



*Transportation Analysis*

# **Gardner 42 Expansion DRI #2939**

Locust Grove, Georgia

*Report Prepared:*

April 2019

*Prepared for:*

Scannell Properties

*Prepared by:*

**Kimley»Horn**

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11720 Amber Park Drive, Suite 600  
Alpharetta, GA 30009  
Project #019139020

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4-15-2019

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## EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed Gardner 42 Expansion development located in the City of Locust Grove, Georgia. It should be noted that the development went through the DRI process in 2018. The development was called Gardner 42 DRI #2775 and consisted of 2,010,008 SF of warehouse on an approximate 120-acre site (ARC's Final Report dated March 26, 2018, and GRTA NOD dated April 5, 2018). The site completed the rezoning process (officially signed on May 7, 2018) and is now zoned for light manufacturing land use (M-1). The site is proposed to change in square footage and access points, and increase in acreage and parking.

The proposed development will be a total of two (2) industrial warehouse facilities with a total of approximately 1,670,040 SF of warehousing space on an approximate 217-acre site. The development will be located approximately 300 feet north of the intersection of SR 42 and Market Place Boulevard and is bordered by SR 42 to the east and I-75 to the west.

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 proposed development exceeding 500,000 SF of industrial development within a developing suburbs area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI trigger for this development is a Land Disturbance Permit. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on April 10, 2019 by the City of Locust Grove.

The present zoning classification of the project site is Residential Agriculture (RA) and General Commercial (C-2). The proposed zoning classification is Light Manufacturing (M-1). The proposed project is expected to be completed by 2020. The comparison between DRI #2775 (2018) and the proposed development is summarized in the table below.

DRI #2775 Vs Proposed Development		
	DRI #2775 (2018)	Proposed (2019)
<b>Land Use</b>		
<b>Building 1</b>	1,005,004 SF	1,012,440 SF
<b>Building 2</b>	1,005,004 SF	657,600 SF
<b>Total</b>	2,010,008 SF	1,670,040 SF
<b>Approximate Acreage</b>	±120 Acres	±217 Acres
<b>Proposed Parking</b>		
<b>Auto Parking Spaces</b>	836 Spaces	992 Spaces
<b>Trailer Parking Spaces</b>	650 Spaces	1,863 Spaces
<b>Total</b>	1,486 Spaces	2,855 Spaces
<b>Site Access</b>		
<b>Number of Driveways</b>	2 Driveways	4 Driveways
<b>Gross Trip Generation</b>		
<b>Gross Daily Trips</b>	3,222 Trips	4,256 Trips

Capacity analyses were performed throughout the study network for the Existing 2019 conditions, the Projected 2020 No-Build conditions, and the Projected 2020 Build conditions.

- Existing 2019 conditions represent traffic volumes at eight (8) intersections that were collected on Thursday, March 21, 2019 by performing AM and PM peak hour turning movement counts.

- Projected 2020 No-Build conditions represent the existing traffic volumes grown for one (1) year at 2.0 percent per year throughout the study network, plus the addition of the estimated project trips generated by Locust Grove – Clayco DRI #2584, Locust Grove – Clayco, Phase II DRI #2699, and Locust Grove – 75 South Logistics Center DRI #2867.
- Projected 2020 Build conditions represent the Projected 2020 No-Build conditions, plus the addition of the project trips that are anticipated to be generated by the *Gardner 42 Expansion* development.

Based on the **Existing 2019** conditions (present conditions; i.e. excludes the background traffic growth, the estimated project trips from the *Locust Grove – Clayco* DRI #2584, *Locust Grove – Clayco, Phase II* DRI #2699, and *Locust Grove – 75 South Logistics Center* DRI #2867, and the estimated project trips from the *Gardner 42 Expansion* DRI), the side-street approaches at three (3) out of eight (8) study intersections currently operate below the acceptable level-of-service (LOS) standard of D during the AM and PM peak hours. It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.

There are no recommended improvements for the Existing 2019 conditions scenario.

Based on the **Projected 2020 No-Build** conditions (includes background traffic growth and the estimated project trips from the *Locust Grove - Clayco* DRI #2584, *Locust Grove – Clayco, Phase II* DRI #2699, and *Locust Grove – 75 South Logistics Center* DRI #2867, but excludes the estimated project trips from the *Gardner 42 Expansion* DRI), the side-street approaches at four (4) out of eight (8) study intersections are projected to operate below their acceptable LOS standard of D during the AM and PM peak hours for the Projected 2020 No-Build conditions. It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway. The signalized intersection of SR 42 at Bill Gardner Parkway (Intersection #5) is projected to operate at LOS E during the AM peak hour for the Projected 2020 No-Build conditions.

Based on the Projected 2020 No-Build conditions, the following improvements result in the following intersection operating at an acceptable or improved LOS:

- Intersection #1: SR 42 at Bethlehem Road
  - If warranted, install a traffic signal.
  - Along SR 42, provide one (1) northbound left-turn lane.
  - Along Bethlehem Road, provide one (1) eastbound right-turn lane.
- Intersection #2: SR 42 at Colvin Drive
  - If warranted, install a traffic.
  - Along SR 42, provide one (1) northbound right-turn lane.
  - Along SR 42, provide one (1) southbound left-turn lane.
  - Along Colvin Drive, provide one (1) westbound right-turn lane.
- Intersection #4: SR 42 at Market Place Boulevard
  - If warranted, install a traffic signal.
- Intersection #5: SR 42 at Bill Gardner Parkway
  - Along Bill Gardner Parkway, restripe the median on the eastbound approach so that the approach consists of two (2) eastbound left-turn lanes.
  - Along SR 42, restripe the gore striped area to provide two (2) receiving lanes north of Bill Gardner Parkway.

Based on the **Projected 2020 Build** conditions (includes both the background traffic growth and the estimated project trips from the *Locust Grove – Clayco* DRI #2584, *Locust Grove – Clayco, Phase II* DRI #2699, and *Locust Grove – 75 South Logistics Center* DRI #2867, and the estimated project trips from *Gardner 42 Expansion* DRI), the side-street approaches at five (5) out of ten (10) study intersections are projected to operate below their acceptable LOS standard of D during the AM and PM peak hours for the Projected 2020 Build conditions. It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway. The signalized intersection of SR 42 at Bill Gardner Parkway (Intersection #5) is projected to operate at LOS E during the AM peak hour for the Projected 2020 Build conditions. Additionally, the signalized intersection of Bill Gardner Parkway at Tanger Boulevard / Market Place Boulevard (Intersection #6) is projected to operate at LOS E during the AM and PM peak hours for the Projected 2020 Build conditions.

In addition to the recommended improvements under the Projected 2020 No-Build conditions, the following improvements are recommended in order for the intersection to operate at an acceptable or improved LOS:

- Intersection #6: Bill Gardner Parkway at Tanger Boulevard / Market Place Boulevard
  - Along Tanger Boulevard, restripe the northbound approach to provide one (1) left-turn lane and one (1) shared through/right-turn lane.
  - Remove Split phasing.

The following site-access improvements are recommended to serve the traffic associated with the *Gardner 42 Expansion* development:

- Intersection #2: SR 42 at Site Driveway A / Colvin Drive
  - Along SR 42, provide one (1) northbound left-turn lane.
  - Along SR 42, provide one (1) southbound right-turn lane.
  - On the site, provide one (1) eastbound left-turn lane and one shared through/right-turn lane exiting the site onto SR 42, and one (1) ingress lane entering the site.
- Intersection #3: SR 42 at Site Driveway B / N Jackson Street
  - Along SR 42, provide one (1) northbound left-turn lane.
  - Along SR 42, provide one (1) southbound left-turn lane and one (1) southbound right-turn lane.
  - On the site, provide one (1) eastbound shared left-turn/through/right-turn lane exiting the site onto SR 42, and one (1) ingress lane entering the site.
- Intersection #9: SR 42 at Site Driveway C
  - Along SR 42, provide one (1) northbound left-turn lane.
  - Along SR 42, provide one (1) southbound right-turn lane.
  - On the site, provide one (1) shared left-turn/right-turn lane exiting the site onto SR 42, and one (1) ingress lane entering the site.
- Intersection #10: Market Place Boulevard at Site Driveway D
  - Along Market Place Boulevard, provide one (1) eastbound left-turn lane.
  - Along Market Place Boulevard, provide one (1) westbound right-turn lane.
  - On the site, provide one (1) southbound shared left-turn/through lane and one (1) southbound right-turn lane exiting the site onto Market Place Boulevard, 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 Gardner 42 Expansion development located in the City of Locust Grove, Georgia. It should be noted that the development went through the DRI process in 2018. The development was called Gardner 42 DRI #2775 and consisted of 2,010,008 SF of warehouse on an approximate 120-acre site (ARC's Final Report dated March 26, 2018, and GRTA NOD dated April 5, 2018). The site is proposed to change in square footage and access points, and increase in acreage and parking.

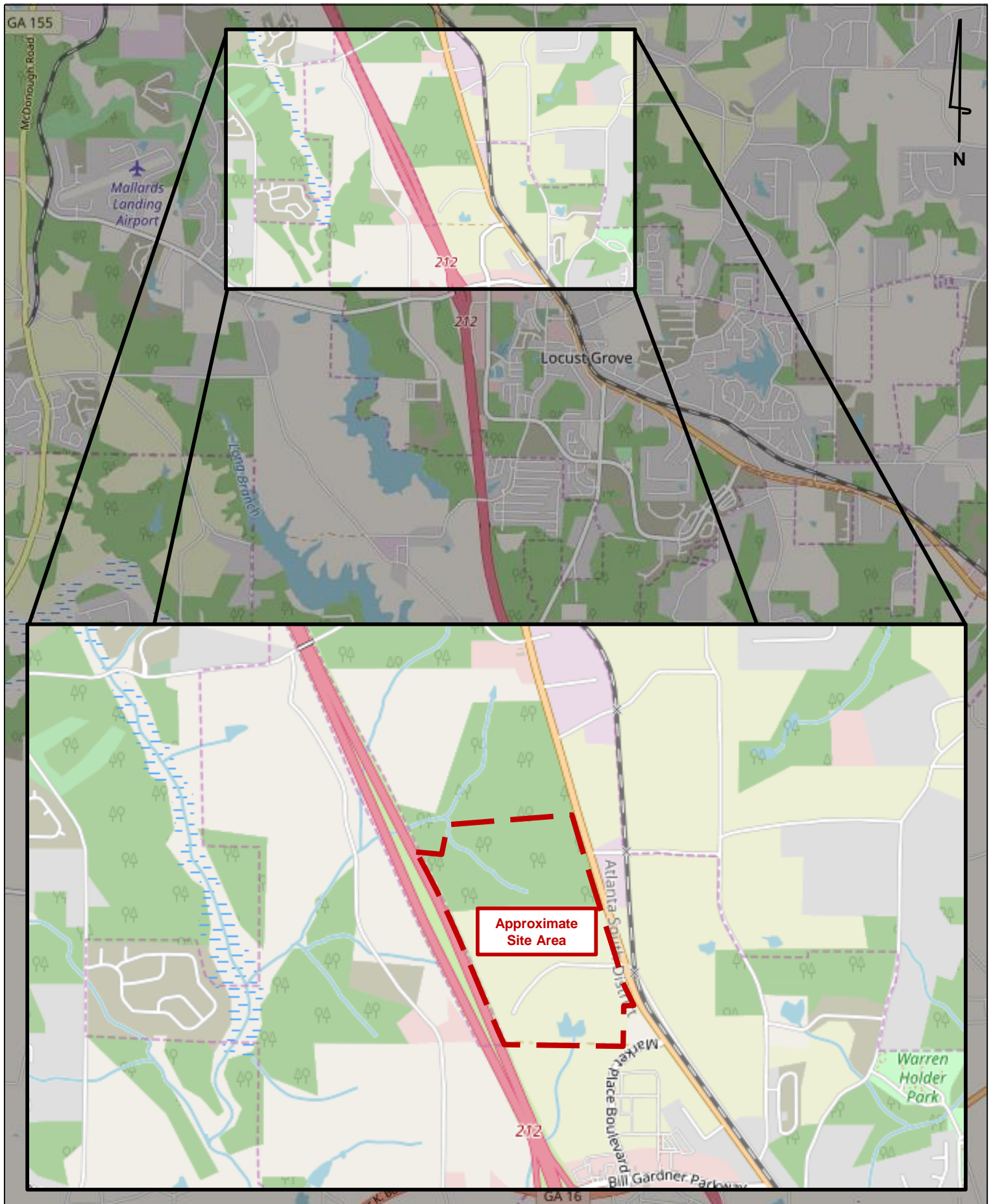
The proposed development will be a total of two (2) industrial warehouse facilities with a total of approximately 1,670,040 SF of warehousing space on an approximate 217-acre site. The development will be located approximately 300 feet north of the intersection of SR 42 and Market Place Boulevard and is bordered by SR 42 to the east and I-75 to the west.

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 proposed development exceeding 500,000 SF of industrial development within a developing suburbs area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI trigger for this development is a Land Disturbance Permit. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on April 10, 2019 by the City of Locust Grove.

**Figure 1** provides the site location of the *Gardner 42 Expansion* development. **Figure 2** and **Figure 3** provide an aerial view of the project site and surrounding area. Photographs taken within the vicinity of the proposed site driveways are provided in **Appendix A**. The City of Locust Grove Zoning Map and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix B**.

The proposed project is expected to be completed by 2020, and this analysis will consider the full build-out of the proposed site in 2020. The comparison between DRI #2775 (2018) and the proposed development is summarized in **Table 1**.

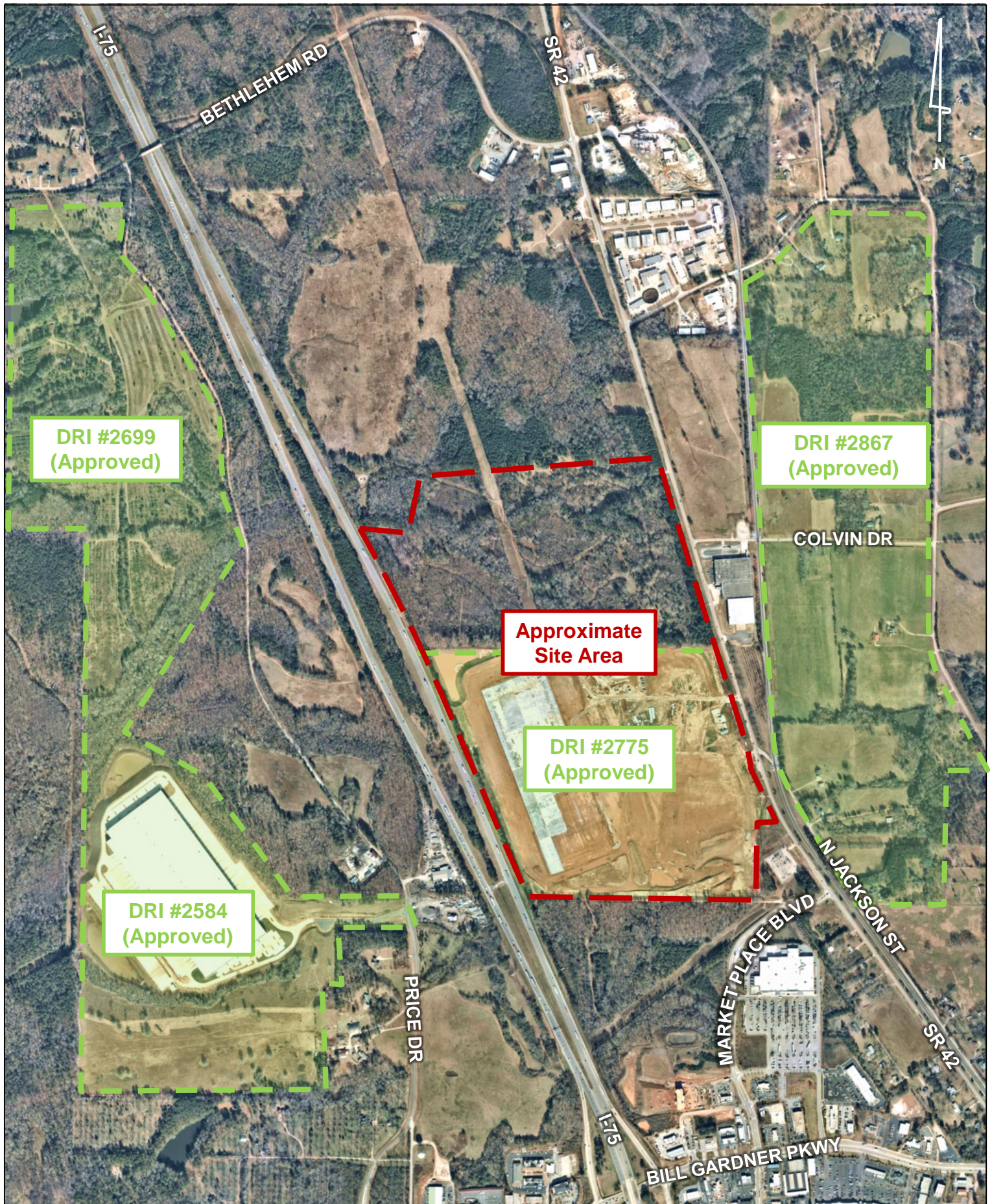
Table 1: DRI #2775 Vs Proposed Development		
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<b>Land Use</b>		
Building 1	1,005,004 SF	1,012,440 SF
Building 2	1,005,004 SF	657,600 SF
Total	2,010,008 SF	1,670,040 SF
Approximate Acreage	±120 Acres	±217 Acres
<b>Proposed Parking</b>		
Auto Parking Spaces	836 Spaces	992 Spaces
Trailer Parking Spaces	650 Spaces	1,863 Spaces
Total	1,486 Spaces	2,855 Spaces
<b>Site Access</b>		
Number of Driveways	2 Driveways	4 Driveways
<b>Gross Trip Generation</b>		
Gross Daily Trips	3,222 Trips	4,256 Trips













## 1.2 Site Plan Review

The proposed development is located on an approximate 217-acre site in the City of Locust Grove, GA. The project site is located approximately 300 feet north of the intersection of SR 42 and Market Place Boulevard and is bordered by SR 42 to the east and I-75 to the west. The proposed development will be a total of two (2) industrial warehouse facilities with a total of approximately 1,670,040 SF of warehousing space. The site is currently undeveloped. It should be noted that Building 1 (1,012,440 SF) is currently under construction and Building 2 (657,600 SF) is expected to be completed in 2020.

The City of Locust Grove Future Land Use Map classifies the project site as mixed-use district, mixed historic neighborhood and industrial land uses. The site completed the rezoning process (officially signed on May 7, 2018) and is now zoned for light manufacturing land use (M-1).

A reference of the proposed site plan is provided in **Appendix C**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

## 1.3 Site Access

As currently envisioned, the proposed development will be served by four (4) full-movement driveways. Three driveways will be along SR 42. SR 42 is a two-lane, undivided, minor arterial with a posted speed limit of 55 mph. One driveway will be along Market Place Boulevard. Market Place Boulevard is a three-lane, with center two-way left-turn lane (TWLTL) median, local road with a posted speed limit of 35 mph. A summary of the proposed site access points follows:

1. Site Driveway A – a proposed full-movement driveway located along SR 42. Site Driveway A is proposed to be aligned with Colvin Drive to become the fourth leg of the existing intersection of SR 42 at Colvin Drive. Site Driveway A is proposed to provide access to Building 2 only. Site Driveway A is proposed to be signalized.
2. Site Driveway B – a proposed full-movement driveway located along SR 42. Site Driveway B is proposed to be aligned with N Jackson Street to become the fourth leg of the existing intersection of SR 42 at N Jackson Street. Site Driveway B is proposed to provide access to Building 1 and Building 2. Site Driveway B is proposed as a side-street stop-controlled full movement driveway.
3. Site Driveway C – a proposed full-movement driveway located along SR 42 approximately 700 feet north of Colvin Drive. Site Driveway C is proposed to provide access to Building 1 only for both trucks and cars. Site Driveway C is proposed as a side-street stop-controlled full movement driveway.
4. Site Driveway D – a proposed full-movement driveway located along Market Place Boulevard. Site Driveway D is proposed to be aligned with an existing Private Drive to become the fourth leg of the existing intersection of Market Place Boulevard at Private Drive. Site Driveway D is proposed to provide access to Building 1 and Building 2. Site Driveway D is proposed as a side-street stop-controlled full-movement driveway.

The proposed site access points provide vehicular access to the development. Internal private drive aisles throughout the site provide access to 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 parking on the site. Parking will be provided through the development as follows:

Employee parking provided:	992
Trailer parking provided:	1,863

### 1.4 *Bicycle and Pedestrian Facilities*

Bicycle facilities do not currently exist along the project site frontage. Pedestrian facilities (sidewalks) are limited to parking areas within the project site. 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 *Gardner 42 Expansion* development. According to the DRI site plan, no pedestrian or bicycle facilities are proposed.

### 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 ANALYSIS, 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 growth, the project trips associated with the following developments were incorporated into the background traffic:

- Locust Grove - Clayco DRI #2584 (approved 2016) – 1,002,998 SF warehouse
- Locust Grove - Clayco, Phase II DRI #2699 (approved 2018) - 3,360,650 SF warehouse
- Locust Grove - 75 South Logistics Center DRI #2867 (approved 2019) - 2,615,250 SF warehouse

### 2.2 *Traffic Data Collection*

Weekday peak hour turning movement counts were collected on Thursday, March 21, 2019 at the study intersections during the AM and PM peak periods. Peak hours for all existing intersections are shown in **Table 2**.

Table 2: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
Thursday, March 21, 2019		
1. SR 42 at Bethlehem Road / Michaels Dr	7:15 AM - 8:15 AM	4:45 PM – 5:45 PM
2. SR 42 at Site Driveway A / Colvin Dr	7:15 AM - 8:15 AM	4:45 PM – 5:45 PM
3. SR 42 at Site Driveway B / N Jackson St	7:15 AM - 8:15 AM	4:30 PM – 5:30 PM
4. SR 42 at Market Place Blvd	7:15 AM - 8:15 AM	4:45 PM – 5:45 PM
5. SR 42 at Bill Gardner Pkwy	7:15 AM - 8:15 AM	4:45 PM – 5:45 PM
6. Bill Gardner Pkwy at Market Place Blvd / Tanger Blvd	7:15 AM - 8:15 AM	4:45 PM – 5:45 PM
7. Bill Gardner Pkwy at I-75 North Ramps	7:15 AM - 8:15 AM	4:45 PM – 5:45 PM
8. Bill Gardner Pkwy at I-75 South Ramps	7:15 AM - 8:15 AM	4:45 PM – 5:45 PM

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

### 2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The Highway Capacity Manual defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using Synchro Professional, Version 10.0.

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

LOS 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 LOS 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, 10<sup>th</sup> Edition*. Gross trips generated are displayed below in **Table 3**.

It should be noted that a potential tenant for Building 2 has been identified. Trip generation for Building 2 has been estimated by collecting counts at a similar site (Lake Park, Georgia).

Table 3: Gross Trip Generation								
Vehicle Type	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Building 1								
Heavy Vehicle (Truck) Trips	1,012,440 SF	150	412	412	28	8	10	28
Employee (Car) Trips			1,234	1,234	85	26	30	81
Building 2								
Heavy Vehicle (Truck) Trips	657,600 SF	*	570	570	20	23	43	28
Employee (Car) Trips			2,038	2,038	29	6	151	222
Total New Trips			4,254	4,254	162	63	234	359
Total Heavy Vehicle (Truck) Trips			982	982	48	31	53	56
Total Employee			3,272	3,272	114	32	181	303

\*Per counts taken at a similar site in Lake Park, Georgia

### 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 eight (8) 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 four (4) signalized intersections and four (4) 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. SR 42 at Bethlehem Road / Michaels Drive	Stop Control
2. SR 42 at Colvin Drive	Stop Control
3. SR 42 at S Gardner Lane / N Jackson Street	Stop Control
4. SR 42 at Market Place Boulevard	Stop Control
5. SR 42 at Bill Gardner Parkway	Signal
6. Bill Gardner Parkway at Tanger Boulevard / Market Place Boulevard	Signal
7. Bill Gardner Parkway at I-75 NB Ramps	Signal
8. Bill Gardner Parkway at I-75 SB Ramps	Signal

Each of the intersections listed in **Table 4** were analyzed for the Existing 2019 conditions, the Projected 2020 No-Build conditions, and the Projected 2020 Build conditions. The Projected 2020 No-Build conditions represent the existing traffic volumes grown for one (1) year at 2.0 percent per year throughout the study network, plus the project trips anticipated with *Locust Grove – Clayco DRI #2584*, *Locust Grove – Clayco Phase II DRI #2699*, and *Locust Grove – 75 South Logistics Center DRI #2867*.

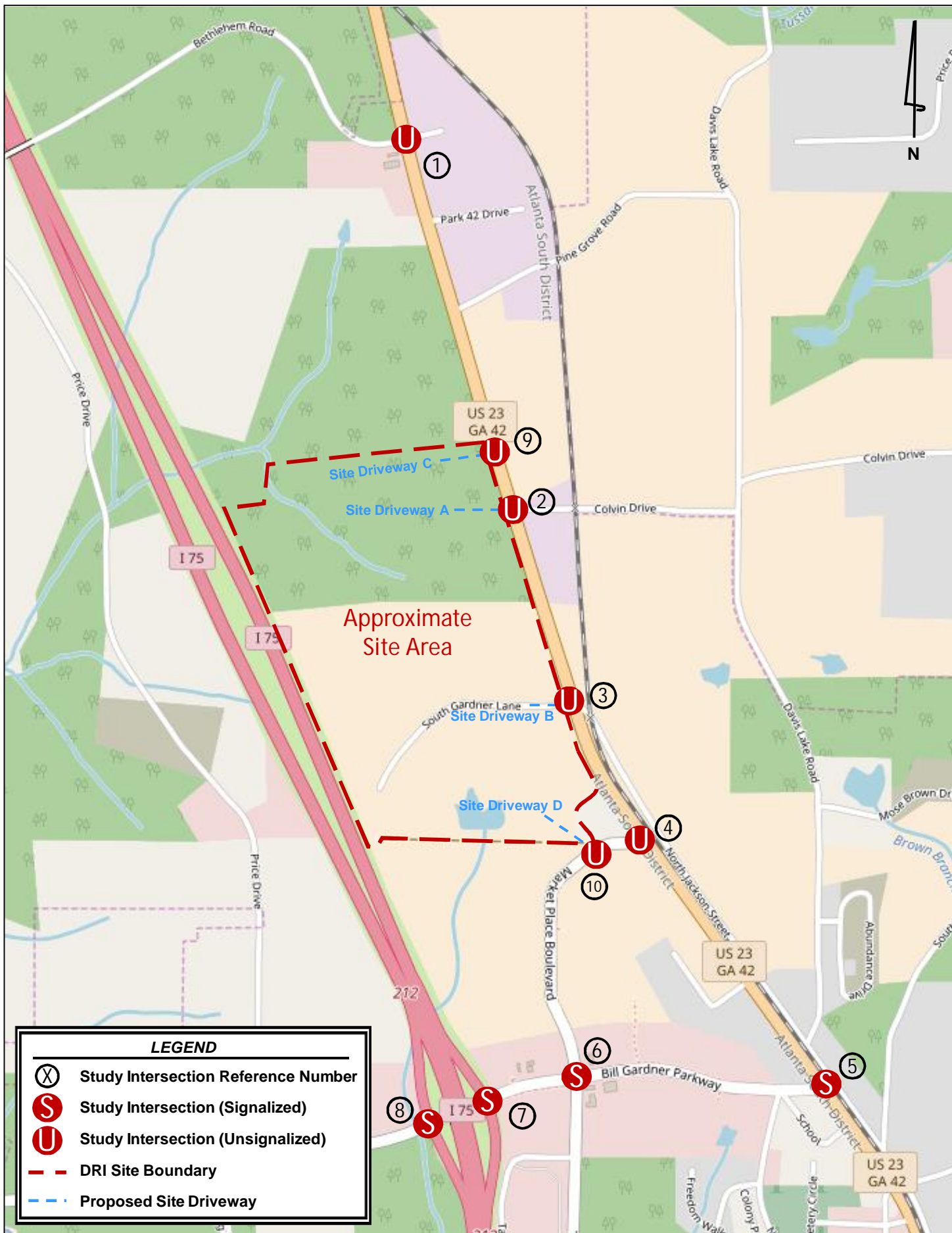
The Projected 2020 Build conditions add the project trips associated with the developments to the Projected 2020 No-Build conditions.

### 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
<b>SR 42</b>	<b>2</b>	<b>55</b>	<b>15,000</b> <b>(north of Bethlehem Road)</b>	<b>Minor Arterial</b>
Bethlehem Road / Michaels Drive	2	45	1,200 (west of SR 42)	Local Road
Colvin Drive	2	45	No GDOT Count Stations	Local Road
S Gardner Lane / N Jackson Street	2	35	No GDOT Count Stations	Local Road
<b>Market Place Boulevard / Tanger Boulevard</b>	<b>2</b>	<b>35</b>	<b>No GDOT Count Stations</b>	<b>Local Road</b>
Bill Gardner Parkway	5	35	22,000 (west of SR 42)	Minor Arterial
<b>I-75</b>	<b>6</b>	<b>70</b>	<b>94,000</b> <b>(north of Bill Gardner Parkway)</b>	<b>Interstate</b>



## 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, 10<sup>th</sup> Edition, 2017*, using equations where available. Trip generation for this proposed development is calculated based upon the following land use: Warehousing (ITE 150).

It should be noted that a potential tenant for Building 2 has been identified. Trip generation for Building 2 has been estimated by collecting counts at a similar site (Lake Park, Georgia).

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
<b>Building 1 (1,012,440 SF)</b>							
<i>Heavy Vehicle (Truck) Trips*</i>	412	206	206	28	8	10	28
<i>Employee (Car) Trips*</i>	1,234	617	617	85	26	30	81
<b>Building 2 (657,600 SF)</b>							
<i>Heavy Vehicle (Truck) Trips</i>	570	285	285	20	23	43	28
<i>Employee (Car) Trips</i>	2,038	1,019	1,019	29	6	151	222
<b>Gross Project Trips</b>	<b>4,254</b>	<b>2,127</b>	<b>2,127</b>	<b>162</b>	<b>62</b>	<b>234</b>	<b>359</b>
<i>Alternative Mode Reduction</i>	- 0	- 0	- 0	- 0	- 0	- 0	- 0
<i>Pass-by Reduction</i>	- 0	- 0	- 0	- 0	- 0	- 0	- 0
<b>Total Trips</b>	<b>4,254</b>	<b>2,127</b>	<b>2,127</b>	<b>162</b>	<b>62</b>	<b>234</b>	<b>359</b>

\*Truck percentage per GRTA standard practice

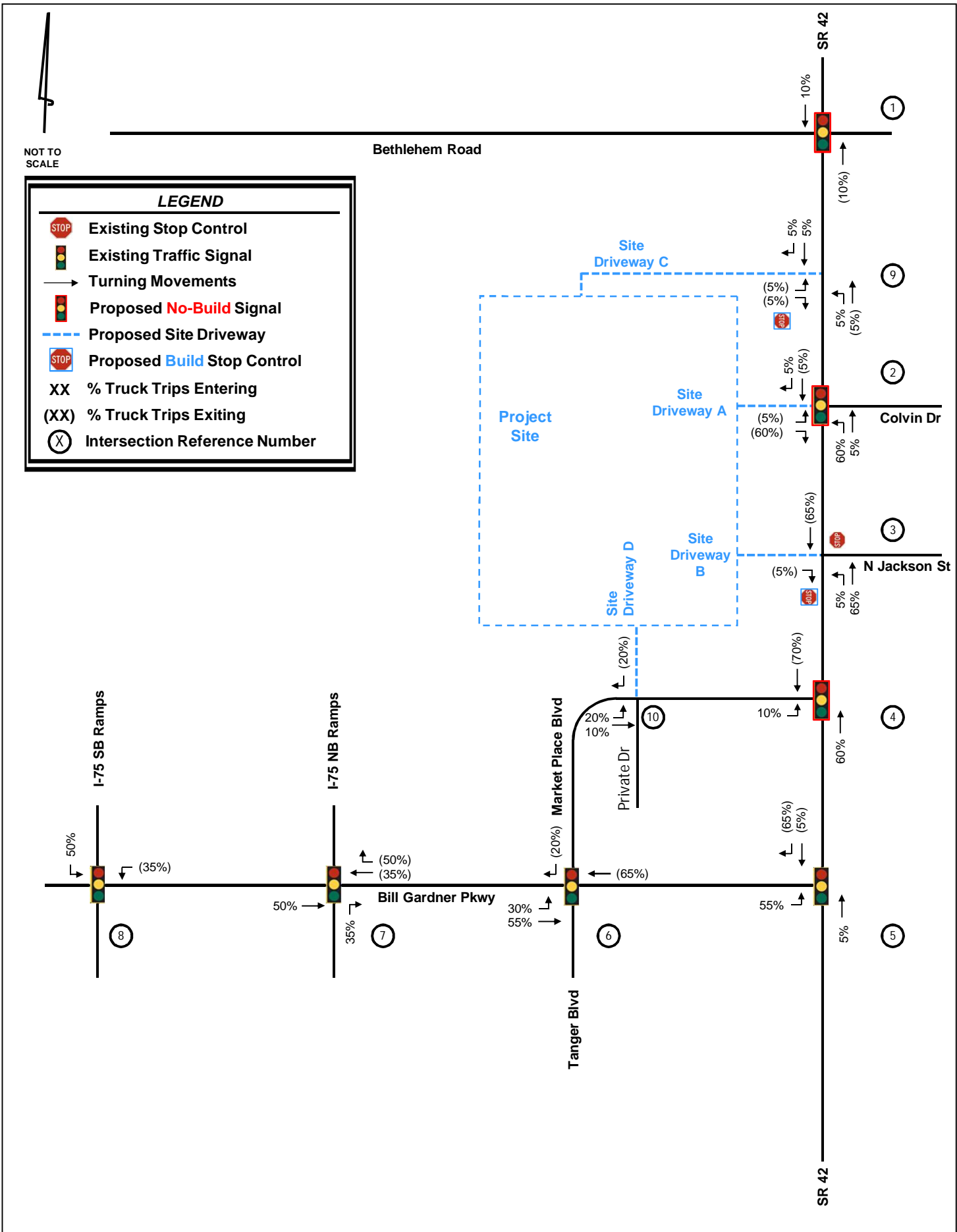
A more detailed trip generation analysis summary table is provided in **Appendix D**.

## 5.0 TRIP DISTRIBUTION AND ASSIGNMENT

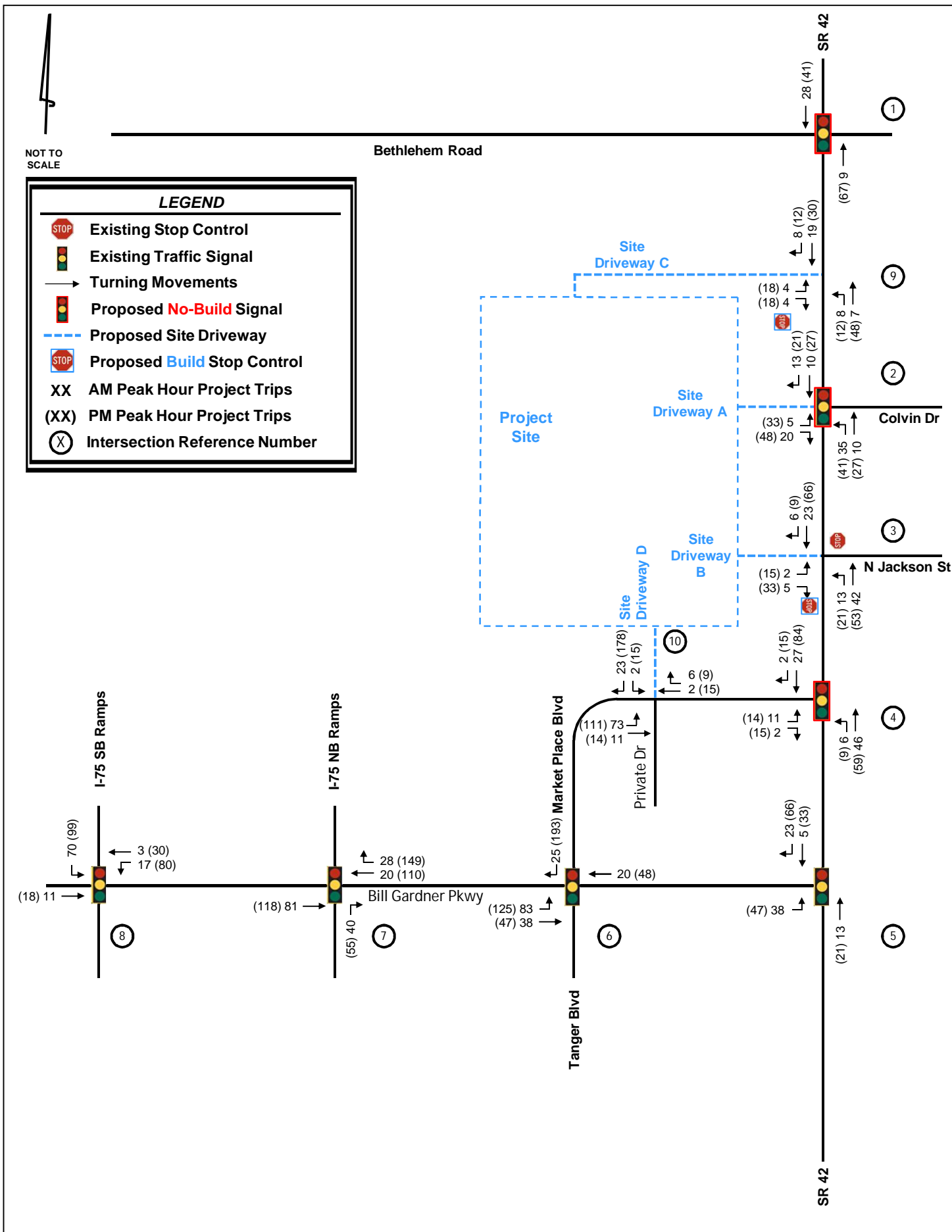
New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, Henry County, and the City of Locust Grove staff.

**Figure 5a** and **Figure 5b** displays the anticipated distribution and assignment of 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 *Gardner 42 Expansion* development, are shown on **Figure 6**.

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









## 6.0 TRAFFIC ANALYSIS

### 6.1 Existing 2019 Conditions

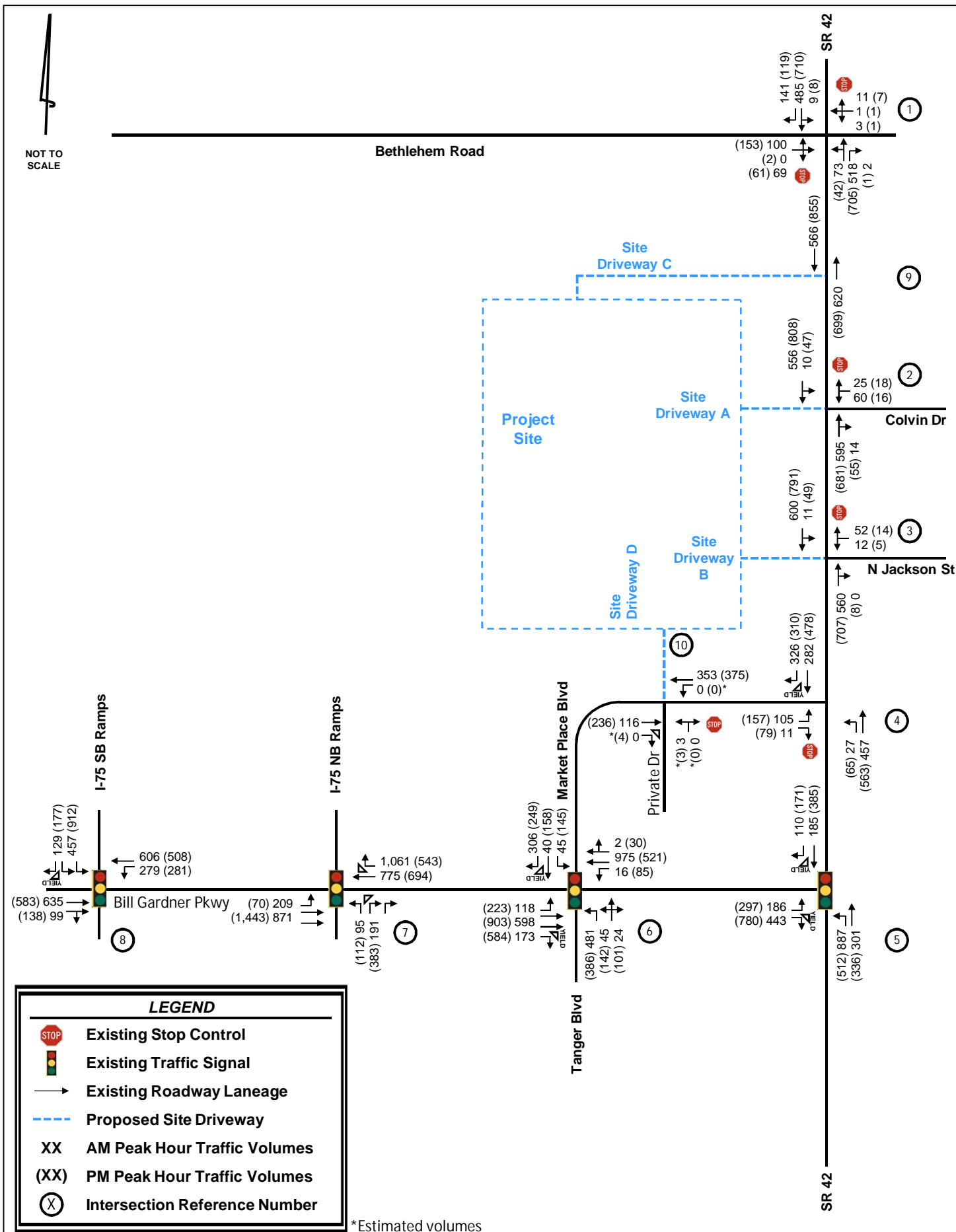
The observed existing peak hour traffic volumes were entered into *Synchro 10.0*, and capacity analyses were performed for the AM and PM peak hours.

The existing peak hour traffic volumes are displayed in **Figure 7**, and the results of the capacity analyses for the Existing 2019 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7: Existing 2019 Level-of-Service Summary LOS (delay in seconds)						
#	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1	SR 42 at Bethlehem Road / Michaels Drive	TWSC	NB Left	N/A	A (8.9)	A (9.3)
			SB Left		B (10.5)	B (10.9)
			EB		F* (206.3)	F* (621.3)
			WB		D (28.9)	D (29.2)
2	SR 42 at Colvin Drive	TWSC	SB Left	N/A	A (9.4)	A (9.4)
			WB		F* (50.7)	D (32.1)
3	SR 42 at S Gardner Lane / N Jackson Street	TWSC	NB Left	N/A	A (0.0)	A (0.0)
			SB Left		A (9.2)	A (9.4)
			EB		A (0.0)	A (0.0)
			WB		C (22.6)	D (26.9)
4	SR 42 at Market Place Boulevard	TWSC	NB Left	N/A	A (8.0)	A (8.5)
			EB		D (25.5)	F* (53.1)
5	SR 42 at Bill Gardner Parkway	Signal	Overall	D	C (30.7)	C (33.4)
6	Bill Gardner Parkway at Tanger Boulevard / Market Place Boulevard	Signal	Overall	D	D (43.4)	D (41.5)
7	Bill Gardner Parkway at I-75 NB Ramps	Signal	Overall	D	A (3.4)	B (11.9)
8	Bill Gardner Parkway at I-75 SB Ramps	Signal	Overall	D	C (26.9)	D (44.7)
10	Market Place Boulevard at Private Drive	TWSC	NB	N/A	B (12.3)	B (13.0)

\*Note: It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway  
TWSC = Two-Way Stop-Control, NB/SB = Northbound/Southbound, EB/WB = Eastbound/Westbound

As shown in **Table 7**, the side-street approaches at three (3) out of eight (8) study intersections currently operate below the acceptable level-of-service (LOS) standard of D during the AM and PM peak hours. It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.





## 6.2 Projected 2020 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for one (1) year at 2.0 percent per year throughout the study network. Additionally, the estimated project trips from *Locust Grove – Clayco DRI #2584*, *Locust Grove – Clayco, Phase II DRI #2699*, and *Locust Grove – 75 South Logistics Center DRI #2867* were included. These volumes were entered into *Synchro 10.0*, and capacity analyses were performed.

The Projected 2020 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types. The intersection laneage and traffic volumes for the Projected 2020 No-Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2020 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8: Projected 2020 No-Build Level-of-Service Summary LOS (delay in seconds)						
#	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1	SR 42 at Bethlehem Road / Michaels Drive	TWSC	NB Left	N/A	A (9.2)	A (9.5)
			SB Left		B (10.7)	B (11.1)
			EB		F* (309.9)	F* (763.8)
			WB		D (33.4)	D (31.5)
2	SR 42 at Colvin Drive	TWSC	SB Left	N/A	B (11.4)	B (10.1)
			WB		F* (492.3)	F* (1,171.1)
3	SR 42 at S Gardner Lane / N Jackson Street	TWSC	NB Left	N/A	A (0.0)	A (0.0)
			SB Left		B (10.3)	A (9.9)
			EB	N/A	A (0.0)	A (0.0)
			WB		E* (41.9)	E* (43.0)
4	SR 42 at Market Place Boulevard	TWSC	NB Left	N/A	A (8.1)	A (9.0)
			EB		F* (88.4)	F* (130.4)
5	SR 42 at Bill Gardner Parkway	Signal	Overall	D	E (63.7)	D (40.2)
6	Bill Gardner Parkway at Tanger Boulevard / Market Place Boulevard	Signal	Overall	D	D (49.4)	D (51.3)
7	Bill Gardner Parkway at I-75 NB Ramps	Signal	Overall	D	A (9.9)	B (12.7)
8	Bill Gardner Parkway at I-75 SB Ramps	Signal	Overall	D	D (36.8)	D (52.2)
10	Market Place Boulevard at Private Drive	TWSC	NB	N/A	B (13.5)	B (14.7)

\*Note: It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway  
TWSC = Two-Way Stop-Control, NB/SB = Northbound/Southbound, EB/WB = Eastbound/Westbound

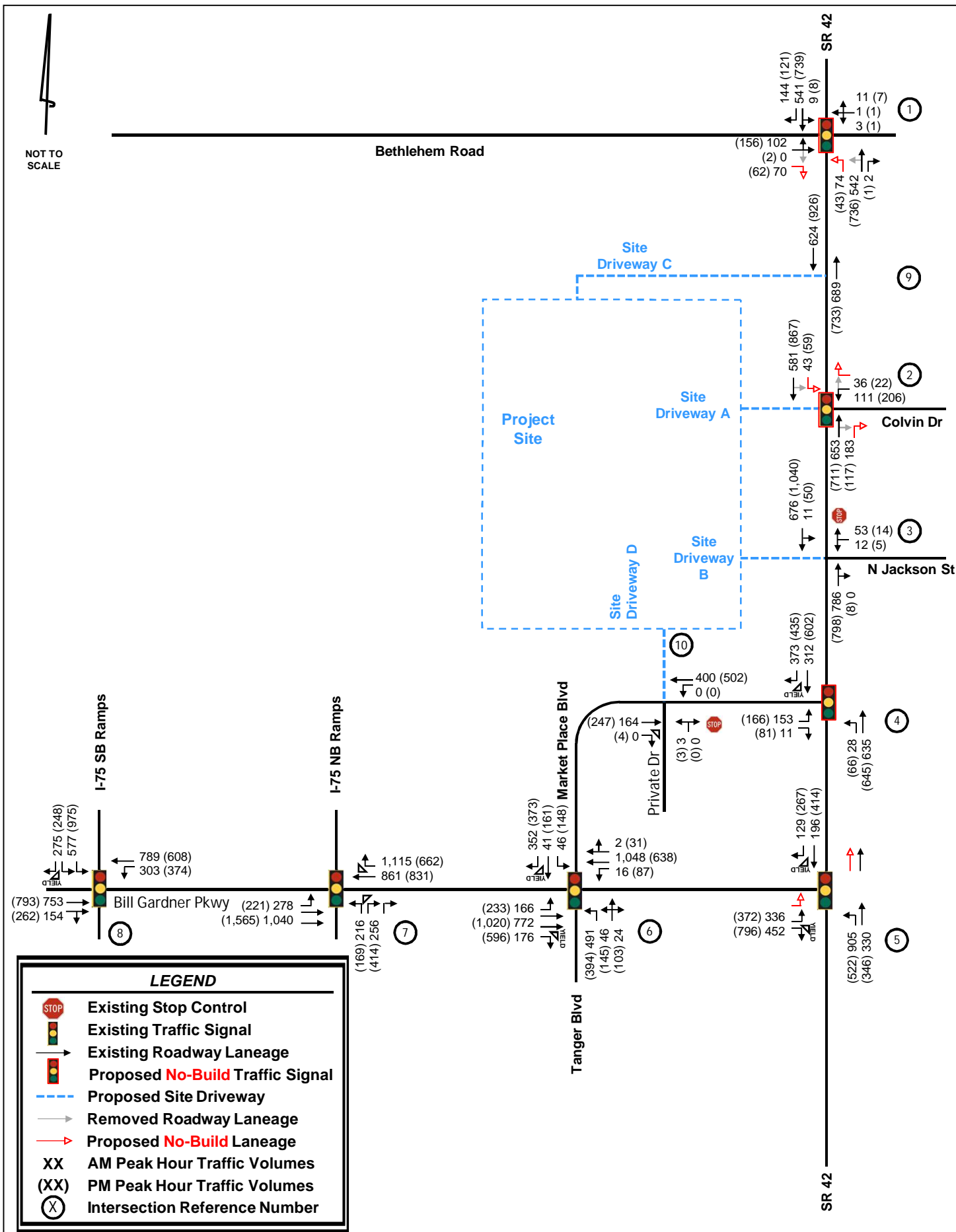
As shown in **Table 8**, the side-street approaches at four (4) out of eight (8) study intersections are projected to operate below their acceptable LOS standard of D during the AM and PM peak hours for the Projected 2020 No-Build conditions. It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway. The signalized intersection of SR 42 at Bill Gardner Parkway (Intersection #5) is projected to operate at LOS E during the AM peak hour for the Projected 2020 No-Build conditions.

Based on the Existing 2019 conditions and Projected 2020 No-Build conditions, the following improvements are recommended:

- Intersection #1: SR 42 at Bethlehem Road
  - If warranted, install a traffic signal.
  - Along SR 42, provide one (1) northbound left-turn lane.
  - Along Bethlehem Road, provide one (1) eastbound right-turn lane.
- Intersection #2: SR 42 at Colvin Drive
  - If warranted, install a traffic.
  - Along SR 42, provide one (1) northbound right-turn lane.
  - Along SR 42, provide one (1) southbound left-turn lane.
  - Along Colvin Drive, provide one (1) westbound right-turn lane.
- Intersection #4: SR 42 at Market Place Boulevard
  - If warranted, install a traffic signal.
- Intersection #5: SR 42 at Bill Gardner Parkway
  - Along Bill Gardner Parkway, restripe the median on the eastbound approach so that the approach consists of two (2) eastbound left-turn lanes.
  - Along SR 42, restripe the gore striped area to provide two (2) receiving lanes north of Bill Gardner Parkway.

The results of the capacity analysis for the Projected 2020 No-Build Improved conditions are shown in **Table 9**.

Table 9: Projected 2020 No-Build Improved Level-of-Service Summary						
LOS (delay in seconds)						
#	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1	SR 42 at Bethlehem Road	Signal	Overall	D	A (7.6)	A (9.3)
2	SR 42 at Colvin Drive	Signal	Overall	D	A (7.8)	B (11.1)
4	SR 42 at Market Place Boulevard	Signal	Overall	D	A (9.2)	A (8.1)
5	SR 42 at Bill Gardner Parkway	Signal	Overall	D	C (34.5)	D (37.9)



### 6.3 Projected 2020 Build Conditions

The traffic associated with the proposed *Gardner 42 Expansion* development was added to the Projected 2020 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed.

The intersection laneage and traffic volumes used for the Projected 2020 Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2020 Build conditions are shown in **Table 10**. Detailed Synchro analysis reports are available upon request.

Table 10: Projected 2020 Build Level-of-Service Summary LOS (delay in seconds)						
#	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1	SR 42 at Bethlehem Road / Michaels Drive	TWSC	NB Left	N/A	A (9.3)	A (9.6)
			SB Left		B (10.7)	B (11.6)
			EB		F* (352.8)	F* (1,011.6)
			WB		E* (35.5)	E* (37.5)
2	SR 42 at Colvin Drive / Site Driveway A	TWSC	NB Left	N/A	B (11.4)	B (12.7)
			SB Left		B (11.5)	B (10.2)
			EB		E* (40.6)	F* (118.7)
			WB		F* (1,118.5)	F* (2,858.8)
3	SR 42 at N Jackson Street / Site Driveway B	TWSC	NB Left	N/A	A (10.0)	B (11.6)
			SB Left		B (10.6)	B (10.1)
			EB		E* (35.6)	F* (81.1)
			WB		F* (53.1)	F* (60.4)
4	SR 42 at Market Place Boulevard	TWSC	NB Left	N/A	A (8.2)	A (9.4)
			EB		F* (158.5)	F* (256.5)
5	SR 42 at Bill Gardner Parkway	Signal	Overall	D	E (77.9)	D (50.5)
6	Bill Gardner Parkway at Tanger Boulevard / Market Place Boulevard	Signal	Overall	D	E (69.2)	E (74.4)
7	Bill Gardner Parkway at I-75 NB Ramps	Signal	Overall	D	D (51.5)	C (25.1)
8	Bill Gardner Parkway at I-75 SB Ramps	Signal	Overall	D	D (39.3)	D (52.8)
9	SR 42 at Proposed Site Driveway C	TWSC	NB Left	N/A	A (9.9)	A (10.9)
			EB		D (34.7)	E* (45.8)
10	Market Place Boulevard at Proposed Site Driveway D / Private Drive	TWSC	EB Left	N/A	A (8.8)	A (9.0)
			NB		C (19.7)	D (32.5)
			SB		B (12.6)	C (15.6)

\*Note: It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway  
TWSC = Two-Way Stop-Control, NB/SB = Northbound/Southbound, EB/WB = Eastbound/Westbound

As shown in **Table 10**, the side-street approaches at five (5) out of ten (10) study intersections are projected to operate below their acceptable LOS standard of D during the AM and PM peak hours for the Projected 2020 Build conditions. It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway. The signalized intersection of SR 42 at Bill Gardner Parkway (Intersection #5) is projected to operate at LOS E during the AM peak hour for the Projected 2020 Build conditions. Additionally, the signalized intersection of Bill Gardner Parkway at Tanger Boulevard / Market Place Boulevard (Intersection #6) is projected to operate at LOS E during the AM and PM peak hours for the Projected 2020 Build conditions.

With the improvements recommended in the Projected 2020 No-Build conditions, the intersections of SR 42 at Bethlehem Road (Intersection #1), SR 42 at Colvin Drive (Intersection #2), SR 42 at Market Place Boulevard (Intersection #4), and SR 42 at Bill Gardner Parkway (Intersection #5) are projected to operate at their acceptable overall level-of-service standard during the AM and PM peak hours. These results are shown in **Table 11**.

In addition to the recommended improvements under the Projected 2020 No-Build conditions, the following improvements are recommended in order for the intersection to operate at an acceptable or improved LOS:

- Intersection #6: Bill Gardner Parkway at Tanger Boulevard / Market Place Boulevard
  - Along Tanger Boulevard, restripe the northbound approach to provide one (1) left-turn lane and one (1) shared through/right-turn lane.
  - Remove Split phasing.

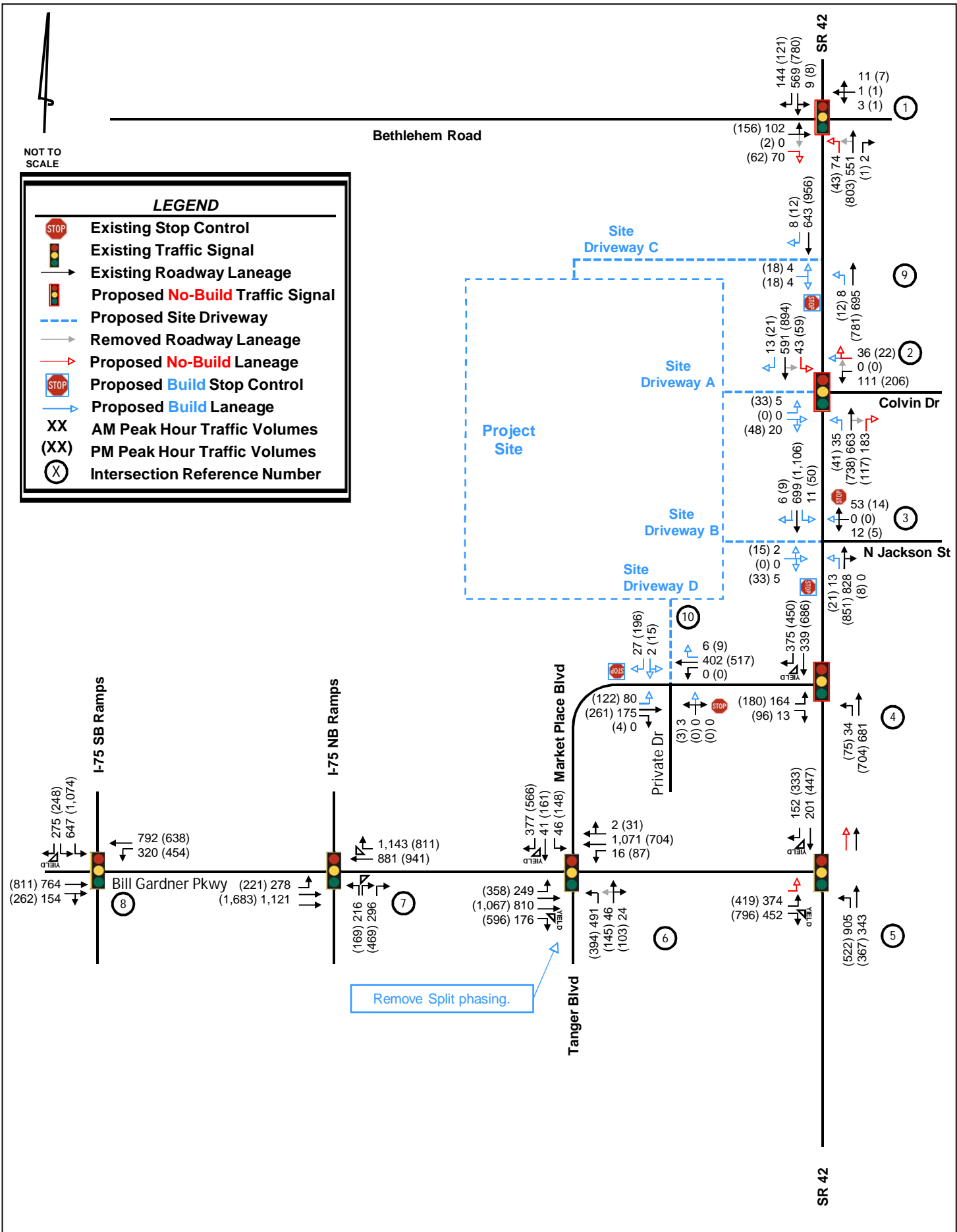
The results of the capacity analysis for the Projected 2020 Build Improved conditions are shown in **Table 11**.

Table 11: Projected 2020 Build Improved Level-of-Service Summary <i>LOS (delay in seconds)</i>						
#	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1	SR 42 at Bethlehem Road	Signal	Overall	D	A (7.7)	A (9.7)
2	SR 42 at Colvin Drive	Signal	Overall	D	B (12.9)	B (19.4)
4	SR 42 at Market Place Boulevard	Signal	Overall	D	B (10.2)	A (9.1)
5	SR 42 at Bill Gardner Parkway	Signal	Overall	D	D (39.7)	D (44.2)
6	SR 42 at Tanger Boulevard / Market Place Boulevard	Signal	Overall	D	D (53.8)	D (49.4)

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 *Gardner 42 Expansion* development:

The following site-access improvements are recommended to serve the traffic associated with the *Gardner 42 Expansion* development:

- Intersection #2: SR 42 at Site Driveway A / Colvin Drive
  - Along SR 42, provide one (1) northbound left-turn lane.
  - Along SR 42, provide one (1) southbound right-turn lane.
  - On the site, provide one (1) eastbound left-turn lane and one shared through/right-turn lane exiting the site onto SR 42, and one (1) ingress lane entering the site.
- Intersection #3: SR 42 at Site Driveway B / N Jackson Street
  - Along SR 42, provide one (1) northbound left-turn lane.
  - Along SR 42, provide one (1) southbound left-turn lane and one (1) southbound right-turn lane.
  - On the site, provide one (1) eastbound shared left-turn/through/right-turn lane exiting the site onto SR 42, and one (1) ingress lane entering the site.
- Intersection #9: SR 42 at Site Driveway C
  - Along SR 42, provide one (1) northbound left-turn lane.
  - Along SR 42, provide one (1) southbound right-turn lane.
  - On the site, provide one (1) shared left-turn/right-turn lane exiting the site onto SR 42, and one (1) ingress lane entering the site.
- Intersection #10: Market Place Boulevard at Site Driveway D
  - Along Market Place Boulevard, provide one (1) eastbound left-turn lane.
  - Along Market Place Boulevard, provide one (1) westbound right-turn lane.
  - On the site, provide one (1) southbound shared left-turn/through lane and one (1) southbound right-turn lane exiting the site onto Market Place Boulevard, and one (1) ingress lane entering the site.



## 7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the proposed *Gardner 42 Expansion* development is proposed at four (4) locations. The site driveway location is discussed in Section 1.3.

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

Capacity analyses were performed for the proposed site driveway intersections using Synchro 10.0. 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 2020 Build conditions, the proposed site driveway intersections are anticipated to operate at an acceptable level-of-service. 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.

## 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 12** below.

Table 12: 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
3	2030	AR-318	I-75 Commercial Vehicle Lanes from I-475 to SR 155
4	TBD	HE-201	SR 42 Bridge Replacement at the Norfolk Southern rail line
5	2030	HE-202	Widen southbound SR 42 from Bill Gardner Parkway to Peeksville Road from one lane to two lanes.

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

## 9.0 INTERNAL CIRCULATION ANALYSIS

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



## **Appendix A**

### **Site Photo Log**

Site Name: Gardner 42 Expansion DRI #2939

Photo No. 1



Comments:

Looking north from Site Driveway A / Colvin Dr

Photo No. 2



Comments:

Looking east from Site Driveway A / Colvin Dr

Site Name: Gardner 42 Expansion DRI #2939

Photo No. 3



Comments:

Looking south from Site Driveway A / Colvin Dr

Photo No. 4



Comments:

Looking north from Site Driveway B / N Jackson St



Site Name: Gardner 42 Expansion DRI #2939

Photo No. 5



Comments:

Looking east from Site Driveway B / N Jackson St

Photo No. 6



Comments:

Looking south from Site Driveway B / N Jackson St

Site Name: Gardner 42 Expansion DRI #2939

Photo No. 7



Comments:

Looking north from Site Driveway C

Photo No. 8



Comments:

Looking east from Site Driveway C



Site Name: Gardner 42 Expansion DRI #2939

Photo No. 9



Comments:

Looking south from Site Driveway C

Photo No. 10



Comments:

Looking east from Site Driveway D / Private Dr

Scannell Properties  
Photograph Sheet

KHA Job No.: 019139020

KHA Rep.: OAZ

Date: April 10, 2019

Page: 6 of 6

Site Name: Gardner 42 Expansion DRI #2939

Photo No. 11



Comments:

Looking south from Site Driveway D / Private Dr

Photo No. 12



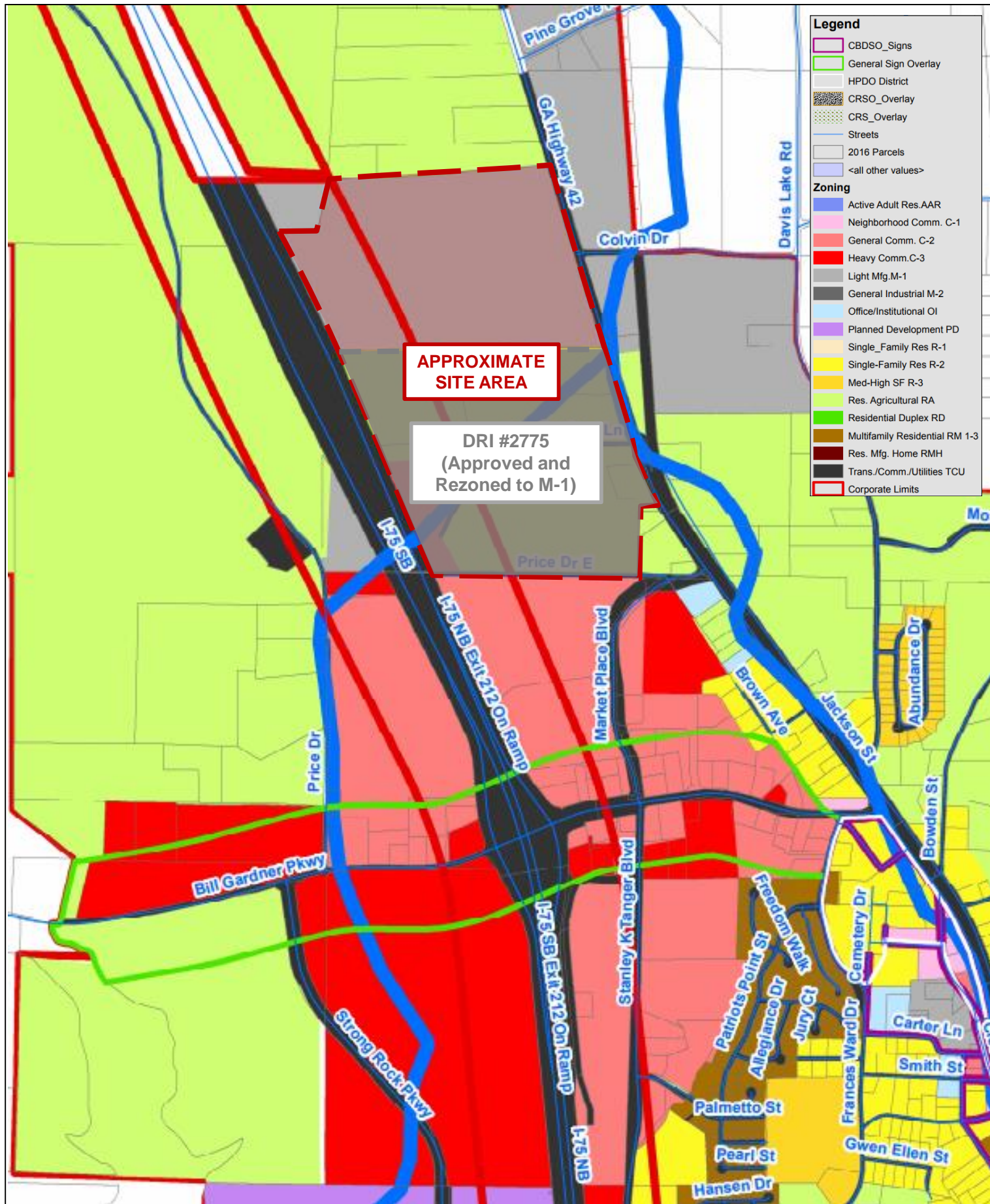
Comments:

Looking west from Site Driveway D / Private Dr

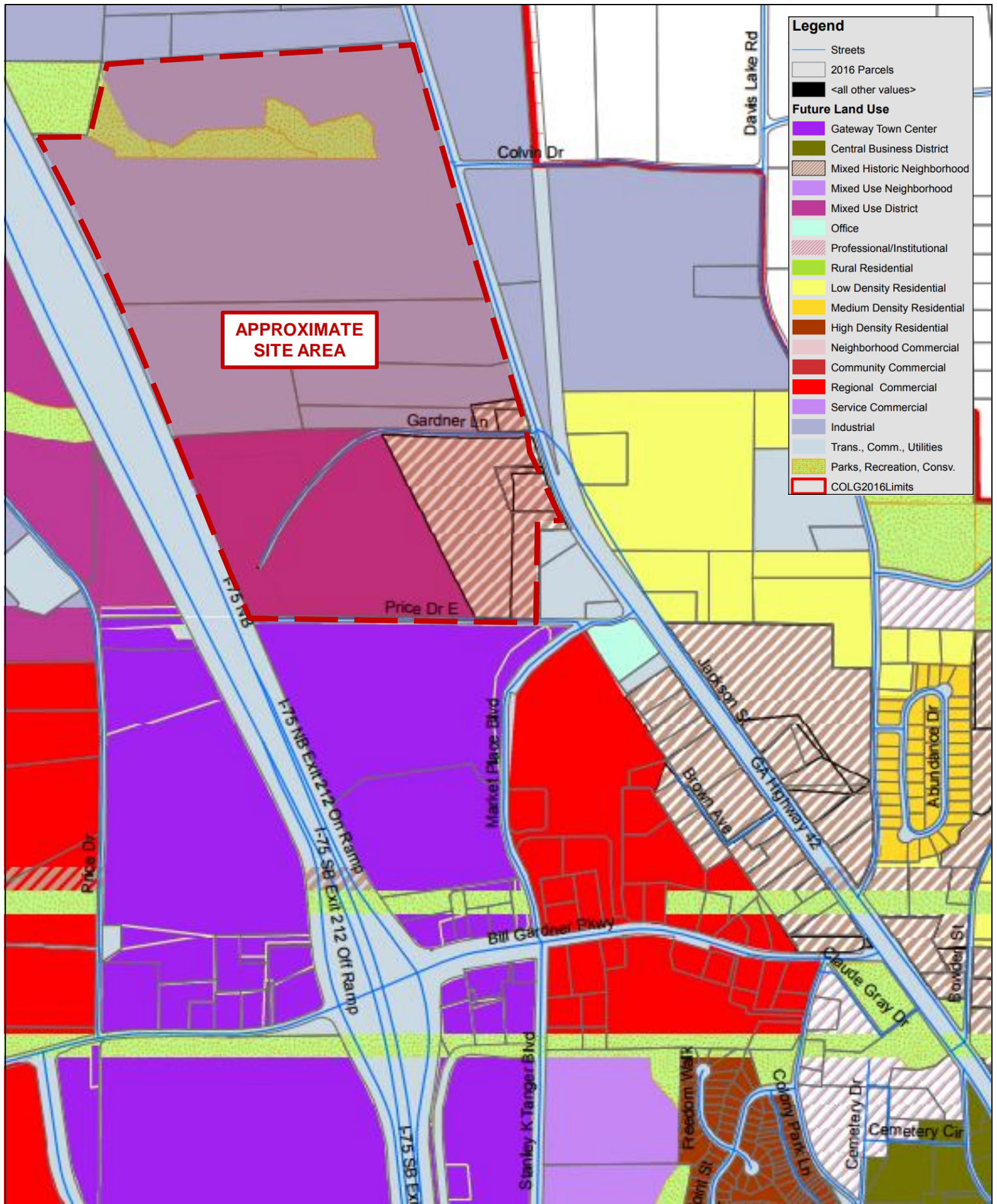
## **Appendix B**

### **Land Use and Zoning Maps**





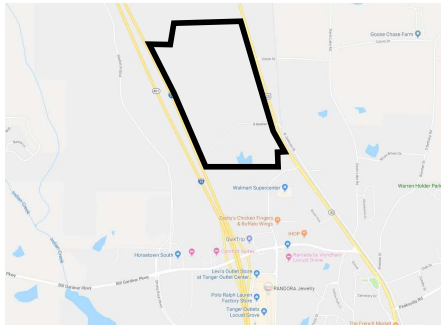




## **Appendix C**

### **Proposed Site Plan**





VICINITY MAP  
NOT TO SCALE

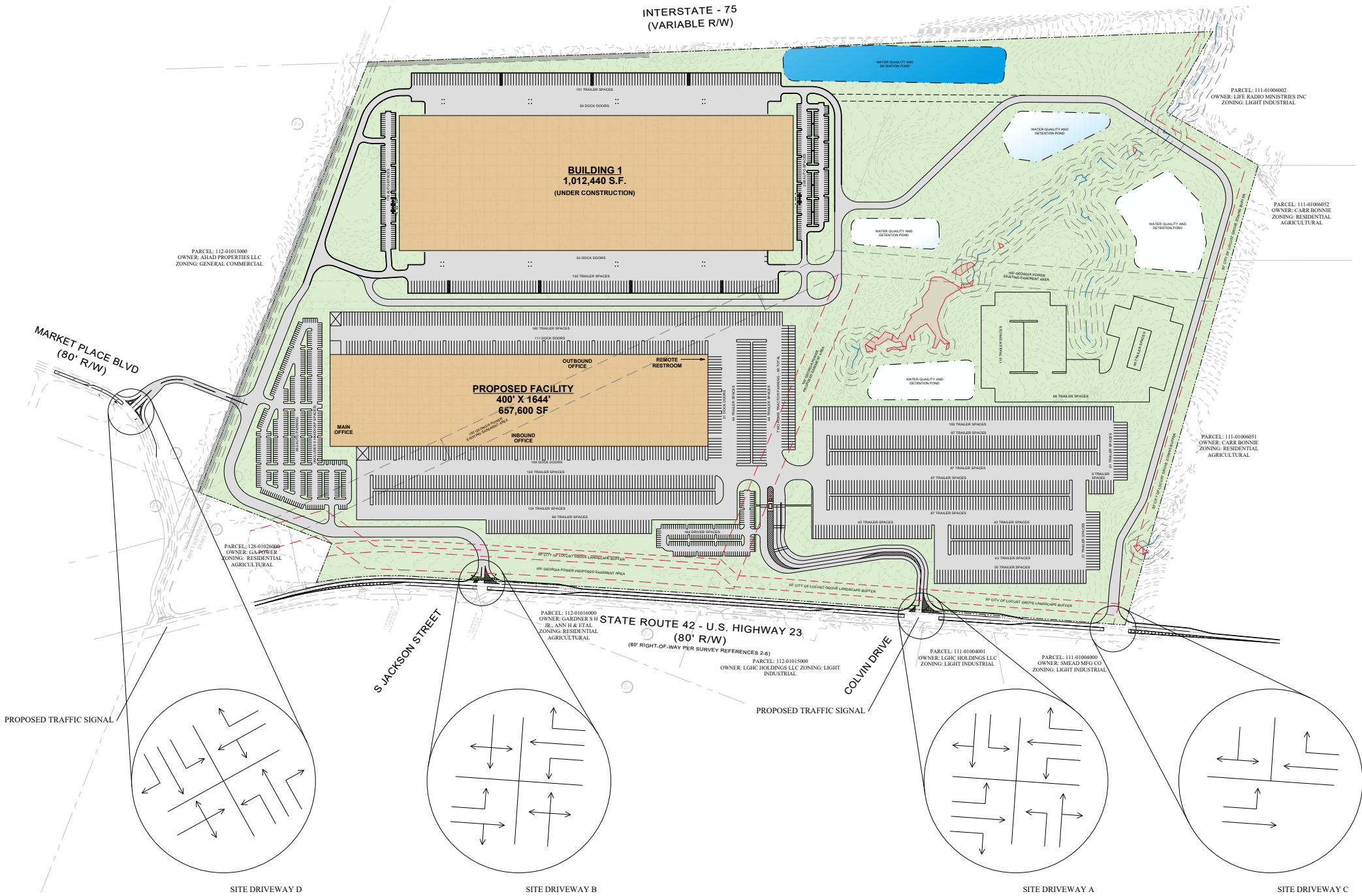
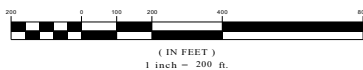
PROJECT INFORMATION

ACREAGE:	TOTAL	±217.12 AC
LOCATION:	STREET(S)	MARKET PLACE BLVD STATE ROUTE 42 INTERSTATE 75 SOUTH JACKSON ST. COLVIN DRIVE
	JURISDICTION(S)	LOCUST GROVE HENRY COUNTY GDOT DISTRICT 3
	PARCEL(S)	111-01006000 112-01017000, 112-01017004
YIELD:	BUILDING COVER	17.7%
	IMPERVIOUS COVER	60%
	GREENSPACE	35%
	DENSITY:	7,692 SF/ACRE
BUILDINGS :	BUILDING 1	1,012,440 S.F.
	RDC FACILITY	657,600 S.F.
	TOTAL	1,670,040 S.F.
PAVEMENT:	PARKING SPACES	±992
	-REQUIRED	±338
	TRUCK DOCKS	±422
	TRAILER STORAGE (DEDICATED)	±1,529
SERVICES:	SEWER DEMAND	50,000 GPD
	WATER DEMAND	80,000 GPD

ADDITIONAL SITE DATA

- SITE IS LOCATED IN CITY OF LOCUST GROVE, HENRY COUNTY, GEORGIA.
- SR42 IS A GDOT ROAD (DISTRICT 3)
- PRESENT ZONING CLASSIFICATION = LIGHT INDUSTRIAL (M-1)
- PROPOSED USE = WAREHOUSE/DISTRIBUTION
- CURRENT AREA CHARACTER: GENERAL COMMERCIAL ZONING TO THE SOUTH, RESIDENTIAL-AGRICULTURAL TO THE NORTH, SR42 TO THE EAST AND INTERSTATE 75 TO THE WEST
- PROPOSED MINIMUM LOT SIZE = 1 ACRE
- ESTIMATED IMPERVIOUS SURFACE AREA = 129.7 AC
- THERE ARE STATE WATERS LOCATED ON THE SUBJECT PROPERTY
- THERE ARE WETLANDS LOCATED ON THE SUBJECT PROPERTY
- THE PROPERTY IS WITHIN THE LIMITED DEVELOPMENT AREA OF HENRY COUNTY

GRAPHIC SCALE



BUILDING 1 DATA:	
TOTAL BUILDING AREA	1,012,440 SF
TRAILER PARKING	261 SPACES
DOCK DOORS	186 DOORS
AUTO PARKING	326 SPACES

RDC BUILDING DATA:	
TOTAL OFFICE AREA	22,816 SF
TOTAL BUILDING AREA	657,600 SF
TRAILER PARKING	1,268 SPACES
FUTURE TRAILER PARKING	244 SPACES
DOCK DOORS	236 DOORS
AUTO PARKING	482 SPACES
DRIVER PARKING	184 SPACES
TRACTOR PARKING	90 SPACES

DRI SITE PLAN  
GARDNER 42 EXPANSION  
LOCUST GROVE, GA  
DRI #2939  
APRIL 8, 2019

TRAFFIC ENGINEER

KIMLEY-HORN  
11720 AMBER PARK DRIVE,  
SUITE 600  
ALPHARETTA, GA 30009

CONTACT: JOHN WALKER, P.E.  
(470) 273-3181

DEVELOPER

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

CONTACT: DANIEL MADRIGAL  
(763) 331-8853

REVISIONS

NO.	DESCRIPTION	DATE

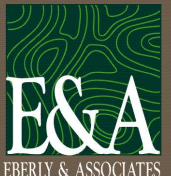
CIVIL ENGINEER

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

CONTACT: WILLIAM GREER, P.E.  
(770) 452-7849

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

LAND PLANNING  
CIVIL ENGINEERING  
LANDSCAPE ARCHITECTURE



## **Appendix D**

### **Trip Generation Analysis**

Trip Generation Analysis (10th Ed.) Gardner 42 Expansion DRI #2939 Locust Grove, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>								
150 Warehousing	1,012,440 s.f.	1,646	147	113	34	149	40	109
Truck Trips (25% Warehousing Trips)		412	36	28	8	38	10	28
Car Trips (75% Warehousing Trips)		1,234	111	85	26	111	30	81
* Warehousing (per counts at a similar site)	657,600 s.f.	2,610	78	49	29	444	194	250
Truck Trips (per counts at a similar site)		570**	43	20	23	71	43	28
Car Trips (per counts at a similar site)		2038**	34	29	6	373	151	222
<b>TOTAL</b>	<b>1,670,040 s.f.</b>	<b>4,256</b>	<b>225</b>	<b>162</b>	<b>63</b>	<b>593</b>	<b>234</b>	<b>359</b>
<b>Gross Trips</b>		<b>4,256</b>	<b>225</b>	<b>162</b>	<b>63</b>	<b>593</b>	<b>234</b>	<b>359</b>
Truck Trips		982	79	48	31	109	53	56
Mixed-Use Reductions		0				0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Truck Trips		982	79	48	31	109	53	56
Car Trips		3,272	145	114	32	484	181	303
Mixed-Use Reductions		0				0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Car Trips		3,272	145	114	32	484	181	303
Mixed-Use Reductions - TOTAL		0	0	0	0	0	0	0
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0
<b>New Trips</b>		<b>4,254</b>	<b>225</b>	<b>162</b>	<b>62</b>	<b>593</b>	<b>234</b>	<b>359</b>
<b>Driveway Volumes</b>		<b>4,254</b>	<b>225</b>	<b>162</b>	<b>62</b>	<b>593</b>	<b>234</b>	<b>359</b>

\*\* estimated by assuming the sum of AM and PM peak hour trips is approximately 20% of daily trips.

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## **Appendix E**

### **Intersection Volume Worksheets**

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #1: 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 2019 Traffic Volumes	73	518	2	9	485	141	100	0	69	3	1	11
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	4	28	1	8	23	2	6	0	8	3	0	9
Heavy Vehicle %	5%	5%	50%	89%	5%	2%	6%	0%	12%	100%	2%	82%
Peak Hour Factor	0.87			0.87			0.87			0.87		
Adjustment												
Adjusted 2019 Volumes	73	518	2	9	485	141	100	0	69	3	1	11
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	3	0	0	11	0	0	0	0	0	0	0
75 South Logistics Center DRI #2867 (Car Trips)	0	11	0	0	35	0	0	0	0	0	0	0
2020 Background Traffic	74	542	2	9	541	144	102	0	70	3	1	11
2020 No-Build Heavy Vehicle %	6%	6%	51%	91%	6%	2%	6%	0%	12%	100%	2%	83%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Truck Trips	0	3	0	0	5	0	0	0	0	0	0	0
Trip Distribution IN					20%							
Trip Distribution OUT		20%										
Car Trips	0	6	0	0	23	0	0	0	0	0	0	0
Total Project Trips	0	9	0	0	28	0	0	0	0	0	0	0
2020 Buildout Total	74	551	2	9	569	144	102	0	70	3	1	11
2020 Build Heavy Vehicle %	6%	6%	51%	91%	7%	2%	6%	0%	12%	100%	2%	83%

### 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 2019 Traffic Volumes	42	705	1	8	710	119	153	2	61	1	1	7
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	23	0	6	13	2	8	1	2	1	0	5
Heavy Vehicle %	2%	3%	2%	75%	2%	2%	5%	50%	3%	100%	2%	71%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2019 Volumes	42	705	1	8	710	119	153	2	61	1	1	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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	5	0	0	5	0	0	0	0	0	0	0
75 South Logistics Center DRI #2867 (Car Trips)	0	12	0	0	10	0	0	0	0	0	0	0
2020 Background Traffic	43	736	1	8	739	121	156	2	62	1	1	7
2020 No-Build Heavy Vehicle %	2%	4%	2%	77%	3%	2%	5%	51%	3%	100%	2%	73%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Truck Trips	0	6	0	0	5	0	0	0	0	0	0	0
Trip Distribution IN					20%							
Trip Distribution OUT		20%										
Car Trips	0	61	0	0	36	0	0	0	0	0	0	0
Total Project Trips	0	67	0	0	41	0	0	0	0	0	0	0
2020 Buildout Total	43	803	1	8	780	121	156	2	62	1	1	7
2020 Build Heavy Vehicle %	2%	4%	2%	77%	3%	2%	5%	51%	3%	100%	2%	73%



## INTERSECTION VOLUME DEVELOPMENT

### Intersection #2: SR 42 @ Site Driveway A / Colvin Dr AM PEAK HOUR

Description	SR 42 Northbound			SR 42 Southbound			Site Driveway A Eastbound			Colvin Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	595	14	10	556	0	0	0	0	60	0	25
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	33	1	1	36	0	0	0	0	2	0	0
Heavy Vehicle %	0%	6%	7%	10%	6%	0%	0%	0%	0%	3%	0%	2%
Peak Hour Factor		0.82			0.82			0.82			0.82	
Adjustment												
Adjusted 2019 Volumes	0	595	14	10	556	0	0	0	0	60	0	25
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	11	39	8	3	0	0	0	0	12	0	2
75 South Logistics Center DRI #2867 (Car Trips)	0	35	130	25	11	0	0	0	0	38	0	8
2020 Background Traffic	0	653	183	43	581	0	0	0	0	111	0	36
2020 No-Build Heavy Vehicle %	0%	7%	22%	21%	7%	0%	0%	0%	0%	13%	0%	7%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN	60%	5%			5%							
Trip Distribution OUT					5%		5%		60%			
Truck Trips	29	2	0	0	2	2	2	0	18	0	0	0
Trip Distribution IN	5%	5%			5%	10%						
Trip Distribution OUT		5%			5%		10%		5%			
Car Trips	6	8	0	0	8	11	3	0	2	0	0	0
Total Project Trips	35	10	0	0	10	13	5	0	20	0	0	0
<b>2020 Buildout Total</b>	35	663	183	43	591	13	5	0	20	111	0	36
<b>2020 Build Heavy Vehicle %</b>	83%	7%	22%	21%	7%	15%	40%	0%	90%	13%	0%	7%

### PM PEAK HOUR

Description	SR 42 Northbound			SR 42 Southbound			Site Driveway A Eastbound			Colvin Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	681	55	47	808	0	0	0	0	16	0	18
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	19	1	0	14	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2019 Volumes	0	681	55	47	808	0	0	0	0	16	0	18
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	5	18	3	13	0	0	0	0	57	0	1
75 South Logistics Center DRI #2867 (Car Trips)	0	11	43	8	30	0	0	0	0	133	0	3
2020 Background Traffic	0	711	117	59	867	0	0	0	0	206	0	22
2020 No-Build Heavy Vehicle %	0%	3%	16%	7%	3%	0%	0%	0%	0%	28%	0%	6%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN	60%	5%			5%	5%						
Trip Distribution OUT					5%		5%		60%			
Truck Trips	32	3	0	0	3	3	3	0	33	0	0	0
Trip Distribution IN	5%	5%			5%	10%						
Trip Distribution OUT		5%			5%		10%		5%			
Car Trips	9	24	0	0	24	18	30	0	15	0	0	0
Total Project Trips	41	27	0	0	27	21	33	0	48	0	0	0
<b>2020 Buildout Total</b>	41	738	117	59	894	21	33	0	48	206	0	22
<b>2020 Build Heavy Vehicle %</b>	78%	4%	16%	7%	4%	14%	9%	0%	69%	28%	0%	6%

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #3: SR 42 @ Site Driveway B / N Jackson St AM PEAK HOUR

Description	SR 42 Northbound			SR 42 Southbound			Site Driveway B Eastbound			N Jackson St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	560	0	11	600	0	0	0	0	12	0	52
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	33	0	1	33	0	0	0	0	0	0	0
Heavy Vehicle %	0%	6%	0%	9%	6%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.82			0.82			0.82			0.82	
Adjustment												
Adjusted 2019 Volumes	0	560	0	11	600	0	0	0	0	12	0	52
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	49	0	0	15	0	0	0	0	0	0	0
75 South Logistics Center DRI #2867 (Car Trips)	0	166	0	0	49	0	0	0	0	0	0	0
2020 Background Traffic	0	786	0	11	676	0	0	0	0	12	0	53
2020 No-Build Heavy Vehicle %	0%	11%	0%	9%	7%	0%	0%	0%	0%	2%	0%	2%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN	5%	65%										
Trip Distribution OUT					65%				5%			
Truck Trips	2	31	0	0	20	0	0	0	2	0	0	0
Trip Distribution IN	10%	10%				5%						
Trip Distribution OUT					10%		5%		10%			
Car Trips	11	11	0	0	3	6	2	0	3	0	0	0
Total Project Trips	13	42	0	0	23	6	2	0	5	0	0	0
<b>2020 Buildout Total</b>	13	828	0	11	699	6	2	0	5	12	0	53
<b>2020 Build Heavy Vehicle %</b>	15%	14%	0%	9%	10%	2%	2%	0%	40%	2%	0%	2%

### PM PEAK HOUR

Description	SR 42 Northbound			SR 42 Southbound			Site Driveway B Eastbound			N Jackson St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	707	8	49	791	0	0	0	0	5	0	14
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	20	0	2	16	0	0	0	0	0	0	1
Heavy Vehicle %	0%	3%	2%	4%	2%	0%	0%	0%	0%	2%	0%	7%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2019 Volumes	0	707	8	49	791	0	0	0	0	5	0	14
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	23	0	0	70	0	0	0	0	0	0	0
75 South Logistics Center DRI #2867 (Car Trips)	0	54	0	0	163	0	0	0	0	0	0	0
2020 Background Traffic	0	798	8	50	1,040	0	0	0	0	5	0	14
2020 No-Build Heavy Vehicle %	0%	5%	2%	4%	8%	0%	0%	0%	0%	2%	0%	7%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN	5%	65%										
Trip Distribution OUT					65%				5%			
Truck Trips	3	35	0	0	36	0	0	0	3	0	0	0
Trip Distribution IN	10%	10%				5%						
Trip Distribution OUT					10%		5%		10%			
Car Trips	18	18	0	0	30	9	15	0	30	0	0	0
Total Project Trips	21	53	0	0	66	9	15	0	33	0	0	0
<b>2020 Buildout Total</b>	21	851	8	50	1,106	9	15	0	33	5	0	14
<b>2020 Build Heavy Vehicle %</b>	14%	9%	2%	4%	11%	2%	2%	0%	9%	2%	0%	7%

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #4: SR 42 @ Market Place Blvd AM PEAK HOUR

Description	SR 42 Northbound			SR 42 Southbound			Market Place Blvd Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	27	457	0	0	282	326	105	0	11	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	29	0	0	27	8	5	0	1	0	0	0
Heavy Vehicle %	2%	6%	0%	0%	10%	2%	5%	0%	9%	0%	0%	0%
Peak Hour Factor		0.85			0.85			0.85			0.85	
Adjustment												
Adjusted 2019 Volumes	27	457	0	0	282	326	105	0	11	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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	39	0	0	6	9	11	0	0	0	0	0
75 South Logistics Center DRI #2867 (Car Trips)	0	130	0	0	18	31	35	0	0	0	0	0
2020 Background Traffic	28	635	0	0	312	373	153	0	11	0	0	0
2020 No-Build Heavy Vehicle %	2%	11%	0%	0%	11%	5%	11%	0%	9%	0%	0%	0%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN		60%					10%					
Trip Distribution OUT					70%							
Truck Trips	0	29	0	0	22	0	5	0	0	0	0	0
Trip Distribution IN	5%	15%					5%					
Trip Distribution OUT					15%	5%			5%			
Car Trips	6	17	0	0	5	2	6	0	2	0	0	0
Total Project Trips	6	46	0	0	27	2	11	0	2	0	0	0
<b>2020 Buildout Total</b>	34	681	0	0	339	375	164	0	13	0	0	0
<b>2020 Build Heavy Vehicle %</b>	2%	14%	0%	0%	16%	5%	13%	0%	8%	0%	0%	0%

### PM PEAK HOUR

Description	SR 42 Northbound			SR 42 Southbound			Market Place Blvd Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	65	563	0	0	478	310	157	0	79	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	14	0	0	9	2	4	0	1	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	3%	0%	2%	0%	0%	0%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2019 Volumes	65	563	0	0	478	310	157	0	79	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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	21	0	0	34	36	2	0	0	0	0	0
75 South Logistics Center DRI #2867 (Car Trips)	0	50	0	0	80	83	4	0	0	0	0	0
2020 Background Traffic	66	645	0	0	602	435	166	0	81	0	0	0
2020 No-Build Heavy Vehicle %	2%	5%	0%	0%	7%	10%	4%	0%	2%	0%	0%	0%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN		60%					10%					
Trip Distribution OUT					70%							
Truck Trips	0	32	0	0	39	0	5	0	0	0	0	0
Trip Distribution IN	5%	15%					5%					
Trip Distribution OUT					15%	5%			5%			
Car Trips	9	27	0	0	45	15	9	0	15	0	0	0
Total Project Trips	9	59	0	0	84	15	14	0	15	0	0	0
<b>2020 Buildout Total</b>	75	704	0	0	686	450	180	0	96	0	0	0
<b>2020 Build Heavy Vehicle %</b>	2%	10%	0%	0%	12%	9%	6%	0%	2%	0%	0%	0%

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #5: SR 42 @ Bill Gardner Parkway AM PEAK HOUR

Description	SR 42 Northbound			SR 42 Southbound			Bill Gardner Parkway Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	887	301	0	0	185	110	186	0	443	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	32	13	0	0	14	13	16	0	15	0	0	0
Heavy Vehicle %	4%	4%	0%	0%	8%	12%	9%	0%	3%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	887	301	0	0	185	110	186	0	443	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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	5	0	0	2	4	34	0	0	0	0	0
75 South Logistics Center DRI #2867 (Car Trips)	0	18	0	0	5	13	112	0	0	0	0	0
2020 Background Traffic	905	330	0	0	196	129	336	0	452	0	0	0
2020 No-Build Heavy Vehicle %	4%	6%	0%	0%	8%	13%	15%	0%	3%	0%	0%	0%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN		5%					55%					
Trip Distribution OUT					5%	65%						
Truck Trips	0	2	0	0	2	20	27	0	0	0	0	0
Trip Distribution IN		10%					10%					
Trip Distribution OUT					10%	10%						
Car Trips	0	11	0	0	3	3	11	0	0	0	0	0
Total Project Trips	0	13	0	0	5	23	38	0	0	0	0	0
<b>2020 Buildout Total</b>	905	343	0	0	201	152	374	0	452	0	0	0
<b>2020 Build Heavy Vehicle %</b>	4%	6%	0%	0%	9%	25%	21%	0%	3%	0%	0%	0%

### PM PEAK HOUR

Description	SR 42 Northbound			SR 42 Southbound			Bill Gardner Parkway Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	512	336	0	0	385	171	297	0	780	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	18	8	0	0	9	2	7	0	18	0	0	0
Heavy Vehicle %	4%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	512	336	0	0	385	171	297	0	780	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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	1	0	0	6	28	21	0	0	0	0	0
75 South Logistics Center DRI #2867 (Car Trips)	0	2	0	0	15	65	48	0	0	0	0	0
2020 Background Traffic	522	346	0	0	414	267	372	0	796	0	0	0
2020 No-Build Heavy Vehicle %	4%	3%	0%	0%	4%	12%	8%	0%	2%	0%	0%	0%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN		5%					55%					
Trip Distribution OUT					5%	65%						
Truck Trips	0	3	0	0	3	36	29	0	0	0	0	0
Trip Distribution IN		10%					10%					
Trip Distribution OUT					10%	10%						
Car Trips	0	18	0	0	30	30	18	0	0	0	0	0
Total Project Trips	0	21	0	0	33	66	47	0	0	0	0	0
<b>2020 Buildout Total</b>	522	367	0	0	447	333	419	0	796	0	0	0
<b>2020 Build Heavy Vehicle %</b>	4%	3%	0%	0%	4%	20%	14%	0%	2%	0%	0%	0%

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #6: Bill Gardner Pkwy @ Tanger Blvd / Market Place Blvd AM PEAK HOUR

Description	Tanger Blvd Northbound			Market Place Blvd Southbound			Bill Gardner Pkwy Eastbound			Bill Gardner Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	481	45	24	45	40	306	118	598	173	16	975	2
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	7	2	1	4	0	7	4	27	8	0	36	0
Heavy Vehicle %	2%	4%	4%	9%	2%	2%	3%	5%	5%	2%	4%	2%
Peak Hour Factor	0.86			0.86			0.86			0.86		
Adjustment												
Adjusted 2019 Volumes	481	45	24	45	40	306	118	598	173	16	975	2
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)								16			36	
75 South Logistics Center DRI #2867 (Truck Trips)	0	0	0	0	0	9	11	34	0	0	4	0
75 South Logistics Center DRI #2867 (Car Trips)	0	0	0	0	0	31	35	112	0	0	13	0
2020 Background Traffic	491	46	24	46	41	352	166	772	176	16	1,048	2
2020 No-Build Heavy Vehicle %	2%	4%	4%	9%	2%	5%	9%	8%	5%	2%	4%	2%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN							30%	55%				
Trip Distribution OUT						20%					65%	
Truck Trips	0	0	0	0	0	6	15	27	0	0	20	0
Trip Distribution IN							60%	10%				
Trip Distribution OUT						60%					10%	
Car Trips	0	0	0	0	0	19	68	11	0	0	3	0
Total Project Trips	0	0	0	0	0	25	83	38	0	0	23	0
2020 Buildout Total	491	46	24	46	41	377	249	810	176	16	1,071	2
2020 Build Heavy Vehicle %	2%	4%	4%	9%	2%	6%	12%	11%	5%	2%	6%	2%

### PM PEAK HOUR

Description	Tanger Blvd Northbound			Market Place Blvd Southbound			Bill Gardner Pkwy Eastbound			Bill Gardner Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	386	142	101	145	158	249	223	903	584	85	521	30
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	3	1	2	0	0	6	8	27	6	1	19	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	4%	3%	2%	2%	4%	2%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2019 Volumes	386	142	101	145	158	249	223	903	584	85	521	30
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)								31			14	
75 South Logistics Center DRI #2867 (Truck Trips)	0	0	0	0	0	36	2	20	0	0	28	0
75 South Logistics Center DRI #2867 (Car Trips)	0	0	0	0	0	83	4	48	0	0	65	0
2020 Background Traffic	394	145	103	148	161	373	233	1,020	596	87	638	31
2020 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	11%	4%	5%	2%	2%	7%	2%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN							30%	55%				
Trip Distribution OUT						20%					65%	
Truck Trips	0	0	0	0	0	11	16	29	0	0	36	0
Trip Distribution IN							60%	10%				
Trip Distribution OUT						60%					10%	
Car Trips	0	0	0	0	0	182	109	18	0	0	30	0
Total Project Trips	0	0	0	0	0	193	125	47	0	0	66	0
2020 Buildout Total	394	145	103	148	161	566	358	1,067	596	87	704	31
2020 Build Heavy Vehicle %	2%	2%	2%	2%	2%	9%	7%	7%	2%	2%	12%	2%

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #7: Bill Gardner Pkwy @ I-75 NB AM PEAK HOUR

Description	I-75 NB Northbound			Southbound			Bill Gardner Pkwy Eastbound			Bill Gardner Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	95	0	191	0	0	0	209	871	0	0	775	1,061
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	3	0	11	0	0	0	4	39	0	0	24	36
Heavy Vehicle %	3%	0%	6%	0%	0%	0%	2%	4%	0%	0%	3%	3%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2019 Volumes	95	0	191	0	0	0	209	871	0	0	775	1061
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)	8						5	1			1	
Locust Grove Clayco DRI #2584 (Car Trips)	12						12	4			9	
Locust Grove Phase II DRI #2699 (Truck Trips)	28						16					
Locust Grove Phase II DRI #2699 (Car Trips)	71						32	16			36	
75 South Logistics Center DRI #2867 (Truck Trips)	0	0	14	0	0	0	0	30	0	0	6	8
75 South Logistics Center DRI #2867 (Car Trips)	0	0	47	0	0	0	0	101	0	0	18	25
2020 Background Traffic	216	0	256	0	0	0	278	1,040	0	0	861	1,115
2020 No-Build Heavy Vehicle %	18%	0%	10%	0%	0%	0%	9%	7%	0%	0%	4%	4%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN			35%					50%				
Trip Distribution OUT											35%	50%
Truck Trips	0	0	17	0	0	0	0	24	0	0	11	15
Trip Distribution IN			20%					50%				
Trip Distribution OUT											30%	40%
Car Trips	0	0	23	0	0	0	0	57	0	0	9	13
Total Project Trips	0	0	40	0	0	0	0	81	0	0	20	28
2020 Buildout Total	216	0	296	0	0	0	278	1,121	0	0	881	1,143
2020 Build Heavy Vehicle %	18%	0%	14%	0%	0%	0%	9%	8%	0%	0%	5%	5%

### PM PEAK HOUR

Description	I-75 NB Northbound			Southbound			Bill Gardner Pkwy Eastbound			Bill Gardner Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	112	2	383	0	0	0	70	1,443	0	0	694	543
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	4	1	12	0	0	0	1	28	0	0	10	24
Heavy Vehicle %	4%	50%	3%	0%	0%	0%	2%	2%	0%	0%	2%	4%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2019 Volumes	112	2	383	0	0	0	70	1443	0	0	694	543
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)	4						11	1			1	
Locust Grove Clayco DRI #2584 (Car Trips)	6						30	10			4	
Locust Grove Phase II DRI #2699 (Truck Trips)	17						47					
Locust Grove Phase II DRI #2699 (Car Trips)	28						62	31			14	
75 South Logistics Center DRI #2867 (Truck Trips)	0	0	7	0	0	0	0	15	0	0	31	32
75 South Logistics Center DRI #2867 (Car Trips)	0	0	16	0	0	0	0	36	0	0	73	76
2020 Background Traffic	169	2	414	0	0	0	221	1,565	0	0	831	662
2020 No-Build Heavy Vehicle %	15%	51%	5%	0%	0%	0%	27%	3%	0%	0%	6%	9%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN			35%					50%				
Trip Distribution OUT											35%	50%
Truck Trips	0	0	19	0	0	0	0	27	0	0	19	28
Trip Distribution IN			20%					50%				
Trip Distribution OUT											30%	40%
Car Trips	0	0	36	0	0	0	0	91	0	0	91	121
Total Project Trips	0	0	55	0	0	0	0	118	0	0	110	149
2020 Buildout Total	169	2	469	0	0	0	221	1,683	0	0	941	811
2020 Build Heavy Vehicle %	15%	51%	8%	0%	0%	0%	27%	4%	0%	0%	7%	10%

# INTERSECTION VOLUME DEVELOPMENT

## Intersection #8: Bill Gardner Pkwy @ I-75 SB AM PEAK HOUR

Description	Northbound			I-75 SB Southbound			Bill Gardner Pkwy Eastbound			Bill Gardner Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	457	2	129	0	635	99	279	606	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	32	0	3	0	11	0	12	15	0
Heavy Vehicle %	0%	0%	0%	7%	2%	2%	0%	2%	2%	4%	2%	0%
Peak Hour Factor	0.88			0.88			0.88			0.88		
Adjustment												
Adjusted 2019 Volumes	0	0	0	457	2	129	0	635	99	279	606	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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)						10		5	4		9	
Locust Grove Clayco DRI #2584 (Car Trips)						27		16	5		21	
Locust Grove Phase II DRI #2699 (Truck Trips)						35		16	12		28	
Locust Grove Phase II DRI #2699 (Car Trips)						71		48	32		107	
75 South Logistics Center DRI #2867 (Truck Trips)	0	0	0	26	0	0	0	5	0	4	1	0
75 South Logistics Center DRI #2867 (Car Trips)	0	0	0	85	0	0	0	15	0	14	5	0
2020 Background Traffic	0	0	0	577	2	275	0	753	154	303	789	0
2020 No-Build Heavy Vehicle %	0%	0%	0%	10%	2%	17%	0%	5%	12%	5%	7%	0%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN				50%								
Trip Distribution OUT										35%		
Truck Trips	0	0	0	24	0	0	0	0	0	11	0	0
Trip Distribution IN				40%				10%				
Trip Distribution OUT										20%	10%	
Car Trips	0	0	0	46	0	0	0	11	0	6	3	0
Total Project Trips	0	0	0	70	0	0	0	11	0	17	3	0
2020 Buildout Total	0	0	0	647	2	275	0	764	154	320	792	0
2020 Build Heavy Vehicle %	0%	0%	0%	13%	2%	17%	0%	5%	12%	9%	7%	0%

## PM PEAK HOUR

Description	Northbound			I-75 SB Southbound			Bill Gardner Pkwy Eastbound			Bill Gardner Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	912	1	177	0	583	138	281	508	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	24	0	4	0	5	3	5	11	0
Heavy Vehicle %	0%	0%	0%	3%	2%	2%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Adjustment												
Adjusted 2019 Volumes	0	0	0	912	1	177	0	583	138	281	508	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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)						5		12	9		5	
Locust Grove Clayco DRI #2584 (Car Trips)						13		40	13		10	
Locust Grove Phase II DRI #2699 (Truck Trips)						21		47	37		17	
Locust Grove Phase II DRI #2699 (Car Trips)						28		93	62		41	
75 South Logistics Center DRI #2867 (Truck Trips)	0	0	0	14	0	0	0	2	0	26	5	0
75 South Logistics Center DRI #2867 (Car Trips)	0	0	0	31	0	0	0	4	0	61	12	0
2020 Background Traffic	0	0	0	975	1	248	0	793	262	374	608	0
2020 No-Build Heavy Vehicle %	0%	0%	0%	4%	2%	12%	0%	9%	19%	8%	6%	0%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN				50%								
Trip Distribution OUT										35%		
Truck Trips	0	0	0	27	0	0	0	0	0	19	0	0
Trip Distribution IN				40%				10%				
Trip Distribution OUT										20%	10%	
Car Trips	0	0	0	72	0	0	0	18	0	61	30	0
Total Project Trips	0	0	0	99	0	0	0	18	0	80	30	0
2020 Buildout Total	0	0	0	1,074	1	248	0	811	262	454	638	0
2020 Build Heavy Vehicle %	0%	0%	0%	6%	2%	12%	0%	9%	19%	11%	6%	0%

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #9: SR 42 @ Site Driveway C AM PEAK HOUR

Description	SR 42 Northbound			SR 42 Southbound			Site Driveway C Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes		620			566							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		33			37							
Heavy Vehicle %	0%	5%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.82			0.82			0.82			0.82	
Adjustment												
Adjusted 2019 Volumes	0	620	0	0	566	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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	13	0	0	11	0	0	0	0	0	0	0
75 South Logistics Center DRI #2867 (Car Trips)	0	43	0	0	36	0	0	0	0	0	0	0
2020 Background Traffic	0	688	0	0	624	0	0	0	0	0	0	0
2020 No-Build Heavy Vehicle %	0%	7%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN	5%				5%	5%						
Trip Distribution OUT		5%					5%		5%			
Truck Trips	2	2	0	0	2	2	2	0	2	0	0	0
Trip Distribution IN	5%				15%	5%						
Trip Distribution OUT		15%					5%		5%			
Car Trips	6	5	0	0	17	6	2	0	2	0	0	0
Total Project Trips	8	7	0	0	19	8	4	0	4	0	0	0
<b>2020 Buildout Total</b>	8	695	0	0	643	8	4	0	4	0	0	0
<b>2020 Build Heavy Vehicle %</b>	25%	7%	0%	0%	8%	25%	50%	0%	50%	0%	0%	0%

### PM PEAK HOUR

Description	SR 42 Northbound			SR 42 Southbound			Site Driveway C Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes		699			855							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		19			14							
Heavy Vehicle %	0%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2019 Volumes	0	699	0	0	855	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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	6	0	0	16	0	0	0	0	0	0	0
75 South Logistics Center DRI #2867 (Car Trips)	0	14	0	0	38	0	0	0	0	0	0	0
2020 Background Traffic	0	733	0	0	926	0	0	0	0	0	0	0
2020 No-Build Heavy Vehicle %	0%	3%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN	5%				5%	5%						
Trip Distribution OUT		5%					5%		5%			
Truck Trips	3	3	0	0	3	3	3	0	3	0	0	0
Trip Distribution IN	5%				15%	5%						
Trip Distribution OUT		15%					5%		5%			
Car Trips	9	45	0	0	27	9	15	0	15	0	0	0
Total Project Trips	12	48	0	0	30	12	18	0	18	0	0	0
<b>2020 Buildout Total</b>	12	781	0	0	956	12	18	0	18	0	0	0
<b>2020 Build Heavy Vehicle %</b>	25%	4%	0%	0%	4%	25%	17%	0%	17%	0%	0%	0%



## INTERSECTION VOLUME DEVELOPMENT

### Intersection #10: Market Place Blvd @ Private Dr / Site Driveway D AM PEAK HOUR

Description	Private Dr			Site Driveway D			Market Place Blvd			Market Place Blvd		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	3		0					116			353	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								6			8	
Heavy Vehicle %	2%	0%	0%	0%	0%	0%	0%	34%	0%	0%	2%	0%
Peak Hour Factor		0.85			0.85			0.85			0.85	
Adjustment												
Adjusted 2019 Volumes	3	0	0	0	0	0	0	116	0	0	353	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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	0	0	0	0	0	0	11	0	0	9	0
75 South Logistics Center DRI #2867 (Car Trips)	0	0	0	0	0	0	0	35	0	0	31	0
2020 Background Traffic	3	0	0	0	0	0	0	164	0	0	400	0
2020 No-Build Heavy Vehicle %	2%	0%	0%	0%	0%	0%	0%	31%	0%	0%	4%	0%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN							20%	10%				
Trip Distribution OUT						20%						
Truck Trips	0	0	0	0	0	6	10	5	0	0	0	0
Trip Distribution IN							55%	5%				5%
Trip Distribution OUT				5%		55%				5%		
Car Trips	0	0	0	2	0	17	63	6	0	0	2	6
Total Project Trips	0	0	0	2	0	23	73	11	0	0	2	6
<b>2020 Buildout Total</b>	3	0	0	2	0	23	73	175	0	0	402	6
<b>2020 Build Heavy Vehicle %</b>	2%	0%	0%	2%	0%	26%	14%	32%	0%	0%	4%	2%

### PM PEAK HOUR

Description	Private Dr			Site Driveway D			Market Place Blvd			Market Place Blvd		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	3		0					236	4		375	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles					0			5				
Heavy Vehicle %	2%	0%	0%	0%	0%	0%	0%	2%	2%	0%	2%	0%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2019 Volumes	3	0	0	0	0	0	0	236	4	0	375	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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Locust Grove Clayco DRI #2584 (Truck Trips)												
Locust Grove Clayco DRI #2584 (Car Trips)												
Locust Grove Phase II DRI #2699 (Truck Trips)												
Locust Grove Phase II DRI #2699 (Car Trips)												
75 South Logistics Center DRI #2867 (Truck Trips)	0	0	0	0	0	0	0	2	0	0	36	0
75 South Logistics Center DRI #2867 (Car Trips)	0	0	0	0	0	0	0	4	0	0	83	0
2020 Background Traffic	3	0	0	0	0	0	0	247	4	0	502	0
2020 No-Build Heavy Vehicle %	2%	0%	0%	0%	0%	0%	0%	3%	2%	0%	9%	0%
<b>Project Trips (Future Development Only)</b>												
Trip Distribution IN							20%	10%				
Trip Distribution OUT						20%						
Truck Trips	0	0	0	0	0	11	11	5	0	0	0	0
Trip Distribution IN							55%	5%				5%
Trip Distribution OUT				5%		55%				5%		
Car Trips	0	0	0	15	0	167	100	9	0	0	15	9
Total Project Trips	0	0	0	15	0	178	111	14	0	0	15	9
<b>2020 Buildout Total</b>	3	0	0	15	0	178	111	261	4	0	517	9
<b>2020 Build Heavy Vehicle %</b>	2%	0%	0%	2%	0%	6%	10%	5%	2%	0%	8%	2%

## **Appendix F**

### **Programmed Project Fact Sheets**

## Short Title

I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY) FROM I-475 TO SR 155

## GDOT Project No.

0014203

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Roadway / Managed Lanes

## Sponsor

GDOT

## Jurisdiction

Henry County, Spalding County

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

0

## LCI

☐

## Planned Thru Lane

2

## Flex

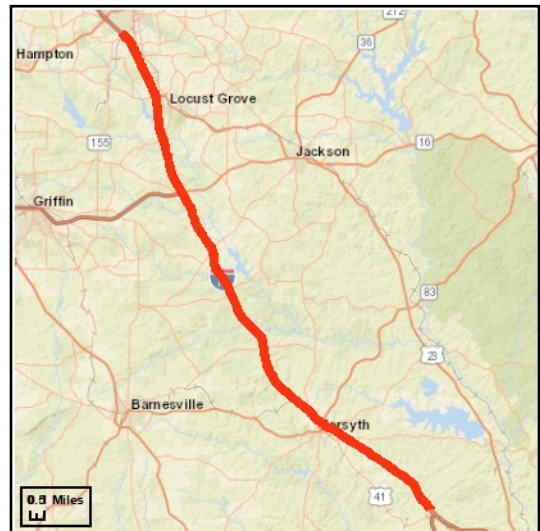
☐

## Network Year

2030

## Corridor Length

38.6 miles



## Detailed Description and Justification

This project is part of the Governor's Major Mobility Investment Program. It proposes to add two new barrier-separated lanes to I-75 in the northbound direction, designated for commercial vehicles only. Tolling is not anticipated and the exact northern terminus will be determined during project development. I-75 between Atlanta and Macon serves as an important freight and motorist corridor that supports critical coastal port truck traffic and travelers from southern Georgia and Florida. As the percentage of truck traffic continues to grow, the increase in truck volume can and will accentuate operational differences, leading to less efficient traffic streams and increased delays. For example, compared to cars, trucks cannot accelerate as quickly on long grades. Providing a dedicated system of lanes separated from existing general purpose lanes is expected to enhance mobility both traffic streams.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$977,865	\$0,000	\$977,865	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2018	\$924,000	\$739,200	\$184,800	\$0,000	\$0,000
PE	National Highway System	AUTH	2018	\$87,503	\$70,002	\$17,501	\$0,000	\$0,000
PE	Repurposed Earmark	AUTH	2018	\$1,056,249	\$844,999	\$211,250	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2019	\$1,430,000	\$1,144,000	\$286,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2020	\$1,694,000	\$1,355,200	\$338,800	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2021	\$2,068,000	\$1,654,400	\$413,600	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2022	\$2,178,000	\$1,742,400	\$435,600	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2023	\$550,000	\$440,000	\$110,000	\$0,000	\$0,000
PE	General Federal Aid 2024-2040		LR 2024-2030	\$352,000	\$281,600	\$70,400	\$0,000	\$0,000



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



ROW	National Highway Performance Program (NHPP)		2019	<b>\$1,056,247</b>	\$844,998	\$211,249	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2023	<b>\$5,082,000</b>	\$4,065,600	\$1,016,400	\$0,000	\$0,000
ROW	General Federal Aid 2024-2040		LR 2024-2030	<b>\$5,324,000</b>	\$4,259,200	\$1,064,800	\$0,000	\$0,000
CST	General Federal Aid 2024-2040		LR 2024-2030	<b>\$60,830,000</b>	\$48,664,000	\$12,166,000	\$0,000	\$0,000
CST	General Federal Aid 2024-2040		LR 2031-2040	<b>\$304,700,000</b>	\$243,760,000	\$60,940,000	\$0,000	\$0,000
CST	General Federal Aid 2041+		LR 2041+	<b>\$943,800,000</b>	\$755,040,000	\$188,760,000	\$0,000	\$0,000
				<b>\$1,332,109,864</b>	<b>\$1,064,905,599</b>	<b>\$267,204,265</b>	<b>\$0,000</b>	<b>\$0,000</b>

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



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## 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

Henry County

## Jurisdiction

Henry County

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

N/A

LCI

☐

## Planned Thru Lane

N/A

Flex

☐

## 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 2024-2040		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



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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.

N/A

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 2024-2040		LR 2024-2030	\$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

## Short Title

SR 42 BRIDGE REPLACEMENT AT NORFOLK SOUTHERN  
LINE 5 MILES SOUTH OF MCDONOUGH

## GDOT Project No.

0013995

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Roadway / Bridge Upgrade

## Sponsor

GDOT

## Jurisdiction

Henry County

## Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

## Existing Thru Lane

2

## LCI

☐

## Planned Thru Lane

2

## Flex

☐

## Network Year

TBD

## Corridor Length

0.4 miles



## Detailed Description and Justification

This project will replace the bridge at SR 42 at the Norfolk Southern rail line 5 miles south of McDonough.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2017	\$500,000	\$400,000	\$100,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2020	\$250,000	\$200,000	\$50,000	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2021	\$4,613,071	\$3,690,457	\$922,614	\$0,000	\$0,000
				\$5,363,071	\$4,290,457	\$1,072,614	\$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](mailto:transportation@atlantaregional.com).



## Short Title

SR 42 / US 23 WIDENING FROM BILL GARDNER PARKWAY TO PEEKSVILLE ROAD

## GDOT Project No.

0015823

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Roadway / General Purpose Capacity

## Sponsor

GDOT

## Jurisdiction

Henry County

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

2

LCI

☐

## Planned Thru Lane

3

Flex

☐

## Network Year

2030

## Corridor Length

0.4 miles



## Detailed Description and Justification

This project is a reconstruction widening project. This project starting point begins at SR 42 going towards CS 636/BILL GARDNER PKWY and ending at CS 645/PEEKSVILLE RD. This project is 0.40 mile in length, located in the Congressional 3 District. An add lane in the southbound direction in the City of Locust Grove to release the congested corridors, high volume intersections, decrease the frequencies of crashed and overall traffic delays.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2018	\$200,000	\$0,000	\$200,000	\$0,000	\$0,000
UTL	Transportation Funding Act (HB 170)		2022	\$250,000	\$0,000	\$250,000	\$0,000	\$0,000
CST	Transportation Funding Act (HB 170)		2022	\$1,200,000	\$0,000	\$1,200,000	\$0,000	\$0,000
				\$1,650,000	\$0,000	\$1,650,000	\$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



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