound approach (Strong Rock Parkway) to consist of one (1) exclusive left-turn lane, one (1) through lane, and one (1) right-turn lane.

The intersection laneage and traffic volumes for the Projected 2022 No-Build conditions are shown in **Figure 12**. The results of the capacity analyses for the Projected 2022 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8: Projected 2022 No-Build Level-of-Service Summary LOS (delay in seconds)								
#	Intersection	Control	Approach/ Movement	LOS Std.	2022 No-Build		2022 No-Build Improved	
					AM Peak	PM Peak	AM Peak	PM Peak
1	Bill Gardner Parkway at Strong Rock Parkway / Price Drive	Signal	Overall	D	B (16.3)	B (11.9)	*	*
2	Bill Gardner Parkway at I-75 SB Ramps	Signal	Overall	D	C (29.8)	D (52.5)	*	*
3	Bill Gardner Parkway at I-75 NB Ramps	Signal	Overall	D	A (5.7)	B (11.1)	*	*
4	Bill Gardner Parkway at Tanger Boulevard / Market Place Boulevard	Signal	Overall	D	D (36.7)	C (33.4)	*	*
5	Price Drive at Bethlehem Road	TWSC	WB Left	D	A (7.7)	A (7.7)	*	*
			NB	D	B (10.1)	A (9.8)	*	*
6	SR 42 at Bethlehem Road	TWSC / Signal	NB Left	D	A (9.2)	B (9.6)	A (7.3)	A (7.8)
			EB	E	F (401.9)	F (443.3)		
7	Price Drive at Proposed Driveway 1 (Open in 2018 to serve DRI #2584)	TWSC	NB Left	D	A (7.7)	A (7.6)	*	*
			EB	D	A (9.0)	A (9.2)	*	*

* Note: No improvements needed.

As shown in **Table 8**, all but one (1) study intersection are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2022 No-Build conditions. The eastbound approach for the unsignalized intersection of SR 42 at Bethlehem Road (Intersection #6) is projected to operate at LOS F during both the AM and PM peak hours.

Based on the Projected 2022 No-Build conditions, the following improvements are recommended:

- Intersection #6: SR 42 at Bethlehem Road
 - If warranted and approved by GDOT, install a traffic signal.
 - Along SR 42, construct one (1) northbound left-turn lane with 310 feet of storage with 100 feet of taper.
 - Along Bethlehem Road, construct one (1) eastbound right-turn lane with 100 feet of storage with 50 feet of taper.
 - Or, construct a single lane roundabout in lieu of a signal.

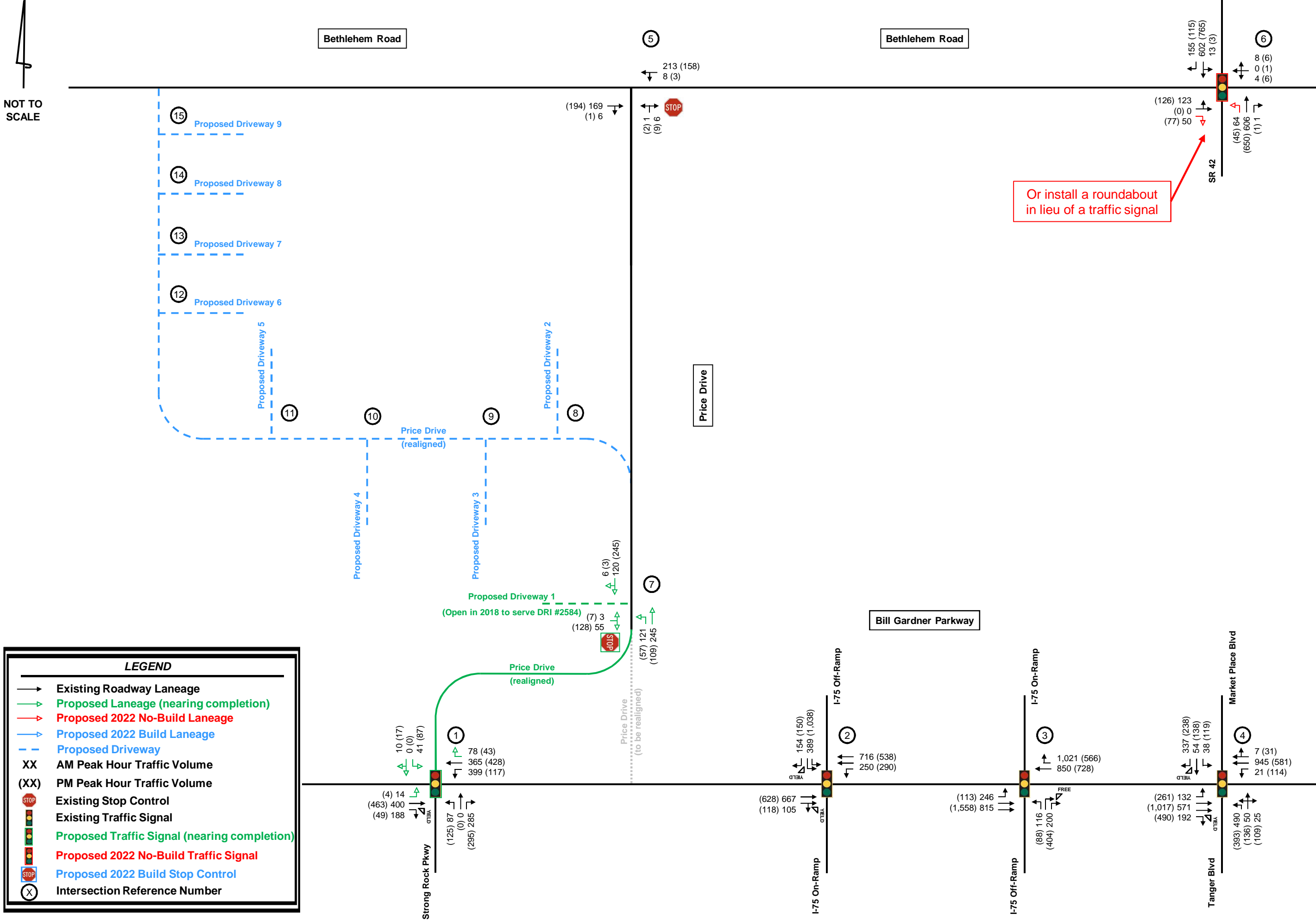


Figure 12

Projected 2022
No-Build
Traffic Conditions

Locust Grove Phase II
Distribution Center DRI #2699
Transportation Analysis

6.3 Projected 2022 Build Conditions

The traffic associated with the proposed *Locust Grove Phase II Distribution Center* development was added to the Projected 2022 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed.

The intersection laneage and traffic volumes used for the Projected 2022 Build conditions are shown in **Figures 13 and 14**. The results of the capacity analyses for the Projected 2022 Build conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9: Projected 2022 Build Level-of-Service Summary								
LOS (delay in seconds)								
#	Intersection	Control	Approach/ Movement	LOS Std.	2022 Build		2022 Build Improved	
					AM Peak	PM Peak	AM Peak	PM Peak
1	Bill Gardner Parkway at Strong Rock Parkway / Price Drive	Signal	Overall	D	C (23.2)	C (22.0)	*	*
2	Bill Gardner Parkway at I-75 SB Ramps	Signal	Overall	D	C (30.5)	D (53.7)	*	*
3	Bill Gardner Parkway at I-75 NB Ramps	Signal	Overall	D	B (10.5)	B (11.7)	*	*
4	Bill Gardner Parkway at Tanger Boulevard / Market Place Boulevard	Signal	Overall	D	D (36.9)	C (33.5)	*	*
5	Price Drive at Bethlehem Road	TWSC	WB Left	D	A (7.9)	A (7.7)	*	*
			NB	D	B (10.8)	B (10.3)	*	*
6	SR 42 at Bethlehem Road	TWSC / Signal	NB Left	D	A (9.2)	B (9.6)	A (8.8)	B (10.4)
			EB	E	F (481.4)	F (606.7)		
7	Price Drive at Proposed Driveway 1 (Open in 2018 to serve DRI #2584)	TWSC	NB Left	D	A (8.1)	A (8.3)	*	*
			EB	D	B (10.3)	B (12.0)	*	*
8	Price Drive at Proposed Driveway 2	TWSC	EB Left	D	A (7.7)	A (7.4)	*	*
			SB	D	B (10.9)	B (10.5)	*	*
9	Price Drive at Proposed Driveway 3	TWSC	WB Left	D	A (7.5)	A (7.6)	*	*
			NB	D	A (9.1)	A (9.3)	*	*
10	Price Drive at Proposed Driveway 4	TWSC	WB Left	D	A (7.5)	A (7.5)	*	*
			NB	D	A (9.2)	A (9.4)	*	*
11	Price Drive at Proposed Driveway 5	TWSC	EB Left	D	A (7.6)	A (7.4)	*	*
			SB	D	B (10.2)	A (9.7)	*	*
12	Price Drive at Proposed Driveway 6	TWSC	SB Left	D	A (7.6)	A (7.4)	*	*
			WB	D	A (9.8)	A (9.5)	*	*
13	Price Drive at Proposed Driveway 7	TWSC	SB Left	D	A (7.5)	A (7.4)	*	*
			WB	D	A (9.8)	A (9.7)	*	*
14	Price Drive at Proposed Driveway 8	TWSC	SB Left	D	A (7.5)	A (7.4)	*	*
			WB	D	A (9.6)	A (9.5)	*	*
15	Price Drive at Proposed Driveway 9	TWSC	SB Left	D	A (7.3)	A (7.3)	*	*
			WB	D	A (8.5)	A (8.6)	*	*

* Note: No improvements needed.

As shown in **Table 9**, all but one (1) study intersection are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2022 Build conditions. The eastbound approach of the unsignalized intersection of SR 42 at Bethlehem Road (Intersection #6) is projected to operate at LOS F during both the AM and PM peak hours.

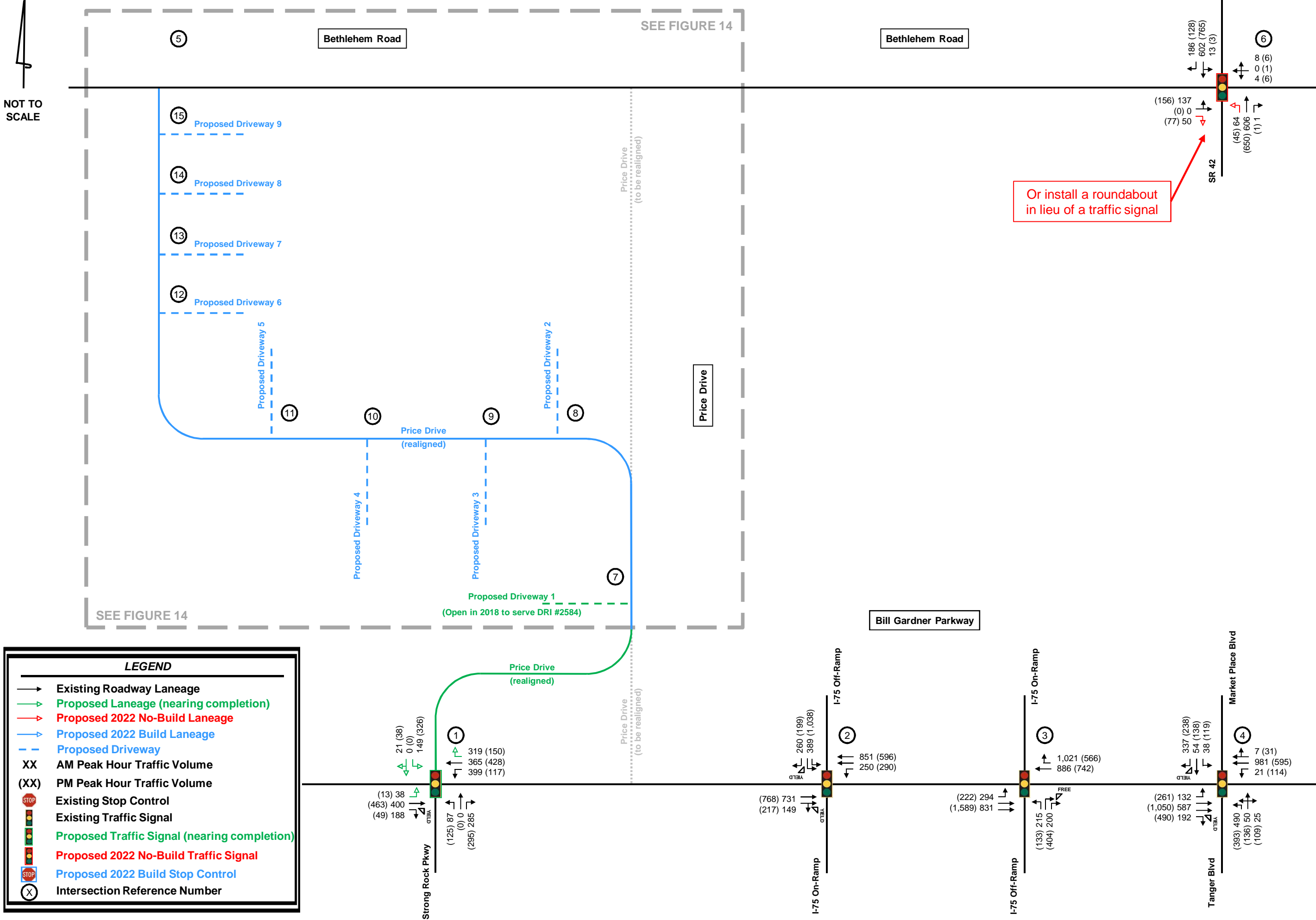
With the improvements recommended in the Projected 2022 No-Build conditions, the intersection of SR 42 at Bethlehem Road (Intersection #6) is projected to operate at acceptable overall level-of-service standard during the AM and PM peak hours.

In addition to the above system improvements to serve the background road network traffic, the following site-access improvements are recommended to serve the traffic associated with the *Locust Grove Phase II Distribution Center* development:

The following site-access improvements are recommended to serve the traffic associated with the *Locust Grove Phase II Distribution Center* development:

- Price Drive
 - Realign Price Drive between Proposed Driveway 1 (Open in 2018 to serve DRI #2584) (Intersection #7) and Bethlehem Road.
 - Construct the realigned Price Drive to consist of three lanes between Proposed Driveway 2 (Intersection #8) and Bethlehem Road: one lane in each direction with a center two-way left-turn lane.
 - Price Drive between Proposed Driveway 1 (Open in 2018 to serve DRI #2584) (Intersection #7) and Proposed Driveway 2 (Intersection #8) will remain as a two-lane roadway.
- Intersection #5: Price Drive at Bethlehem Road
 - Realign Price Drive to intersect Bethlehem Road approximately 1,800 feet west of its current location to accommodate the possible future interchange.
 - Construct one (1) northbound left-turn lane and one (1) right-turn lane on Price Drive onto Bethlehem Road and one (1) ingress lane into Price Drive.
 - Construct one (1) westbound left-turn lane along Bethlehem Road.
- Intersection #8: Price Drive at Proposed Driveway 2
 - Construct one (1) westbound right-turn lane along Price Drive to serve vehicles turning into the site.
 - Provide one (1) eastbound left-turn lane along Price Drive via a center two-way left-turn lane to serve vehicles turning into the site.
 - On the site, construct one (1) southbound shared left/right-turn lane exiting the site onto Price Drive and one (1) ingress lane entering the site.

- Intersection #9 to #10: Proposed Driveway 3 and 4
 - Provide one (1) westbound left-turn lane along Price Drive via a center two-way left-turn lane to serve vehicles turning into the site.
 - On the site, construct one (1) northbound shared left/right-turn lane exiting the site onto Price Drive and one (1) ingress lane entering the site.
- Intersection #11: Price Drive at Proposed Driveway 5
 - Provide one (1) eastbound left-turn lane along Price Drive via a center two-way left-turn lane to serve vehicles turning into the site.
 - On the site, construct one (1) southbound shared left/right-turn lane exiting the site onto Price Drive and one (1) ingress lane entering the site.
- Intersections #12 to #15: Proposed Driveway 6 to 9 along Price Drive
 - Provide one (1) southbound left-turn lane along Price Drive via a center two-way left-turn lane to serve vehicles turning into the site.
 - On the site, construct one (1) westbound shared left/right-turn lane exiting the site onto Price Drive and one (1) ingress lane entering the site.



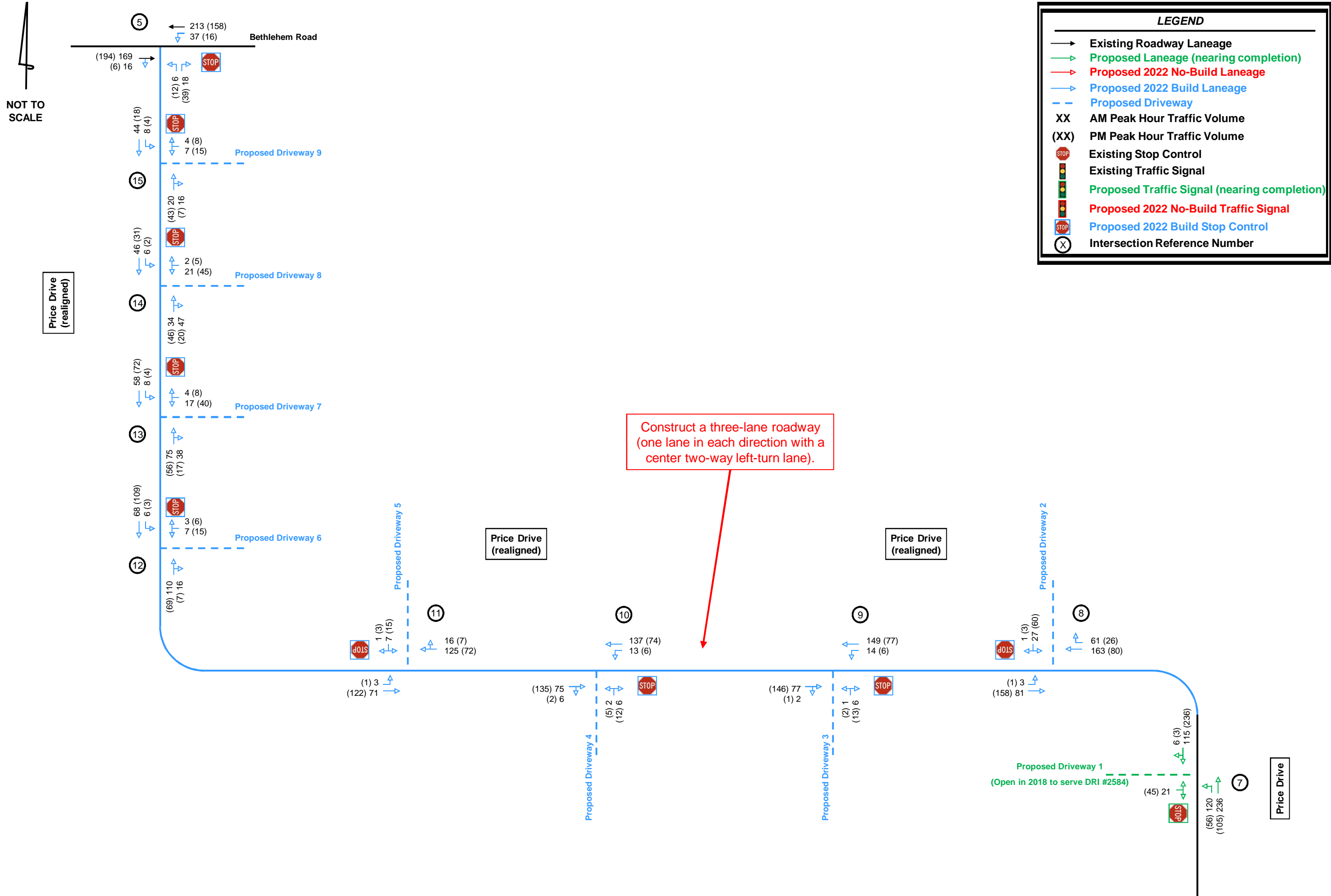


Figure 14

Projected 2022
Build
Traffic Conditions
(cont.)

Locust Grove Phase II
Distribution Center DRI #2699
Transportation Analysis

7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *Locust Grove Phase II Distribution Center* development is proposed at nine (9) locations. The site driveway location is discussed in *Section 1.3*.

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 using *Synchro 9.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* of this report. Based on the Projected 2022 Build conditions, the proposed site driveway intersection is anticipated to operate at an acceptable level-of-service.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, City of Locust Grove'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 10** below.

Table 10: Programmed Improvements			
#	Year	Project ID	Project Description
1	2030	HE-126B	Widen the section of Bill Gardner Parkway from Lester Mill Road to I-75 Southbound from two lanes to six lanes.
2	2040	AR-955	New I-75 interchange at Bethlehem Road. (IJR by Pond & Company)

Fact sheets for projects can be found in **Appendix E**.

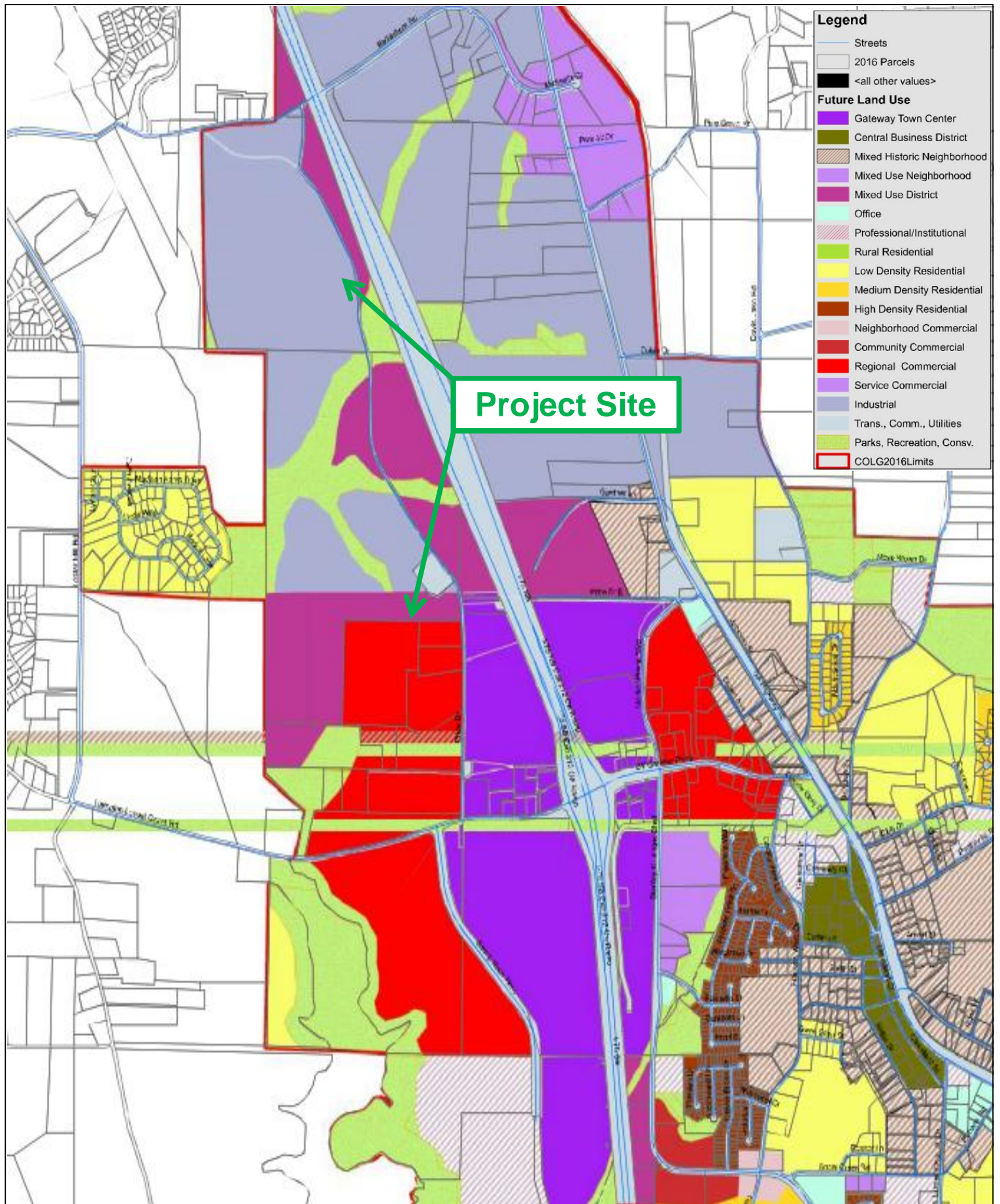
Additionally, it should also be noted that the realignment of Price Drive to line up with Strong Rock Parkway to create a four-legged signalized intersection is nearing completion and will open to traffic in Spring 2018.

9.0 INTERNAL CIRCULATION ANALYSIS

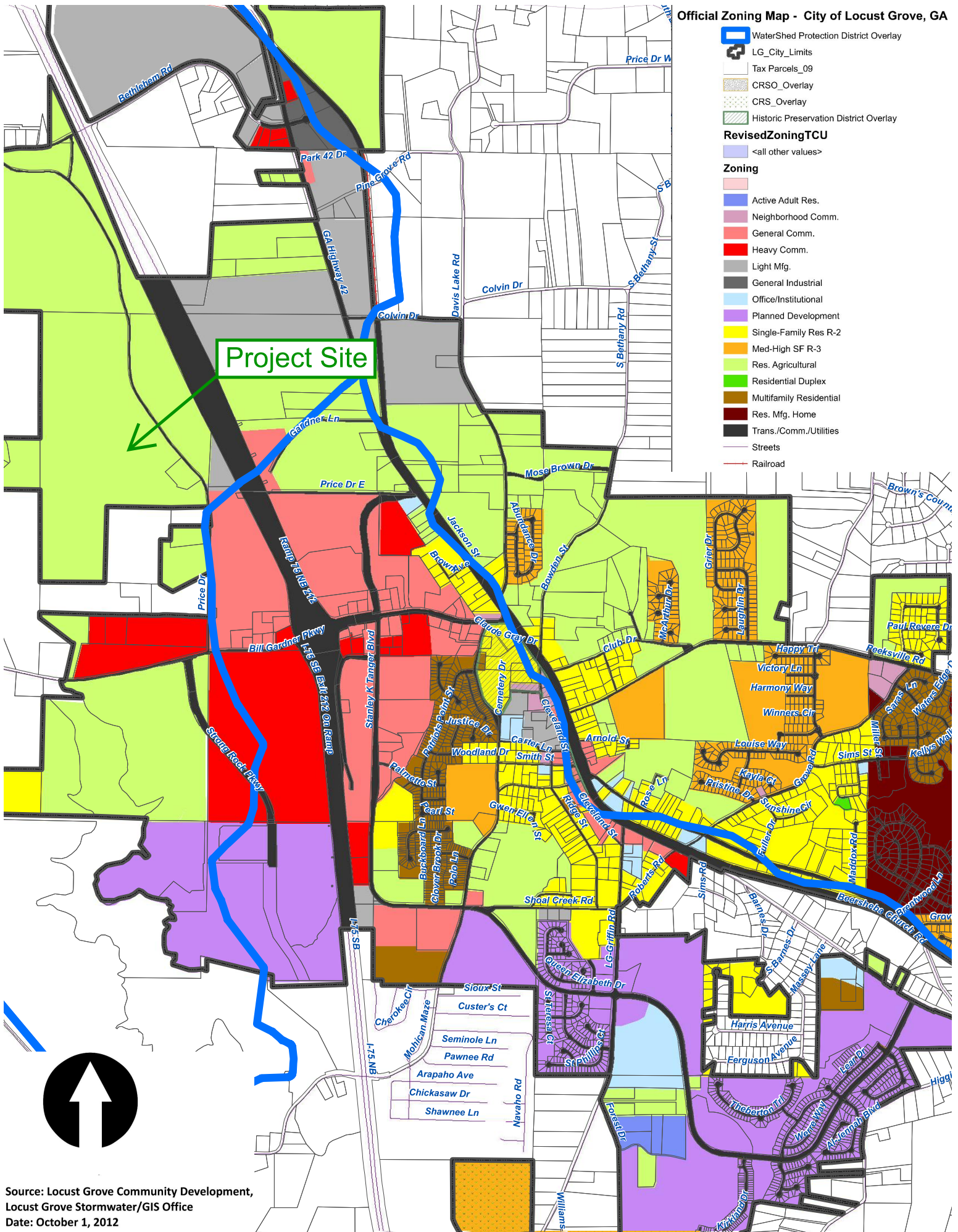
Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveway will provide access to buildings on the site. A detailed copy of the proposed site plan with internal site roadways is provided in **Appendix B** and a full-sized site plan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

Appendix A

Land Use and Zoning Maps



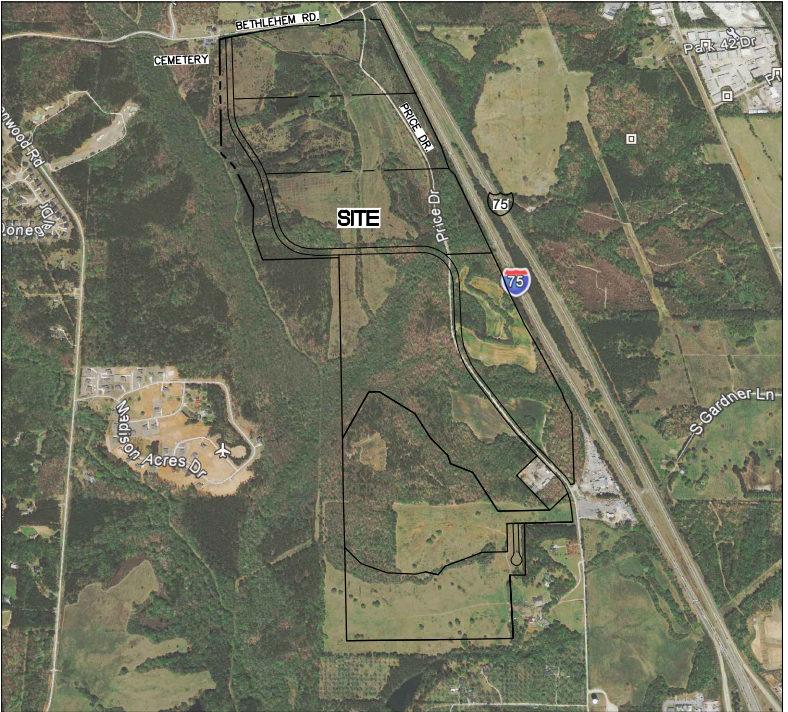
Official Zoning Map - City of Locust Grove, GA



Appendix B

Proposed Site Plan

DRI #2669 EXHIBIT - LOCUST GROVE - PHASE 2								
HENRY COUNTY, GA								
3/2/2018								
		Bldg. B	Bldg. C	Bldg. D	Bldg. E	Bldg. F	Total of Bldgs. B thru F	ROW and
		Phase 2	Phase 2	Phase 2	Phase 2	Phase 2	Phase 2	Other Land
DRI Reference Number		#2669	#2669	#2669	#2669	#2669	#2669	
Acerage	Acres	49.18	37.54	55.33	53.26	43.84	239.15	31.85
							Total Tract Acerage =	271.00
Yield - Building Cover		23.3%	17.1%	40.9%	43.4%	30.8%	32.3%	
Building	Sq.Ft.	500,000	280,000	986,150	1,006,500	588,000	3,360,650	
Parking Space - PROVIDED		245	219	318	265	226	1,273	
Parking Space - REQUIRED		103	59	201	205	121	689	
Trailer Spaces - PROVIDED		131	76	252	255	159	873	
Truck Docks - PROVIDED		130	60	198	200	149	737	
Services - Sewer Demand	GPD	5,995	3,357	11,823	12,067	7,050	40,291	
Services - Water Demand	GPD	7,004	3,922	13,814	14,099	8,237	47,076	
ADDITIONAL SITE INFORMATION:								
- <u>PRESENT ZONING</u> IS RESIDENTIAL AGRICULTURAL (RA). <u>PROPOSED ZONING</u> IS LIGHT MANUFACTURING (M-1)								
- <u>ZONING YARD SETBACKS</u> : FRONT=70 FEET, REAR=20 FEET,SIDE=NONE								
- SUBJECT PROPERTIES ARE LOCATED ADJACENT TO A PROTECTED WATERSHED DISTRICT.								
- 50 FOOT UNDISTURBED STREAM BUFFER AND 25 FOOT ADDITIONAL IMPERVIOUS SETBACK SHOWN FOR ALL STATE WATERS LOCATED ON THE SUBJECT PROPERTY.								
- <u>UNDEVELOPED/UNDISTURBED</u> PORTIONS OF SUBJECT PROPERTY <u>IS</u> LOCATED ADJACENT TO THE WATER QUALITY CRITICAL AREA.								



VICINITY MAP

FLOOD NOTE

SUBJECT PROPERTY OF "SITE" (AS DEPICTED ON VICINITY MAP) IS LOCATED IN "ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AND WITHIN FLOOD HAZARD "ZONE A" AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAPS:
- NO. 13151C01700 DATED 10/06/2016 (NORTHERN PORTION OF "SITE").
- NO. 13151C02570 DATED 10/06/2016 (SOUTHERN PORTION OF "SITE").

STREAM AND FLOOD HAZARD NOTE

THERE ARE LIVE STREAMS ON OR WITHIN 200' OF THE SITE. STREAMS SHOWN ARE CLASSIFIED AS INTERMITTENT AT THEIR RESPECTIVE HEAD WATERS AND PERENNIAL PRIOR TO LEAVING THE SITE. JURISDICTIONAL WATER DELINEATION PROVIDED BY CORBLU ECOLOGY GROUP

WETLANDS NOTE

THERE ARE WETLANDS ON OR WITHIN 200' OF THE SITE. WETLAND DELINEATION PROVIDED BY CORBLU ECOLOGY GROUP. WETLANDS AREAS SHOWN ARE FIELD LOCATED.

WATERSHED NOTE

THIS SITE IS LOCATED IN THE INDIAN CREEK WATERSHED PROTECTION AREA. PORTIONS OF THE PROPERTY THAT FALL WITHIN THE WATER QUALITY CRITICAL AREA WILL REMAIN UNDEVELOPED AND UNDISTURBED..

CONTACT INFORMATION:

TRAFFIC ENGINEER
KIMLEY-HORN
2 SUN COURT, SUITE 450
PEACHTREE CORNERS, GA 30092
JOHN WALKER, P.E.
(404) 201-6157

OWNER UNDER CONTRACT / DEVELOPER:
CRG ACQUISITION, LLC
2675 PACES FERRY ROAD, SUITE 290
ATLANTA, GA
KEITH HORNSBY
(770) 317-9635

SEAL

CRG

REAL ESTATE SOLUTIONS

2675 PACES FERRY ROAD, SUITE 30339
ATLANTA, GEORGIA 30339
Ph 770.767.6342

PREPARED BY:

STOCK & ASSOCIATES

Consulting Engineers, Inc.

257 Chesterfield Business Parkway St. Louis, MO 63005
PH: (636) 530-9100 FAX: (636) 530-9130
e-mail: general@stockassoc.com Web: www.stockassoc.com

PROJECT:

LOCUST GROVE -
PHASE 2 DISTRIBUTION
CENTER

CITY OF LOCUST GROVE, GA
DRI #2699 PLAN

Developer

DRAWING ISSUE

03.02.2018

Description

Date

Drawing Title

DRI #2669 PLAN
EXHIBIT

Drawing No.

EX 1 of 3

Clayco
Job No.

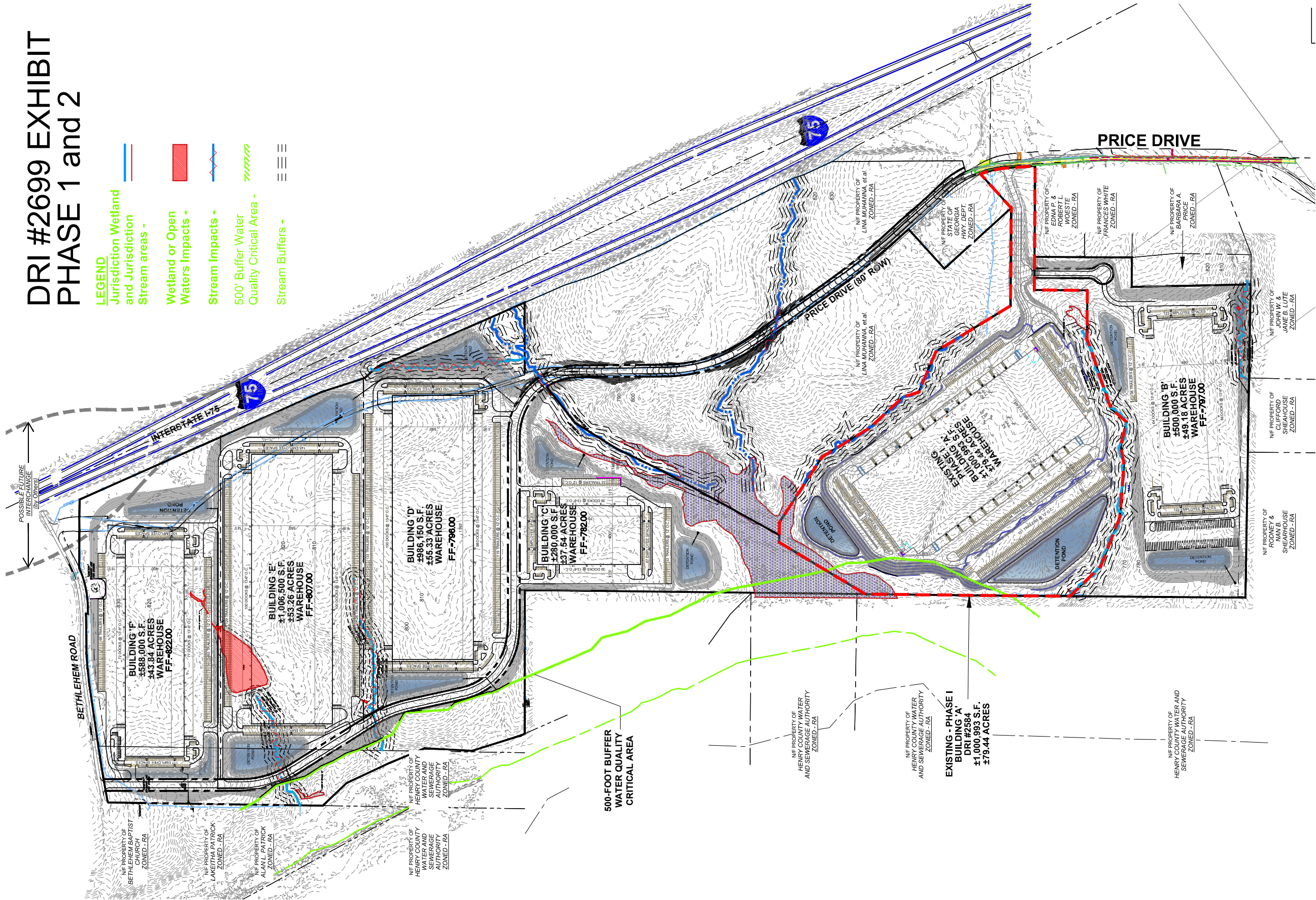
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Consult.
Job No.

217-6095

DRI #2699 EXHIBIT
PHASE 1 and 2

- LEGEND**
- Jurisdiction Wetland and Jurisdiction Stream areas -
 - Wetland or Open Waters Impacts -
 - Stream Impacts -
 - 500' Buffer Water Quality Critical Area -
 - Stream Buffers -

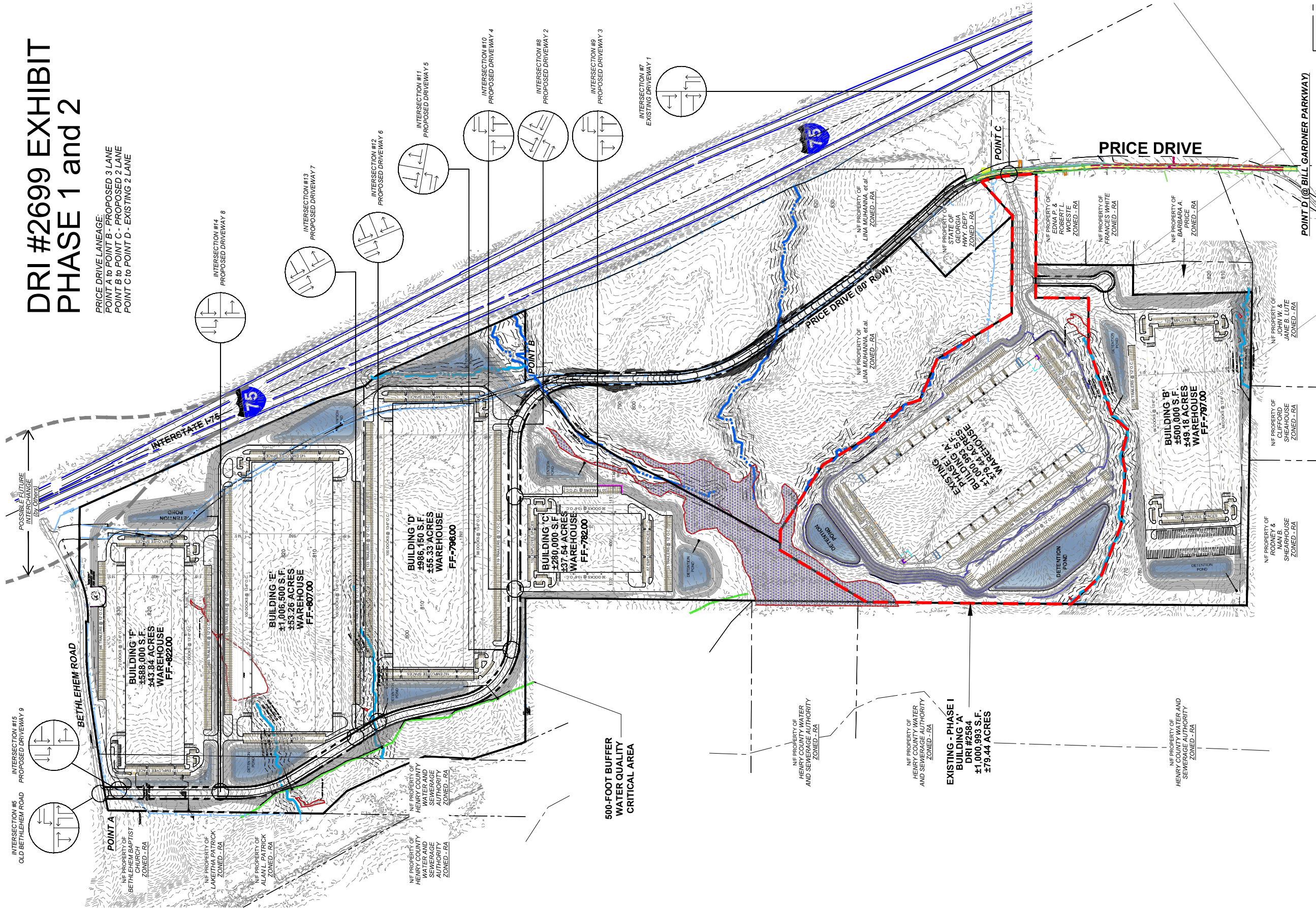


DRI EXHIBIT - SK-3 MASTER PLAN
1" = 300'-0"

SEAL	
CRG REAL ESTATE SOLUTIONS 2676 PACES FERRY ROAD, SUITE 30339 ATLANTA, GEORGIA 30339 Ph 770.767.6842	
PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc. 257 Chesterfield Business Parkway St. Louis, MO 63005 PH. (636) 530-9100 FAX (636) 530-9130 e-mail: general@stockassoc.com Web: www.stockassoc.com	
PROJECT: LOCUST GROVE - PHASE 2 DISTRIBUTION CENTER CITY OF LOCUST GROVE, GA DRI #2699 PLAN	
Developer	
DRAWING ISSUE	03.02.2018
Description	Date
Drawing Title DRI #2669 PLAN EXHIBIT	
Drawing No. EX 2 of 3	
Clayco Job No.	Consult. Job No.
217-6095	217-6095

DRI #2699 EXHIBIT
PHASE 1 and 2

PRICE DRIVE LANEAGE:
POINT A to POINT B - PROPOSED 3 LANE
POINT B to POINT C - PROPOSED 2 LANE
POINT C to POINT D - EXISTING 2 LANE



DRI EXHIBIT - SK-3 MASTER PLAN

1" = 300'-0"

SEAL	
CRG REAL ESTATE SOLUTIONS 2875 PACES FERRY ROAD, SUITE 30339 ATLANTA, GEORGIA 30339 Ph 770.767.6342	
PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc. 257 Clusterfield Business Parkway St. Louis, MO 63005 PH. (636) 530-9100 FAX (636) 530-9130 e-mail: general@stockassoc.com Web: www.stockassoc.com	
PROJECT: LOCUST GROVE - PHASE 2 DISTRIBUTION CENTER CITY OF LOCUST GROVE, GA DRI #2699 PLAN	
Developer	
DRAWING ISSUE	03.02.2018
Description	Date
Drawing Title DRI #2669 PLAN EXHIBIT	
Drawing No. EX 3 of 3	
Clayco Job No.	Consult. Job No. 217-6095

Appendix C

Trip Generation Analysis

Trip Generation Analysis (9th Ed.)
Locust Grove Phase II Distribution Center DRI #2699
City of Locust Grove, Georgia

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	3,360,650 gross s.f.	5,646	445	307	138	433	134	299
Gross Trips		5,646	445	307	138	433	134	299
Truck Trips (per ITE Weighted Average Truck Trip Generation)		2,150	101	70	31	135	42	93
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Trips		2,150	101	70	31	135	42	93
Employee Trips		3,496	344	237	107	298	92	206
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Trips		3,496	344	237	107	298	92	206
Mixed-Use Reductions - TOTAL		0	0	0	0	0	0	0
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0
New Trips		5,646	445	307	138	433	134	299
Driveway Volumes		5,646	445	307	138	433	134	299

k:\atl_tpto\018787000 locust grove dri, henry county, may 2017_dri_phase ii\analysis\[locust grove phase ii_dri 2699_analysis.xls]trip generation

Appendix D

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Bill Gardner Parkway @ Strong Rock Parkway / Price Drive (Nearing Completion) AM PEAK HOUR

Description	Strong Rock Parkway			Price Drive (Nearing Completion)			Bill Gardner Parkway			Bill Gardner Parkway		
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	79		258					368	170	361	331	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0		0					4	0	0	1	
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.70			0.70			0.70			0.70		
Adjustment												
Adjusted 2017 Volumes	79	0	258	0	0	0	0	368	170	361	331	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Price Drive Realignment				9	0	6	6	-6				11
Locust Grove Phase I Warehouse (Truck Trips)	0	0	0	9	0	0	1	0	0	0	0	19
Locust Grove Phase I Warehouse (Car Trips)	0	0	0	22	0	3	6	0	0	0	0	47
2022 Background Traffic	87	0	285	41	0	10	14	400	188	399	365	78
2022 No-Build Heavy Vehicle %	2%	0%	2%	22%	0%	2%	7%	2%	2%	2%	2%	24%
Project Trips (Future Development Only)												
Trip Distribution IN												90%
Trip Distribution OUT				90%								
Truck Trips	0	0	0	28	0	0	0	0	0	0	0	63
Trip Distribution IN							10%					75%
Trip Distribution OUT				75%		10%						
Car Trips	0	0	0	80	0	11	24	0	0	0	0	178
Total Project Trips	0	0	0	108	0	11	24	0	0	0	0	241
2022 Buildout Total	87	0	285	149	0	21	38	400	188	399	365	319
2022 Build Heavy Vehicle %	2%	0%	2%	6%	0%	2%	3%	2%	2%	2%	2%	6%

PM PEAK HOUR

Description	Strong Rock Parkway			Price Drive (Nearing Completion)			Bill Gardner Parkway			Bill Gardner Parkway		
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	113		267					419	44	106	388	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0		1					1	0	0	2	
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.79			0.79			0.79			0.79		
Adjustment												
Adjusted 2017 Volumes	113	0	267	0	0	0	0	419	44	106	388	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Price Drive Realignment				12	0	8	0	0				9
Locust Grove Phase I Warehouse (Truck Trips)	0	0	0	21	0	1	1	0	0	0	0	10
Locust Grove Phase I Warehouse (Car Trips)	0	0	0	53	0	7	3	0	0	0	0	23
2022 Background Traffic	125	0	295	87	0	17	4	463	49	117	428	43
2022 No-Build Heavy Vehicle %	2%	0%	2%	24%	0%	6%	25%	2%	2%	2%	2%	23%
Project Trips (Future Development Only)												
Trip Distribution IN												90%
Trip Distribution OUT				90%								
Truck Trips	0	0	0	84	0	0	0	0	0	0	0	38
Trip Distribution IN							10%					75%
Trip Distribution OUT				75%		10%						
Car Trips	0	0	0	155	0	21	9	0	0	0	0	69
Total Project Trips	0	0	0	239	0	21	9	0	0	0	0	107
2022 Buildout Total	125	0	295	326	0	38	13	463	49	117	428	150
2022 Build Heavy Vehicle %	2%	0%	2%	6%	0%	3%	8%	2%	2%	2%	2%	7%

INTERSECTION VOLUME DEVELOPMENT

Intersection #101: Bill Gardner Parkway @ Price Drive AM PEAK HOUR

Description	Northbound			Price Drive Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes				9		6	5	626			692	10
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								4			1	
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.70			0.70			0.70			0.70	
Adjustment												
Adjusted 2017 Volumes	0	0	0	9	0	6	5	626	0	0	692	10
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)	0	0	0	9	0	0	1	0	0	0	0	19
Locust Grove Phase I Warehouse (Car Trips)	0	0	0	22	0	3	6	0	0	0	0	47
2022 Background Traffic	0	0	0	41	0	10	13	691	0	0	764	77
2022 No-Build Heavy Vehicle %	0%	0%	0%	22%	0%	2%	9%	2%	0%	0%	2%	25%
Project Trips (Future Development Only)												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Car Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2022 Buildout Total	0	0	0	41	0	10	13	691	0	0	764	77
2022 Build Heavy Vehicle %	0%	0%	0%	22%	0%	2%	9%	2%	0%	0%	2%	25%

PM PEAK HOUR

Description	Northbound			Price Drive Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes				12		8	0	686			494	8
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								2			2	
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	0%	0%	2%	2%
Peak Hour Factor		0.79			0.79			0.79			0.79	
Adjustment												
Adjusted 2017 Volumes	0	0	0	12	0	8	0	686	0	0	494	8
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)	0	0	0	21	0	1	1	0	0	0	0	10
Locust Grove Phase I Warehouse (Car Trips)	0	0	0	53	0	7	3	0	0	0	0	23
2022 Background Traffic	0	0	0	87	0	17	4	757	0	0	545	42
2022 No-Build Heavy Vehicle %	0%	0%	0%	24%	0%	7%	0%	2%	0%	0%	2%	24%
Project Trips (Future Development Only)												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Car Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2022 Buildout Total	0	0	0	87	0	17	4	757	0	0	545	42
2022 Build Heavy Vehicle %	0%	0%	0%	24%	0%	7%	2%	2%	0%	0%	2%	24%

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Bill Gardner Parkway @ I-75 SB Ramp AM PEAK HOUR

Description	Northbound			I-75 SB Ramp Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes				352		106		585	87	226	621	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				10	1	3		10	3	4	5	
Heavy Vehicle %	0%	0%	0%	3%	0%	3%	0%	2%	3%	2%	2%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2017 Volumes	0	0	0	352	0	106	0	585	87	226	621	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)	0	0	0	0	0	10	0	5	4	0	9	0
Locust Grove Phase I Warehouse (Car Trips)	0	0	0	0	0	27	0	16	5	0	21	0
2022 Background Traffic	0	0	0	389	0	154	0	667	105	250	716	0
2022 No-Build Heavy Vehicle %	0%	0%	0%	3%	0%	9%	0%	3%	7%	2%	3%	0%
Project Trips (Future Development Only)												
Trip Distribution IN						50%					40%	
Trip Distribution OUT								50%	40%			
Truck Trips	0	0	0	0	0	35	0	16	12	0	28	0
Trip Distribution IN						30%					45%	
Trip Distribution OUT								45%	30%			
Car Trips	0	0	0	0	0	71	0	48	32	0	107	0
Total Project Trips	0	0	0	0	0	106	0	64	44	0	135	0
2022 Buildout Total	0	0	0	389	0	260	0	731	149	250	851	0
2022 Build Heavy Vehicle %	0%	0%	0%	3%	0%	5%	0%	2%	5%	2%	3%	0%

PM PEAK HOUR

Description	Northbound			I-75 SB Ramp Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes				940		120		522	87	263	474	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				6	0	1		2	0	6	5	
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2017 Volumes	0	0	0	940	0	120	0	522	87	263	474	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)	0	0	0	0	0	5	0	12	9	0	5	0
Locust Grove Phase I Warehouse (Car Trips)	0	0	0	0	0	13	0	40	13	0	10	0
2022 Background Traffic	0	0	0	1,038	0	150	0	628	118	290	538	0
2022 No-Build Heavy Vehicle %	0%	0%	0%	2%	0%	5%	0%	4%	9%	2%	3%	0%
Project Trips (Future Development Only)												
Trip Distribution IN						50%					40%	
Trip Distribution OUT								50%	40%			
Truck Trips	0	0	0	0	0	21	0	47	37	0	17	0
Trip Distribution IN						30%					45%	
Trip Distribution OUT								45%	30%			
Car Trips	0	0	0	0	0	28	0	93	62	0	41	0
Total Project Trips	0	0	0	0	0	49	0	140	99	0	58	0
2022 Buildout Total	0	0	0	1,038	0	199	0	768	217	290	596	0
2022 Build Heavy Vehicle %	0%	0%	0%	2%	0%	4%	0%	3%	5%	2%	3%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Bill Gardner Parkway @ I-75 NB Ramp AM PEAK HOUR

Description	I-75 NB Ramp Northbound			Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	87		181				207	734			761	925
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	1	3				8	12			8	13
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	4%	2%	0%	0%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2017 Volumes	87	0	181	0	0	0	207	734	0	0	761	925
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)	8	0	0	0	0	0	5	1	0	0	1	0
Locust Grove Phase I Warehouse (Car Trips)	12	0	0	0	0	0	12	4	0	0	9	0
2022 Background Traffic	116	0	200	0	0	0	246	815	0	0	850	1,021
2022 No-Build Heavy Vehicle %	9%	0%	2%	0%	0%	0%	6%	2%	0%	0%	2%	2%
Project Trips (Future Development Only)												
Trip Distribution IN	40%											
Trip Distribution OUT							50%					
Truck Trips	28	0	0	0	0	0	16	0	0	0	0	0
Trip Distribution IN	30%										15%	
Trip Distribution OUT							30%	15%				
Car Trips	71	0	0	0	0	0	32	16	0	0	36	0
Total Project Trips	99	0	0	0	0	0	48	16	0	0	36	0
2022 Buildout Total	215	0	200	0	0	0	294	831	0	0	886	1,021
2022 Build Heavy Vehicle %	5%	0%	2%	0%	0%	0%	5%	2%	0%	0%	2%	2%

PM PEAK HOUR

Description	I-75 NB Ramp Northbound			Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	71		366				65	1,401			655	513
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	1	10				2	7			9	5
Heavy Vehicle %	3%	0%	3%	0%	0%	0%	3%	2%	0%	0%	2%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2017 Volumes	71	0	366	0	0	0	65	1401	0	0	655	513
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)	4	0	0	0	0	0	11	1	0	0	1	0
Locust Grove Phase I Warehouse (Car Trips)	6	0	0	0	0	0	30	10	0	0	4	0
2022 Background Traffic	88	0	404	0	0	0	113	1,558	0	0	728	566
2022 No-Build Heavy Vehicle %	7%	0%	3%	0%	0%	0%	12%	2%	0%	0%	2%	2%
Project Trips (Future Development Only)												
Trip Distribution IN	40%											
Trip Distribution OUT							50%					
Truck Trips	17	0	0	0	0	0	47	0	0	0	0	0
Trip Distribution IN	30%										15%	
Trip Distribution OUT							30%	15%				
Car Trips	28	0	0	0	0	0	62	31	0	0	14	0
Total Project Trips	45	0	0	0	0	0	109	31	0	0	14	0
2022 Buildout Total	133	0	404	0	0	0	222	1,589	0	0	742	566
2022 Build Heavy Vehicle %	5%	0%	3%	0%	0%	0%	6%	2%	0%	0%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Bill Gardner Parkway @ Tanger Blvd / Market Place Blvd AM PEAK HOUR

Description	Tanger Blvd Northbound			Market Place Blvd Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	444	45	23	34	49	305	120	517	174	19	856	6
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	1	0	0	0	3	3	9	3	1	16	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	5%	2%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2017 Volumes	444	45	23	34	49	305	120	517	174	19	856	6
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)												
Locust Grove Phase I Warehouse (Car Trips)												
2022 Background Traffic	490	50	25	38	54	337	132	571	192	21	945	7
2022 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	5%	2%	2%
Project Trips (Future Development Only)												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Car Trips	0	0	0	0	0	0	0	16	0	0	36	0
Total Project Trips	0	0	0	0	0	0	0	16	0	0	36	0
2022 Buildout Total	490	50	25	38	54	337	132	587	192	21	981	7
2022 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	5%	2%	2%

PM PEAK HOUR

Description	Tanger Blvd Northbound			Market Place Blvd Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	356	123	99	108	125	216	236	923	444	103	526	28
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	1	0	3	2	12	1	0	11	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2017 Volumes	356	123	99	108	125	216	236	923	444	103	526	28
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)												
Locust Grove Phase I Warehouse (Car Trips)												
2022 Background Traffic	393	136	109	119	138	238	261	1,019	490	114	581	31
2022 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Project Trips (Future Development Only)												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Car Trips	0	0	0	0	0	0	0	31	0	0	14	0
Total Project Trips	0	0	0	0	0	0	0	31	0	0	14	0
2022 Buildout Total	393	136	109	119	138	238	261	1,050	490	114	595	31
2022 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Bethlehem Road @ Price Drive AM PEAK HOUR

Description	Price Drive Northbound			Southbound			Bethlehem Road Eastbound			Bethlehem Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	2					153	2	2	193	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0					0	0	0	0	
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.72			0.72			0.72			0.72	
Adjustment												
Adjusted 2017 Volumes	0	0	2	0	0	0	0	153	2	2	193	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)	0		0						0	0		
Locust Grove Phase I Warehouse (Car Trips)	1		2						2	4		
2022 Background Traffic	1	0	4	0	0	0	0	169	4	6	213	0
2022 No-Build Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Project Trips (Future Development Only)												
Trip Distribution IN										10%		
Trip Distribution OUT			10%									
Truck Trips	0	0	3	0	0	0	0	0	0	7	0	0
Trip Distribution IN									5%	10%		
Trip Distribution OUT	5%		10%									
Car Trips	5	0	11	0	0	0	0	0	12	24	0	0
Total Project Trips	5	0	14	0	0	0	0	0	12	31	0	0
2022 Buildout Total	6	0	18	0	0	0	0	169	16	37	213	0
2022 Build Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%

PM PEAK HOUR

Description	Price Drive Northbound			Southbound			Bethlehem Road Eastbound			Bethlehem Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	4					176	0	1	143	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0					0	0	0	0	
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	0%	2%	2%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2017 Volumes	0	0	4	0	0	0	0	176	0	1	143	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)	0		0						0	0		
Locust Grove Phase I Warehouse (Car Trips)	2		5						1	2		
2022 Background Traffic	2	0	9	0	0	0	0	194	1	3	158	0
2022 No-Build Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Project Trips (Future Development Only)												
Trip Distribution IN										10%		
Trip Distribution OUT			10%									
Truck Trips	0	0	9	0	0	0	0	0	0	4	0	0
Trip Distribution IN									5%	10%		
Trip Distribution OUT	5%		10%									
Car Trips	10	0	21	0	0	0	0	0	5	9	0	0
Total Project Trips	10	0	30	0	0	0	0	0	5	13	0	0
2022 Buildout Total	12	0	39	0	0	0	0	194	6	16	158	0
2022 Build Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: SR 42 @ Bethlehem Road AM PEAK HOUR

Description	SR 42 Northbound			SR 42 Southbound			Bethlehem Road Eastbound			Bethlehem Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	58	549	1	12	545	137	110	0	45	4	0	7
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	6	0	0	5	0	1	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%	0%	2%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2017 Volumes	58	549	1	12	545	137	110	0	45	4	0	7
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)						0	0					
Locust Grove Phase I Warehouse (Car Trips)						4	2					
2022 Background Traffic	64	606	1	13	602	155	123	0	50	4	0	8
2022 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%	0%	2%
Project Trips (Future Development Only)												
Trip Distribution IN						10%						
Trip Distribution OUT							10%					
Truck Trips	0	0	0	0	0	7	3	0	0	0	0	0
Trip Distribution IN						10%						
Trip Distribution OUT							10%					
Car Trips	0	0	0	0	0	24	11	0	0	0	0	0
Total Project Trips	0	0	0	0	0	31	14	0	0	0	0	0
2022 Buildout Total	64	606	1	13	602	186	137	0	50	4	0	8
2022 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%	0%	2%

PM PEAK HOUR

Description	SR 42 Northbound			SR 42 Southbound			Bethlehem Road Eastbound			Bethlehem Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	41	589	1	3	693	102	110	0	70	5	1	5
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	7	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2017 Volumes	41	589	1	3	693	102	110	0	70	5	1	5
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)						0	0					
Locust Grove Phase I Warehouse (Car Trips)						2	5					
2022 Background Traffic	45	650	1	3	765	115	126	0	77	6	1	6
2022 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%	2%	2%
Project Trips (Future Development Only)												
Trip Distribution IN						10%						
Trip Distribution OUT							10%					
Truck Trips	0	0	0	0	0	4	9	0	0	0	0	0
Trip Distribution IN						10%						
Trip Distribution OUT							10%					
Car Trips	0	0	0	0	0	9	21	0	0	0	0	0
Total Project Trips	0	0	0	0	0	13	30	0	0	0	0	0
2022 Buildout Total	45	650	1	3	765	128	156	0	77	6	1	6
2022 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Price Drive @ Proposed Dwy 1 (Open in 2018 to serve DRI #2584) AM PEAK HOUR

Description	Price Drive <u>Northbound</u>			Price Drive <u>Southbound</u>			Proposed Dwy 1 (Open in 2018 to serve DRI #2584) <u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		15			15							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.70			0.70			0.70			0.70	
Adjustment												
Adjusted 2017 Volumes	0	15	0	0	15	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)	20	0	0	0	0	0	0	0	9	0	0	0
Locust Grove Phase I Warehouse (Car Trips)	53	0	0	0	0	6	3	0	24	0	0	0
2022 Background Traffic	73	17	0	0	17	6	3	0	33	0	0	0
2022 No-Build Heavy Vehicle %	27%	2%	0%	0%	2%	2%	2%	0%	27%	0%	0%	0%
Project Trips (Future Development Only)												
Trip Distribution IN	15%	75%										
Trip Distribution OUT					75%				15%			
Truck Trips	11	53	0	0	23	0	0	0	5	0	0	0
Trip Distribution IN	15%	70%										
Trip Distribution OUT					70%				15%			
Car Trips	36	166	0	0	75	0	0	0	16	0	0	0
Total Project Trips	47	219	0	0	98	0	0	0	21	0	0	0
2022 Buildout Total	120	236	0	0	115	6	3	0	54	0	0	0
2022 Build Heavy Vehicle %	17%	2%	0%	0%	2%	2%	2%	0%	17%	0%	0%	0%

PM PEAK HOUR

Description	Price Drive <u>Northbound</u>			Price Drive <u>Southbound</u>			wy 1 (Open in 2018 to serve <u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		8			20							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.79			0.79			0.79			0.79	
Adjustment												
Adjusted 2017 Volumes	0	8	0	0	20	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)	10	0	0	0	0	0	0	0	22	0	0	0
Locust Grove Phase I Warehouse (Car Trips)	26	0	0	0	0	3	7	0	59	0	0	0
2022 Background Traffic	36	9	0	0	22	3	7	0	81	0	0	0
2022 No-Build Heavy Vehicle %	28%	2%	0%	0%	2%	2%	2%	0%	27%	0%	0%	0%
Project Trips (Future Development Only)												
Trip Distribution IN	15%	75%										
Trip Distribution OUT					75%				15%			
Truck Trips	6	32	0	0	70	0	0	0	14	0	0	0
Trip Distribution IN	15%	70%										
Trip Distribution OUT					70%				15%			
Car Trips	14	64	0	0	144	0	0	0	31	0	0	0
Total Project Trips	20	96	0	0	214	0	0	0	45	0	0	0
2022 Buildout Total	56	105	0	0	236	3	7	0	126	0	0	0
2022 Build Heavy Vehicle %	18%	2%	0%	0%	2%	2%	2%	0%	17%	0%	0%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Price Drive @ Proposed Driveway 2 AM PEAK HOUR

Description	Northbound			Proposed Driveway 2 Southbound			Price Drive Eastbound			Price Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								4			2	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.72			0.72			0.72			0.72	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	4	0	0	2	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)								0			0	
Locust Grove Phase I Warehouse (Car Trips)								6			3	
2022 Background Traffic	0	0	0	0	0	0	0	10	0	0	5	0
2022 No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips (Future Development Only)												
Trip Distribution IN							1%				55%	20%
Trip Distribution OUT				20%		1%		55%				
Truck Trips	0	0	0	6	0	0	1	17	0	0	39	14
Trip Distribution IN							1%				50%	20%
Trip Distribution OUT				20%		1%		50%				
Car Trips	0	0	0	21	0	1	2	54	0	0	119	47
Total Project Trips	0	0	0	27	0	1	3	71	0	0	158	61
2022 Buildout Total	0	0	0	27	0	1	3	81	0	0	163	61
2022 Build Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%

PM PEAK HOUR

Description	Northbound			Proposed Driveway 2 Southbound			Price Drive Eastbound			Price Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								1			4	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	1	0	0	4	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)								0			0	
Locust Grove Phase I Warehouse (Car Trips)								3			7	
2022 Background Traffic	0	0	0	0	0	0	0	4	0	0	11	0
2022 No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips (Future Development Only)												
Trip Distribution IN							1%				55%	20%
Trip Distribution OUT				20%		1%		55%				
Truck Trips	0	0	0	19	0	1	0	51	0	0	23	8
Trip Distribution IN							1%				50%	20%
Trip Distribution OUT				20%		1%		50%				
Car Trips	0	0	0	41	0	2	1	103	0	0	46	18
Total Project Trips	0	0	0	60	0	3	1	154	0	0	69	26
2022 Buildout Total	0	0	0	60	0	3	1	158	0	0	80	26
2022 Build Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Price Drive @ Proposed Driveway 3 AM PEAK HOUR

Description	Proposed Driveway 3			Southbound			Price Drive Eastbound			Price Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								4			2	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.72			0.72			0.72			0.72	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	4	0	0	2	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)								0			0	
Locust Grove Phase I Warehouse (Car Trips)								6			3	
2022 Background Traffic	0	0	0	0	0	0	0	10	0	0	5	0
2022 No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips (Future Development Only)												
Trip Distribution IN								1%		3%	52%	
Trip Distribution OUT			3%					52%			1%	
Truck Trips	0	0	1	0	0	0	0	17	0	2	36	0
Trip Distribution IN								1%	1%	5%	45%	
Trip Distribution OUT	1%		5%					45%			1%	
Car Trips	1	0	5	0	0	0	0	50	2	12	108	0
Total Project Trips	1	0	6	0	0	0	0	67	2	14	144	0
2022 Buildout Total	1	0	6	0	0	0	0	77	2	14	149	0
2022 Build Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%

PM PEAK HOUR

Description	Proposed Driveway 3			Southbound			Price Drive Eastbound			Price Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								1			4	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	1	0	0	4	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)								0			0	
Locust Grove Phase I Warehouse (Car Trips)								3			7	
2022 Background Traffic	0	0	0	0	0	0	0	4	0	0	11	0
2022 No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips (Future Development Only)												
Trip Distribution IN								1%		3%	52%	
Trip Distribution OUT			3%					52%			1%	
Truck Trips	0	0	3	0	0	0	0	48	0	1	23	0
Trip Distribution IN								1%	1%	5%	45%	
Trip Distribution OUT	1%		5%					45%			1%	
Car Trips	2	0	10	0	0	0	0	94	1	5	43	0
Total Project Trips	2	0	13	0	0	0	0	142	1	6	66	0
2022 Buildout Total	2	0	13	0	0	0	0	146	1	6	77	0
2022 Build Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #10: Price Drive @ Proposed Driveway 4 AM PEAK HOUR

Description	Proposed Driveway 4			Southbound			Price Drive Eastbound			Price Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								4			2	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.72			0.72			0.72			0.72	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	4	0	0	2	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)								0			0	
Locust Grove Phase I Warehouse (Car Trips)								6			3	
2022 Background Traffic	0	0	0	0	0	0	0	10	0	0	5	0
2022 No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips (Future Development Only)												
Trip Distribution IN								1%	1%	2%	50%	
Trip Distribution OUT	1%		2%					50%			1%	
Truck Trips	0	0	1	0	0	0	0	17	1	1	35	0
Trip Distribution IN								2%	2%	5%	40%	
Trip Distribution OUT	2%		5%					40%			2%	
Car Trips	2	0	5	0	0	0	0	48	5	12	97	0
Total Project Trips	2	0	6	0	0	0	0	65	6	13	132	0
2022 Buildout Total	2	0	6	0	0	0	0	75	6	13	137	0
2022 Build Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%

PM PEAK HOUR

Description	Proposed Driveway 4			Southbound			Price Drive Eastbound			Price Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								1			4	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	1	0	0	4	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)								0			0	
Locust Grove Phase I Warehouse (Car Trips)								3			7	
2022 Background Traffic	0	0	0	0	0	0	0	4	0	0	11	0
2022 No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips (Future Development Only)												
Trip Distribution IN								1%	1%	2%	50%	
Trip Distribution OUT	1%		2%					50%			1%	
Truck Trips	1	0	2	0	0	0	0	47	0	1	22	0
Trip Distribution IN								2%	2%	5%	40%	
Trip Distribution OUT	2%		5%					40%			2%	
Car Trips	4	0	10	0	0	0	0	84	2	5	41	0
Total Project Trips	5	0	12	0	0	0	0	131	2	6	63	0
2022 Buildout Total	5	0	12	0	0	0	0	135	2	6	74	0
2022 Build Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #11: Price Drive @ Proposed Driveway 5 AM PEAK HOUR

Description	Northbound			Proposed Driveway 5 Southbound			Price Drive Eastbound			Price Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								4			2	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.72			0.72			0.72			0.72	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	4	0	0	2	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)								0			0	
Locust Grove Phase I Warehouse (Car Trips)								6			3	
2022 Background Traffic	0	0	0	0	0	0	0	10	0	0	5	0
2022 No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips (Future Development Only)												
Trip Distribution IN							1%	1%			45%	5%
Trip Distribution OUT				5%		1%		45%			2%	
Truck Trips	0	0	0	2	0	0	1	15	0	0	33	4
Trip Distribution IN							1%	4%			35%	5%
Trip Distribution OUT				5%		1%		35%			4%	
Car Trips	0	0	0	5	0	1	2	46	0	0	87	12
Total Project Trips	0	0	0	7	0	1	3	61	0	0	120	16
2022 Buildout Total	0	0	0	7	0	1	3	71	0	0	125	16
2022 Build Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%

PM PEAK HOUR

Description	Northbound			Proposed Driveway 5 Southbound			Price Drive Eastbound			Price Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								1			4	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	1	0	0	4	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)								0			0	
Locust Grove Phase I Warehouse (Car Trips)								3			7	
2022 Background Traffic	0	0	0	0	0	0	0	4	0	0	11	0
2022 No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips (Future Development Only)												
Trip Distribution IN							1%	1%			45%	5%
Trip Distribution OUT				5%		1%		45%			2%	
Truck Trips	0	0	0	5	0	1	0	42	0	0	21	2
Trip Distribution IN							1%	4%			35%	5%
Trip Distribution OUT				5%		1%		35%			4%	
Car Trips	0	0	0	10	0	2	1	76	0	0	40	5
Total Project Trips	0	0	0	15	0	3	1	118	0	0	61	7
2022 Buildout Total	0	0	0	15	0	3	1	122	0	0	72	7
2022 Build Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #12: Price Drive @ Proposed Driveway 6 AM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Eastbound			Proposed Driveway 6 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		2			4							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								0			0	
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.72			0.72			0.72			0.72	
Adjustment												
Adjusted 2017 Volumes	0	2	0	0	4	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)		0			0							
Locust Grove Phase I Warehouse (Car Trips)		3			6							
2022 Background Traffic	0	5	0	0	10	0	0	0	0	0	0	0
2022 No-Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips (Future Development Only)												
Trip Distribution IN		40%	5%	2%	3%							
Trip Distribution OUT		3%			40%					5%		2%
Truck Trips	0	29	4	1	14	0	0	0	0	2	0	1
Trip Distribution IN		30%	5%	2%	5%							
Trip Distribution OUT		5%			30%					5%		2%
Car Trips	0	76	12	5	44	0	0	0	0	5	0	2
Total Project Trips	0	105	16	6	58	0	0	0	0	7	0	3
2022 Buildout Total	0	110	16	6	68	0	0	0	0	7	0	3
2022 Build Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%

PM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Eastbound			Proposed Driveway 6 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		4			1							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								0			0	
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2017 Volumes	0	4	0	0	1	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)		0			0							
Locust Grove Phase I Warehouse (Car Trips)		7			3							
2022 Background Traffic	0	11	0	0	4	0	0	0	0	0	0	0
2022 No-Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips (Future Development Only)												
Trip Distribution IN		40%	5%	2%	3%							
Trip Distribution OUT		3%			40%					5%		2%
Truck Trips	0	20	2	1	38	0	0	0	0	5	0	2
Trip Distribution IN		30%	5%	2%	5%							
Trip Distribution OUT		5%			30%					5%		2%
Car Trips	0	38	5	2	67	0	0	0	0	10	0	4
Total Project Trips	0	58	7	3	105	0	0	0	0	15	0	6
2022 Buildout Total	0	69	7	3	109	0	0	0	0	15	0	6
2022 Build Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #13: Price Drive @ Proposed Driveway 7 AM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Eastbound			Proposed Driveway 7 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		2			4							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								0			0	
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.72			0.72			0.72			0.72	
Adjustment												
Adjusted 2017 Volumes	0	2	0	0	4	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)		0			0							
Locust Grove Phase I Warehouse (Car Trips)		3			6							
2022 Background Traffic	0	5	0	0	10	0	0	0	0	0	0	0
2022 No-Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips (Future Development Only)												
Trip Distribution IN		20%	20%	2%	5%							
Trip Distribution OUT		5%			20%					20%		2%
Truck Trips	0	16	14	1	10	0	0	0	0	6	0	1
Trip Distribution IN		20%	10%	3%	7%							
Trip Distribution OUT		7%			20%					10%		3%
Car Trips	0	54	24	7	38	0	0	0	0	11	0	3
Total Project Trips	0	70	38	8	48	0	0	0	0	17	0	4
2022 Buildout Total	0	75	38	8	58	0	0	0	0	17	0	4
2022 Build Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%

PM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Eastbound			Proposed Driveway 7 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		4			1							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								0			0	
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2017 Volumes	0	4	0	0	1	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)		0			0							
Locust Grove Phase I Warehouse (Car Trips)		7			3							
2022 Background Traffic	0	11	0	0	4	0	0	0	0	0	0	0
2022 No-Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips (Future Development Only)												
Trip Distribution IN		20%	20%	2%	5%							
Trip Distribution OUT		5%			20%					20%		2%
Truck Trips	0	13	8	1	21	0	0	0	0	19	0	2
Trip Distribution IN		20%	10%	3%	7%							
Trip Distribution OUT		7%			20%					10%		3%
Car Trips	0	32	9	3	47	0	0	0	0	21	0	6
Total Project Trips	0	45	17	4	68	0	0	0	0	40	0	8
2022 Buildout Total	0	56	17	4	72	0	0	0	0	40	0	8
2022 Build Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #14: Price Drive @ Proposed Driveway 8 AM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Eastbound			Proposed Driveway 8 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		2			4							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								0			0	
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.72			0.72			0.72			0.72	
Adjustment												
Adjusted 2017 Volumes	0	2	0	0	4	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)		0			0							
Locust Grove Phase I Warehouse (Car Trips)		3			6							
2022 Background Traffic	0	5	0	0	10	0	0	0	0	0	0	0
2022 No-Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips (Future Development Only)												
Trip Distribution IN		5%	15%	1%	7%							
Trip Distribution OUT		7%			5%					15%		1%
Truck Trips	0	6	11	1	7	0	0	0	0	5	0	0
Trip Distribution IN		5%	15%	2%	10%							
Trip Distribution OUT		10%			5%					15%		2%
Car Trips	0	23	36	5	29	0	0	0	0	16	0	2
Total Project Trips	0	29	47	6	36	0	0	0	0	21	0	2
2022 Buildout Total	0	34	47	6	46	0	0	0	0	21	0	2
2022 Build Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%

PM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Eastbound			Proposed Driveway 8 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		4			1							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								0			0	
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2017 Volumes	0	4	0	0	1	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)		0			0							
Locust Grove Phase I Warehouse (Car Trips)		7			3							
2022 Background Traffic	0	11	0	0	4	0	0	0	0	0	0	0
2022 No-Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips (Future Development Only)												
Trip Distribution IN		5%	15%	1%	7%							
Trip Distribution OUT		7%			5%					15%		1%
Truck Trips	0	9	6	0	8	0	0	0	0	14	0	1
Trip Distribution IN		5%	15%	2%	10%							
Trip Distribution OUT		10%			5%					15%		2%
Car Trips	0	26	14	2	19	0	0	0	0	31	0	4
Total Project Trips	0	35	20	2	27	0	0	0	0	45	0	5
2022 Buildout Total	0	46	20	2	31	0	0	0	0	45	0	5
2022 Build Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #15: Price Drive @ Proposed Driveway 9 AM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Eastbound			Proposed Driveway 9 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		2			4							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								0			0	
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.72			0.72			0.72			0.72	
Adjustment												
Adjusted 2017 Volumes	0	2	0	0	4	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)		0			0							
Locust Grove Phase I Warehouse (Car Trips)		3			6							
2022 Background Traffic	0	5	0	0	10	0	0	0	0	0	0	0
2022 No-Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips (Future Development Only)												
Trip Distribution IN			5%	2%	8%							
Trip Distribution OUT		8%								5%		2%
Truck Trips	0	2	4	1	6	0	0	0	0	2	0	1
Trip Distribution IN			5%	3%	12%							
Trip Distribution OUT		12%								5%		3%
Car Trips	0	13	12	7	28	0	0	0	0	5	0	3
Total Project Trips	0	15	16	8	34	0	0	0	0	7	0	4
2022 Buildout Total	0	20	16	8	44	0	0	0	0	7	0	4
2022 Build Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%

PM PEAK HOUR

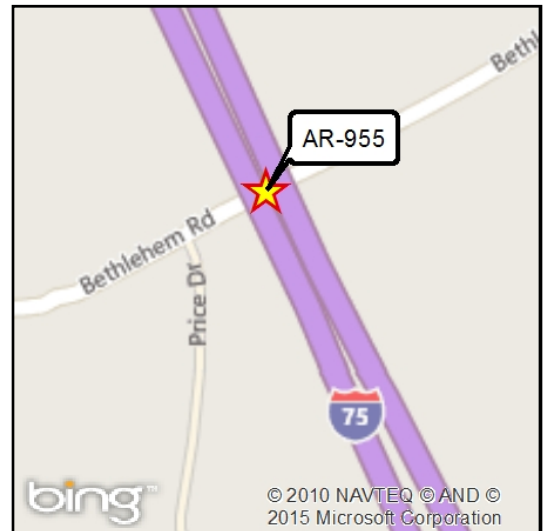
Description	Price Drive Northbound			Price Drive Southbound			Eastbound			Proposed Driveway 9 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		4			1							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								0			0	
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2017 Volumes	0	4	0	0	1	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
Locust Grove Phase I Warehouse (Truck Trips)		0			0							
Locust Grove Phase I Warehouse (Car Trips)		7			3							
2022 Background Traffic	0	11	0	0	4	0	0	0	0	0	0	0
2022 No-Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips (Future Development Only)												
Trip Distribution IN			5%	2%	8%							
Trip Distribution OUT		8%								5%		2%
Truck Trips	0	7	2	1	3	0	0	0	0	5	0	2
Trip Distribution IN			5%	3%	12%							
Trip Distribution OUT		12%								5%		3%
Car Trips	0	25	5	3	11	0	0	0	0	10	0	6
Total Project Trips	0	32	7	4	14	0	0	0	0	15	0	8
2022 Buildout Total	0	43	7	4	18	0	0	0	0	15	0	8
2022 Build Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%

Appendix E

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	LCI	<input type="checkbox"/>
Planned Thru Lane	N/A	Flex	<input type="checkbox"/>



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

LCI

☐

Planned Thru Lane

4/6

Flex

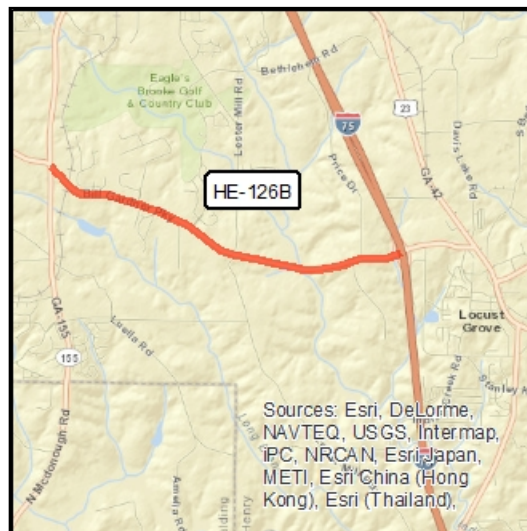
☐

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.

