Transportation Analysis

Core5 at Palmetto Logistics Center DRI #3622

City of Palmetto, Fulton County, Georgia

June 2022

Prepared for:

Core5 Industrial Partners

Prepared by:

Kimley-Horn and Associates, Inc.
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Core5 at Palmetto Logistics Center* development located in the City of Palmetto, Fulton County, Georgia. The approximate 141-acre site is located at the north end of Palmetto Logistics Parkway and can be accessed via an extension Palmetto Logistics Parkway. 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 2023 (approximately 1 year).

Table 1: Proposed Land Use and Density	
Warehousing	1,046,220 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 April 26, 2022).

Capacity analyses were performed for the study intersections under the Estimated 2022 conditions, the Projected 2023 No-Build conditions, and the Projected 2023 Build conditions.

- Estimated 2022 conditions represent current traffic volumes that were collected in April of 2022 and calibrated based on historic GDOT count station data to account for traffic impacts due to COVID-19 (NOTE: Traffic Count methodology was outlined in a memo approved by GRTA in May 2022).
- Projected 2023 No-Build conditions represent the Estimated 2022 traffic volumes grown for one (1) year using a 1.5% per year growth rate, plus project trips associated with the *Palmetto Site DRI #3020*, the *Bowen Road Logistics Center DRI #3376*, the *Palmetto Distribution Center DRI #2594*, and the *I-85 South Distribution Center* developments, as outlined in the GRTA LOU.
- Projected 2023 Build conditions represent the Projected 2023 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Core5 at Palmetto Logistics Center* development.

Projected 2023 No-Build (System Improvements)

The unsignalized intersection of Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road (Intersection 1) is projected to operate at an acceptable overall LOS under the Estimated 2022, Projected 2023 No-Build and Projected 2023 Build conditions. The northbound and southbound approaches for the intersection of Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road (Intersection 1) operate at LOS E or F under Projected 2023 No-Build and Build conditions during both the AM and PM peak hours.

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 approach LOS under the Projected 2023 No-Build and Projected 2023 Build conditions, Kimley-Horn considered the following system improvements (shown in red on **Figure 17** and **Figure 18**):

- Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road (Intersection 1)
  - Install traffic signal, if and when warranted, and as approved by GDOT
  - Construct an exclusive northbound left-turn lane along Tatum Road.
  - Construct an exclusive southbound left-turn lane along Wilkerson Mill Road.

The unsignalized intersection of Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway (Intersection 2) is projected to operate at an acceptable overall LOS under the Projected 2023 No-Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended at Intersection 2. The improved LOS Table for Intersection 1 is provided on the next page.

Projected 2023 Build (Site Access Improvements)

Under Projected 2023 Build conditions, the overall and approach LOS operate acceptably for all study intersections with the proposed installation of a traffic signal at the intersection and turn lanes (Noted above) of Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road (Intersection 1).

The intersection of Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway (Intersection 2) is projected to operate at acceptable overall and approach LOS under the Projected 2023 Build scenario. In order to serve Site Driveway A and Site Driveway B, additional site access improvements needed are listed below.

- Extend Palmetto Logistics Parkway to the site.
- Palmetto Logistics Parkway at Site Driveway A
  - On the site, construct a conventional two-lane driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Palmetto Logistics Parkway at Site Driveway B
  - On the site, construct a conventional two-lane driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site.

Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Tatum Road			Wilkerson Mill Road			Roosevelt Highway (US 29/SR 14)			Roosevelt Highway (US 29/SR 14)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	L	T	R	L	L	T	R	L
Projected 2023 No-Build IMPROVED (SIGNAL)	**AM**	Overall LOS	B (11.1)											
		Approach LOS	B (16.0)			B (16.3)			B (13.5)			A (6.3)		
		Storage	160			235			175		200	225		250
		50th Queue	8	6		17	14		2	64	0	21	21	0
		95th Queue	33	40		53	48		12	120	29	50	42	8
	PM	Overall LOS	B (10.7)											
		Approach LOS	B (16.5)			B (15.8)			B (12.3)			A (6.6)		
		Storage	160			235			175		200	225		250
		50th Queue	22	29		10	4		5	41	0	8	41	0
		95th Queue	61	89		33	27		23	85	7	26	83	13
Projected 2023 Build IMPROVED (SIGNAL)	**AM**	Overall LOS	B (11.5)											
		Approach LOS	B (16.4)			B (17.0)			B (13.7)			A (6.4)		
		Storage	160			235			175		200	225		250
		50th Queue	9	6		21	15		2	73	0	22	22	0
		95th Queue	33	43		62	50		12	136	30	54	45	9
	PM	Overall LOS	B (10.9)											
		Approach LOS	B (16.7)			B (16.1)			B (12.8)			A (6.8)		
		Storage	160			235			175		200	225		250
		50th Queue	22	29		10	4		5	44	0	10	44	0
		95th Queue	63	92		35	27		23	91	7	31	91	14

With the noted system improvements, the intersection of Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road (Intersection 1) is projected to operate at an acceptable overall and approach LOS under the Projected 2023 No-Build and Build Improved conditions.

Impacted Queue Lengths Exceeding Storage

The projected queue lengths do not exceed the available storage and are minimally 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 *Core5 at Palmetto Logistics Center* development located in the City of Palmetto, Fulton County, Georgia. The approximate 141-acre site is located at the north end of Palmetto Logistics Parkway and can be accessed via an extension Palmetto Logistics Parkway. The project site is currently zoned RR (Rural Residential). The site is proposed to be rezoned to M-1 (Light Industrial), and the rezoning application was filed on March 28, 2022. **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 2023 (approximately 1 year).

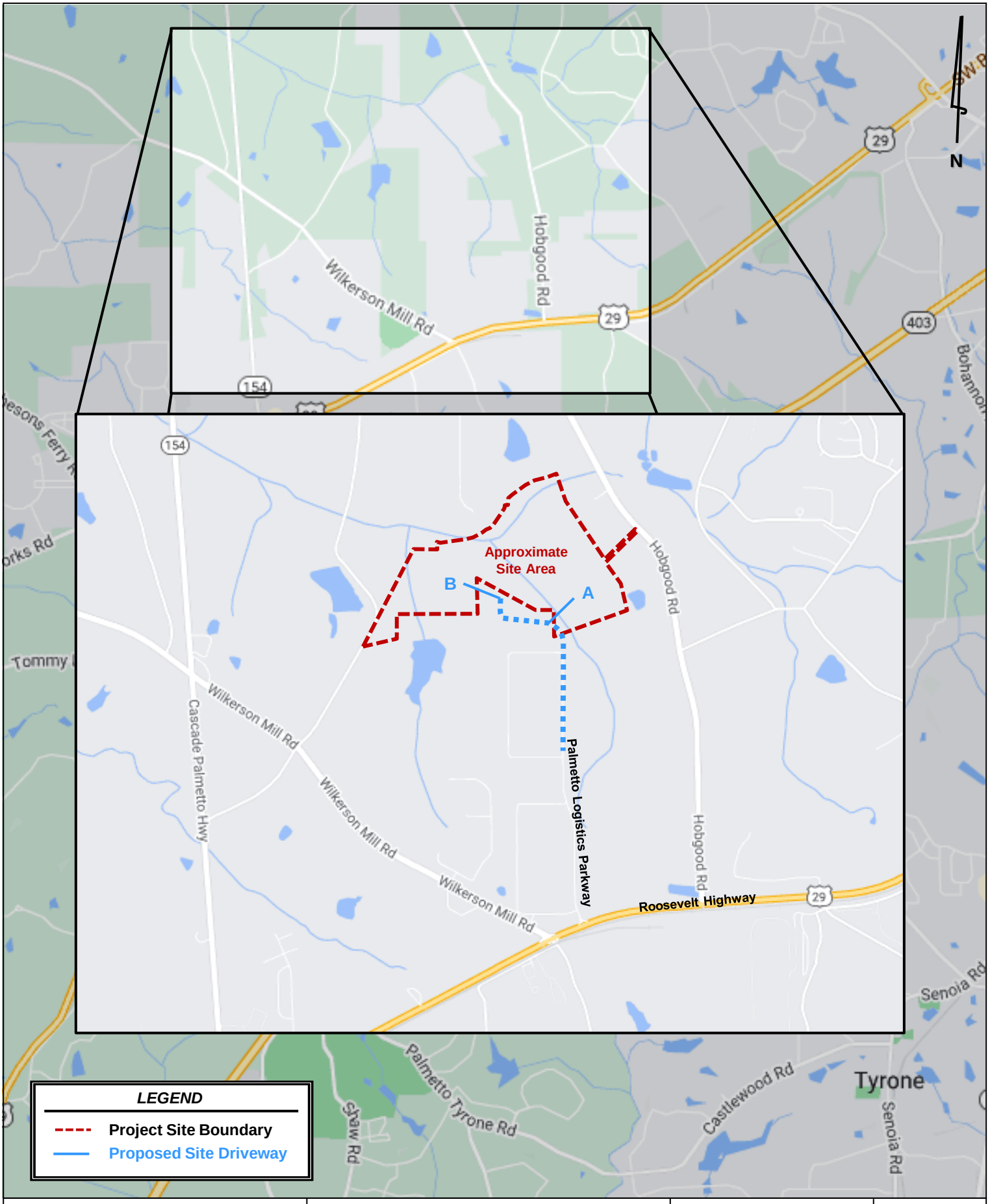
Table 2: Proposed Land Use and Density	
Land Use	**Proposed**
Warehousing	1,046,220 SF

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 of new industrial development within a *Rural Area* per the *ARC Unified Growth Policy Map*.

A DRI was previously triggered with the filing of the Initial DRI Information (Form 1) by the City of Palmetto for the project site as *DHL Warehouse DRI #3470*, but the project was terminated.

A new DRI for *Core5 at Palmetto Logistics Center DRI #3622* was formally triggered with the filing of the Initial DRI Information (Form 1) by the City of Palmetto on March 16, 2022 and is not related to the previous DRI submission for *DHL Warehouse DRI #3470*. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting conducted on April 18, 2022 with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated April 26, 2022.



Kimley»Horn	*Core5 at Palmetto Logistics Center* *DRI #3622* **Transportation Analysis**	**Site Location Map**	**Figure 1**
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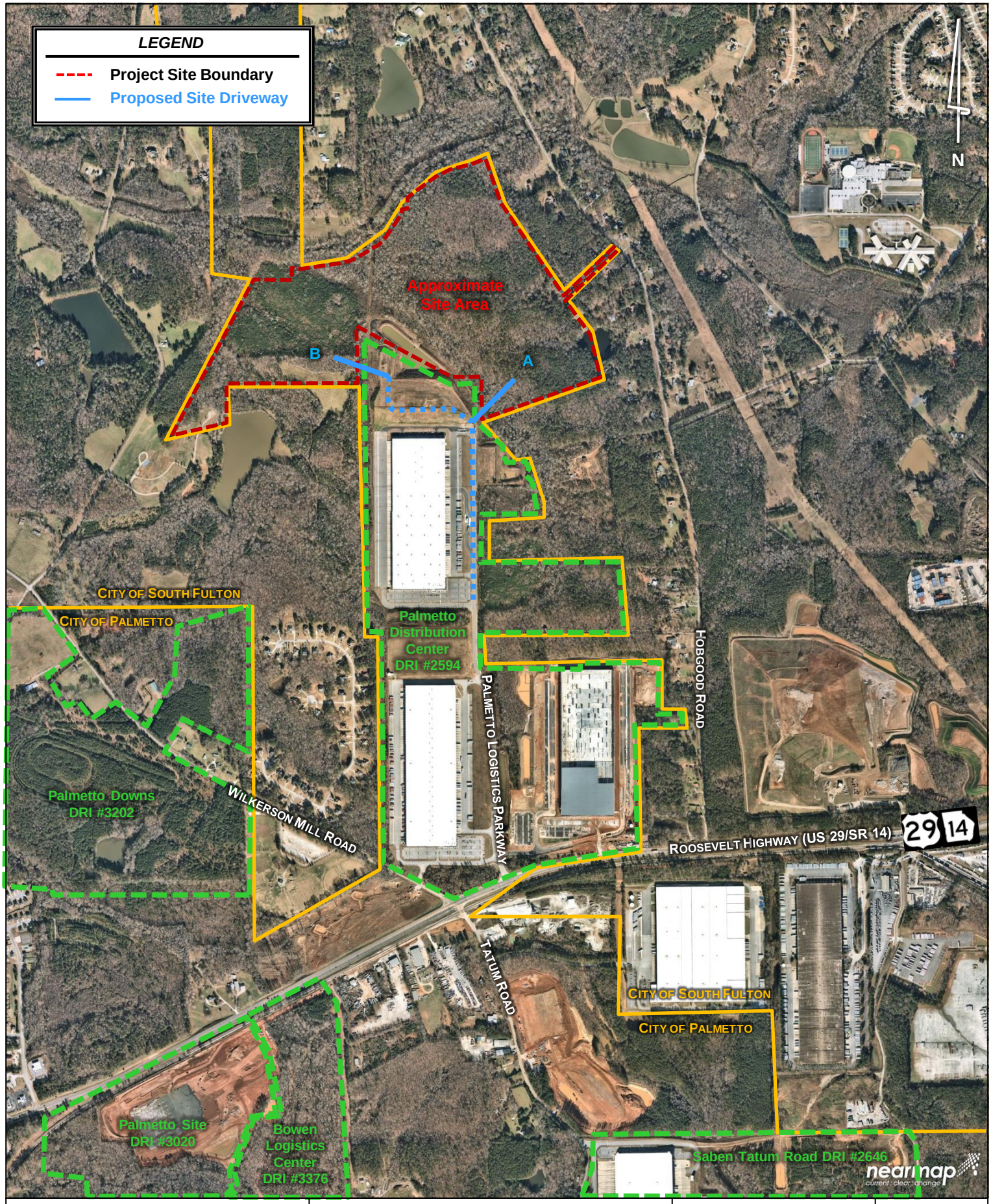

Kimley»Horn	*Core5 at Palmetto Logistics Center DRI #3622 Transportation Analysis*	Site Aerial	Figure 2
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1.2 Site Access

As currently envisioned, the proposed development will be accessible via two (2) new access points along an extension of Palmetto Logistics Parkway:

1. **Site Driveway A** – a proposed, full-movement driveway located at the end of Palmetto Logistics Parkway approximately 5,600' north of Roosevelt Highway (US 29/SR 14) that will operate under side-street stop control. Site Driveway A will provide vehicular access to buildings in the eastern portion of the development. Internal, private roadways will provide access to the eastern building and parking facilities.
2. **Site Driveway B** – a proposed, full-movement driveway located at the end of Palmetto Logistics Parkway approximately 6,500' north of Roosevelt Highway (US 29/SR 14) that will operate under side-street stop control. Site Driveway B will provide vehicular access to buildings in the western portion of the development. Internal, private roadways will provide access to the western building and parking facilities.

1.3 Internal Circulation Analysis

Site Driveway A provides access from Palmetto Logistics Parkway to the eastern 611,820 SF building. Site Driveway B provides access to the western 434,700 SF building. There are no internal, private roadway connections between the two buildings.

1.4 Parking

The current number of total site parking spaces to be provided are listed below in **Table 3**.

Table 3: Proposed Parking

Land Use	Minimum	Maximum	Proposed
Warehousing and Storage Buildings	*1 per 1,500 SF* **698 Spaces**	N/A	**758 employee spaces** **181 trailer spaces**

**Parking information obtained from Sec. 17 of the City of Palmetto Zoning Code*

Additional parking details are provided on the proposed site plan in **Appendix A**.

1.5 Alternative Transportation Facilities

There are no alternative transportation facilities along Roosevelt Highway (US 29/SR 14) in the vicinity of the project site. An existing transit stop with a bench for MARTA Route #180 is located at the intersection of Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road which includes a concrete pad at the southbound stop for a future bus shelter when ridership warrants. An extension of the pedestrian sidewalk facilities along Palmetto Logistics Parkway has been proposed to provide access from the MARTA bus stop to the project 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 *Core5 at Palmetto Logistics Center* development does not qualify for a "Dense Urban Environment Enhanced Focus Area" review, due to its location in the City of Palmetto.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA Development of Regional Impact Review Procedures, the *Core5 at Palmetto Logistics Center* 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 following segments are included in the Enhanced Focus Area (highlighted yellow):

- Palmetto Logistics Parkway from Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway to Site Driveway A and Site Driveway B.
- Roosevelt Highway (US 29/SR 14) between Tatum Road/Wilkerson Mill Road and Palmetto Logistics Parkway.

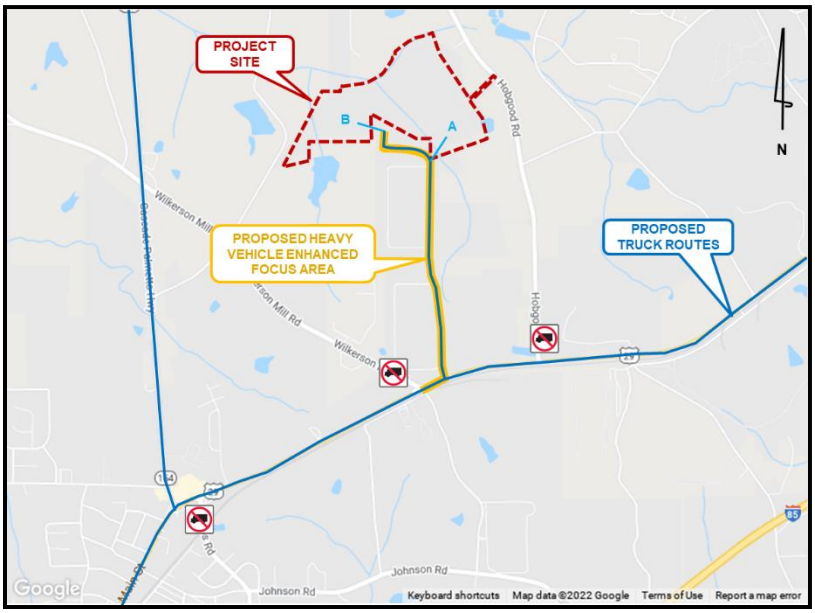


Figure 3: Heavy Vehicle Routing

1.7.2 Pavement Condition

A site visit was conducted on May 27, 2022. Pavement conditions within the Enhanced Focus Area were noted during the site visit. Pavement within the Heavy Vehicle focus area is generally in good condition. Minor pavement distress/cracking was observed in one (1) location, and minor curb distress/cracking was observed in two (2) locations, as outlined in **Table 4**. **Figure 4** shows minor Pavement Cracking across the entire roadway width of Palmetto Logistics Parkway, at a location approximately 2,400 feet north of Roosevelt Highway (US 29/SR 14). **Figure 5** shows minor Curb Cracking of the gutter along southbound Palmetto Logistics Parkway, at a location approximately 2,400 feet north of Roosevelt Highway (US 29/SR 14). **Figure 6** shows minor Curb Cracking along southbound Palmetto Logistics Parkway, at a location approximately 4,600 feet north of Roosevelt Highway (US 29/SR 14).

Table 4: Pavement Condition Observations

Number	Roadway	Location	Observed Distress
1	Palmetto Logistics Parkway	2,400 feet north of Roosevelt Highway (US 29/SR 14)	Minor Pavement Cracking
2	Palmetto Logistics Parkway	2,400 feet north of Roosevelt Highway (US 29/SR 14)	Minor Curb Cracking
3	Palmetto Logistics Parkway	4,600 feet north of Roosevelt Highway (US 29/SR 14)	Minor Curb Cracking

Figure 4: Palmetto Logistics Parkway Minor Pavement Cracking

Figure 5: Palmetto Logistics Parkway Minor Curb Cracking

Figure 6: Palmetto Logistics Parkway Minor Curb Cracking

1.7.3 Roadway Width

The lane widths for the Enhanced Focus Area are shown in **Table 5**. The City of Palmetto roadway width standards were taken from the City of Palmetto Unified Development Ordinance document, which notes that "the minimum roadway widths for construction (new streets or widening sections), measured from back of curb to back of curb (or edge of pavement to edge of pavement…), shall be as follows in the Table from III.XI.2.B: 'A 2-lane, 12-foot center Two-Way Left-Turn Lane (TWLTL) median have a minimum roadway width of 36 feet, while a 4-lane, 12-foot center TWLTL median has a minimum roadway width of 60 feet. Roadways with arterial classifications, such as Roosevelt Highway (US 29/SR 14) use the minimum roadway width per GDOT standards. Roadways with the local classification have a minimum roadway width of 24 feet.'"

Lane width dimensions were measured on NearMap.

Table 5: Roadway Widths

Roadway	Lane Width	Lane Width Standard (City of Palmetto)
Roosevelt Highway (US 29/SR 14)	12 ft	12 ft desirable
Palmetto Logistics Parkway	13 ft 16 ft TWLTL	12 ft desirable

1.7.4 Corner Radii

The corner radii of one (1) study intersection was analyzed along the Enhanced Focus Area:

1. Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway

Note: The *GDOT Regulations for Driveway and Encroachment Control* outlines minimum corner radii for trucks as 75 feet.

1. Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway (Entering)

Figure 7 outlines the anticipated wheel-path for a WB-67 vehicle entering the site by making a westbound right-turn from Roosevelt Highway (US 29/SR 14) onto Palmetto Logistics Parkway. The proposed curb radius is approximately 75 feet. The WB-67 truck does not impede with the southbound traffic along Palmetto Logistics Parkway to make the maneuver.

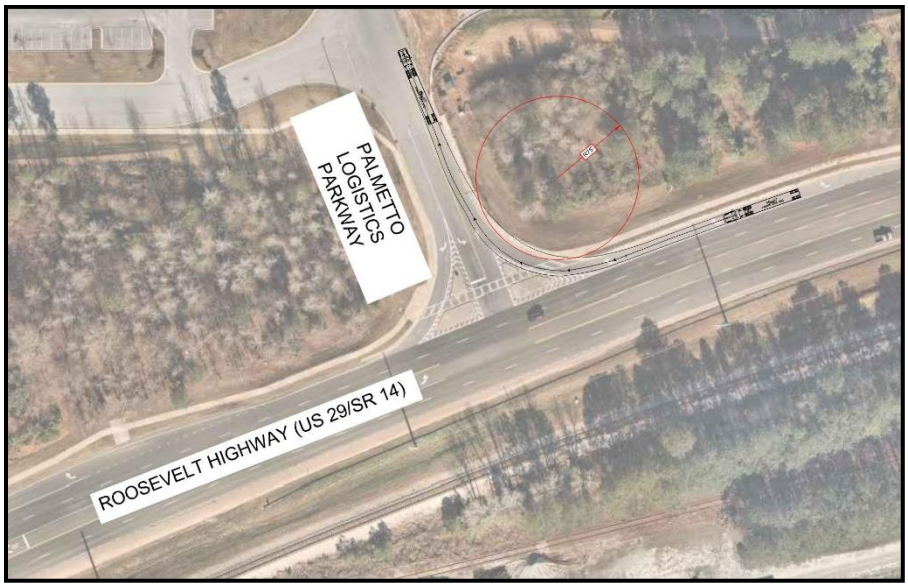


Figure 7: Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway – Westbound Right (Entering Truck)

Figure 8: Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway – Westbound Right Wheelpath

2. Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway (Exiting)

Figure 9 outlines the anticipated wheel-path for a WB-67 vehicle exiting the site by making a southbound right-turn from Palmetto Logistics Parkway onto Roosevelt Highway (US 29/SR 14). The proposed curb radius is approximately 75 feet. The WB-67 truck does not impede traffic to make the maneuver.

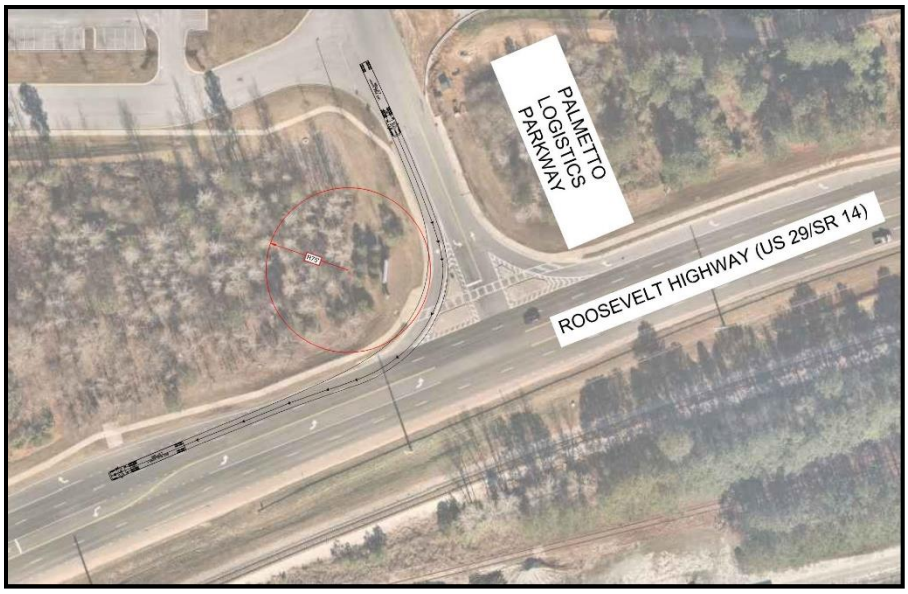


Figure 9: Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway – Southbound Right (Exiting Truck)

Figure 10: Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway – Southbound Right Wheelpath

1.7.5 Heavy Vehicle Staging

The site plan includes a designated truck court to accommodate heavy vehicle queueing, staging, and overflow**.** **Figure 11** indicates the designated truck staging/overflow areas on the site plan.

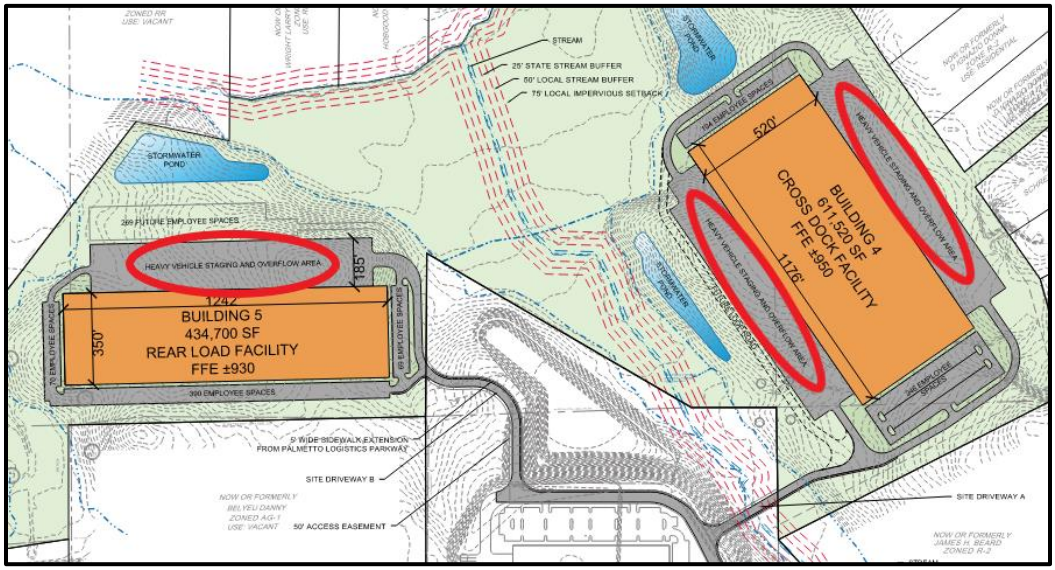


Figure 11: Heavy Vehicle Staging

1.7.6 Pedestrian Safety

The proposed development retains the minimum 5' sidewalk along Palmetto Logistics Parkway to the project site, per the City of Palmetto Code. ADA compliant curb ramps with detectable warning strips will be located on either side of the driveway at the crosswalk. Sidewalks will also be provided adjacent to the buildings and will connect both accessible and non-accessible spaces to the building entrances.

There is no existing pedestrian crosswalk across Roosevelt Highway (US 29/SR 14) in the vicinity of Tatum Road/Wilkerson Mill Road and Palmetto Logistics Parkway. No existing pedestrian facilities are present on the south side of Roosevelt Highway (US 29/SR 14).

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

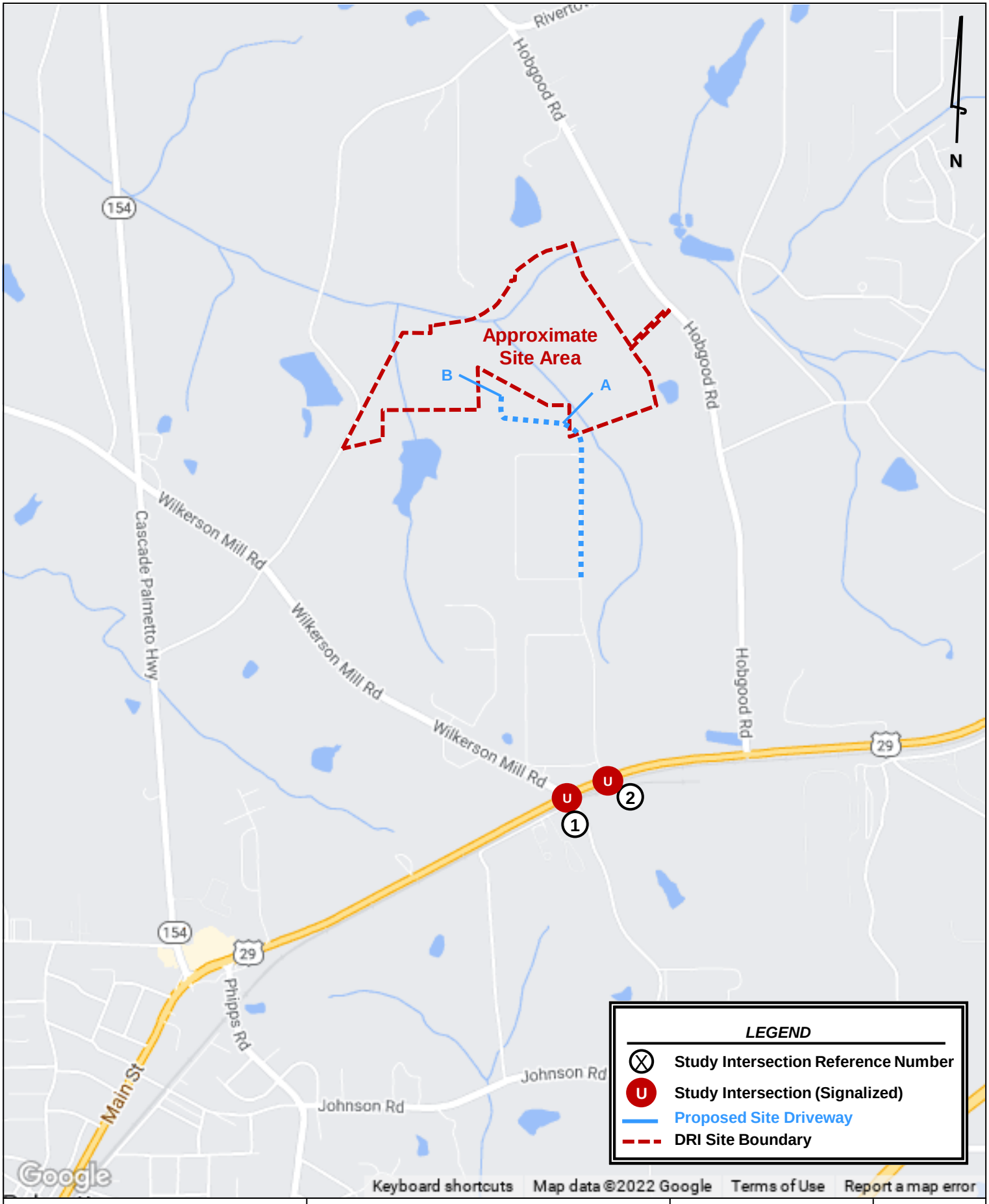
The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following two (2) off-site intersections described in **Table 6** and shown visually in **Figure 12**.

Table 6: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road	GDOT	Unsignalized
2. Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway	GDOT	Unsignalized

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 7**.

Table 7: Roadway Classifications				
Roadway	**Lanes**	**Posted Speed Limit**	**AADT**	**GDOT Functional Classification**
Palmetto Logistics Parkway	2	25 MPH	-	Local (Private)
Roosevelt Highway (US 29/SR 14)	4	55 MPH	10,400	Minor Arterial
Tatum Road	2	35 MPH	-	Local
Wilkerson Mill Road	2	45 MPH	1,210	Minor Collector



Kimley»Horn	*Core5 at Palmetto Logistics Center* *DRI #3622* **Transportation Analysis**	**Study Intersections**	**Figure 12** **Page 15**

2.3 Traffic Data Collection and Calibration

Traffic counts for the two (2) existing intersections were collected on Thursday, April 28, 2022. Additionally, historic traffic count data (collected on Tuesday, May 7, 2019) was available for the intersection of Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road (Intersection 1).

The peak hour adjustment factors were determined by comparing the May 2019 and April 2022 peak hour traffic volumes at the intersection of Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road. Based on the historic May 2019 count data and the April 2022 count data at the intersection, it was determined that a peak hour adjustment factor of 1.06 is required for the AM peak. There is no PM peak hour adjustment required for the intersection of Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road. The methodologies used in this analysis for traffic count calibration were approved by GRTA.

Traffic count peak hours for all the study intersections are shown in **Table 8**.

Table 8: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road	4/2022	7:15 AM – 8:15 AM	4:30 PM – 5:30 PM
2. Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway	4/2022	7:15 AM – 8:15 AM	4:00 PM – 5:00 PM

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 *Core5 at Palmetto Logistics Center* development. Background traffic can include a base growth rate based on historical count data 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), a 1.5% per year background traffic growth rate from 2022 to 2023 (1 year) was used for all roadways.

The Projected 2023 No-Build conditions represent the Estimated 2022 traffic volumes grown for one (1) year at 1.5% per year throughout the study network, plus project trips associated with the *Palmetto Site DRI #3020*, the *Bowen Road Logistics Center DRI #3376*, the *Palmetto Distribution Center DRI #2594*, and the *I-85 South Distribution Center* developments will be added to the background growth. Project trips associated with the *Palmetto Downs DRI #3202* and the *Merrill Park DRI #3488* are not included as their build-out years are after the proposed build-out year of the *Core5* development.

The Projected 2023 Build conditions represent the project trips generated by the *Core5 at Palmetto Logistics Center* development (discussed in Section 3.0 and 4.0) added to the Projected 2023 No-Build 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. No projects are currently programmed by GDOT, Fulton County, or the City of Palmetto in the vicinity of the project site.

The intersection of Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road has been contemplated for the future installation of a traffic signal, based on the increase in traffic expected to be generated by the nearby development planned. No signal has yet been permitted by GDOT, however nearby DRIs have been given the condition: “Install a traffic signal, if and when warranted and if approved by GDOT”.

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 pass-by reductions are not considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU). Reductions to gross trips from Alternative Mode reductions were considered in the analysis, based on the methodology outline in the 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 off-site 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.). Alternative modes reductions were taken at 5% of the employee trip generation (car trips, excluding heavy vehicles) 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 as per the LOU.

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Core5 at Palmetto Logistics Center* development.

Table 9: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
150 – Warehousing	1,046,220 SF	1,698	849	849	116	35	41	112
Gross Project Trips		**1,698**	**849**	**849**	**116**	**35**	**41**	**112**
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*-56*	*-28*	*-28*	*-5*	*-1*	*-1*	*-5*
Pass-By Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**1,642**	**821**	**821**	**111**	**34**	**40**	**107**
Employee (Car Trips)		*1,070*	*535*	*535*	*100*	*24*	*24*	*92*
Heavy Vehicle (Trucks)		*572*	*286*	*286*	*11*	*10*	*16*	*15*

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

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 heavy vehicle (truck) trips in **Figure 13.** The anticipated distribution and assignment of the trips throughout the study roadway network is shown for employee (car) trips in **Figure 14**. 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 15**.

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

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under the Estimated 2022 conditions, Projected 2023 No-Build conditions, and Projected 2023 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

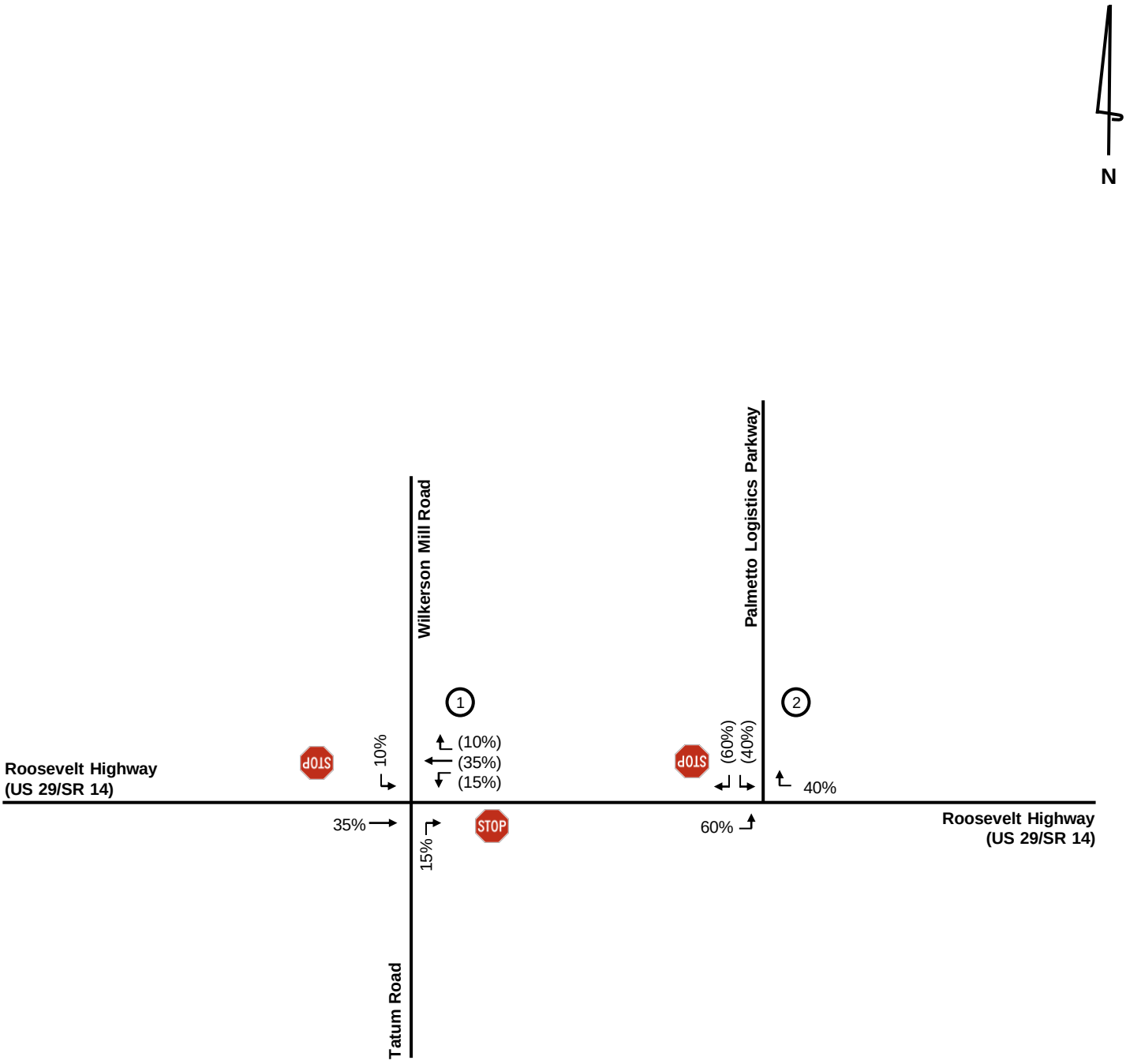
These analyses included existing roadway laneage for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 16** for Estimated 2022 conditions, **Figure 17** for Projected 2023 No-Build conditions, and **Figure 18** for Projected 2023 Build conditions.

Sections 5.1 – 5.2 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.

LEGEND

→	Turning Movement
XX	% Traffic Entering
(XX)	% Traffic Exiting
STOP	Existing STOP Control
X	Intersection Reference Number

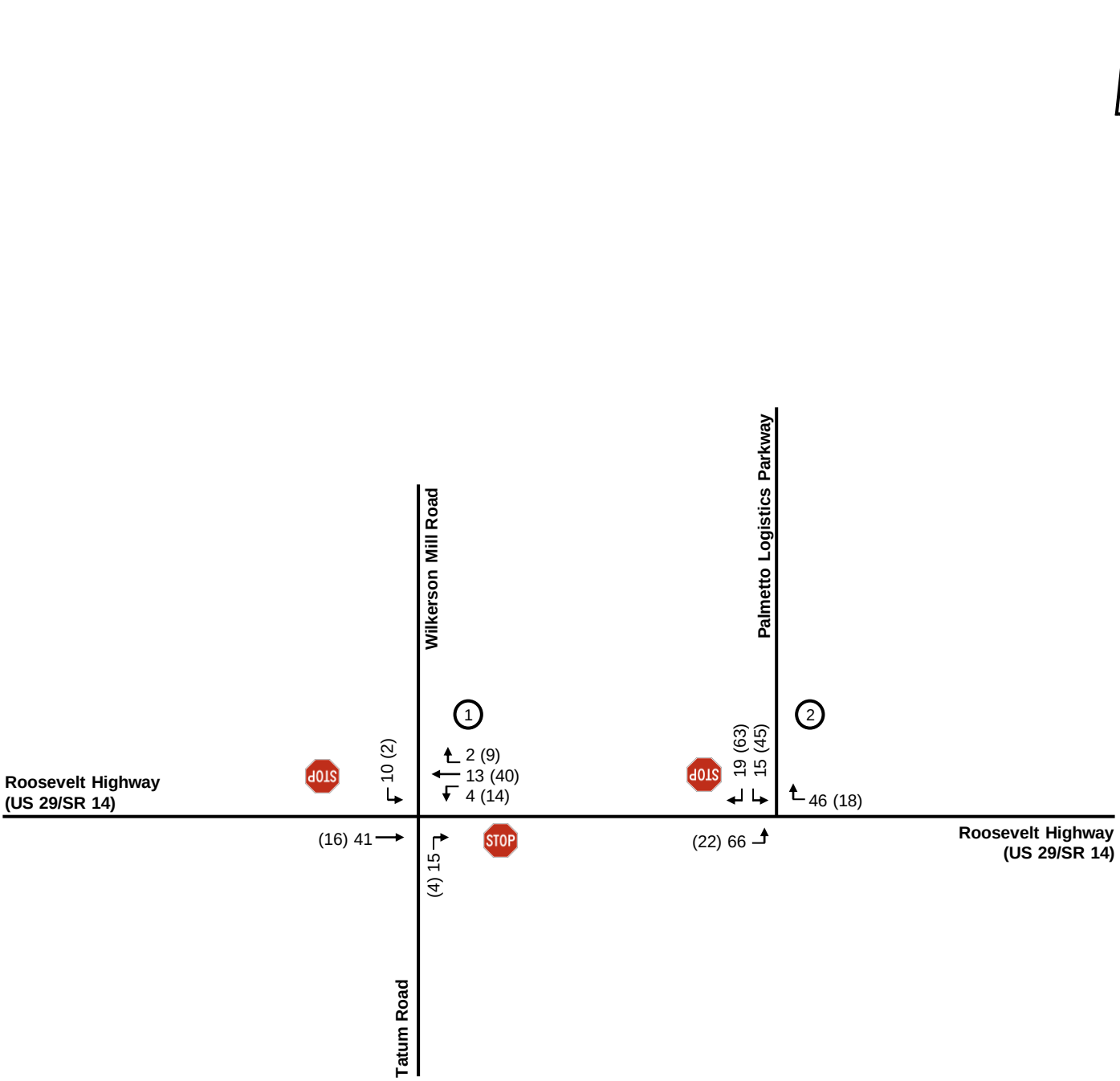
Kimley»Horn	***Core5 at Palmetto Logistics Center DRI #3622 Transportation Analysis***	**Heavy Vehicle (Truck) Trip Distribution & Assignment**	**Figure 13**
			Page 20



LEGEND

→	Turning Movement
XX	% Traffic Entering
(XX)	% Traffic Exiting
STOP	Existing STOP Control
(X)	Intersection Reference Number

Kimley»Horn	***Core5 at Palmetto Logistics Center DRI #3622 Transportation Analysis***	**Employee (Car) Trip Distribution & Assignment**	**Figure 14**
			Page 21



LEGEND

→	Turning Movement
XX	% Traffic Entering
(XX)	% Traffic Exiting
STOP	Existing STOP Control
(X)	Intersection Reference Number

5.1 Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Tatum Road			Wilkerson Mill Road			Roosevelt Highway (US 29/SR 14)			Roosevelt Highway (US 29/SR 14)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
ESTIMATED 2022 (TWSC)	**AM**	Overall LOS	(4.0)											
		Approach LOS	C (15.9)			D (25.8)			A (8.2)			A (8.7)		
		Storage							175		200	225		250
		50th Queue												
		95th Queue		13			45		0			5		
	PM	Overall LOS	(3.4)											
		Approach LOS	C (15.9)			C (20.3)			A (8.7)			A (8.4)		
		Storage							175		200	225		250
		50th Queue												
		95th Queue		28			25		3			3		
PROJECTED 2023 NO-BUILD (TWSC)	**AM**	Overall LOS	(14.9)											
		Approach LOS	E (49.5)			F (106.4)			A (8.6)			A (9.9)		
		Storage							175		200	225		250
		50th Queue												
		95th Queue		85			153		0			18		
	PM	Overall LOS	(14.0)											
		Approach LOS	F (52.6)			E (44.9)			A (8.9)			A (8.8)		
		Storage							175		200	225		250
		50th Queue												
		95th Queue		203			68		3			5		
PROJECTED 2023 BUILD (TWSC)	**AM**	Overall LOS	(23.2)											
		Approach LOS	F (61.2)			F (180.2)			A (8.7)			B (10.2)		
		Storage							175		200	225		250
		50th Queue												
		95th Queue		110			208		0			20		
	PM	Overall LOS	(21.2)											
		Approach LOS	F (84.9)			F (69.3)			A (9.1)			A (8.8)		
		Storage							175		200	225		250
		50th Queue												
		95th Queue		268			95		3			8		

The intersection of Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road (Intersection 1) is projected to operate at an acceptable overall LOS under the Estimated 2022, Projected 2023 No-Build, and Projected 2023 Build conditions. The northbound and southbound approaches for the intersection of Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road (Intersection 1) operate at LOS E or F under Projected 2023 No-Build and Build conditions.

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 approach LOS under the Projected 2023 No-Build and Projected 2023 Build conditions, Kimley-Horn considered the following system improvements (shown in red on **Figure 17** and **Figure 18**):

- Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road (Intersection 1)
  - Install traffic signal, if and when warranted, and as approved by GDOT
  - Construct an exclusive northbound left-turn lane along Tatum Road.
  - Construct an exclusive southbound left-turn lane along Wilkerson Mill Road.

The analysis results shown in the table below are for the improved conditions at Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road (Intersection 1), which assume the noted geometric changes.

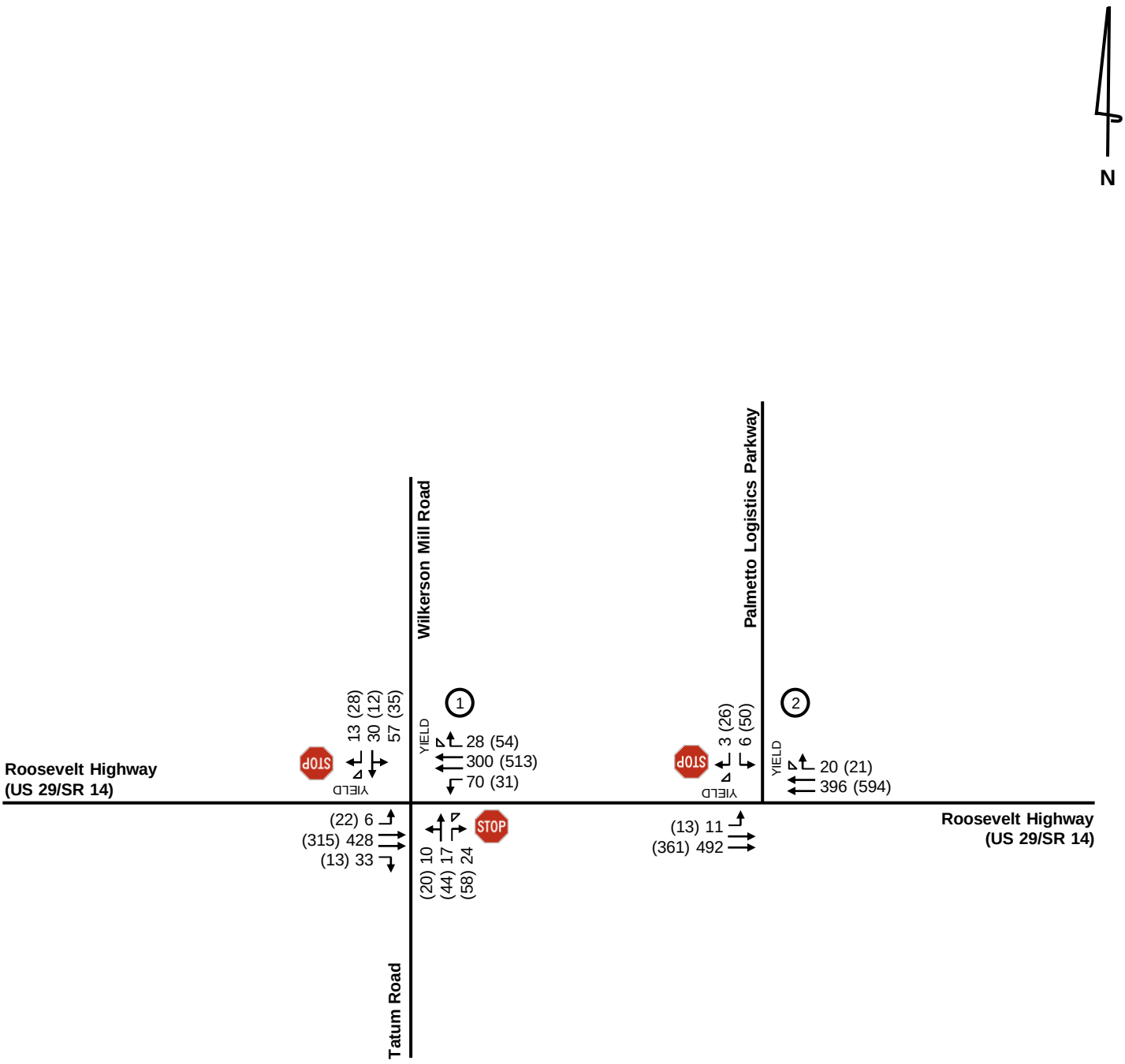
Overall LOS Standard: D Approach LOS Standard: D			Tatum Road			Wilkerson Mill Road			Roosevelt Highway (US 29/SR 14)			Roosevelt Highway (US 29/SR 14)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Projected 2023 No-Build IMPROVED (SIGNAL)	**AM**	Overall LOS	B (11.1)											
		Approach LOS	B (16.0)			B (16.3)			B (13.5)			A (6.3)		
		Storage	160			235			175		200	225		250
		50th Queue	8	6		17	14		2	64	0	21	21	0
		95th Queue	33	40		53	48		12	120	29	50	42	8
	PM	Overall LOS	B (10.7)											
		Approach LOS	B (16.5)			B (15.8)			B (12.3)			A (6.6)		
		Storage	160			235			175		200	225		250
		50th Queue	22	29		10	4		5	41	0	8	41	0
		95th Queue	61	89		33	27		23	85	7	26	83	13
Projected 2023 Build IMPROVED (SIGNAL)	**AM**	Overall LOS	B (11.5)											
		Approach LOS	B (16.4)			B (17.0)			B (13.7)			A (6.4)		
		Storage	160			235			175		200	225		250
		50th Queue	9	6		21	15		2	73	0	22	22	0
		95th Queue	33	43		62	50		12	136	30	54	45	9
	PM	Overall LOS	B (10.9)											
		Approach LOS	B (16.7)			B (16.1)			B (12.8)			A (6.8)		
		Storage	160			235			175		200	225		250
		50th Queue	22	29		10	4		5	44	0	10	44	0
		95th Queue	63	92		35	27		23	91	7	31	91	14

With the noted system improvements, the intersection of Roosevelt Highway (US 29/SR 14) at Tatum Road/Wilkerson Mill Road (Intersection 1) is projected to operate at an acceptable overall and approach LOS under the Projected 2023 No-Build Improved and Build Improved conditions.

5.2 Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D			Northbound			Palmetto Logistics Parkway Southbound			Roosevelt Highway (US 29/SR 14) Eastbound			Roosevelt Highway (US 29/SR 14) Westbound		
						L	T	R	L	T	R	L	T	R
ESTIMATED 2022 (TWSC)	AM	Overall LOS	(0.2)											
		Approach LOS				B (13.4)			A (8.4)			A (0.0)		
		Storage				150			225					225
		50th Queue												
		95th Queue				3		0	0					0
	PM	Overall LOS	(1.1)											
		Approach LOS				B (14.6)			A (9.5)			A (0.0)		
		Storage				150			225					225
		50th Queue												
		95th Queue				13		3	3					0
PROJECTED 2023 NO-BUILD (TWSC)	AM	Overall LOS	(0.9)											
		Approach LOS				C (16.6)			A (10.0)			A (0.0)		
		Storage				150			225					225
		50th Queue												
		95th Queue				8		3	5					0
	PM	Overall LOS	(2.6)											
		Approach LOS				C (20.7)			B (10.4)			A (0.0)		
		Storage				150			225					225
		50th Queue												
		95th Queue				43		8	3					0
PROJECTED 2023 BUILD (TWSC)	AM	Overall LOS	(1.8)											
		Approach LOS				C (17.7)			A (9.7)			A (0.0)		
		Storage				150			225					225
		50th Queue												
		95th Queue				18		5	10					0
	PM	Overall LOS	(4.6)											
		Approach LOS				C (24.2)			B (10.5)			A (0.0)		
		Storage				150			225					225
		50th Queue												
		95th Queue				78		20	5					0

The unsignalized intersection of Roosevelt Highway (US 29/SR 14) at Palmetto Logistics Parkway (Intersection 2) is projected to operate at an acceptable overall LOS under the Estimated 2022, Projected 2023 No-Build, and Projected 2023 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

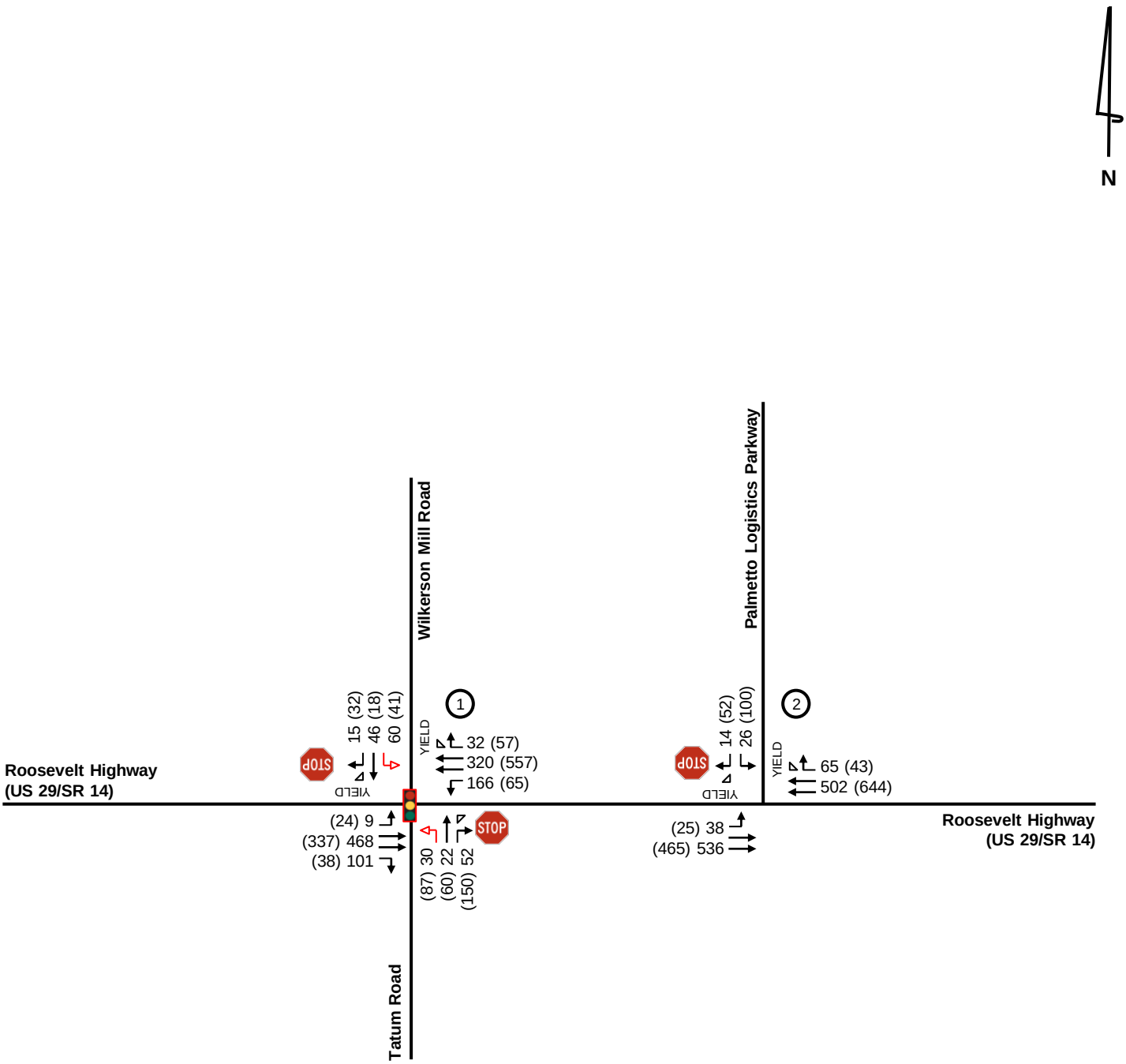


LEGEND

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

Collected traffic counts along Roosevelt Avenue (US 29/SR 14) were adjusted by a factor of 1.06 for the AM peak hour to account for the fluctuations in normal traffic patterns due to COVID-19. There was no adjustment factor necessary for the PM peak hour.

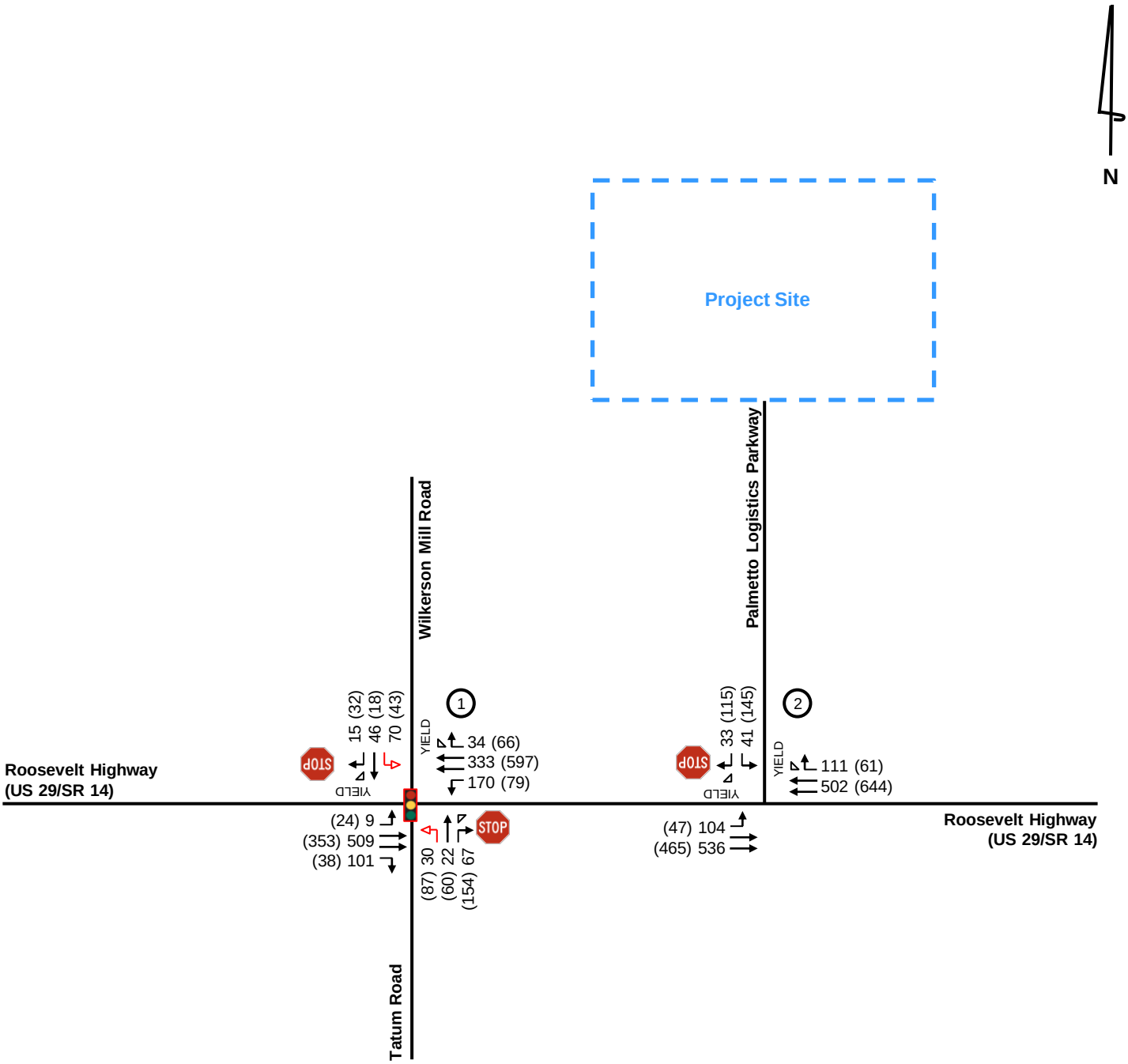
Kimley»Horn	***Core5 at Palmetto Logistics Center DRI #3622 Transportation Analysis***	**Estimated 2022 Conditions**	**Figure 16**
			Page 26



LEGEND

- Existing Roadway Laneage
- No-Build Improved Roadway Laneage
- XX — AM Peak Hour Traffic Volumes
- (XX) — PM Peak Hour Traffic Volumes
- No-Build Improved Traffic Signal
- Existing STOP Control
- (X) — Intersection Reference Number

Estimated 2023 Traffic Volumes grown by 1.5% per year for one (1) year, plus project trips associated with the Palmetto Site DRI #3020, the Bowen Road Logistics Center DRI #3376, the Palmetto Distribution Center DRI #2594, and the I-85 South Distribution Center developments, as outlined in the LOU.



LEGEND

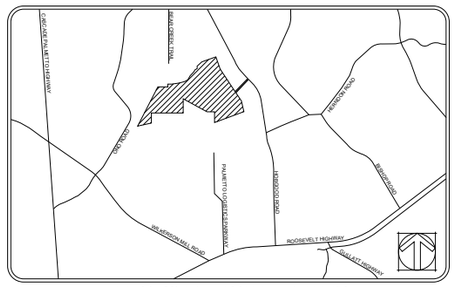
- Existing Roadway Laneage
- No-Build Improved Roadway Laneage
- XX — AM Peak Hour Traffic Volumes
- (XX) — PM Peak Hour Traffic Volumes
- No-Build Improved Traffic Signal
- Existing STOP Control
- (X) — Intersection Reference Number

Kimley»Horn	*Core5 at Palmetto Logistics Center DRI #3622 Transportation Analysis*	**Projected 2023 Build Conditions**	**Figure 18**
			Page 28

Proposed Site Plan

DRI #3622

ACREAGE:	TOTAL	141.620 AC
BUILDINGS :	BUILDING 4	611,520 S.F.
	BUILDING 5	434,700 S.F.
	TOTAL	1,046,220 S.F.
YIELD:	BUILDING COVER	17.0%
	IMPERVIOUS COVER	35.8%
	OPEN SPACE	64.2%
	DENSITY:	15,584.6 SF/ACRE
PAVEMENT:	REQUIRED PARKING SPACES	±698
	PARKING SPACES	±758
	TRAILER SPACES	±181
LOCATION:	STREET	PALMETTO LOGISTICS PRKY
	JURISDICTION	PALMETTO, GA
	DISTRICT	7
	LAND LOT	89, 90, 104, 121 & 122
SERVICES:	SEWER DEMAND	13,078 GPD
	WATER DEMAND	13,078 GPD



LOCATION MAP
N.T.S.

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LANDSCAPE ARCHITECTURE

PROJECT:
CORE5 AT PALMETTO LOGISTICS CENTER
LAND LOT 123
7TH DISTRICT
FULTON COUNTY, GEORGIA
DRI #3622

REVISIONS:

BUILDING 4 AND 5
DRI PLAN

SCALE:	1"= 150'
DATE:	05/26/22
DRAWN BY:	T. PATEL
PROJECT MANAGER:	W. REED
QA/QC CHECK:	*

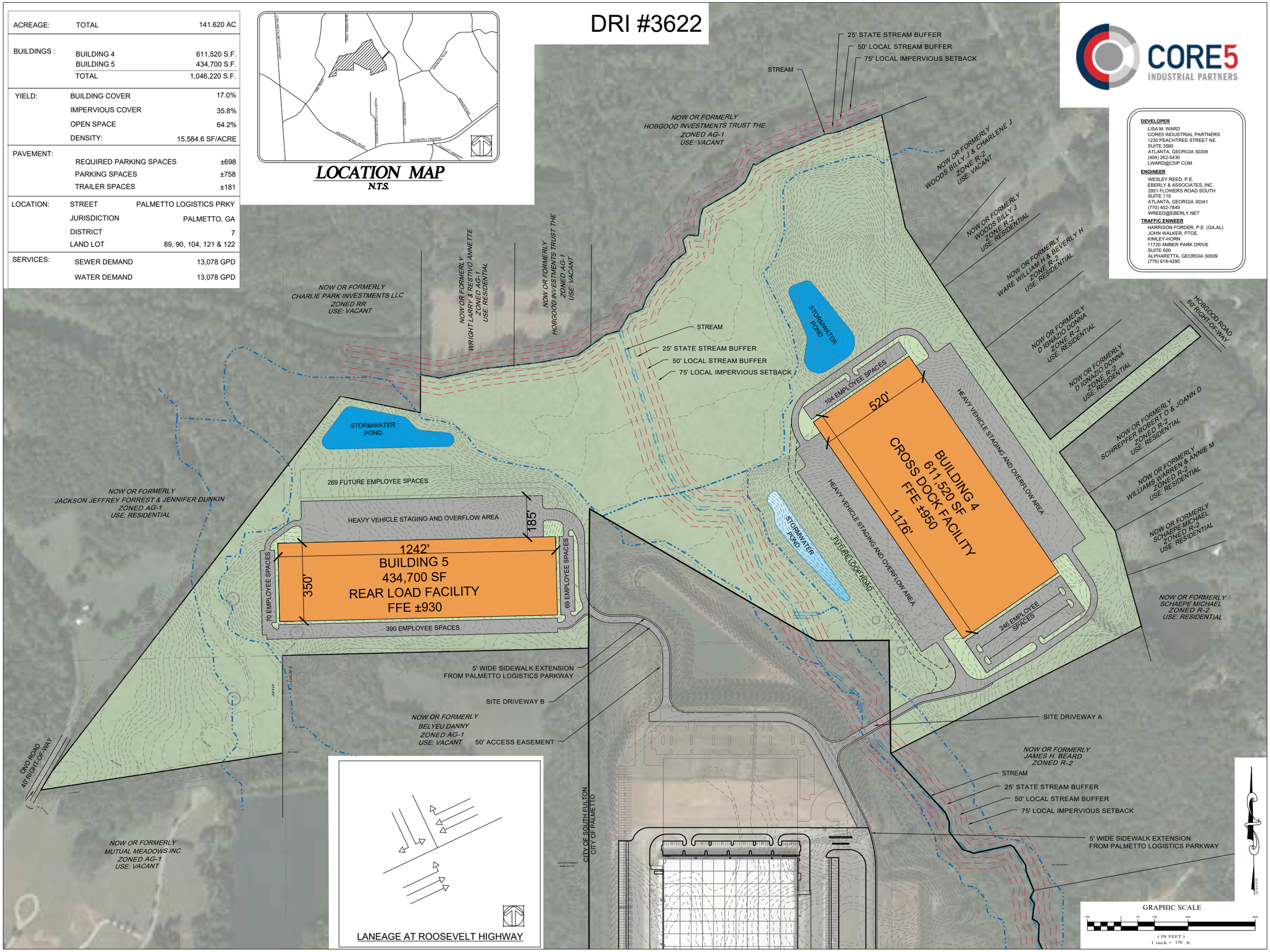
PROJECT NO.
22-034

SHEET NO.
DRI

DRI #3622

ACREAGE:	TOTAL	141.620 AC
BUILDINGS :	BUILDING 4	611,520 S.F.
	BUILDING 5	434,700 S.F.
	TOTAL	1,046,220 S.F.
YIELD:	BUILDING COVER	17.0%
	IMPERVIOUS COVER	35.8%
	OPEN SPACE	64.2%
	DENSITY:	15,584.6 SF/ACRE
PAVEMENT:	REQUIRED PARKING SPACES	±698
	PARKING SPACES	±758
	TRAILER SPACES	±181
LOCATION:	STREET	PALMETTO LOGISTICS PRKY
	JURISDICTION	PALMETTO, GA
	DISTRICT	7
	LAND LOT	89, 90, 104, 121 & 122
SERVICES:	SEWER DEMAND	13,078 GPD
	WATER DEMAND	13,078 GPD

LOCATION MAP
N.T.S.



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LANDSCAPE ARCHITECTURE

PROJECT:
CORE5 AT PALMETTO LOGISTICS CENTER
LAND LOT 123
7TH DISTRICT
FULTON COUNTY, GEORGIA
DRI #3622

REVISIONS:

BUILDING 4 AND 5
DRI PLAN

SCALE:	1" = 150'
DATE:	05/26/22
DRAWN BY:	T. PATEL
PROJECT MANAGER:	W. REED
QA/QC CHECK:	*

PROJECT NO.
22-034

SHEET NO.
DRI

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & 3rd Edition AM/PM IC)
Core5 at Palmetto Logistics Center DRI #3622
Palmetto, Fulton County, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	1,046,220 s.f.	1,698	151	116	35	153	41	112
Gross Trips		**1,698**	**151**	**116**	**35**	**153**	**41**	**112**
Truck Trips (ITE 10th Edition Supplement)		572	21	11	10	31	16	15
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Truck Trips		572	21	11	10	31	16	15
Car Trips (Total Non-Truck Trips)		1,126	130	105	25	122	25	97
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*-56*	*-7*	*-5*	*-1*	*-6*	*-1*	*-5*
Adjusted Car Trips		1,070	123	100	24	116	24	92
Mixed-Use Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL		*-56*	*-7*	*-5*	*-1*	*-6*	*-1*	*-5*
Pass-By Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**1,642**	**144**	**111**	**34**	**147**	**40**	**107**
Driveway Volumes		**1,642**	**144**	**111**	**34**	**147**	**40**	**107**

APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Roosevelt Highway (US 29/SR 14) @ Tatum Road / Wilkerson Mill Road
AM PEAK HOUR

	Tatum Road			Wilkerson Mill Road			oosevelt Highway (US 29/SR 1			oosevelt Highway (US 29/SR 1		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	9	16	23	54	28	12	6	404	31	66	283	26
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	4	0	3	3	0	3	1	32	7	6	53	3
Heavy Vehicle %	44%	2%	13%	6%	2%	25%	17%	8%	23%	9%	19%	12%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Covid Calibration Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Adjusted 2022 Volumes	**10**	**17**	**24**	**57**	**30**	**13**	**6**	**428**	**33**	**70**	**300**	**28**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Palmetto Site DRI #3020	5	2	7		6				17	23		
Palmetto Site DRI #3020 (Truck)	2		4						8	12		
Bowen Road Logistics Center DRI #3376	5	2	6		5				16	22		
Bowen Road Logistics Center DRI #3376 (Truck)	2		3						7	11		
Palmetto Distribution Center DRI #2594				1		1	1	14			6	2
Palmetto Distribution Center DRI #2594 (Truck)				1		1	2	20			9	2
I-85 South Distribution Center	4	1	5		5				14	18		
I-85 South Distribution Center (Truck)	2		3						6	9		
2023 Background Traffic	**30**	**22**	**52**	**60**	**46**	**15**	**9**	**468**	**101**	**166**	**320**	**32**
2023 No-Build Heavy Vehicle %	35%	2%	25%	7%	2%	29%	34%	12%	28%	23%	21%	16%
Project Trips												
Trip Distribution IN								50%				
Trip Distribution OUT											50%	
Truck Trips	0	0	0	0	0	0	0	6	0	0	5	0
Trip Distribution IN			15%	10%				35%				
Trip Distribution OUT										15%	35%	10%
Car Trips	0	0	15	10	0	0	0	35	0	4	8	2
Total Project Trips	**0**	**0**	**15**	**10**	**0**	**0**	**0**	**41**	**0**	**4**	**13**	**2**
2023 Buildout Total	**30**	**22**	**67**	**70**	**46**	**15**	**9**	**509**	**101**	**170**	**333**	**34**
2023 Build Heavy Vehicle %	35%	2%	20%	6%	2%	29%	34%	12%	28%	23%	21%	16%

PM PEAK HOUR

	Tatum Road			Wilkerson Mill Road			oosevelt Highway (US 29/SR 1			oosevelt Highway (US 29/SR 1		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	20	44	58	35	12	28	22	315	13	31	513	54
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	3	1	6	3	0	0	1	26	5	7	41	0
Heavy Vehicle %	15%	2%	10%	9%	2%	2%	5%	8%	38%	23%	8%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Covid Calibration Factor												
Adjusted 2022 Volumes	**20**	**44**	**58**	**35**	**12**	**28**	**22**	**315**	**13**	**31**	**513**	**54**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Palmetto Site DRI #3020	17	6	23		2				6	8		
Palmetto Site DRI #3020 (Truck)	8		11						3	4		
Bowen Road Logistics Center DRI #3376	16	5	21		2				6	8		
Bowen Road Logistics Center DRI #3376 (Truck)	7		10						3	4		
Palmetto Distribution Center DRI #2594				2		2	1	7			14	1
Palmetto Distribution Center DRI #2594 (Truck)				3		2	1	10			22	1
I-85 South Distribution Center	13	4	17		2				5	6		
I-85 South Distribution Center (Truck)	6		9						2	4		
2023 Background Traffic	**87**	**60**	**150**	**41**	**18**	**32**	**24**	**337**	**38**	**65**	**557**	**57**
2023 No-Build Heavy Vehicle %	28%	2%	24%	15%	2%	8%	8%	11%	34%	29%	11%	4%
Project Trips												
Trip Distribution IN								50%				
Trip Distribution OUT											50%	
Truck Trips	0	0	0	0	0	0	0	8	0	0	8	0
Trip Distribution IN			15%	10%				35%				
Trip Distribution OUT										15%	35%	10%
Car Trips	0	0	4	2	0	0	0	8	0	14	32	9
Total Project Trips	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**16**	**0**	**14**	**40**	**9**
2023 Buildout Total	**87**	**60**	**154**	**43**	**18**	**32**	**24**	**353**	**38**	**79**	**597**	**66**
2023 Build Heavy Vehicle %	28%	2%	23%	14%	2%	8%	8%	13%	34%	24%	12%	3%

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Roosevelt Highway (US 29/SR 14) @ Palmetto Logistics Parkway
AM PEAK HOUR

Description	Northbound			Palmetto Logistics Parkway Southbound			oosevelt Highway (US 29/SR 1 Eastbound			oosevelt Highway (US 29/SR 1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	6	0	3	10	464	0	0	374	19
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	3	0	1	1	39	0	0	63	4
Heavy Vehicle %	0%	0%	0%	50%	0%	33%	10%	8%	0%	0%	17%	21%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Covid Calibration Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Adjusted 2022 Volumes	**0**	**0**	**0**	**6**	**0**	**3**	**11**	**492**	**0**	**0**	**396**	**20**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Palmetto Site DRI #3020								7			23	
Palmetto Site DRI #3020 (Truck)								4			12	
Bowen Road Logistics Center DRI #3376								6			22	
Bowen Road Logistics Center DRI #3376 (Truck)								3			11	
Palmetto Distribution Center DRI #2594				8		4	11	4			2	18
Palmetto Distribution Center DRI #2594 (Truck)				12		7	16	5			3	27
I-85 South Distribution Center								5			18	
I-85 South Distribution Center (Truck)								3			9	
2023 Background Traffic	**0**	**0**	**0**	**26**	**0**	**14**	**38**	**536**	**0**	**0**	**502**	**65**
2023 No-Build Heavy Vehicle %	0%	0%	0%	58%	0%	57%	45%	11%	0%	0%	20%	48%
Project Trips												
Trip Distribution IN							50%					50%
Trip Distribution OUT				50%		50%						
Truck Trips	0	0	0	5	0	5	6	0	0	0	0	6
Trip Distribution IN							60%					40%
Trip Distribution OUT				40%		60%						
Car Trips	0	0	0	10	0	14	60	0	0	0	0	40
Total Project Trips	**0**	**0**	**0**	**15**	**0**	**19**	**66**	**0**	**0**	**0**	**0**	**46**
2023 Buildout Total	**0**	**0**	**0**	**41**	**0**	**33**	**104**	**536**	**0**	**0**	**502**	**111**
2023 Build Heavy Vehicle %	0%	0%	0%	49%	0%	39%	22%	11%	0%	0%	20%	34%

PM PEAK HOUR

Description	Northbound			Palmetto Logistics Parkway Southbound			oosevelt Highway (US 29/SR 1 Eastbound			oosevelt Highway (US 29/SR 1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	50	0	26	13	361	0	0	594	21
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	9	0	2	3	35	0	0	57	5
Heavy Vehicle %	0%	0%	0%	18%	0%	8%	23%	10%	0%	0%	10%	24%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Covid Calibration Factor												
Adjusted 2022 Volumes	**0**	**0**	**0**	**50**	**0**	**26**	**13**	**361**	**0**	**0**	**594**	**21**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Palmetto Site DRI #3020								23			8	
Palmetto Site DRI #3020 (Truck)								11			4	
Bowen Road Logistics Center DRI #3376								21			8	
Bowen Road Logistics Center DRI #3376 (Truck)								10			4	
Palmetto Distribution Center DRI #2594				20		11	5	3			3	9
Palmetto Distribution Center DRI #2594 (Truck)				29		15	7	5			4	13
I-85 South Distribution Center								17			6	
I-85 South Distribution Center (Truck)								9			4	
2023 Background Traffic	**0**	**0**	**0**	**100**	**0**	**52**	**25**	**465**	**0**	**0**	**644**	**43**
2023 No-Build Heavy Vehicle %	0%	0%	0%	38%	0%	33%	40%	15%	0%	0%	11%	42%
Project Trips												
Trip Distribution IN							50%					50%
Trip Distribution OUT				50%		50%						
Truck Trips	0	0	0	8	0	8	8	0	0	0	0	8
Trip Distribution IN							60%					40%
Trip Distribution OUT				40%		60%						
Car Trips	0	0	0	37	0	55	14	0	0	0	0	10
Total Project Trips	**0**	**0**	**0**	**45**	**0**	**63**	**22**	**0**	**0**	**0**	**0**	**18**
2023 Buildout Total	**0**	**0**	**0**	**145**	**0**	**115**	**47**	**465**	**0**	**0**	**644**	**61**
2023 Build Heavy Vehicle %	0%	0%	0%	32%	0%	22%	38%	15%	0%	0%	11%	43%

Full Page Truck Exhibits


PALMETTO
LOGISTICS
PARKWAY
ROOSEVELT HIGHWAY (US 29/SR 14)
R75'
WB-67
AASHTO 2018 (US)
WB-67
AASHTO 2018 (US)


PALMETTO
LOGISTICS
PARKWAY
ROOSEVELT HIGHWAY (US 29/SR 14)
R75'