NV5

July 23, 2021

Andrew Spiliotis, State Road & Tollway Authority
245 Peachtree Center Avenue, Suite 2200, Atlanta, GA 30303
Telephone: 404-893-6171
Email: aspiliotis@srta.ga.gov

Re: Expedited GRTA Review Request (Limited Trip Generation Memo) for DRI #3376 Bowen Road Logistics Center Fulton County, Georgia

Dear Andrew,

An expedited GRTA review is requested for the planned 563,193 square foot industrial warehouse / distribution building located on the west side of Bowen Road because it is projected to generate fewer than 1,000 new daily trips in the City of Palmetto, Fulton County, Georgia. The new development will have all vehicular site access to/from Bowen Road. The project will be developed in a single phase by 2023. The land use within the proposed DRI is such that the number of trips generated by the development is likely to have minimal impact on the road network.

According to GRTA's DRI Review Procedures, the proposed DRI complies with the Expedited Review Criteria in Section 3.1 Limited Trip Generation Memo, which states "A Limited Trip Generation Memo is required in place of the TIS when a Project is estimated to have less than 1,000 Net ADT."

In order to support the Expedited Review Request, the proposed DRI is projected to generate a Net ADT of 936 daily trips, ninety-three (93) gross AM peak hour trips, and ninety-five (95) gross PM peak hour weekday trips. The data and methodology from the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition determined the trip generation that is shown in the table below.

Warehouse Distribution Center (150 LUC)		Project Trips		
		Total	Inbound	Outbound
Personal Vehicles	Daily	576	288	288
	AM Peak Hour	76	59	17
	PM Peak Hour	72	20	52
Trucks	Daily	360	180	180
	AM Peak Hour	17	13	4
	PM Peak Hour	23	6	17
Total Trips Generated	Daily	936	468	468
	AM Peak Hour	93	72	21
	PM Peak Hour	95	26	69

There will be no Modal Spit or Pass-By/Diverted Trips reduction-taken.

The Project includes industrial components that are expected to generate heavy vehicles to/from the site. Therefore, Heavy Vehicle Enhanced Focus Area criteria for the site identified in Section 3.2.4 of GRTA's DRI Review Procedures is provided in Attachment A.

Developer Applicant Contact: Gary Minor, IDI Logistics (770.841.1500)
Site Engineer: Daniel Wintermeyer, Urban Engineers, Inc. (404.720.2223)
Traffic Engineering Contact: Randall Parker/Naveed Jaffar, NV5 Inc. (770.316.1452/678.795.3649)

Sincerely,

Naveed Jaffar, PE, PTOE
Cc: Randall Parker, NV5

ATTACHEMENT A

A. Heavy Vehicle Enhanced Focus Area

The TIS shall include a Heavy Vehicle Enhanced Focus Area component if the Project includes industrial or commercial components, or other components expected to generate Heavy Vehicles. The requirements in this section shall apply to not only commercial Heavy Vehicles but also to transit buses, school buses, and fire engines.

A.1. Heavy Vehicle Routing

All heavy trucks expected to be generated by the development will access the site via Bowen Road, located east of the site.

Trucks:

- 100% via Bowen Road, to/from the site
- 100% via Tatum Road, north of Bowen Road
- 55% via SR 14, east of Tatum Road
- 45% via SR 14, west of Tatum Road

The truck distribution is shown in Figure 1 and the truck volumes are shown in Figure 2.

Figure 1: Site Traffic Trip Distribution, Trucks

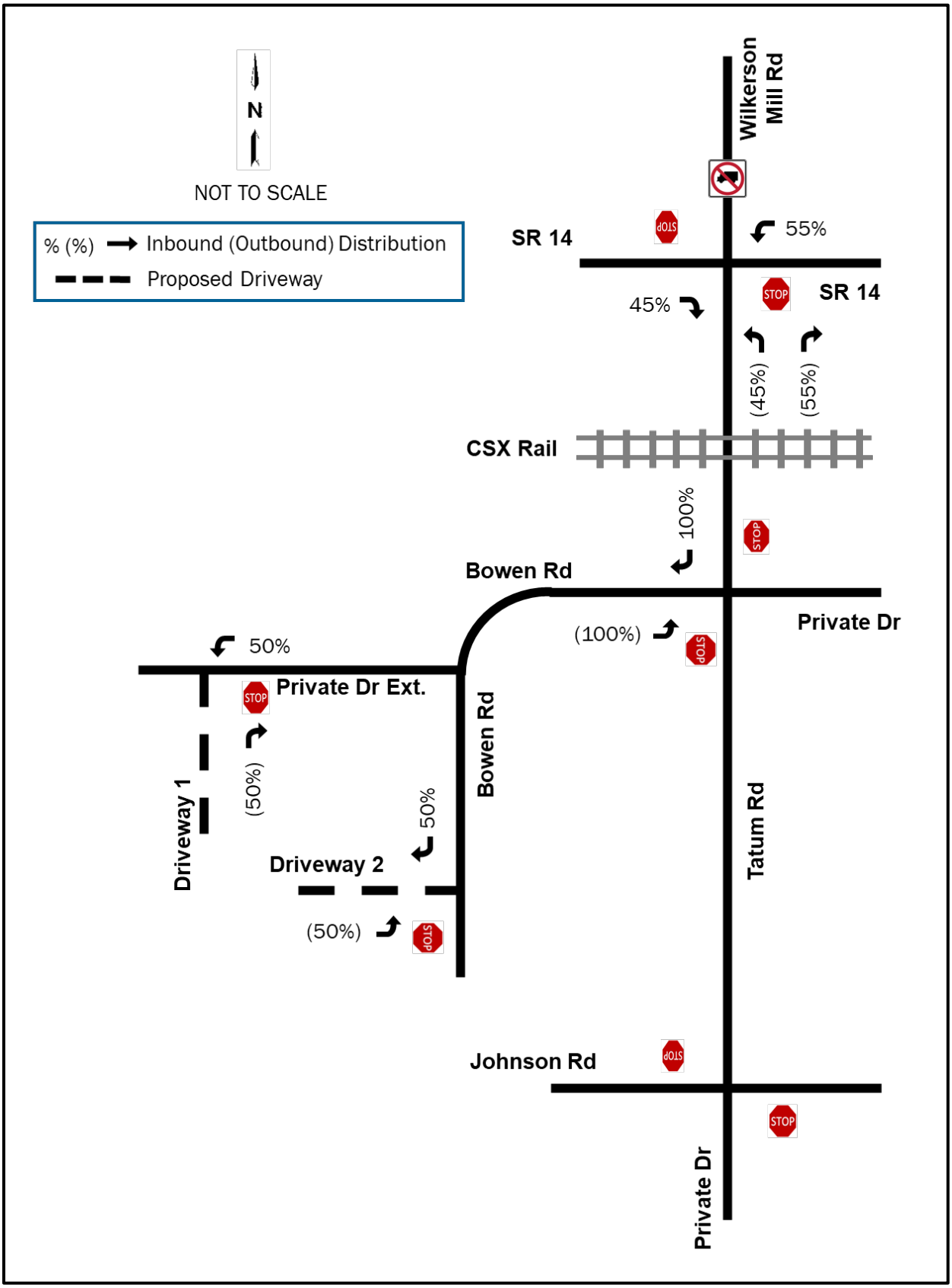
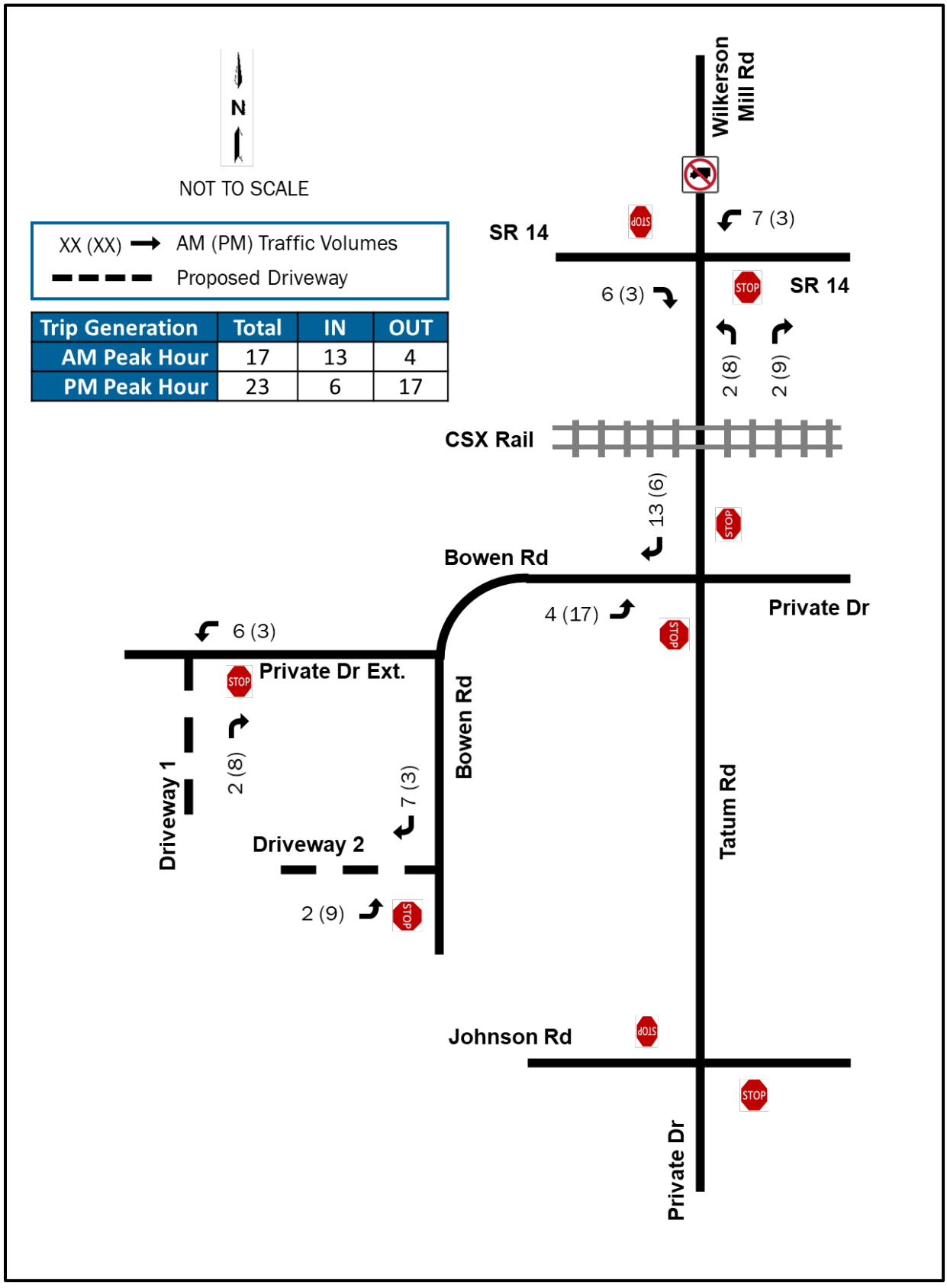


Figure 2: Site Traffic Trip Assignment, Trucks



A.2. Pavement Conditions

The TIS shall note the pavement condition of the Project's Heavy Vehicle route(s). The Heavy Vehicle route pavement condition analysis shall be limited to the roadway segments between all proposed Heavy Vehicle driveways and the nearest Study Network intersections in both directions. The Heavy Vehicle route pavement condition analysis shall specifically indicate roadway sections where the pavement condition is distressed. Each of the following images was taken from Google Maps Street View which was recorded in the early part of 2021.

All of Bowen Road located to the east of the proposed site is not paved and has a lot of bare patches.

Because of these poor conditions Bowen Road will be rebuilt by the seller prior to the construction of the site.

There is pavement cracking in the transition area from the westbound left turn lane on SR 14 onto Tantum Road.

Existing at grade rail crossing with gates and flashers.

There is pavement cracking with some of them sealed on both sides of SR 14 to the east of the proposed site.

There is pavement cracking with some of them sealed on the eastbound side of SR 14 to the north of the proposed site.

There is pavement patching on the eastbound side of SR 14 north-west of the proposed site.

A.3. Roadway Width Inventory

Roadway Width: The TIS shall note the lane width for the Project's Heavy Vehicle driveways and the roadway segments between the driveways and the nearest Study Network intersection(s) in each direction Heavy Vehicles are expected to travel. The analysis shall include the roadway width of each lane, in tabular format, for distinct roadway segments. Table 1 summarizes the pavement lane characteristics along the designated Heavy Truck Route proposed for this development.

Table 1: Lane Width Inventory

Roadway	Lanes					
	Type	# of Lanes	Direction	Actual Width	Regulation Width	Description
SR 14	Travel	2	EB	12	12	From Main Street to Main Street
	Travel	2	WB	12	12	From Main Street to Main Street
	Right-Turn	1	NB	11	11	Turn onto Tatum Road
	Right-Turn	1	NB	11	11	Turn onto Wilkerson Mill Road
Bowen Road (Proposed)	Travel	1	NB	13	12	From Tatum Road to entrance at proposed site
	Travel	1	SB	13	12	
	Travel	1	EB	13	12	
	Travel	1	WB	13	12	
Tatum Road	Travel	1	NB	11	11	To SR 14
	Travel	1	SB	11	11	To Johnson Road and Ben Street

A.4. Corner Radii Analysis

The TIS shall note the corner radii for curbs/driveways and the anticipated wheel-path for the Project intersections. This information shall be included in as a diagram along with Heavy Vehicle radii standards for the typical Heavy Vehicles proposed to access the site.

An Auto-Turn Analysis was performed at the following intersections with a WB-67 design vehicle turn template:

- SR 14 & Tatum Road
- Tatum Road & Bowen Road
- Bend in Bowen Road
- Bowen Road & Site Driveways

The graphical results of the turning analysis can be found at the end of Attachment A. Analysis indicates that the existing and proposed infrastructure is adequate to accommodate the design vehicle.

A.5. Heavy Vehicle Staging

Truck docks (loading/unloading areas) will be provided on each one of the five buildings that are proposed for this project. The truck courts will provide ample space for tractor-trailer turning movements and allow for staging while other vehicles are parking or maneuvering. All traffic, including trucks, will enter the site from Bowen Road. The first allowed turning movement for tractor-trailers is approximately 1300 feet from Bowen Road. That alone would provide storage for up to 20 tractor-trailers which exceeds the 13 AM peak hour truck inbound trips. No vehicular access control is proposed, at this time, for this building which will minimize any potential queuing. The building is designed with areas for trailer drops and short-term overflow parking.

Based on this development being a speculative development, the exact delivery hours and number of deliveries are unknown. Typically, the highest volume of deliveries is during the day and off-peak hours.

A.6. Pedestrian Safety

The proposed Bowen Road will provide a sidewalk on the eastbound exit that extends from Tatum Road to the site driveway. Americans with Disabilities Act compliant ramps will also be provided at this location if needed. Internal to the site, pedestrian sidewalks will be provided from automobile parking areas to the buildings.

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C-4.0	PROJECT No. 22012-06 LAND LOT(S): 1234 DISTRICT: 25TH COUNTY: FULTON SCALE: 1" = 100' DATE: 02/10/2021	SITE PLAN OVERALL IDI BOWEN RD PALMETTO, GA	REVISIONS DATE / △ / DESCRIPTION	Urban Engineers, Inc. 1904 MONROE DRIVE, N.E., SUITE 150 ATLANTA, GEORGIA 30324 PHONE:(404) 873-5874 www.urbanengineers.net

7/16/2021