



Transportation Analysis

Speedway Commerce Center DRI #3216

City of Hampton, Georgia

Report Prepared:

February 2021

Prepared for:

Lassiter Properties, Inc.

Prepared by:

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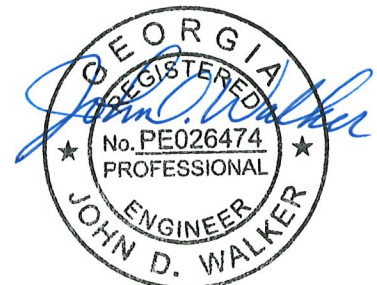
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2/8/2021

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Speedway Commerce Center* development located in the City of Hampton, Georgia. The approximate 546-acre site is located along the west of Lower Woolsey Road at its intersection with SR 20. The proposed development will consist of warehouse, residential, and retail land uses.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 400,000 SF of mixed-use development in a Rural Area per the Atlanta Region’s Plan *Unified Growth Policy Map*. The DRI trigger for this development is the submittal of a rezoning application with the City of Hampton on November 10, 2020 combined with the proposed development exceeding 400,000 gross square feet for mixed-use developments within the ARC designated Rural Area. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on December 14, 2020 by the City of Hampton.

The present zoning classification of the project site is RA (Residential-Agriculture), and the site is proposed to be rezoned to MU (mixed-use). The rezoning application was submitted on November 10, 2020. The proposed project is expected to be completed by 2026 (approximately 5 years), and this analysis will consider the full build-out of the proposed site in 2026.

The proposed development will consist of the following land uses and densities contained in **Table 1**:

Table 1: Proposed Land Use and Density		
Land Use	Unit	Proposed
Warehouse	SF	5,290,000 SF
Multi-family Residential	Units	300 units
Retail	SF	75,000 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Pass-By reductions to gross trips are also included in the analysis. Mixed-use reductions and alternative transportation mode reductions were not applicable for this analysis.

Capacity analyses were performed throughout the study network for the Estimated 2021 conditions, the Projected 2026 No-Build conditions, and the Projected 2026 Build conditions.

- Estimated 2021 conditions represent traffic volumes that were collected in May 2018 (pre-COVID) by performing AM and PM peak hour turning movement counts, and grown at 1.0% per year for three (3) years.
- Projected 2026 No-Build conditions represent the Estimated 2021 traffic volumes grown for (5) additional years at 1.5 percent per year throughout the study network, plus the addition of the estimated project trips generated by *DRI #2808 – Lower Woolsey Henry 780*.
- Projected 2026 Build conditions represent the Projected 2026 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Speedway Commerce Center* development.

Based on the **Estimated 2021** conditions (*present conditions; i.e. excludes both the background traffic growth and the estimated project trips from the Speedway Commerce Center DRI*), zero (0) study intersections currently operate below their acceptable overall LOS standard of D (per GRTA Letter of Understanding) during the AM and PM peak hours.

There are no recommended improvements for the Estimated 2021 conditions scenario.

Based on the **Projected 2026 No-Build** conditions (*includes background traffic growth and project trips from DRI #2808 but excludes the estimated project trips from the Speedway Commerce Center DRI*), no study intersections are projected to operate below their acceptable overall LOS standard during the AM and PM peak hours. However, it should be noted that the eastbound approach of Lower Woolsey Road at US 19/US 41/SR 3 (Intersection #5) is expected to operate at LOS F During the PM peak hour.

Based on the **Projected 2026 No-Build** conditions, the following improvements are recommended (previously recommended as a background improvement by DRI #2808):

- Intersection #5: US 19/US 41/SR 3 at Lower Woolsey Road
 - If warranted, install a traffic signal as approved by GDOT.

Based on the **Projected 2026 Build** conditions (*includes both the Projected 2026 No-Build traffic volumes and the estimated project trips from Speedway Commerce Center DRI*), no study intersections are projected to operate below their acceptable overall LOS standard during the AM and PM peak hours. However, it should be noted that the southbound approach of Lower Woolsey Road at US 19/US 41/SR 3 (Intersection #5) is expected to operate at LOS F during the AM and PM peak hours. Additionally, the westbound approach of SR 20 at Lower Woolsey Road (Intersection #3) is projected to operate at LOS F during the PM peak hour.

With the improvements recommended in the Projected 2026 No-Build conditions, all approaches at the intersection of US 19/US 41/SR 3 at Lower Woolsey Road (Intersection #5) are expected to operate at an acceptable LOS during the AM and PM peak hours.

Based on the **Projected 2026 Build** Conditions scenario, the following improvement alternative and site access improvements should be considered in addition to the Projected 2026 No-Build Improvements:

- Intersection #3: Lower Woolsey Road at SR 20 Westbound/Site Driveway A
 - If and when warranted, construct a traffic signal as approved by GDOT.
 - Construct an exclusive through lane along SR 20 westbound.
 - Restripe the median gore area on the northbound approach as an exclusive left-turn lane, per GDOT standards.
 - Construct a southbound right-turn lane entering the site, per GDOT standards.
 - Construct an exclusive left-turn lane, and an exclusive right-turn lane exiting the site.
- Intersection #4: Lower Woolsey Road at SR 20 Eastbound/Site Driveway B
 - Restripe the median gore area on the northbound approach as an exclusive left-turn lane, per GDOT standards.
 - Construct a southbound right-turn lane entering the site, per GDOT standards.
 - Construct an exclusive left-turn lane, an exclusive through lane, and an exclusive right-turn lane exiting the site.
 - Monitor the intersection for the installation of a traffic signal, if and when warranted and as approved by GDOT.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Speedway Commerce Center* development located in the City of Atlanta, Georgia. The approximate 546-acre site, including approximately 125-acres designated as a floodplain, is located along the west side of Lower Woolsey Road at its intersection with SR 20. The proposed development will consist of warehouse, residential, and retail land uses.

The project will exceed the 400,000 square feet threshold for mixed-use developments within a Rural Area; therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

Figure 1 provides the site location of the proposed *Speedway Commerce Center* development. **Figure 2** and **Figure 3** provide an aerial view of the project site and surrounding area. The Henry County Future Land Use 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 2026, and this analysis will consider the full build-out of the proposed site in 2026. A summary of the proposed land-use and density is shown in **Table 2**.

Table 2: Proposed Land Use and Density		
Land Use	Unit	Proposed
Warehouse	SF	5,290,000 SF
Multi-family Residential	Units	300 units
Retail	SF	75,000 SF

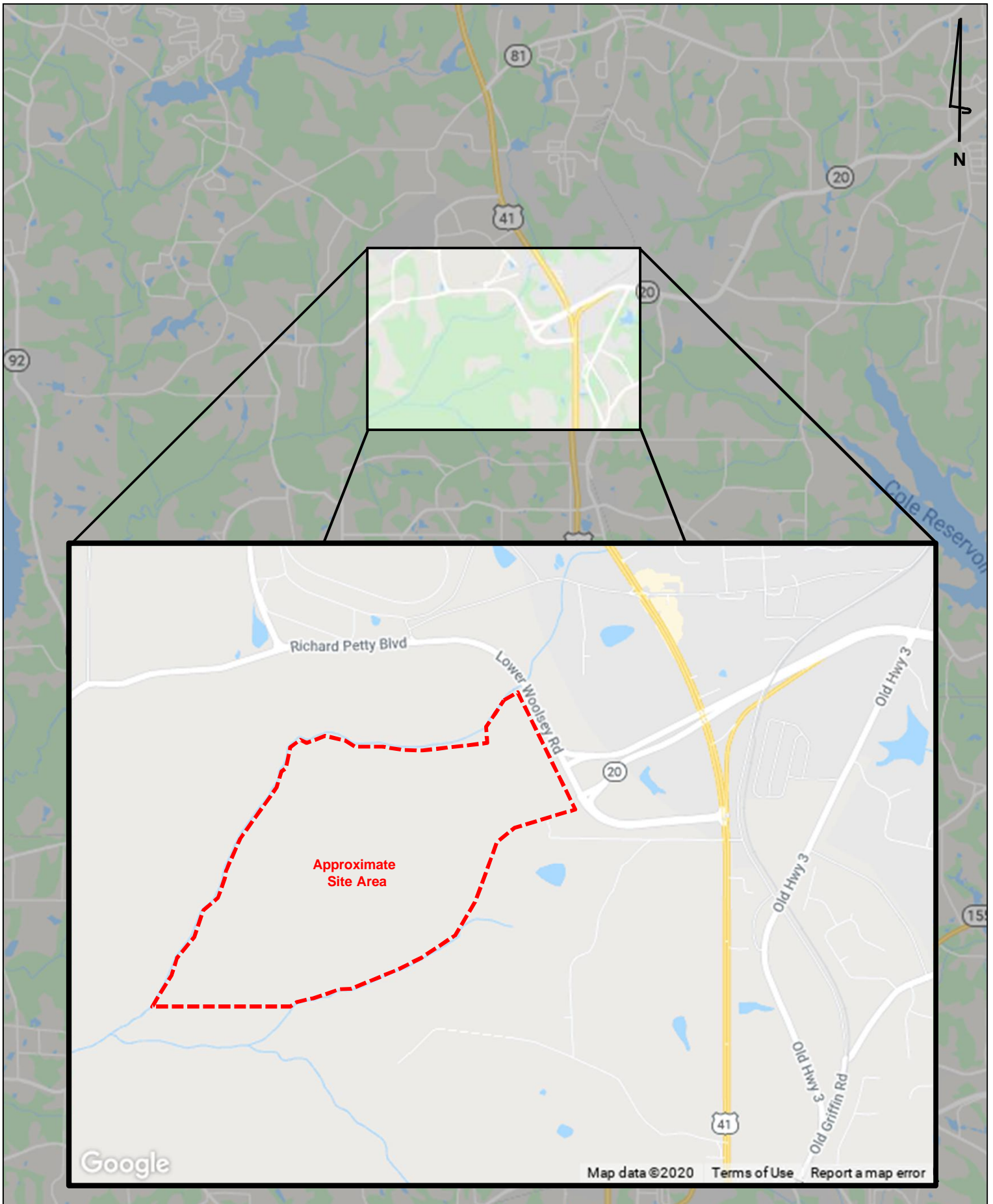
A reference of the proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA’s Site Plan Guidelines is also being submitted as part of the review package.

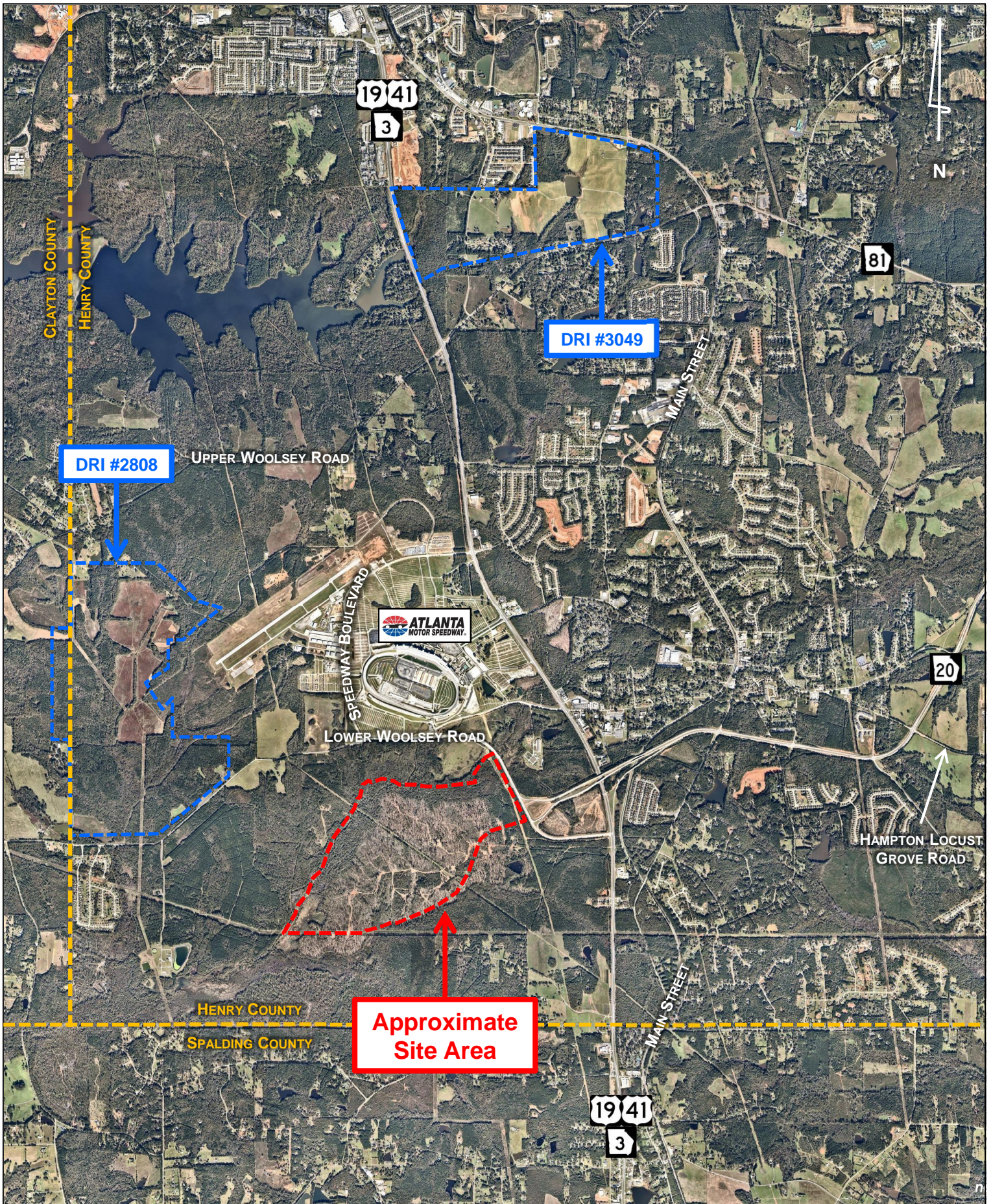
1.2 Site Access

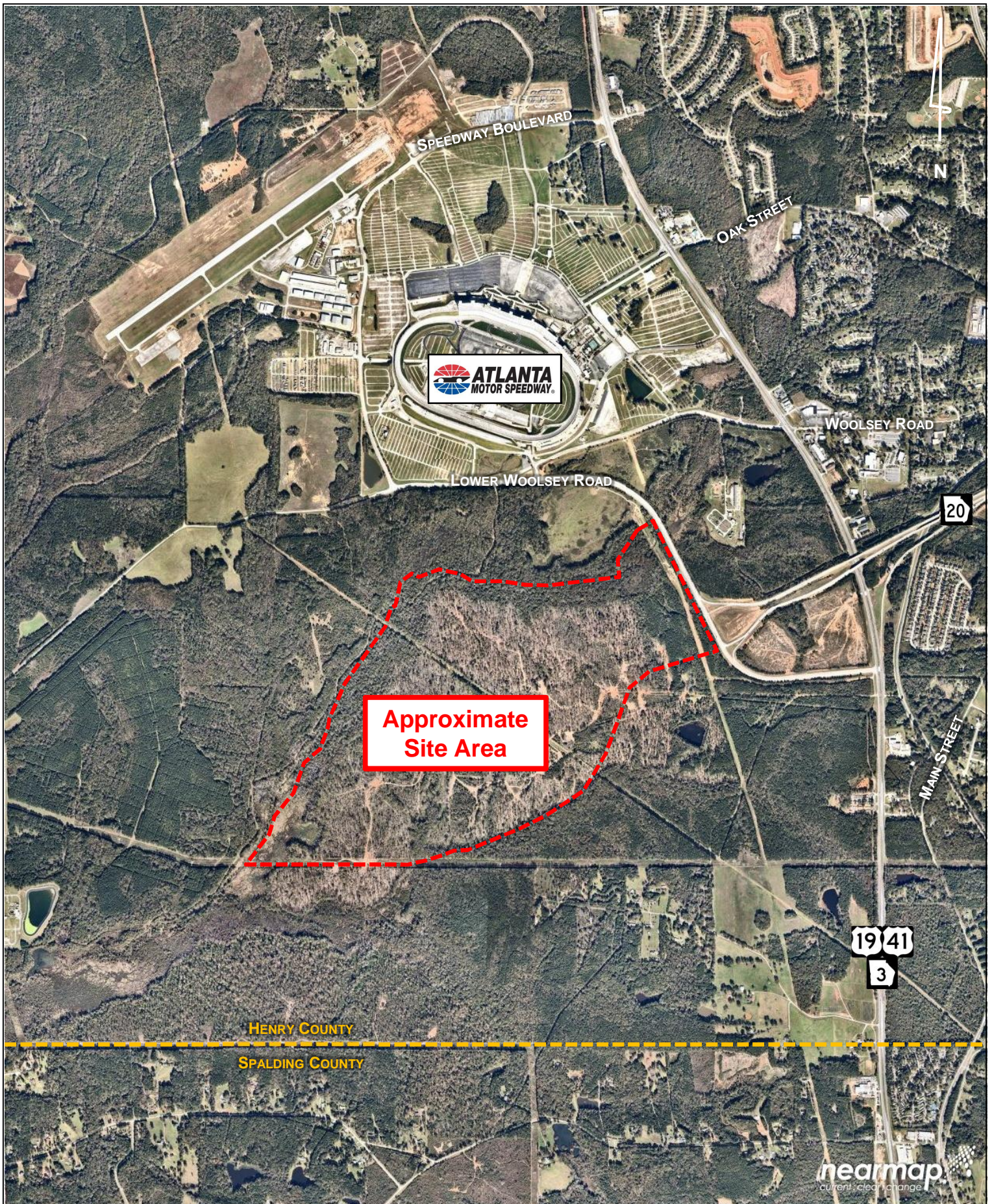
As currently envisioned, the proposed *Speedway Commerce Center* development will be accessible via two (2) full access driveway:

1. **Site Driveway A** – a proposed full-movement driveway along Lower Woolsey Road, to align with SR 20 westbound.
2. **Site Driveway B** – a proposed full-movement driveway along Lower Woolsey Road, to align with SR 20 eastbound.

It should be noted that Site Driveway A (Intersection #3) and Site Driveway B (Intersection #4) will be spaced approximately 600 feet apart. Capacity analyses were performed for the proposed site driveways using *Synchro 10.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 5.3* of this report.







1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveway will provide access to buildings on the site. See referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

Parking will be provided throughout the development as follows (the final proposed parking details are currently being developed):

Multi-family Vehicle Parking Provided:	600 parking spaces
Multi-family Vehicle Parking Required:	300 parking spaces
Industrial Vehicle Parking Provided:	2,794 parking spaces
Industrial Vehicle Parking Required:	2,794 parking spaces
Commercial Vehicle Parking Provided:	150 parking spaces
Commercial Vehicle Parking Required:	150 parking spaces

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) do not exist along the project site frontage. According to the DRI site plan, no bicycle or pedestrian facilities are proposed.

1.5 Transit Facilities

No transit facilities are provided in the vicinity of the project.

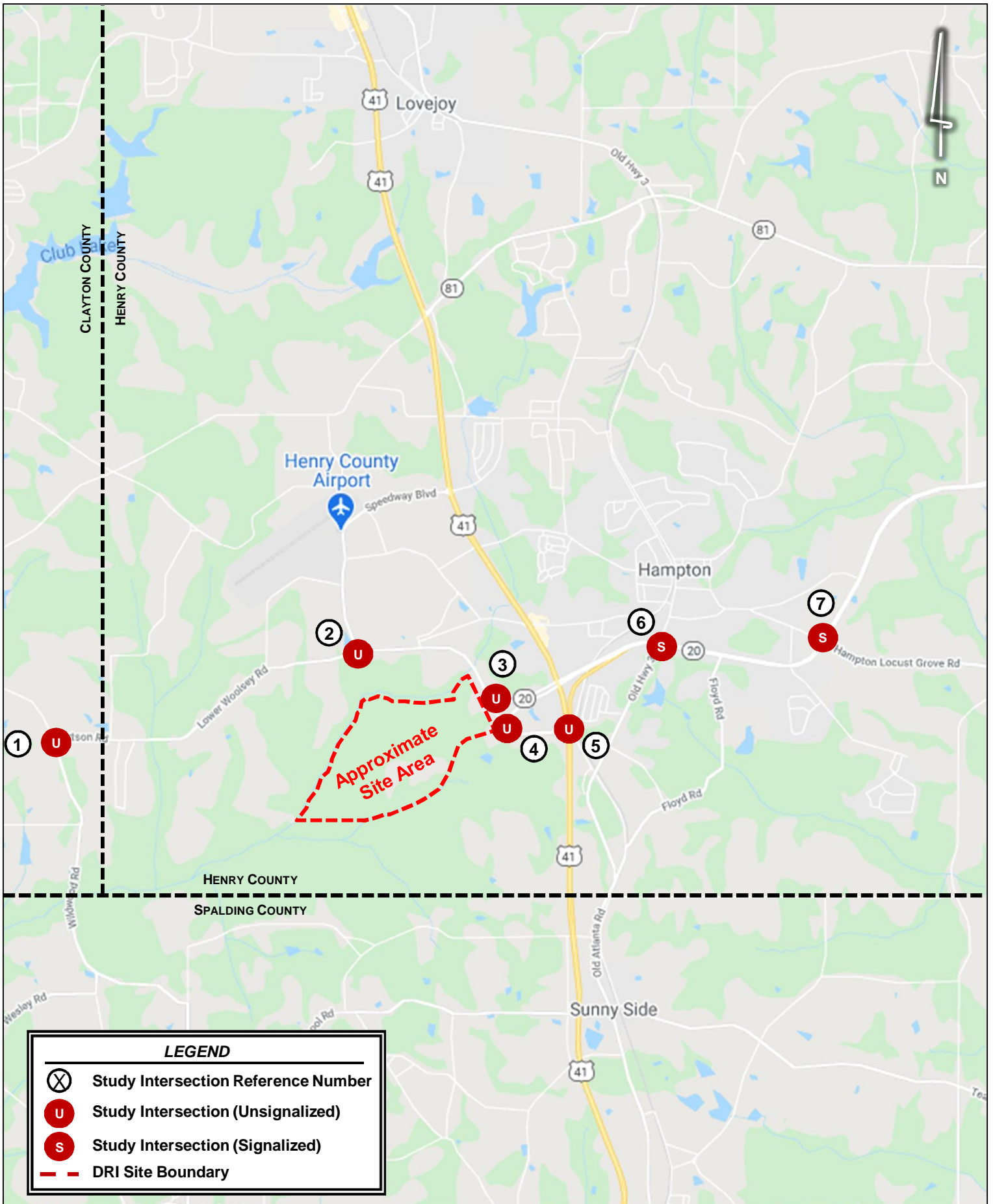
2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 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, GDOT, Henry County and City of Hampton staff, and includes the following seven (7) intersections described in **Table 3**. The study intersections are shown in **Figure 4**.

Table 3: Intersection Control Summary		
Intersection	Jurisdiction	Control
1. Fortson Road at Wildwood Road	Clayton County	TWSC
2. Lower Woolsey Road at Speedway Boulevard	Henry County	TWSC
3. Lower Woolsey Road at SR 20 Eastbound	City of Hampton/GDOT	TWSC
4. Lower Woolsey Road at SR 20 Westbound	City of Hampton/GDOT	TWSC
5. US 19/US 41/SR 3 at Lower Woolsey Road	City of Hampton/GDOT	TWSC
6. SR 20 at Main Street	City of Hampton/GDOT	Signal
7. SR 20 at Hampton Locust Grove	Henry County/GDOT	Signal

Each of the intersections listed in **Table 3** were analyzed for the Estimated 2021 conditions, the Projected 2026 No-Build conditions, and the Projected 2026 Build conditions.



2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 4** (bolded roadway runs adjacent to the site).

Table 4: Roadway Classifications			
Roadway	No. of Lanes	Average Daily Traffic (ADT)	GDOT Functional Classification
Lower Woolsey Road	2	N/A 3,280	Minor Arterial (s/o SR 20) Major Collector (n/o SR 20)
SR 20	4	16,500	Principal Arterial
US 19/US 41/SR 3	5	26,500	Principal Arterial
Main Street	2	4,590	Major Collector
Speedway Boulevard	4	N/A	Minor Collector
Hampton Locust Grove Road	2	6,380	Major Collector
Wildwood Road	2	2,250	Major Collector

2.3 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Tuesday, May 22, 2018 at the study intersections during the AM and PM peak periods. Traffic count collection dates and peak hours for all the study intersections are shown in **Table 5**.

Table 5: Traffic Count Summary			
Intersection	Collection Date	AM Peak Hour	PM Peak Hour
1. Fortson Road at Wildwood Road	5/22/2018	7:00 AM – 8:00 AM	4:45 PM – 5:45 PM
2. Lower Woolsey Road at Speedway Boulevard	5/22/2018	7:00 AM – 8:00 AM	5:00 PM – 6:00 PM
3. Lower Woolsey Road at SR 20 Westbound	5/22/2018	7:00 AM – 8:00 AM	4:30 PM – 5:30 PM
4. Lower Woolsey Road at SR 20 Eastbound	5/22/2018	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM
5. US 19/US 41/SR 3 at Lower Woolsey Road	5/22/2018	7:00 AM – 8:00 AM	4:30 PM – 5:30 PM
6. SR 20 at Main Street	5/22/2018	7:15 AM – 8:15 AM	4:30 PM – 5:30 PM
7. SR 20 at Hampton Locust Grove Road	5/22/2018	7:15 AM – 8:15 AM	4:30 PM – 5:30 PM

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

2.4 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 *Speedway Commerce Center* development. 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 1.0 percent per year growth rate from 2018 to 2021 (3 years) and 1.5 percent per year background traffic growth rate from 2021 to 2026 (5 years) 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:

- DRI #2808 – Lower Woolsey Henry 780 – 6,330,000 SF of High-Cube Warehouse – Approved November 2018

The Projected 2026 No-Build conditions represent the Estimated 2021 traffic volumes grown for five (5) years at 1.5 percent per year throughout the study network, plus the project trips generated by *DRI #2808 – Lower Woolsey Henry 780*. The Projected 2026 Build conditions represent the project trips generated by the *Speedway Commerce Center* development (discussed in Section 3.0 and 4.0) added to the Projected 2026 No-Build Conditions.

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

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

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 levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

2.6 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS 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.

3.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017*, using equations where available.

Trip generation for this proposed development is calculated based upon the Warehousing (ITE 150), Multi-family Housing (Low-Rise) (ITE 220), and Shopping Center (ITE 820) land uses. The total (net) trips generated and analyzed in this report are listed in **Table 6**.

Table 6: Net New Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
Warehousing (ITE 150)	5,290,000 SF	8,404	4,202	4,202	508	152	179	484
Multi-family Housing (Low-Rise) (ITE 220)	300 d.u.	2,228	1,114	1,114	31	104	99	58
Shopping Center (ITE 820)	75,000 SF	2,832	1,416	1,416	44	27	137	149
Gross Project Trips		13,464	6,732	6,732	583	283	415	691
<i>Total Gross Heavy Vehicle Trips*</i>		<i>2,864</i>	<i>1,432</i>	<i>1,432</i>	<i>55</i>	<i>51</i>	<i>83</i>	<i>76</i>
<i>Total Gross Vehicle Trips</i>		<i>10,600</i>	<i>5,300</i>	<i>5,300</i>	<i>528</i>	<i>232</i>	<i>332</i>	<i>615</i>
Mixed-Use Reduction		-568	-284	-284	-2	-2	-53	-53
Alternative Mode Reduction		-0	-0	-0	-0	-0	-0	-0
Pass-by Reduction		-492	-0	-0	-0	-0	-25	-25
Net New Trips		12,404	6,202	6,202	581	281	337	613
<i>Total Net New Heavy Vehicle Trips*</i>		<i>2,864</i>	<i>1,432</i>	<i>1,432</i>	<i>55</i>	<i>51</i>	<i>83</i>	<i>76</i>
<i>Total Net New Employee Trips</i>		<i>9,540</i>	<i>4,770</i>	<i>4,770</i>	<i>526</i>	<i>230</i>	<i>254</i>	<i>537</i>

*Heavy Vehicle Trip Generation is based on the *ITE Trip Generation Manual, 10th Edition Supplement (2019)*

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, GDOT, Henry County and City of Hampton staff.

Figure 5 through **Figure 8** display the anticipated distribution and assignment of heavy vehicle (truck), employee (car), residential, and retail 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 *Speedway Commerce Center* development, are shown on **Figure 9**.

The Projected 2026 Build conditions add the project trips associated with the *Speedway Commerce Center* development to the Projected 2026 No-Build conditions. Detailed intersection volume worksheets are provided in **Appendix D**.

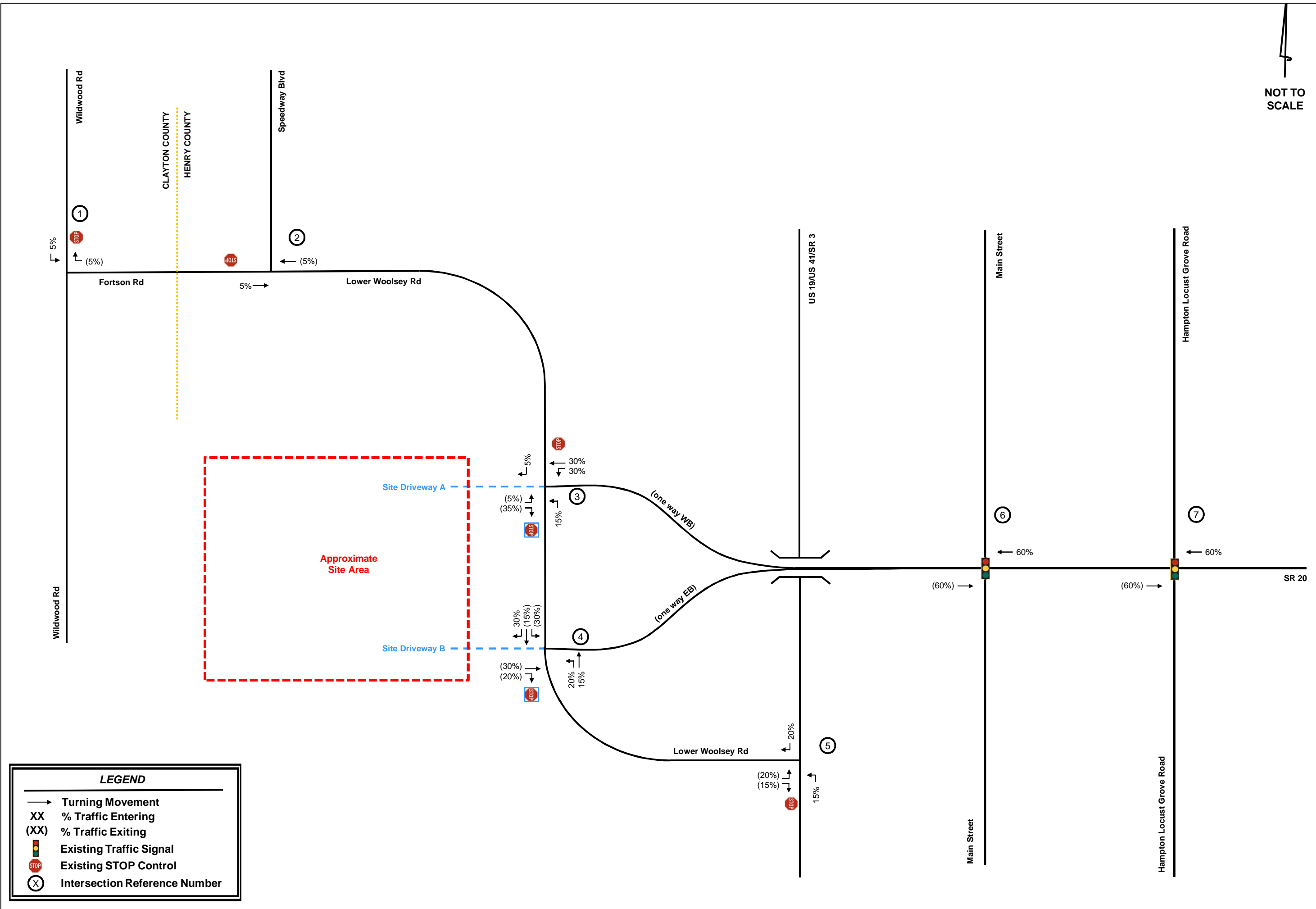


Figure 5

Warehouse (Truck) Trip Distribution

Speedway Commerce Center DRI #3216 Transportation Analysis



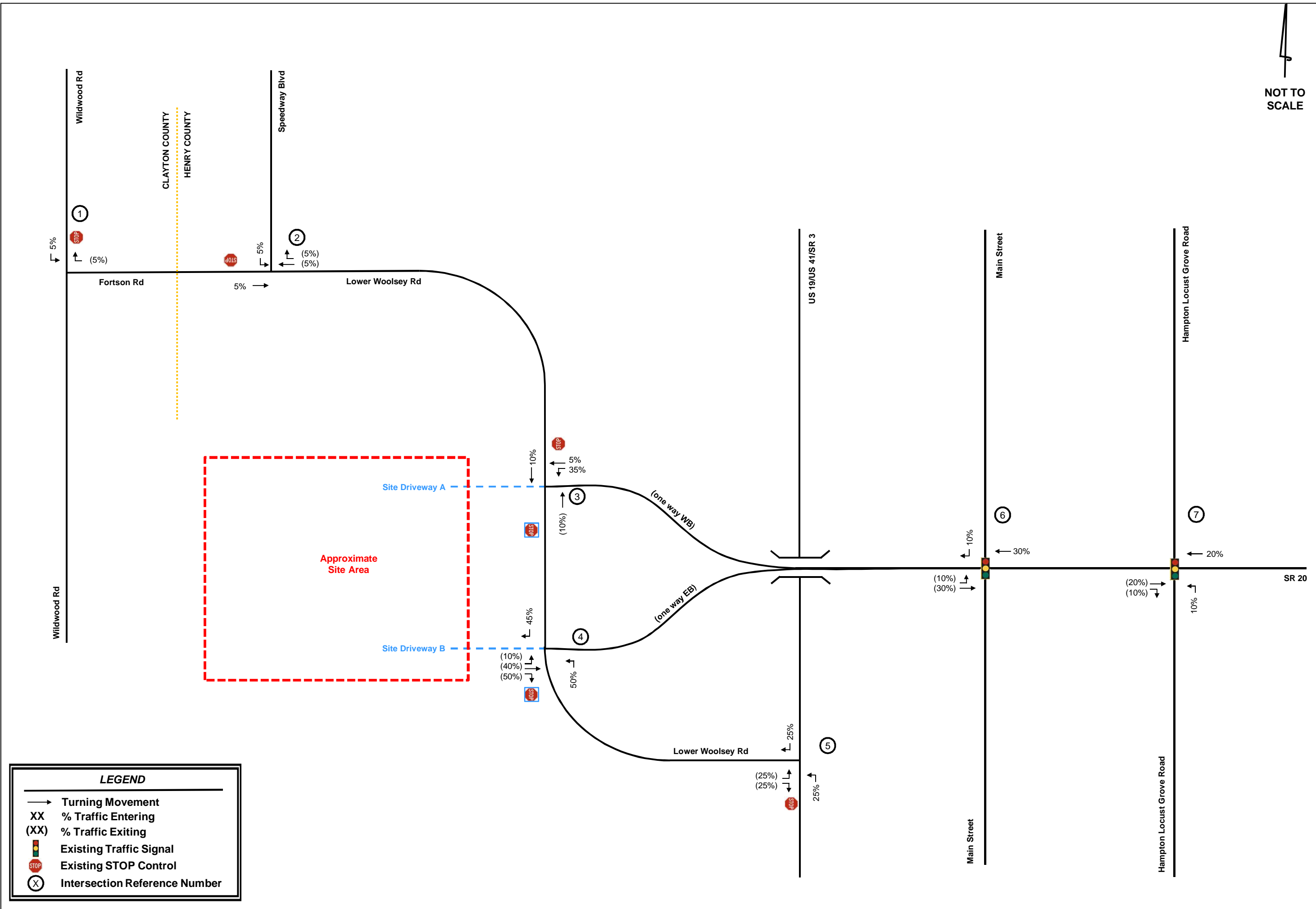
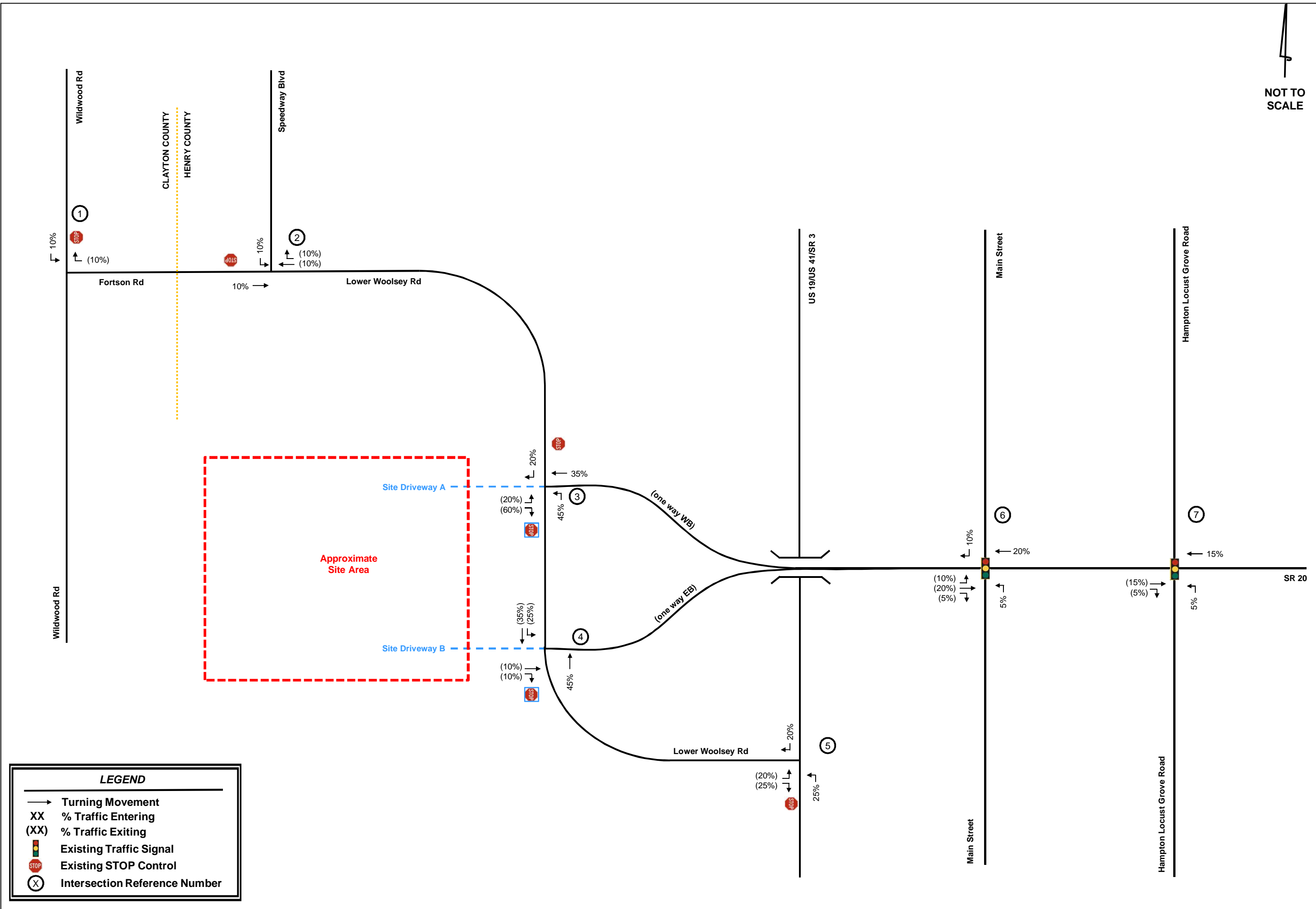


Figure 7

Residential Trip Distribution

Speedway Commerce Center DRI #3216 Transportation Analysis





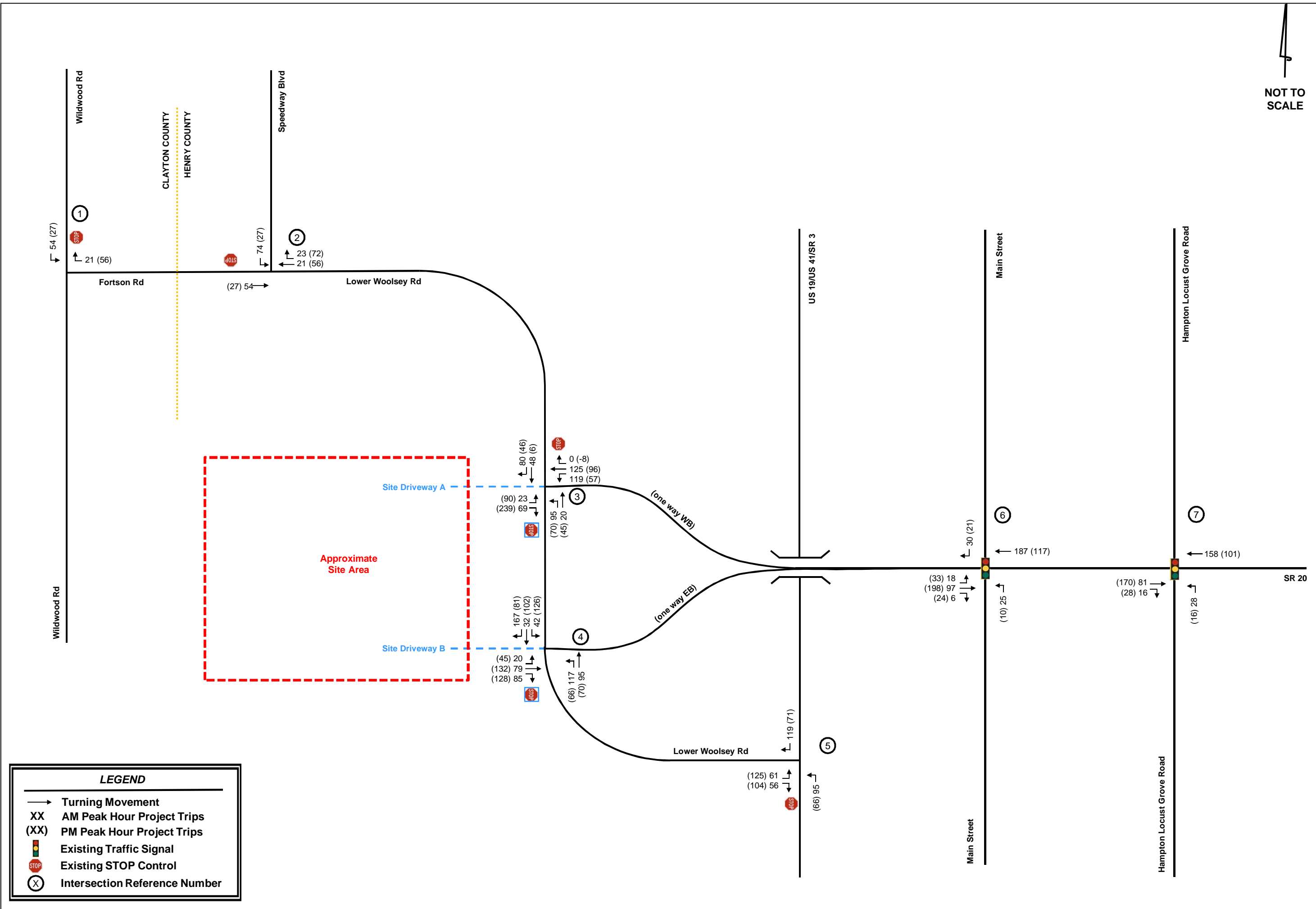
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Figure 8

Retail Trip Distribution

Speedway Commerce Center DRI #3216 Transportation Analysis





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Figure 9

Project Trips

Speedway Commerce Center
DRI #3216
Transportation Analysis

5.0 TRAFFIC ANALYSIS

5.1 Estimated 2021 Conditions

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

The Estimated 2021 peak hour traffic volumes and existing roadway laneage are displayed in **Figure 10**, and the results of the capacity analyses for the Estimated 2021 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7: Estimated 2021 Level-of-Service Summary					
LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.**	AM Peak Hour	PM Peak Hour
1. Fortson Road at Wildwood Road	TWSC	SBL	N/A	A (7.7)	A (7.6)
		WB		B (10.1)	B (10.6)
2. Lower Woolsey Road at Speedway Boulevard	TWSC	SB	N/A	B (11.9)	B (11.5)
		EBL		A (7.9)	A (7.8)
3. Lower Woolsey Road at SR 20 Westbound	TWSC	WB	N/A	B (10.2)	B (10.4)
4. Lower Woolsey Road at SR 20 Eastbound	TWSC	SBL	N/A	A (7.6)	A (7.6)
5. US 19/US 41/SR 3 at Lower Woolsey Road	TWSC	NBL	N/A	A (8.9)	B (10.8)
		EB		C (15.9)	C (24.5)
6. SR 20 at Main Street	Signal	Overall	D	C (22.6)	C (21.6)
7. SR 20 at Hampton Locust Grove Road	Signal	Overall	D	C (30.1)	B (19.0)

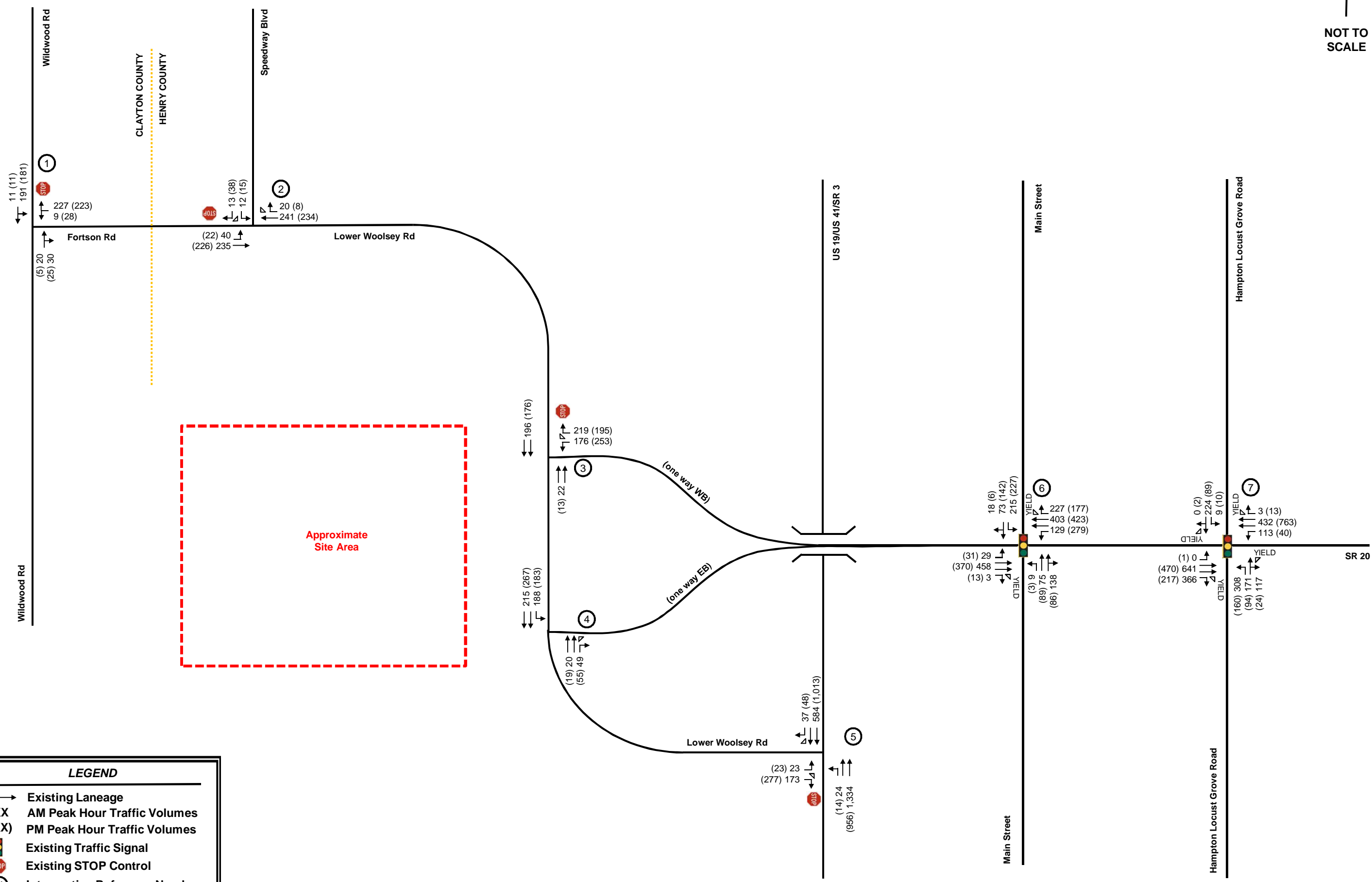
** LOS D is the overall intersection standard per GRTA Letter of Understanding, no approach LOS standard is set

As shown in **Table 7**, all study intersections currently operate at or above their acceptable overall level-of-service standard of D during the AM and PM peak hours for the Estimated 2021 conditions.

There are no recommended improvements for the Estimated 2021 conditions scenario.

LEGEND

- Existing Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- Existing Traffic Signal
- Existing STOP Control
- (X) Intersection Reference Number



NOT TO SCALE

Figure 10

Estimated 2021 Conditions

Speedway Commerce Center
DRI #3216
Transportation Analysis



5.2 Projected 2026 No-Build Conditions

To account for growth in the vicinity of the proposed development, the Estimated 2021 traffic volumes were increased for five (5) years at 1.5 percent per year throughout the study network. Additionally, the estimated project trips from *DRI #2808 – Lower Woolsey Henry 780* were included. These volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2026 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2026 No-Build conditions are shown in **Figure 11**. The results of the capacity analyses for the Projected 2026 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8: Projected 2026 No-Build Level-of-Service Summary					
LOS (delay in seconds)					
Intersection	Control	Approach/Movement	LOS Std.**	AM Peak Hour	PM Peak Hour
1. Fortson Road at Wildwood Road	TWSC	SBL	N/A	A (8.0)	A (7.8)
		WB		B (10.9)	B (12.5)
2. Lower Woolsey Road at Speedway Boulevard	TWSC	SB	N/A	B (14.8)	B (14.8)
		EBL		A (8.9)	A (8.4)
3. Lower Woolsey Road at SR 20 Westbound	TWSC	WB	N/A	B (12.2)	B (12.0)
4. Lower Woolsey Road at SR 20 Eastbound	TWSC	SBL	N/A	A (8.2)	A (8.3)
5. US 19/US 41/SR 3 at Lower Woolsey Road	TWSC	NBL	N/A	A (9.9)	B (12.2)
		EB		C (22.8)	F (62.0)
6. SR 20 at Main Street	Signal	Overall	D	C (24.9)	C (24.3)
7. SR 20 at Hampton Locust Grove Road	Signal	Overall	D	D (38.3)	C (20.2)

** LOS D is the overall intersection standard per GRTA Letter of Understanding, no approach LOS standard is set

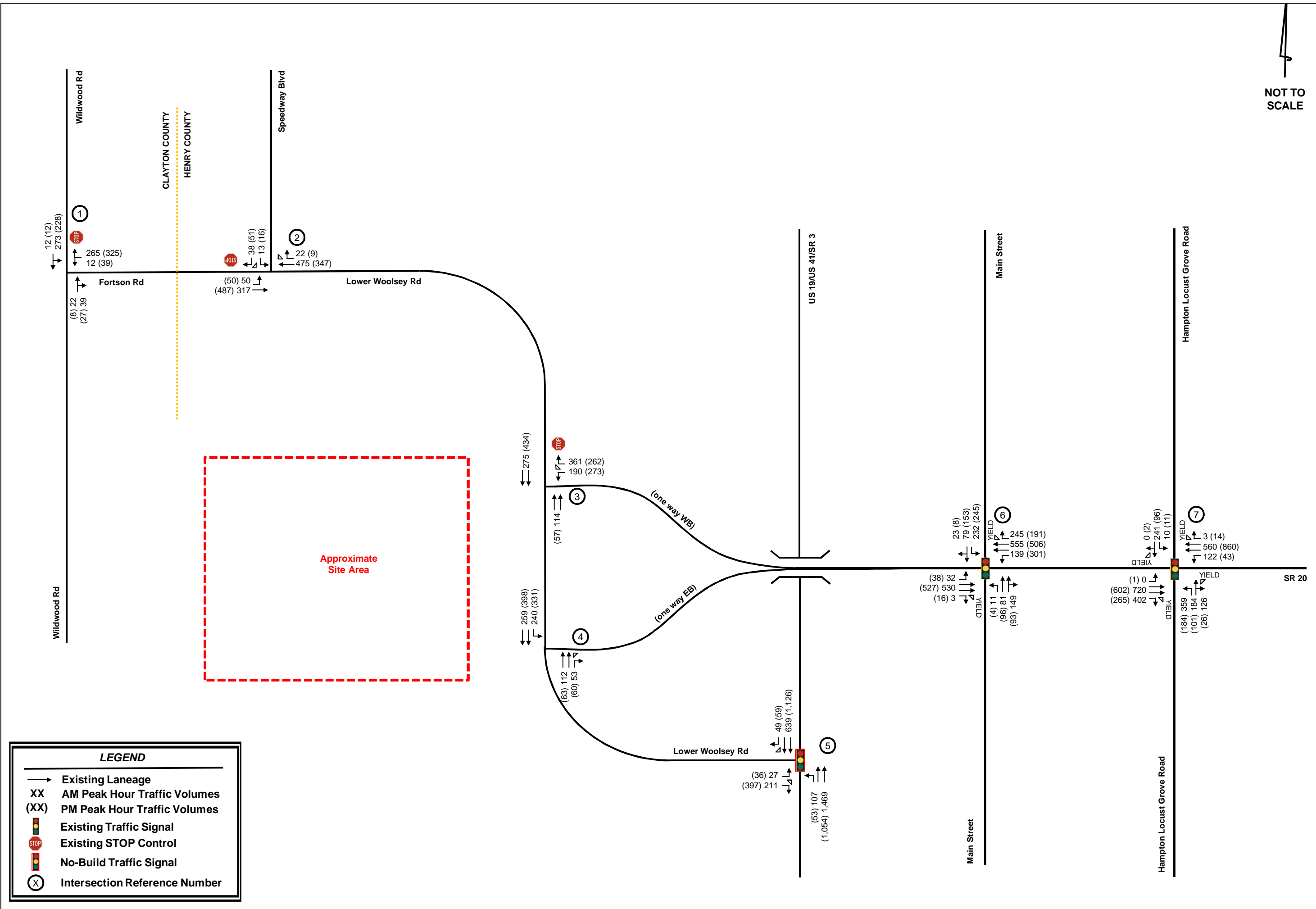
As shown in **Table 8**, all study intersections are projected to operate at or above their acceptable overall level-of-service standard of D during the AM and PM peak hours for the Projected 2026 No-Build conditions. However, for Intersection 5, the eastbound approach is projected to operate at LOS F during the PM peak.

Based on the Projected 2026 No-Build Conditions scenario, the following improvement alternative should be considered (previously recommended as a background improvement by DRI #2808):

- Intersection #5: US 19/US 41/SR 3 at Lower Woolsey Road
 - If and when warranted, construct a traffic signal as approved by GDOT.

The results of the capacity analysis for the projected 2026 No-Build Improved conditions are shown in **Table 9**.

Table 9: Projected 2026 No-Build Improved Level-of-Service Summary					
LOS (delay in seconds)					
Intersection	Control	Approach/Movement	LOS Std.**	AM Peak Hour	PM Peak Hour
5. US 19/US 41/SR 3 at Lower Woolsey Road	Signal	Overall	D	B (11.3)	B (19.6)



NOT TO SCALE

Figure 11

Projected 2026 No-Build Conditions

Speedway Commerce Center DRI #3216 Transportation Analysis



5.3 Projected 2026 Build Conditions

The traffic associated with the proposed *Speedway Commerce Center* development was added to the Projected 2026 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2026 Build conditions were analyzed using the existing roadway geometry, existing intersection control types, and proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2026 Build conditions are shown in **Figure 12**. The results of the capacity analyses for the Projected 2026 Build conditions are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

Table 10: Projected 2026 Build Level-of-Service Summary					
LOS (delay in seconds)					
Intersection	Control	Approach/Movement	LOS Std.**	AM Peak Hour	PM Peak Hour
1. Fortson Road at Wildwood Road	TWSC	SBL	N/A	A (8.2)	A (7.8)
		WB		B (11.4)	B (13.8)
2. Lower Woolsey Road at Speedway Boulevard	TWSC	SB	N/A	C (18.2)	C (16.5)
		EBL		A (8.8)	A (8.6)
3. Lower Woolsey Road at SR 20 Westbound/ Site Driveway A	TWSC	NBL	N/A	A (8.8)	A (9.1)
		EB		C (15.2)	C (15.7)
		WB		D (30.2)	F (50.6)
4. Lower Woolsey Road at SR 20 Eastbound/ Site Driveway B	TWSC	NBL	N/A	A (9.1)	A (9.9)
		SBL		A (8.8)	A (9.2)
		EB		C (15.0)	E (48.2)
5. US 19/US 41/SR 3 at Lower Woolsey Road	TWSC	NBL	N/A	B (10.5)	B (13.7)
		EB		F (197.3)	F (\$)
6. SR 20 at Main Street	Signal	Overall	D	C (27.6)	C (27.2)
7. SR 20 at Hampton Locust Grove Road	Signal	Overall	D	D (44.6)	C (21.3)

** LOS D is the overall intersection standard per GRTA Letter of Understanding, no approach LOS standard is set
 \$ - Delay exceeds 300 seconds

As shown in **Table 10**, all study intersections are projected to operate at or above their acceptable overall LOS standard during the AM and/or PM peak hour for the Projected 2026 Build conditions. However, for Intersection 3, the westbound approach is projected to operate at LOS F during the PM peak. For Intersection 5, the eastbound approach is projected to operate at LOS F during both the AM and PM peaks.

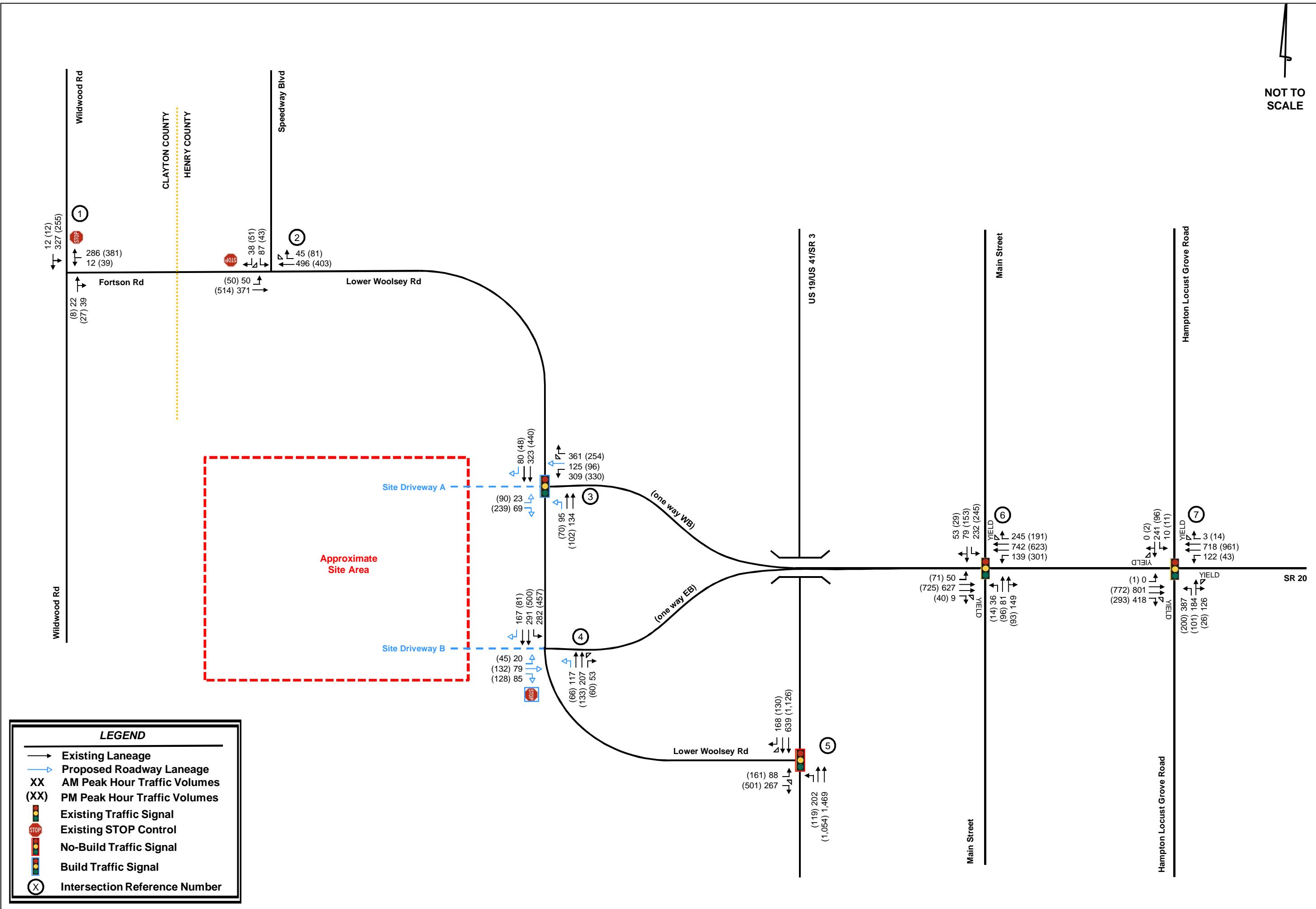
With the improvements recommended in the Projected 2026 No-Build conditions, the intersection of US 19/US 41/SR 3 at Lower Woolsey Road (Intersection #5) is projected to operate at an acceptable LOS for all approaches during the AM and PM peak hours.

Based on the Projected 2026 Build Conditions scenario, the following improvement alternative and site access improvements should be considered in addition to the Projected 2026 No-Build Improvements:

- Intersection #3: Lower Woolsey Road at SR 20 Westbound/Site Driveway A
 - If and when warranted, construct a traffic signal as approved by GDOT.
 - Construct an exclusive through lane along SR 20 westbound.
 - Restripe the median gore area on the northbound approach as an exclusive left-turn lane, per GDOT standards.
 - Construct a southbound right-turn lane entering the site, per GDOT standards.
 - On the site, construct an exclusive left-turn lane, and an exclusive right-turn lane exiting the site.
- Intersection #4: Lower Woolsey Road at SR 20 Eastbound/Site Driveway B
 - Restripe the median gore area on the northbound approach as an exclusive left-turn lane, per GDOT standards.
 - Construct a southbound right-turn lane entering the site, per GDOT standards.
 - On the site, construct an exclusive left-turn lane, an exclusive through lane, and an exclusive right-turn lane exiting the site.
 - Monitor the intersection for the installation of a traffic signal, if and when warranted and as approved by GDOT.

The results of the capacity analysis for the Projected 2026 Build Improved Conditions is shown in **Table 11**.

Table 11: Projected 2026 Build Improved Level-of-Service Summary <i>LOS (delay in seconds)</i>					
Intersection	Control	Approach/ Movement	LOS Std.**	AM Peak Hour	PM Peak Hour
3. Lower Woolsey Road at SR 20 Westbound/ Site Driveway A	Signal	Overall	D	C (22.1)	C (24.3)
5. US 19/US 41/SR 3 at Lower Woolsey Road	Signal	Overall	D	B (14.0)	C (29.0)



NOT TO SCALE

Figure 12

Projected 2026 Build Conditions

Speedway Commerce Center DRI #3216 Transportation Analysis

6.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC’s Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region’s Plan), GDOT’s construction work programs, Henry County and the City of Hampton’s programmed projects, and the GA STIP, the following project is programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified project is listed in **Table 12** below.

Table 12: Programmed Improvements			
#	Year	Project ID	Project Description
1	2040	HE-126A1	Widen Hampton-Locust Grove Road between SR 20 and SR 155 from 2 lanes to 4 lanes. Project schedule is dependent on the Phase 1 widening between I-75 and SR 155.

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

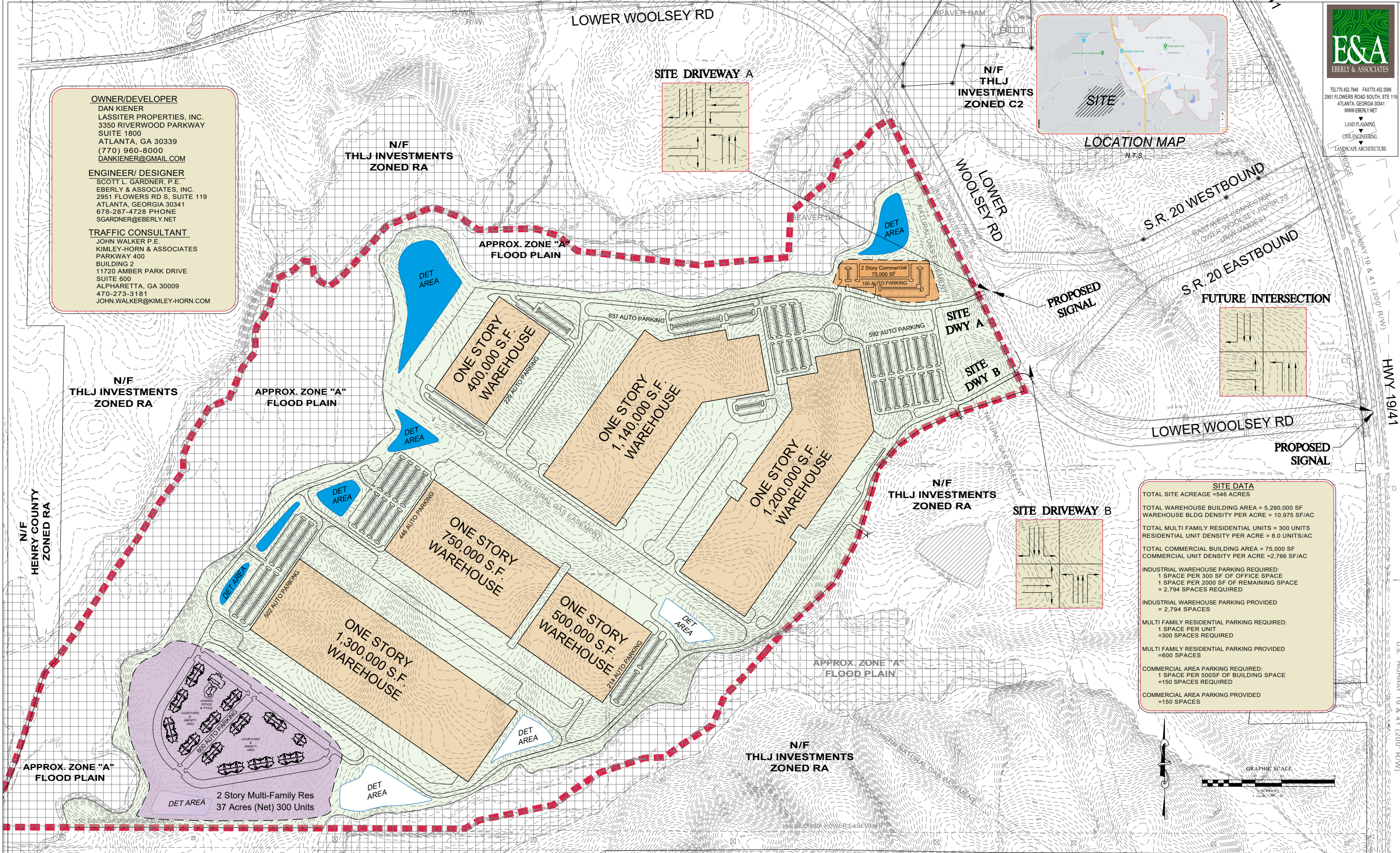
Proposed Site Plan



OWNER/DEVELOPER
 DAN KIENER
 LASSITER PROPERTIES, INC.
 3350 RIVERWOOD PARKWAY
 SUITE 1800
 ATLANTA, GA 30339
 (770) 960-8000
 DANKIENER@GMAIL.COM

ENGINEER/ DESIGNER
 SCOTT L. GARDNER, P.E.
 EBERLY & ASSOCIATES, INC.
 2951 FLOWERS RD S, SUITE 119
 ATLANTA, GEORGIA 30341
 678-287-4728 PHONE
 SGARDNER@EBERLY.NET

TRAFFIC CONSULTANT
 JOHN WALKER P.E.
 KIMLEY-HORN & ASSOCIATES
 PARKWAY 400
 BUILDING 2
 11720 AMBER PARK DRIVE
 SUITE 600
 ALPHARETTA, GA 30009
 470-273-3181
 JOHN.WALKER@KIMLEY-HORN.COM



SITE DATA

TOTAL SITE ACREAGE = 546 ACRES

TOTAL WAREHOUSE BUILDING AREA = 5,290,000 SF
 WAREHOUSE BLDG DENSITY PER ACRE = 10,975 SF/AC

TOTAL MULTI FAMILY RESIDENTIAL UNITS = 300 UNITS
 RESIDENTIAL UNIT DENSITY PER ACRE = 8.0 UNITS/AC

TOTAL COMMERCIAL BUILDING AREA = 75,000 SF
 COMMERCIAL UNIT DENSITY PER ACRE = 2,766 SF/AC

INDUSTRIAL WAREHOUSE PARKING REQUIRED:
 1 SPACE PER 300 SF OF OFFICE SPACE
 1 SPACE PER 2000 SF OF REMAINING SPACE
 = 2,794 SPACES REQUIRED

INDUSTRIAL WAREHOUSE PARKING PROVIDED
 = 2,794 SPACES

MULTI FAMILY RESIDENTIAL PARKING REQUIRED:
 1 SPACE PER UNIT
 = 300 SPACES REQUIRED

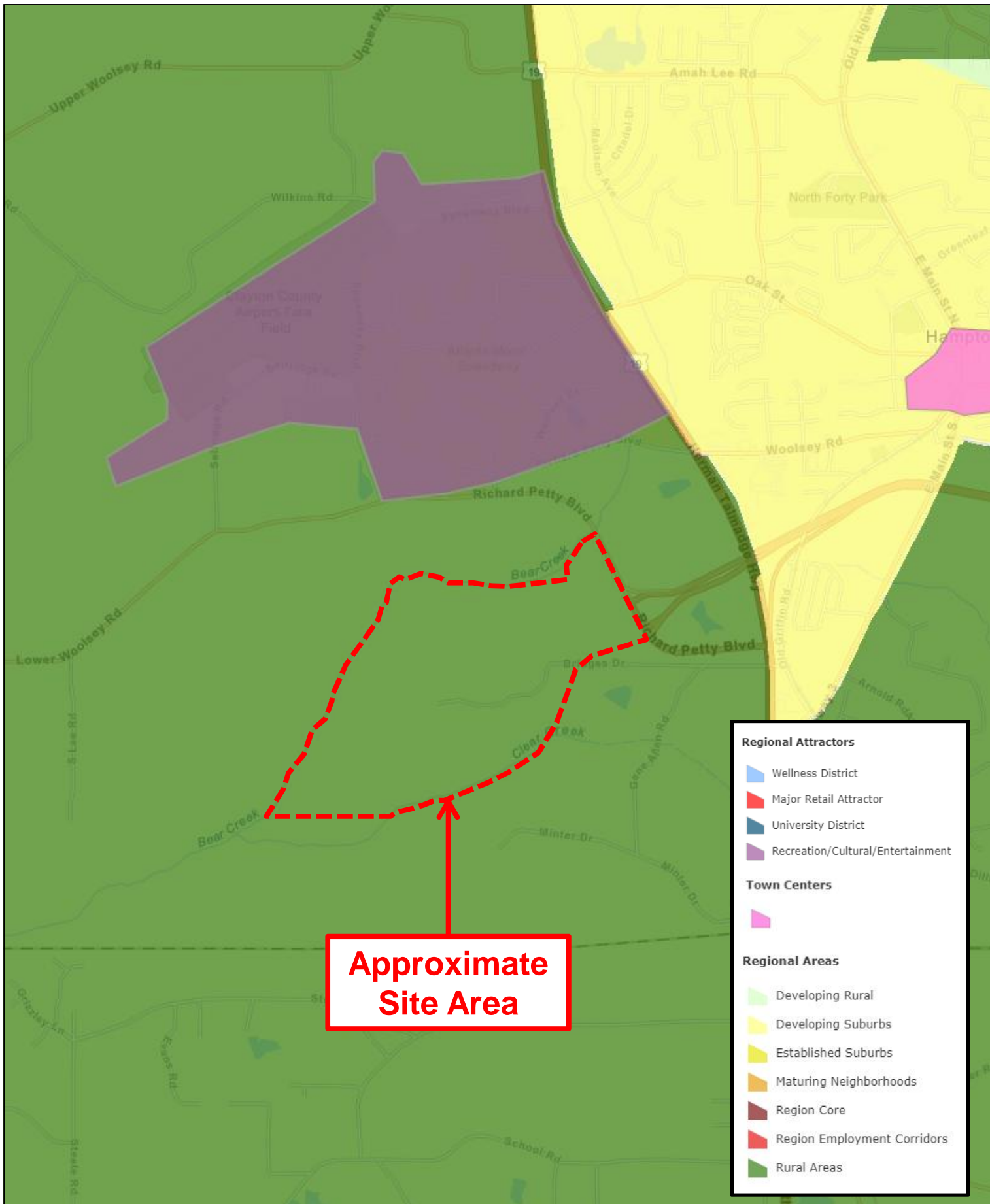
MULTI FAMILY RESIDENTIAL PARKING PROVIDED
 = 600 SPACES

COMMERCIAL AREA PARKING REQUIRED:
 1 SPACE PER 500SF OF BUILDING SPACE
 = 150 SPACES REQUIRED

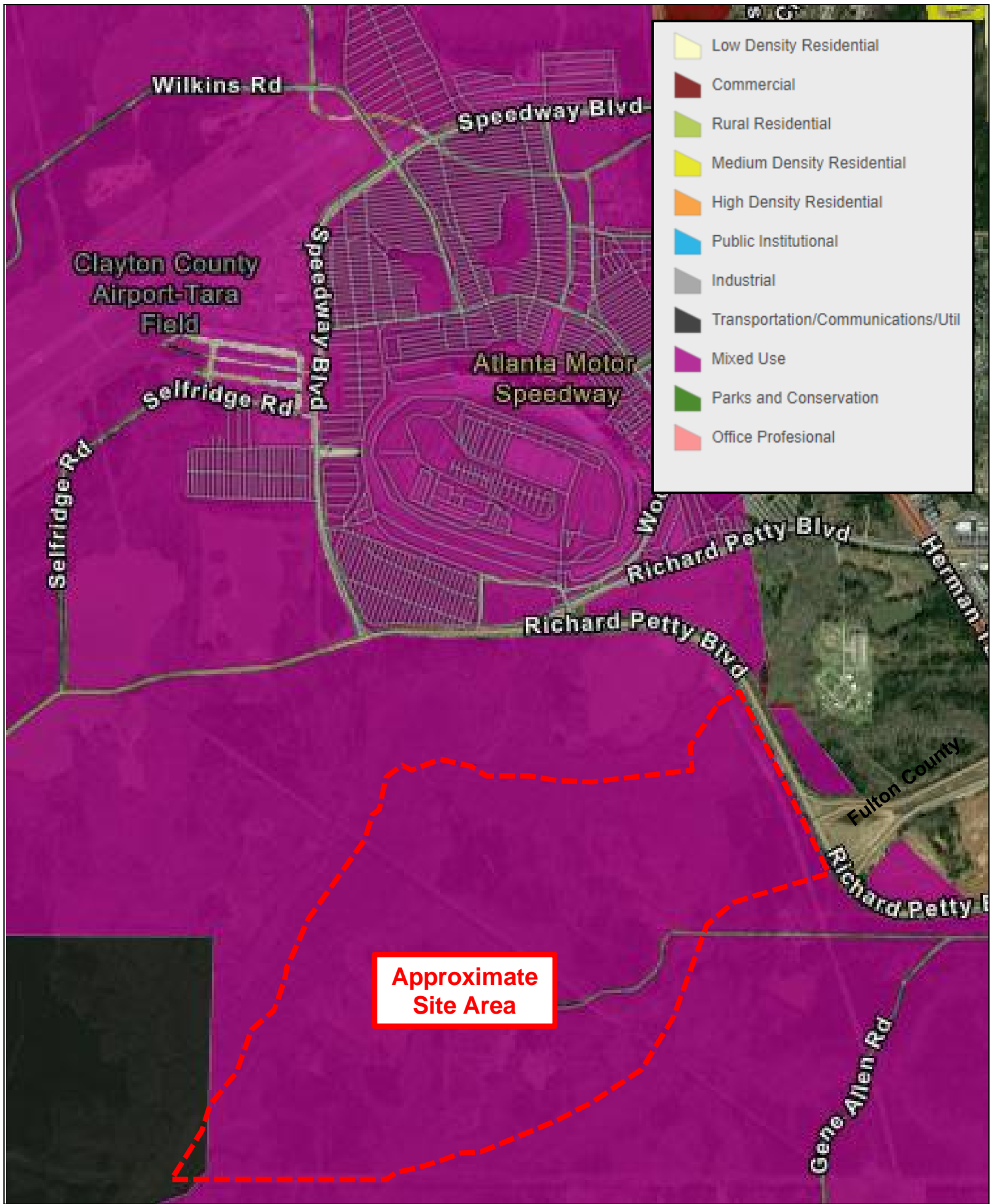
COMMERCIAL AREA PARKING PROVIDED
 = 150 SPACES

SPEEDWAY COMMERCE CENTER
 02/03/2021
 DRI #3216

Land Use and Zoning Maps



Approximate Site Area



Trip Generation Analysis

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)
Speedway Commerce Center DRI #3216
Hampton, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	5,290,000 s.f.	8,404	660	508	152	663	179	484
220 Multi-Family Housing (Low-Rise)	300 d.u.	2,228	135	31	104	157	99	58
820 Shopping Center	75,000 s.f. gross leasable area	2,832	71	44	27	286	137	149
Gross Trips		13,464	866	583	283	1,106	415	691
Residential Trips		2,228	135	31	104	157	99	58
<i>Mixed-Use Reductions</i>		-284	-2	-1	-1	-53	-39	-14
<i>Alternative Mode Reductions</i>		0	0	0	0	0	0	0
Adjusted Residential Trips		1,944	133	30	103	104	60	44
Retail Trips		2,832	71	44	27	286	137	149
<i>Mixed-Use Reductions</i>		-284	-2	-1	-1	-53	-14	-39
<i>Alternative Mode Reductions</i>		0	0	0	0	0	0	0
<i>Pass By Reductions (Limited by GRTA 15% Rule)</i>		-492	0	0	0	-49	-25	-25
Adjusted Retail Trips		2,056	69	43	26	184	98	85
Warehouse Trips		8,404	660	508	152	663	179	484
Truck Trips (Based on ITE 10th Ed. Supplement)		2,864	106	55	51	159	83	76
Employee Trips (Based on ITE 10th Ed. Supplement)		5,540	554	453	101	504	96	408
<i>Alternative Mode Reductions</i>		0	0	0	0	0	0	0
Adjusted Employee Trips		5,540	554	453	101	504	96	408
Adjusted Warehouse Trips		8,404	660	508	152	663	179	484
<i>Mixed-Use Reductions - TOTAL</i>		-568	-4	-2	-2	-106	-53	-53
<i>Alternative Mode Reductions - TOTAL</i>		0	0	0	0	0	0	0
<i>Pass-By Reductions - TOTAL</i>		-492	0	0	0	-49	-25	-25
New Trips		12,404	862	581	281	951	337	613
Driveway Volumes		12,896	862	581	281	1,000	362	638

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1
Wildwood Road at Fortson Road
AM PEAK HOUR

Description	Wildwood Road			Wildwood Road			Fortson Road			Fortson Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	19	29	185	11	0				9	0	220
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	3	2	4	0	0	0	0	0	0	0	1
Heavy Vehicle %	0%	16%	7%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.86			0.86			0.86			0.86		
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	20	30	191	11	0	0	0	0	9	0	227
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Lower Woolsey Henry 780 DRI 2808 (Car Trips)	0	7	61	0	0	0				2	0	18
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)	0	0	6	0	0	0				0	0	2
2026 Background Traffic	0	22	39	273	12	0	0	0	0	12	0	265
2026 Background Traffic Heavy Vehicle %	0%	15%	6%	4%	2%	0%	0%	0%	0%	2%	0%	3%
Project Trips												
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Residential Trips	0	0	0	2	0	0	0	0	0	0	0	5
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Retail Trips	0	0	0	4	0	0	0	0	0	0	0	3
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Warehouse (Truck) Trips	0	0	0	3	0	0	0	0	0	0	0	3
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Warehouse (Employee) Trips	0	0	0	45	0	0	0	0	0	0	0	10
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	54	0	0	0	0	0	0	0	21
2026 Buildout Total	0	22	39	327	12	0	0	0	0	12	0	286
2026 Buildout Heavy Vehicle %	0%	15%	6%	4%	2%	0%	0%	0%	0%	2%	0%	3%

PM PEAK HOUR

Description	Wildwood Road			Wildwood Road			Fortson Road			Fortson Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	5	24	176	11	0				27	0	216
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	2	0	0	0	0	0	1	0	2
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	4%	0%	2%
Peak Hour Factor	0.87			0.87			0.87			0.87		
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	5	25	181	11	0	0	0	0	28	0	223
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
New Road Adjustment												
Lower Woolsey Henry 780 DRI 2808 (Car Trips)	0	3		31	0	0				9	0	80
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)	0	0		2	0	0				0	0	5
2026 Background Traffic	0	8	27	228	12	0	0	0	0	39	0	325
2026 Background Traffic Heavy Vehicle %	0%	2%	2%	3%	2%	0%	0%	0%	0%	3%	0%	3%
Project Trips												
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Residential Trips	0	0	0	3	0	0	0	0	0	0	0	2
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Retail Trips	0	0	0	10	0	0	0	0	0	0	0	9
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Warehouse (Truck) Trips	0	0	0	4	0	0	0	0	0	0	0	4
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Warehouse (Employee) Trips	0	0	0	10	0	0	0	0	0	0	0	41
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	27	0	0	0	0	0	0	0	56
2026 Buildout Total	0	8	27	255	12	0	0	0	0	39	0	381
2026 Buildout Heavy Vehicle %	0%	2%	2%	4%	2%	0%	0%	0%	0%	3%	0%	4%

INTERSECTION VOLUME DEVELOPMENT

Intersection #2
Lower Woolsey Rd/Lower Woolsey Road at Speedway Blvd
AM PEAK HOUR

Description	Speedway Blvd			Speedway Blvd			Lower Woolsey Rd			Lower Woolsey Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes				12	0	13	39	228	0	0	234	19
Pedestrians		0						0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles							1	7			4	
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	3%	3%	0%	0%	2%	2%
Peak Hour Factor		0.91			0.91			0.91			0.91	
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	0	0	12	0	13	40	235	0	0	241	20
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Lower Woolsey Henry 780 DRI 2808 (Car Trips)				0		15	4	40			134	0
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)				0		9	3	24			81	0
2026 Background Traffic	0	0	0	13	0	38	50	317	0	0	475	22
2026 Background Traffic Heavy Vehicle %	0%	0%	0%	2%	0%	24%	8%	10%	0%	0%	18%	2%
Project Trips												
Trip Distribution IN				5%			5%					
Trip Distribution OUT										5%	5%	
Residential Trips	0	0	0	2	0	0	0	2	0	0	5	5
Trip Distribution IN				10%			10%					
Trip Distribution OUT										10%	10%	
Retail Trips	0	0	0	4	0	0	0	4	0	0	3	3
Trip Distribution IN							5%					
Trip Distribution OUT										5%		
Warehouse (Truck) Trips	0	0	0	0	0	0	0	3	0	0	3	0
Trip Distribution IN				15%			10%					
Trip Distribution OUT										10%	15%	
Warehouse (Employee) Trips	0	0	0	68	0	0	0	45	0	0	10	15
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	74	0	0	0	54	0	0	21	23
2026 Buildout Total	0	0	0	87	0	38	50	371	0	0	496	45
2026 Buildout Heavy Vehicle %	0%	0%	0%	2%	0%	24%	8%	9%	0%	0%	18%	2%

PM PEAK HOUR

Description	Speedway Blvd			Speedway Blvd			Lower Woolsey Rd			Lower Woolsey Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes				15	0	37	21	219	0	0	227	8
Pedestrians		0						0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				0	0	0	1	3	0	0	2	1
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	5%	2%	0%	0%	2%	13%
Peak Hour Factor		0.93			0.93			0.93			0.93	
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	0	0	15	0	38	22	226	0	0	234	8
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Lower Woolsey Henry 780 DRI 2808 (Car Trips)				0		7	19	177			69	0
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)				0		3	7	67			26	0
2026 Background Traffic	0	0	0	16	0	51	50	487	0	0	347	9
2026 Background Traffic Heavy Vehicle %	0%	0%	0%	2%	0%	7%	16%	15%	0%	0%	9%	12%
Project Trips												
Trip Distribution IN				5%			5%					
Trip Distribution OUT										5%	5%	
Residential Trips	0	0	0	3	0	0	0	3	0	0	2	2
Trip Distribution IN				10%			10%					
Trip Distribution OUT										10%	10%	
Retail Trips	0	0	0	10	0	0	0	10	0	0	9	9
Trip Distribution IN							5%					
Trip Distribution OUT										5%		
Warehouse (Truck) Trips	0	0	0	0	0	0	0	4	0	0	4	0
Trip Distribution IN				15%			10%					
Trip Distribution OUT										10%	15%	
Warehouse (Employee) Trips	0	0	0	14	0	0	0	10	0	0	41	61
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	27	0	0	0	27	0	0	56	72
2026 Buildout Total	0	0	0	43	0	51	50	514	0	0	403	81
2026 Buildout Heavy Vehicle %	0%	0%	0%	2%	0%	7%	16%	15%	0%	0%	9%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #3

Lower Woolsey Road at Site Driveway A/SR 20 WB
AM PEAK HOUR

Description	Lower Woolsey Road			Lower Woolsey Road			Site Driveway A			SR 20 WB		
	Northbound		Right	Southbound		Right	Eastbound		Right	Westbound		Right
	Left	Through		Left	Through		Left	Through		Left	Through	
Observed 2018 Traffic Volumes	0	21	0	0	190	0				171	0	213
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles					7					17		2
Heavy Vehicle %	0%	2%	0%	0%	4%	0%	0%	0%	0%	10%	0%	2%
Peak Hour Factor	0.87			0.87			0.87			0.87		
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	22	0	0	196	0	0	0	0	176	0	219
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Lower Woolsey Henry 780 DRI 2808 (Car Trips)		74	0	0	40					0		60
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)		16	0	0	24					0		65
2026 Background Traffic	0	114	0	0	275	0	0	0	0	190	0	361
2026 Background Traffic Heavy Vehicle %	0%	14%	0%	0%	12%	0%	0%	0%	0%	10%	0%	19%
Project Trips												
Trip Distribution IN					10%					35%	5%	
Trip Distribution OUT		10%										
Residential Trips	0	10	0	0	3	0	0	0	0	11	2	0
Trip Distribution IN	45%					20%					35%	
Trip Distribution OUT							20%		60%			
Retail Trips	19	0	0	0	0	9	5	0	16	0	15	0
Trip Distribution IN	15%					5%				30%	30%	
Trip Distribution OUT							5%		35%			
Warehouse (Truck) Trips	8	0	0	0	0	3	3	0	18	17	17	0
Trip Distribution IN	15%				10%	15%				20%	20%	
Trip Distribution OUT		10%					15%		35%			
Warehouse (Employee) Trips	68	10	0	0	45	68	15	0	35	91	91	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	95	20	0	0	48	80	23	0	69	119	125	0
2026 Buildout Total	95	134	0	0	323	80	23	0	69	309	125	361
2026 Buildout Heavy Vehicle %	8%	12%	0%	0%	10%	4%	13%	0%	26%	12%	14%	19%

PM PEAK HOUR

Description	Lower Woolsey Road			Lower Woolsey Road			Site Driveway A			SR 20 WB		
	Northbound		Right	Southbound		Right	Eastbound		Right	Westbound		Right
	Left	Through		Left	Through		Left	Through		Left	Through	
Observed 2018 Traffic Volumes	0	13	0	0	171	0				246	0	189
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	0	0	1	0				10		4
Heavy Vehicle %	0%	8%	0%	0%	2%	0%	0%	0%	0%	4%	0%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	13	0	0	176	0	0	0	0	253	0	195
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
New Road Adjustment												
Lower Woolsey Henry 780 DRI 2808 (Car Trips)		38	0	0	177					0		31
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)		5	0	0	67					0		21
2026 Background Traffic	0	57	0	0	434	0	0	0	0	273	0	262
2026 Background Traffic Heavy Vehicle %	0%	11%	0%	0%	16%	0%	0%	0%	0%	4%	0%	10%
Project Trips												
Trip Distribution IN					10%					35%	5%	
Trip Distribution OUT		10%										
Residential Trips	0	4	0	0	6	0	0	0	0	21	3	0
Trip Distribution IN	45%					20%					35%	
Trip Distribution OUT							20%		60%			
Retail Trips	44	0	0	0	0	20	17	0	51	0	34	0
Trip Distribution IN	15%					5%				30%	30%	
Trip Distribution OUT							5%		35%			
Warehouse (Truck) Trips	12	0	0	0	0	4	4	0	27	25	25	0
Trip Distribution IN	15%				10%	15%				20%	20%	
Trip Distribution OUT		10%					15%		35%			
Warehouse (Employee) Trips	14	41	0	0	10	14	61	0	143	19	19	0
Pass-By Trips	0	0	0	0	-10	10	8	0	18	-8	15	-8
Total Project Trips	70	45	0	0	6	48	90	0	239	57	96	-8
2026 Buildout Total	70	102	0	0	440	48	90	0	239	330	96	254
2026 Buildout Heavy Vehicle %	17%	6%	0%	0%	16%	8%	4%	0%	11%	11%	26%	10%

INTERSECTION VOLUME DEVELOPMENT

Intersection #4
Lower Woolsey Rd at Site Driveway B/SR 20 EB
AM PEAK HOUR

Description	Lower Woolsey Rd			Lower Woolsey Rd			Site Driveway B			SR 20 EB		
	Northbound		Right	Southbound		Right	Eastbound		Right	Westbound		Right
	Left	Through		Left	Through		Left	Through		Left	Through	
Observed 2018 Traffic Volumes	0	19	48	182	209	0	0	0	0	0	0	0
Pedestrians	0											
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles			3		2	14						
Heavy Vehicle %	0%	2%	6%	2%	7%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.91			0.91			0.91			0.91		
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	20	49	188	215	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Lower Woolsey Henry 780 DRI 2808 (Car Trips)		74	0	18	22					0		0
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)		16	0	19	5					0		0
2026 Background Traffic	0	112	53	240	259	0	0	0	0	0	0	0
2026 Background Traffic Heavy Vehicle %	0%	15%	6%	10%	8%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	50%			45%								
Trip Distribution OUT							10%	40%	50%			
Residential Trips	15	0	0	0	0	14	10	41	52	0	0	0
Trip Distribution IN	45%											
Trip Distribution OUT				25%	35%		10%	10%				
Retail Trips	0	19	0	7	9	0	0	3	3	0	0	0
Trip Distribution IN	20%	15%		30%								
Trip Distribution OUT				30%	15%		30%	20%				
Warehouse (Truck) Trips	11	8	0	15	8	17	0	15	10	0	0	0
Trip Distribution IN	20%	15%		30%								
Trip Distribution OUT				20%	15%		10%	20%	20%			
Warehouse (Employee) Trips	91	68	0	20	15	136	10	20	20	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	117	95	0	42	32	167	20	79	85	0	0	0
2026 Buildout Total	117	207	53	282	291	167	20	79	85	0	0	0
2026 Buildout Heavy Vehicle %	9%	12%	6%	13%	10%	10%	2%	19%	12%	0%	0%	0%

PM PEAK HOUR

Description	Lower Woolsey Rd			Lower Woolsey Rd			Site Driveway B			SR 20 EB		
	Northbound		Right	Southbound		Right	Eastbound		Right	Westbound		Right
	Left	Through		Left	Through		Left	Through		Left	Through	
Observed 2018 Traffic Volumes	0	18	53	178	259	0	0	0	0	0	0	0
Pedestrians	0											
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	1	2	12	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	5%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	19	55	183	267	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
New Road Adjustment												
Lower Woolsey Henry 780 DRI 2808 (Car Trips)		38	1	80	97					0		0
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)		5	0	54	13					0		0
2026 Background Traffic	0	63	60	331	398	0	0	0	0	0	0	0
2026 Background Traffic Heavy Vehicle %	0%	9%	2%	18%	7%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	50%			45%								
Trip Distribution OUT							10%	40%	50%			
Residential Trips	30	0	0	0	0	27	4	18	22	0	0	0
Trip Distribution IN	45%											
Trip Distribution OUT				25%	35%		10%	10%				
Retail Trips	0	44	0	21	30	0	0	9	9	0	0	0
Trip Distribution IN	20%	15%		30%								
Trip Distribution OUT				30%	15%		30%	20%				
Warehouse (Truck) Trips	17	12	0	23	11	25	0	23	15	0	0	0
Trip Distribution IN	20%	15%		30%								
Trip Distribution OUT				20%	15%		10%	20%	20%			
Warehouse (Employee) Trips	19	14	0	82	61	29	41	82	82	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	66	70	0	126	102	81	45	132	128	0	0	0
2026 Buildout Total	66	133	60	457	500	81	45	132	128	0	0	0
2026 Buildout Heavy Vehicle %	26%	13%	2%	18%	7%	31%	2%	17%	12%	0%	0%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #5

US 19/US 41/SR 3 at Lower Woolsey Road
AM PEAK HOUR

Description	US 19/US 41/SR 3			US 19/US 41/SR 3			Lower Woolsey Road			Lower Woolsey Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	23	1,295	0	0	567	36	22	0	168			
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	63			22	3	4		14			
Heavy Vehicle %	4%	5%	0%	0%	4%	8%	18%	0%	8%	0%	0%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	24	1334	0	0	584	37	23	0	173	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Lower Woolsey Henry 780 DRI 2808 (Car Trips)	67	19			6	7	2		20			
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)	14	13			4	2	0		5			
2026 Background Traffic	107	1,469	0	0	639	49	27	0	211	0	0	0
2026 Background Traffic Heavy Vehicle %	14%	6%	0%	0%	4%	11%	17%	0%	10%	0%	0%	0%
Project Trips												
Trip Distribution IN	25%			25%								
Trip Distribution OUT							25%			25%		
Residential Trips	8	0	0	0	0	8	26	0	26	0	0	0
Trip Distribution IN	25%			20%								
Trip Distribution OUT							20%			25%		
Retail Trips	11	0	0	0	0	9	5	0	7	0	0	0
Trip Distribution IN	15%			20%								
Trip Distribution OUT							20%			15%		
Warehouse (Truck) Trips	8	0	0	0	0	11	10	0	8	0	0	0
Trip Distribution IN	15%			20%								
Trip Distribution OUT							20%			15%		
Warehouse (Employee) Trips	68	0	0	0	0	91	20	0	15	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	95	0	0	0	0	119	61	0	56	0	0	0
2026 Buildout Total	202	1,469	0	0	639	168	88	0	267	0	0	0
2026 Buildout Heavy Vehicle %	11%	6%	0%	0%	4%	10%	16%	0%	11%	0%	0%	0%

PM PEAK HOUR

Description	US 19/US 41/SR 3			US 19/US 41/SR 3			Lower Woolsey Road			Lower Woolsey Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	14	937	0	0	983	47	22	0	269			
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	47	0	0	23	2	2	0	10	0	0	0
Heavy Vehicle %	7%	5%	0%	0%	2%	4%	9%	0%	4%	0%	0%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	14	965	0	0	1013	48	23	0	277	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
New Road Adjustment												
Lower Woolsey Henry 780 DRI 2808 (Car Trips)	34	10			25	6	10		87			
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)	4	4			10	1	1		12			
2026 Background Traffic	53	1,054	0	0	1,126	59	36	0	397	0	0	0
2026 Background Traffic Heavy Vehicle %	10%	5%	0%	0%	3%	5%	9%	0%	6%	0%	0%	0%
Project Trips												
Trip Distribution IN	25%			25%								
Trip Distribution OUT							25%			25%		
Residential Trips	15	0	0	0	0	15	11	0	11	0	0	0
Trip Distribution IN	25%			20%								
Trip Distribution OUT							20%			25%		
Retail Trips	25	0	0	0	0	20	17	0	21	0	0	0
Trip Distribution IN	15%			20%								
Trip Distribution OUT							20%			15%		
Warehouse (Truck) Trips	12	0	0	0	0	17	15	0	11	0	0	0
Trip Distribution IN	15%			20%								
Trip Distribution OUT							20%			15%		
Warehouse (Employee) Trips	14	0	0	0	0	19	82	0	61	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	66	0	0	0	0	71	125	0	104	0	0	0
2026 Buildout Total	119	1,054	0	0	1,126	130	161	0	501	0	0	0
2026 Buildout Heavy Vehicle %	14%	5%	0%	0%	3%	16%	11%	0%	7%	0%	0%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #6
SR 20 at Main Street
AM PEAK HOUR

Description	Main Street			Main Street			SR 20			SR 20		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	9	73	134	209	71	17	28	445	3	125	391	220
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	1	3	7	2	3	3	23	0	3	17	6
Heavy Vehicle %	2%	2%	2%	3%	3%	18%	11%	5%	2%	2%	4%	3%
Peak Hour Factor	0.92			0.92			0.92			0.92		
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	9	75	138	215	73	18	29	458	3	129	403	227
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Lower Woolsey Henry 780 DRI 2808 (Car Trips)	1	0	0	0	0	4	1	17	0	0	56	0
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)	0	0	0	0	0	0	0	20	0	0	65	0
2026 Background Traffic	11	81	149	232	79	23	32	530	3	139	555	245
2026 Background Traffic Heavy Vehicle %	2%	2%	2%	3%	3%	15%	10%	9%	2%	2%	15%	3%
Project Trips												
Trip Distribution IN						10%					30%	
Trip Distribution OUT							10%	30%				
Residential Trips	0	0	0	0	0	3	10	31	0	0	9	0
Trip Distribution IN	5%					10%					20%	
Trip Distribution OUT							10%	20%	5%			
Retail Trips	2	0	0	0	0	4	3	5	1	0	9	0
Trip Distribution IN											60%	
Trip Distribution OUT								60%				
Warehouse (Truck) Trips	0	0	0	0	0	0	0	31	0	0	33	0
Trip Distribution IN	5%					5%					30%	
Trip Distribution OUT							5%	30%	5%			
Warehouse (Employee) Trips	23	0	0	0	0	23	5	30	5	0	136	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	25	0	0	0	0	30	18	97	6	0	187	0
2026 Buildout Total	36	81	149	232	79	53	50	627	9	139	742	245
2026 Buildout Heavy Vehicle %	2%	2%	2%	3%	3%	6%	7%	12%	2%	2%	16%	3%

PM PEAK HOUR

Description	Main Street			Main Street			SR 20			SR 20		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	3	86	83	220	138	6	30	359	13	271	411	172
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	1	1	9	2	0	4	21	0	3	13	8
Heavy Vehicle %	2%	2%	2%	4%	2%	2%	13%	6%	2%	2%	3%	5%
Peak Hour Factor	0.98			0.98			0.98			0.98		
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	3	89	86	227	142	6	31	370	13	279	423	177
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
New Road Adjustment												
Lower Woolsey Henry 780 DRI 2808 (Car Trips)	1	0	0	0	0	2	5	74	2	0	29	0
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)	0	0	0	0	0	0	0	54	0	0	21	0
2026 Background Traffic	4	96	93	245	153	8	38	527	16	301	506	191
2026 Background Traffic Heavy Vehicle %	2%	2%	2%	4%	2%	2%	12%	15%	2%	2%	7%	5%
Project Trips												
Trip Distribution IN						10%					30%	
Trip Distribution OUT							10%	30%				
Residential Trips	0	0	0	0	0	6	4	13	0	0	18	0
Trip Distribution IN	5%					10%					20%	
Trip Distribution OUT							10%	20%	5%			
Retail Trips	5	0	0	0	0	10	9	17	4	0	20	0
Trip Distribution IN											60%	
Trip Distribution OUT								60%				
Warehouse (Truck) Trips	0	0	0	0	0	0	0	46	0	0	50	0
Trip Distribution IN	5%					5%					30%	
Trip Distribution OUT							5%	30%	5%			
Warehouse (Employee) Trips	5	0	0	0	0	5	20	122	20	0	29	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	10	0	0	0	0	21	33	198	24	0	117	0
2026 Buildout Total	14	96	93	245	153	29	71	725	40	301	623	191
2026 Buildout Heavy Vehicle %	2%	2%	2%	4%	2%	2%	6%	17%	2%	2%	14%	5%

INTERSECTION VOLUME DEVELOPMENT

Intersection #7
SR 20 at Hampton Locust Grove Road
AM PEAK HOUR

Description	Hampton Locust Grove Road			Hampton Locust Grove Road			SR 20			SR 20		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	299	166	114	9	217	0	0	622	355	110	419	3
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	13	7	5	0	6	0	0	20	12	1	14	0
Heavy Vehicle %	4%	4%	4%	2%	3%	0%	0%	3%	3%	2%	3%	2%
Peak Hour Factor	0.89			0.89			0.89			0.89		
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	308	171	117	9	224	0	0	641	366	113	432	3
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Lower Woolsey Henry 780 DRI 2808 (Car Trips)	20	0	0	0	0	0	0	11	6	0	36	0
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)	7	0	0	0	0	0	0	18	2	0	59	0
2026 Background Traffic	359	184	126	10	241	0	0	720	402	122	560	3
2026 Background Traffic Heavy Vehicle %	6%	4%	4%	2%	3%	0%	0%	6%	4%	2%	13%	2%
Project Trips												
Trip Distribution IN	10%									20%		
Trip Distribution OUT								20%	10%			
Residential Trips	3	0	0	0	0	0	0	21	10	0	6	0
Trip Distribution IN	5%									15%		
Trip Distribution OUT								15%	5%			
Retail Trips	2	0	0	0	0	0	0	4	1	0	6	0
Trip Distribution IN										60%		
Trip Distribution OUT								60%				
Warehouse (Truck) Trips	0	0	0	0	0	0	0	31	0	0	33	0
Trip Distribution IN	5%									25%		
Trip Distribution OUT								25%	5%			
Warehouse (Employee) Trips	23	0	0	0	0	0	0	25	5	0	113	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	28	0	0	0	0	0	0	81	16	0	158	0
2026 Buildout Total	387	184	126	10	241	0	0	801	418	122	718	3
2026 Buildout Heavy Vehicle %	6%	4%	4%	2%	3%	0%	0%	9%	4%	2%	15%	2%

PM PEAK HOUR

Description	Hampton Locust Grove Road			Hampton Locust Grove Road			SR 20			SR 20		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	155	91	23	10	86	2	1	456	211	39	741	13
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	4	0	1	1	5	0	0	21	9	1	17	0
Heavy Vehicle %	3%	2%	4%	10%	6%	2%	2%	5%	4%	3%	2%	2%
Peak Hour Factor	0.98			0.98			0.98			0.98		
2018 to 2021 Background Growth	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	160	94	24	10	89	2	1	470	217	40	763	13
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
New Road Adjustment												
Lower Woolsey Henry 780 DRI 2808 (Car Trips)	10	0	0	0	0	0	0	48	26	0	19	0
Lower Woolsey Henry 780 DRI 2808 (Truck Trips)	2	0	0	0	0	0	0	48	5	0	19	0
2026 Background Traffic	184	101	26	11	96	2	1	602	265	43	860	14
2026 Background Traffic Heavy Vehicle %	4%	2%	4%	10%	6%	2%	2%	12%	6%	3%	4%	2%
Project Trips												
Trip Distribution IN	10%									20%		
Trip Distribution OUT								20%	10%			
Residential Trips	6	0	0	0	0	0	0	9	4	0	12	0
Trip Distribution IN	5%									15%		
Trip Distribution OUT								15%	5%			
Retail Trips	5	0	0	0	0	0	0	13	4	0	15	0
Trip Distribution IN										60%		
Trip Distribution OUT								60%				
Warehouse (Truck) Trips	0	0	0	0	0	0	0	46	0	0	50	0
Trip Distribution IN	5%									25%		
Trip Distribution OUT								25%	5%			
Warehouse (Employee) Trips	5	0	0	0	0	0	0	102	20	0	24	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	16	0	0	0	0	0	0	170	28	0	101	0
2026 Buildout Total	200	101	26	11	96	2	1	772	293	43	961	14
2026 Buildout Heavy Vehicle %	3%	2%	4%	10%	6%	2%	2%	15%	5%	3%	9%	2%

Programmed Project Fact Sheets

Short Title HAMPTON LOCUST GROVE ROAD WIDENING FROM SR 20 (MCDONOUGH ROAD) TO SR 155

GDOT Project No. N/A

Federal ID No.

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 **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

This portion of Hampton/Locust Grove Road consists of narrow pavement. This project will provide widening from 2 to 4 lanes between SR20 and SR155. This is likely the second phase of the project with the first phase being HE-126B.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2031-2040	\$18,000,000	\$0,000	\$0,000	\$0,000	\$18,000,000
				\$18,000,000	\$0,000	\$0,000	\$0,000	\$18,000,000

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

Site Photo Log

Speedway Commerce Center DRI #3216

Photo No. 1



Comments: Site Driveway A looking east.

Photo No. 2



Comments: Site Driveway A looking north.

Speedway Commerce Center DRI #3216

Photo No. 3



Comments: Site Driveway A looking south.

Photo No. 4



Comments: Site Driveway B looking east.

Speedway Commerce Center DRI #3216

Photo No. 5



Comments: Site Driveway B looking north.

Photo No. 6



Comments: Site Driveway B looking south.