Transportation Analysis

NS Logistics South DRI #3497

City of Locust Grove, Georgia (Henry County)

January 2022

Prepared for:

Majestic NS Development, LLC

Prepared by:

Kimley-Horn and Associates, Inc. 11720 Amber Park Drive, Suite 600 Alpharetta, Georgia 30009 19679014

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *NS Logistics South* development located in the City of Locust Grove, Georgia. The approximate 306.4-acre site is located east of I-75, west of SR 42 / US 23, and north of Bethlehem Road. Prior to 2021, approximately half of the site (156.8 acres) was located in Unincorporated Henry County but was annexed into the City of Locust Grove in July 2021. Of the approximate 306.4-acre site, approximately 172.88 acres will be developed as the *NS Logistics South* development, while the remaining 134 acres are reserved for Norfolk Southern Corporation. The site is currently vacant.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2026 (approximately 5 years).

Table 1: Proposed Land Use and Density						
Warehousing	1,865,000 SF					

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Mixed-use and pass-by reductions to gross trips are not included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (LOU) dated November 10, 2021.

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

- Estimated 2021 conditions represent current traffic volumes that were collected in November of 2021. Traffic counts were collected at the five (5) study intersections in November 2021.
- Projected No-Build 2026 conditions represent the Estimated 2021 traffic volumes grown for five (5) additional years using a 2.0% per year growth rate. The following programmed roadway projects were incorporated into the analysis:
 - The proposed 75 South Logistics Center DRI #2867 project trips were included as background traffic. Additionally, per the DRI #2867 GRTA Notice of Decision, dual eastbound left-turn lanes at SR 42 / US 23 and Bill Gardner Parkway was included in the No-Build 2026 roadway geometry since the conditioned roadway improvement is anticipated to be complete ahead of the 2026 build-out of the NS Logistics South DRI #3497.
 - The proposed PI #0015823 SR 42 / US 23 Widening from Bill Gardner Parkway to Peeksville Road is included as Projected No-Build 2026 roadway geometry.
 - Proposed signalization of SR 42 / US 23 at Market Place Boulevard and at SR 42 / US 23 and Harris Drive are also included as Projected No-Build 2026 roadway geometry.
- Projected Build 2026 conditions represent the Projected No-Build 2026 conditions plus the addition of the project trips that are anticipated to be generated by the *NS Logistics South* development.

Existing

The LOS standard for the study network is LOS D, as defined by the GRTA LOU. However, according to the GRTA LOU, if an intersection overall or approach LOS operates at E or F under existing conditions, then the LOS standard for future conditions is considered to be LOS E.

All study intersections are projected to operate at an acceptable <u>overall</u> level-of-service (LOS) under Estimated 2021 conditions. Additionally, all approaches of the intersection of SR 42 / US 23 at King Mill Rd (Intersection 5) are projected to operated acceptably under Estimated 2021 conditions.

Based on Estimated 2021 conditions, the following intersection approaches operate below the standard LOS D and are subject to a future LOS standard of LOS E:

- SR 42 / US 23 at Bill Gardner Pkwy (Intersection 1) Signalized
 - o Eastbound Approach operates at LOS E during both the AM and PM peak hour
- SR 42 / US 23 at Market Place Blvd (Intersection 2) Two-Way Stop Control
 - \circ $\:$ Eastbound Approach operates at LOS E in the AM peak hour and LOS F in the PM peak hour $\:$
- SR 42 / US 23 at Bethlehem Rd (Intersection 3) Two-Way Stop Control
 - \circ $\;$ Eastbound Approach operates at LOS F during both the AM and PM peak hour $\;$
 - \circ $\;$ Westbound Approach operates at LOS F during both the AM and PM peak hour $\;$
- SR 42 / US 23 at Harris Drive (Intersection 4) Two-Way Stop Control
 - \circ $\;$ Westbound Approach operates at LOS F during both the AM and PM peak hour $\;$

For the two-way stop-controlled intersections (Intersections 2, 3, and 4), low LOS for side-street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway during the peak rush hour.

No-Build (System Improvements)

Under Projected No-Build 2026 conditions, programmed roadway projects noted above were incorporated into the analysis including the modified laneage at SR 42 / US 23 at Bill Gardner Pkwy (Intersection 1) and signalization of the intersections of SR 42 / US 23 at Market Place Blvd (Intersection 2) and SR 42 / US 23 at Harris Drive (Intersection 4). These improvements will be implemented by the City of Locust Grove/GDOT prior to the build-out of the site.

The <u>overall and approach</u> LOS operate acceptably for all study intersections under no-build conditions with the exception of the two-way stop-controlled intersection of SR 42 / US 23 at Bethlehem Rd (Intersection 3), which continues to operate at LOS F for each the eastbound and westbound stop-controlled approaches during both peak hours.

It should be noted that per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS. In order to achieve an acceptable LOS for the side-street approaches at Intersection 3, the installation of a traffic signal should be considered if and when warranted. It is notable that the peak hour volumes may warrant a signal based on Estimated 2021 conditions and Projected No-Build 2026 conditions.

Due to the low level-of-service at the following intersections under the Estimated 2021 and Projected 2027 No-Build conditions, the following intersection improvements are recommended (needed to serve background traffic, without the development, shown in red on **Figure 15** and **Figure 16**):

- SR 42 / US 23 at Bethlehem Road (Intersection 3)
 - Install a traffic signal at the intersection
 - Reconfigure the eastbound and westbound approaches of Bethlehem Road and Michaels Drive to include one (1) exclusive left-turn lane and one (1) shared through/right-turn lane.
 - Reconfigure the northbound approach of SR 42 / US 23 to include one (1) exclusive left-turn lane and one (1) shared through/right-turn lane.
 - Reconfigure the southbound approach of SR 42 / US 23 to include one (1) exclusive right-turn lane, one (1) exclusive through lane, and one (1) exclusive left-turn lane.

Build

Under Projected Build 2026 conditions, the <u>overall and approach</u> LOS operate acceptably for all study intersections with the exception of the two-way stop-controlled intersection of SR 42 / US 23 at Bethlehem Rd (Intersection 3), which continues to operate at LOS F for each the eastbound and westbound stop-controlled approaches during both peak hours.

However, with the proposed installation of a traffic signal at the intersection of SR 42 / US 23 at Bethlehem Rd (Intersection 3) under No-Build Improved 2026 conditions, all intersections are projected to operate at or above its overall LOS standard under Build 2026 conditions.

The intersection of Bethlehem Road at Site Driveway A (Intersection 6) is projected to operate at acceptable overall and approach LOS under the Build 2026 scenario. The recommended lane configuration for Site Driveway A is the following:

- Bethlehem Rd at Site Driveway A (Intersection 6) Proposed Two-Way Stop Control
 - Provide one (1) southbound shared left-turn/right-turn lane exiting the site, and one (1) lane entering the site.
 - Provide a westbound right-turn deceleration lane along Bethlehem Road entering the site.

Overall LOS Standard: D			SR 42 / US 23		SR 42 / US 23		Bethlehem Road		Michaels Drive					
Approach LOS Standard: D			N	Northbound		Southbound		Eastbound		Westbound				
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						A (9.7)					
ED		Approach LOS		A (9.3)			A (7.6)			C (20.7)			B (18.5)	
20	AM	Storage	135					200	325			150		
L R		50th Queue	16	205		0	178	0	58	0		5	0	
NAN		95th Queue	52	441		0	385	21	162	0		28	0	
<u>D</u>		Overall LOS						A (8.6)					
(S		Approach LOS		A (7.9)			A (7.1)			C (27.2)			C (32.7)	
B	PM	Storage	135					200	325			150		
NO		50th Queue	12	190		0	230	8	40	0		1	1	
		95th Queue	68	485		0	596	37	129	27		10	18	
		Overall LOS		B (11.6)										
0		Approach LOS		B (10.9)			A (7.9)			C (28.5)			C (24.7)	
/EI	AM	Storage	135					200	325			150		
С С		50th Queue	42	230		0	200	0	79	0		6	0	
NA NA		95th Queue	146	512		0	441	31	201	0		28	0	
N D		Overall LOS						B (1	3.5)					
(S	_	Approach LOS		B (10.8)			A (9.2)			D (45.2)			D (45.4)	
3UI	РМ	Storage	135					200	325			150		
		50th Queue	26	190		0	230	9	77	0		1	1	
		95th Queue	188	469		0	576	39	319	50		10	19	

SR 42 / US 23 at Bethlehem Rd (Intersection 3)

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
1. SR 42 / US 23 at Bill Gardner EBL Parkway		225	181 / 197 (50 th) 224 / 255 (95 th)	Queue exceeds storage of new second left-turn lane, however any spillback is contained in the other left- turn lane. Consider extending storage with the design of the no-build improvement.
5 SD 42/11S 22	NBL	75	139 / 249 (50 th) 416 / 329 (95 th)	System Improvement: Consider extending northbound left-turn storage.
at King Mill Road	ng Mill Road EBR		0 / <mark>227</mark> (50 th) 68 / <mark>357</mark> (95 th)	System Improvement: Considering extending eastbound right-turn storage.

* Exceeds available storage in Existing 2021 conditions

Other movements where the projected queueing exceeds the available storage are not impacted by the proposed development traffic.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *NS Logistics South* development located in the City of Locust Grove, Georgia. The approximate 306.4-acre site is located east of I-75, west of SR 42 / US 23, and north of Bethlehem Road. The project site is currently zoned RA (Residential) and GI (General Industrial). The RA portion of the site is proposed to be rezoned to GI (General Industrial) in 2022, after being annexed into the City of Locust Grove in July 2021. Of the approximate 306.4-acre site, approximately 172.88 acres will be developed as the *NS Logistics South* development, while the remaining 134 acres are reserved for Norfolk Southern Corporation. The site is currently vacant. Figure **1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The site is currently undeveloped. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2026 (approximately 5 years).

Table 2: Proposed Land Use and Density				
Land Use Proposed				
Warehousing	1,865,000 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. The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF in a new industrial development. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on October 13, 2021 by the City of Locust Grove. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated November 10, 2021.

1.2 Site Access

As currently envisioned, the proposed development will be accessible via one (1) new access point:

 Site Driveway A – a proposed, full-movement driveway located along Bethlehem Road that will operate under side-street stop control. Site Driveway A will provide vehicular access to the entire development. Internal, private roadways throughout the site provide access to the building and parking facilities.

1.3 Internal Circulation Analysis

The site consists of one (1) area, served by one (1) driveway. The proposed main site area is located is located east of I-75, west of SR 42 / US 23, and north of Bethlehem Road. Site Driveway A serves the main site area and internal connections are provided to access the building and parking facilities.

1.4 Parking

The current number of total site parking spaces to be provided are listed below in **Table 3**. Additional parking details are provided on the proposed site plan in Appendix A.

Table 3: Proposed Parking						
Land Use	Minimum	Maximum	Proposed			
Warehousing and Storage Buildings	4 per 5,000 SF 1 per each additional 5,000 SF = 376 minimum parking spaces	N/A	656 auto spaces 510 trailer spaces			
	· · · · · · · · · · · · · · · · · · ·	Total	1,166 spaces			





Kimley **»Horn**

NS Logistics South DRI #3497 Transportation Analysis

Site Aerial

Figure 2

1.5 Alternative Transportation Facilities

There are no dedicated pedestrian or bicycle facilities along the site frontage. Similarly, there are no transit stops in the vicinity of the site.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *NS Logistics South* development <u>does not</u> qualify for a "Dense Urban Environment Enhanced Focus Area" review, due to its location in the City of Locust Grove.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA Development of Regional Impact Review Procedures, the *NS Logistics South* development qualifies for a "Heavy Vehicle Enhanced Focus Area" review, due to the development generating heavy vehicles.

1.7.1 Heavy Vehicle Routing

Figure 3 depicts the proposed truck routes that will serve project traffic (highlighted blue). The Enhanced Focus Area (highlighted yellow) includes the segment of Bethlehem Road from SR 42 / US 23 to Site Driveway. **Figure 4** provides a zoomed in aerial of the Enhanced Focus Area.



Figure 3: Heavy Vehicle Routing



Figure 4: Heavy Vehicle Enhanced Focus Area on Aerial

1.7.2 Roadway Conditions

The Heavy Vehicle Enhanced Focus Area along Bethlehem Road, as identified in **Figure 3**, is a paved asphalt roadway with a width of approximately 24 to 25 feet consisting of one lane eastbound and one lane westbound. A site visit was conducted on December 29, 2021. Pavement conditions are documented below.

Bethlehem Road west of SR 42 / US 23 in the vicinity of the proposed development is signed as restricted to trucks. However, several trucks were observed traversing Bethlehem Road along the truck restricted portion during the field observation conducted on December 29, 2021. Additionally, during the Methodology Meeting, the distribution of truck traffic was discussed. Specifically, truck traffic to and from the development should travel between the site driveway and SR 42 / US 23 (to and from the east) as opposed to traveling to and from the west of the site.

In the future, truck restrictions along Bethlehem Road are contradictory to the programmed new I-75 Interchange at Bethlehem Road and Bethlehem Road Extension / Realignment (GDOT PI #0017182). The Interchange Justification Report prepared in September 2018 for Henry County specifically identified the proposed interchange as a much-needed access point, particularly for truck traffic and efficient freight movement into and out of the study area. It is expected that truck restrictions along Bethlehem Road will be removed in the future as Bethlehem Road is improved through the I-75 at Bethlehem Road interchange project (expected to be completed in 2025). The developer should coordinate with the City of Locust Grove to remove the truck restriction along Bethlehem Road between SR 42 and Site Driveway A.

Pavement along the Bethlehem Road Focus Area is generally in good condition. Minor transverse cracking, occurring roughly perpendicular to the centerline of pavement, and minor longitudinal cracking, roughly parallel to the centerline, was noted in several locations along Bethlehem Road. Generally transverse and longitudinal cracking is caused by shrinkage of the asphalt layer or a reflection from an existing crack or joint. Transverse and longitudinal cracking are generally not load related.



Figure 5: Pavement Condition – Sample of Minor Transverse and Longitudinal Cracking

A small section, approximately 100 feet, included slight asphalt raveling in the center of the westbound lane approximately 900 feet east of the power line easement as shown in **Figure 6**. Raveling was not widespread and may be an indication of a poor quality asphalt mix, inadequate compaction during construction, or mechanical dislodging by certain types of traffic. Due to the location in the center of the westbound lane, poor pavement material quality is more likely than traffic-related pavement distress.



Figure 6: Pavement Condition – Raveling

1.7.3 Corner Radii

The corner radii were analyzed for truck turning movements at the intersection of SR 42 / US 23 at Bethlehem Rd.

Figure 7 outlines the anticipated wheel-path for a WB-67 entering Bethlehem Road by making a southbound rightturn from SR 42 / US 23 onto Bethlehem Road. The existing curb radius is approximately 41 feet. As shown in **Figure 7**, the wheel path spills beyond the pavement. It can be observed from the aerial imagery that the heavy vehicle wheel paths have created rutting beyond the curb.



Figure 7: SR 42 / US 23 at Bethlehem Road – Southbound Right (Entering Truck)

Figure 8 outlines the anticipated wheel-path for a WB-67 exiting Bethlehem Road by making an eastbound rightturn from Bethlehem Road onto SR 42 / US 23. The existing curb radius is approximately 42 feet. The WB-67 truck must utilize part of the westbound lane along Bethlehem Road in order to make the maneuver.



Figure 8: SR 42 / US 23 at Bethlehem Road – Eastbound Right (Exiting Truck)

Full size truck turning radii exhibits are included in Appendix B and additional study intersection photographs are included in Appendix C.

1.7.4 Pedestrian Safety

Within the Heavy Vehicle Enhanced Focus Area along Bethlehem Road, there are no existing sidewalks, nor does the focus area include pedestrian destinations or have access to transit. Pedestrian walkways will be provided internal to the site adjacent to the proposed buildings and connecting employee and visitor parking spaces to the building entrances.

1.7.5 Heavy Vehicle Staging

The site plan includes an extended driveway entrance and exit to accommodate heavy vehicle queueing, staging, and overflow. **Figure 9** indicates the designated heavy vehicle (truck) staging/overflow areas on the site plan (truck court areas). The internal roadways provide ample on-site vehicle staging with a primary internal route (highlighted red) approximately one (1) mile in length connecting all buildings and sufficient for anticipated queuing.



Figure 9: Heavy Vehicle Staging

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following five (5) off-site intersections described in **Table 4** and shown visually in **Figure 10**.

Table 4: Intersection Control Summary						
Intersection Jurisdiction Control						
1. SR 42 / US 23 at Bill Gardner Pkwy	GDOT	Signalized				
2. SR 42 / US 23 at Market Place Blvd	GDOT	Unsignalized (TWSC) – Future Signal				
3. SR 42 / US 23 at Bethlehem Rd	GDOT	Unsignalized (TWSC)				
4. SR 42 / US 23 at Harris Rd	GDOT	Unsignalized (TWSC) – Future Signal				
5. SR 42 / US 23 at King Mill Rd	GDOT	Signalized				

Note: TWSC = Two-Way Stop Control

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (bolded roadways are adjacent to the site).

Table 5: Roadway Classifications						
Roadway	Lanes	AADT (GDOT, 2019)	GDOT Functional Classification			
SR 42 / US 23	2	15,900	Minor Arterial			
Bethlehem Road	2	3,200 ¹	Local			
Bill Gardner Parkway	2	24,000	Minor Arterial			
Market Place Boulevard	2	 ²	Local			
Harris Drive	2	 ²	Local			
King Mill Road	2	2,190	Minor Collector (e/o SR 42 / US 23) Local (w/o SR 42 / US 23)			

¹ 2020 Actual AADT count available for Bethlehem Road – previous year estimates provided by GDOT were <1,500 vehicles per day

² GDOT AADT unavailable for this local roadway

A site visit was conducted on December 29, 2021. Study intersection photographs can be found in the site photo log in **Appendix C**.



2.3 Traffic Data Collection and Calibration

Traffic counts were collected at all five (5) existing study intersections on Tuesday, November 9, 2021. The collected counts were then calibrated using calibration factors to account for the potential impacts of COVID-19 to typical traffic volumes and patterns.

The peak hour adjustment factors were determined by comparing the 2019 AM and PM peak hour volumes collected along SR 42 / US 23 north of Bethlehem Road (to align with the GDOT TADA count station 151-0336) to the collected 2021 AM and PM peak hour volumes in the same location. As a result of the comparison, it was determined that a COVID adjustment factor of 1.00 (no adjustment) should be made since the 2021 counts are greater than the 2019 GDOT TADA count data. The methodologies used in this analysis for traffic count calibration were approved by GRTA and ARC.

Table 6: Traffic Count Summary									
	Intersection Count Date AM Peak Hour PM Peak Hour								
1.	SR 42 / US 23 at Bill Gardner Pkwy	11/9/2021	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM					
2.	SR 42 / US 23 at Market Place Blvd	11/9/2021	7:15 AM – 8:15 AM	4:30 PM – 5:30 PM					
3.	SR 42 / US 23 at Bethlehem Rd	11/9/2021	7:15 AM – 8:15 AM	4:30 PM – 5:30 PM					
4.	SR 42 / US 23 at Harris Rd	11/9/2021	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM					
5.	SR 42 / US 23 at King Mill Rd	11/9/2021	7:00 AM – 8:00 AM	4:30 PM – 5:30 PM					

Traffic count peak hours for all the study intersections are shown in Table 6.

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

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *NS Logistics South* development. Background traffic can include a growth rate based on historical counts and population growth data as well as trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), the Projected No-Build 2026 conditions represent the Estimated 2021 traffic volumes grown for five (5) years at 2.0% per year throughout the study network. Additionally, per the GRTA LOU, project trips associated with the 75 *South Logistics Center DRI #2867* were included as background traffic for the projected No-Build 2026 conditions.

The Projected Build 2026 conditions represent the project trips generated by the *NS Logistics South* development (discussed in Section 3.0 and 4.0) added to the Projected No-Build 2026 Conditions.

2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The following projects shown in **Table 7** are programmed or planned to occur near the development. Projects highlighted in blue will be incorporated into the No-Build 2026 and Build 2026 scenarios. The project highlighted in yellow is a proposed new I-75 interchange at Bethlehem Road, which is proposed to be realigned as part of the project. Per the GRTA LOU, the proposed new interchange has not been considered for the No-Build 2026 and Build 2026 scenarios. The Interchange Justification Report completed by Pond Engineering (2018) contemplated the future warehouse density and the intersections are expected to operate at an acceptable LOS under Design Year 2045 conditions.

	Table 7: Programmed Projects												
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY						
SR 42 Traffic Signal Installation	@ Harris Dr@ Market Place Blvd	Locust Grove	-	-	-	-	2022						
SR 42 / US 23 Widening	From Bill Gardner Pkwy to Peeksville Rd	GDOT	0015823	<u>HE-202</u>	2021	2023	2023						
New I-75 Interchange at Bethlehem Rd and Bethlehem Rd Extension / Realignment	Bethlehem Rd Lester Mill Rd to intersection of Iris Lake Rd and Harris Dr	Henry County/City of Locust Grove	<u>0017182</u>	<u>AR-955</u> / <u>HE-209</u>	N/A	N/A	2025						
SR 42 / US 23 Bridge Replacement	SR 42 / US 23 bridge over the NS rail line approximately 0.25 miles north of Bethlehem Rd	GDOT	0013995	<u>HE-201</u>	2017	2024	2024						
I-75 NB Commercial Vehicle Lanes	From I-475 to SR 155	GDOT	0014203	<u>AR-318</u>	2023	2025	N/A						
SR 155 Widening	From I-75 S to Hampton-Locust Grove Rd/Bill Gardner Pkwy	GDOT	0015284	<u>HE-189</u>	N/A	N/A	N/A						
SR 155 Widening	From I-75 S to SR 81	GDOT	0007856	HE-113	2016	2024	2024						

The remaining non-highlighted projects beyond the build-out year of the proposed development or are not anticipated to affect the study network.

*Project information was obtained from GeoPI (GDOT), the Georgia STIP, the Henry Count TSPLOST, City of Locust Grove projects, and the Atlanta Region's Plan (ARC)

In addition to the programmed projects noted in the table above, the following intersection modification was identified as a condition for the Build Phase 1 (2021) of the 75 South Logistics Center DRI #2867:

- 1. Per GRTA Notice of Decision (NOD) for 75 South Logistics Center DRI #2867 Bill Gardner Parkway at SR 42:
 - a. Restripe dual left-turn lanes to SR 42 northbound (eastbound approach)
 - b. Restripe two receiving lanes in gore striped area on Bill Gardner Parkway (north leg)

Available fact sheets for projects listed in the table above can be found in **Appendix D**.

2.6 Level-of-Service Overview

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. LOS analyses were conducted at all intersections within the study network using *Synchro 11*.

LOS for unsignalized intersections, with stop control on the minor street only, is reported for the side street approaches and the major street left-turn movements. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all study intersections per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures* as specified in the LOU.

3.0 TRIP GENERATION

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. Reductions to gross trips including mixed-use reductions and alternative transportation mode reductions are not considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving offsite or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. No mixed-use reductions were taken in this analysis per the LOU.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). No alternative modes reductions were taken in this analysis per the LOU.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. No pass-by trips were taken for this analysis per the LOU.

Table 8 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *NS Logistics South* development.

Table 8: Trip Generation												
	Density	D	aily Traffi	С	AM Pea	k Hour	PM Peak Hour					
Land Use	Density	Total	Enter	Exit	Enter	Exit	Enter	Exit				
150 – Warehousing	1,865,000 SF	2,992	1,496	1,496	192	57	68	184				
Gross Projec	t Trips	2,992	1,496	1,496	192	57	68	184				
Mixe	d-Use Reductions	0	0	0	0	0	0	0				
Alternative	Mode Reductions	0	0	0	0	0	0	0				
Pa	ss-By Reductions	0	0	0	0	0	0	0				
New Tri	ps	2,992	1,496	1,496	192	57	68	184				
Employee (Ca	ar) Trips	1,014	507	507	19	18	29	27				
Heavy Vehicle (7	1,978	989	989	173	39	39	157					

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution 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, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for the heavy vehicle (truck) project trips in **Figure 11.** The anticipated distribution and assignment of the trips throughout the study roadway network is shown for employee (car) project trips in **Figure 12**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 13**.

Detailed intersection volume worksheets are provided in Appendix F.

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under the Estimated 2021 conditions, Projected No-Build 2026 conditions, and Projected Build 2026 conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

These analyses included existing roadway laneage for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 14** for Estimated 2021 conditions, **Figure 15** for Projected No-Build 2026 conditions, and **Figure 16** for Projected Build 2026 conditions.

Sections 5.1 – 5.6 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.

As previously noted, the programmed new I-75 interchange at Bethlehem Road (GDOT PI #0017182) will install a new interchange in the vicinity of the project site along Bethlehem Road. Multiple new alignments of Bethlehem Road are currently under consideration. Per the GRTA LOU, the proposed new interchange has not been considered for the No-Build 2026 and Build 2026 scenarios. However, the implementation of the new interchange would likely divert project traffic from SR 42 / US 23 directly to and from the new I-75 interchange along Bethlehem Road. The Interchange Justification Report completed by Pond Engineering (2018) contemplated the future warehouse density associated with the *NS Logistics South DRI* #3497 and determined the intersections are expected to operate at an acceptable LOS under Design Year 2045 conditions. Therefore, recommendations identified in this DRI study may identify interim solutions prior to the full build-out of the proposed new interchange, and improvements which may be needed if the interchange project is not constructed.







0	vorall	OS Standard: D	SR	12/119	23	5	2 / 2 / 119	23	Bill (ardnar	Pkwa		
Ann	roach	LOS Standard: D/F		orthbour	nd		C 42 / 00	nd		asthour	nd		
App	loach		1					R		T	R		1
		Overall LOS	L		IX.	–		C (27			IX.		
Ê				B (18 0)			C (27 0)	0 (27	.4)	E (61 3)		
₹	Σ	Storogo	275	D (10.0)			0 (27.3)	175)	1	1
Ū	A	Storage	3/3	04			400	1/5	000		0		
(SI		50th Queue	417	81			160	0	200		0	 	
Ω		95th Queue	806	147			244	60	276		98		
₩		Overall LOS				1		C (34	.7)				
¥	_	Approach LOS		<u>B (16.1)</u>			C (24.8)			E (68.3)		
	PZ	Storage	375					175					
ŝ		50th Queue	249	130			342	43	315		190		
-		95th Queue	513	235			534	116	384		376		
		Overall LOS						C (34	.9)				
Ê		Approach LOS		C (27.7)			C (33.3)			E (57.8)		
Ă	AM	Storage	600					175	175				
Ū		50th Queue	604	93			190	34	178		0		
s)	Î	95th Queue	1,012	164			286	110	221		108		
2		Overall LOS		•		•		C (27	.3)			•	·
D		Approach LOS		B (13.2)		B (19.8)				E (66.4))		
Ë	Σ	Storage	600					175	175				
ž	_	50th Queue	630	195			456	105	171		327		
		95th Queue	872	267			672	204	222		657		
		Overall LOS						D (35	.7)	•			
		Approach LOS		C (28.6)			C (34.4)	·		E (58.3))		
L)	Σ	Storage	600					175	175				
Ž		50th Queue	603	99			195	37	181		0		
Sec. 1		95th Queue	1,008	174			293	112	224		108		
Ű		Overall LOS						C (28	.4)				
1		Approach LOS		B (14.7)			C (20.7)			E (66.9))		
۳.	Σ	Storage	600					175	175				
		50th Queue	451	159			428	87	197		462		
		95th Queue	712	217			573	177	255		723		

5.1 SR 42 / US 23 at Bill Gardner Pkwy (Intersection 1)

The signalized intersection of SR 42 / US 23 at Bill Gardner Pkwy (Intersection 1) is projected to operate at an acceptable <u>overall</u> LOS under the Estimated 2021 conditions. However, the eastbound approach operates below standard at LOS E under Estimated 2021 conditions. Per the GRTA LOU, if an intersection overall or approach LOS operates at E or F under Existing Conditions, then the LOS standard for future conditions is considered to be LOS E. Therefore, the eastbound approach LOS standard for No-Build 2026 conditions is LOS E.

Under the No-Build 2026 and Build 2026 conditions, Intersection 1 is projected to operate at an acceptable <u>overall</u> <u>and approach</u> LOS during both peak hours. Note that Intersection 1 is proposed to be improved by the following programmed project/ future conditions and was studied as such for the No-Build 2026 and Build 2026 conditions:

- GDOT PI #0015823 SR 42 / US 23 Widening from Bill Gardner Parkway to Peeksville Road:
 - Widen south leg (southbound SR 42 / US 23) to provide one add-lane for the eastbound right-turn lane onto southbound SR 42 / US 23 for a total of two southbound lanes.
 - Lengthen existing northbound left-turn lane (SR 42 / US 23) to provide approximately 600 feet of northbound left-turn storage.
- 75 South Logistics Center DRI #2867 per GRTA Notice of Decision (NOD) for DRI #2867 Bill Gardner Parkway at SR 42:
 - o Restripe dual left-turn lanes to SR 42 northbound (eastbound approach)
 - Restripe two receiving lanes in gore striped area on Bill Gardner Parkway (north leg)

O	verall	LOS Standard: D	SF	2 42 / US	5 23	SF	SR 42 / US 23			et Place	Blvd			
Аррі	roach	LOS Standard: D/E	N	lorthboui	nd	S	outhbour	nd	Eastb	ound - 🕽	TWSC			
			L	Т	R	L	Т	R	L	Т	R			
		Overall LOS						(6.5	5)					
ΰ	_	Approach LOS		(0.5)			(0.0)			E (48.6)	1			
٧S	Σ	Storage	250					175	220					
Ε		50th Queue												
Ō		95th Queue	3					0	137		3			
Ë		Overall LOS						(13.	6)					
ЧA		Approach LOS		(0.8)			(0.0)			F (97.7)				
ĨĽ	Σ	Storage	250					175	220					
B	—	50th Queue												
		95th Queue	8					0	223		23			
		Overall LOS						B (12	2.4)					
Ê	Ì	Approach LOS		B (11.0))		A (6.4)			C (34.0)				
٨N	AM	Storage	250					175	220					
ß		50th Queue	4	458			86	0	94		0			
<u>s</u>)		95th Queue	14	540			161	37	157		17			
P		Overall LOS	B (10.1)											
IJ		Approach LOS		A (8.7)		A (7.1)			D (35.3)					
В-	Σ	Storage	250					175	220					
ŭ	—	50th Queue	8	212			146	0	81		0			
		95th Queue	22	369			248	33	145		44			
		Overall LOS						B (14	1.7)					
	_	Approach LOS		B (13.5))		A (7.3)			D (36.2))			
AL	AN	Storage	250					175	220					
N		50th Queue	5	475			96	0	110		0			
SIG		95th Queue	14	557			169	38	191		17			
Ď		Overall LOS						B (11	1.4)					
	5	Approach LOS		B (10.3)			A (7.3)			D (37.5)			1	1
BL	đ	Storage	250				100	175	220					
		50th Queue	8	228			169	0	86		0			
		95th Queue	23	390			279	36	152		44			

5.2 SR 42 / US 23 at Market Place Blvd (Intersection 2)

The intersection of SR 42 / US 23 at Market Place Blvd (Intersection 2) is projected to operate at an acceptable <u>overall</u> LOS under the Estimated 2021, No-Build 2026, and Build 2026 conditions. In the Estimated 2021 condition, the eastbound stop-controlled approach operates at LOS E in the AM peak hour and LOS F in the PM peak hour. Low LOS for side-street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway during the peak rush hour.

Intersection 2 is proposed to be improved by the following programmed project/ future conditions and was studied as such for the No-Build 2026 and Build 2026 conditions:

- City of Locust Grove Project SR 42 Traffic Signal Installation at Market Place Boulevard
 - Existing lane configuration was assumed to remain in the signalized condition.

Under the signalized condition for each the No-Build 2026 and Build 2026 conditions, Intersection 2 is projected to operate at an acceptable <u>overall</u> LOS and each approach of the intersection is projected to operate acceptably. No additional improvements are recommended to be conditioned.

Ove	rall LC	S Standard: D	SR	SR 42 / US 23			SR 42 / US 23			Bethlehem Road			Michaels Drive		
Approa	ach LC	DS Standard: D/E	N	orthbou	nd	S	outhbou	nd	E	astboun	d	W	/estboui	nd	
			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
		Overall LOS						(5	8.3)						
ΰ	_	Approach LOS		(1.0)			(0.1)			F (478.7))		F (94.6)		
۸S	A	Storage			135			200							
E		50th Queue													
<u>e</u>		95th Queue	8		0	0		0		418			33		
Ë		Overall LOS						(5	6.2)						
₩		Approach LOS		(1.0)			(0.0)			F (892.4))		F (73.4))	
Ē	Σd	Storage			135			200							
ы Ш	_	50th Queue													
		95th Queue	10		0	0		0		350			13		
		Overall LOS		(120.6)											
(SC)	-	Approach LOS		(1.1)			(0.1)		F	(1,030.2	<u>2)</u>	F	- (203.5	5)	
	AA	Storage			135			200							
≥		50th Queue													
		95th Queue	10		0	0		0		575			58		
		Overall LOS						(11	6.9)						
BU	_	Approach LOS		(1.0)			(0.0)		F	(1,894.5	5)	F	- (125.1)	
6	Σd	Storage			135			200							
z		50th Queue													
		95th Queue	13		0	0		0		445			20		
		Overall LOS						(32	24.0)						
	_	Approach LOS		(2.1)			(0.1)		F	(2,485.7	7)	F	- (596.4)	
ប	ΔA	Storage			135			200							
Ň		50th Queue													
È		95th Queue	25		0	0		0		838			85		
Q		Overall LOS						(70	4.6)						
∣╡	_	Approach LOS		(1.5)			(0.0)		F	(5,748.5	5)	F	= (246.0)	
B	Σd	Storage			135			200							
		50th Queue													
		95th Queue	20		0	0		0		1,020			30		

5.3 SR 42 / US 23 at Bethlehem Rd (Intersection 3)

The eastbound and westbound side-street stop-controlled approaches of SR 42 / US 23 at Bethlehem Rd (Intersection 3) under Estimated 2021 conditions are projected to operate at LOS F, thus the approach LOS standard is considered LOS E for future conditions. The side-street stop-controlled approaches at Intersection 3 continue to operate at LOS F under No-Build 2026 and Build 2026 Conditions. Low LOS for side-street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway during the peak rush hour.

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS.

In order to improve the <u>approach</u> LOS under the No-Build 2026 and Build 2026 conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 15** and **Figure 16**):

- Install a traffic signal at the intersection
 - Reconfigure the eastbound and westbound approaches of Bethlehem Road and Michaels Drive to include one (1) exclusive left-turn lane and one (1) shared through/right-turn lane.
 - Reconfigure the northbound approach of SR 42 / US 23 to include one (1) exclusive left-turn lane and one (1) shared through/right-turn lane.
 - Reconfigure the southbound approach of SR 42 / US 23 to include one (1) exclusive right-turn lane, one (1) exclusive through lane, and one (1) exclusive left-turn lane.

The analysis results shown in the table below are for the improved conditions at SR 42 / US 23 with Bethlehem Road (Intersection 3), which assume the noted geometric changes along with the installation of a traffic signal.

Over	Overall LOS Standard: D			SR 42 / US 23			SR 42 / US 23			lehem F	Road	Mic	rive	
Approa	ach L	OS Standard: D	N	orthbour	nd	S	outhbou	nd	E	astbour	ld	N	/estbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						A (9.8)					
		Approach LOS		A (9.3)			A (7.8)			C (20.5)			B (18.3)	
0	ΔA	Storage	135					200	325			150		
L) R(50th Queue	16	205		1	174	0	58	0		5	0	
AM A		95th Queue	52	441		7	372	21	162 0			28	0	
<u>D</u>		Overall LOS						A (8.6)					
(S	_	Approach LOS		A (7.9)			A (7.1)			C (27.2)			C (32.7)	
NO-BI	Δd	Storage	135					200	325			150		
		50th Queue	12	190		0	230	8	40	0		1	1	
1		95th Queue	68	485		0	596	37	129	27		10	18	
		Overall LOS						B (1	1.6)					
0	_	Approach LOS		B (10.9)			A (7.9)			C (28.2)			C (24.4)	
Ξ,	ΔA	Storage	135					200	325			150		
Ľ Ő		50th Queue	42	230		1	195	0	79	0		6	0	
NA NA		95th Queue	146	512		8	429	31	201	0		28	0	
N D		Overall LOS						B (1	3.5)					
(S	_	Approach LOS		B (10.8)			A (9.2)			D (45.2)			D (45.4)	
IN:	РМ	Storage	135					200	325			150		
Ш		50th Queue	26	190		0	230	9	77	0		1	1	
		95th Queue	188	469		0	576	39	319	50		10	19	

With the installation of a traffic signal, the intersection of SR 42 / US 23 at Bethlehem Rd (Intersection 3) is projected to operate at an acceptable <u>overall and approach</u> LOS under No-Build Improved 2026 and Build Improved 2026 conditions.

Ove	erall L	OS Standard: D	S	R 42 / US	23	SR 42 / US 23						Harris Drive		Drive
Appro	ach L	OS Standard: D/E		Northboun	d	So	outhbour	nd				'	Westbo	und
			L	Т	R	L	Т	R				L	Т	R
		Overall LOS						(24.1)					
ົວ	_	Approach LOS		(0.0)			(0.3)						F (141	.3)
٨S	A	Storage			150	125								
Ē		50th Queue												
Q		95th Queue			0	3						283		23
Ë		Overall LOS						(10.8)					
MA		Approach LOS		(0.0)			(0.4)						F (180	.3)
Ē	Σ	Storage			150	125								
ES ES		50th Queue												
		95th Queue			0	5						168		5
		Overall LOS						B (11.	7)					
		Approach LOS		A (9.7)			A (8.1)						.5)	
A	AΜ	Storage			150	125								
5		50th Queue		258	8	4	180					96		0
S)		95th Queue		527	34	16	367					240		45
2		Overall LOS				•	•	A (8.8	3)					
5		Approach LOS		A (4.5)			A (8.8)	•					D (48.	.7)
E E	Σ	Storage			150	125								
ž	-	50th Queue		201	13	9	431					58		0
		95th Queue		338	38	25	763					135		31
		Overall LOS						B (12.	7)					
		Approach LOS		B (10.3)			A (9.2)	``					C (33.	.2)
F.	Σ	Storage			150	125								
N N		50th Queue		298	9	4	246					111		0
5 D		95th Queue		612	37	17	502					271		47
5		Overall LOS			•			A (9.5	5)					•
		Approach LOS		A (5.0)			A (9.6)	•	ĺ				D (54.	.3)
BU	Σ	Storage			150	125								
_	-	50th Queue		256	17	9	481					71		0
		95th Queue		442	45	26	878					138		31

5.4 SR 42 / US 23 at Harris Drive (Intersection 4)

¹ Signalization of Intersection 2 is proposed by the City of Locust Grove and included in both the No-Build and Build scenarios.

The intersection of SR 42 / US 23 at Harris Drive (Intersection 4) is projected to operate at an acceptable <u>overall</u> LOS under the Estimated 2021 conditions. However, the side-street stop-controlled westbound approach along Harris Drive operates at LOS F during both the AM and PM peak hours. Low LOS for side-street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway during the peak rush hour.

Intersection 4 is proposed to be improved by the following programmed project/ future conditions and was studied as such for the No-Build 2026 and Build 2026 conditions:

- City of Locust Grove Project SR 42 Traffic Signal Installation at Harris Drive
 - Existing lane configuration was assumed to remain in the signalized condition.

Under the signalized condition for each the No-Build 2026 and Build 2026 conditions, Intersection 2 is projected to operate at an acceptable <u>overall</u> LOS and each approach of the intersection is projected to operate acceptably. No improvements are recommended to be conditioned.

Over	ali LO	S Standard: D	SR 42 / US 23			SR 42 / US 23			King	g Mill R	oad	King	bad	
Approa	ach L	OS Standard: D		Northboun	d	S	outhbour	nd	E	astboui	nd	W	estbour	nd
			L	Т	R				L	Т	R	L	Т	R
		Overall LOS					E	3 (15.8))					
F)		Approach LOS		B (10.6)			A (6.4)		I	D (41.3)	[) (41.1)	
Ň	A	Storage	75		65	45		110	160		140	160		160
20		50th Queue	81	164	2	2	84	2	30	38	0	52	113	0
0		95th Queue	182	296	12	10	155	12	69	77	55	100	185	12
Ē		Overall LOS					E	3 (20.0))					
I A	_	Approach LOS		B (12.8)			B (11.7)		I	D (41.3)) (42.3)	J
	Σd	Storage	75		65	45		110	160		140	160		160
.S		50th Queue	52	157	6	3	293	4	14	111	147	38	55	0
		95th Queue	176	321	24	12	598	21	36	178	255	78	101	16
		Overall LOS					E	3 (18.6))					
Ĺ,	_	Approach LOS	B (14.7)				A (7.7)	I	D (43.6)	[
IGNA	AN	Storage	75		65	45		110	160		140	160		160
		50th Queue	115	216	3	3	119	3	35	45	0	61	133	0
S) (S		95th Queue	283	387	14	12	214	14	80	88	59	114	212	16
2		Overall LOS	C (25.6)											
l De	_	Approach LOS		C (20.7)			B (16.5)		I	D (44.6)	0) (44.0)	1
ä	PR	Storage	75		65	45		110	160		140	160		160
ž		50th Queue	107	227	8	3	438	6	16	132	200	45	65	0
		95th Queue	322	449	30	14	875	26	40	203	319	88	112	18
		Overall LOS				-	(C (20.0))			-		
	_	Approach LOS		B (17.6)			A (8.2)		I	D (43.5)	[) (43.3)	
A L	AN	Storage	75		65	45		110	160		140	160		160
Ň		50th Queue	139	224	3	3	136	3	35	45	0	61	133	0
Sig		95th Queue	416	401	14	12	244	15	80	99	68	114	212	16
Ő		Overall LOS					[D (38.1))					
	-	Approach LOS		D (47.6)			B (20.0)		I	D (52.0)	[) (44.8)	
BL	P	Storage	75		65	45		110	160		140	160		160
		50th Queue	249	280	9	4	506	6	17	140	227	48	68	0
		95th Queue	329	529	32	16	1,010	27	41	211	357	92	117	19

5.5 SR 42 / US 23 at King Mill Rd (Intersection 5)

The intersection of SR 42 / US 23 at King Mill Rd (Intersection 5) is projected to operate at an acceptable <u>overall</u> LOS under the Estimated 2021, No-Build 2026, and Build 2026 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

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O۱ App	Overall LOS Standard: D Approach LOS Standard: D					Site	e Drivewa	y A	Bet	hlehem R	oad	Bethlehem Road		
			N	orthboun	nd	c)	Southboun	d	E	Eastbound	b	Westbound		
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(1.	.3)					
	_	Approach LOS				B (13.7)				(0.6)		(0.0)		
ទ	A	Storage												
NS(50th Queue												
È		95th Queue					10		3					
ă		Overall LOS						(4.	.3)					
∣╡	_	Approach LOS					C (16.5)			(0.2)		(0.0)		
В	Σ	Storage							ĺ					
	_	50th Queue												
		95th Queue					45		0					

5.6 Bethlehem Road at Site Driveway A (Intersection 6)

The intersection of Bethlehem Road at Site Driveway A (Intersection 6) is projected to operate at acceptable LOS under the Build 2026 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Site Driveway A is one lane entering the site and one lane exiting the site as shown in **Figure 16**. Additionally, a westbound right-turn lane along Bethlehem Road entering the site is recommended.






Proposed Site Plan



Truck Turning Exhibits





Site Photo Log

City of Locust Grove, Georgia Photograph Sheet

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NS Logistics South DRI #3497





Comments: SR 42 / US 23 at Bill Gardner Pkwy (Intersection 1) looking north along SR 42 / US 23.

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NS Logistics South DRI #3497



Comments: SR 42 / US 23 at Bethlehem Rd (Intersection 3) looking south along SR 42 / US 23.

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NS Logistics South DRI #3497



Photo No. 6

US 23.



City of Locust Grove, Georgia Photograph Sheet

KHA Job No.:	019679014	1	
Date:	December		
Page:	4	of	5

NS Logistics South DRI #3497



Comments: SR 42 / US 23 at Harris Rd (Intersection 4) looking south along SR 42 / US 23.

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Date:	December			
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NS Logistics South DRI #3497





Comments: SR 42 / US 23 at King Mill Rd (Intersection 5) looking west along King Mill Road.

Programmed Project Fact Sheets

AR-955	Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET						
Short Title	I-75 SOUTH - NEW INTERCHANGE AT BETHLEHEM ROAD	John R.Williams PKWY or Litrog					
GDOT Project No.	N/A						
Federal ID No.	N/A	Bethlehem					
Status	Long Range						
Service Type	Roadway / Interchange Capacity	CR DT RANGE					
Sponsor	Henry County	to the second se					
Jurisdiction	Henry County	0 20.375 0.75 Miles					
Analysis Level	In the Region's Air Quality Conformity Analysis						
Existing Thru Lane	0 LCI	Network Year 2040					
Planned Thru Lane	Flex	Corridor Length N/A miles					
Detailed Description a	nd Justification						
New I-75 interchange intend	led to relieve freight congestion along the SR 155 and SR 42	industrial/distribution corridors.					

Phase Status & Funding Status		s FISCAL TOTAL PHASE		BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE				
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid - 2026-2050		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 Acquistion

 UTL: Utility relocation
 CST: Construction / Implementation
 ALL: Total estimated cost, inclusive of all phases
 ROW: Right-of-way Acquistion

Figure 3.7: Interchange Alternative 4





HE-209	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
Short Title	BETHLEHEM ROAD EXTENSION AND REALIGNMENT FROM LESTER MILL ROAD TO INTERSECTION OF IRIS LAKE ROAD AND HARRIS DRIVE	wy King Mill Rd
GDOT Project No.	N/A	
Federal ID No.	N/A	Factors
Status	Long Range	Brooke Golf & Country Club
Service Type	Roadway / General Purpose Capacity	P P 23 Aue
Sponsor	City of Locust Grove	Bull Care
Jurisdiction	Henry County	0 0.25 0.5 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane	0/2 LCI	Network Year 2040
Planned Thru Lane	2 Flex	Corridor Length 2.4 miles
Detailed Description a	and Justification	
This project will extend Bet	hlehem Road northwards to the intersection of Iris Lake Road	d and Harris Drive.

Phase Status & Funding Status		ase Status & Funding Status		TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUNI	DING SOURCE
Info	ormation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2031- 2040	\$16,000,000	\$0,000	\$0,000	\$0,000	\$16,000,000
				\$16,000,000	\$0,000	\$0,000	\$0,000	\$16,000,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases ROW: Right-of-way Acquistion

IE-201	Atlanta Region's Plan RTP (20	020) PROJECT FACT SHEET
Short Title	SR 42 BRIDGE REPLACEMENT AT NORFOLK SOUTHERN LINE 5 MILES SOUTH OF MCDONOUGH	John R-Williams pwwy Coar 23 Coar Harris Dr
GDOT Project No.	0013995	mic PW
Federal ID No.	N/A	
Status	Programmed	Bethlehem Rd
Service Type	Roadway / Bridge Upgrade	PIL PIL
Sponsor	GDOT	t ake R
Jurisdiction	Henry County	0 0.25 0.5 Miles
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	221 IF
Existing Thru Lane	2 LCI	Network Year TBD
Planned Thru Lane	2 Flex	Corridor Length 0.4 miles
Detailed Description a	and Justification	
This project will replace the	bridge at SR 42 at the Norfolk Southern rail line 5 miles south	h of McDonough.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2017	\$600,000	\$180,000	\$120,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2021	\$1,760,000	\$1,408,000	\$352,000	\$0,000	\$0,000
UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2024	\$195,974	\$156,779	\$39,195	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2024	\$4,613,071	\$3,690,457	\$922,614	\$0,000	\$0,000
				\$7,169,045	\$5,735,236	\$1,433,809	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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1E-202	Atlanta Region's Plan RTP (20	2020) PROJECT FACT SHEET			
Short Title	SR 42 / US 23 WIDENING FROM BILL GARDNER PARKWAY TO PEEKSVILLE ROAD	auguer of a source			
GDOT Project No.	0015823	I Ingles Club Dr			
Federal ID No.	N/A	Freedo			
Status	Programmed	Comment			
Service Type	Roadway / General Purpose Capacity	Justice of B Carter ,			
Sponsor	GDOT	Par Smith St.			
Jurisdiction	Henry County	0 0.125 0.25 Miles			
Analysis Level	In the Region's Air Quality Conformity Analysis				
Existing Thru Lane Planned Thru Lane	2 LCI 3 Flex	Network Year2030Corridor Length0.4			

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.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE							
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE				
PE	Transportation Funding Act (HB 170)	AUTH	2018	\$200,000	\$0,000	\$200,000	\$0,000	\$0,000				
PE	Transportation Funding Act (HB 170)	AUTH	2021	\$65,000	\$0,000	\$65,000	\$0,000	\$0,000				
ROW	Transportation Funding Act (HB 170)	AUTH	2020	\$1,360,000	\$0,000	\$1,360,000	\$0,000	\$0,000				
UTL	Local Jurisdiction/Municipality Funds		2023	\$163,025	\$0,000	\$0,000	\$0,000	\$163,025				
UTL	Transportation Funding Act (HB 170)		2023	\$250,000	\$0,000	\$250,000	\$0,000	\$0,000				
CST	Local Jurisdiction/Municipality Funds		2023	\$21,234	\$0,000	\$0,000	\$0,000	\$21,234				
CST	Transportation Funding Act (HB 170)		2023	\$1,200,000	\$0,000	\$0,000 \$1,200,000		\$0,000				
				\$3,259,259	\$0,000	\$3,075,000	\$0,000	\$184,259				

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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





Atlanta Region's Plan RTP (20	020) PROJECT FACT SHEET
I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY) FROM I-475 TO SR 155	Hampton Locust Grove 155 Jackson 6
0014203	(\mathcal{B})
N/A	
Programmed	
Roadway / Managed Lanes	Barnesville
GDOT	reyth
Henry County,Spalding County	0.0 Miles
In the Region's Air Quality Conformity Analysis	
0 LCI 2 Flex	Network Year2030Corridor Length38.6
	Atlanta Region's Plan RTP (20 I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY) FROM I-475 TO SR 155 0014203 0014203 N/A Programmed Roadway / Managed Lanes GDOT Henry County,Spalding County In the Region's Air Quality Conformity Analysis 0 LCI 2 Flex

Detailed Description and Justification

The I-75 Commercial Vehicle Lanes project will improve safety, travel time reliability, and mobility for freight operators and passenger vehicles. The project involves the construction of two, barrier-separated, northbound truck-only lanes beginning at the I-75/I-475 Interchange in Monroe County along the I-75 corridor for approximately 41 miles, ending near the SR 20 Interchange in Henry County. The project will benefit all motorists by improving safety and travel-time reliability, while also improving freight mobility to help maintain the state's competitiveness and economic growth.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	DING SOURCE		
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$977,865	\$0,000	\$0,000 \$977,865		\$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	\$1,287,541	\$1,030,033	\$257,508	\$0,000	\$0,000
PE	Repurposed Earmark (RPF9)	AUTH	2019	\$142,459	\$113,967	\$28,492	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2020	\$1,540,000	\$1,232,000	\$308,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2021	\$8,000,000	\$6,100,000	\$1,600,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2022	\$1,628,000	\$1,302,400	\$325,600	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2023	\$1,210,000	\$968,000	\$242,000	\$0,000	\$0,000

ROW	National Highway Performance Program (NHPP)	AUTH	2020	\$330,000	\$264,000	\$66,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2021	\$3,100,000	\$2,480,000	\$620,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2022	\$1,100,000	\$880,000	\$220,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2023	\$1,100,000	\$880,000	\$220,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2024	\$4,840,000	\$3,872,000	\$968,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2025	\$4,840,000	\$3,872,000	\$968,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2024	\$3,828,000	\$3,062,400	\$765,600	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2025	\$4,422,000	\$3,537,600	\$884,400	\$0,000	\$0,000
CST	Toll Revenue Bonds		2025	\$13,332,000	\$0,000	\$0,000	\$13,332,000	\$0,000
CST	General Federal Aid - 2026-2050		LR 2026- 2030	\$50,336,000	\$40,268,800	\$10,067,200	\$0,000	\$0,000
CST	General Federal Aid - 2026-2050		LR 2031- 2040	\$198,000,000	\$158,400,000	\$39,600,000	\$0,000	\$0,000
CST	General Federal Aid - 2026-2050		LR 2041- 2050	\$198,000,000	\$158,400,000	\$39,600,000	\$0,000	\$0,000
CST	Design Build Finance (DBF) Repayment - Federal		LR 2051+	\$267,300,000	\$213,840,000	\$53,460,000	\$0,000	\$0,000
				\$767,381,617	\$602,457,401	\$151,592,216	\$13,332,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases









IE-189	Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET											
Short Title	SR 155 (MCDONOUGH ROAD) WIDENING FROM I-75 SOUTH TO HAMPTON-LOCUST GROVE ROAD/BILL GARDNER PARKWAY	Westridge Pkwy.										
GDOT Project No.	0015284	Greenwood										
Federal ID No.	N/A	du tra										
Status	Programmed	Walker Dr										
Service Type	Roadway / General Purpose Capacity	Hampston										
Sponsor	GDOT	Contrast Grove Res										
Jurisdiction	Henry County	0 0.5 1 Miles										
Analysis Level	In the Region's Air Quality Conformity Analysis	Billio Billio										
Existing Thru Lane		Network Year 2040										
Planned Thru Lane	4 Flex	Corridor Length 3.6 miles										
Detailed Description a	nd Justification											
This project will widen SR 1	55 to 4 lanes from I-75 to Hampton-Locust Grove Road & Bill	Gardner Parkway.										

Pha	se Status & Funding	Status FISCAL		TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE							
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE				
ALL	Transportation Funding Act (HB 170)		LR 2026- 2030	\$70,069,000	\$0,000	\$70,069,000	\$0,000	\$0,000				
				\$70,069,000	\$0,000	\$70,069,000	\$0,000	\$0,000				

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases ROW: Right-of-way Acquistion

HE-113	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
Short Title	SR 155 WIDENING FROM I-75 SOUTH TO SR 42/US 23	20/81 Phillips Dr Bark 155 Phillips Dr Bark 155 Park 155
GDOT Project No.	0007856	Golf Club
Federal ID No.	CSSTP-0007-00(856)	
Status	Programmed	
Service Type	Roadway / General Purpose Capacity	
Sponsor	GDOT	
Jurisdiction	Henry County	0 0.25 0.5 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane		Network Year 2030
Planned Thru Lane	4 Flex	Corridor Length 1.6 miles
Detailed Description	and Justification	
This project involves adding	g one general purpose lane in each direction along SR 155 fro	om I-75 South to SR 81.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURC								
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE					
SCP	Transportation Funding Act (HB 170)	AUTH	2016	\$709,302	\$0,000	\$709,302	\$0,000	\$0,000					
PE	Transportation Funding Act (HB 170)	AUTH	2016	\$2,290,698	\$0,000	\$2,290,698	\$0,000	\$0,000					
ROW	Transportation Funding Act (HB 170)		2022	\$5,199,919	\$0,000	\$5,199,919	\$0,000	\$0,000					
ROW	Transportation Funding Act (HB 170)		2023	\$2,924,731	\$0,000	\$2,924,731	\$0,000	\$0,000					
UTL	Transportation Funding Act (HB 170)		2024	\$3,300,000	\$0,000	\$3,300,000	\$0,000	\$0,000					
CST Transportation Funding Act (HB 170)			2024	\$36,121,215	\$0,000 \$36,121,215		\$0,000	\$0,000					
				\$50,545,865	\$0,000	\$50,545,865	\$0,000	\$0,000					

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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

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HE-126B	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
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)	115 Greenwoog at greenwood at greenwood at at greenwood at greenwo ato
GDOT Project No.	0000562	Eagle's Brooke Golf & Country Club
Federal ID No.	N/A	
Status	Long Range	
Service Type	Roadway / General Purpose Capacity	
Sponsor	Henry County	
Jurisdiction	Henry County	0 0.5 1 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane	2 LCI	Network Year 2030
Planned Thru Lane	4/6 Flex	Corridor Length 3.4 miles
Detailed Description a	and Justification	
Widening of the section from	n SR 155 to Lester Mill Road from 2 to 4 lanes and the secti	on from Lester Mill Road to I-75 South from 2 to 6 lanes.

Pha	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURC								
Info	rmation		YEAR	COST	FEDERAL STATE BONDS LOCA								
ALL General Federal Aid - 2026-2050			LR 2026- 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 Acquistion

 UTL: Utility relocation
 CST: Construction / Implementation
 ALL: Total estimated cost, inclusive of all phases
 ROW: Right-of-way Acquistion

Trip Generation Analysis

Trip Generat	ion Analysis (10th Ed. With 2nd Edition Handbook Da	aily IC & 3rd Edition	on AM/PM	IC)						
	NS Logistics South DRI #3497									
	Henry County, GA									
l and lise	Density	C	Daily Trips			AM Peak Hour			PM Peak Hour	
		Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips										
150 Warehousing	1,865,000 Sq. Ft. GFA	2,992	1,496	1,496	249	192	57	252	68	184
Total Proposed Trips	•	2,992	1,496	1,496	249	192	57	252	68	184
Warehouse Trips (% of Total)		100%			100%	77%	23%	100%	27%	73%
Total Proposed Project Trips		2.992	1,496	1,496	249	192	57	252	68	184
Total Existing Site Trips (To Be Removed)		0	0	0	0	0	0	0	0	0
Gross Project Trips		2,992	1,496	1,496	249	192	57	252	68	184
Warehouse Trips		2,992	1,496	1,496	249	192	57	252	68	184
Truck Trips (ITE 10th Edition Supplement Data)		1,014	507	507	37	19	18	56	29	27
Car Trips (Warehousing Trips-Truck Trips)		1,978	989	989	212	173	39	196	39	157
Alternative Mode Reductions		0	0	0	0	0	0	0	0	0
Adjusted Car Trips		1,978	989	989	212	173	39	196	39	157
Mixed-Use Reductions - TOTAL		0	0	0	0	0	0	0	0	0
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0	0	0
Pass-By Reductions - TOTAL		0	0	0	0	0	0	0	0	0
New Trips		2,992	1,496	1,496	249	192	57	252	68	184
Driveway Volumes			ć							

Intersection Volume Worksheets

INTERSECTION #1 Bill Gardner Pkwy at GA-42 (South)/GA-42 (North)

	AMI PEAK HOUR															
		GA-42	(South)			GA-42	(North)			Bill Gard	Iner Pkwy					
		North	bound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	804	297	0	0	0	196	151	0	234	0	471	0	0	0	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0	1	0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	31	14	0	0	0	15	29	0	17	0	22	0	0	0	0
Heavy Vehicle %	2%	4%	5%	2%	2%	2%	8%	19%	2%	7%	2%	5%	2%	2%	2%	2%
Peak Hour Factor		0.94			0	.94			0	.94			0	.94		
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2021 Volumes	0	804	297	0	0	0	196	151	0	234	0	471	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%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	888	328	0	0	0	216	167	0	258	0	520	0	0	0	0
75 South Logistics Center DRI #2867 (Full Build 2023)			23				7	17		146						
Total Approved Development Trips	0	0	23	0	0	0	7	17	0	146	0	0	0	0	0	0
2026 No-Build Traffic	0	888	351	0	0	0	223	184	0	404	0	520	0	0	0	0
						*		*			*					
Trip Distribution IN			5%							35%				1		
Trip Distribution OUT							(5%)	(35%)								
Warehouse Truck Trips	0	0	1	0	0	0	1	6	0	7	0	0	0	0	0	0
														*		
Trip Distribution IN			10%											1		
Trip Distribution OUT							(10%)									
Warehouse Car Trips	0	0	17	0	0	0	4	0	0	0	0	0	0	0	0	0
														*		
Project Trips (Unbalanced)	0	0	18	0	0	0	5	6	0	7	0	0	0	0	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	0	18	0	0	0	5	6	0	7	0	0	0	0	0	0
2026 Build Traffic	0	888	369	0	0	0	228	190	0	411	0	520	0	0	0	0
2026 Build Heavy Vehicle %	2%	4%	4%	2%	2%	2%	8%	20%	2%	6%	2%	5%	2%	2%	2%	2%
% from Existing	0.0%	90.0%	80.0%	0.0%	0.0%	0.0%	90.0%	80.0%	0.0%	60.0%	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%
% from Background Growth	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
% from Project Trips	0.0% 0.0% 0.0% 0.0%						0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
						PM PEAK H	HOUR									
		GA-42	(South)			GA-42	(North)			Bill Gard	Iner Pkwy					
	Northbound						Southbound				bound		Westbound			

		Morth	hound			Courth	bound			Footh	ound			Most	hound	
	LI Turn	NOI UI	Through	Diaht	LI Turn	South	Through	Diaht	LI Turn	EdSU	Through	Diaht	LI Turn	VVest	Through	Diaht
Observed 2021 Troffic Volumes	0-Turri	EPE	242	RIGHT	0-1011	Leit	200	170	0-1011	220	mough	750	0-Turn	Lert	mough	Right
Diselved 2021 Hamic Volumes	U	525	343	U	0	U	390	172	0	330	0	/59	0	U		. 0
Pedestrians)				0			<u>.</u>	J				1	
Conflicting Pedestrians	()	-	0)		0		0		0	()	<u> </u>	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0			ļ	0
Heavy Vehicles	0	11	13	0	0	0	11	6	0	20	0	15	0	0	0	0
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	3%	2%	6%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.9	973			0.	97			0.	97			0.	97	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2021 Volumes	0	525	343	0	0	0	398	172	0	330	0	759	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%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	580	379	0	0	0	439	190	0	364	0	838	0	0	0	0
75 South Logistics Center DRI #2867 (Full Build 2023)			3				21	93		68						
Total Approved Development Trips	0	0	3	0	0	0	21	93	0	68	0	0	0	0	0	0
2026 No-Build Traffic	0	580	382	0	0	0	460	283	0	432	0	838	0	0	0	0
Trip Distribution IN			5%							35%						
Trip Distribution OUT							(5%)	(35%)								
Warehouse Truck Trips	0	0	1	0	0	0	1	9	0	10	0	0	0	0	0	0
	-										-				_	
Trip Distribution IN			10%				1			1						1
Trin Distribution OUT							(10%)									i .
Warehouse Car Trips	0	0	4	0	0	0	16	0	0	0	0	0	0	0	0	0
	-	-		-		-		-	-	-	-	-	-	-		
Project Trips (Unbalanced)	0	0	5	0	0	0	17	9	0	10	0	0	0	0	0	0
Balancing Adjustment	-	-	-	-	-	-			-		-	-	-	-		
Total Vehicular Project Trips	0	0	5	0	0	0	17	9	0	10	0	0	0	0	0	0
															_	
2026 Build Traffic	0	580	387	0	0	0	477	292	0	442	0	838	0	0	0	0
2026 Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	5%	2%	7%	2%	2%	2%	2%	2%	2%
% from Existing	0.0%	90.0%	90.0%	0.0%	0.0%	0.0%	80.0%	60.0%	0.0%	70.0%	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%
% from Background Growth	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

INTERSECTION #2 Market PI Blvd at GA-42 (South)/GA-42 (North)

						am peak f	HOUR									
		GA-42	(South)			GA-42	(North)			Marke	t PI Blvd					
		North	bound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	26	516	0	0	0	341	411	0	170	0	24	0	0	0	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0)		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	33	0	0	0	46	12	0	16	0	2	0	0	0	0
Heavy Vehicle %	2%	2%	6%	2%	2%	2%	13%	3%	2%	9%	2%	8%	2%	2%	2%	2%
Peak Hour Factor		0.	90			0.	.90			0	.90			0	.90	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2021 Volumes	0	26	516	0	0	0	341	411	0	170	0	24	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%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	29	570	0	0	0	376	454	0	188	0	26	0	0	0	0
75 South Logistics Center DRI #2867			169				24	40		46						
Total Approved Development Trips	0	0	169	0	0	0	24	40	0	46	0	0	0	0	0	0
2026 No-Build Traffic	0	29	739	0	0	0	400	494	0	234	0	26	0	0	0	0
Trip Distribution IN			40%													
Trip Distribution OUT							(40%)									
Warehouse Truck Trips	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%							25%						
Trip Distribution OUT							(10%)	(25%)								
Warehouse Car Trips	0	0	17	0	0	0	4	10	0	43	0	0	0	0	0	0
Project Trips (Unbalanced)	0	0	25	0	0	0	11	10	0	43	0	0	0	0	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	0	25	0	0	0	11	10	0	43	0	0	0	0	0	0
2026 Build Traffic	0	29	764	0	0	0	411	504	0	277	0	26	0	0	0	0
2026 Build Heavy Vehicle %	2%	2%	6%	2%	2%	2%	14%	3%	2%	6%	2%	8%	2%	2%	2%	2%
% from Existing	0.0%	90.0%	70.0%	0.0%	0.0%	0.0%	80.0%	80.0%	0.0%	60.0%	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%
% from Background Growth	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	80.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
						PM PEAK H	HOUR									
		GA-42	(South)			GA-42	(North)			Marke	t PI Blvd					
		North	bound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	49	690	0	0	0	500	566	0	160	0	125	0	0	0	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians	0 0					0		0		0		0		C		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles	0							0				0				0
Heavy Vehicles	0 2 30 0				0	0	30	14	0	8	0	1	0	0	0	0
Heavy Vehicle %	2% 4% 4% 2%					2%	6%	2%	2%	5%	2%	2%	2%	2%	2%	2%
Deale Hause Franken		0.1	057			0	0/			0	0/			0	0/	

Peak Hour Factor	0.957					0.	96			0.	96			0.	96	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2021 Volumes	0	49	690	0	0	0	500	566	0	160	0	125	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%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	54	762	0	0	0	552	625	0	177	0	138	0	0	0	0
75 South Logistics Center DRI #2867			71				114	119		6						
Total Approved Development Trips	0	0	71	0	0	0	114	119	0	6	0	0	0	0	0	0
2026 No-Build Traffic	0	54	833	0	0	0	666	744	0	183	0	138	0	0	0	0
Trip Distribution IN			40%													
Trip Distribution OUT							(40%)									
Warehouse Truck Trips	0	0	12	0	0	0	11	0	0	0	0	0	0	0	0	0
									-							
Trip Distribution IN			10%							25%						
Trip Distribution OUT							(10%)	(25%)								
Warehouse Car Trips	0	0	4	0	0	0	16	39	0	10	0	0	0	0	0	0
									-							
Project Trips (Unbalanced)	0	0	16	0	0	0	27	39	0	10	0	0	0	0	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	0	16	0	0	0	27	39	0	10	0	0	0	0	0	0
2026 Build Traffic	0	54	849	0	0	0	693	783	0	193	0	138	0	0	0	0
2026 Build Heavy Vehicle %	2%	4%	5%	2%	2%	2%	6%	2%	2%	5%	2%	2%	2%	2%	2%	2%
% from Existing	0.0%	90.0%	80.0%	0.0%	0.0%	0.0%	70.0%	70.0%	0.0%	80.0%	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%
% from Background Growth	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	90.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

INTERSECTION #3 Bethlehem Rd/Michaels Dr at GA-42 (South)/GA-42 (North)

						am peak f	HOUR									
		GA-42	(South)			GA-42	(North)			Bethle	hem Rd			Micha	els Dr	
		North	bound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	75	619	12	0	5	541	129	0	137	0	51	0	14	0	6
Pedestrians			Ď	•			0				Ó)	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0		1		0				0
Heavy Vehicles	0	2	39	11	0	3	46	4	0	2	0	3	0	12	0	6
Heavy Vehicle %	2%	3%	6%	02%	2%	40%	0%	3%	2%	2%	2%	6%	2%	86%	2%	100%
Peak Hour Factor	270	5/0	on	7270	270	0070	00	370	2.70	2/0	90	0/0	270	0070	2/0	10070
Adjustment Easter	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2021 Volumes	0	75	(10	10	0	E E	E 41	120	0	107	0	E1	0	14		4
Adjusted 2021 Volumes	0	/5	019	12	0	5	041	129	0	137	U	51	0	14	0	0
Annual Crowth Pate	2.0%	2.0%	2.0%	2.0%	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 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1.10	1 10
Packground Crowth Tring	0	02	402	12	0	6	507	1.10	0	1.10	0	54	0	1.10	0	7
75 South Logistics Contor DDI #2967	0	03	14	13	0	0	377	142	0	131	0	50	0	15	0	,
Total Approved Development Trips	0	0	14	0	0	0	40	0	0	0	0	0	0	0	0	0
2024 No. Duild Troffie	0	02	14	12	0	0	40	142	0	151	0	0	0	15	0	0
2026 NO-BUILD TRATTIC	0	83	697	13	0	0	643	142	0	151	0	50	0	15	0	/
Trip Distribution IN	1	40%			1	1	1	60%	1	1		1	1	1		
Trip Distribution OUT										(60%)		(40%)				
Warehouse Truck Trins	0	8	0	0	0	0	0	11	0	11	0	7	0	0	0	0
		0	0		0	0	0		0		Ŭ		0	0		
Trip Distribution IN		35%			1	1	1	55%	1			1	1	1		
Trip Distribution OLIT		0070						0010		(55%)		(35%)				
Warehouse Car Trips	0	61	0	0	0	0	0	05	0	21	0	14	0	0	0	0
warehouse car mps	0 81 0 0					0	0	75	0	21	0	14	0	U	0	0
Project Trips (Unbalanced)	0	69	0	0	0	0	0	106	0	32	0	21	0	0	0	0
Balancing Adjustment															-	-
Total Vehicular Project Trips	0	69	0	0	0	0	0	106	0	32	0	21	0	0	0	0
			-				-		-							
2026 Build Traffic	0	152	697	13	0	6	643	248	0	183	0	77	0	15	0	7
2026 Build Heavy Vehicle %	2%	7%	6%	93%	2%	55%	8%	6%	2%	7%	2%	13%	2%	88%	2%	95%
% from Existing	0.0%	50.0%	90.0%	90.0%	0.0%	80.0%	80.0%	50.0%	0.0%	70.0%	0.0%	70.0%	0.0%	90.0%	0.0%	90.0%
% from Background Growth	0.0%	50.0%	100.0%	100.0%	0.0%	100.0%	100.0%	60.0%	0.0%	80.0%	0.0%	70.0%	0.0%	100.0%	0.0%	100.0%
% from Project Trips	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	20.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%
		GA-42	(South)		1	GA-42	(North)		1	Bothlo	hom Rd		1	Micha	aals Dr	
		North	bound			South	bound			Eact	hound			Wost	hound	
	LI-Turn	Left	Through	Right	LI-Turn	Left	Through	Right	LI-Turn	Lasu	Through	Right	LI-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	70	769	0	0	0	849	219	0	100	1	26	0	2	3	4
Pedestrians			0				0			1	0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	37	0	0	0	35	2	0	1	1	1	0	0	0	0
Heavy Vehicle %	2%	2%	5%	2%	2%	2%	4%	2%	2%	2%	100%	1%	2%	2%	2%	2%
Peak Hour Factor	2.70	2/0	2/4	2.70	2.70	2.70	470	2.70	2.70	1 2/0	0/	470	2.70	2.00	2.0	270
Adjustment Fester	1	1	1	1	1	1	1	1	1	1	.74	1	1	1	1	1
Adjusted 2021 Volumes	0	70	760	0	0	0	940	210	0	100	1	26	0	2	2	4
Aujusteu 2021 Volumes	U	70	/09	U	U	U	849	219	U	100		20	U	2	3	4
Appual 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%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	77	849	0	0	0	937	242	0	110	1	29	0	2	3	4
			0.7	, in the second se		, v		~	, v			~ /		-	-	

75 South Logistics Center DRI #2867			17				15									
Total Approved Development Trips	0	0	17	0	0	0	15	0	0	0	0	0	0	0	0	0
2026 No-Build Traffic	0	77	866	0	0	0	952	242	0	110	1	29	0	2	3	4
Trip Distribution IN		40%						60%								
Trip Distribution OUT										(60%)		(40%)				
Warehouse Truck Trips	0	12	0	0	0	0	0	17	0	16	0	11	0	0	0	0
Trip Distribution IN		35%						55%								
Trip Distribution OUT										(55%)		(35%)				
Warehouse Car Trips	0	14	0	0	0	0	0	21	0	86	0	55	0	0	0	0
Project Trips (Unbalanced)	0	26	0	0	0	0	0	38	0	102	0	66	0	0	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	26	0	0	0	0	0	38	0	102	0	66	0	0	0	0
2026 Build Traffic	0	103	866	0	0	0	952	280	0	212	1	95	0	2	3	4
2026 Build Heavy Vehicle %	2%	12%	5%	2%	2%	2%	4%	7%	2%	8%	110%	13%	2%	2%	2%	2%
% from Existing	0.0%	70.0%	90.0%	0.0%	0.0%	0.0%	90.0%	80.0%	0.0%	50.0%	100.0%	30.0%	0.0%	100.0%	100.0%	100.0%
% from Background Growth	0.0%	70.0%	100.0%	0.0%	0.0%	0.0%	100.0%	90.0%	0.0%	50.0%	100.0%	30.0%	0.0%	100.0%	100.0%	100.0%
% from Project Trips	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	50.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%

INTERSECTION #4 Harris Dr at GA-42 (South)/GA-42 (North)

						am peak i	HOUR									
		GA-42	(South)			GA-42	(North)							Harr	ris Dr	
		North	bound			South	nbound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	655	115	0	17	496	0	0	0	0	0	0	179	0	83
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0	1	0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	44	4	0	2	43	0	0	0	0	0	0	9	0	5
Heavy Vehicle %	2%	2%	7%	3%	2%	12%	9%	2%	2%	2%	2%	2%	2%	5%	2%	6%
Peak Hour Factor		0	.89			0	.89			0	.89			0	.89	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2021 Volumes	0	0	655	115	0	17	496	0	0	0	0	0	0	179	0	83
	•	*	*					*				*				
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%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	723	127	0	19	548	0	0	0	0	0	0	198	0	92
75 South Logistics Center DRI #2867			14				46									
Total Approved Development Trips	0	0	14	0	0	0	46	0	0	0	0	0	0	0	0	0
2026 No-Build Traffic	0	0	737	127	0	19	594	0	0	0	0	0	0	198	0	92
Trip Distribution IN							60%									
Trip Distribution OUT			(60%)													
Warehouse Truck Trips	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0
Trip Distribution IN							50%							5%		
Trip Distribution OUT			(50%)	(5%)												
Warehouse Car Trips	0	0	20	2	0	0	87	0	0	0	0	0	0	9	0	0
	1	r														
Project Trips (Unbalanced)	0	0	31	2	0	0	98	0	0	0	0	0	0	9	0	0
Balancing Adjustment						1										T
Total Vehicular Project Trips	0	0	31	2	0	0	98	0	0	0	0	0	0	9	0	0
							1			r	r					1
2026 Build Traffic	0	0	768	129	0	19	692	0	0	0	0	0	0	207	0	92
2026 Build Heavy Vehicle %	2%	2%	8%	3%	2%	12%	8%	2%	2%	2%	2%	2%	2%	5%	2%	6%
% from Existing	0.0%	0.0%	90.0%	90.0%	0.0%	90.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%	0.0%	90.0%
% from Background Growth	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	r	CA 42	(Courth)		r		(North)						1	į las	rio Dr	
	1	GA-42	(SUULII)		1	GA-42	UNOLUI)		1				1	нап	IS DI	

		GA-42	(South)			GA-42	(North)							Harr	is Dr	
		North	bound			South	bound			Easth	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	650	234	0	47	954	0	0	0	0	0	0	89	0	29
Pedestrians			0				0				0			(3	
Conflicting Pedestrians		0		0		0		0		0		0	(C		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	29	12	0	0	28	0	0	0	0	0	0	5	0	1
Heavy Vehicle %	2%	2%	4%	5%	2%	2%	3%	2%	2%	2%	2%	2%	2%	6%	2%	3%
Peak Hour Factor		0.9	954			0	.95			0.	95			0.	95	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2021 Volumes	0	0	650	234	0	47	954	0	0	0	0	0	0	89	0	29
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%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	718	258	0	52	1053	0	0	0	0	0	0	98	0	32
75 South Logistics Center DRI #2867			17				15									
Total Approved Development Trips	0	0	17	0	0	0	15	0	0	0	0	0	0	0	0	0
2026 No-Build Traffic	0	0	735	258	0	52	1,068	0	0	0	0	0	0	98	0	32
Trip Distribution IN							60%									
Trip Distribution OUT			(60%)													
Warehouse Truck Trips	0	0	16	0	0	0	17	0	0	0	0	0	0	0	0	0
Trip Distribution IN							50%							5%		
Trip Distribution OUT			(50%)	(5%)												
Warehouse Car Trips	0	0	79	8	0	0	20	0	0	0	0	0	0	2	0	0
Project Trips (Unbalanced)	0	0	95	8	0	0	37	0	0	0	0	0	0	2	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	0	95	8	0	0	37	0	0	0	0	0	0	2	0	0
2026 Build Traffic	0	0	830	266	0	52	1,105	0	0	0	0	0	0	100	0	32
2026 Build Heavy Vehicle %	2%	2%	6%	5%	2%	2%	4%	2%	2%	2%	2%	2%	2%	6%	2%	3%
% from Existing	0.0%	0.0%	80.0%	90.0%	0.0%	90.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%	0.0%	90.0%
% from Background Growth	0.0% 0.0% 90.0% 100.0%		0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%		
% from Project Trips	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

INTERSECTION #5 King Mill Rd (West)/King Mill Rd (East) at GA-42 (South)/GA-42 (North)

						am peak f	HOUR									
		GA-42	(South)			GA-42	(North)			King Mill	Rd (West)			King Mill	Rd (East)	
		North	bound			South	bound			East	oound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	311	637	34	0	15	398	35	0	46	60	146	0	80	168	17
Pedestrians)				0				0				Ó	
Conflicting Pedestrians	(0		0		0		0	(0		0	()		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	25	25	1	0	2	23	1	0	10	10	21	0	0	5	1
Heavy Vehicle %	2%	8%	4%	3%	2%	13%	6%	3%	2%	22%	17%	14%	2%	2%	3%	6%
Peak Hour Factor		0.	92			0.	92			0.	92			0.	92	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2021 Volumes	0	311	637	34	0	15	398	35	0	46	60	146	0	80	168	17
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%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	343	703	38	0	17	439	39	0	51	66	161	0	88	185	19
75 South Logistics Center DRI #2867			14				46									
Total Approved Development Trips	0	0	14	0	0	0	46	0	0	0	0	0	0	0	0	0
2026 No-Build Traffic	0	343	717	38	0	17	485	39	0	51	66	161	0	88	185	19
							1									
Trip Distribution IN							20%					40%				
Trip Distribution OUT		(40%)	(20%)													
Warehouse Truck Trips	0	7	4	0	0	0	4	0	0	0	0	8	0	0	0	0
		1		1		1					1					
Trip Distribution IN							25%					25%				
Trip Distribution OUT		(25%)	(25%)													
Warehouse Car Trips	0	10	10	0	0	0	43	0	0	0	0	43	0	0	0	0
Project Trips (Unbalanced)	0	17	14	0	0	0	47	0	0	0	0	51	0	0	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	17	14	0	0	0	47	0	0	0	0	51	0	0	0	0
2026 Build Traffic	0	360	731	38	0	17	532	39	0	51	66	212	0	88	185	19
2026 Build Heavy Vehicle %	2%	10%	4%	3%	2%	13%	6%	3%	2%	22%	17%	15%	2%	2%	3%	6%
% from Existing	0.0%	90.0%	90.0%	90.0%	0.0%	90.0%	70.0%	90.0%	0.0%	90.0%	90.0%	70.0%	0.0%	90.0%	90.0%	90.0%
% from Background Growth	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	90.0%	100.0%	0.0%	100.0%	100.0%	80.0%	0.0%	100.0%	100.0%	100.0%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%
						PM PEAK F	IOUR									
		GA-42	(South)			GA-42	(North)			King Mill	Rd (West)			King Mill	Rd (East)	
		North	bound			South	bound			Easth	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	161	551	50	0	12	808	42	0	23	174	331	0	61	90	22
Pedestrians)				0				0				Ó	
Conflicting Pedestrians	(0		0		0		0	(0		0	()		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	12	15	6	0	1	25	11	0	6	3	14	0	4	7	5
Heavy Vehicle %	2%	7%	3%	12%	2%	8%	3%	26%	2%	26%	2%	4%	2%	7%	8%	23%
Peak Hour Factor		0.9	61		I	0.	96			0.	96			0.	96	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Peak Hour Factor		0.9	961			0.	96			0.	96			0.	96	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2021 Volumes	0	161	551	50	0	12	808	42	0	23	174	331	0	61	90	22
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%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	178	608	55	0	13	892	46	0	25	192	365	0	67	99	24
75 South Logistics Center DRI #2867			17				15									
Total Approved Development Trips	0	0	17	0	0	0	15	0	0	0	0	0	0	0	0	0
2026 No-Build Traffic	0	178	625	55	0	13	907	46	0	25	192	365	0	67	99	24
Trip Distribution IN							20%					40%				
Trip Distribution OUT		(40%)	(20%)													
Warehouse Truck Trips	0	11	5	0	0	0	6	0	0	0	0	12	0	0	0	0
Trip Distribution IN							25%					25%				
Trip Distribution OUT		(25%)	(25%)													
Warehouse Car Trips	0	39	39	0	0	0	10	0	0	0	0	10	0	0	0	0
					-											
Project Trips (Unbalanced)	0	50	44	0	0	0	16	0	0	0	0	22	0	0	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	50	44	0	0	0	16	0	0	0	0	22	0	0	0	0
	-															
2026 Build Traffic	0	228	669	55	0	13	923	46	0	25	192	387	0	67	99	24
2026 Build Heavy Vehicle %	2%	11%	3%	12%	2%	8%	4%	26%	2%	26%	2%	7%	2%	7%	8%	23%
% from Existing	0.0%	70.0%	80.0%	90.0%	0.0%	90.0%	90.0%	90.0%	0.0%	90.0%	90.0%	90.0%	0.0%	90.0%	90.0%	90.0%
% from Background Growth	0.0%	80.0%	90.0%	100.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	90.0%	0.0%	100.0%	100.0%	100.0%
% from Project Trips	0.0%	20.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%
INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #6 Bethlehem Road at Site Driveway

AM PEAK HOUR

							IUUK									
	Site Driveway									Bethleh	em Road	Bethlehem Road				
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes											188				204	
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles											6				6	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	3%	2%
Peak Hour Factor																
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2021 Volumes											188				204	
													-			
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%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	208	0	0	0	225	0
75 South Logistics Center DRI #2867																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	208	0	0	0	225	0
Trip Distribution IN																100%
Trip Distribution OUT						(100%)										
Warehouse Truck Trips	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	19
Trip Distribution IN										10%						90%
Trip Distribution OUT						(90%)		(10%)								
Warehouse Car Trips	0	0	0	0	0	35	0	4	0	17	0	0	0	0	0	156
Daniant Talan (Ulab alaman d)	0	0	0	0	0	50	0	4	0	17	0	0	0	^	0	170
Project mps (unbalanceu)	U	U	U	U	U	55	U	4	U	17	U	U	U	U	U	175
Dalahung Aujustment	0	0	0	0	0	E.2	0	4	0	17	0	0	0	0	0	175
Total Vehicular Project Trips	U	U	U	U	U	55	U	4	0	17	U	U	0	0	U	1/5
2026 Build Traffic	0	0	0	0	0	53	0	4	0	17	208	0	0	0	225	175
2026 Build Heavy Vehicle %	2%	2%	2%	2%	2%	34%	2%	2%	2%	2%	3%	2%	2%	2%	3%	11%
% from Existing	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%	0.0%	0.0%	0.0%	90.0%	0.0%
% from Background Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

						PM PEAK F	IOUR										
						Site Dr	iveway			Bethleh	em Road		Bethlehem Road				
	Northbound			Southbound					East	bound		Westbound					
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Observed 2021 Traffic Volumes											127				292		
Pedestrians																-	
Conflicting Pedestrians																	
Bicycles																	
Conflicting Bicycles																	
Heavy Vehicles											4				6		
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	
Peak Hour Factor																	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Adjusted 2021 Volumes											127				292		
				1		1		1				1				·	
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%	2.0%	2.0%	2.0%	2.0%	
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	140	0	0	0	322	0	
75 South Logistics Center DRI #2867																	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2026 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	140	0	0	0	322	0	
Trip Distribution IN																100%	
Trip Distribution OUT						(100%)											
Warehouse Truck Trips	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	29	
Trip Distribution IN										10%						90%	
Trip Distribution OUT						(90%)		(10%)									
Warehouse Car Trips	0	0	0	0	0	141	0	16	0	4	0	0	0	0	0	35	
																1	
Project Trips (Unbalanced)	0	0	0	0	0	168	0	16	0	4	0	0	0	0	0	64	
Balancing Adjustment							r			r				r			
Total Vehicular Project Trips	0	0	0	0	0	168	0	16	0	4	0	0	0	0	0	64	
									-	-							
2026 Build Traffic	0	0	0	0	0	168	0	16	0	4	140	0	0	0	322	64	
2026 Build Heavy Vehicle %	2%	2%	2%	2%	2%	16%	2%	2%	2%	2%	3%	2%	2%	2%	2%	45%	
% from Existing % from Background Crowth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%	0.0%	0.0%	0.0%	90.0%	0.0%	
% from Project Trinc	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
and an and a second sec	1/1//0	1/1//0	1 1/1/0	11.11.00	1/1//0	11/11/11/0	11.11/0	110/1/0	11.11.00	1101110	1 1/1/0	11.11.00	11.11.00	1/1//0	1 1/1/0	11/11/11/00	