

Limited Trip Generation Memorandum

Project Rita

DRI #4094

Town of Tyrone, Fayette County, Georgia

Submission:

February 2024

Applicant:

Fayette County Development Authority

017618000

Kimley»Horn

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Introduction

The *Project Rita* development is a proposed Data Center development on an approximately 161-acre site located in the northwest quadrant of the intersection of SR 74 at Kirkley Road, in the Town of Tyrone and City of Fairburn, Georgia. 146.5 acres of the site is located within Fayette County (will be entirely annexed into the Town of Tyrone), and 14.5 acres of the site is located within Fulton County (City of Fairburn). As currently envisioned, the *Project Rita* development will consist of approximately 504,600 square feet of Data Center space in two (2) buildings. The site plan for the proposed development is provided. Additionally, **Figure 1** provides a site location map, and **Figure 2** provides aerial imagery of the site.

This memorandum provides the density and trip generation estimates as approved during the Methodology Meeting on February 12, 2024 and GRTA's Letter of Understanding (LOU) dated February 19, 2024.

Note: A traffic study is not required by GRTA or the Atlanta Regional Commission (ARC) to support the DRI process as the proposed development is projected to generate fewer than 1,000 trips per day (per Section 3.1 of the GRTA DRI Review Procedures). However, the purpose of this memorandum is to request GRTA to allow expedited review based on the proposed limited trip generation.

Trip Generation

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the development and the distribution and assignment of that traffic through the study roadway network. Anticipated trip generation for the proposed *Project Rita* development were calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, 2021.

The density and the project trip generation for the proposed development are summarized in **Table 1**.

Table 1: Gross Trip Generation							
Land Use	ITE Code	Density	Daily Traffic			AM Peak	PM Peak
			Total	Enter	Exit	Total	Total
<i>Data Center</i>	160	504,600 SF	500	250	250	60	50
Total Gross Trips			500	250	250	60	50

Based on the trip generation shown in **Table 1**, the proposed *Project Rita* development is projected to generate approximately 500 daily trips (250 in, 250 out), 60 AM peak hour trips, and 50 PM peak hour trips. Heavy vehicle traffic is expected to be infrequent after construction is complete.

Site Access and Parking

The *Project Rita* development is proposing one driveway along SR 74 aligned with Thompson Road, and one full-access driveway along Kirkley Road approximately 1,400 feet west of SR 74. The driveway along SR 74 is intended to be the main driveway, and the security gate is located at this driveway. The intersection of SR 74 at Thompson Road/Site Driveway A will be converted to an RCUT intersection, restricting the sidestreet approaches to right-turn only. Roadways internal to the site will provide vehicular access to the entire site.

SR 74 is a four-lane divided principal arterial with two northbound lanes and two southbound lanes. Kirkley Road is a two-lane, undivided, local road with one eastbound lane and one westbound lane.

A surface parking lot is proposed for each building with approximately 120 total parking spaces is proposed for the site. The proposed site plan is attached for reference.

Summary

The *Project Rita* development is a proposed Data Center development on an approximately 161-acre site located in the northwest quadrant of the intersection of SR 74 at Kirkley Road, in the Town of Tyrone and City of Fairburn, Georgia. 146.5 acres of the site is located within Fayette County (will be entirely annexed into the Town of Tyrone), and 14.5 acres of the site is located within Fulton County (City of Fairburn). As currently envisioned, the development will consist of approximately 504,600 square feet of Data Center space.

Based on the trip generation, the proposed *Project Rita* development is projected to generate approximately 500 daily trips (250 in, 250 out), 60 AM peak hour trips, and 50 PM peak hour trips. Heavy vehicle traffic is expected to be infrequent after construction is complete.

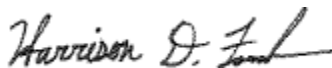
Access to the site will be provided via two proposed driveways. One driveway is proposed to be located along SR 74, to align with Thompson Road. The intersection of SR 74 at Thompson Road/Site Driveway A will be converted to an RCUT intersection, restricting the sidestreet approaches to right-turn only. A full-movement driveway is also proposed along Kirkley Road, approximately 1,400 feet west of SR 74.

A traffic study is not required by GRTA or the Atlanta Regional Commission (ARC) to support the DRI process because the proposed development is projected to generate fewer than 1,000 trips per day. However, the purpose of this memorandum is to request GRTA to allow expedited review based on the proposed limited trip generation.

We hope this information is helpful. Please contact me at (770) 619-4280 if you have any questions.

Sincerely,

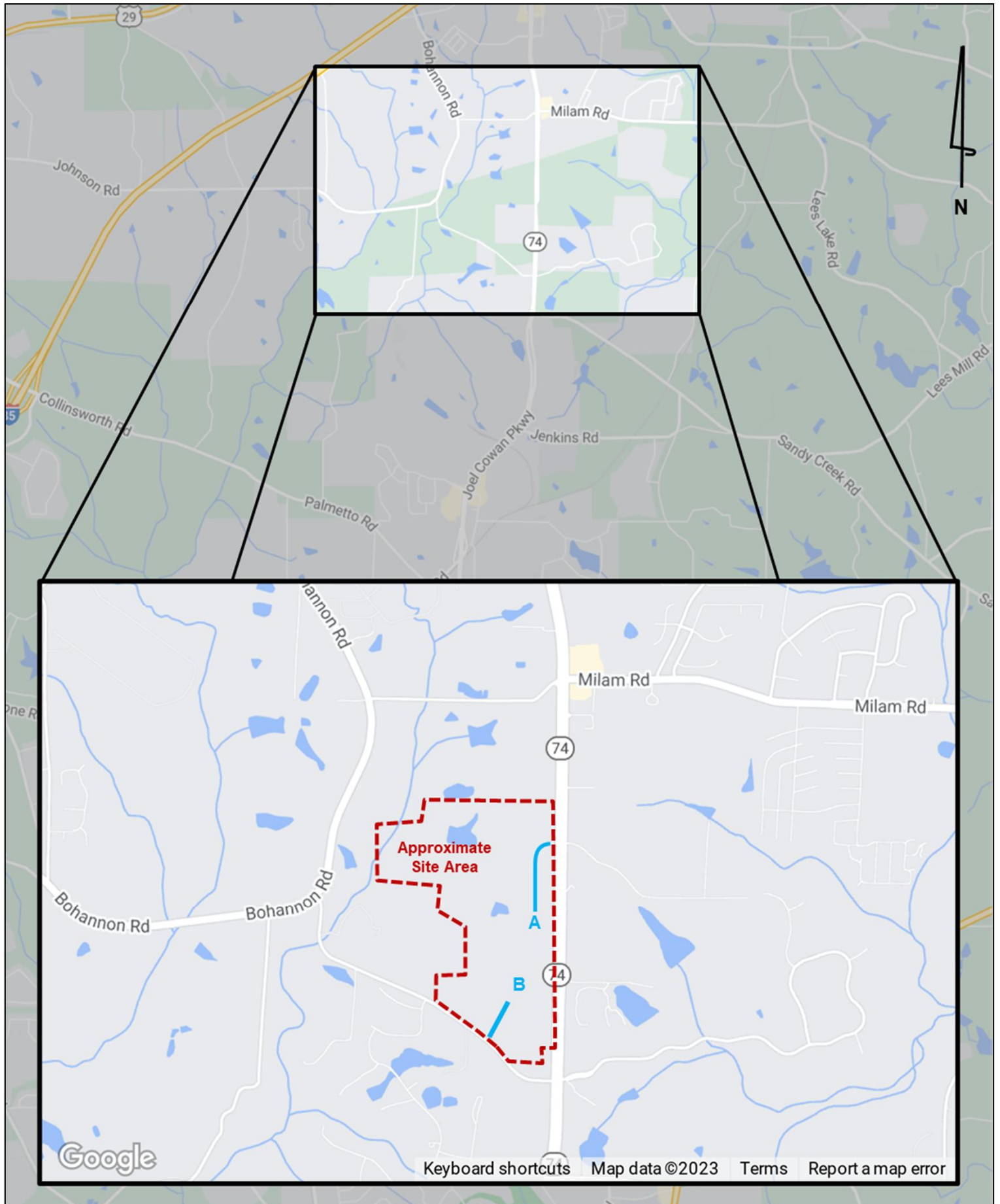
KIMLEY-HORN AND ASSOCIATES, INC.

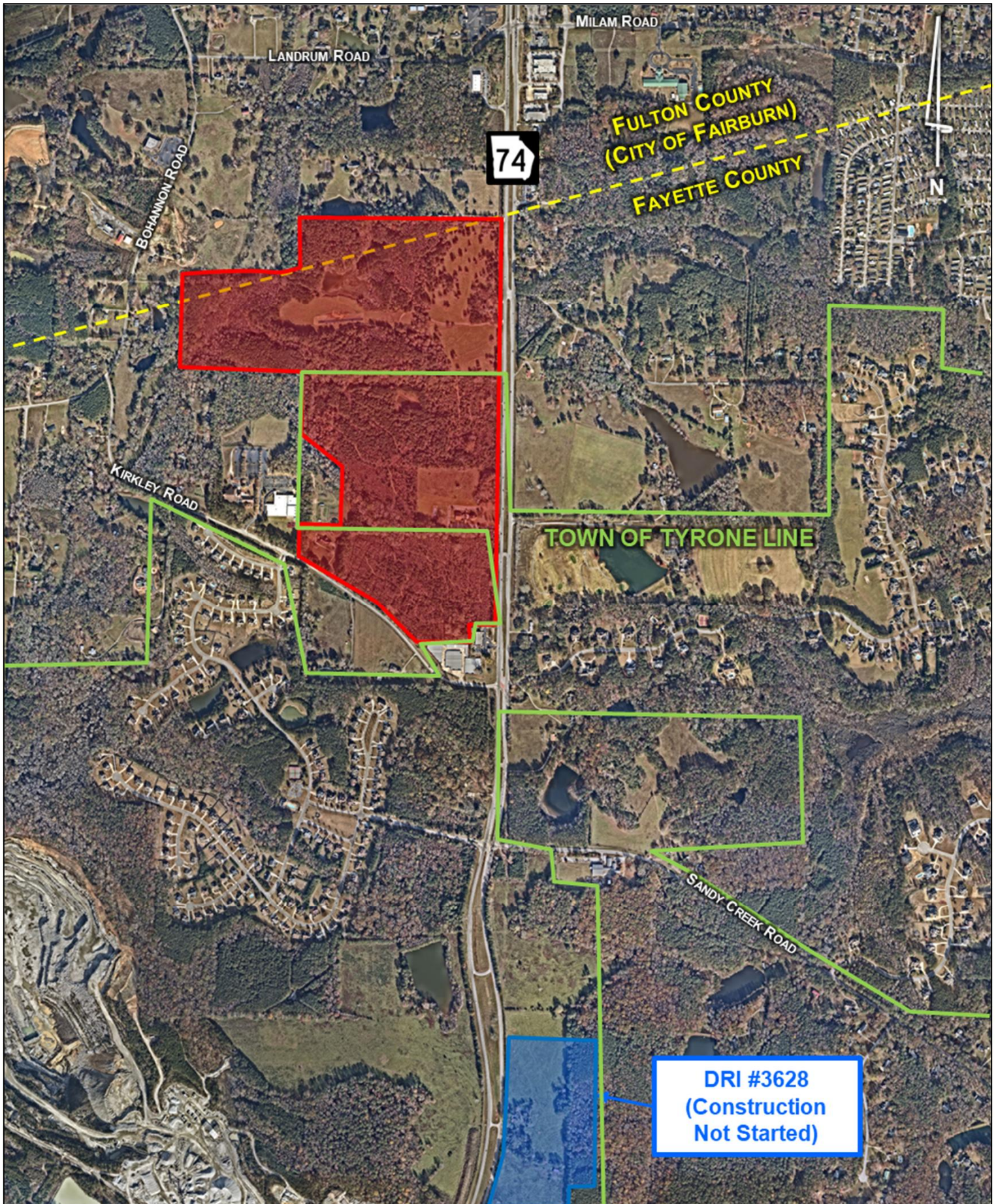


Harrison Forder, P.E.
Project Engineer

Attachments:

- Figure 1: Site Location Map
- Figure 2: Site Aerial
- Trip Generation Analysis
- *Project Rita* DRI Site Plan (2024)
- *Project Rita* Methodology Meeting Packet (MMP)





Trip Generation Analysis (11th Ed. with *2nd Edition Handbook Daily IC* & *3rd Edition AM/PM IC*)

Project Rita DRI #4094

Town of Tyrone, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
160 Data Center	504,600 gross s.f.	500	60	33	27	50	15	35
Gross Trips		500	60	33	27	50	15	35
Other Non-Residential Trips		500	60	33	27	50	15	35
<i>Mixed-Use Reductions</i>		<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Alternative Mode Reductions</i>		<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Adjusted Other Non-Residential Trips		500	60	33	27	50	15	35
<i>Mixed-Use Reductions - TOTAL</i>		<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Alternative Mode Reductions - TOTAL</i>		<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Pass-By Reductions - TOTAL</i>		<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
New Trips		500	60	33	27	50	15	35
Driveway Volumes		500	60	33	27	50	15	35

\\kimley-horn.com\so_amt\alp_tpto\017618000_project rita dri - fayette county - december 2023\phase 1\analysis\[rita analysis.xls]trip generation

*Methodology Meeting Packet (MMP) – **POST***

Project Rita DRI #4094

Town of Tyrone, Fayette County, Georgia

Methodology Meeting:

February 5, 2024 @ 2:00 PM

Applicant:

Fayette County Development Authority

017618000

Kimley»Horn

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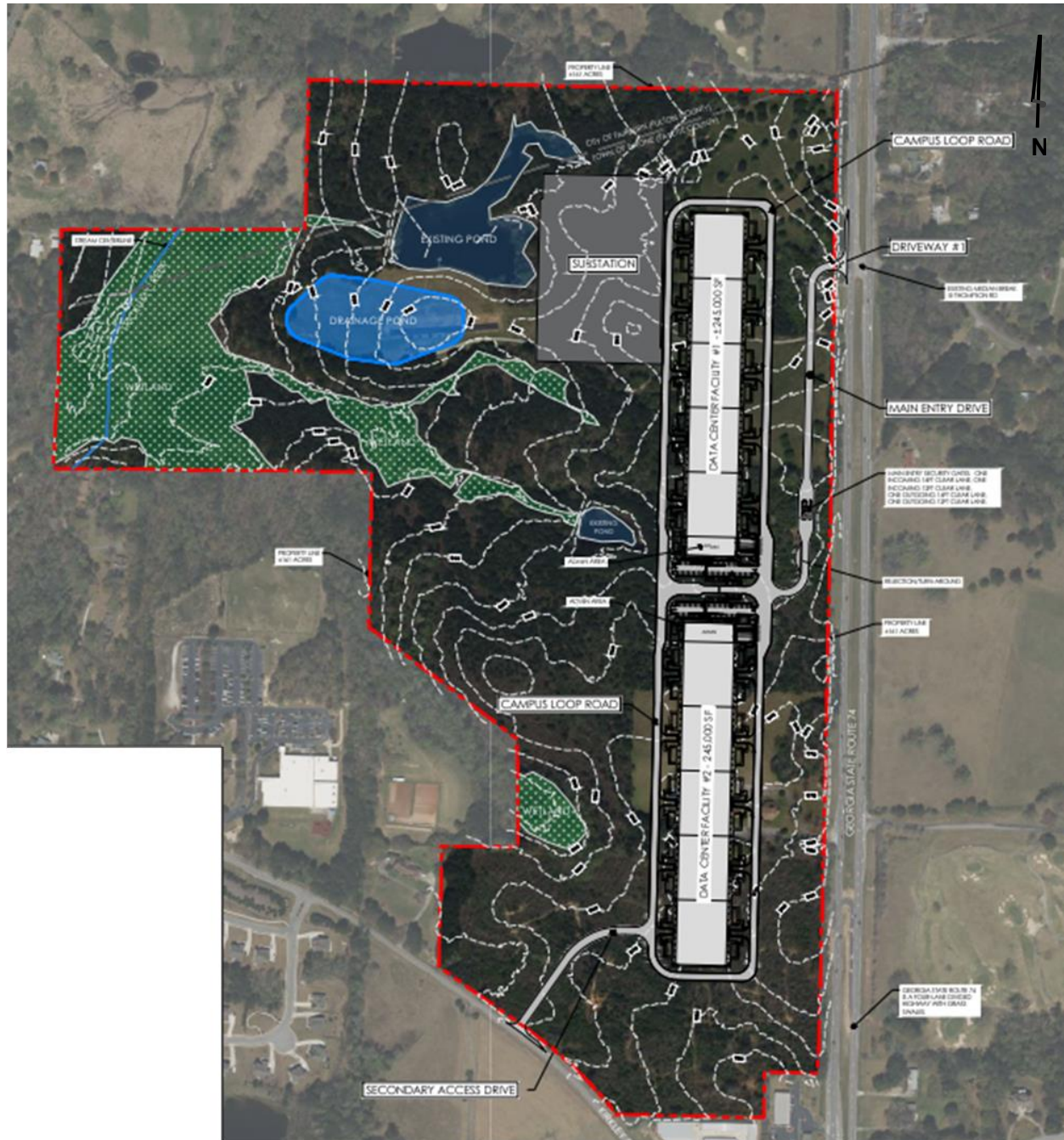
DRI Name & Number

Project Rita DRI #4094

Methodology Meeting Date

February 5, 2024 @ 2:00 PM

Project Rendering



Project Orientation

Permitting Local Government	Town of Tyrone
Additional Local Government(s) with development approval authority	City of Fairburn, Fayette County and Fulton County
DRI Trigger	Rezoning/Annexation
DRI Trigger Application/Permit #	Application filed on October 13, 2023
Qualifying DRI Threshold Exceeded	500,000 SF for Industrial
Existing Zoning	Various Zoning Classifications across multiple jurisdictions (see page 8 for details)
Proposed Zoning	Business Technology Park (BTP)

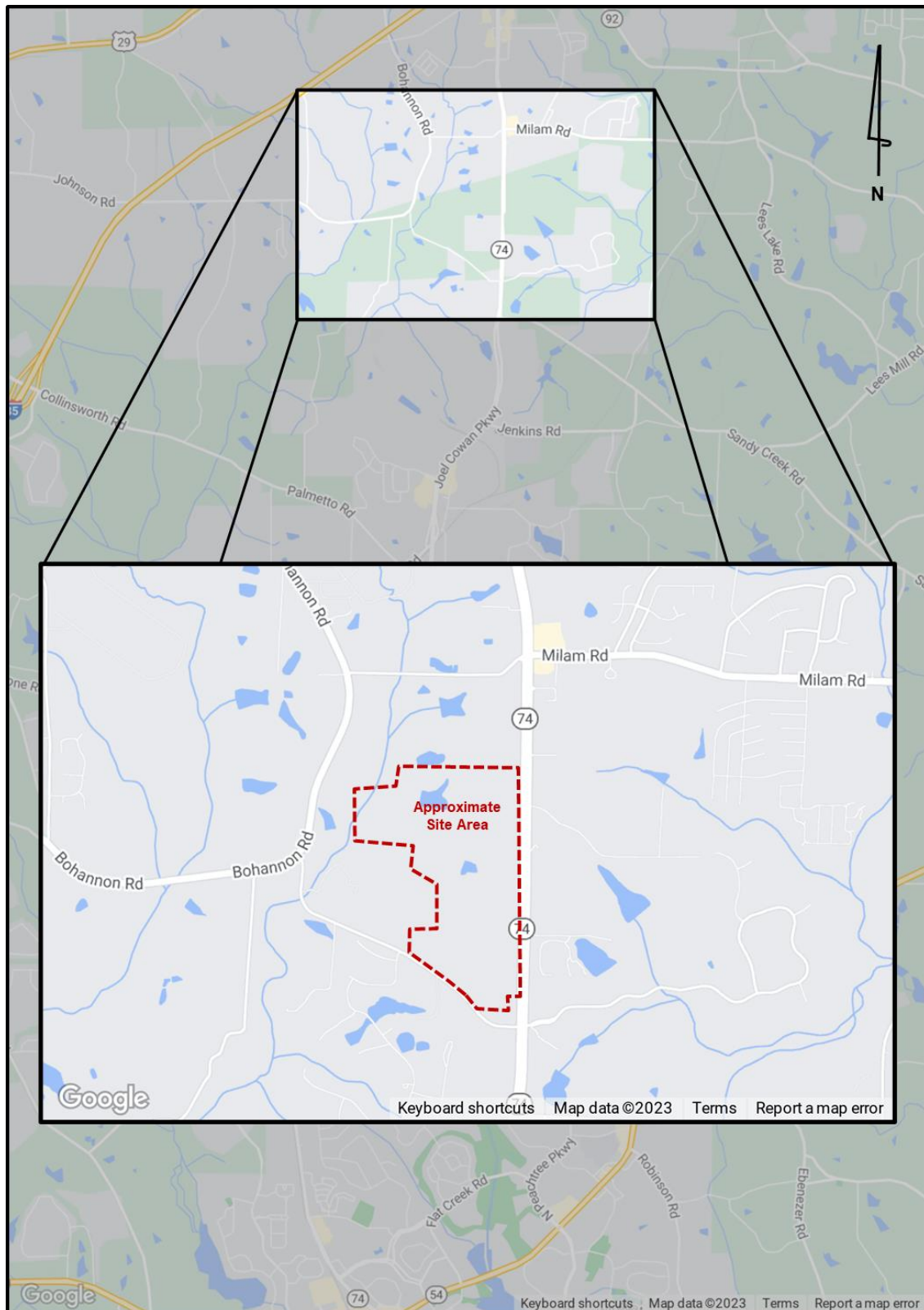
Project Information

Land Use	Density
Data Center	504,600 SF (total in 2 buildings)

Project Location

GPS Coordinates	33°31'05.4"N 84°34'44.4"W
Location Description	North of Kirkley Road and west of Joel Cowan Parkway (SR 74)
Site Acreage	Approximately 161 acres total site. 146.4 acres within the Town of Tyrone and 14.5 acres within the City of Fairburn.
Unified Growth Policy Map Land Use Area Designation	Developing Suburbs
Neighboring Jurisdictions	Project site located within Town of Tyrone (Fayette County) and City of Fairburn (Fulton County)

Project Orientation Map



Project Driveways & Access Points

Driveway Name	EX/PR	Along	Movements	Location
Driveway A	Proposed	Joel Cowan Parkway (SR 74)	RCUT	Aligning with Thompson Road (existing median break)
Driveway B	Proposed	Kirkley Road	Full	Approx. 1,000' e/o Calverton Lane

As discussed in the methodology meeting, GDOT will require an Intersection Control Evaluation for any new project driveways. RCUTs are preferred by GDOT, the Town of Tyrone, and Fayette County to preserve traffic flow along SR 74 and enhance safety along the corridor.

Applicant should coordinate construction entrances with the Town of Tyrone and Fayette County Public Works. Nearby residents have raised concerns about construction traffic along Kirkley Road. Potential to develop a second construction entrance along SR 74. Kirkley Road is classified as a County Local Road.

Project Build Out Year & Phase(s)

Build Out Year	2030
Phases	One phase

Net Average Daily Trips (ADT) & Requested Review Schedule

Net Average Daily Trips (ADT)	500 (250 entering, 250 exiting)
Requested Review Schedule	GRTA – Expedited (15 business days) – Less than 1,000 trips per day (see page 12) ARC – Non-Expedited Review (25 calendar days)
Requested Transportation Study Type	Limited Trip Generation Memo

Government Stakeholders

GRTA	ARC
GDOT District 3	GDOT District 7
Town of Tyrone	City of Fairburn
Fayette County	Fulton County

Applicant Stakeholders (Section 1.2.2)

Applicant	Niki Vanderslice	Fayette County Development Authority
Civil Engineer	Brad Sanderson	Thomas & Hutton
Attorney	Jessica Hill	Troutman Pepper
Traffic Engineer	Harrison Forder	Kimley-Horn
Traffic Engineer	John Walker	Kimley-Horn
Traffic Engineer	Alden Gordon	Kimley-Horn

Applicant Email & Mailing Address

Niki Vanderslice
nvanderslice@fayettega.org
200 Courthouse Square
Fayetteville, GA 30214

Planning Context

Programmed Projects

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
I-85 at SR 74	Interchange Improvement	GDOT/City of Fairburn	0007841	FS-AR-182	2012/ 2016	2019/ 2025	2025

Programmed Project Attached Design Documents

- A concept graphic for the I-85 at SR 74 interchange improvements project is shown in **Attachment C**.

Transportation Project Interaction with DRI

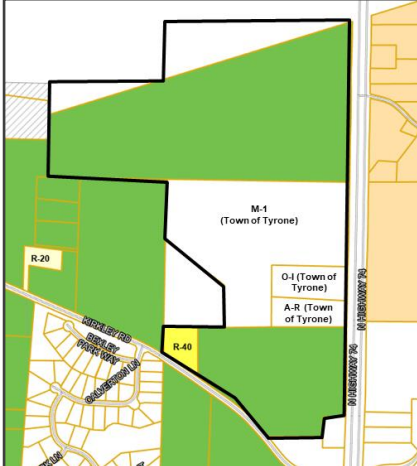
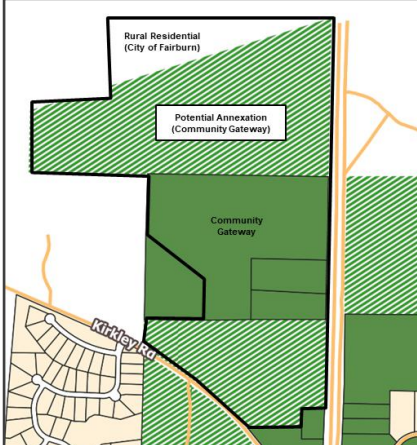
- There are no programmed projects which would affect the vehicular roadway laneage adjacent to the site or at any of the proposed study intersections.

Planned Projects

Project Name	From / To Points:	Potential Sponsor	GDOT PI #	ARC ID # (TIP)	Project Timeline	Planning Document
SR 74 Maintenance	Fayette County Line to SR 14	GDOT	M006471	-	-	GDOT Fact Sheet
Operations Improvements	Sandy Creek Road and Tyrone/Palmetto Road	Fayette County	-	-	-	Fayette County SPLOST

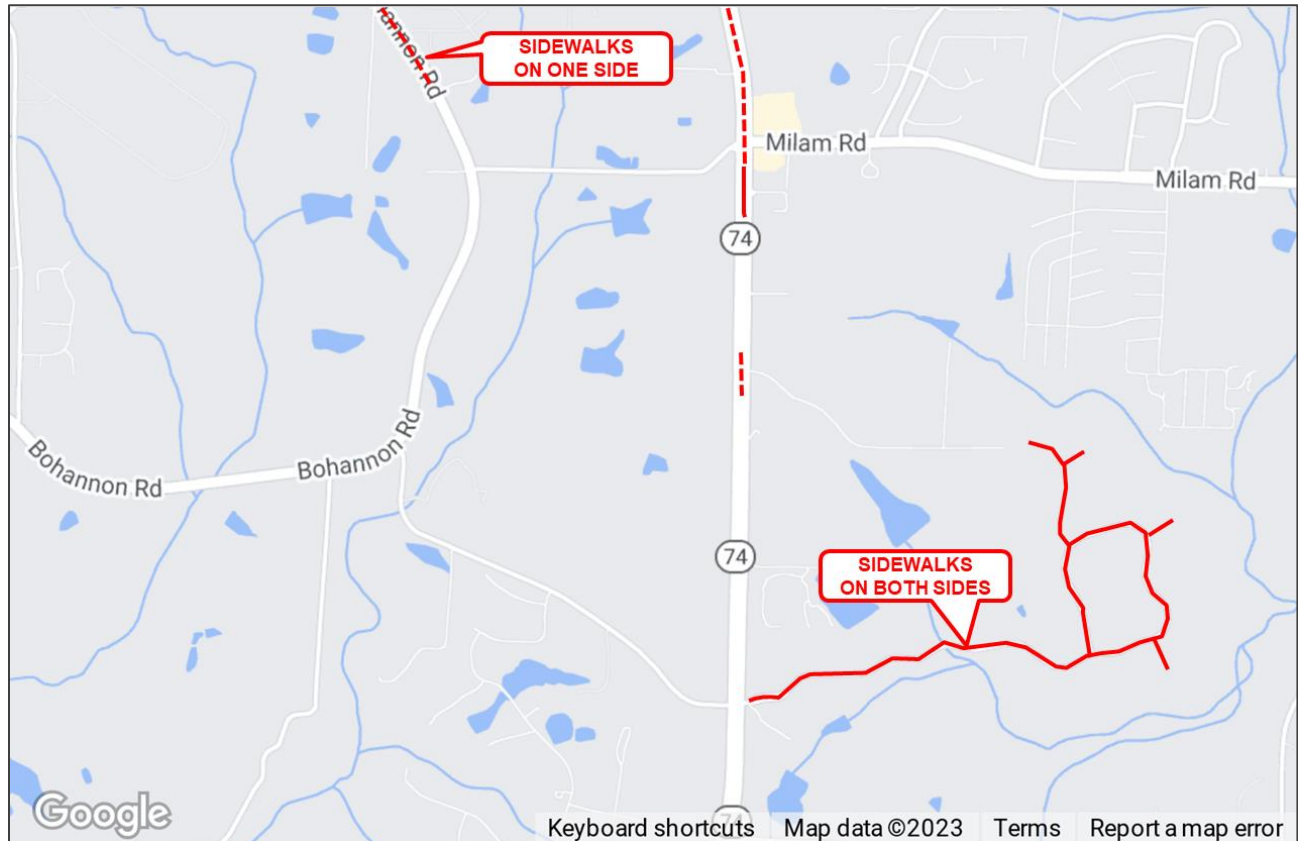
The GDOT Fact Sheet and SPLOST Sheet for the planned projects are shown in **Attachment C**.

Land Use and Zoning

<p><u>Existing Zoning</u></p>	<p>Light Industrial (M-1) (Town of Tyrone), Office Institutional (O-I) (Town of Tyrone), Agricultural Residential District (A-R) (Town of Tyrone and Fayette County), Single-Family Residential District (R-40) (Fayette County), and Agricultural Zoning District (AG-1) (City of Fairburn), Highway 74 Overlay District</p> 
<p><u>Future Land Use Map Zoning:</u></p>	<p>Community Gateway (Town of Tyrone) and Rural Residential (City of Fairburn)</p> 
<p>Land Use Vision & Goals:</p>	<p>The Town of Tyrone Comprehensive Plan 2022 5-Year Update states that Community Gateway allows developments north of the intersection of SR 74 and Jenkins Road to have light industrial uses under a business technology park zoning. The properties in the Community Gateway zoning should help to contribute to the local economy as well as provide “high-paying jobs” that align with Fayette County Development Authority’s standard.</p>
<p>Relation to Existing Land Use Plans:</p>	<p>The site is currently zoned for a variety of uses. The rezoning will have the site zoned as business technology park land use and a data center will comply with the business technology park land use.</p>
<p>Chattahoochee River/ Metropolitan River Protection Act</p>	<p>N/A</p>

Alternative Mode Access

Existing Alternative Transportation Map



Bicycle and Pedestrian Context

Description of Existing Infrastructure

Bicycle	No bicycle facilities provided along site frontage.
Pedestrian	Sidewalks are provided along Westbourne Drive and New Castle Lane and provided intermittently along Joel Cowan Parkway (SR 74) and Bohannon Road. No sidewalks are provided along the site frontage.

Town of Tyrone noted this area is more rural, and there are not many pedestrian destinations in the area. Town's multi-modal plan identifies the east side of SR 74 for a multi-use path.

Sidewalk & Streetscape Ordinance Standards

Town of Tyrone Code of Ordinances – Section [109-148](#). (General Requirements)

If a proposed development includes land that is zoned for other than single-family residential, the development shall be subject to all the requirements set forth in the zoning ordinance and shall be subject to all the requirements of this chapter, other applicable town regulations, and shall conform to the goals and objectives established in the town's land use plan. The following principles and standards shall be observed:

- (1) Proposed industrial parcels shall be suitable in size and shape to the types of industrial development anticipated.
- (2) Street rights-of-way and pavement shall be provided in accordance with town specifications.
- (3) The town engineer may, with the approval of the town council, impose additional requirements regarding design and construction of streets, curbs, gutters, cart paths and **sidewalks**.
- (4) Every effort shall be made to protect adjacent residential areas from a potential nuisance created by a proposed commercial or industrial development including provision of extra depth in parcels backing up to existing or potential residential development and provisions for permanently landscaped screening when necessary.
- (5) For any structure proposed within the 74 Quality Development Corridor the developer must first obtain a certificate of appropriateness from the town council. To obtain this certificate the following procedures must be followed:
 - a) Prior to submission of a concept site plan the developer must present the project to the town council for review and approval. The developer should provide sufficient information to show how this proposed development relates to its surrounding environment to ensure visual continuity and how this development will, if approved, be in compliance with the quality growth development district special requirements as contained in the town zoning ordinance.
 - b) Once the project has obtained a certificate of appropriateness the developer shall follow the procedure in section [109-149](#) with the exception that the conceptual site plan will be approved by the town council

Potential Pedestrian & Bicycle Destinations

- N/A

Transit Accommodations

Existing Transit Routes

- N/A

Existing High Capacity Transit Stations

- N/A

Existing Transit Service Details

- N/A

Proposed Pedestrian Route to Access Transit

- N/A

Transit Stop Ridership

- N/A

Transit Stop Amenity Standards

- N/A

Trip Generation & Adjustments

Trip Generation Inputs

- ITE Trip Generation Manual Used
- ITE Land Use Code(s)
- ITE Independent Variable Inputs for each Land Use Code
- Day & Time of Day of ITE Surveys
- ITE Trip Generation Formula Used

LUC	Land Use	Ind. Variable	Type	DAILY	AM	PM
				Weekday	Weekday, Peak of Adj. Street Traffic	
					7AM-9AM	4PM-6PM
160	Data Center	Per 1,000 SF	Total	0.99x 50% In/50% Out	0.13x-5.63 55% In/45% Out	0.11x-5.65 30% In/70% Out

**All rates and equations listed are from the ITE Trip Generation Manual, 11th Edition.*

Trip Generation Calculation Alternative Approaches

Gross Trip Generation Summary Table:	Daily	AM Peak	PM Peak
Gross Trips	500	60	50
Alt. Mode	-0	-0	-0
Mixed Use	-0	-0	-0
Pass-by	-0	-0	-0
Net Trips	500 (250 in; 250 out)	60 (33 in; 27 out)	50 (15 in; 35 out)

- See **Attachment A** for a full trip generation table shown by land use and peak.

Trip Generation Reductions

Existing Square Footage to be demolished/redeveloped

- N/A

Alternative Mode Reduction

Contributing Factors

Summary of Existing and Proposed Bicycle / Pedestrian / Transit

- Pedestrian facilities will be provided internal to the development.

Parking Requirements

Land Use	Min	Proposed
Industrial	113 1 per 4,500 SF	120 1 per 4,205 SF

A text amendment is in process that allows for reductions in parking minimums with a parking study that demonstrates that a reduction in the minimum parking is appropriate.

Alternative Parking Provided (e.g., car share, vanpool, etc. If applicable)

- N/A

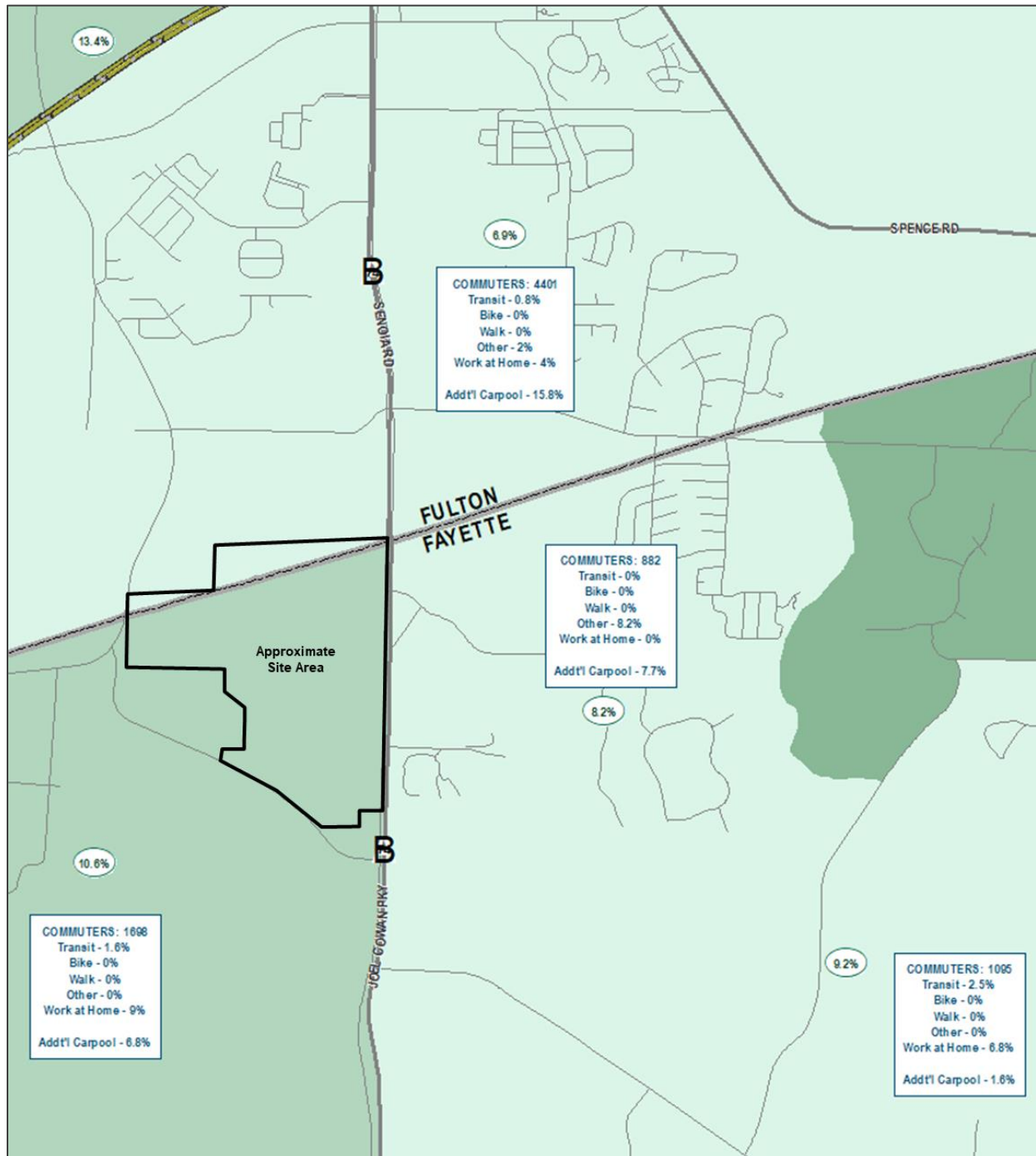
Affordable Housing

- N/A

Transportation Demand Management

- N/A

Supplemental Commuter Data



Proposed Reduction Percentage

- 0% (no reduction is proposed).

Proposed Reduction Justification Explanation

- There are currently no consistent sidewalks for pedestrians to travel and there are no bike lanes or alternative public transportation in the vicinity of the development.

Internal Capture / Mixed Use Reduction

- Only one land-use on site, no mixed-use reduction is proposed.

Pass-by Trips Reduction

Proposed Pass-by Trips Table:

- N/A

Draft Schedule

DRI Phase I – Methodology	
Rezoning Application filed	October 13, 2023
DRI Form 1 submitted by Town of Tyrone	October 27, 2023
Town of Tyrone Requests the DRI Pre-Review/Methodology Meeting	January 16, 2024
Pre-Review Meeting Packet circulated to Town of Tyrone (1 week prior to meeting)	February 5, 2024
Pre-Review/Methodology Meeting at ARC’s office (TEAMS Call) with GRTA, ARC, GDOT, and Town of Tyrone	February 12, 2024*
GRTA issues the “Letter of Understanding” (LOU) that outlines the full scope of the Transportation Analysis.	February 19, 2024
DRI Phase II – Transportation Study	
Proceed with Phase II per GRTA LOU.	February 19, 2024
Town of Tyrone submits DRI “Form 2”	February 19, 2024
Full DRI Package (Trip Generation Memo and Site Plan) is submitted to GRTA and ARC for review.	February 20, 2024*
ARC opens their review (Preliminary Report)	February 26, 2024
GRTA issues the “Report and Staff Recommendations”	March 1, 2024
Meeting at GRTA’s office to discuss the GRTA proposed conditions.	Week of March 4
ARC issues their “Final Findings”. **	March 13, 2024
GRTA issues the “Notice of Decision” (NOD). **	March 12, 2024
DRI Complete – Local jurisdictional action can occur	March 13, 2024

*A delay with this date will result in a delay in all subsequent dates that follow.

**Assumes a 25-calendar day ARC review, and an approximate 15-business day GRTA review (excluding state holidays)

Important Meeting Dates:

- March 5 – City of Fairburn Planning Commission
- March 14 – Town of Tyrone Planning Commission
- April 2 – City of Fairburn Planning Commission
- April 11 – Town of Tyrone Planning Commission
- May 7 – City of Fairburn Planning Commission
- May 9 – Town of Tyrone Planning Commission

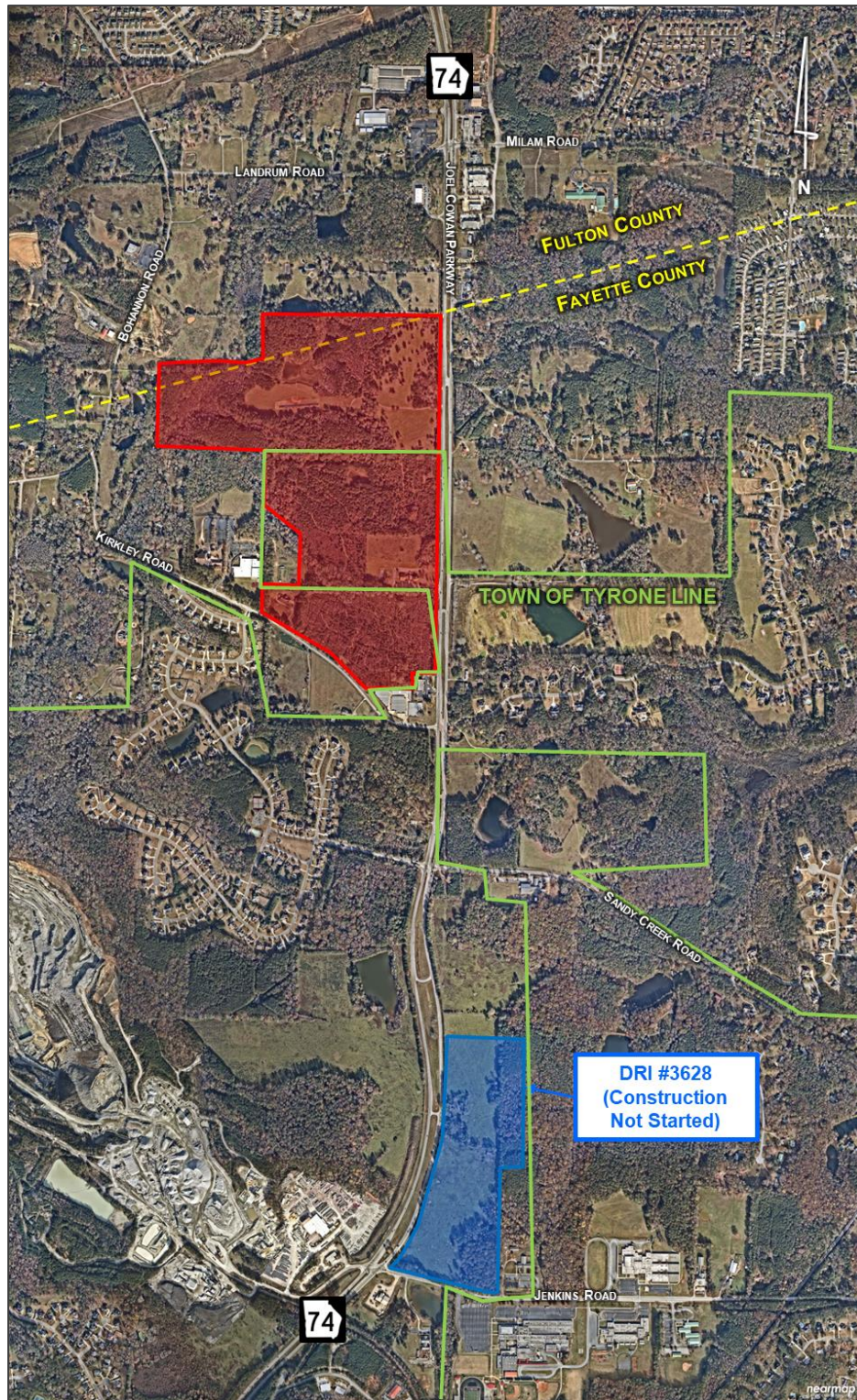
Attachment A: Trip Generation

Trip Generation Analysis (11th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)								
Project Rita DRI #4094 Town of Tyrone, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
160 Data Center	504,600 gross s.f.	500	60	33	27	50	15	35
Gross Trips		500	60	33	27	50	15	35
Other Non-Residential Trips		500	60	33	27	50	15	35
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips		500	60	33	27	50	15	35
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		500	60	33	27	50	15	35
Driveway Volumes		500	60	33	27	50	15	35

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Attachment B: Aerial Imagery



Attachment C: Programmed Roadway Projects

[Blog](#)[News](#)[Contact Us](#)

I-85 @ SR 74/SENOIA ROAD

Project ID: 0007841

Project Manager: Ashley M. Willoughby

Office: Program Delivery

County: Fulton

Congressional District: 013

State Senate District.: 035

State House District: 064, 065

Project Type: Reconstruction/Rehabilitation

Project Status: Construction Work Program

Right of Way Authorization: 4/1/2019

Notice to Proceed Date:

Construction Percent Complete: %

Current Completion Date:

Work Completion Date:

Construction Contract Amount:

Construction Contractor:

[Preconstruction Status Report](#)

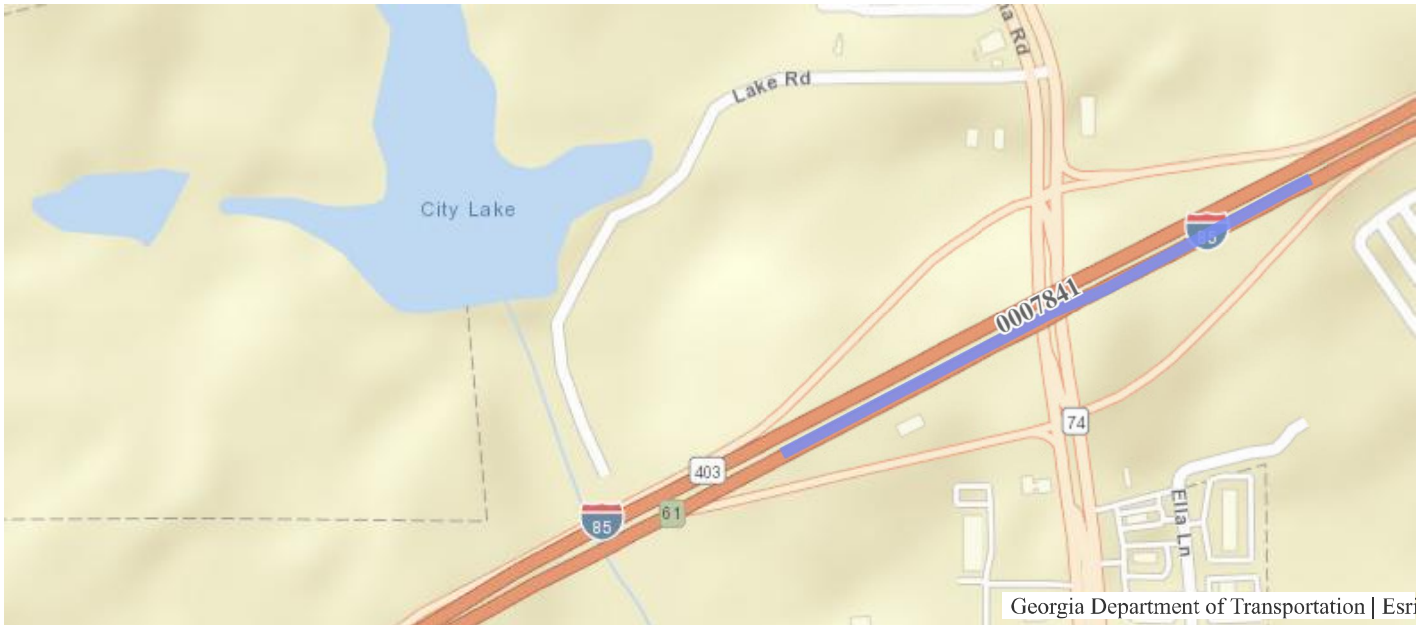
[Construction Status Report](#)

[Contact Us](#)

Project Description:

The proposed project is approximately 1.4 miles along SR 74 from City Lake Road to Milam Road. The project includes the modification of the SR 74 and 1-85 interchange to a partial clover leaf, with loop ramps in the southwest and northeast quadrants. Both bridges on SR 74 over 1-85 will be replaced.

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2011	\$50,000.00	
PE (Preliminary Engineering)	2012	\$1,463,376.93	4/29/2021
PE (Preliminary Engineering)	2016	\$1,614,466.00	4/29/2021
ROW (Right of Way)	2019	\$16,693,863.00	8/13/2018
ROW (Right of Way)	2020	\$13,666,137.00	8/13/2018
UTL (Utilities)	2025	\$412,335.00	7/31/2023
CST (Construction)	2025	\$91,699,451.10	12/21/2023



Project Documents
Approved Concept Reports
0007841_CR_AUG2014.pdf
0007841_L&D_AUG2018.pdf
0007841_Ads_GA_Public_SEP2018.pdf
Project Outreach Archive
Handout.pdf
0007841_NEPA_PIOH Layout 2_2012.2.28.pdf
0007841_NEPA_PIOH Handout_2012.2.28.pdf
0007841_NEPA_PIOH Layout 1_2012.2.28.pdf



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Short Title	I-85 SOUTH INTERCHANGE IMPROVEMENTS AT SR 74 (SENOIA ROAD)
GDOT Project No.	0007841
Federal ID No.	CSNHS-0007-00(841)
Status	Programmed
Service Type	Roadway / Interchange Capacity
Sponsor	City of Fairburn
Jurisdiction	Regional - Southwest
Analysis Level	In the Region's Air Quality Conformity Analysis



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Existing Thru Lane	<input type="text" value="Var"/>	LCI	<input type="checkbox"/>
Planned Thru Lane	<input type="text" value="Var"/>	Flex	<input type="checkbox"/>

Network Year	<input type="text" value="2030"/>
Corridor Length	<input type="text" value="0.4"/> miles

Detailed Description and Justification

This is an interchange reconstruction to reduce congestion and provide capacity to the I-85 @ SR 74. The project involves adding turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes. The interchange will be a partial cloverleaf design as recommended in the Interchange Modification Report (IMR).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	National Highway System	AUTH	2011	\$50,000	\$40,000	\$10,000	\$0,000	\$0,000
PE	National Highway System	AUTH	2012	\$1,463,377	\$1,170,702	\$292,675	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	\$852,000	\$681,600	\$170,400	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	\$187,500	\$150,000	\$37,500	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	\$574,966	\$459,973	\$114,993	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2023	\$250,000	\$200,000	\$50,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2019	\$16,693,863	\$13,355,090	\$3,338,773	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2020	\$13,666,137	\$10,932,910	\$2,733,227	\$0,000	\$0,000



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



UTL	National Highway Performance Program (NHPP)		2025	\$408,565	\$326,852	\$81,713	\$0,000	\$0,000
CST	National Highway Freight Program (NHFP)		2025	\$35,500,000	\$28,400,000	\$7,100,000	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2025	\$20,117,797	\$16,094,238	\$4,023,559	\$0,000	\$0,000
				\$89,764,205	\$71,811,365	\$17,952,840	\$0,000	\$0,000

SCP: Scoping

PE: Preliminary engineering / engineering / design / planning

PE-OV: GDOT oversight services for engineering

ROW: Right-of-way Acquisition

UTL: Utility relocation

CST: Construction / Implementation

ALL: Total estimated cost, inclusive of all phases



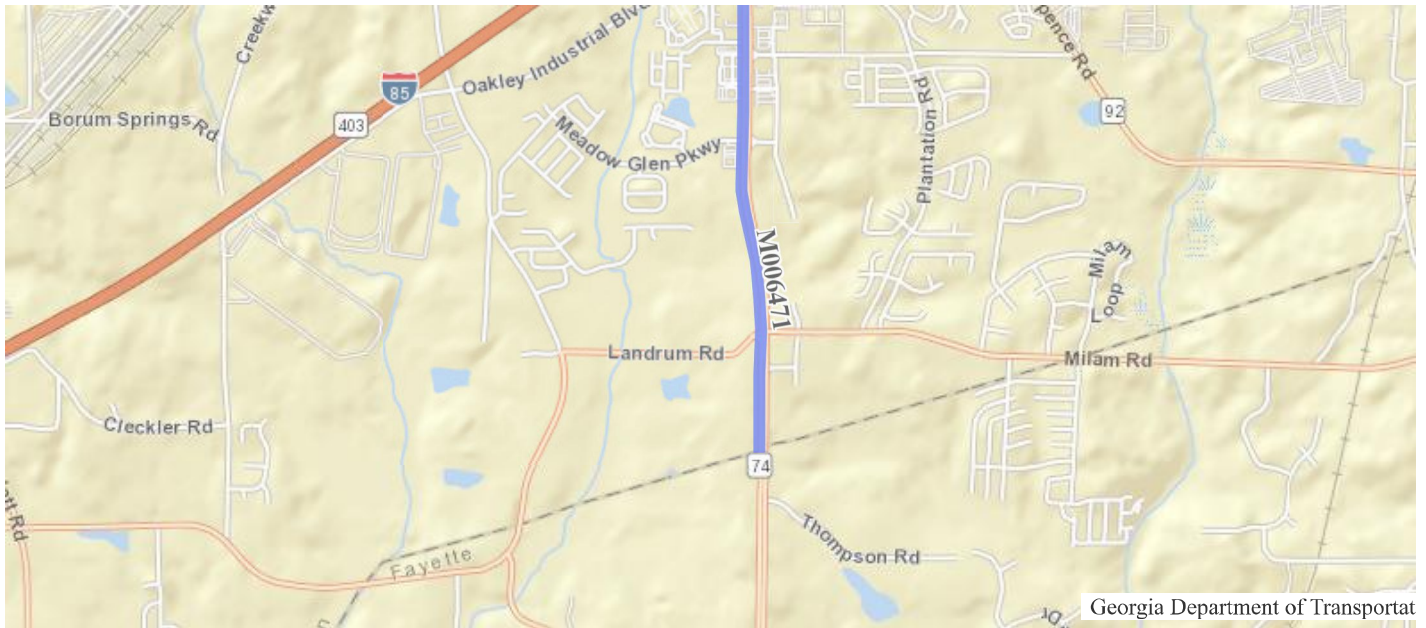
[Blog](#)[News](#)[Contact Us](#)

SR 74 FROM FAYETTE COUNTY LINE TO SR 14

Project ID:	M006471	Notice to Proceed Date:
Project Manager:	Kevin Matthew Bailey	Construction Percent Complete: %
Office:	Maintenance	Current Completion Date:
County:	Fulton	Work Completion Date:
Congressional District:	013	Construction Contract Amount:
State Senate District.:	035	Construction Contractor:
State House District:	067	Preconstruction Status Report
Project Type:	Maintenance	Construction Status Report
Project Status:	Construction Work Program	
Right of Way Authorization:		Contact Us

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
MCST (Maintenance Construction)		\$2,000,000.00	



Project Documents

There are no items to show in this view.



Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

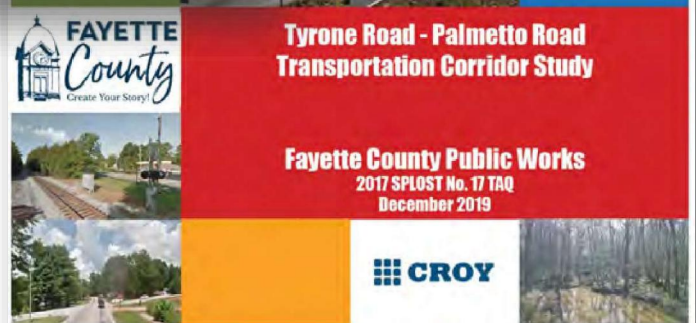
Employment

Privacy Policy

2023 SPLOST Transportation Corridor Improvements, New Road Construction and Capacity Projects

Project Cost Estimate:
Operations
Improvements to
Sandy Creek Road and
Tyrone/Palmetto Road.
\$2,500,000

As part of the 2017 SPLOST program, Fayette County completed Corridor Studies along Tyrone Road and Sandy Creek Road. Funding from this project category will implement select recommendations from the studies. Project may include intersection improvements, addition of auxiliary turn lanes, horizontal and vertical curve improvements, build-out of shoulders and clear zones, addition of guard rail, etc. Safety and operational improvements are needed along both roads to address existing and future development in the central part of the County.



For more information visit <https://fayettecountyga.gov/splost-2023/>



Attachment D: Full-Size Site Plan

- GRTA to share will Kimley-Horn additional comments on the site plan, per the DRI checklist
- Additional detail around the buildings, adjacent parcels, and areas around the building will be required.
- As a condition of zoning, interparcel access between Kirkley Road and Thompson Road is required – reasoning for multiple access points.
- New Heritage Church will relocate, and the existing structure will be demolished after the zoning is approved.
- Screening from SR 74 through vegetation and earthen berms will be required, or the buildings will have higher architectural standards. Town may ultimately require a line of sight study during the development process.
- Potential to identify ways to create a conservation area for wetlands on-site, consider with the necessary security features.

Light Industrial (M-1) (Town of Tyrone), Office Institutional (O-I) (Town of Tyrone), Agricultural Residential District (A-R) (Town of Tyrone and Fayette County), Single-Family Residential District (R-40) (Fayette County), and Agricultural Zoning District (AG-1) (City of Fairburn), Highway 74 Overlay District

Existing Zoning



Future Land Use Map Zoning:

Community Gateway (Town of Tyrone) and Rural Residential (City of Fairburn)



DC CONCEPT - FAYETTE COUNTY

DATA CENTER CAMPUS

DRI NUMBER: 4094
DEVELOPER:
NIKI VANDERSLICE
FAYETTE COUNTY DEVELOPMENT AUTHORITY
200 COURTHOUSE SQUARE
FAYETTEVILLE, GA 30214
p: 770-461-5253
e: nvanderslice@fayettega.org

TRAFFIC CONSULTANT:
HARRISON FORDER
KIMLEY HORN
11720 AMBER PARK DR., SUITE 600
ALPHARETTA, GA 30009
p: 770-619-4280

CIVIL ENGINEER/SITE PLANNER:
BRAD SANDERSON, PE
THOMAS & HUTTON
1501 MAIN STREET, SUITE 400
COLUMBIA, SC 29201
p: 803-451-6782
e: sanderson.b@tandh.com

SITE INFORMATION:
PARCEL NUMBER: 09-04-00-008
LAND LOT 173
1st DISTRICT; 5th SECTION
SITE LOCATION: 2044 HWY 74
TYRONE, GA 30290
SITE ACREAGE: 161 ACRES: CITY OF TYRONE
(145.5 ACRES) & CITY OF FAIRBURN (14 ACRES)
ZONING: LIGHT INDUSTRIAL
LAND USE: INDUSTRIAL (DATA CENTER)

PROPOSED PARKING: 120 SPACES (10 ADA)
CITY OF TYRONE
REQUIRED PARKING: 245 SPACES (1 PER 2,000SF)
VARIANCE IN PROGRESS WITH CITY OF TYRONE FOR
REDUCTION IN MINIMUM PARKING TO 120 SPACES.

NO RIDE SHARE PROPOSED. SIDEWALKS PROPOSED
INTERNALLY, NO SIDEWALKS PROPOSED ON ADJACENT
ROADS.
FAR=0.07

BUILDING INFORMATION

48MW DATA CENTER
BUILDING AREA: 252,300 SF
NO.OF STORIES: 1-STORY

48MW DATA CENTER
BUILDING AREA: 252,300 SF
NO. OF STORIES: 1-STORY



DRI SITE PLAN

PROJECT RITA

FAYETTE / FULTON COUNTY, GA

February 19, 2024

REVISION HISTORY

REV. NO.	REVISION	BY	DATE
1	PER GRTA REQUEST	JTB	2-19-2024

THOMAS & HUTTON

5553 Peachtree Rd, Suite 175
Chamblee, GA 30341 • 470.893.1700
www.thomasandhutton.com

This map illustrates a general plan of the development which is for discussion purposes only, does not limit or bind the owner/developer, and is subject to change and revision without prior written notice to the holder. Dimensions, boundaries and position locations are for illustrative purposes only and are subject to an accurate survey and property description.

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