Transportation Analysis

Locust Grove Phase III Distribution Center
DRI #3805

City of Locust Grove, Henry County, Georgia

March 2023

Prepared for:

The Cubes AT Locust Grove, LLC.

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
017229003

Kimley»Horn

Transportation Analysis

Locust Grove Phase III Distribution Center DRI #3805

City of Locust Grove, Henry County, Georgia

March 2023

Prepared for:

The Cubes AT Locust Grove, LLC.

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
017229003

Kimley»Horn

TABLE OF CONTENTS

Executive Summary 1
Bill Gardner Parkway at I-75 Southbound Ramps (Intersection 3) 4
Bill Gardner Parkway at I-75 Northbound Ramps (Intersection 4) 4
Bill Gardner Parkway at Market Place Boulevard/Tanger Boulevard (Intersection 5) 5
1.0 Project Description 6
1.1 Introduction 6
1.2 Site Access 9
1.3 Internal Circulation Analysis 9
1.4 Parking 9
1.5 Alternative Transportation Facilities 9
1.6 Dense Urban Environments Enhanced Focus Area 9
1.7 Heavy Vehicle Enhanced Focus Area 10
2.0 Traffic Analyses, Methodology and Assumptions 15
2.1 Study Network Determination 15
2.2 Existing Roadway Facilities 15
2.3 Traffic Data Collection and Calibration 17
2.4 Background Growth 17
2.5 Programmed and Planned Projects 18
2.6 Level-of-Service Overview 19
2.7 Level-of-Service Standards 19
3.0 Trip Generation 20
4.0 Trip Distribution and Assignment 21
5.0 Traffic Analysis 21
5.1 Bethlehem Road at Price Drive (Intersection 1) 25
5.2 Bill Gardner Parkway at Price Drive/Strong Rock Parkway (Intersection 2) 26
5.3 Bill Gardner Parkway at I-75 Southbound Ramps (Intersection 3) 27
5.4 Bill Gardner Parkway at I-75 Northbound Ramps (Intersection 4) 29
5.5 Bill Gardner Parkway at Market Place Boulevard/Tanger Boulevard (Intersection 5) 31
5.6 Internal Roadway at Site Driveway A (Intersection 6) 33
5.7 Price Drive at Driveway B (Intersection 7) 34
5.8 Price Drive at Driveway C (Intersection 8) 35
5.9 Price Drive at Driveway D (Intersection 9) 36
5.10 Price Drive at Driveway E (Intersection 10) 37

LIST OF TABLES

Table 1: Proposed Land Use and Density 1
Table 2: Proposed Land Use and Density 6
Table 3: Proposed Parking 9
Table 4: Pavement Condition Observations 11
Table 5: Roadway Widths 13
Table 6: Intersection Control Summary 15
Table 7: Roadway Classifications 15
Table 8: Traffic Count Summary 17
Table 9: Programmed and Planned Projects 18
Table 10: Trip Generation 20

LIST OF FIGURES

Figure 1: Site Location Map 7
Figure 2: Site Aerial 8
Figure 3: Heavy Vehicle Routing 10
Figure 4: Northbound Price Drive Gravel Road 11
Figure 5: Southbound Price Drive Minor Pavement Cracking 12
Figure 6: Westbound Right-Turn (onto Price Drive) Tire Tracks 12
Figure 7:Bill Gardner Parkway at Price Drive – Westbound Right (Turn Maneuver) 13
Figure 8: Heavy Vehicle Staging 14
Figure 9: Study Intersections 16
Figure 10: Heavy Vehicle (Truck) Trip Distribution & Assignment 22
Figure 11: Employee (Car) Trip Distribution & Assignment 23
Figure 12: Project Trips 24
Figure 13: Existing 2022 Conditions 38
Figure 14: Projected 2027 No-Build Conditions 39
Figure 15: Projected 2027 Build Conditions 40

LIST OF APPENDICES

Appendix A Proposed Site Plan
Appendix B Trip Generation Analysis
Appendix C Intersection Volume Worksheets
Appendix D Programmed Project Fact Sheets
Appendix E Full Page Truck Exhibits

Available Upon Request
Raw Traffic Count Data
Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Locust Grove Phase III Distribution Center* development located in the City of Locust Grove, Henry County, Georgia. The approximate 100.92-acre site is located in the north of the intersection of Bill Gardner Parkway at Price Drive. 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 2027 (approximately 5 years).

Table 1: Proposed Land Use and Density	
Warehousing	962,220 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, alternative mode, 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 October 11, 2022). Note: Per the GRTA LOU, the analysis assumed the Bethlehem Road Interchange has not been constructed.

The site was previously reviewed as *Locust Grove DRI #2699* in March 2018. The project contemplated a 271.00-acre industrial development. At that time, the project went through the DRI review with GRTA/ARC. The ARC Final Report was issued on April 11, 2018. The proposed *Locust Grove Phase III Distribution Center* industrial development is located adjacent to the original site (to the east).

Capacity analyses were performed for the study intersections under the Existing 2022 conditions, the Projected 2027 No-Build conditions, and the Projected 2027 Build conditions.

- Existing 2022 conditions represent current traffic volumes that were collected in October 2022. (Note: Traffic Count methodology was outlined in a memo approved by GRTA in October 2022).
- Projected 2027 No-Build conditions represent the Existing 2022 traffic volumes grown for five (5) years using a 2.0% per year growth rate.
- Projected 2027 Build conditions represent the Projected 2027 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Locust Grove Phase III Distribution Center* development.

Projected 2027 No-Build Conditions (System Improvements)

The unsignalized intersections of Bethlehem Road at Price Drive (Intersection 1) and Price Drive at Site Driveway A (Intersection 6) and the signalized intersection of Bill Gardner Parkway at Price Drive/Strong Rock Parkway (Intersection 2) are projected to operate at an acceptable overall LOS under the Projected No-Build 2027 conditions. It should be noted that the southbound approach of Intersection 2 is projected to operate at a failing LOS during the PM peak hour under Projected No-Build 2027 conditions. However, because this analysis does not include the Bethlehem Road interchange project (PI 0017182), this intersection is recommended to be further monitored.

Under projected 2027 No-Build conditions, the overall LOS of the signalized intersection of Bill Gardner Parkway at I-75 Southbound Ramps (Intersection 3) is projected to operate at LOS F during the PM peak hour. Similarly, the overall LOS of the signalized intersection of Bill Gardner Parkway at I-75 Northbound Ramps (Intersection 4) is projected to operate at LOS E during the AM peak hour. Additionally, the overall LOS of the signalized intersection of Bill Gardner Parkway at Market Place Boulevard/Tanger Boulevard (Intersection 5) is projected to operate at LOS F during 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 overall LOS under the 2027 No-Build conditions, Kimley-Horn considered the following system improvement (shown in red on **Figure 14** and **Figure 15):**

- Bill Gardner Parkway at Price Drive (Intersection 2)
  - Improve the westbound right-turn to northbound radius to accommodate heavy vehicles.
- Bill Gardner Parkway at I-75 Southbound Ramps (Intersection 3)
  - Install an eastbound right-turn lane along Bill Gardner Parkway.
    - The eastbound approach would consist of two (2) through lanes and one (1) exclusive right-turn lane along Bill Gardner Parkway.
  - Install an additional westbound left-turn lane along Bill Gardner Parkway.
    - The westbound approach would consist of two (2) exclusive left-turn lanes and one (1) westbound through lane.
  - Install an additional receiving lane along the I-75 Southbound Entrance Ramp.
- Bill Gardner Parkway at I-75 Northbound Ramps (Intersection 4)
  - Restripe the northbound approach creating one (1) exclusive left-turn lane, one (1) shared left-turn/right-turn lane, and one (1) exclusive right-turn lane.
  - Install an additional westbound lane along Bill Gardner Parkway (Widen Bill Gardner Parkway).
    - Westbound Bill Gardner Parkway would consist of two (2) lanes to accommodate the dual northbound left-turn lanes.
- Bill Gardner Parkway at Market Place Boulevard/Tanger Boulevard (Intersection 5)
  - Install an additional northbound left-turn lane along Tanger Boulevard.
    - The northbound approach would consist of two (2) exclusive left-turn lanes and one shared through/right-turn lane.
  - Install a westbound right-turn lane along Bill Gardner Parkway.
    - The westbound approach would consist of one (1) exclusive left-turn lane, two (2) through lanes, and one (1) exclusive right-turn lane.

It should be noted that, per the GRTA LOU (October 11, 2022), this analysis does not consider the impact the Bethlehem Road interchange (PI 0017182) will have on future traffic. Once constructed, the new interchange is likely to divert traffic from Bill Gardner Parkway north towards Bethlehem Road, which will likely alleviate congestion and improve delay (overall and per approach). For this reason, Kimley-Horn recommends monitoring these intersections and considering the above improvements if the Bethlehem Road interchange does not occur.

Projected 2027 Build Conditions

The unsignalized intersections of Bethlehem Road at Price Drive (Intersection 1), Internal Roadway at Driveway A (Intersection 6), Price Drive at Driveway B (Intersection 7), Price Drive at Driveway C (Intersection 8), Price Drive at Driveway D, and Price Drive at Driveway E, and the signalized intersection of Bill Gardner Parkway at Price Drive/Strong Rock Parkway (Intersection 2) are projected to operate at an acceptable overall LOS under the Projected Build 2027 conditions. It should be noted that the southbound approach of Intersection 2 is projected to operate at a failing LOS during the PM peak hour under Projected Build 2027 conditions. However, because this analysis does not include the Bethlehem Road interchange project (PI 0017182), this intersection is recommended to be further monitored.

Under projected 2027 Build conditions, with the system improvement under projected 2027 No-Build conditions (listed above), the intersections will operate at an acceptable overall and approach LOS under Build Improved 2027 conditions.

In order to serve the Site Driveways (B, and C), additional intersection or site access improvements are needed (shown in blue on **Figure 15**):

- Internal Roadway at Driveway A (Intersection 6)
  - On the site, construct a full-movement driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
- Price Drive at Driveway B (Intersection 7)
  - On the site, construct a full-movement driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
  - Provide a northbound left-turn lane along Price Drive entering the site. Note: Price Drive is proposed to be reconstructed as part of this overall development to become a three-lane section (one lane in each direction with a center two-way left-turn lane (TWLTL)), tying into the existing three-lane section to the south.
- Price Drive at Driveway C (Intersection 8)
  - On the site, construct a full-movement driveway with one (1) ingress lane entering the site, and one egress lane exiting the site.
  - Provide a northbound left-turn lane along Price Drive entering the site. Note: Price Drive is proposed to be reconstructed as part of this overall development to become a three-lane section (one lane in each direction with a center two-way left-turn lane (TWLTL)), tying into the existing three-lane section to the south.
- Price Drive at Driveway D (Intersection 9)
  - On the site, construct a full-movement driveway with one (1) ingress lane entering the site, and one egress lane exiting the site.
  - Provide a northbound left-turn lane along Price Drive entering the site. Note: Price Drive is proposed to be reconstructed as part of this overall development to become a three-lane section (one lane in each direction with a center two-way left-turn lane (TWLTL)), tying into the existing three-lane section to the south.
- Price Drive at Driveway E (Intersection 10)
  - On the site, construct a full-movement driveway with one (1) ingress lane entering the site, and one egress lane exiting the site.
  - Provide a northbound left-turn lane along Price Drive entering the site. Note: Price Drive is proposed to be reconstructed as part of this overall development to become a three-lane section (one lane in each direction with a center two-way left-turn lane (TWLTL)), tying into the existing three-lane section to the south.

Bill Gardner Parkway at I-75 Southbound Ramps (Intersection 3)

Overall LOS Standard: D/E
Approach LOS Standard: D/E

			I-75 Southbound Ramps						Bill Gardner Parkway			Bill Gardner Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2027 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (23.2)											
		Approach LOS				D (35.3)			C (22.2)			B (17.2)		
		Storage				450		550			150	200		
		50th Queue				151	153	19		193	0	90	112	
		95th Queue				295	300	87		262	39	155	154	
	PM	Overall LOS	D (53.1)											
		Approach LOS				D (49.8)			D (50.0)			E (60.0)		
		Storage				450		550				200		
		50th Queue				490	490	5		323		213	144	
		95th Queue				721	721	55		453		319	188	
PROJECTED 2027 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (23.2)											
		Approach LOS				D (35.3)			C (22.7)			B (16.6)		
		Storage				450		550				200		
		50th Queue				151	153	47		200		90	119	
		95th Queue				295	300	144		271		155	163	
	PM	Overall LOS	E (59.6)											
		Approach LOS				D (54.9)			D (51.6)			E (73.2)		
		Storage				450		550				200		
		50th Queue				578	578	16		406		261	172	
		95th Queue				822	822	77		535		373	219	

Bill Gardner Parkway at I-75 Northbound Ramps (Intersection 4)

Overall LOS Standard: D
Approach LOS Standard: D/E

			I-75 Northbound Ramps						Bill Gardner Parkway			Bill Gardner Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2027 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (35.7)											
		Approach LOS	E (70.4)						C (34.8)			C (29.1)		
		Storage			100				100					
		50th Queue	200	103	43				174	205			720	974
		95th Queue	372	207	132				362	247			1,056	1,245
	PM	Overall LOS	C (24.6)											
		Approach LOS	E (65.7)						B (18.4)			B (19.5)		
		Storage			100				100					
		50th Queue	106	156	143				157	510			782	111
		95th Queue	169	259	235				367	719			1,118	252
PROJECTED 2027 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (42.1)											
		Approach LOS	E (68.9)						D (39.6)			D (38.2)		
		Storage			100				100					
		50th Queue	206	129	54				259	219			808	992
		95th Queue	373	249	146				451	264			1,130	1,262
	PM	Overall LOS	C (30.1)											
		Approach LOS	E (65.8)						C (28.1)			C (20.7)		
		Storage			100				100					
		50th Queue	109	196	140				281	614			788	113
		95th Queue	184	346	244				457	731			1,126	254

Bill Gardner Parkway at Market Place Boulevard/Tanger Boulevard (Intersection 5)

Overall LOS Standard: D Approach LOS Standard: D/E			Tanger Boulevard Northbound			Market Place Drive Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2027 NO-BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	D (53.9)											
		Approach LOS	E (60.6)			E (77.2)			D (50.7)			D (50.6)		
		Storage				200			150			150		
		50th Queue	238	84		57	59	354	376	356	9	13	848	0
		95th Queue	283	137		111	114	617	583	443	62	31	988	0
	PM	Overall LOS	D (53.0)											
		Approach LOS	E (72.8)			E (70.5)			D (40.0)			D (53.9)		
		Storage				200			150			150		
		50th Queue	175	200		159	173	129	442	414	22	42	330	0
		95th Queue	234	356		244	261	371	664	501	100	73	455	0
PROJECTED 2027 BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	D (54.6)											
		Approach LOS	E (60.6)			E (77.2)			D (53.6)			D (49.6)		
		Storage				200			150			150		
		50th Queue	238	84		57	58	363	385	363	8	13	865	0
		95th Queue	282	137		110	113	626	592	450	62	31	1,004	0
	PM	Overall LOS	D (53.5)											
		Approach LOS	E (63.5)			E (72.2)			D (50.4)			D (42.6)		
		Storage				200			150			150		
		50th Queue	168	190		160	174	305	513	440	34	45	301	0
		95th Queue	223	287		246	263	545	735	532	124	78	400	0

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM/PM)	Recommendation
3. Bill Gardner Parkway at I-75 Northbound Ramps	EBL*	100	216/258 (50th) 315/457 (95th)	*No-Build (System Improvement):* Consider extending the eastbound left-turn lane storage.

**Exceeds available storage in No-Build 2027 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 *Locust Grove Phase III Distribution Center* development located in the City of Locust Grove, Henry County, Georgia. The approximate 100.92-acre site is located north of the intersection of Bill Gardner Parkway at Price Drive/Strong Rock Parkway. The project site is currently zoned M1 (Light Industrial), the whole site went under rezoning as part of the *Locust Grove Phase II Distribution Center* DRI #2699. The local trigger for the *Locust Grove Phase III Distribution Center* DRI #3805 development is the filing of the land disturbance or roadway construction permit (extension of Price Drive). **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 2027 (approximately 5 years).

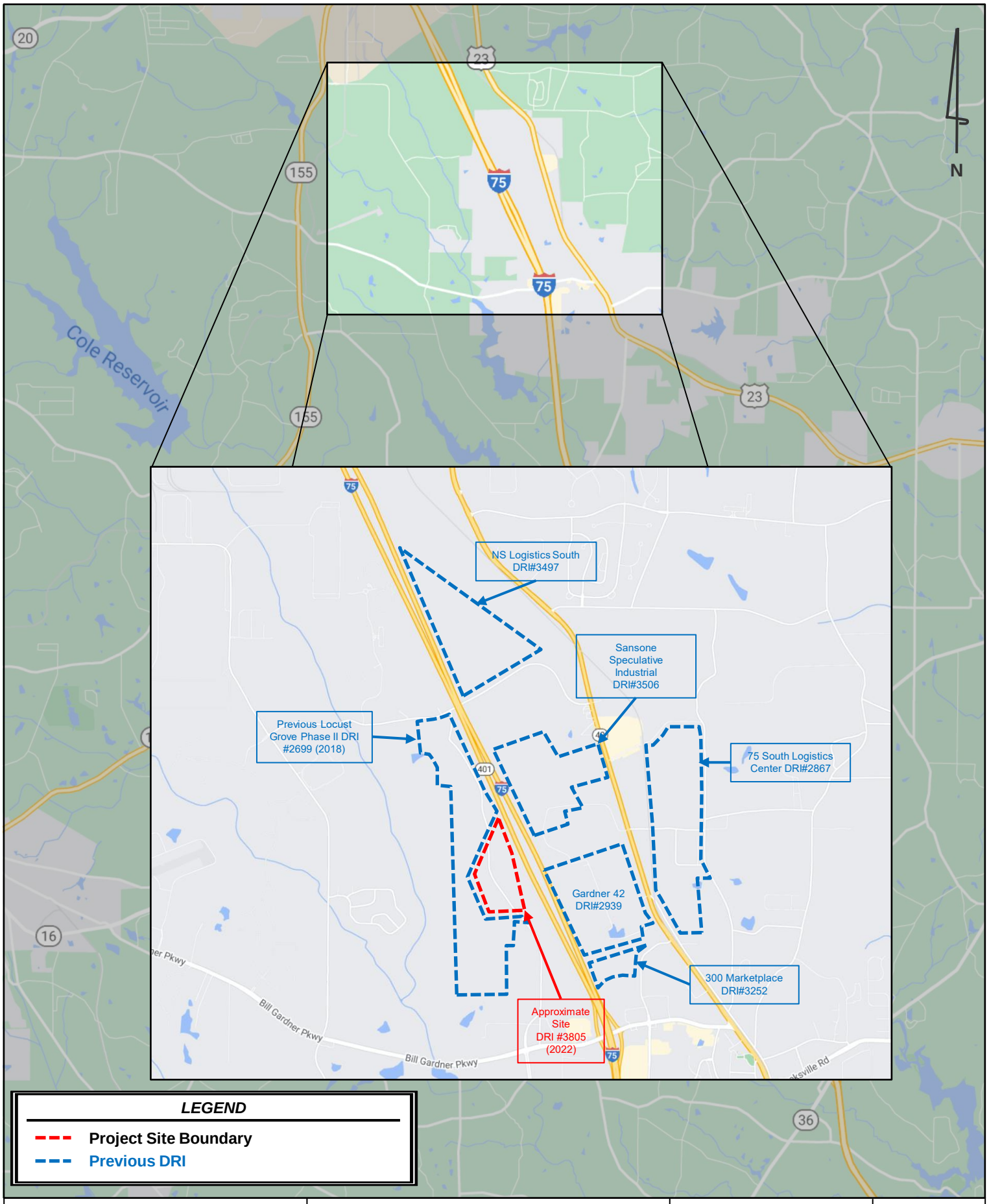
Table 2: Proposed Land Use and Density

Land Use	Proposed
Warehousing	962,220 SF

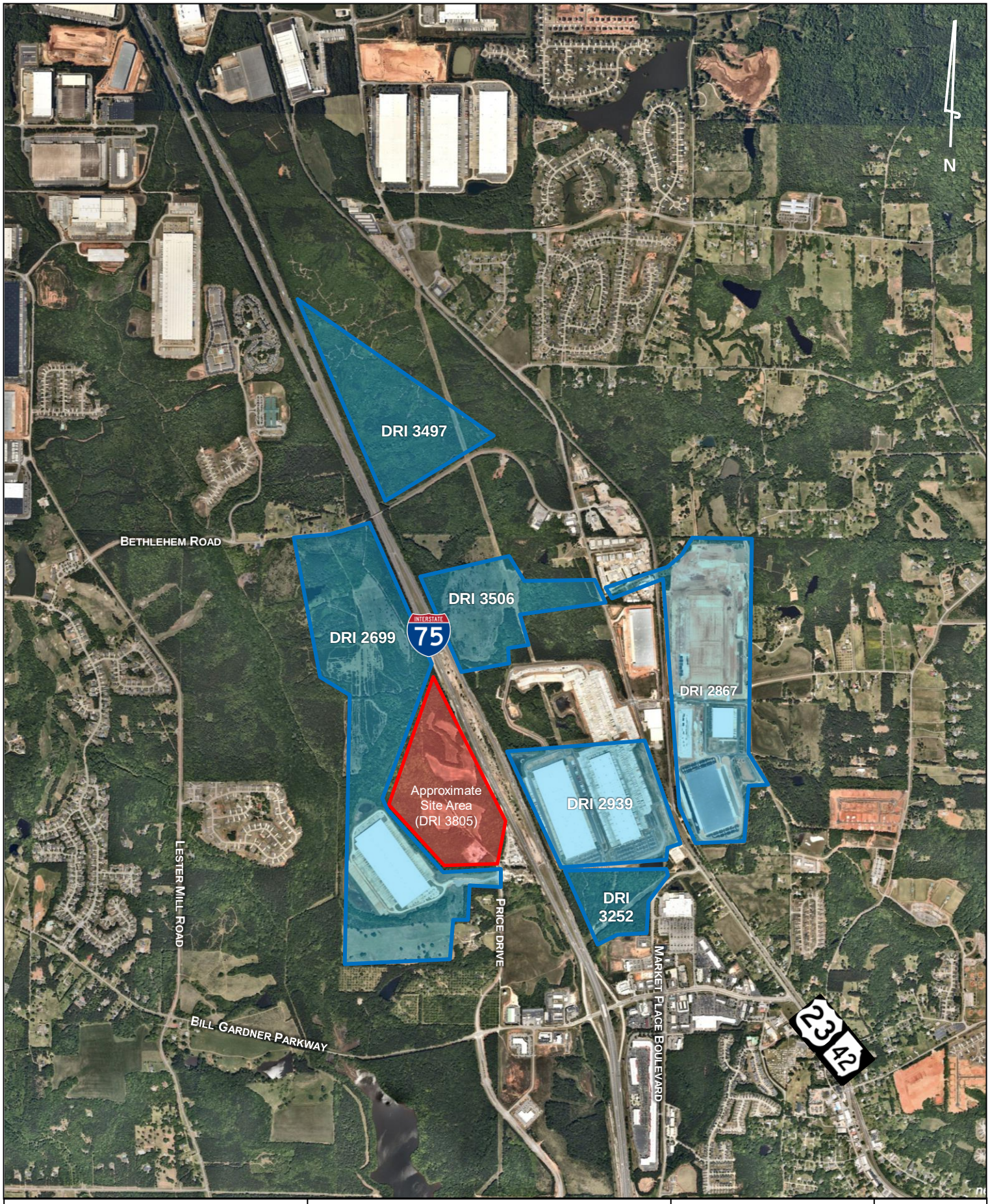
A reference of the proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

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 Developing Suburbs area per the ARC Unified Growth Policy Map. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on September 06, 2022 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 October 11, 2022.

The site was previously reviewed as the *Locust Grove Phase II DRI #2699* in March 2018. The project contemplated a 271-acre industrial development. At that time, the project went through the DRI review with GRTA/ARC. The ARC Final Report was issued on September 4, 2018. The proposed *Locust Grove Phase III Distribution Center DRI #3805* industrial development is located on adjacent to the original site (to the east).



Kimley»Horn	***Locust Grove Phase III DRI #3805 Transportation Analysis***	**Site Location Map**	**Figure 1**
			Page 7



Kimley»Horn	*Locust Grove Phase III* *DRI #3805* *Transportation Analysis*	Site Aerial	Figure 2 Page 8

1.2 Site Access

As currently envisioned, the proposed development will be accessible via five (5) new access points:

1. **Driveway A** – a proposed, full-movement driveway located along the existing three-lane (with center TWLTL) Internal Roadway that currently serves a warehouse building constructed as part of Locust Grove Phase I. Driveway A will provide vehicular access to Building B in the development. Internal, private roadways throughout the site provide access to the building and parking facilities.
2. **Driveway B** – a proposed, full-movement driveway located along Price Drive approximately 300 feet north of the existing Internal Roadway that will operate under side-street stop control. Driveway B will provide vehicular access to Building B in the development. Internal, private roadways throughout the site provide access to the building and parking facilities.
3. **Driveway C** – a proposed, full-movement driveway located along Price Drive approximately 340 feet north of Driveway B that will operate under side-street stop control. Driveway C will provide vehicular access to Building B in the development. Internal, private roadways throughout the site provide access to the building and parking facilities.
4. **Driveway D** – a proposed, full-movement driveway located along Price Drive approximately 275 feet north of Driveway C that will operate under side-street stop control. Driveway D will provide vehicular access to Building C in the development. Internal, private roadways throughout the site provide access to the building and parking facilities
5. **Driveway E** – a proposed, full-movement driveway located along Price Drive approximately 575 feet north of Driveway D that will operate under side-street stop control. Driveway E will provide vehicular access to Building C in the development. Internal, private roadways throughout the site provide access to the building and parking facilities.

1.3 Internal Circulation Analysis

Internal, private roadways throughout the site provide access to 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**.

Table 3: Proposed Parking

Land Use	Minimum	Maximum	Proposed
Warehousing	*1 per employee on maximum shift*	N/A	924

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

1.5 Alternative Transportation Facilities

There are sidewalks for pedestrian along Bill Gardner Parkway, Strong Rock Parkway, and Market Place Boulevard. However, there are no dedicated pedestrian or bicycle facilities along the site frontage, Price Drive, I-75 Ramps, or Tanger Boulevard. 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 *Locust Grove Phase III Distribution Center* development does not 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 *Locust Grove Phase III Distribution 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):

- Price Drive from Bill Gardner Parkway to Site Driveway A
- Bill Gardner Parkway from Price Drive to I-75 Southbound Ramps

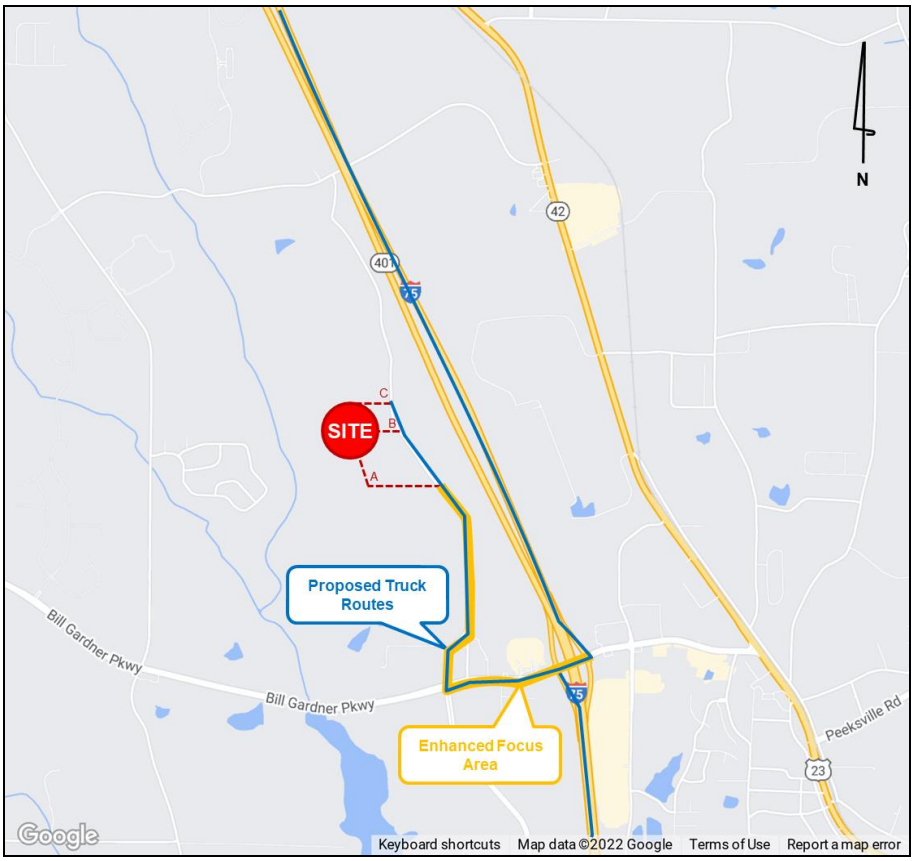


Figure 3: Heavy Vehicle Routing

1.7.2 Pavement Condition

A site visit was conducted on November 29, 2022. Pavement conditions within the Enhanced Focus Area were noted during the site visit. Pavement in the Heavy Vehicle focus area is generally in good condition. Minor pavement distress/cracking was observed in three (3) locations, as outlined in **Table 4**. **Figure 4** shows the transition from pavement to gravel, along northbound Price Drive. **Figure 5** shows the minor pavement cracking along northbound/southbound Price Drive, at Site Driveway A. **Figure 6** shows the off-road tire tracks northbound Price Drive, originating from a westbound right-turn movement.

Table 4: Pavement Condition Observations			
Number	**Roadway**	**Location**	**Observed Distress**
1	Price Drive	Site Driveway A (looking north)	Gravel
2	Price Drive	Site Driveway A (looking south)	Minor Pavement Cracking
3	Price Drive	Bill Gardner Parkway	Tire Tracks off road

Figure 4: Northbound Price Drive Gravel Road

Figure 5: Southbound Price Drive Minor Pavement Cracking

Figure 6: Westbound Right-Turn (onto Price Drive) Tire Tracks

1.7.3 Roadway Width

The lane widths for the Enhanced Focus Area are shown in **Table 5**. The City of Locust Grove roadway width standards were taken from the City of Locust Grove Municipal Code document, which notes that "all grading, subgrade, base and pavement for industrial commercial and arterial street construction shall be in accordance with" the following:

- Curbs/shoulder construction
  - 24-inch × six-inch concrete "L" back curb; 18-inch gutter; six-inch high; six-inch curb width
- Street Surface width
  - 30 feet width with curb and gutter; back of curb.
  - 30 feet width with curb and gutter, back of curb.

It is important to note that the recently completed Price Drive was constructed without curb and gutter. It is recommended to coordinate the design of the proposed Price Drive extension with the City of Locust Grove to provide consistency with the existing typical section that does not include curb and gutter.

Approximate lane width dimensions were measured on NearMap.

Table 5: Roadway Widths

Roadway	Lane Width	Lane Width Standard (City of Locust Grove)
Price Drive	12.5 ft	13 ft desirable
Bill Gardner Parkway	13 ft	13 ft desirable

1.7.4 Corner Radii

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

- Bill Gardner Parkway at Price Drive (Intersection 2)

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

Bill Gardner Parkway at Price Drive (Entering)

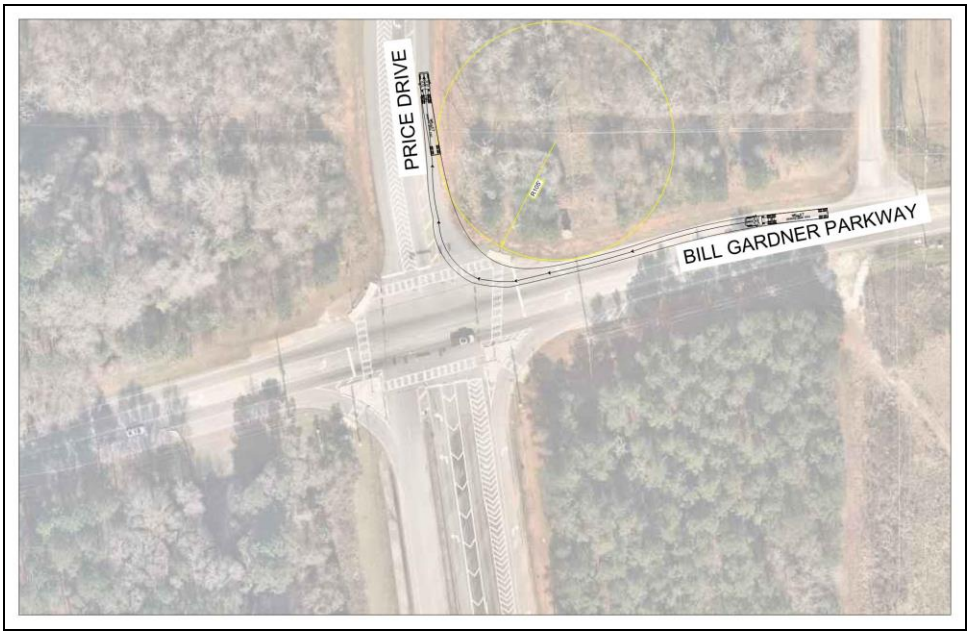


Figure 7:Bill Gardner Parkway at Price Drive – Westbound Right (Turn Maneuver)

Figure 7 outlines the anticipated wheel-path for a WB-67 vehicle entering the site by making a westbound right-turn from Bill Gardner Parkway onto Price Drive. The existing curb radius is approximately 75 feet. The WB-67 truck slightly runs off the roadway on the east side of Price Drive, which aligns with the tire tracks in **Figure 6**.

1.7.5 Heavy Vehicle Staging

The site plan includes a designated truck court to accommodate heavy vehicle queueing, staging, and overflow**.** **Figure 8** indicates the designated truck staging/overflow areas on the site plan.

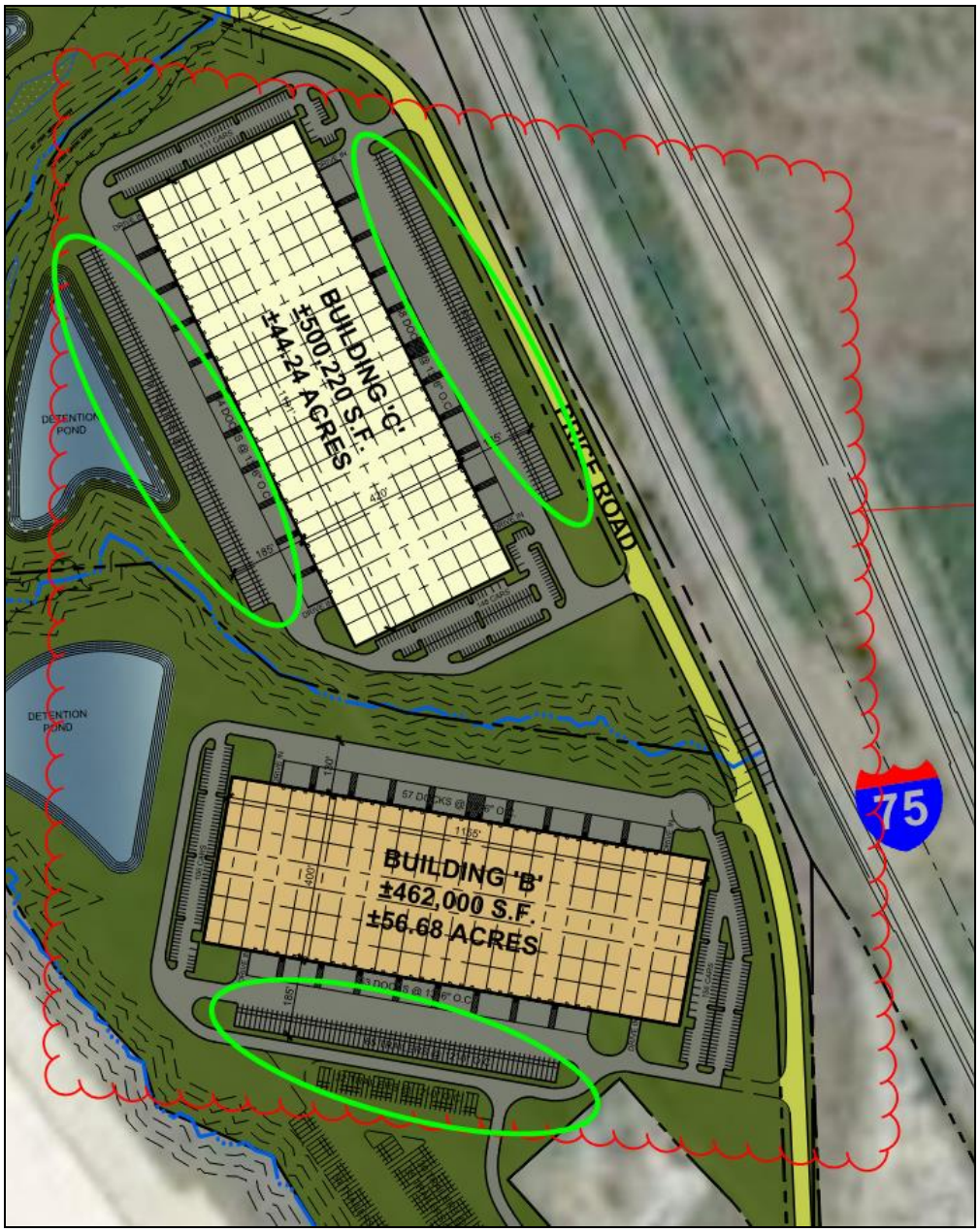


Figure 8: Heavy Vehicle Staging

1.7.6 Pedestrian Safety

There are no sidewalk requirements for non-residential areas, per the City of Locust Grove development ordinances. Therefore, sidewalks are not required along opposing road frontages. Sidewalks will also be provided adjacent to the buildings and will connect both accessible and non-accessible spaces to the building entrances.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

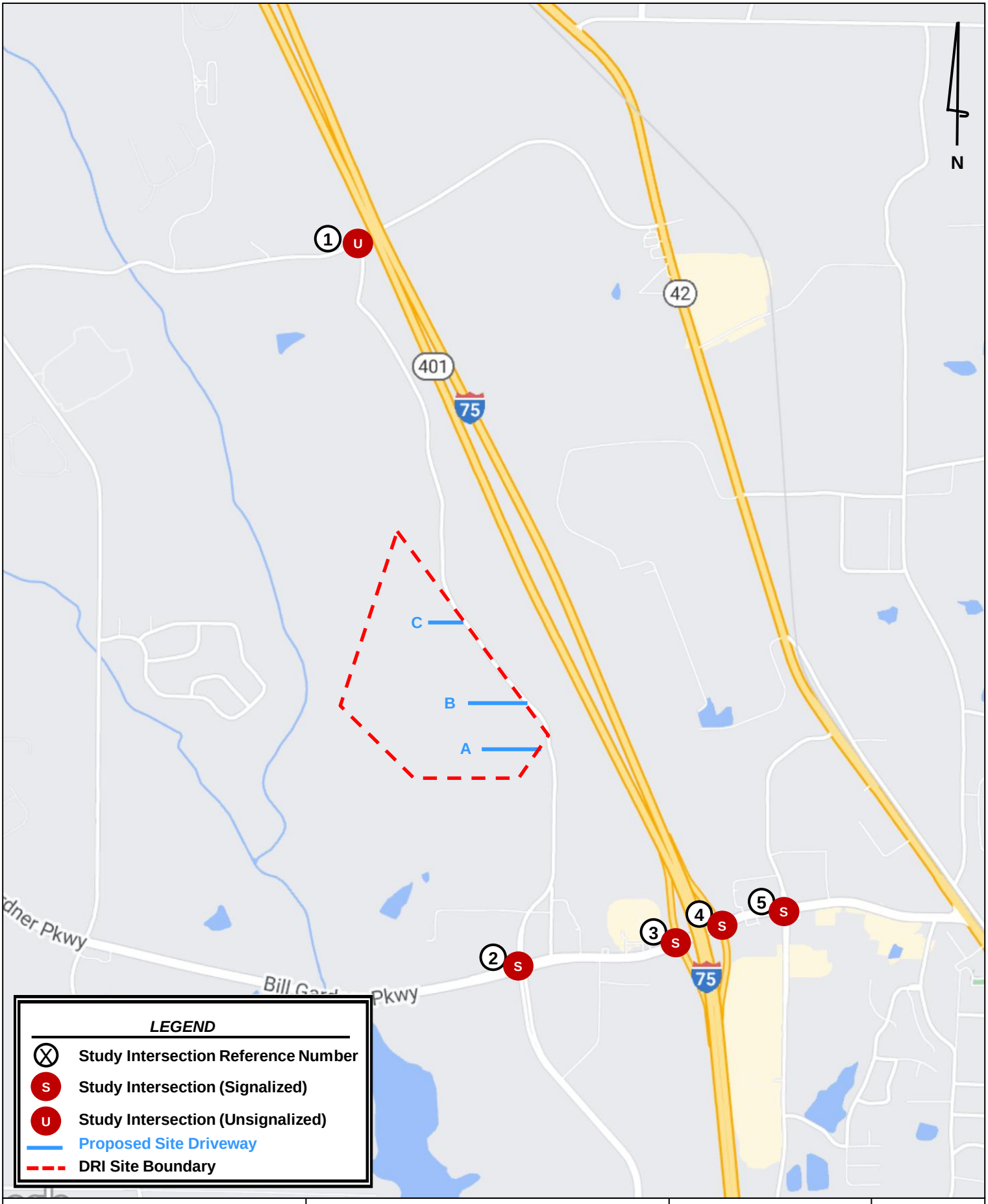
The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following five (5) off-site intersections described in **Table 6** and shown visually in **Figure 9**.

Table 6: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Bethlehem Road at Price Drive	Henry County	Unsignalized
2. Bill Gardner Parkway at Price Drive/Strong Rock Parkway	Henry County	Signalized
3. Bill Gardner Parkway at I-75 Southbound Ramps	GDOT/Henry County	Signalized
4. Bill Gardner Parkway at I-75 Northbound Ramps	GDOT/Henry County	Signalized
5. Bill Gardner Parkway at Market Place Boulevard/Tanger Boulevard	Henry County	Signalized

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** (bolded roadways are adjacent to the site).

Table 7: Roadway Classifications				
Roadway	**Lanes**	**Posted Speed Limit**	**AADT**	**GDOT Functional Classification**
Bethlehem Road	2	45 MPH	3,400	Local
Price Drive	**2**	**35 MPH**	**-**	**Local**
Bill Gardner Parkway	4	45 MPH	23,700	Minor Arterial
Strong Rock Parkway	4	45 MPH	-	Local
I-75 Southbound Ramps	3	45 MPH	11,000	Interstate
I-75 Northbound Ramps	3	45 MPH	4,390	Interstate
Market Place Boulevard	2	35 MPH	-	Local
Tanger Boulevard	4	25 MPH	-	Local



Kimley»Horn	*Locust Grove Phase III* *DRI #3805* *Transportation Analysis*	Study Intersections	Figure 9
			Page 16

2.3 Traffic Data Collection and Calibration

Traffic counts were collected at all five (5) existing study intersections on Tuesday, October 25, 2022. Per GDOT Policy issued on July 15, 2022, traffic forecasts based on new traffic count data collected after the start of the Fall 2022 school year will no longer be required to follow COVID-19 policy procedures. Therefore, no COVID adjustment factor was applied. The traffic count methodologies used in this analysis were outlined in the Methodology Meeting Packet.

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. Bethlehem Road at Price Drive	10/2022	7:15 AM – 8:15 AM	4:30 PM – 5:30 PM
2. Bill Gardner Parkway at Price Drive/Strong Rock Parkway	10/2022	7:00 AM – 8:00 AM	4:00 PM – 5:00 PM
3. Bill Gardner Parkway at I-75 Southbound Ramps	10/2022	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM
4. Bill Gardner Parkway at I-75 Northbound Ramps	10/2022	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM
5. Bill Gardner Parkway at Market Place Boulevard/Tanger Boulevard	10/2022	7:15 AM – 8:15 AM	4:30 PM – 5:30 PM

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

2.4 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 *Locust Grove Phase III Distribution 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 2.0% per year background traffic growth rate from 2022 to 2027 (5 years) was used for all roadways.

The Projected 2027 No-Build conditions represent the Estimated 2027 traffic volumes grown for five (5) years at 2.0% per year throughout the study network.

The Projected 2027 Build conditions represent the project trips generated by the *Locust Grove Phase III Distribution Center* development (discussed in Section 3.0 and 4.0) added to the Projected 2027 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. Ten (10) projects are currently programmed/planned by GDOT, Henry County, or the City of Locust Grove in the vicinity of the project site.

The following projects shown in **Table 9** is programmed to occur near the development.

Table 9: Programmed and Planned Projects

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
SR 155 Widening	I-75 to Hampton-Locust Grove Road/Bill Gardner Parkway	GDOT	0015284	HE-189	2026	2028	2030
I-75/Bethlehem Road Interchange	Intersection of I-75 and Bethlehem Road	GDOT	0017182	AR-955	2022	2023	2024
CR-650/Bill Gardner Parkway Widening	SR 155 to I-75	Henry County	0000562	HE-126B	2030	2052	2052
I-75 Managed Lanes	I-475 to SR 155	GDOT	0014203	AR-318	2017	2026	2027
SR 42 – Bridge Replacement Scoping Only	MLK JR Boulevard to Marketplace Boulevard	GDOT	0017770	-	2021	-	-
Operational Imp on Bill Gardner Parkway	Eagles Brook Drive to Price Drive	GDOT	S015788	-	2023	-	-
SR 42 at NS #718418R Bridge Replacement	Harris Drive to Bethlehem Road	GDOT	0013995	-	2017	2021	2025
SR 42 / US 23 Widening	From Bill Gardner Pkwy to Peeksville Rd	GDOT	0015823	HE-202	2021	2023	2023
SR 155 Widening	From I-75 S to SR 81	GDOT	0007856	HE-113	2016	2024	2024
SR 42 Traffic Signal Installation	@Harrison Road @ Market Place Boulevard	Locust Grove	-	-	-	-	2022
SR 155 Widening	CR 508/North 2nd Street to Henry County Line	GDOT	0007870	-	2051	2051	2051

**Project information was obtained from GeoPI (GDOT), the Georgia STIP, the Atlanta Region's Plan (ARC), and the Henry County TSPLOST list.*

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, 11th Edition*, *2021*, using equations where available. Reductions to gross trips including mixed-use reductions, alternative transportation mode, and pass-by 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 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.). 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 10 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Locust Grove Phase III Distribution Center* development.

Table 10: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
150 – Warehousing	962,220 SF	1,558	779	779	108	32	40	102
Gross Project Trips		**1,558**	**779**	**779**	**108**	**32**	**40**	**102**
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**1,558**	**779**	**779**	**108**	**32**	**40**	**102**
Employee (Car Trips)		*1,030*	*515*	*515*	*98*	*23*	*25*	*88*
Heavy Vehicle (Trucks)		*528*	*264*	*264*	*10*	*9*	*15*	*14*

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 10.** The anticipated distribution and assignment of the trips throughout the study roadway network is shown for employee (car) trips in **Figure 11**. 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 12**.

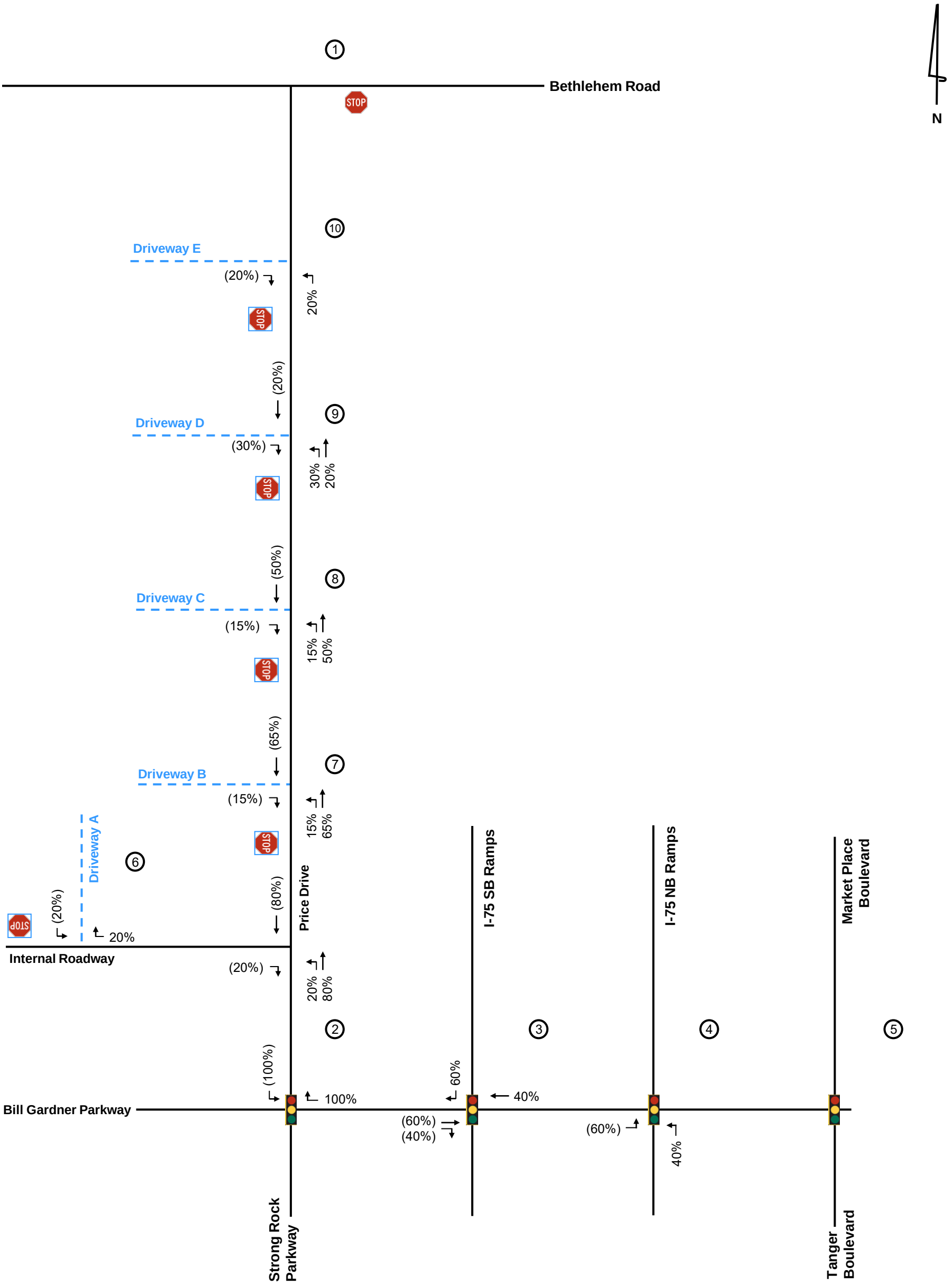
Detailed intersection volume worksheets are provided in **Appendix C**.

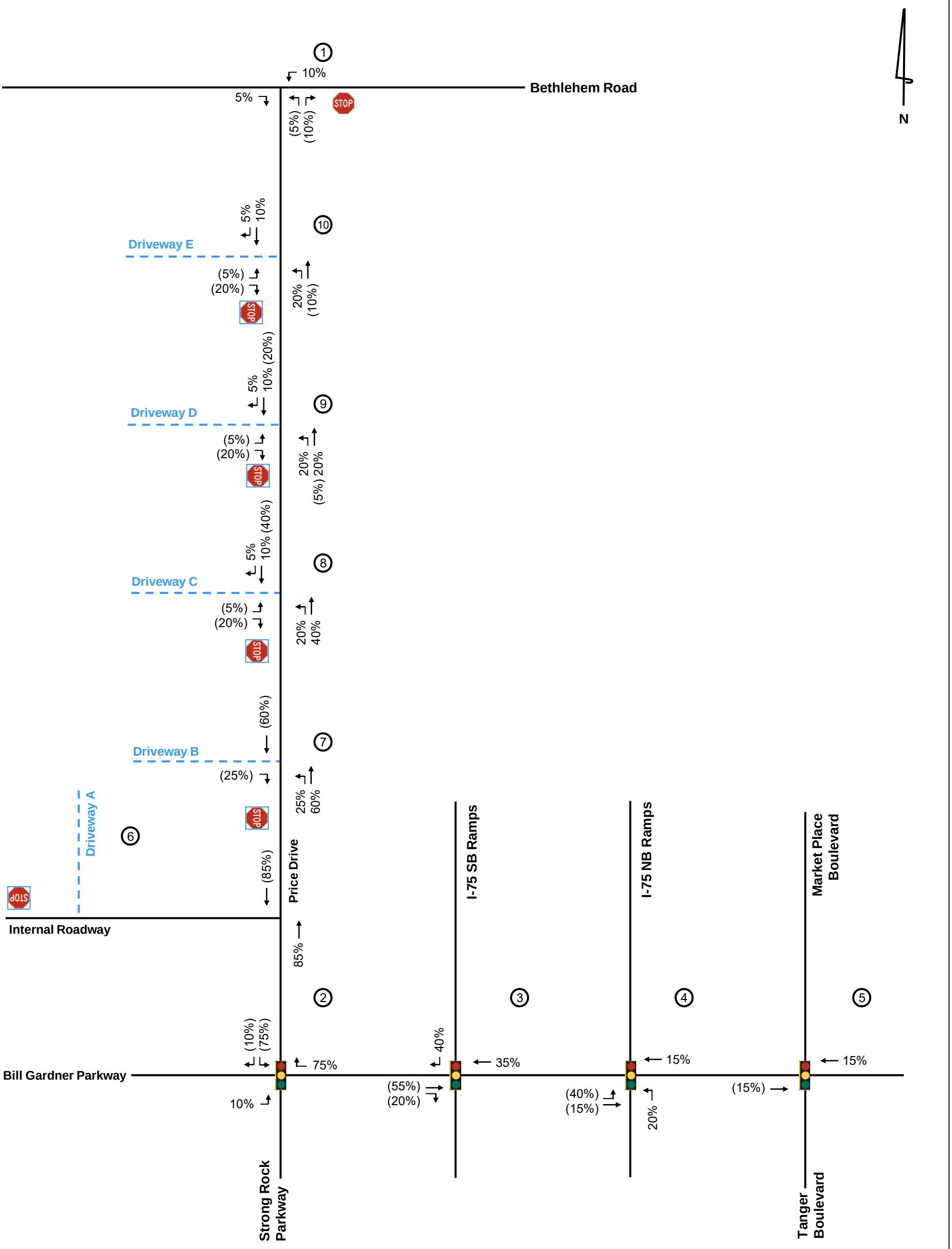
5.0 TRAFFIC ANALYSIS

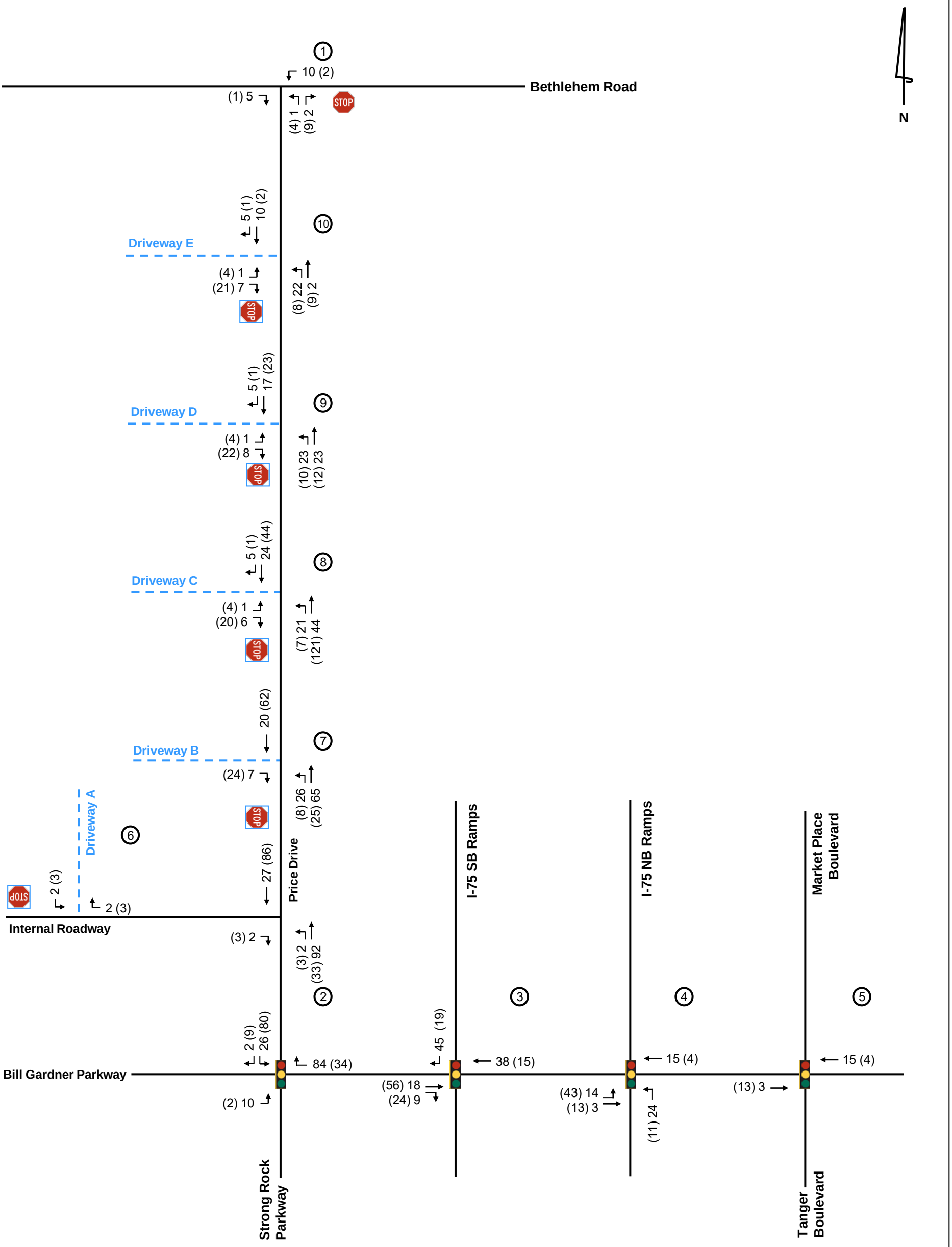
Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under the Existing 2022 conditions, Projected 2027 No-Build conditions, and Projected 2027 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* 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 13** for Existing 2022 conditions, **Figure 14** for Projected 2027 No-Build conditions, and **Figure 15** for Projected 2027 Build 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.


N
1
Bethlehem Road
STOP
10
Driveway E
(20%)
20%
STOP
(20%)
9
Driveway D
(30%)
30%
20%
STOP
(50%)
8
Driveway C
(15%)
15%
50%
STOP
(65%)
7
Driveway B
(15%)
15%
65%
STOP
(80%)
6
Driveway A
(20%)
20%
STOP
Internal Roadway
Price Drive
(20%)
20%
80%
2
(100%)
100%
Bill Gardner Parkway
Strong Rock Parkway
3
I-75 SB Ramps
60%
40%
(60%)
(40%)
4
I-75 NB Ramps
(60%)
40%
5
Market Place Boulevard
Tanger Boulevard
LEGEND
Turning Movement
XX % Traffic Entering
(XX) % Traffic Exiting
Proposed Driveway
Existing Traffic Signal
Existing STOP Control
Proposed STOP Control
Intersection Reference Number


1
10%
Bethlehem Road
5%
STOP
(5%)
(10%)
N
10
5%
10%
Driveway E
(5%)
(20%)
STOP
20%
(10%)
5%
10% (20%)
9
Driveway D
(5%)
(20%)
STOP
20%
(5%)
20%
5%
10% (40%)
8
Driveway C
(5%)
(20%)
STOP
20%
40%
(60%)
7
Driveway B
(25%)
STOP
25%
60%
Driveway A
6
(85%)
Price Drive
STOP
Internal Roadway
85%
2
I-75 SB Ramps
3
I-75 NB Ramps
4
Market Place Boulevard
5
(10%)
(75%)
75%
40%
35%
15%
15%
Bill Gardner Parkway
10%
(55%)
(20%)
(40%)
(15%)
20%
(15%)
Strong Rock Parkway
Tanger Boulevard
LEGEND
Turning Movement
XX % Traffic Entering
(XX) % Traffic Exiting
Proposed Driveway
Existing Traffic Signal
Existing STOP Control
Proposed STOP Control
Intersection Reference Number



Kimley»Horn

Locust Grove Phase III
DRI #3805
Transportation Analysis

Project Trips

Figure 12

5.1 Bethlehem Road at Price Drive (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Price Drive						Bethlehem Road			Bethlehem Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R				T	R		L	T	
EXISTING 2022 (TWSC)	AM	Overall LOS	(0.2)											
		Approach LOS	A (0.0)						A (0.0)			A (7.7)		
		Storage												
		50th Queue												
		95th Queue										0		
	PM	Overall LOS	(0.1)											
		Approach LOS	B (10.1)						A (0.0)			A (7.9)		
		Storage												
		50th Queue												
		95th Queue		0								0		
PROJECTED 2027 NO-BUILD (TWSC)	AM	Overall LOS	(1.1)											
		Approach LOS	B (13.4)						A (0.0)			A (9.0)		
		Storage			150									
		50th Queue												
		95th Queue	3		3							5		
	PM	Overall LOS	(1.1)											
		Approach LOS	B (14.1)						A (0.0)			A (9.3)		
		Storage			150									
		50th Queue												
		95th Queue	3		5							3		
PROJECTED 2027 BUILD (TWSC)	AM	Overall LOS	(1.3)											
		Approach LOS	B (13.4)						A (0.0)			A (8.9)		
		Storage			150									
		50th Queue												
		95th Queue	3		3							5		
	PM	Overall LOS	(1.3)											
		Approach LOS	B (13.7)						A (0.0)			A (9.2)		
		Storage			150									
		50th Queue												
		95th Queue	5		8							3		

The unsignalized intersection of Bethlehem Road at Price Drive (Intersection 1) is projected to operate at an acceptable overall LOS under the Existing 2022, No-Build 2027, and Build 2027 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

Note: Following the proposed Build conditions of the previous DRI #2699, the northbound approach was modeled as two (2) lanes under all future scenarios.

5.2 Bill Gardner Parkway at Price Drive/Strong Rock Parkway (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D			Strong Rock Parkway			Price Drive			Bill Gardner Parkway			Bill Gardner Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 2022 (SIGNAL)	AM	Overall LOS	B (19.5)											
		Approach LOS	C (24.7)			C (26.5)			C (24.4)			B (15.3)		
		Storage	400			450			250		150	250		150
		50th Queue	28		0	3	3		1	193	0	79	68	0
		95th Queue	63		0	12	16		5	301	18	196	164	0
	PM	Overall LOS	B (17.6)											
		Approach LOS	C (20.5)			C (21.3)			C (21.5)			B (12.9)		
		Storage	400			450			250		150	250		150
		50th Queue	13		0	4	0		0	192	0	8	100	0
		95th Queue	34		0	15	0		2	357	0	21	245	0
PROJECTED 2027 NO-BUILD (SIGNAL)	AM	Overall LOS	C (26.4)											
		Approach LOS	C (32.7)			C (34.4)			C (31.2)			C (21.7)		
		Storage	400			450			250		150	250		150
		50th Queue	31		0	55	4		8	277	0	203	154	0
		95th Queue	64		0	119	24		21	468	12	376	236	53
	PM	Overall LOS	D (54.8)											
		Approach LOS	C (34.6)			F (185.7)			D (35.1)			C (21.5)		
		Storage	400			450			250		150	250		150
		50th Queue	19		0	142	0		3	318	0	14	185	0
		95th Queue	43		0	292	0		11	514	0	31	361	0
PROJECTED 2027 BUILD (SIGNAL)	AM	Overall LOS	C (27.4)											
		Approach LOS	C (32.9)			D (49.3)			C (32.6)			C (20.4)		
		Storage	400			450			250		150	250		150
		50th Queue	32		0	72	4		9	272	16	169	147	12
		95th Queue	67		0	163	26		23	465	64	339	236	96
	PM	Overall LOS	D (54.9)											
		Approach LOS	C (39.3)			F (124.7)			D (46.9)			C (26.1)		
		Storage	400			450			250		150	250		150
		50th Queue	18		0	202	0		4	366	0	17	222	0
		95th Queue	41		0	379	0		14	587	0	37	413	16

The signalized intersection of Bill Gardner Parkway at Price Drive/strong Rock Parkway (Intersection 2) is projected to operate at an acceptable overall LOS under the Existing 2022, No-Build 2027, and Build 2027 conditions. Under future conditions the southbound approach is projected to operate at LOS F during the PM peak 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. However, it should be noted that this analysis assumes the new interchange at Bethlehem Road (PI 0017182) is not constructed. Once constructed, the new interchange is likely to divert employee (car) and heavy vehicle (truck) traffic from Intersection 2 north towards Bethlehem Road, which is anticipated to improve the southbound approach. Additionally, the intersection operates at an overall acceptable LOS, with only one approach failing during the PM peak hour. Signal timing improvements such as dual-serving the southbound left-turn could be considered, Kimley-Horn recommends further monitoring of this intersection.

In order to improve the intersection under 2027 No-Build conditions, Kimley-Horn recommends the following:

- Bill Gardner Parkway at Price Drive (Intersection 2)
  - Improve the westbound right-turn to northbound radius to accommodate heavy vehicles.

5.3 Bill Gardner Parkway at I-75 Southbound Ramps (Intersection 3)

Overall LOS Standard: D/E
Approach LOS Standard: D/E

			I-75 Southbound Ramps			Bill Gardner Parkway			Bill Gardner Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 2022 (SIGNAL)	AM	Overall LOS	C (23.1)											
		Approach LOS				D (44.3)			C (21.4)			A (14.5)		
		Storage				450		550				200		
		50th Queue				162	162	0		243		115	295	
		95th Queue				247	247	45		334		221	477	
	PM	Overall LOS	E (58.4)											
		Approach LOS				E (67.8)			D (40.7)			E (63.6)		
		Storage				450		550				200		
		50th Queue				563	563	0		368		210	339	
		95th Queue				661	661	48		437		565	508	
PROJECTED 2027 NO-BUILD (SIGNAL)	AM	Overall LOS	C (34.7)											
		Approach LOS				D (52.4)			D (35.2)			C (24.3)		
		Storage				450		550				200		
		50th Queue				272	276	15		453		249	655	
		95th Queue				423	433	94		552		260	685	
	PM	Overall LOS	F (152.0)											
		Approach LOS				E (68.5)			E (59.3)			F (339.2)		
		Storage				450		550				200		
		50th Queue				764	764	0		676		901	571	
		95th Queue				1,053	1,053	59		833		1,143	736	
PROJECTED 2027 BUILD (SIGNAL)	AM	Overall LOS	D (36.2)											
		Approach LOS				D (52.4)			D (38.3)			C (25.0)		
		Storage				450		550				200		
		50th Queue				272	276	66		474		252	683	
		95th Queue				423	433	171		611		253	695	
	PM	Overall LOS	F (172.2)											
		Approach LOS				E (68.1)			E (68.4)			F (400.5)		
		Storage				450		550				200		
		50th Queue				764	764	15		776		947	593	
		95th Queue				1,053	1,053	83		940		1,189	763	

The intersection of Bill Gardner Parkway at I-75 Southbound Ramps (Intersection 3) is projected to operate at an acceptable overall LOS under Estimated 2022 conditions during the AM peak hour and LOS E during the PM peak hour. Under No-Build 2027 and Build 2027 conditions, the intersection is projected to operate at LOS F during the PM peak hour. There are several approach deficiencies.

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 No-Build 2027 and Build 2027 conditions, Kimley-Horn considered the following system improvements (shown in red on **Figure 14** and **Figure 15):**

- Bill Gardner Parkway at I-75 Southbound Ramps (Intersection 3)
  - Install an eastbound right-turn lane along Bill Gardner Parkway.
    - The eastbound approach would consist of two (2) through lanes and one (1) exclusive right-turn lane along Bill Gardner Parkway.
  - Install an additional westbound left-turn lane along Bill Gardner Parkway.
    - The westbound approach would consist of two (2) exclusive left-turn lanes and one (1) westbound through lane.
  - Install an additional receiving lane along the I-75 Southbound Entrance Ramp.

Overall LOS Standard: D/E Approach LOS Standard: D/E			Northbound			I-75 Southbound Ramps			Bill Gardner Parkway			Bill Gardner Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2027 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (23.2)											
		Approach LOS				D (35.3)			C (22.2)			B (17.2)		
		Storage				450		550			150	200		
		50th Queue				151	153	19		193	0	90	112	
		95th Queue				295	300	87		262	39	155	154	
	PM	Overall LOS	D (53.1)											
		Approach LOS				D (49.8)			D (50.0)			E (60.0)		
		Storage				450		550				200		
		50th Queue				490	490	5		323		213	144	
		95th Queue				721	721	55		453		319	188	
PROJECTED 2027 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (23.2)											
		Approach LOS				D (35.3)			C (22.7)			B (16.6)		
		Storage				450		550				200		
		50th Queue				151	153	47		200		90	119	
		95th Queue				295	300	144		271		155	163	
	PM	Overall LOS	E (59.6)											
		Approach LOS				D (54.9)			D (51.6)			E (73.2)		
		Storage				450		550				200		
		50th Queue				578	578	16		406		261	172	
		95th Queue				822	822	77		535		373	219	

With the noted system improvements, the intersection is projected to operate at an acceptable overall LOS and each approach is projected to operate acceptably LOS under No-Build and Build 2027 conditions.

It should be noted that this analysis does not consider the impact the Bethlehem Road interchange (PI 0017182) will have on future traffic. Once constructed, the new interchange is likely to divert traffic from this interchange north towards Bethlehem Road, which will likely alleviate congestion and improve delay (overall and per approach). For this reason, Kimley-Horn recommends monitoring this intersection and considering the above improvements if a considerable delay in the Bethlehem Road interchange construction occurs.

5.4 Bill Gardner Parkway at I-75 Northbound Ramps (Intersection 4)

Overall LOS Standard: D Approach LOS Standard: D/E			I-75 Northbound Ramps						Bill Gardner Parkway			Bill Gardner Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 2022 (SIGNAL)	AM	Overall LOS	B (11.6)											
		Approach LOS	E (71.4)						A (4.7)			A (9.9)		
		Storage			100				100					
		50th Queue	127	0	0				6	1			274	144
		95th Queue	192	0	0				9	1			337	165
	PM	Overall LOS	B (11.6)											
		Approach LOS	E (66.4)						A (4.4)			A (8.1)		
		Storage			100				100					
		50th Queue	67	92	91				12	218			126	1
		95th Queue	112	168	168				32	372			265	35
PROJECTED 2027 NO-BUILD (SIGNAL)	AM	Overall LOS	E (56.3)											
		Approach LOS	F (126.1)						D (46.5)			D (49.3)		
		Storage			100				100					
		50th Queue	268	26	26				183	1			440	422
		95th Queue	450	104	104				291	1			394	451
	PM	Overall LOS	C (22.3)											
		Approach LOS	E (65.1)						B (15.5)			B (17.4)		
		Storage			100				100					
		50th Queue	109	180	138				181	558			726	56
		95th Queue	176	296	235				367	719			775	84
PROJECTED 2027 BUILD (SIGNAL)	AM	Overall LOS	E (62.5)											
		Approach LOS	F (163.8)						D (54.9)			D (45.9)		
		Storage			100				100					
		50th Queue	321	24	24				216	1			408	995
		95th Queue	506	103	103				315	1			394	457
	PM	Overall LOS	C (25.9)											
		Approach LOS	E (66.2)						C (22.1)			B (17.4)		
		Storage			100				100					
		50th Queue	119	181	138				258	568			731	56
		95th Queue	191	297	235				457	731			778	84

The intersection of Bill Gardner Parkway at I-75 Northbound Ramps (Intersection 4) is projected to operate at an overall acceptable LOS under Estimated 2022 conditions during the AM and PM peak hours. Under No-Build 2027 and Build 2027 conditions, the intersection is projected to operate at LOS E during the AM peak hour. Under Existing 2022 conditions, the northbound approach operates at LOS E during the AM and PM peak hours. Under No-Build 2027 and Build 2027 the northbound approach is projected to operate at LOS F during the AM peak 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 overall LOS under the No-Build 2027 and Build 2027 conditions, Kimley-Horn considered the following system improvements (shown in red on **Figure 14** and **Figure 15):**

- Bill Gardner Parkway at I-75 Northbound Ramps (Intersection 4)
  - Restripe the northbound approach creating one (1) exclusive left-turn lane, one (1) shared left-turn/right-turn lane, and one (1) exclusive right-turn lane.
  - Install an additional westbound lane along Bill Gardner Parkway (Widen Bill Gardner Parkway).
    - Westbound Bill Gardner Parkway would consist of two (2) lanes to accommodate the dual northbound left-turn lanes.

Overall LOS Standard: D Approach LOS Standard: D/E			I-75 Northbound Ramps						Bill Gardner Parkway			Bill Gardner Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2027 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (35.7)											
		Approach LOS	E (70.4)						C (34.8)			C (29.1)		
		Storage			100				100					
		50th Queue	200	103	43				174	205			720	974
		95th Queue	372	207	132				362	247			1,056	1,245
	PM	Overall LOS	C (24.6)											
		Approach LOS	E (65.7)						B (18.4)			B (19.5)		
		Storage			100				100					
		50th Queue	106	156	143				157	510			782	111
		95th Queue	169	259	235				367	719			1,118	252
PROJECTED 2027 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (42.1)											
		Approach LOS	E (68.9)						D (39.6)			D (38.2)		
		Storage			100				100					
		50th Queue	206	129	54				259	219			808	992
		95th Queue	373	249	146				451	264			1,130	1,262
	PM	Overall LOS	C (30.1)											
		Approach LOS	E (65.8)						C (28.1)			C (20.7)		
		Storage			100				100					
		50th Queue	109	196	140				281	614			788	113
		95th Queue	184	346	244				457	731			1,126	254

With the noted system improvements, the intersection is projected to operate at an acceptable overall LOS and each approach is projected to operate acceptably LOS under No-Build and Build 2027 conditions.

It should be noted that this analysis does not consider the impact the Bethlehem Road interchange (PI 0017182) will have on future traffic. Once constructed, the new interchange is likely to divert traffic from this interchange north towards Bethlehem Road, which will likely alleviate congestion and improve delay (overall and per approach). For this reason, Kimley-Horn recommends monitoring this intersection and considering the above improvements if a considerable delay in the Bethlehem Road interchange construction occurs.

5.5 Bill Gardner Parkway at Market Place Boulevard/Tanger Boulevard (Intersection 5)

Overall LOS Standard: D Approach LOS Standard: D/E			Tanger Boulevard			Market Place Boulevard			Bill Gardner Parkway			Bill Gardner Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 2022 (SIGNAL)	AM	Overall LOS	D (37.2)											
		Approach LOS	E (64.7)			E (75.1)			B (19.9)			C (27.4)		
		Storage				200			150			150		
		50th Queue	248	245		43	41	137	58	195	29	9	392	
		95th Queue	349	346		88	84	303	88	282	55	23	474	
	PM	Overall LOS	D (41.2)											
		Approach LOS	E (66.5)			E (75.6)			C (25.3)			C (29.3)		
		Storage				200			150			150		
		50th Queue	262	247		146	153	55	119	373	7	42	219	
		95th Queue	362	347		242	249	181	166	386	22	77	300	
PROJECTED 2027 NO-BUILD (SIGNAL)	AM	Overall LOS	F (206.2)											
		Approach LOS	E (66.0)			F (724.3)			F (170.5)			D (40.6)		
		Storage				200			150			150		
		50th Queue	286	290		64	65	740	528	274	7	10	502	
		95th Queue	443	475		117	120	976	731	364	21	26	603	
	PM	Overall LOS	F (112.6)											
		Approach LOS	E (68.9)			F (262.7)			F (93.3)			D (45.1)		
		Storage				200			150			150		
		50th Queue	291	277		174	189	533	591	403	23	49	313	
		95th Queue	438	407		300	324	772	816	543	119	83	389	
PROJECTED 2027 BUILD (SIGNAL)	AM	Overall LOS	F (206.9)											
		Approach LOS	E (66.0)			F (724.3)			F (174.1)			D (41.3)		
		Storage				200			150			150		
		50th Queue	286	290		64	65	741	532	268	7	10	513	
		95th Queue	443	475		117	120	977	738	366	21	26	622	
	PM	Overall LOS	F (112.6)											
		Approach LOS	E (68.9)			F (262.7)			F (93.4)			D (45.3)		
		Storage				200			150			150		
		50th Queue	291	277		174	189	535	594	414	26	49	315	
		95th Queue	438	407		300	324	774	822	554	122	86	392	

The signalized intersection of Bill Gardner Parkway at Market Place Boulevard/Tanger Boulevard (Intersection 5) is projected to operate at an acceptable overall LOS under the Existing 2022 conditions. The northbound and southbound approaches operate at LOS E. Under No-Build 2027 and Build 2027 conditions, the intersection is projected to operate overall at LOS F. There are several approach deficiencies under future 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 overall LOS under the No-Build 2027 and Build 2027 conditions, Kimley-Horn considered the following system improvements (shown in red on **Figure 14** and **Figure 15):**

- Bill Gardner Parkway at Market Place Boulevard/Tanger Boulevard (Intersection 5)
  - Install an additional northbound left-turn lane along Tanger Boulevard.
    - The northbound approach would consist of two (2) exclusive left-turn lanes and one shared through/right-turn lane.
  - Install a westbound right-turn lane along Bill Gardner Parkway.
    - The westbound approach would consist of one (1) exclusive left-turn lane, two (2) through lanes, and one (1) exclusive right-turn lane.

Overall LOS Standard: D Approach LOS Standard: D/E			Tanger Boulevard Northbound			Market Place Drive Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2027 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (53.9)											
		Approach LOS	E (60.6)			E (77.2)			D (50.7)			D (50.6)		
		Storage				200			150			150		
		50th Queue	238	84		57	59	354	376	356	9	13	848	0
		95th Queue	283	137		111	114	617	583	443	62	31	988	0
	PM	Overall LOS	D (53.0)											
		Approach LOS	E (72.8)			E (70.5)			D (40.0)			D (53.9)		
		Storage				200			150			150		
		50th Queue	175	200		159	173	129	442	414	22	42	330	0
		95th Queue	234	356		244	261	371	664	501	100	73	455	0
PROJECTED 2027 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (54.6)											
		Approach LOS	E (60.6)			E (77.2)			D (53.6)			D (49.6)		
		Storage				200			150			150		
		50th Queue	238	84		57	58	363	385	363	8	13	865	0
		95th Queue	282	137		110	113	626	592	450	62	31	1,004	0
	PM	Overall LOS	D (53.5)											
		Approach LOS	E (63.5)			E (72.2)			D (50.4)			D (42.6)		
		Storage				200			150			150		
		50th Queue	168	190		160	174	305	513	440	34	45	301	0
		95th Queue	223	287		246	263	545	735	532	124	78	400	0

With the noted system improvements, the overall intersection and the eastbound approach in both No-Build 2027 and Build 2027 scenarios is projected to operate at an acceptable LOS.

It should be noted that this analysis does not consider the impact the Bethlehem Road interchange will have on future traffic. Once constructed, the new interchange is likely to divert traffic from Bill Gardner Parkway north towards Bethlehem Road, which will likely alleviate congestion and improve delay (overall and per approach). For this reason, Kimley-Horn recommends monitoring this intersection and considering the above improvements if a considerable delay in the Bethlehem Road interchange construction occurs.

5.6 *Internal Roadway at Site Driveway A (Intersection 6)*

Overall LOS Standard: D Approach LOS Standard: D				Driveway A		Internal Roadway		Internal Roadway	
			Northbound			Southbound		Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2027 BUILD (TWSC)	AM	Overall LOS	(0.3)											
		Approach LOS				B (10.2)			A (0.0)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue					0		0					
	PM	Overall LOS	(0.4)											
		Approach LOS				B (10.2)			A (0.0)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue					0		0					

The unsignalized intersection of Internal Roadway at Driveway A (Intersection 6) is projected to operate at an acceptable overall LOS under Build 2027 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.7 Price Drive at Driveway B (Intersection 7)

Overall LOS Standard: D Approach LOS Standard: D			Price Drive			Price Drive			Driveway B					
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2027 BUILD (TWSC)	AM	Overall LOS	(0.6)											
		Approach LOS	A (7.6)			A (0.0)			A (9.2)					
		Storage												
		50th Queue												
		95th Queue	3							0				
	PM	Overall LOS	(0.7)											
		Approach LOS	A (8.2)			A (0.0)			B (10.3)					
		Storage												
		50th Queue												
		95th Queue	0							3				

The unsignalized intersection of Price Drive at Driveway B (Intersection 7) is projected to operate at an acceptable overall LOS under Build 2027 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.8 Price Drive at Driveway C (Intersection 8)

Overall LOS Standard: D Approach LOS Standard: D			Price Drive			Price Drive			Driveway C					
			Northbound			Southbound			Eastbound			Westbound		
						L	T	R	L	T	R	L	T	R
PROJECTED 2027 BUILD (TWSC)	AM	Overall LOS	(0.5)											
		Approach LOS	A (7.6)			A (0.0)			A (9.5)					
		Storage												
		50th Queue												
		95th Queue	0							0				
	PM	Overall LOS	(0.7)											
		Approach LOS	A (8.2)			A (0.0)			B (10.3)					
		Storage												
		50th Queue												
		95th Queue	0							3				

The unsignalized intersection of Price Drive at Driveway C (Intersection 8) is projected to operate at an acceptable overall LOS under Build 2027 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.9 Price Drive at Driveway D (Intersection 9)

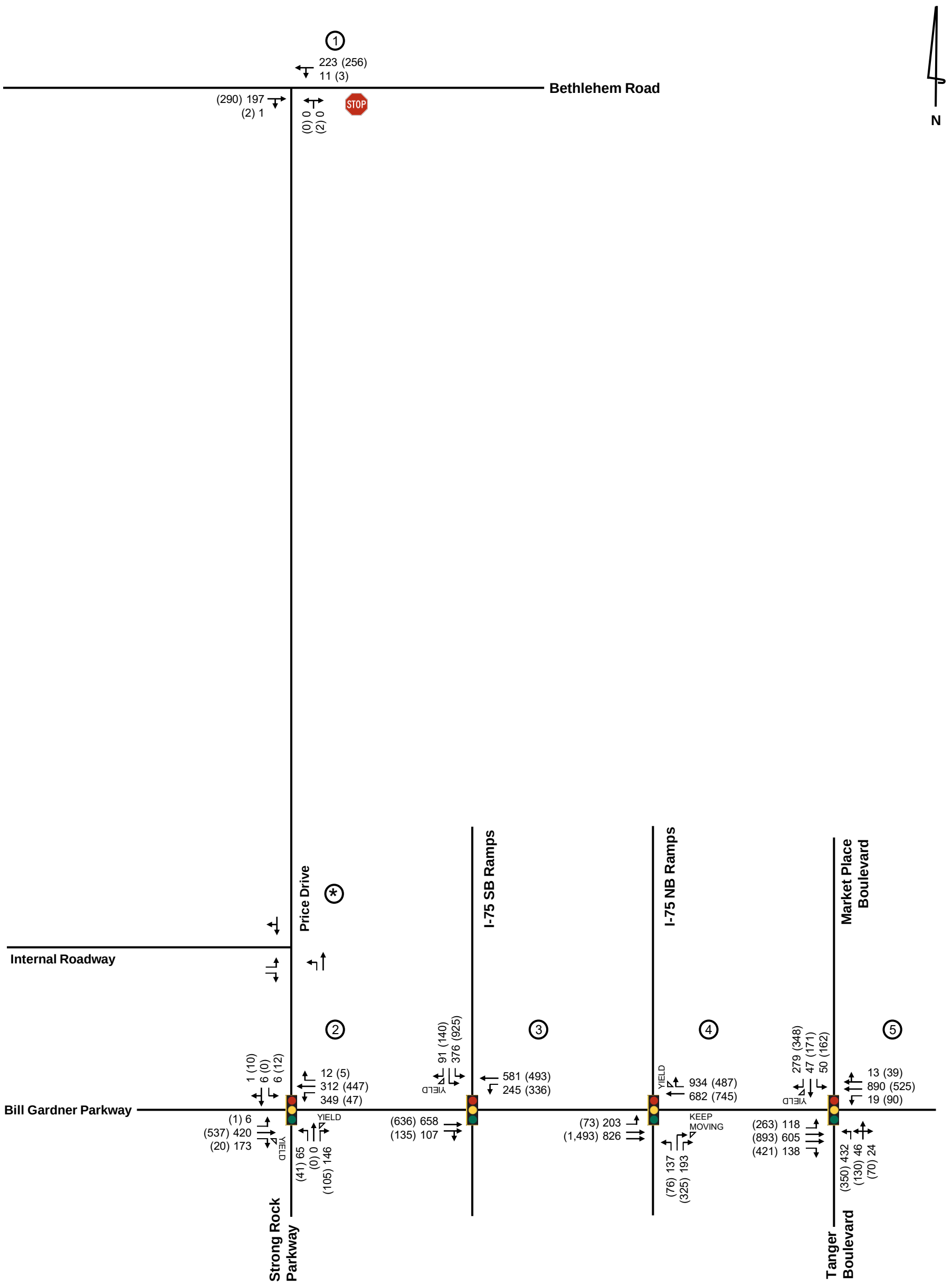
Overall LOS Standard: D Approach LOS Standard: D			Price Drive			Price Drive			Driveway D					
			Northbound			Southbound			Eastbound			Westbound		
						L	T	R	L	T	R	L	T	R
PROJECTED 2027 BUILD (TWSC)	AM	Overall LOS	(0.6)											
		Approach LOS	A (7.7)			A (0.0)			A (9.6)					
		Storage												
		50th Queue												
		95th Queue	3							0				
	PM	Overall LOS	(0.8)											
		Approach LOS	A (8.2)			A (0.0)			B (10.1)					
		Storage												
		50th Queue												
		95th Queue	0							3				

The unsignalized intersection of Price Drive at Driveway D (Intersection 9) is projected to operate at an acceptable overall LOS under Build 2027 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.10 Price Drive at Driveway E (Intersection 10)

Overall LOS Standard: D Approach LOS Standard: D			Price Drive			Price Drive			Driveway E					
			Northbound			Southbound			Eastbound			Westbound		
						L	T	R	L	T	R	L	T	R
PROJECTED 2027 BUILD (TWSC)	AM	Overall LOS	(0.6)											
		Approach LOS	A (7.6)			A (0.0)			A (9.5)					
		Storage												
		50th Queue												
		95th Queue	3							0				
	PM	Overall LOS	(0.8)											
		Approach LOS	A (8.2)			A (0.0)			B (10.1)					
		Storage												
		50th Queue												
		95th Queue	0							3				

The unsignalized intersection of Price Drive at Driveway E (Intersection 10) is projected to operate at an acceptable overall LOS under Build 2027 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
- Existing Traffic Signal
- Existing STOP Control
- Intersection Reference Number

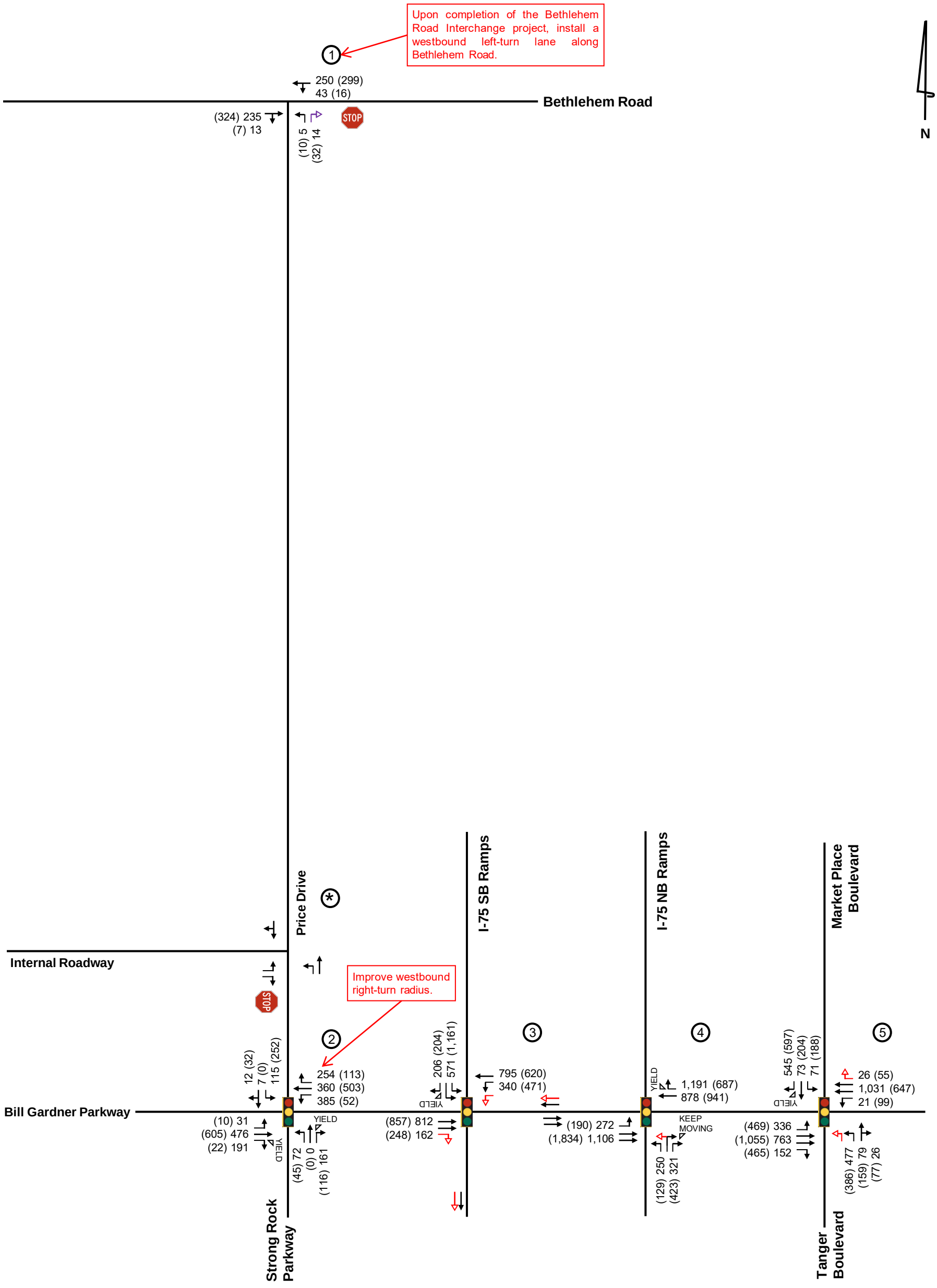
*Note: This intersection is considered internal to the site and is therefore not analyzed.

Kimley»Horn

Locust Grove Phase III
DRI #3805
Transportation Analysis

Existing 2022 Conditions

Figure 13



LEGEND

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

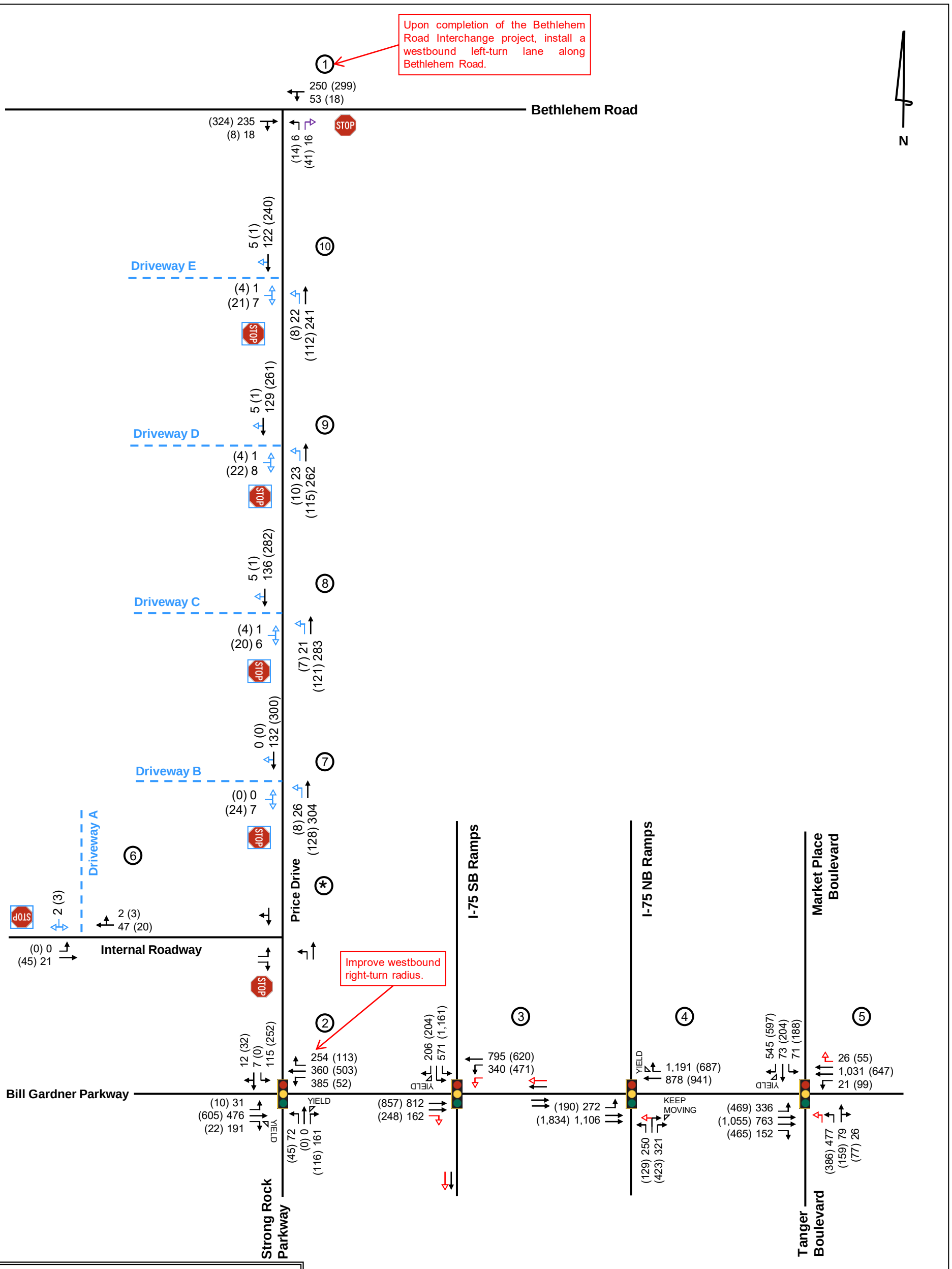
*Note: This intersection is considered internal to the site and is therefore not analyzed.

Kimley»Horn

Locust Grove Phase III
DRI #3805
Transportation Analysis

Projected 2027
No-Build Conditions

Figure 14



LEGEND

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

*Note: This intersection is considered internal to the site and is therefore not analyzed.

Kimley»Horn

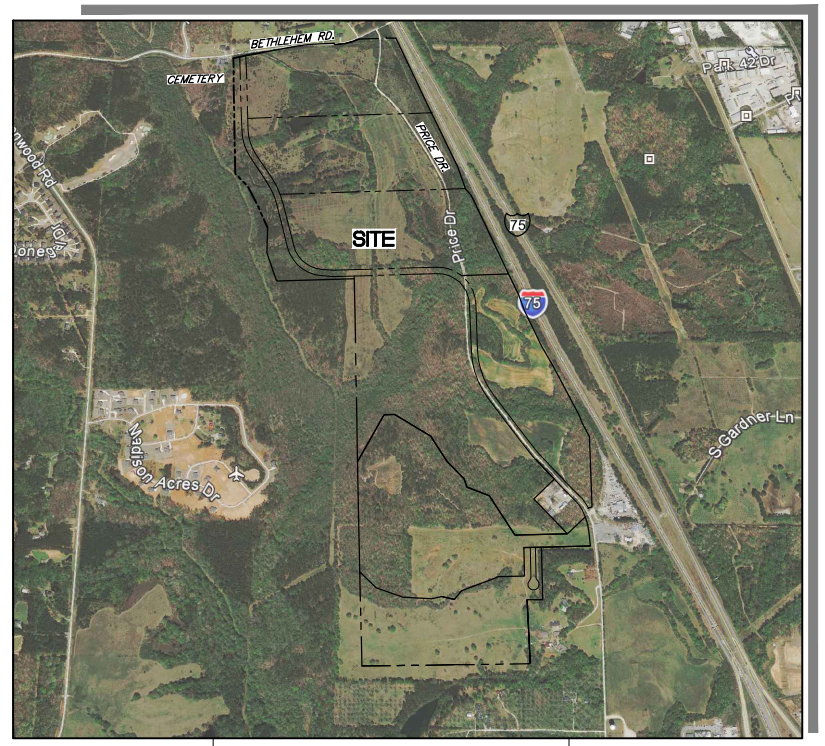
Locust Grove Phase III
DRI #3805
Transportation Analysis

Projected 2027 Build Conditions

Figure 15

Proposed Site Plan

DRI #3805 EXHIBIT - LOCUST GROVE - PHASE 3					
HENRY COUNTY, GA					
12/30/2022					
		Bldg. B	Bldg. C		Total of Bldgs. B and C
		Phase 3	Phase 3		Phase 3
DRI Reference Number		#3805	#3805		#3805
Acerage	Acres	56.68	44.24		100.92
Yield - Building Cover		18.7%	26.0%		21.9%
Building	Sq.Ft.	462,000	500,220		962,220
Parking Space - PROVIDED		262	259		521
Parking Space - REQUIRED		96	104		200
Trailer Spaces - PROVIDED		232	156		388
Truck Docks - PROVIDED		110	122		232
Services - Sewer Demand	GPD	5,539	5,997		11,536
Services - Water Demand	GPD	6,472	7,007		13,479
ADDITIONAL SITE INFORMATION:					
- PRESENT ZONING IS LIGHT MANUFACTURING (M-1)					
- ZONING YARD SETBACKS: FRONT=70 FEET, REAR=20 FEET,SIDE=NONE					
- 50 FOOT UNDISTURBED STREAM BUFFER AND 25 FOOT ADDITIONAL IMPERVIOUS SETBACK SHOWN FOR ALL STATE WATERS LOCATED ON THE SUBJECT PROPERTY.					



VICINITY MAP
(n.t.s.)

FLOOD NOTE

SUBJECT PROPERTY OF "SITE" (AS DEPICTED ON VICINTY MAP) IS LOCATED IN "ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AND WITHIN FLOOD HAZARD "ZONE A" AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAPS:
– NO. 13151C0170D DATED 10/06/2016 (NORTHERN PORTION OF "SITE").
– NO. 13151C0257D DATED 10/06/2016 (SOUTHERN PORTION OF "SITE").

STREAM AND FLOOD HAZARD NOTE

THERE ARE LIVE STREAMS ON OR WITHIN 200' OF THE SITE.
STREAMS SHOWN ARE CLASSIFIED AS INTERMITTENT AT THEIR RESPECTIVE HEAD WATERS AND PERENNIAL PRIOR TO LEAVING THE SITE.
JURISDICTIONAL WATER DELINEATION PROVIDED BY CORBLU ECOLOGY GROUP

WETLANDS NOTE

THERE ARE WETLANDS ON OR WITHIN 200' OF THE SITE.
WETLAND DELINEATION PROVIDED BY CORBLU ECOLOGY GROUP
WETLANDS AREAS SHOWN ARE FIELD LOCATED.

WATERSHED NOTE

THIS SITE IS LOCATED IN THE INDIAN CREEK WATERSHED PROTECTION AREA.
PORTIONS OF THE PROPERTY THAT FALL WITHIN THE WATER QUALITY CRITICAL AREA WILL REMAIN UNDEVELOPED AND UNDISTURBED..

CONTACT INFORMATION:

TRAFFIC ENGINEER
KIMLEY-HORN
11720 AMBER PARK DRIVE,, SUITE 600
ALPHARETTA, GA 30092
JOHN WALKER, P.E. PTOE
(770) 619-4280
OWNER UNDER CONTRACT / DEVELOPER:
CRG ACQUISITION, LLC
2675 PACES FERRY ROAD, SUITE 290
ATLANTA, GA
KEITH HORNSBY
(770) 317-9635

SEAL

developed by: CRG | INTEGRATED REAL ESTATE SOLUTIONS realcrg.com
2675 PACES FERRY ROAD, SUITE 30339
ATLANTA, GEORGIA 30339
Ph: 770.767.6342

PREPARED BY: Stock & Associates Consulting Engineers, Inc.
257 Chesterfield Business Parkway St. Louis, MO 63005
PH. (636) 530-9100 FAX (636) 530-9300
e-mail: general@stockassoc.com Web: www.stockassoc.com

PROJECT:
LOCUST GROVE - PHASE 3 DISTRIBUTION CENTER
CITY OF LOCUST GROVE, GA
DRI #3805 PLAN

Developer

DRAWING ISSUE 01/03/2023

Description	Date

Drawing Title
DRI #3805 PLAN EXHIBIT

Drawing No.
EX 1 of 2

JPW

Clayco Job No.	#-###-###	Consult. Job No.	217-6095

DRI #3805 EXHIBIT
PHASE 1, 2 and 3

PRICE ROAD LANEAGE
POINT A to POINT B - PROPOSED 3 LANE

OLD BETHLEHEM ROAD

N/F PROPERTY OF
BETHLEHEM BAPTIST CHURCH
ZONED - RA

N/F PROPERTY OF
LAKEITHA PATRICK
ZONED - RA

N/F PROPERTY OF
ALAN L. PATRICK
ZONED - RA

N/F PROPERTY OF
HENRY COUNTY WATER AND SEWERAGE AUTHORITY
ZONED - RA

N/F PROPERTY OF
HENRY COUNTY WATER AND SEWERAGE AUTHORITY
ZONED - RA

N/F PROPERTY OF
STATE OF GEORGIA HWY. DEPT.
ZONED - RA

N/F PROPERTY OF
BARBARA A. PRICE
ZONED - RA

N/F PROPERTY OF
RODNEY & NAN B. SHEARHOUSE
ZONED - RA

N/F PROPERTY OF
CLIFFORD SHEAHOUSE
ZONED - RA

N/F PROPERTY OF
JOHN W. & JANE B. LUTE
ZONED - RA

INTERSTATE I-75

BUILDING 'F'
±1,201,200 S.F.
±73 ACRES

BUILDING 'E'
1,100,220 S.F.
±61.843 ACRES

BUILDING 'D'
±280,000 S.F.
±37.78 ACRES

BUILDING 'C'
±500,220 S.F.
±44.24 ACRES

BUILDING 'B'
±462,000 S.F.
±56.68 ACRES

BUILDING 'A'
±528,500 S.F.
±49.18 ACRES

DRI #2699
±3,360,650 S.F.
±xx.xx ACRES

DRI #2699
±3,360,650 S.F.
±xx.xx ACRES

DRI #3805
±962,220 S.F.
±100.92 ACRES

EXISTING - PHASE I
BUILDING 'A'
DRI #2584
±1,000,993 S.F.
±79.44 ACRES

500-FOOT
WATER
CRITICAL LINE

DETENTION POND

INTERSECTION #10
(DRIVEWAY E)

INTERSECTION #9
(DRIVEWAY D)

INTERSECTION #8
(DRIVEWAY C)

INTERSECTION #7
(DRIVEWAY B)

INTERSECTION #6
(DRIVEWAY A)

PRICE ROAD

EXISTING PRICE ROAD
2 LANE

DRI EXHIBIT - SK-1 MASTER PLAN
1" = 300'-0"

N

Drawing No.	EX 2 of 2
Drawing Title	DRI #3805 PLAN EXHIBIT
Description / Date	
DRAWING ISSUE	12/30/2022
Developer	
Clayco Job No.	##########
Consult. Job No.	217-6095
	JPW

PROJECT:
LOCUST GROVE - PHASE 3 DISTRIBUTION CENTER
CITY OF LOCUST GROVE, GA
DRI #3805 PLAN

PREPARED BY:
STOCK & ASSOCIATES Consulting Engineers, Inc.
257 Chesterfield Business Parkway St. Louis, MO 63005
PH. (636) 530-9100 FAX (636) 530-9130
e-mail: general@stockassoc.com Web: www.stockassoc.com

developed by:
CRG INTEGRATED REAL ESTATE SOLUTIONS
realcrg.com
2675 PACES FERRY ROAD, SUITE 30339
ATLANTA, GEORGIA 30339
Ph 770.767.6342

SEAL

Trip Generation Analysis

Trip Generation Analysis (11th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Locust Grove DRI #3805
City of Locust Grove, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	962,220 s.f.	1,558	140	108	32	142	40	102
Gross Trips		**1,558**	**140**	**108**	**32**	**142**	**40**	**102**
Truck Trips (per ITE 11th Edition Supplement)		528	19	10	9	29	15	14
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Truck Trips		528	19	10	9	29	15	14
Car Trips (per ITE 11th Edition Supplement)		1,030	121	98	23	113	25	88
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Car Trips		1,030	121	98	23	113	25	88
Mixed-Use Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**1,558**	**140**	**108**	**32**	**142**	**40**	**102**
Driveway Volumes		**1,558**	**140**	**108**	**32**	**142**	**40**	**102**

k:\alp_tpto\017229003_locust grove iii dri - henry county - august 2022\dri phase ii\analysis\[locust grove-updated.xls]trip generation

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Bethlehem Road @ Price Drive

AM PEAK HOUR

Description	Price Drive Northbound			Southbound			Bethlehem Road Eastbound			Bethlehem Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	197	1	11	223	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	4	0	0	4	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.83			0.83			0.83			0.83	
Adjusted 2022 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**197**	**1**	**11**	**223**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699	5		14						12	31		
Sansone Speculative Industrial DRI 3506												
NS Logistics South DRI #3497								17			4	
2027 Background Traffic	**5**	**0**	**14**	**0**	**0**	**0**	**0**	**235**	**13**	**43**	**250**	**0**
2027 No-Build Heavy Vehicle %	100%	0%	100%	0%	0%	0%	0%	2%	92%	73%	2%	0%
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									5%	10%		
Trip Distribution OUT	5%		10%									
Car Trips	1	0	2	0	0	0	0	0	5	10	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**10**	**0**	**0**
2027 Buildout Total	**6**	**0**	**16**	**0**	**0**	**0**	**0**	**235**	**18**	**53**	**250**	**0**
2027 Build Heavy Vehicle %	83%	0%	88%	0%	0%	0%	0%	2%	67%	59%	2%	0%

PM PEAK HOUR

Description	Price Drive Northbound			Southbound			Bethlehem Road Eastbound			Bethlehem Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	2	0	0	0	0	290	2	3	256	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	3	0	0	5	0
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjusted 2022 Volumes	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**290**	**2**	**3**	**256**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699	10		30						5	13		
Sansone Speculative Industrial DRI 3506												
NS Logistics South DRI #3497								4			16	
2027 Background Traffic	**10**	**0**	**32**	**0**	**0**	**0**	**0**	**324**	**7**	**16**	**299**	**0**
2027 No-Build Heavy Vehicle %	100%	0%	94%	0%	0%	0%	0%	2%	72%	82%	2%	0%
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									5%	10%		
Trip Distribution OUT	5%		10%									
Car Trips	4	0	9	0	0	0	0	0	1	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**4**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**
2027 Buildout Total	**14**	**0**	**41**	**0**	**0**	**0**	**0**	**324**	**8**	**18**	**299**	**0**
2027 Build Heavy Vehicle %	71%	0%	73%	0%	0%	0%	0%	2%	63%	73%	2%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Bill Gardner Parkway @ Strong Rock Parkway / Price Drive

AM PEAK HOUR

Description	Strong Rock Parkway Northbound			Price Drive Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	65	0	146	6	6	1	6	420	173	349	312	12
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	11	0	1	8	3
Heavy Vehicle %	2%	0%	2%	2%	2%	2%	2%	3%	2%	2%	3%	25%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjusted 2022 Volumes	**65**	**0**	**146**	**6**	**6**	**1**	**6**	**420**	**173**	**349**	**312**	**12**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699				108		11	24					241
Sansone Speculative Industrial DRI 3506												
300 Marketplace DRI 3252								12			16	
2027 Background Traffic	**72**	**0**	**161**	**115**	**7**	**12**	**31**	**476**	**191**	**385**	**360**	**254**
2027 No-Build Heavy Vehicle %	2%	0%	2%	94%	2%	92%	78%	5%	2%	2%	7%	96%
Project Trips												
Trip Distribution IN												100%
Trip Distribution OUT				100%								
Truck Trips	0	0	0	9	0	0	0	0	0	0	0	10
Trip Distribution IN							10%					75%
Trip Distribution OUT				75%		10%						
Car Trips	0	0	0	17	0	2	10	0	0	0	0	74
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**0**	**0**	**0**	**26**	**0**	**2**	**10**	**0**	**0**	**0**	**0**	**84**
2027 Buildout Total	**72**	**0**	**161**	**141**	**7**	**14**	**41**	**476**	**191**	**385**	**360**	**338**
2027 Build Heavy Vehicle %	2%	0%	2%	83%	2%	79%	59%	5%	2%	2%	7%	75%

PM PEAK HOUR

Description	Strong Rock Parkway Northbound			Price Drive Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	41	0	105	12	0	10	1	537	20	47	447	5
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	2	2	0	0	1	8	0	1	8	1
Heavy Vehicle %	2%	0%	2%	17%	0%	2%	100%	2%	2%	2%	2%	20%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjusted 2022 Volumes	**41**	**0**	**105**	**12**	**0**	**10**	**1**	**537**	**20**	**47**	**447**	**5**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699				239		21	9					107
Sansone Speculative Industrial DRI 3506												
300 Marketplace DRI 3252								12			9	
2027 Background Traffic	**45**	**0**	**116**	**252**	**0**	**32**	**10**	**605**	**22**	**52**	**503**	**113**
2027 No-Build Heavy Vehicle %	2%	0%	2%	96%	0%	66%	100%	2%	2%	2%	2%	96%
Project Trips												
Trip Distribution IN												100%
Trip Distribution OUT				100%								
Truck Trips	0	0	0	14	0	0	0	0	0	0	0	15
Trip Distribution IN							10%					75%
Trip Distribution OUT				75%		10%						
Car Trips	0	0	0	66	0	9	2	0	0	0	0	19
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**0**	**0**	**0**	**80**	**0**	**9**	**2**	**0**	**0**	**0**	**0**	**34**
2027 Buildout Total	**45**	**0**	**116**	**332**	**0**	**41**	**12**	**605**	**22**	**52**	**503**	**147**
2027 Build Heavy Vehicle %	2%	0%	2%	77%	0%	52%	83%	2%	2%	2%	2%	84%

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Bill Gardner Parkway @ I-75 Southbound Ramp

AM PEAK HOUR

Description	I-75 Southbound Ramp Northbound			I-75 Southbound Ramp Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	376	3	91	0	658	107	245	581	0
Pedestrians		1			2			0			0	
Conflicting Pedestrians	0		0	0		0	0		1	1		2
Heavy Vehicles	0	0	0	31	2	3	0	11	2	26	11	0
Heavy Vehicle %	0%	0%	0%	8%	67%	3%	0%	2%	2%	11%	2%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjusted 2022 Volumes	**0**	**0**	**0**	**376**	**3**	**91**	**0**	**658**	**107**	**245**	**581**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867				56				10		9	3	
Locust Grove Phase II DRI 2699						106		64	44		135	
Sansone Speculative Industrial DRI 3506				23						8		
300 Marketplace DRI 3252				77				12		53	16	
2027 Background Traffic	**0**	**0**	**0**	**571**	**3**	**206**	**0**	**812**	**162**	**340**	**795**	**0**
2027 No-Build Heavy Vehicle %	0%	0%	0%	19%	74%	53%	0%	11%	29%	24%	21%	0%
Project Trips												
Trip Distribution IN						60%					40%	
Trip Distribution OUT								60%	40%			
Truck Trips	0	0	0	0	0	6	0	5	4	0	4	0
Trip Distribution IN						40%					35%	
Trip Distribution OUT								55%	20%			
Car Trips	0	0	0	0	0	39	0	13	5	0	34	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**0**	**0**	**0**	**0**	**0**	**45**	**0**	**18**	**9**	**0**	**38**	**0**
2027 Buildout Total	**0**	**0**	**0**	**571**	**3**	**251**	**0**	**830**	**171**	**340**	**833**	**0**
2027 Build Heavy Vehicle %	0%	0%	0%	19%	74%	46%	0%	12%	29%	24%	20%	0%

PM PEAK HOUR

Description	I-75 Southbound Ramp Northbound			I-75 Southbound Ramp Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	925	0	140	0	636	135	336	493	0
Pedestrians		4			1			3			0	
Conflicting Pedestrians	3		0	0		3	0		4	4		1
Heavy Vehicles	0	0	0	23	0	3	0	6	5	18	9	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	4%	5%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjusted 2022 Volumes	**0**	**0**	**0**	**925**	**0**	**140**	**0**	**636**	**135**	**336**	**493**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867				23				3		44	9	
Locust Grove Phase II DRI 2699						49		140	99		58	
Sansone Speculative Industrial DRI 3506				10						23		
300 Marketplace DRI 3252				107				12		33	9	
2027 Background Traffic	**0**	**0**	**0**	**1,161**	**0**	**204**	**0**	**857**	**248**	**471**	**620**	**0**
2027 No-Build Heavy Vehicle %	0%	0%	0%	11%	0%	26%	0%	19%	42%	11%	13%	0%
Project Trips												
Trip Distribution IN						60%					40%	
Trip Distribution OUT								60%	40%			
Truck Trips	0	0	0	0	0	9	0	8	6	0	6	0
Trip Distribution IN						40%					35%	
Trip Distribution OUT								55%	20%			
Car Trips	0	0	0	0	0	10	0	48	18	0	9	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**56**	**24**	**0**	**15**	**0**
2027 Buildout Total	**0**	**0**	**0**	**1,161**	**0**	**223**	**0**	**913**	**272**	**471**	**635**	**0**
2027 Build Heavy Vehicle %	0%	0%	0%	11%	0%	27%	0%	19%	41%	11%	13%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Bill Gardner Parkway @ I-75 Northbound Ramp

AM PEAK HOUR

Description	I-75 Northbound Ramp Northbound			I-75 Northbound Ramp Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	137	0	193	0	0	0	203	826	0	0	682	934
Pedestrians		1			1			0			0	
Conflicting Pedestrians	0		0	0		0	0		1	1		1
Heavy Vehicles	5	0	18	0	0	0	2	41	0	0	32	34
Heavy Vehicle %	4%	0%	9%	0%	0%	0%	2%	5%	0%	0%	5%	4%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjusted 2022 Volumes	**137**	**0**	**193**	**0**	**0**	**0**	**203**	**826**	**0**	**0**	**682**	**934**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867			31					66			12	17
Locust Grove Phase II DRI 2699	99						48	16			36	
Sansone Speculative Industrial DRI 3506			24					23			8	8
300 Marketplace DRI 3252			53					89			69	135
2027 Background Traffic	**250**	**0**	**321**	**0**	**0**	**0**	**272**	**1,106**	**0**	**0**	**878**	**1,191**
2027 No-Build Heavy Vehicle %	42%	0%	23%	0%	0%	0%	19%	14%	0%	0%	16%	14%
Project Trips												
Trip Distribution IN	40%											
Trip Distribution OUT							60%					
Truck Trips	4	0	0	0	0	0	5	0	0	0	0	0
Trip Distribution IN	20%										15%	
Trip Distribution OUT							40%	15%				
Car Trips	20	0	0	0	0	0	9	3	0	0	15	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**24**	**0**	**0**	**0**	**0**	**0**	**14**	**3**	**0**	**0**	**15**	**0**
2027 Buildout Total	**274**	**0**	**321**	**0**	**0**	**0**	**286**	**1,109**	**0**	**0**	**893**	**1,191**
2027 Build Heavy Vehicle %	40%	0%	23%	0%	0%	0%	20%	14%	0%	0%	16%	14%

PM PEAK HOUR

Description	I-75 Northbound Ramp Northbound			I-75 Northbound Ramp Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	76	6	325	0	0	0	73	1,493	0	0	745	487
Pedestrians		2			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		2	2		0
Heavy Vehicles	8	4	41	0	0	0	4	26	0	0	19	27
Heavy Vehicle %	11%	67%	13%	0%	0%	0%	5%	2%	0%	0%	3%	6%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjusted 2022 Volumes	**76**	**6**	**325**	**0**	**0**	**0**	**73**	**1493**	**0**	**0**	**745**	**487**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867			12					26			52	54
Locust Grove Phase II DRI 2699	45						109	31			14	
Sansone Speculative Industrial DRI 3506			11					10			10	24
300 Marketplace DRI 3252			41					119			42	71
2027 Background Traffic	**129**	**7**	**423**	**0**	**0**	**0**	**190**	**1,834**	**0**	**0**	**941**	**687**
2027 No-Build Heavy Vehicle %	42%	63%	20%	0%	0%	0%	60%	10%	0%	0%	8%	15%
Project Trips												
Trip Distribution IN	40%											
Trip Distribution OUT							60%					
Truck Trips	6	0	0	0	0	0	8	0	0	0	0	0
Trip Distribution IN	20%										15%	
Trip Distribution OUT							40%	15%				
Car Trips	5	0	0	0	0	0	35	13	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**11**	**0**	**0**	**0**	**0**	**0**	**43**	**13**	**0**	**0**	**4**	**0**
2027 Buildout Total	**140**	**7**	**423**	**0**	**0**	**0**	**233**	**1,847**	**0**	**0**	**945**	**687**
2027 Build Heavy Vehicle %	43%	63%	20%	0%	0%	0%	52%	10%	0%	0%	8%	15%

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Bill Gardner Parkway @ Tanger Boulevard / Market Place Boulevard

AM PEAK HOUR

Description	Tanger Boulevard Northbound			Market Place Boulevard Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	432	46	24	50	47	279	118	605	138	19	890	13
Pedestrians		3			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		3	3		0
Heavy Vehicles	5	4	2	2	3	13	9	45	7	0	49	1
Heavy Vehicle %	2%	9%	8%	4%	6%	5%	8%	7%	5%	2%	6%	8%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjusted 2022 Volumes	**432**	**46**	**24**	**50**	**47**	**279**	**118**	**605**	**138**	**19**	**890**	**13**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867						20	23	73			9	
Locust Grove Phase II DRI 2699								16			36	
Sansone Speculative Industrial DRI 3506						13	41	6			3	
300 Marketplace DRI 3252		28		16	21	204	142					12
2027 Background Traffic	**477**	**79**	**26**	**71**	**73**	**545**	**336**	**763**	**152**	**21**	**1,031**	**26**
2027 No-Build Heavy Vehicle %	2%	41%	8%	26%	33%	40%	45%	9%	5%	2%	9%	50%
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Car Trips	0	0	0	0	0	0	0	3	0	0	15	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**15**	**0**
2027 Buildout Total	**477**	**79**	**26**	**71**	**73**	**545**	**336**	**766**	**152**	**21**	**1,046**	**26**
2027 Build Heavy Vehicle %	2%	41%	8%	26%	33%	40%	45%	9%	5%	2%	9%	50%

PM PEAK HOUR

Description	Tanger Boulevard Northbound			Market Place Boulevard Southbound			Bill Gardner Parkway Eastbound			Bill Gardner Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	350	130	70	162	171	348	263	893	421	90	525	39
Pedestrians		3			0			1			3	
Conflicting Pedestrians	1		3	3		1	0		3	3		0
Heavy Vehicles	8	2	1	1	1	5	12	57	6	1	37	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	5%	6%	2%	2%	7%	3%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjusted 2022 Volumes	**350**	**130**	**70**	**162**	**171**	**348**	**263**	**893**	**421**	**90**	**525**	**39**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867						60	3	34			47	
Locust Grove Phase II DRI 2699								31			14	
Sansone Speculative Industrial DRI 3506						41	17	4			6	
300 Marketplace DRI 3252		15		9	15	112	159					12
2027 Background Traffic	**386**	**159**	**77**	**188**	**204**	**597**	**469**	**1,055**	**465**	**99**	**647**	**55**
2027 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	37%	9%	2%	2%	8%	24%
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Car Trips	0	0	0	0	0	0	0	13	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**4**	**0**
2027 Buildout Total	**386**	**159**	**77**	**188**	**204**	**597**	**469**	**1,068**	**465**	**99**	**651**	**55**
2027 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	37%	9%	2%	2%	8%	24%

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Driveway A @ Internal Roadway

AM PEAK HOUR

Description	Northbound			Driveway A Southbound			Internal Roadway Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjusted 2022 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699								21			47	
Sansone Speculative Industrial DRI 3506												
300 Marketplace DRI 3252												
2027 Background Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**47**	**0**
2027 No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%
Project Trips												
Trip Distribution IN												20%
Trip Distribution OUT				20%								
Truck Trips	0	0	0	2	0	0	0	0	0	0	0	2
Trip Distribution IN												
Trip Distribution OUT												
Car Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
2027 Buildout Total	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**21**	**0**	**0**	**47**	**2**
2027 Build Heavy Vehicle %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	100%

PM PEAK HOUR

Description	Northbound			Driveway A Southbound			Internal Roadway Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	6	0	0	22	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	33%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjusted 2022 Volumes	**0**	**6**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699								45			20	
Sansone Speculative Industrial DRI 3506												
300 Marketplace DRI 3252												
2027 Background Traffic	**0**	**7**	**0**	**0**	**24**	**0**	**0**	**45**	**0**	**0**	**20**	**0**
2027 No-Build Heavy Vehicle %	0%	32%	0%	0%	9%	0%	0%	100%	0%	0%	100%	0%
Project Trips												
Trip Distribution IN												20%
Trip Distribution OUT				20%								
Truck Trips	0	0	0	3	0	0	0	0	0	0	0	3
Trip Distribution IN												
Trip Distribution OUT												
Car Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
2027 Buildout Total	**0**	**7**	**0**	**3**	**24**	**0**	**0**	**45**	**0**	**0**	**20**	**3**
2027 Build Heavy Vehicle %	0%	32%	0%	100%	9%	0%	0%	100%	0%	0%	100%	100%

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Price Drive @ Driveway B
AM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Driveway B Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	18	0	0	13	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	17%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjusted 2022 Volumes	**0**	**18**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699		219			98							
Sansone Speculative Industrial DRI 3506												
300 Marketplace DRI 3252												
2027 Background Traffic	**0**	**239**	**0**	**0**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2027 No-Build Heavy Vehicle %	0%	93%	0%	0%	88%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	15%	65%										
Trip Distribution OUT					65%				15%			
Truck Trips	1	6	0	0	6	0	0	0	1	0	0	0
Trip Distribution IN	25%	60%										
Trip Distribution OUT					60%				25%			
Car Trips	25	59	0	0	14	0	0	0	6	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**26**	**65**	**0**	**0**	**20**	**0**	**0**	**0**	**7**	**0**	**0**	**0**
2027 Buildout Total	**26**	**304**	**0**	**0**	**132**	**0**	**0**	**0**	**7**	**0**	**0**	**0**
2027 Build Heavy Vehicle %	4%	75%	0%	0%	79%	0%	0%	0%	14%	0%	0%	0%

PM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Driveway B Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	6	0	0	22	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	33%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjusted 2022 Volumes	**0**	**6**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699		96			214							
Sansone Speculative Industrial DRI 3506												
300 Marketplace DRI 3252												
2027 Background Traffic	**0**	**103**	**0**	**0**	**238**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2027 No-Build Heavy Vehicle %	0%	95%	0%	0%	91%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	15%	65%										
Trip Distribution OUT					65%				15%			
Truck Trips	2	10	0	0	9	0	0	0	2	0	0	0
Trip Distribution IN	25%	60%										
Trip Distribution OUT					60%				25%			
Car Trips	6	15	0	0	53	0	0	0	22	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**8**	**25**	**0**	**0**	**62**	**0**	**0**	**0**	**24**	**0**	**0**	**0**
2027 Buildout Total	**8**	**128**	**0**	**0**	**300**	**0**	**0**	**0**	**24**	**0**	**0**	**0**
2027 Build Heavy Vehicle %	25%	85%	0%	0%	75%	0%	0%	0%	8%	0%	0%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Price Drive @ Driveway C
AM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Driveway C Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	18	0	0	13	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	17%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjusted 2022 Volumes	**0**	**18**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699		219			98							
Sansone Speculative Industrial DRI 3506												
300 Marketplace DRI 3252												
2027 Background Traffic	**0**	**239**	**0**	**0**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2027 No-Build Heavy Vehicle %	0%	93%	0%	0%	88%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	15%	50%										
Trip Distribution OUT					50%				15%			
Truck Trips	1	5	0	0	5	0	0	0	1	0	0	0
Trip Distribution IN	20%	40%			10%	5%						
Trip Distribution OUT					40%		5%		20%			
Car Trips	20	39	0	0	19	5	1	0	5	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**21**	**44**	**0**	**0**	**24**	**5**	**1**	**0**	**6**	**0**	**0**	**0**
2027 Buildout Total	**21**	**283**	**0**	**0**	**136**	**5**	**1**	**0**	**6**	**0**	**0**	**0**
2027 Build Heavy Vehicle %	5%	80%	0%	0%	76%	2%	2%	0%	17%	0%	0%	0%

PM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Driveway C Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	6	0	0	22	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	33%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjusted 2022 Volumes	**0**	**6**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699		96			214							
Sansone Speculative Industrial DRI 3506												
300 Marketplace DRI 3252												
2027 Background Traffic	**0**	**103**	**0**	**0**	**238**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2027 No-Build Heavy Vehicle %	0%	95%	0%	0%	91%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	15%	50%										
Trip Distribution OUT					50%				15%			
Truck Trips	2	8	0	0	7	0	0	0	2	0	0	0
Trip Distribution IN	20%	40%			10%	5%						
Trip Distribution OUT					40%		5%		20%			
Car Trips	5	10	0	0	37	1	4	0	18	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**7**	**18**	**0**	**0**	**44**	**1**	**4**	**0**	**20**	**0**	**0**	**0**
2027 Buildout Total	**7**	**121**	**0**	**0**	**282**	**1**	**4**	**0**	**20**	**0**	**0**	**0**
2027 Build Heavy Vehicle %	29%	88%	0%	0%	79%	2%	2%	0%	10%	0%	0%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Price Drive @ Driveway D
AM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Driveway D Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	18	0	0	13	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	17%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjusted 2022 Volumes	**0**	**18**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699		219			98							
Sansone Speculative Industrial DRI 3506												
300 Marketplace DRI 3252												
2027 Background Traffic	**0**	**239**	**0**	**0**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2027 No-Build Heavy Vehicle %	0%	93%	0%	0%	88%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	30%	20%										
Trip Distribution OUT					20%				30%			
Truck Trips	3	2	0	0	2	0	0	0	3	0	0	0
Trip Distribution IN	20%	20%			10%	5%						
Trip Distribution OUT		5%			20%		5%		20%			
Car Trips	20	21	0	0	15	5	1	0	5	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**23**	**23**	**0**	**0**	**17**	**5**	**1**	**0**	**8**	**0**	**0**	**0**
2027 Buildout Total	**23**	**262**	**0**	**0**	**129**	**5**	**1**	**0**	**8**	**0**	**0**	**0**
2027 Build Heavy Vehicle %	13%	86%	0%	0%	78%	2%	2%	0%	38%	0%	0%	0%

PM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Driveway D Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	6	0	0	22	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	33%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjusted 2022 Volumes	**0**	**6**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699		96			214							
Sansone Speculative Industrial DRI 3506												
300 Marketplace DRI 3252												
2027 Background Traffic	**0**	**103**	**0**	**0**	**238**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2027 No-Build Heavy Vehicle %	0%	95%	0%	0%	91%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	30%	20%										
Trip Distribution OUT					20%				30%			
Truck Trips	5	3	0	0	3	0	0	0	4	0	0	0
Trip Distribution IN	20%	20%			10%	5%						
Trip Distribution OUT		5%			20%		5%		20%			
Car Trips	5	9	0	0	20	1	4	0	18	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**10**	**12**	**0**	**0**	**23**	**1**	**4**	**0**	**22**	**0**	**0**	**0**
2027 Buildout Total	**10**	**115**	**0**	**0**	**261**	**1**	**4**	**0**	**22**	**0**	**0**	**0**
2027 Build Heavy Vehicle %	50%	88%	0%	0%	84%	2%	2%	0%	18%	0%	0%	0%

INTERSECTION VOLUME DEVELOPMENT

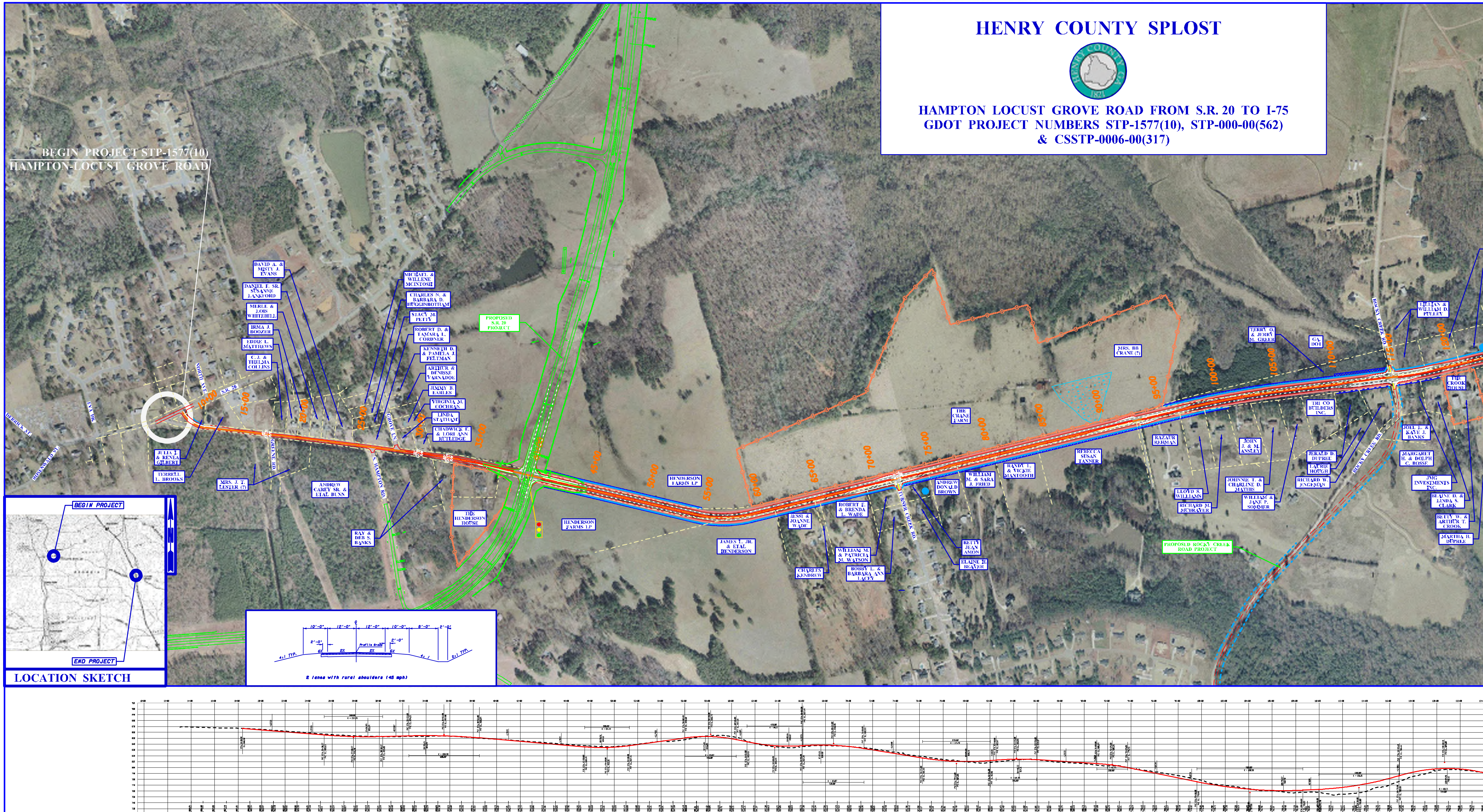
Intersection #8: Price Drive @ Driveway E
AM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Driveway E Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	18	0	0	13	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	17%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjusted 2022 Volumes	**0**	**18**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699		219			98							
Sansone Speculative Industrial DRI 3506												
300 Marketplace DRI 3252												
2027 Background Traffic	**0**	**239**	**0**	**0**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2027 No-Build Heavy Vehicle %	0%	93%	0%	0%	88%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	20%											
Trip Distribution OUT									20%			
Truck Trips	2	0	0	0	0	0	0	0	2	0	0	0
Trip Distribution IN	20%				10%	5%						
Trip Distribution OUT		10%					5%		20%			
Car Trips	20	2	0	0	10	5	1	0	5	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**22**	**2**	**0**	**0**	**10**	**5**	**1**	**0**	**7**	**0**	**0**	**0**
2027 Buildout Total	**22**	**241**	**0**	**0**	**122**	**5**	**1**	**0**	**7**	**0**	**0**	**0**
2027 Build Heavy Vehicle %	9%	92%	0%	0%	81%	2%	2%	0%	29%	0%	0%	0%

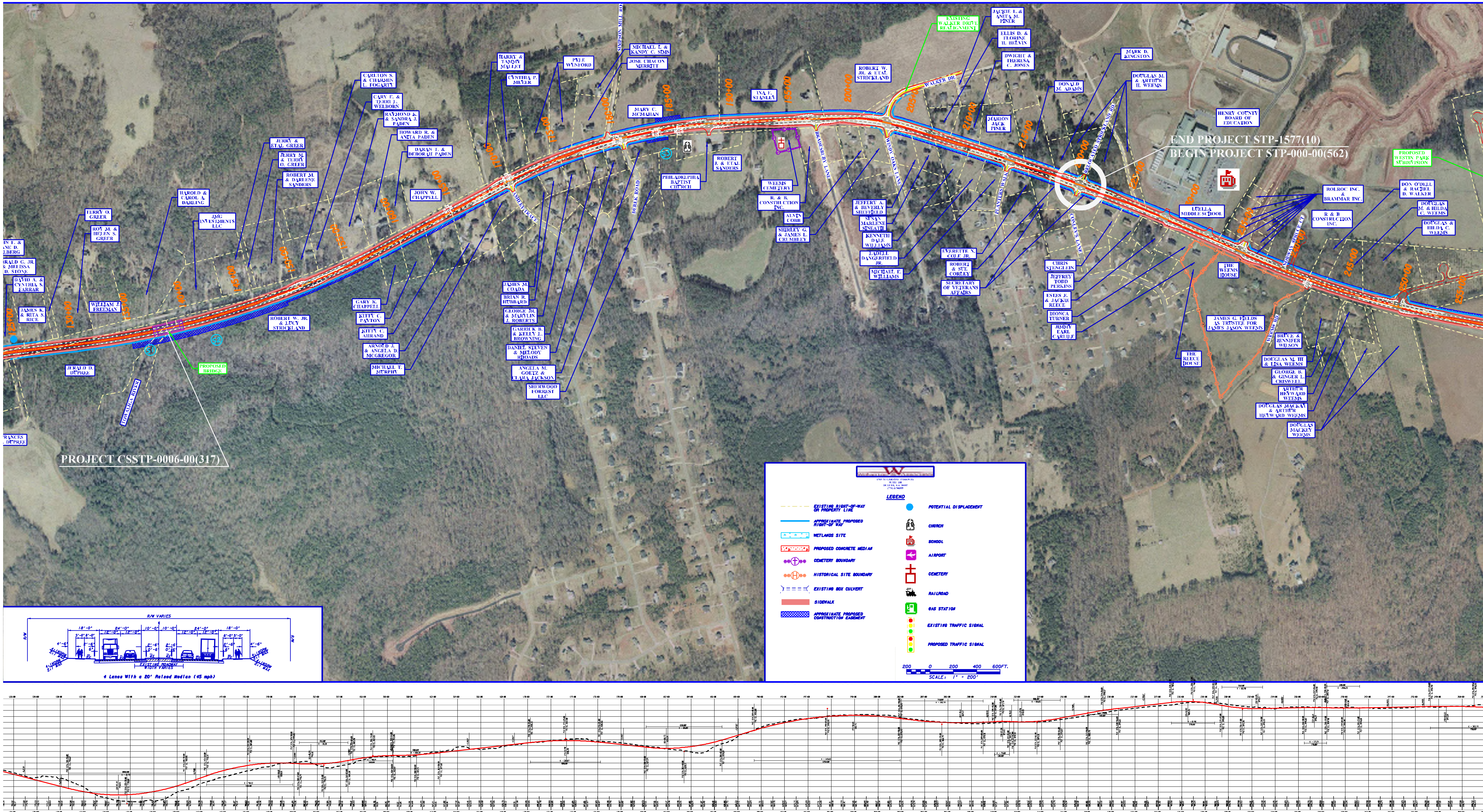
PM PEAK HOUR

Description	Price Drive Northbound			Price Drive Southbound			Driveway E Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	6	0	0	22	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	33%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjusted 2022 Volumes	**0**	**6**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
I-75 South Logistics Center DRI 2867												
Locust Grove Phase II DRI 2699		96			214							
Sansone Speculative Industrial DRI 3506												
300 Marketplace DRI 3252												
2027 Background Traffic	**0**	**103**	**0**	**0**	**238**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2027 No-Build Heavy Vehicle %	0%	95%	0%	0%	91%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	20%											
Trip Distribution OUT									20%			
Truck Trips	3	0	0	0	0	0	0	0	3	0	0	0
Trip Distribution IN	20%				10%	5%						
Trip Distribution OUT		10%					5%		20%			
Car Trips	5	9	0	0	2	1	4	0	18	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	**8**	**9**	**0**	**0**	**2**	**1**	**4**	**0**	**21**	**0**	**0**	**0**
2027 Buildout Total	**8**	**112**	**0**	**0**	**240**	**1**	**4**	**0**	**21**	**0**	**0**	**0**
2027 Build Heavy Vehicle %	38%	88%	0%	0%	90%	2%	2%	0%	14%	0%	0%	0%

Programmed Project Fact Sheets



HENRY COUNTY SPLOST
HAMPTON LOCUST GROVE ROAD FROM S.R. 20 TO I-75
GDOT PROJECT NUMBERS STP-1577(10), STP-000-00(562)
& CSSTP-0006-00(317)
BEGIN PROJECT STP-1577(10)
HAMPTON-LOCUST GROVE ROAD
PROPOSED S.R. 20 PROJECT
PROPOSED ROCKY CREEK ROAD PROJECT
THE HENDERSON HOUSE
HENDERSON FARMS LP
THE CRANE FARM
LOCATION SKETCH
BEGIN PROJECT
END PROJECT
2 lanes with rural shoulders (45 mph)



PROJECT CSSTP-0006-00(317)
END PROJECT STP-1577(10)
BEGIN PROJECT STP-000-00(562)
PROPOSED BRIDGE
EXISTING WALKER DRIVE REALIGNMENT
PROPOSED WESTIN PARK SUBDIVISION
HENRY COUNTY BOARD OF EDUCATION
LUELLA MIDDLE SCHOOL
PHILADELPHIA BAPTIST CHURCH
WEEMS CEMETERY
THE WEEMS HOUSE
THE REECE HOUSE
WALKER DR.
LEGEND
EXISTING RIGHT-OF-WAY OR PROPERTY LINE
APPROXIMATE PROPOSED RIGHT-OF WAY
WETLANDS SITE
PROPOSED CONCRETE MEDIAN
CEMETERY BOUNDARY
HISTORICAL SITE BOUNDARY
EXISTING BOX CULVERT
SIDEWALK
APPROXIMATE PROPOSED CONSTRUCTION EASEMENT
POTENTIAL DISPLACEMENT
CHURCH
SCHOOL
AIRPORT
CEMETERY
RAILROAD
GAS STATION
EXISTING TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGNAL
200 0 200 400 600FT.
SCALE: 1" = 200'
R/W VARIES
4 Lanes With a 20' Raised Median (45 mph)

RY COUNTY SPLOST

CUST GROVE ROAD FROM S.R. 20 TO I-75
CT NUMBERS STP-1577(10), STP-000-00(562)
& CSSTP-0006-00(317)

END PROJECT STP-000-00(562)
HAMPTON-LOCUST GROVE ROAD

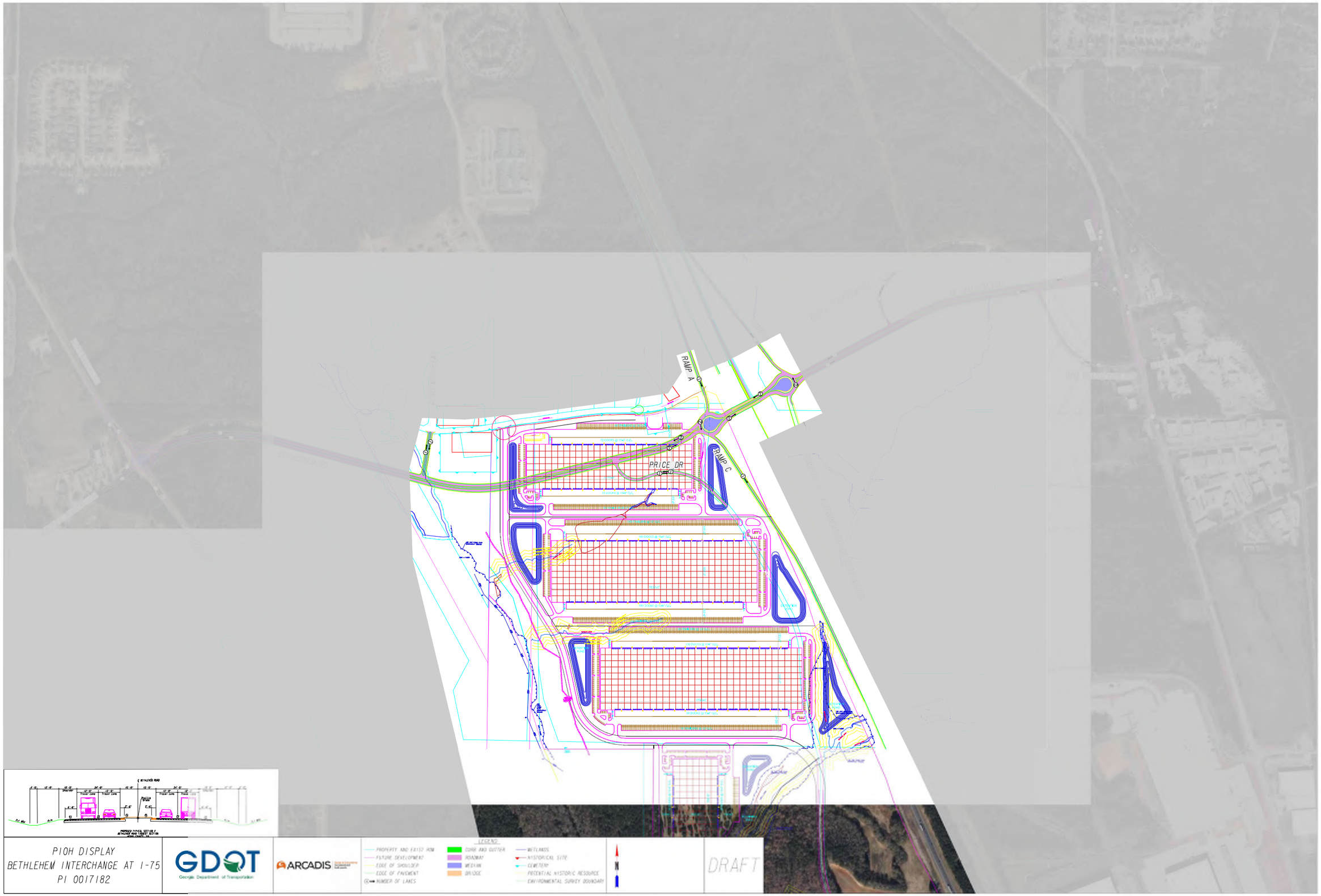
PROPOSED JESTER MILL ROAD PROJECT

PROPOSED 4'x10'X 40' BOX CULVERT EXTENSION

GEORGIA DEPARTMENT OF DRIVER SERVICES

EAGLES BROOKE PROPERTY OWNERS ASSOCIATION INC.
JAGJE SPRINGS PROPERTIES INC. C/O KILLEARN PROPERTIES INC.
VICKIE BOZTOCK EVANS
GENEVA BLACKMON
ELIJAH T. & EMILY T. CULLEDGE
JOSEPH WOODBURCH
TONY W. & WANDA F. LITTLE
JAMES D. IRVIN
ANTHONY P. & AMANDA HARMSEN
WILLIAM W. BIRD JR.
JERRY R. & BOBBY J. CLANTON
JOHNNY JACKSON JR.
HENRY COUNTY WATER & SEWERAGE AUTHORITY
RICHARD H. GOODSELL
THE GARLAND FARM
JAMES A. & GLORIA C. GARLAND
ROBERT & RACHEL J. ARD
VOLA LINDSEY WIGGINS
JEFFREY J. & SABRINA A. GENTOLI
ROGER K. & AMANDA R. MARTIN
ALAN KEITH THOMAS
CHRISTINA HERRING
HENRY COUNTY
JAMES ALEXANDER & SIMS JEAN L. GARLAND
INDIAN CREEK RESERVOIR
MARIE W. HARVIL
HENRY COUNTY WATER & SEWERAGE AUTHORITY
R. JACKSON ETAL HANDY
JAMES P. BROWN JR.
R. JACKSON ETAL HANDY C/O STRICKIN & CO.
EVELYN D. BALLINGER
REAL STATE DEV. GROUP INC.
PRAVIN S. PATEL
JAY SHREE MELADDATA INC.
OTTO W. & ETAL MEIER
HAMPTON-LOCUST GROVE ROAD
PRICE ROAD
BILL GARDNER PARKWAY
JACKSON STREET
SOUTH HENRY STREET
JANGLE DRIVE
EASTBOUND RD
WESTBOUND RD
INDIAN CREEK

.../Dot/2003/03907/03907dgnhr.dgn 03/14/2006 04:24:26 PM



PI0H DISPLAY
BETHLEHEM INTERCHANGE AT I-75
PI 0017182

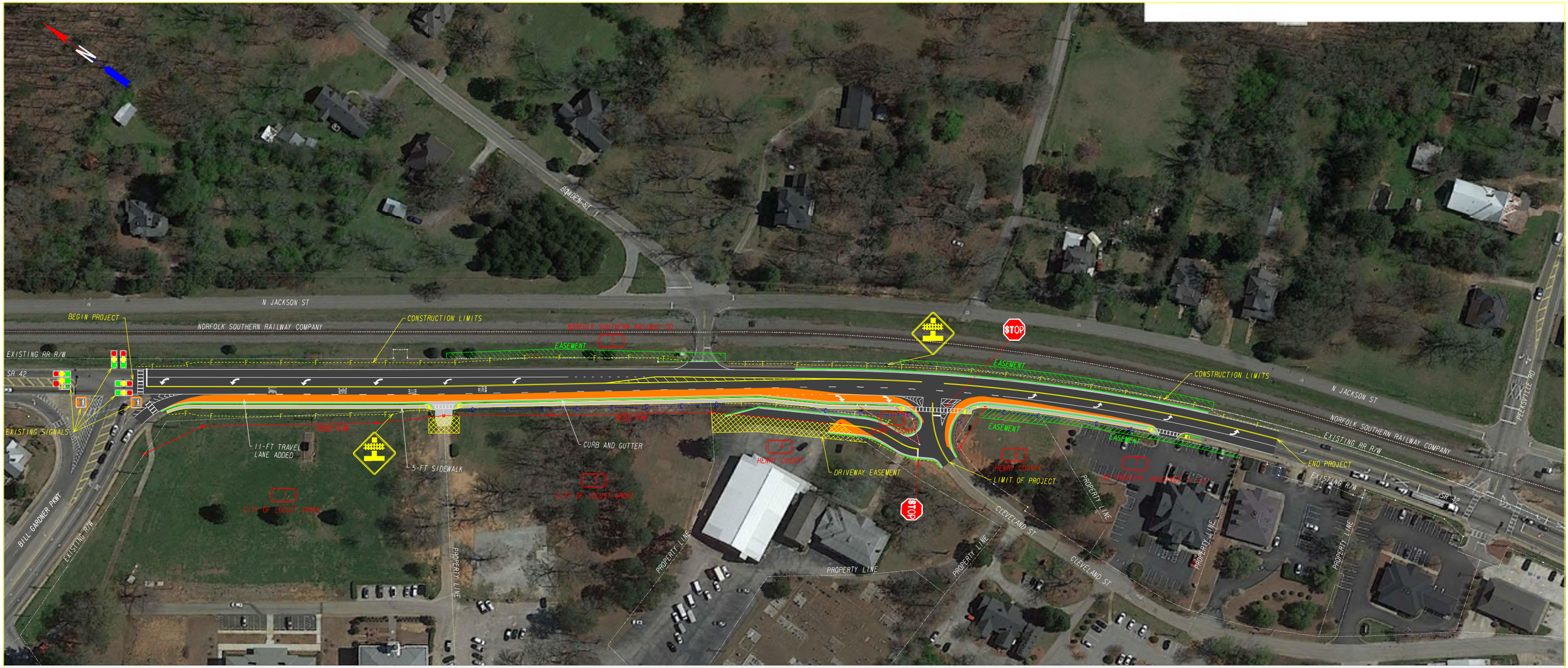
GDOT Georgia Department of Transportation

ARCADIS

LEGEND:
PROPERTY AND EXIST ROW
FUTURE DEVELOPMENT
EDGE OF SHOULDER
EDGE OF PAVEMENT
NUMBER OF LANES
CURB AND GUTTER
ROADWAY
MEDIAN
BRIDGE
WETLANDS
HISTORICAL SITE
CEMETERY
POTENTIAL HISTORIC RESOURCE
ENVIRONMENTAL SURVEY BOUNDARY

N

DRAFT



ADDED PAVEMENT
MILL/INLAY OR OVERLAY/LEVELING
CONCRETE

SCALE IN FEET
0 50 100 200

PIOH LAYOUT

SR 42 WIDENING
BILL GARDNER PKWY TO PEEKSVILLE RD
LOCUST GROVE, GA HENRY COUNTY

PI 0015823

Full Page Truck Exhibits


PRICE DRIVE
R105'
BILL GARDNER PARKWAY