

**From:** [James Abraham](#)  
**To:** ["Jonathan Tuley"](#)  
**Subject:** OUT OF REGION DRI - REQUEST FOR COMMENTS Development of Regional Impact Request for Comments (Lambert Farms Phase II (DRI #: 2487), located in unincorporated Henry County.  
**Date:** Monday, May 18, 2015 4:24:05 PM

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Hi Jonathan,

The Three Rivers Regional Commission (TRRC) has completed its outside regional review of the Development of Regional Impact (DRI), project Lambert Farms Phase II DRI #: 2487, located in unincorporated Henry County, and we offer the following comments:

1. The site plan for DRI #: 2487 prepared by E&A (Eberly & Associates), dated 04-28-2015, identified ±6 warehouses: 100,000 SF, 333,600 SF, 939,600 SF, 360,000 SF, 1,500,000 SF and 1,584,000 SF for a total of 4,817,200 SF. The transportation analysis dated April 2015, prepared by Kimley-Horn and Associates, Inc. The subject DRI is located directly west of a previous DRI (King Mill – Lambert Development DRI #: 2035), approved in September 2009 and currently under construction
2. SR 155 (N/ McDonough Road) at I-75 Southbound Ramps -Traffic study indicated the construction of a 2<sup>nd</sup> southbound left-turn lane to create dual left-turns lanes. (N McDonough Road) at King Mill Road/Industrial Boulevard the construction of a 2<sup>nd</sup> northbound left-turn lane to create dual left-turn lanes and convert the left-turn phasing to protected-only. TRRC wishes to note that the 2008-2013 TIP, ARC number HE -175, identified the paving of SR 155 from Spalding County Line to SR 20 and was scheduled for completion in 2010. Was that project completed and if not what is the adverse negative impact this would pose to Phase II of this project in relation to phase I; if any?
3. US 23/SR 42 at 155 (N. McDonough Road) the widening of SR 155 (N. McDonough Road) from 2 to 4 lanes, proving a 2<sup>nd</sup> eastbound through lane and a 2<sup>nd</sup> westbound through lane. Pursuant to an email dated 9/01/2009, from GDOT by Mike England in comments to DRI #: 2035 Phase I King Mill – Lambert, Mr. England alluded to recommendation(s) to SR 155 corridor and the expansion through additional study due to existing restrictions of the existing railroad corridor along the east side of SR 155, and the Interstate 75 interchange ramps. The reference document further noted the recommendation that the 155 corridor will require these improving of the interstate 75 overpass and ramp configuration, as well a significant impact along the west side of SR 155. **Source: email dated 9/1/2009, by Mike England GDOT District Three Traffic Engineer.** Has these issues been addressed and are they not relevant to phase II impact?
4. US 23/SR 42 at Whirlpool Driveway 2/Old King Mill Road constructs an east bound left-turn lane. Envision6 RTP (Long Range Projects, ARC number HE-113, identified the capacity widening of SR 155 from I-75 South to Us 23 and is scheduled for completion in 2030. Is this still a viable project and is it still reflective as programmed for the area and if not, how would that affect this project?
5. County and Local Projects, Henry County SPLOST III 3052, intersection realignment and signalization along the intersection of Kings Mill Road and SR 42, was scheduled to be completed in 2010 per Cheri Hobson-Matthews 08-19-09, with signalization requiring final approval from GDOT and at the time was anticipated to take longer than the projected 2010. Was that project completed and if not, are there any impacts to this phase of the development?
6. Summarization of the traffic study yield back in 2009, at the time of DRI #: 2035

(King Mill – Lambert), there were some capacity deficiencies as a result of future background traffic. Based on that the traffic engineers back in 2009, made recommendations for improvements to be carried out in order to upgrade the existing level of services. Those included and not limited to: King Mill Road Realignment, SR 155 from I-75 South bound Ramps to SR 20 Intersection, King Mill Road at SR 155; Bill Gardner Parkway from i-75 Southbound Ramps to SR 42 Intersection. These recommendations are contained in the traffic analysis prepared by Kimley-Horn and Associates, Inc., dated August 2009, were these considered in the traffic analysis dated April 2015 and what impacts from phase I would have on phase II?

7. TRRC express some concern that the development, particularly from a traffic viewpoint may cause a problem to Spalding County in particular City of Griffin with vehicular traffic on SR 155 to I-75, city of Sunny Side, Butts County in particular City of Jenkinsburg.
8. Preliminary research revealed that the proposed development maybe located in the head waters or close proximity to the Tussahaw Creek Water Supply Watershed. TRRC is of the belief that Henry County Code does provide a watershed protection district for the Tussahaw Creek. TRRC believes that the developer will conform to all the requirements of Henry County Stream and Buffer Ordinance essential to maintaining the integrity of the Metropolitan North Georgia Water Planning District and the District-wide Watershed Management Plan. As a direct result, the developer will comply with the protection of all state waters on and within close proximity to the subject property.

**James A. Abraham, Sr.**

Planner

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