

5.1 US 29/SR 14 at I-85 SB Ramps (Intersection 1)

Overall LOS Standard: D
Approach LOS Standard: D

		I-85 SB Ramps			US 29/SR 14			US 29/SR 14						
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R				L	T	R	L	T	R	
ESTIMATED (TWSC)	AM	Overall LOS	(2.9)											
		Approach LOS	C (17.6)						A (0.0)			A (3.9)		
		Storage							275					
		50th Queue												
	95th Queue	28								5				
	PM	Overall LOS	(13.1)											
		Approach LOS	C (24.7)						A (0.0)			A (1.0)		
		Storage							275					
50th Queue														
95th Queue	163								3					
NO-BUILD (TWSC)	AM	Overall LOS	(3.0)											
		Approach LOS	C (18.7)						A (0.0)			A (3.9)		
		Storage							275					
		50th Queue												
	95th Queue	30								5				
	PM	Overall LOS	(15.2)											
		Approach LOS	D (28.8)						A (0.0)			A (1.0)		
		Storage							275					
50th Queue														
95th Queue	190								3					
BUILD (TWSC)	AM	Overall LOS	(3.3)											
		Approach LOS	C (16.5)						A (0.0)			A (4.3)		
		Storage							275					
		50th Queue												
	95th Queue	35								5				
	PM	Overall LOS	(26.0)											
		Approach LOS	F (51.3)						A (0.0)			A (1.9)		
		Storage							275					
50th Queue														
95th Queue	293								3					

The unsignalized intersection of US 29/SR 14 at I-85 SB Ramps (Intersection 1) is projected to operate at an acceptable overall LOS under the Estimated 2021 and No-Build 2023 conditions. The unsignalized intersection of US 29/SR 14 at I-85 SB Ramps (Intersection 1) is projected to operate at an acceptable overall LOS under 2023 Build conditions. However, the northbound approach is projected to operate at LOS F under the 2023 Build conditions during the PM peak hour only. Note: Low LOS for side-street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway during the peak rush hour.

It should be noted that per GRТА's DRI guidelines, an improvement should be considered if an approach operates at a failing LOS, even if the overall intersection operates acceptably. In order to improve the northbound approach LOS under 2023 Build conditions, an All-Way Stop Control (AWSC) could be considered as a potential solution. A preliminary multi-stop signal warrant analysis was conducted based on Build 2023 peak hour turning movement volumes. Per MUTCD's peak hour multi-stop warrant, the PM peak hour meets the required volume thresholds under the 2023 Build conditions. The analysis results for the improved conditions at Intersection 1 are shown in the table below.

Overall LOS Standard: D
 Approach LOS Standard: D

		I-85 SB Ramps						US 29/SR 14			US 29/SR 14			
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
BUILD IMPROVED (AWSC)	PM	Overall LOS	C (20.7)											
		Approach LOS	D (27.1)						C (15.2)			B (14.1)		
		Storage									275			
		50th Queue												
		95th Queue	198							70	3		53	

With the improvement listed above, the intersection of US 29/SR 14 at I-85 SB Ramps (Intersection 1) is projected to operate at or above its overall LOS standard under 2023 PM Build conditions. However, since the projected northbound approach LOS is only expected to depreciate during one (1) PM peak hour while all other hours operate at LOS D or better, we recommend that this intersection should be monitored in the future.

5.2 US 29/SR 14 at I-85 NB Ramps (Intersection 2)

Overall LOS Standard: D
Approach LOS Standard: D

		I-85 NB Ramps			US 29/SR 14			US 29/SR 14						
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R				L	T	R	L	T	R	
ESTIMATED (TWSC)	AM	Overall LOS	(1.1)											
		Approach LOS	A (8.5)						A (0.0)			A (3.1)		
		Storage								115				
		50th Queue												
	95th Queue	3												
	PM	Overall LOS	(1.4)											
		Approach LOS	A (7.8)						A (0.0)			A (1.2)		
		Storage								115				
50th Queue														
95th Queue	5													
NO-BUILD (TWSC)	AM	Overall LOS	(1.1)											
		Approach LOS	A (8.6)						A (0.0)			A (3.1)		
		Storage								115				
		50th Queue												
	95th Queue	5												
	PM	Overall LOS	(1.4)											
		Approach LOS	A (7.8)						A (0.0)			A (1.2)		
		Storage								115				
50th Queue														
95th Queue	5													
BUILD (TWSC)	AM	Overall LOS	(1.3)											
		Approach LOS	A (8.1)						A (0.0)			A (3.2)		
		Storage								115				
		50th Queue												
	95th Queue	5												
	PM	Overall LOS	(1.8)											
		Approach LOS	A (8.2)						A (0.0)			A (2.0)		
		Storage								115				
50th Queue														
95th Queue	8													
										5				

The intersection of US 29/SR 14 at I-85 NB Ramps (Intersection 2) is projected to operate at an acceptable overall LOS under the Estimated 2021, No-Build 2023, and Build 2023 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.3 US 29/SR 14 at Lowery Road (Intersection 3)

Overall LOS Standard: D
Approach LOS Standard: D

		Lowery Road						US 29/SR 14			US 29/SR 14			
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R				L	T	R	L	T	R	
ESTIMATED (TWSC)	AM	Overall LOS	(2.7)											
		Approach LOS	B (10.6)						A (0.0)			A (0.2)		
		Storage												
		50th Queue												
	95th Queue	10												
	PM	Overall LOS	(1.3)											
		Approach LOS	B (10.7)						A (0.0)			A (0.7)		
		Storage												
50th Queue														
95th Queue	5													
NO-BUILD (TWSC)	AM	Overall LOS	(2.7)											
		Approach LOS	B (10.7)						A (0.0)			A (0.2)		
		Storage												
		50th Queue												
	95th Queue	10												
	PM	Overall LOS	(1.3)											
		Approach LOS	B (10.9)						A (0.0)			A (0.7)		
		Storage												
50th Queue														
95th Queue	5													
BUILD (TWSC)	AM	Overall LOS	(3.5)											
		Approach LOS	B (12.6)						A (0.0)			A (1.6)		
		Storage												
		50th Queue												
	95th Queue	20									3			
	PM	Overall LOS	(3.7)											
		Approach LOS	B (12.9)						A (0.0)			A (1.0)		
		Storage												
50th Queue														
95th Queue	25													

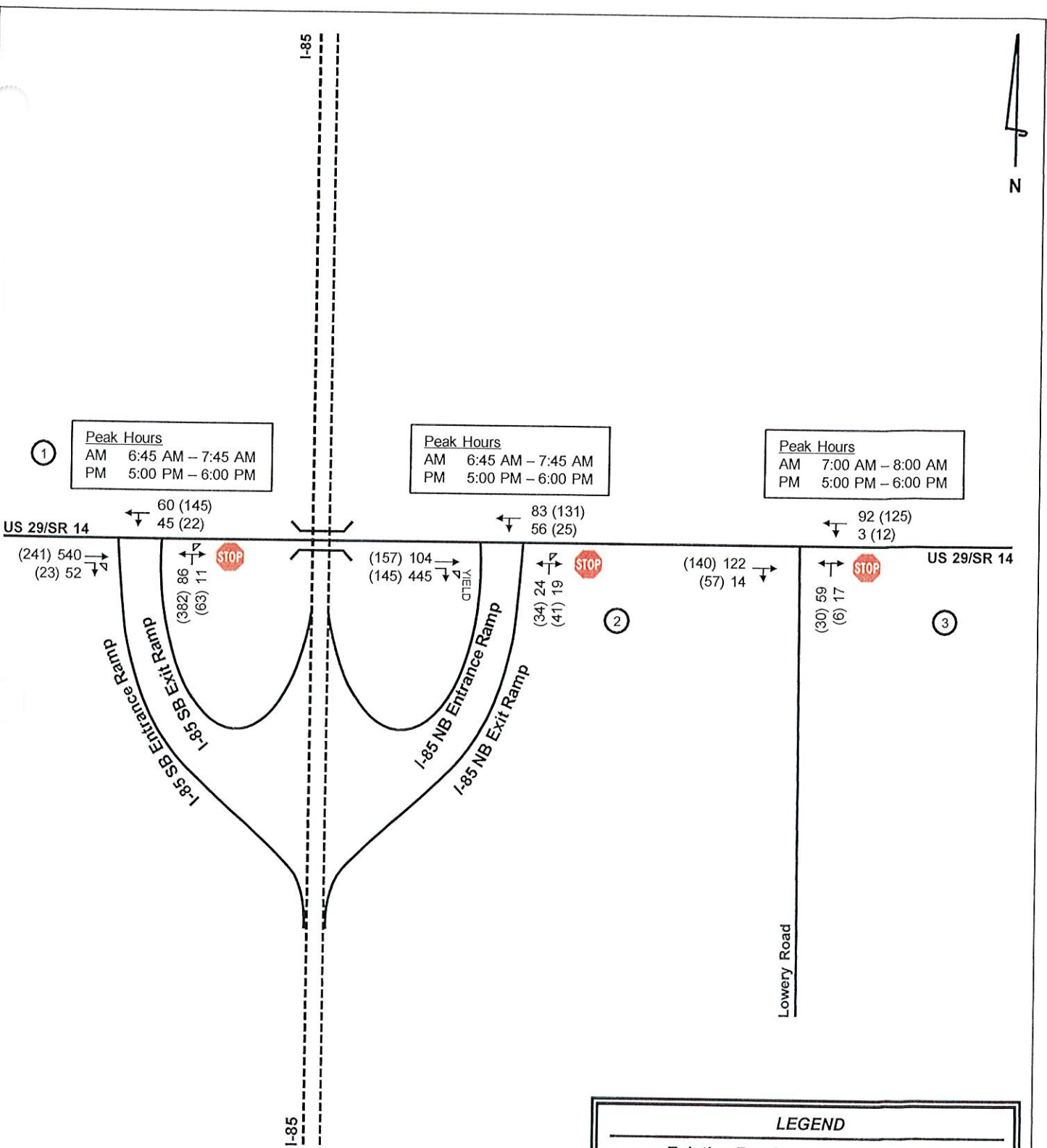
The intersection of US 29/SR 14 at Lowery Road (intersection 3) is projected to operate at an acceptable overall LOS under the Estimated 2021, No-Build 2023, and Build 2023 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.4 Lowery Road at Site Driveway A (Intersection 4)

Overall LOS Standard: D
 Approach LOS Standard: D

		Lowery Road			Lowery Road			Site Driveway A						
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
BUILD (TWSC)	AM	Overall LOS	(1.6)											
		Approach LOS	A (0.4)			A (0.0)			B (10.2)					
		Storage												
		50th Queue												
		95th Queue							5					
	PM	Overall LOS	(4.3)											
		Approach LOS	A (0.2)			A (0.0)			B (10.1)					
		Storage												
		50th Queue												
		95th Queue								13				

The intersection of Lowery Road at Site Driveway A (Intersection 4) is projected to operate at acceptable LOS under the Build 2023 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Site Driveway A is one lane entering the site and one lane exiting the site. The recommended build improvements are shown in **Figure 11**.



Peak Hours
 AM 6:45 AM – 7:45 AM
 PM 5:00 PM – 6:00 PM

Peak Hours
 AM 6:45 AM – 7:45 AM
 PM 5:00 PM – 6:00 PM

Peak Hours
 AM 7:00 AM – 8:00 AM
 PM 5:00 PM – 6:00 PM

①
 US 29/SR 14
 60 (145)
 45 (22)
 (241) 540
 (23) 52

83 (131)
 56 (25)
 (157) 104
 (145) 445

92 (125)
 3 (12)
 (140) 122
 (57) 14

US 29/SR 14

I-85 SB Entrance Ramp
 I-85 SB Exit Ramp

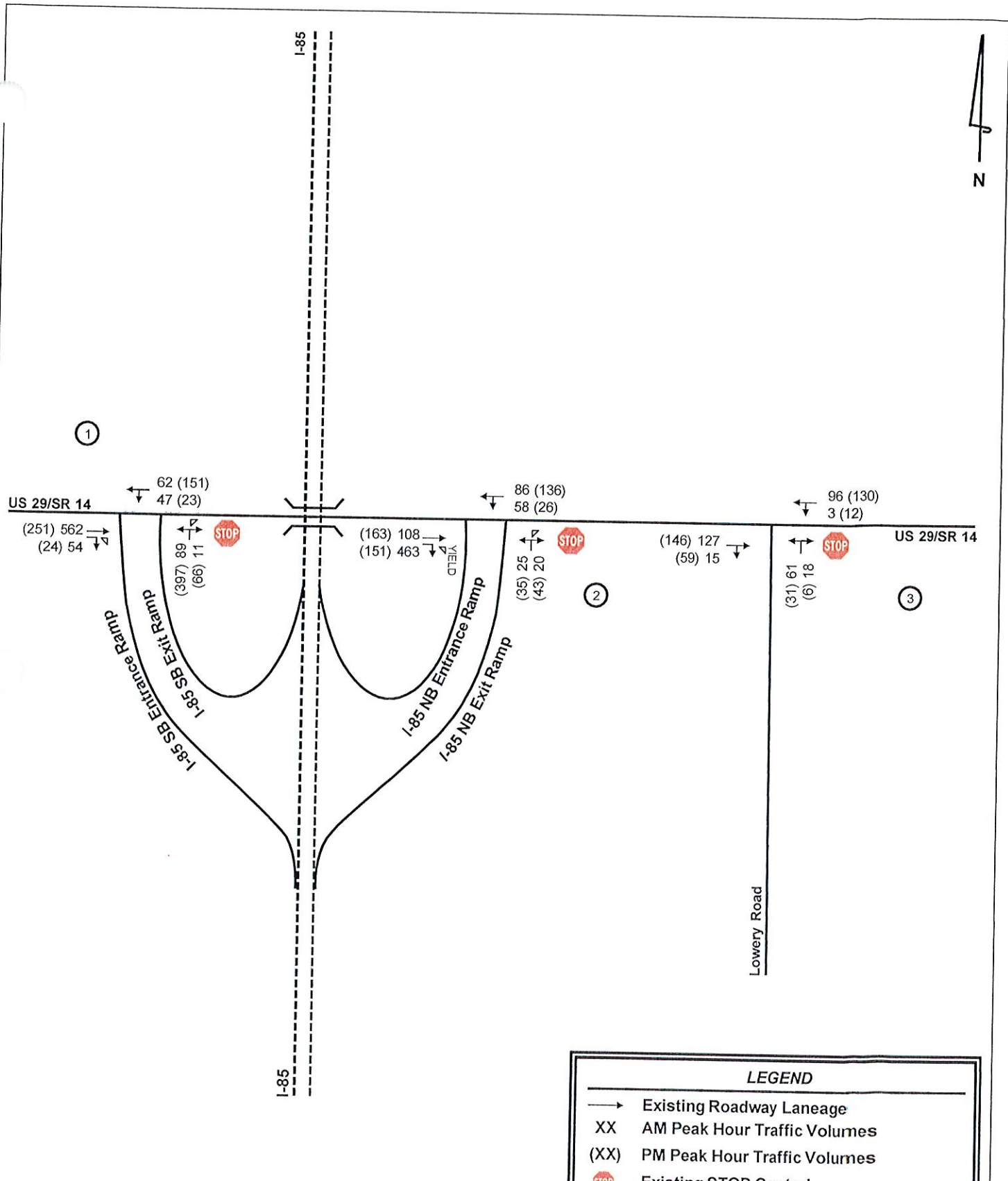
I-85 NB Entrance Ramp
 I-85 NB Exit Ramp

Lowery Road

LEGEND

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

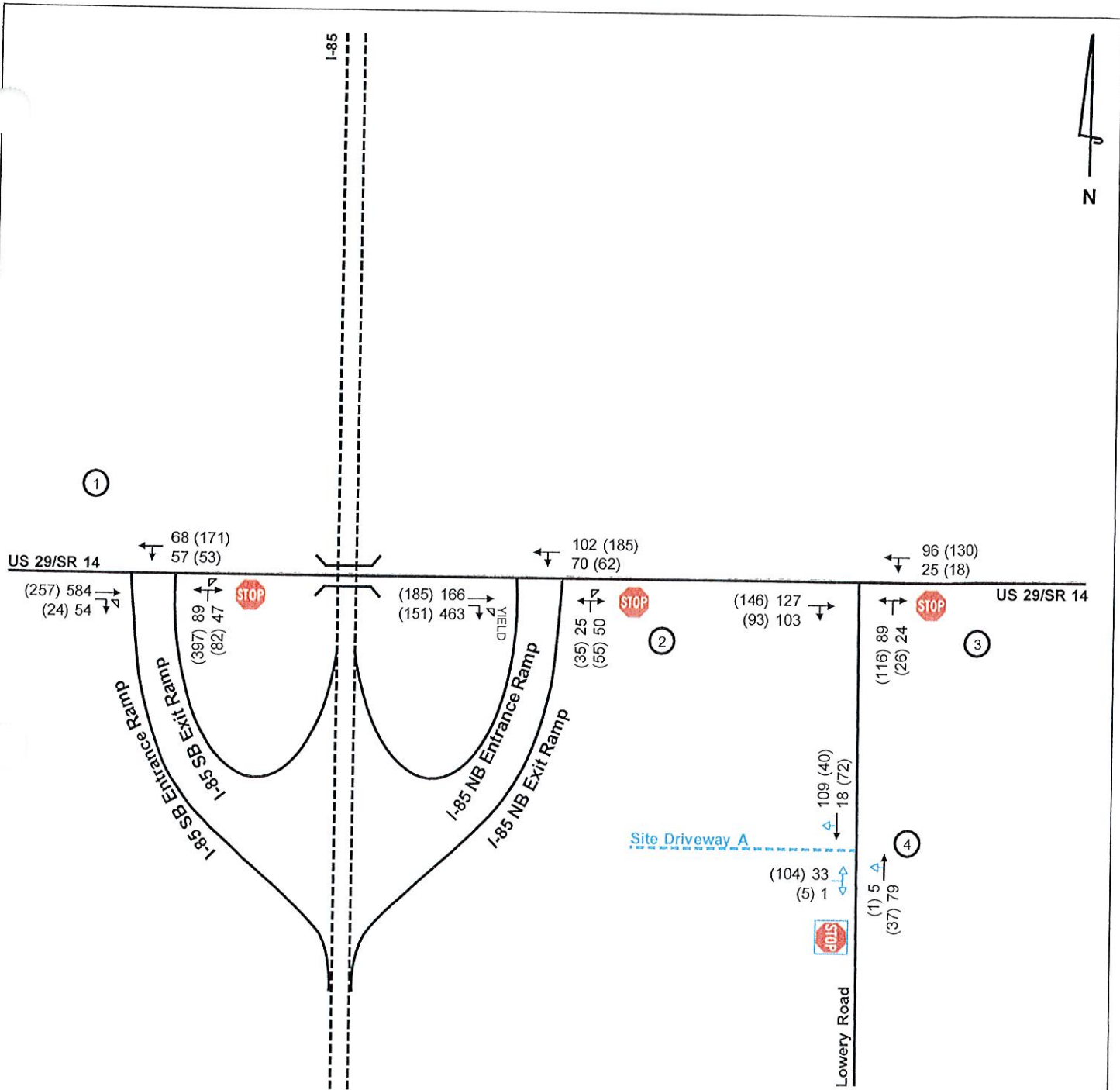
Collected traffic counts were adjusted by a growth factor of 1.09 during the AM Peak to account for fluctuations in normal traffic patterns due to COVID-19. No adjustment factor is used during the PM Peak.



LEGEND

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

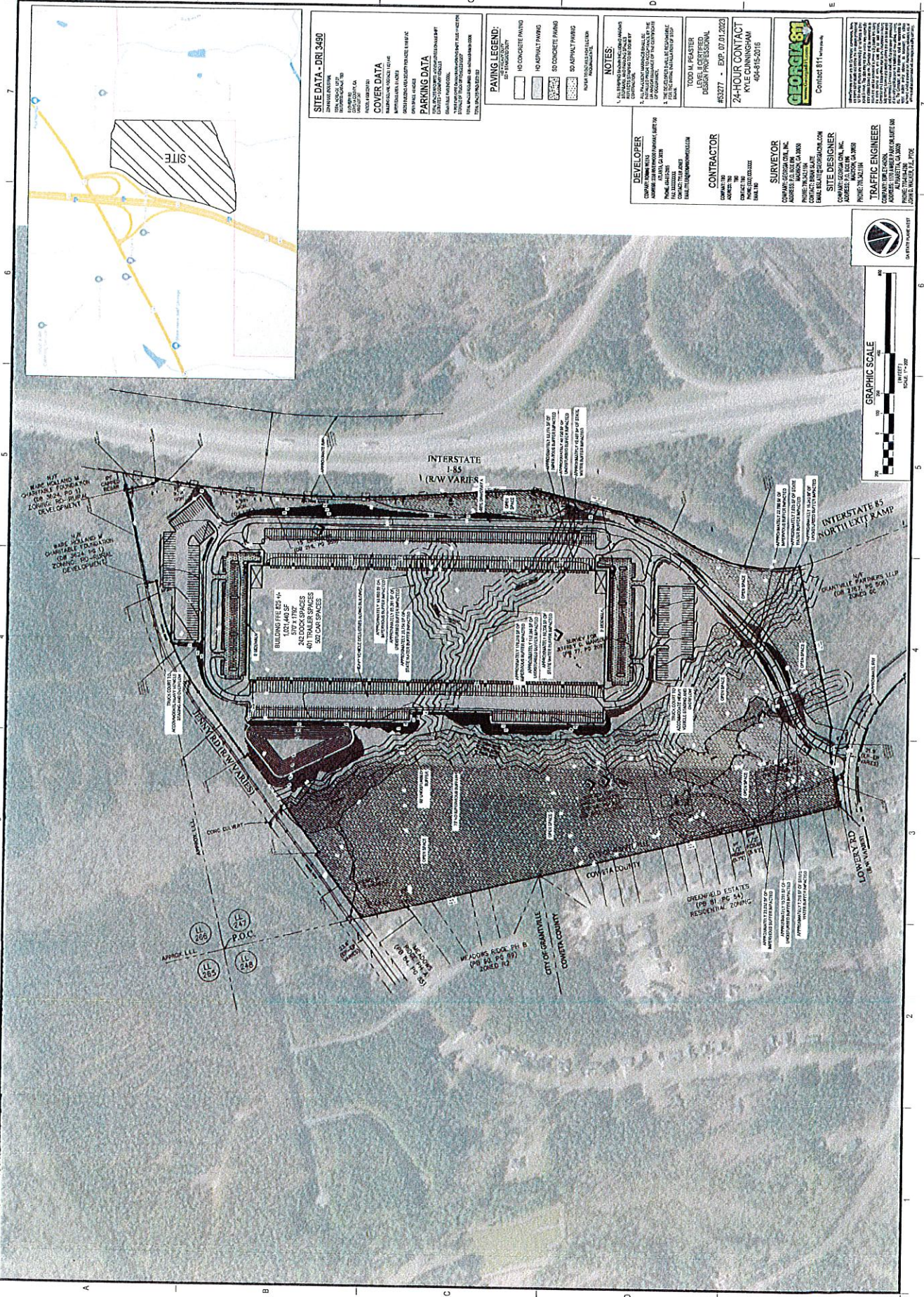
Estimated 2021 Traffic Volumes grown by 2.0% per year for two (2) years.



LEGEND

- Turning Movement
- XX AM Peak Hour Traffic Volumes
- ((XX)) PM Peak Hour Traffic Volumes
- - - Proposed Driveway
- Proposed Roadway Laneage
- STOP Existing STOP Control
- STOP Proposed STOP Control
- (X) Intersection Reference Number

Proposed Site Plan



SITE DATA - DRI 3490
 PROJECT LOCATION:
 INTERSECTION OF
 INTERSTATE 85 & LOWRY RD.
 PROJECT ADDRESS:
 401 WATSON RD., WASHINGTON, GA 30350
 PROJECT AREA:
 1.032,140 SF
 242 DOCK SPACES
 401 TRAILER SPACES
 202 CAR SPACES

COVER DATA
 ALL INFORMATION ON THIS DRAWING IS THE PROPERTY OF GEORGIA CIVIL ENGINEERS AND ARCHITECTS, INC. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS WITHOUT THE PRIOR WRITTEN PERMISSION OF GEORGIA CIVIL ENGINEERS AND ARCHITECTS, INC.

PAVING LEGEND:
 1. ASPHALT
 2. CONCRETE PAVING
 3. GRASS
 4. SAND
 5. GRAVEL
 6. OTHER

NOTES:
 1. ALL DIMENSIONS SHOWN ARE TO FACE UNLESS OTHERWISE NOTED.
 2. ALL UTILITIES TO BE DELETED BY THE CONTRACTOR.
 3. ALL UTILITIES TO BE MAINTAINED BY THE CONTRACTOR.
 4. THE UTILITIES SHALL BE LOCATED AS SHOWN ON THE SITE PLAN.

TODD M. PEASTER
 LICENSED PROFESSIONAL ENGINEER
 #5227 - EXP. 07.01.2023
24-HOUR CONTACT
 KYLE CUNNINGHAM
 404-815-2016



DEVELOPER
 COMPANY: [REDACTED]
 ADDRESS: [REDACTED]
 PHONE: [REDACTED]
 CONTACT: [REDACTED]

CONTRACTOR
 COMPANY: [REDACTED]
 ADDRESS: [REDACTED]
 PHONE: [REDACTED]
 CONTACT: [REDACTED]

SURVEYOR
 COMPANY: [REDACTED]
 ADDRESS: [REDACTED]
 PHONE: [REDACTED]
 CONTACT: [REDACTED]

SITE DESIGNER
 COMPANY: [REDACTED]
 ADDRESS: [REDACTED]
 PHONE: [REDACTED]
 CONTACT: [REDACTED]



Trip Generation Analysis

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)
Grantville -- Calico DRI #3490
Coweta County, GA

Land Use	Intensity	Daily Trips	AM Peak Hour		PM Peak Hour	
			Total	In	Total	In
Proposed Site Traffic						
150 Warehousing	1,021,440 s.f.	1,660	148	114	34	109
Gross Trips		1,660	148	114	34	109
Truck Trips (ITE 10th Edition Supplement)		560	20	10	10	15
Mixed-Use Reductions		0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0
Adjusted Truck Trips		560	20	10	10	15
Car Trips (Total Non-Truck Trips)		1,100	128	104	24	94
Mixed-Use Reductions		0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0
Adjusted Car Trips		1,100	128	104	24	94
Mixed-Use Reductions - TOTAL		0	0	0	0	0
Alternative Mode Reductions - TOTAL		0	0	0	0	0
Pass-By Reductions - TOTAL		0	0	0	0	0
New Trips		1,660	148	114	34	109
Driveway Volumes		1,660	148	114	34	109

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Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: US 29/SR 14 @ I-85 SB Ramps
AM PEAK HOUR

Description	I-85 SB Ramps			Southbound			US 29/SR 14			US 29/SR 14		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	79	0	10	0	0	0	0	495	48	41	55	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	3	0	1	0	0	0	0	10	1	4	6	0
Heavy Vehicle %	4%	0%	10%	0%	0%	0%	0%	2%	2%	10%	11%	0%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Covid Calibration Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Adjusted 2021 Volumes	86	0	11	0	0	0	0	540	52	45	60	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	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
Other Development Trips												
New Road Adjustment												
2023 Background Traffic	89	0	11	0	0	0	0	562	54	47	62	0
2023 No-Build Heavy Vehicle %	4%	0%	10%	0%	0%	0%	0%	2%	2%	10%	11%	0%
Project Trips												
Trip Distribution IN			50%					5%				
Trip Distribution OUT										40%	5%	
Truck Trips	0	0	5	0	0	0	0	1	0	4	1	0
Trip Distribution IN			30%					20%				
Trip Distribution OUT										25%	20%	
Car Trips	0	0	31	0	0	0	0	21	0	6	5	0
Total Project Trips	0	0	36	0	0	0	0	22	0	10	6	0
2023 Buildout Total	89	0	47	0	0	0	0	584	54	57	68	0
2023 Build Heavy Vehicle %	4%	0%	13%	0%	0%	0%	0%	2%	2%	15%	11%	0%

PM PEAK HOUR

Description	I-85 SB Ramps			Southbound			US 29/SR 14			US 29/SR 14		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	382	0	63	0	0	0	0	241	23	22	145	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	6	0	2	0	0	0	0	11	0	1	9	0
Heavy Vehicle %	2%	0%	3%	0%	0%	0%	0%	5%	2%	5%	6%	0%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Covid Calibration Factor												
Adjusted 2021 Volumes	382	0	63	0	0	0	0	241	23	22	145	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	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
Other Development Trips												
New Road Adjustment												
2023 Background Traffic	397	0	66	0	0	0	0	251	24	23	151	0
2023 No-Build Heavy Vehicle %	2%	0%	3%	0%	0%	0%	0%	5%	2%	5%	6%	0%
Project Trips												
Trip Distribution IN			50%					5%				
Trip Distribution OUT										40%	5%	
Truck Trips	0	0	8	0	0	0	0	1	0	6	1	0
Trip Distribution IN			30%					20%				
Trip Distribution OUT										25%	20%	
Car Trips	0	0	8	0	0	0	0	5	0	24	19	0
Total Project Trips	0	0	16	0	0	0	0	6	0	30	20	0
2023 Buildout Total	397	0	82	0	0	0	0	257	24	53	171	0
2023 Build Heavy Vehicle %	2%	0%	12%	0%	0%	0%	0%	5%	2%	13%	6%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: US 29/SR 14 @ I-85 NB Ramps
AM PEAK HOUR

Description	I-85 NB Ramps			Southbound			US 29/SR 14			US 29/SR 14		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	22	0	17	0	0	0	0	95	408	51	76	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	4	0	1	0	0	0	0	4	7	3	7	0
Heavy Vehicle %	18%	0%	6%	0%	0%	0%	0%	4%	2%	6%	9%	0%
Peak Hour Factor	0.88			0.88			0.88			0.88		
Covid Calibration Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Adjusted 2021 Volumes	24	0	19	0	0	0	0	104	445	56	83	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	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
Other Development Trips												
New Road Adjustment												
2023 Background Traffic	25	0	20	0	0	0	0	108	463	58	86	0
2023 No-Build Heavy Vehicle %	18%	0%	6%	0%	0%	0%	0%	4%	2%	6%	9%	0%
Project Trips												
Trip Distribution IN			40%									
Trip Distribution OUT								55%				
Truck Trips	0	0	4	0	0	0	0	6	0	5	5	0
Trip Distribution IN			25%							50%	45%	
Trip Distribution OUT								50%				
Car Trips	0	0	26	0	0	0	0	52	0	7	11	0
Total Project Trips	0	0	30	0	0	0	0	58	0	12	16	0
2023 Buildout Total	25	0	50	0	0	0	0	166	463	70	102	0
2023 Build Heavy Vehicle %	18%	0%	10%	0%	0%	0%	0%	6%	2%	12%	13%	0%

PM PEAK HOUR

Description	I-85 NB Ramps			Southbound			US 29/SR 14			US 29/SR 14		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	34	0	41	0	0	0	0	157	145	25	131	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	1	0	0	0	0	0	0	3	10	0	9	0
Heavy Vehicle %	3%	0%	2%	0%	0%	0%	0%	2%	7%	2%	7%	0%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Covid Calibration Factor												
Adjusted 2021 Volumes	34	0	41	0	0	0	0	157	145	25	131	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	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
Other Development Trips												
New Road Adjustment												
2023 Background Traffic	35	0	43	0	0	0	0	163	151	26	136	0
2023 No-Build Heavy Vehicle %	3%	0%	2%	0%	0%	0%	0%	2%	7%	2%	7%	0%
Project Trips												
Trip Distribution IN			40%									
Trip Distribution OUT								55%				
Truck Trips	0	0	6	0	0	0	0	9	0	8	7	0
Trip Distribution IN			25%							50%	45%	
Trip Distribution OUT								50%				
Car Trips	0	0	6	0	0	0	0	13	0	28	42	0
Total Project Trips	0	0	12	0	0	0	0	22	0	36	49	0
2023 Buildout Total	35	0	55	0	0	0	0	185	151	62	185	0
2023 Build Heavy Vehicle %	3%	0%	12%	0%	0%	0%	0%	7%	7%	14%	9%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: US 29/SR 14 @ Lowery Road
AM PEAK HOUR

Description	Lowery Road Northbound			Southbound			US 29/SR 14 Eastbound			US 29/SR 14 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	54	0	16	0	0	0	0	112	13	3	84	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	3	0	0	0	0	0	0	5	0	0	7	0
Heavy Vehicle %	6%	0%	2%	0%	0%	0%	0%	4%	2%	2%	8%	0%
Peak Hour Factor	0.83			0.83			0.83			0.83		
Covid Calibration Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Adjusted 2021 Volumes	59	0	17	0	0	0	0	122	14	3	92	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	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
Other Development Trips												
New Road Adjustment												
2023 Background Traffic	61	0	18	0	0	0	0	127	15	3	96	0
2023 No-Build Heavy Vehicle %	6%	0%	2%	0%	0%	0%	0%	4%	2%	2%	8%	0%
Project Trips												
Trip Distribution IN									95%	5%		
Trip Distribution OUT	95%		5%									
Truck Trips	10	0	1	0	0	0	0	0	10	1	0	0
Trip Distribution IN									75%	20%		
Trip Distribution OUT	75%		20%									
Car Trips	18	0	5	0	0	0	0	0	78	21	0	0
Total Project Trips	28	0	6	0	0	0	0	0	88	22	0	0
2023 Buildout Total	89	0	24	0	0	0	0	127	103	25	96	0
2023 Build Heavy Vehicle %	15%	0%	6%	0%	0%	0%	0%	4%	10%	4%	8%	0%

PM PEAK HOUR

Description	Lowery Road Northbound			Southbound			US 29/SR 14 Eastbound			US 29/SR 14 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	30	0	6	0	0	0	0	140	57	12	125	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	2	1	0	9	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	7%	0%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Covid Calibration Factor												
Adjusted 2021 Volumes	30	0	6	0	0	0	0	140	57	12	125	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	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
Other Development Trips												
New Road Adjustment												
2023 Background Traffic	31	0	6	0	0	0	0	146	59	12	130	0
2023 No-Build Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	7%	0%
Project Trips												
Trip Distribution IN									95%	5%		
Trip Distribution OUT	95%		5%									
Truck Trips	14	0	1	0	0	0	0	0	15	1	0	0
Trip Distribution IN									75%	20%		
Trip Distribution OUT	75%		20%									
Car Trips	71	0	19	0	0	0	0	0	19	5	0	0
Total Project Trips	85	0	20	0	0	0	0	0	34	6	0	0
2023 Buildout Total	116	0	26	0	0	0	0	146	93	18	130	0
2023 Build Heavy Vehicle %	13%	0%	4%	0%	0%	0%	0%	2%	17%	7%	7%	0%

INTERSECTION VOLUME DEVELOPMENT

**Intersection #4: Lowery Road @ Site Driveway A
AM PEAK HOUR**

Description	Lowery Road Northbound			Lowery Road Southbound			Site Driveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	70	0	0	16	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	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%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.83			0.83			0.83			0.83		
Covid Calibration Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Adjusted 2021 Volumes	0	76	0	0	17	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	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
Other Development Trips												
New Road Adjustment												
2023 Background Traffic	0	79	0	0	18	0	0	0	0	0	0	0
2023 No-Build Heavy Vehicle %	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN						100%						
Trip Distribution OUT							100%					
Truck Trips	0	0	0	0	0	10	10	0	0	0	0	0
Trip Distribution IN	5%					95%						
Trip Distribution OUT							95%		5%			
Car Trips	5	0	0	0	0	99	23	0	1	0	0	0
Total Project Trips	5	0	0	0	0	109	33	0	1	0	0	0
2023 Buildout Total	5	79	0	0	18	109	33	0	1	0	0	0
2023 Build Heavy Vehicle %	2%	4%	0%	0%	2%	9%	30%	0%	2%	0%	0%	0%

PM PEAK HOUR

Description	Lowery Road Northbound			Lowery Road Southbound			Site Driveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	36	0	0	69	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Covid Calibration Factor												
Adjusted 2021 Volumes	0	36	0	0	69	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	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
Other Development Trips												
New Road Adjustment												
2023 Background Traffic	0	37	0	0	72	0	0	0	0	0	0	0
2023 No-Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN						100%						
Trip Distribution OUT							100%					
Truck Trips	0	0	0	0	0	16	15	0	0	0	0	0
Trip Distribution IN	5%					95%						
Trip Distribution OUT							95%		5%			
Car Trips	1	0	0	0	0	24	89	0	5	0	0	0
Total Project Trips	1	0	0	0	0	40	104	0	5	0	0	0
2023 Buildout Total	1	37	0	0	72	40	104	0	5	0	0	0
2023 Build Heavy Vehicle %	2%	2%	0%	0%	2%	40%	14%	0%	2%	0%	0%	0%

Programmed Project Fact Sheets

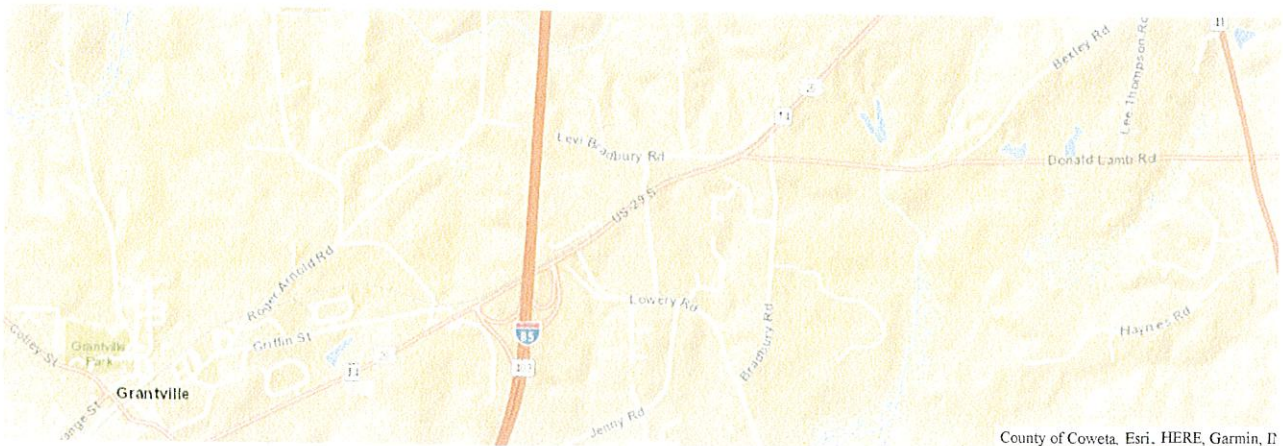
I-85 FROM ALABAMA STATE LINE TO CR 548/COLLINSWORTH ROAD

Project ID:	0014085	Notice to Proceed Date:	1/28/2020
Project Manager:	Whitney Duncan	Construction Percent Complete:	24.92%
Office:	Program Delivery	Current Completion Date:	11/30/2021
County:	Coweta, Harris, Meriwether, Troup	Work Completion Date:	
Congressional District:	003	Construction Contract Amount:	
State Senate District:	028, 029	Construction Contractor:	OZARK STRIPING COMPANY, INC.
State House District:	070, 071, 132, 133	Preconstruction Status Report	
Project Type:	Safety	Construction Status Report	
Project Status:	Under Construction		
Right of Way Authorization:		Contact Us	

Project Description:

This project will replace overhead and post mounted signs along I-85 From approximately 0.3 miles south of the Alabama/Georgia State Line and extending north through Harris, Troup, Meriwether and Coweta Counties to a point approximately 0.8 miles north of CR 548/Collinsworth Road in Coweta County. All within the existing I-85 Right of Way.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2016	\$265,521.42	
CST (Construction)	2020	\$6,524,651.18	




Project Documents

There are no items to show in this view.

Most Visited

- [Road & Traffic Data](#)
- [Contractors](#)
- [Design Guides](#)
- [Crash Reporting](#)
- [Disadvantaged Business Enterprise \(DBE\)](#)

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

CR 211/LEVI BRADBURY ROAD @ CSX #050453D

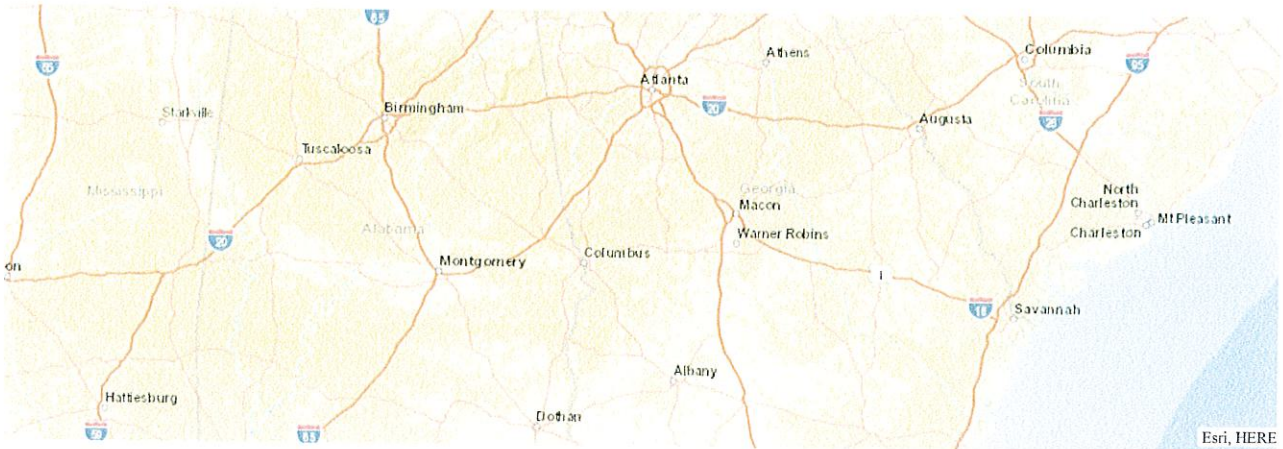
Project ID: 0016376
 Project Manager: K. C. Cowan Jr.
 Office: Utilities
 County: Coweta
 Congressional District: 003
 State Senate District: 028
 State House District: 132
 Project Type: Safety
 Project Status: Under Construction
 Right of Way Authorization:

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:

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2019	\$18,000.00	
CST (Construction)	2019	\$214,753.00	



Project Documents

There are no items to show in this view.

Most Visited

- [Road & Traffic Data](#)
- [Contractors](#)
- [Design Guides](#)
- [Crash Reporting](#)
- [Disadvantaged Business Enterprise \(DBE\)](#)

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



NOTICE OF DECISION

To: Doug Hooker, ARC
(via electronic mail) Bob Voyles, GRTA
Dick Anderson, GRTA
Kathryn Zickert, GRTA
Sharon Mason, GRTA
Sonny Deriso, GRTA

To: Coweta County, GA
(via electronic mail and certified mail) Mr. Tyler Jones

From: Christopher Tomlinson, GRTA Executive Director

Copy: Jon West, DCA
(via electronic mail) Aileen Daney, GRTA/ATL
Cain Williamson, GRTA/ATL
Douglas Jewell, City of Grantville
Brennan Jones, City of Grantville
Al Grieshaber, City of Grantville
John Walker, Kimley-Horn
Olivia Zuvanich, Kimley-Horn
Tyler Jones, Robinson Weeks Partners
Kyle Cunningham, Robinson Weeks Partners
Chuck Mueller, DNR
Kevin Clark, Georgia Environmental Finance Authority
Donald Wilkerson, GDOT - District 3
Stanford Taylor, GDOT - District 3
Tyler Peek, GDOT - District 3
Chance Baxley, GDOT - District 3
Daniel Trevorrow, GDOT - District 3
Tod Handley, Coweta County
Bob Palmer, Coweta County
Angela White, Coweta County
Jonathan Amason, Coweta County

Tracy Dunnivant, City of Newnan
Chris Cole, City of Newnan
William Pearman, City of Senoia
Harold Simmons, City of Senoia
Geraldine Rimi, City of Senoia
Belinda Wilson, City of Haralson
Dick Ford, Town of Moreland
Brandi Loeper, Town of Moreland
Blue Cole, Town of Sharpsburg
Alan Starr, Town of Turin
Bryan Threadgill, Meriwether County
Michelle Irizarry, Meriwether County
Beverly Thomas, Meriwether County
Cathy Johnson, Meriwether County
Jane Fryer, Meriwether Co Dev Authority
Jeannie Brantley, Three Rivers RC
Paul Jarrell, Three Rivers RC

Date: January 5, 2022

Notice of Decision for Request for Expedited Review of DRI 3490 Grantville-Calico

The purpose of this notice is to inform Tyler Jones (the Applicant) and Coweta County (the Local Government), the Georgia Regional Transportation Authority (GRTA) Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Three Rivers Regional Commission of GRTA's decision regarding Development of Regional Impact (DRI) 3490 Grantville-Calico (the DRI Plan of Development). GRTA has completed an Expedited Review for the DRI Plan of Development pursuant to Section 4.2.2 of the *GRTA DRI Review Procedures* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Section 4.3. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision, unless substantial construction of the proposed DRI has been commenced during this ten (year) period.

The notice of decision is based on a review of the applicant's DRI Review Package received by GRTA on December 3, 2021. The review package includes: the site development plan (Site Plan) dated November 30, 2021 titled "Grantville-Calico – DRI 3490" prepared by Georgia Civil, Inc., the Transportation Study dated December 3, 2021 prepared by Kimley-Horn and Associate, Inc. received by GRTA on December 3, 2021, and the DCA Initial and Additional forms filed on October 5, 2021 and November 30, 2021.

Pursuant to Section 5 of the *GRTA DRI Review Procedures* the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) Business Days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Section 5 of the *GRTA DRI Review Procedures*. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will schedule the appeal hearing according to the timeline established in Section 5.1.2 of the *GRTA DRI Review Procedures*.

Christopher Tomlinson
Executive Director
Georgia Regional Transportation Authority

Attachment A – General Conditions

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

SR 14/US 29 at Lowry Road

- Install an eastbound right-turn deceleration lane on SR 14/US 29 at Lowry Road in accordance with GDOT design standards.

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.

Attachment C – Required Improvements to Serve the DRI

As defined by the *GRTA DRI Review Procedures*, a “Required Improvement means a land transportation service or access improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI.”

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1:

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

SR 14/US 29 at Lowry Road

- Install an eastbound right-turn deceleration lane on SR 14/US 29 at Lowry Road in accordance with GDOT design standards.

Section 2:

Roadway Improvement Conditions to GRTA Notice of Decision:

US 29/SR 14 at I-85 SB Ramps

- Coordinate with GDOT to consider installing an All-Way Stop Control (AWSC) to improve the northbound movement or improve the northbound right turn lane from stop controlled to yield control with improved viewing angle and increased storage.

OFFICE OF THE MAYOR



THE HONORABLE ANGELYNE BUTLER, MPA

CITY OF
FORESTPARK

February 4, 2022

To whom it may concern,

As the Mayor of Forest Park, GA, I'm writing this letter today in support of Robinson Weeks Partners as a new developer for your local community. As the leader of a municipality, working with developers can be both an exciting, and stressful process. Balancing the economic benefits of greater development with the needs and desires of your constituents can be an overwhelming experience. Robinson Weeks has had a presence in Forest Park since 2007, and I have worked with their team directly for the last 4 years. If you are looking for a developer that operates with open communications, transparency, and quantifiable results, I would recommend looking no further than Robinson Weeks Partners. The public-private partnership we have formed has been very successful and I'm proud of the opportunities the re-development of Fort Gillem has provided to the citizens of our wonderful city.

In 2007, the Army announced that Fort Gillem would be decommissioned through the Base Realignment and Closure Act (BRAC). This was a difficult announcement for our community to process as the Army had such a significant presence in Forest Park. Over the next 15 years, the city worked with Robinson Weeks Partners to design and redevelop 1,168 acres of land on the former base to create the Gillem Logistics Center. In an area where economic development has historically had trouble gaining traction, the logistics center has transformed the city's future outlook. To date, the Gillem Logistics Center project has generated approximately \$1 billion in total capital investment. Based on economic studies we've had completed; it's been estimated that 3,265 new jobs have been created from the complex and that our municipality is generating ~\$4 million more in annual tax revenue. We are in the process of re-developing the remaining land at the complex and expect upwards of \$6.5 million in annual tax revenue at full completion. The Robinson Weeks team has been successful in driving the redevelopment efforts and in leasing industrial space to some of the world's biggest companies - while also taking stock of what community stakeholders wanted from the complex. Their team is local, based in Atlanta, and they have a smaller team, so questions do not filter through multiple levels of management before a response is provided. The trust we've formed over time has made the process of completing building all the more rewarding.

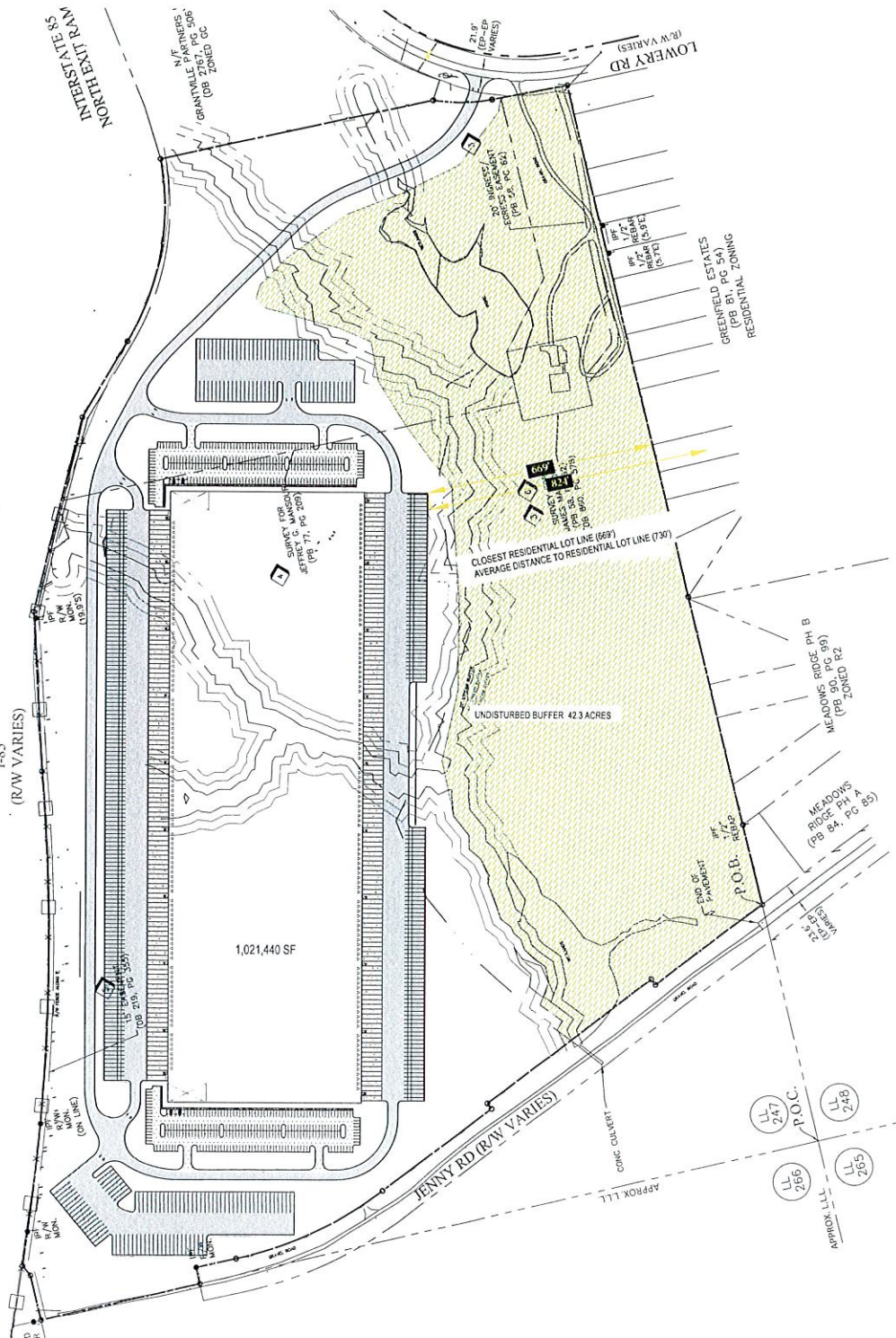
Once again, I would recommend Robinson Weeks as a partner in any industrial development efforts you should be considering. They have been an ideal partner for us in building a better tomorrow for the City of Forest Park. Please let me know if you have any specific questions on our experience with their team.

With the Utmost Respect, I AM

AButler

Angelyne Butler, MPA
Mayor

UNDISTURBED BUFFER 42.3 ACRES



1,021,440 SF

SHAW'S MANSION
(PG. 71, PG. 208)

200 SQUARE
EQUIPMENT
(PG. 24, PG. 64)

SHAW'S
MANSION
(PG. 71, PG. 208)

CLOSEST RESIDENTIAL LOT LINE (669')
AVERAGE DISTANCE TO RESIDENTIAL LOT LINE (730')

UNDISTURBED BUFFER 42.3 ACRES

GREENFIELD ESTATES
(PG. 6, PG. 54)
RESIDENTIAL ZONING

MEADOWS RIDGE PH B
(PG. 90, PG. 99)
ZONED R2

MEADOWS
RIDGE PH A
(PG. 84, PG. 85)

LL 247

LL 249

LL 256

LL 265

P.O.C.

APPROX. L.L.

INTERSTATE 85
NORTH EXIT RAMP

N/F TRAILERS
GRANTVILLE PA
(PG. 276, PG. 506)
ZONED CC

R.I.P.
(PG. 10, PG. 10)

LOWERY RD
(R/W VARIES)

END OF
PAVEMENT
P.O.B.

CONC. CULVERT
APPROX. L.L.

Grantville - Calico Site Traffic Impact Analysis

Warehouse vs. Single-Family Residential

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PMIC)
Grantville DRI
City of Grantville, GA

Land Use Code	Intensity	DAILY		AM Peak Hour		PM Peak Hour	
		Total	In	Out	Total	In	Out
Site Traffic Comparison							
150 Warehousing	1,021,440 Square Footage	1,660	830	830	148	114	34
210 Single-Family Detached Housing	250 Dwelling Units	2,416	1,208	1,208	185	46	139
					150	41	109
					240	151	89

Trucks vs. Car Breakdown

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PMIC)
Grantville DRI
City of Grantville, GA

Land Use Code	Intensity	Daily		AM Peak Hour		PM Peak Hour	
		Total	In	Out	Total	In	Out
Proposed Site Traffic							
150 Warehousing	1,021,440 Square Footage	1,660	830	830	148	114	34
	Truck Trips	560	280	280	20	10	10
	Car Trips	1,100	550	550	128	104	24
					31	16	15
					119	25	94

page 1