*Transportation Analysis*

# DCT Douglas Hill Distribution Center DRI #2701

Douglas County, Georgia

*Report Prepared:*

August 2017

*Prepared for:*

DCT Industrial

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***Available Upon Request***

*Synchro* Capacity Analyses

# EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *DCT Douglas Hill Distribution Center* development located in Douglas County, Georgia. The approximate 92.6-acre site is located just west of the intersection of Douglas Hill Road and Factory Shoals Road, and is bordered by Douglas Hill Road to the south. The proposed development will be an industrial warehouse facility with approximately 1,036,800 SF of warehousing space. It should be noted that a portion of this acreage was a part of a previous Development of Regional Impact (DRI) called Corporate Ridge Business Park DRI #2477 (123 acres and 1,436,820 SF warehouse).

The project is 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 an industrial development. The DRI trigger for this development is the submittal of the rezoning application with Douglas County, combined with the proposed development exceeding 500,000 gross square feet for industrial developments within a developing suburbs area. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on June 21, 2017 by Douglas County.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part B – Limited Trip Generation**, which states:

> *…the land uses within the proposed DRI are such that the amount of trips generated by the development is likely to have minimal impact on the road network.*
>
> 1. *No more than one thousand (1,000) gross daily trips generated by the DRI based on a trip generation memorandum; or,*
> 2. ***More than one thousand (1,000) but no more than three thousand (3,000) gross daily trips will be generated by the DRI, based on a trip generation memorandum and requires the submittal of an Access Analysis****; or,*
> 3. *The proposed DRI is projected to generate no more than one hundred (100) gross PM peak hour weekday trips based on a trip generation memorandum.*

The present zoning classification of the project site is Residential-Agricultural (R-A). The proposed zoning of the site is Light Industrial (LI-C). The proposed project is expected to be completed by 2019. The proposed development will consist of the following land uses and densities:

Warehouse Square Footage: 1,036,800 SF

Capacity analyses were performed throughout the study network for the Existing 2017 conditions, the Projected 2019 No-Build conditions, and the Projected 2019 Build conditions.

- Existing 2017 conditions represent traffic volumes that were collected in April 2017 and July 2017 by performing AM and PM peak hour turning movement counts.
- Projected 2019 No-Build conditions represent the existing traffic volumes grown for two (2) years at 1.5 percent per year throughout the study network, plus estimated project trips from *DCT Factory Shoals DRI #2670* development (DRI completed in June 2017).
- Projected 2019 Build conditions represent the Projected 2019 No-Build conditions with the addition of the project trips that are anticipated to be generated by the *DCT Douglas Hill Distribution Center* development.

Based on the **Existing 2017** conditions (*present conditions; i.e. excludes both the background traffic growth, the estimated project trips from the DCT Factory Shoals DRI #2670*, and the estimated project trips from the *DCT Douglas Hill Distribution Center DRI*), all study intersections are projected to operate within the acceptable level-of-service (LOS) standard of D.

Based on the **Projected 2019 No-Build** conditions (*includes background traffic growth and estimated project traffic from DCT Factory Shoals DRI #2670, but excludes the estimated project trips from the DCT Douglas Hill Distribution Center DRI*), all study intersections are projected to operate within the acceptable level-of-service (LOS) standard of D.

Based on the **Projected 2019 Build** conditions (*includes the background traffic growth, the estimated project trips from DCT Factory Shoals DRI #2670, and the estimated project trips from the DCT Douglas Hill Distribution Center DRI*), all study intersections are projected to operate within the acceptable level-of-service (LOS) standard of D.

The following site-access improvements are recommended to serve the traffic associated with the *DCT Douglas Hill Distribution Center* development:

- Intersection #4: Douglas Hill Road at Proposed Site Driveway
  - On the site, construct one (1) southbound shared left/right-turn lane exiting the site onto Douglas Hill Road and one (1) ingress lane entering the site.
  - Construct one (1) westbound right-turn lane, with a minimum 100 feet of storage and a 50 foot taper, along Douglas Hill Road to serve vehicles turning right into the site.
  - Improve Douglas Hill Road between the current end of improved pavement section to the proposed site driveway (approximately 2,500 feet) via widening and pavement overlay

# 1.0 PROJECT DESCRIPTION

## *1.1 Introduction*

This report presents the analysis of the anticipated traffic impacts of the proposed *DCT Douglas Hill Distribution Center* development located in Douglas County, Georgia. The approximate 92.6-acre site is located just west of the intersection of Douglas Hill Road and Factory Shoals Road, and is bordered by Douglas Hill Road to the south. A portion of the proposed site acreage was included in a previous DRI, *Corporate Ridge Business Park DRI #2477* (123 acres and 1,436,820 SF warehouse).

The proposed development will be an industrial warehouse facility with approximately 1,036,800 SF of warehousing space. Because the project will exceed 500,000 square feet for industrial developments within a developing suburbs area, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part B – Limited Trip Generation**, which states:

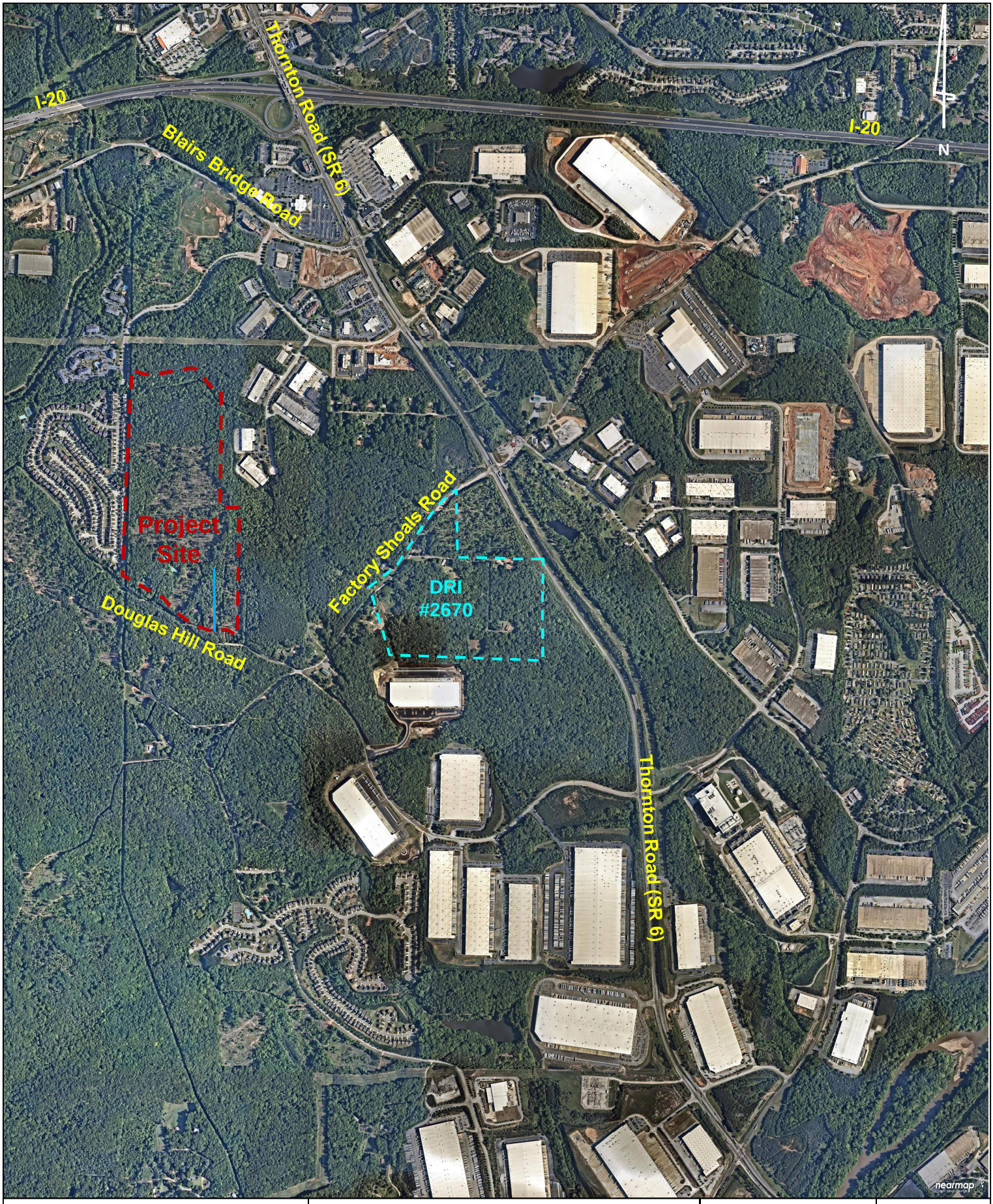
> *…the land uses within the proposed DRI are such that the amount of trips generated by the development is likely to have minimal impact on the road network.*
>
> 1. *No more than one thousand (1,000) gross daily trips generated by the DRI based on a trip generation memorandum; or,*
> 2. ***More than one thousand (1,000) but no more than three thousand (3,000) gross daily trips will be generated by the DRI, based on a trip generation memorandum and requires the submittal of an Access Analysis****; or,*
> 3. *The proposed DRI is projected to generate no more than one hundred (100) gross PM peak hour weekday trips based on a trip generation memorandum.*

**Figure 1** provides the site location of the *DCT Douglas Hill Distribution Center* development. **Figure 2** and **Figure 3** provide an aerial view of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in **Appendix A**. Douglas County Zoning Map and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix B**.

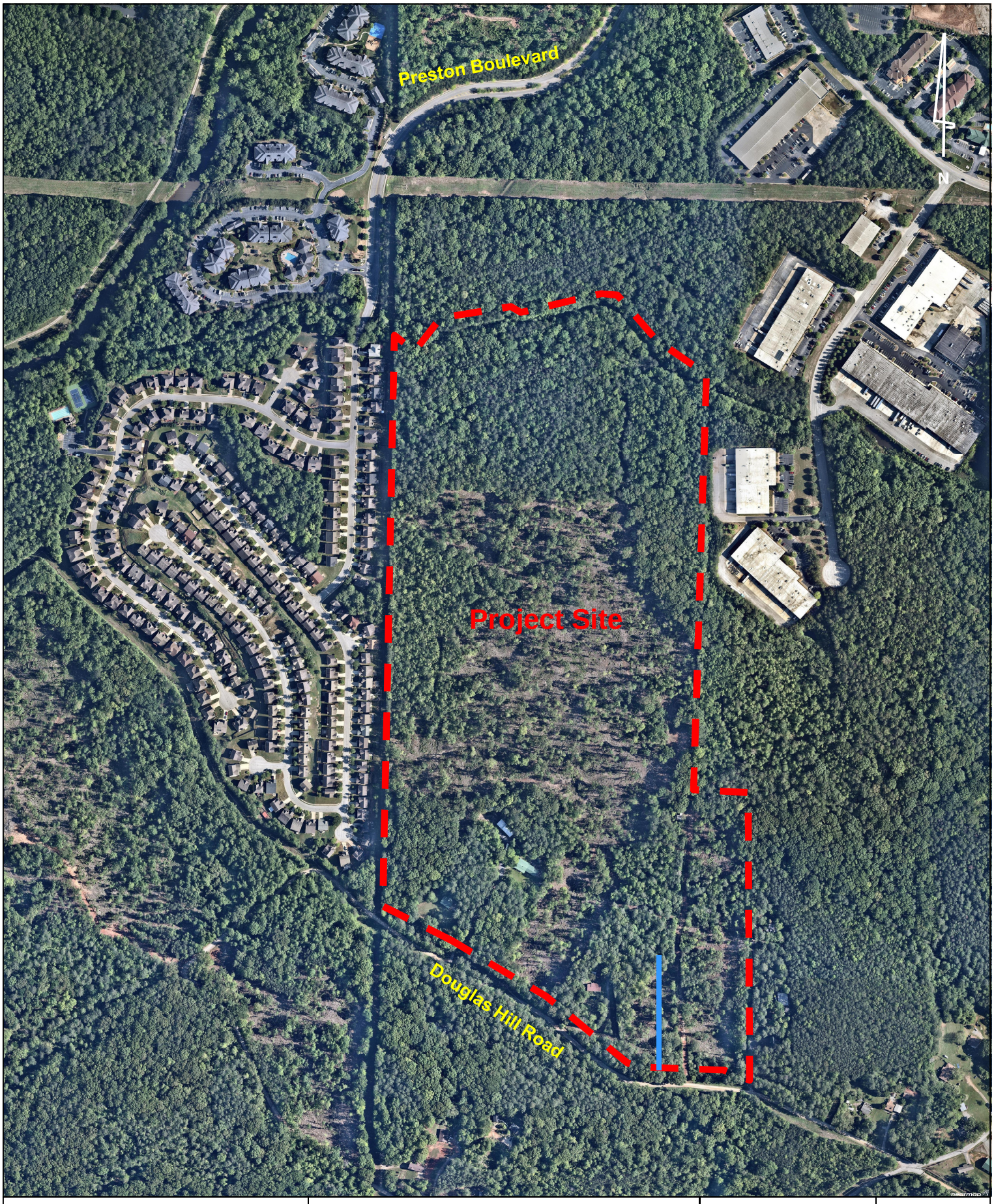
The proposed project is expected to be completed by 2019, and this analysis will consider the full build-out of the proposed site in 2019. A summary of the proposed land-use and density is provided below in **Table 1**.

| Table 1: Proposed Land Uses | |
|---|---|
| 152: High-Cube Warehouse/Distribution Center | 1,036,800 SF |


| | | | |
|---|---|---|---|
| Kimley»Horn | ***DCT Douglas Hill Distribution Center***<br>***DRI #2701***<br>***Transportation Analysis*** | **Site Location** | **Figure 1** |
| | | | **Page 6** |




| | | | |
|---|---|---|---|
| Kimley»Horn | *DCT Douglas Hill Distribution Center*<br>*DRI #2701*<br>*Transportation Analysis* | Site Aerial (zoomed out) | Figure 2 |
| | | | Page 7 |




| | | | |
|---|---|---|---|
| Kimley»Horn | *DCT Douglas Hill Distribution Center*<br>*DRI #2701*<br>*Transportation Analysis* | **Site Aerial (zoomed in)** | **Figure 3** |
| | | | **Page 8** |

## *1.2 Site Plan Review*

The proposed development is located on an approximately 92.6-acre site in Douglas County, Georgia. The project site is bordered by Douglas Hill Road to the south. The proposed development will be an industrial warehouse facility with approximately 1,036,800 SF of warehousing space. The project will include one (1) new warehouse building. The property is currently undeveloped. A reference of the proposed site plan is provided in **Appendix C**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

## *1.3 Site Access*

As currently envisioned, the proposed development will be served by one (1) full-movement driveway along Douglas Hill Road. Douglas Hill Road in the vicinity of the site is a two-lane, undivided, local gravel road with a posted speed limit of 35 mph. A summary of the proposed site access point follows:

1. Proposed Driveway – a proposed, side-street stop-controlled full-movement driveway located on Factory Shoals Road approximately 1,000 feet west of the intersection of Douglas Hill Road at Factory Shoals Road.

The proposed site access point provides vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. See referenced site plan in **Appendix C** for a visual representation of vehicular access and circulation throughout the proposed development. The site driveways and internal roadways provide access to all parking on the site. Parking will be provided throughout the development as follows:

| | |
|---|---|
| Parking Provided: | 519 |
| Trailer Space Provided: | 269 |

## *1.4 Bicycle and Pedestrian Facilities*

Pedestrian facilities (sidewalks) do not currently exist along the project site frontage or in the vicinity of the project. Bicycle facilities do not currently exist along the project site frontage. There are no pedestrian or bicycle projects programmed in the vicinity of the project site that will be completed prior to the buildout of the *DCT Douglas Hill Distribution Center* development. According to the DRI site plan, no pedestrian or bicycle facilities are proposed.

## *1.5 Transit Facilities*

There are no direct transit routes located within the vicinity of the project; therefore, no alternative mode reductions were taken.

# 2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

## *2.1 Growth Rate*

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.5 percent per year background traffic growth rate was used for all roadways. This background growth rate was used to account for other proposed development activity (including surrounding DRIs previously reviewed) in the area.

In addition, to the background growth rate, the project trips associated with the following developments was incorporated into the background traffic:

- *DCT Factory Shoals DRI #2670* (completed in June 2017)

## *2.2 Traffic Data Collection*

Weekday peak hour turning movement counts were collected on Tuesday, July 11th, 2017 at study intersection 1 during the AM and PM peak periods. Weekday peak hour turning movement counts were collected on Wednesday, April 12, 2017, at the study intersections 2 and 3 during the AM and PM peak periods. Peak hours for all intersections are shown in **Table 2**.

**Table 2: Peak Hour Summary**

| Intersection | Date Collected | AM Peak Hour | PM Peak Hour |
|---|---|---|---|
| 1. Thornton Road (SR 6) at Factory Shoals Road | April 12, 2017 | 7:00 AM - 8:00 AM | 4:45 PM - 5:45 PM |
| 2. Thornton Road (SR 6) at Douglas Hill Road | April 12, 2017 | 7:00 AM - 8:00 AM | 4:45 PM - 5:45 PM |
| 3. Factory Shoals Road at Douglas Hill Road | July 11, 2017 | 7:15 AM - 8:15 AM | 4:45 PM - 5:45 PM |

The collected peak hour turning movement traffic counts are shown in **Appendix D**.

The July counts at the intersection of Factory Shoals Road at Douglas Hill Road were increased to match the adjacent intersection of Thornton Road at Factory Shoals Road (counted April 12, 2017) to account for the seasonal variation in traffic during the summer.

## *2.3 Detailed Intersection Analysis*

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. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 9.0*. All intersection signal timings were optimized using *Synchro Professional, Version 9.0*.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

# 3.0 STUDY NETWORK

## *3.1 Gross Trip Generation*

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition*. Gross trips generated are displayed below in **Table 3**.

**Table 3: Gross Trip Generation**

| Land Use | Density | ITE Code | Daily Traffic | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|---|---|
| | | | Enter | Exit | Enter | Exit | Enter | Exit |
| *** Heavy Vehicle (Truck) Trips:** | | | | | | | | |
| High-Cube Warehouse/Distribution Center | 1,036,800 SF | *152* | 332 | 332 | 22 | 10 | 13 | 29 |
| **Employee (Car) Trips:** | | | | | | | | |
| High-Cube Warehouse/Distribution Center | 1,036,800 SF | *152* | 539 | 539 | 61 | 27 | 28 | 61 |
| **Total New Trips** | | | **871** | **871** | **83** | **37** | **41** | **90** |

** Note: Truck percentage per ITE's Trip Generation Manual.*

## *3.2 Trip Distribution*

The directional distribution and assignment of new project trips were based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), and Douglas County staff. (See *Section 5.0 Trip Distribution and Assignment*).

## *3.3 Level-of-Service Standards*

For the purposes of this traffic analysis, a level-of-service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for the intersection during that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

## *3.4 Study Network Determination*

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, and Douglas County staff, and includes the following four (4) intersections described in **Table 4**.

The study network includes two (2) signalized intersections and two (2) side-street stop-controlled intersections as noted in **Table 4**. The study intersections are shown in **Figure 4**.

| Table 4: Intersection Control Summary | |
|---|---|
| **Intersection** | **Control** |
| 1. Thornton Road (SR 6) at Factory Shoals Road | Signal |
| 2. Thornton Road (SR 6) at Douglas Hill Road | Signal |
| 3. Factory Shoals Road at Douglas Hill Road | Stop Control |
| 4. Douglas Hill Road at Proposed Driveway | Stop Control |

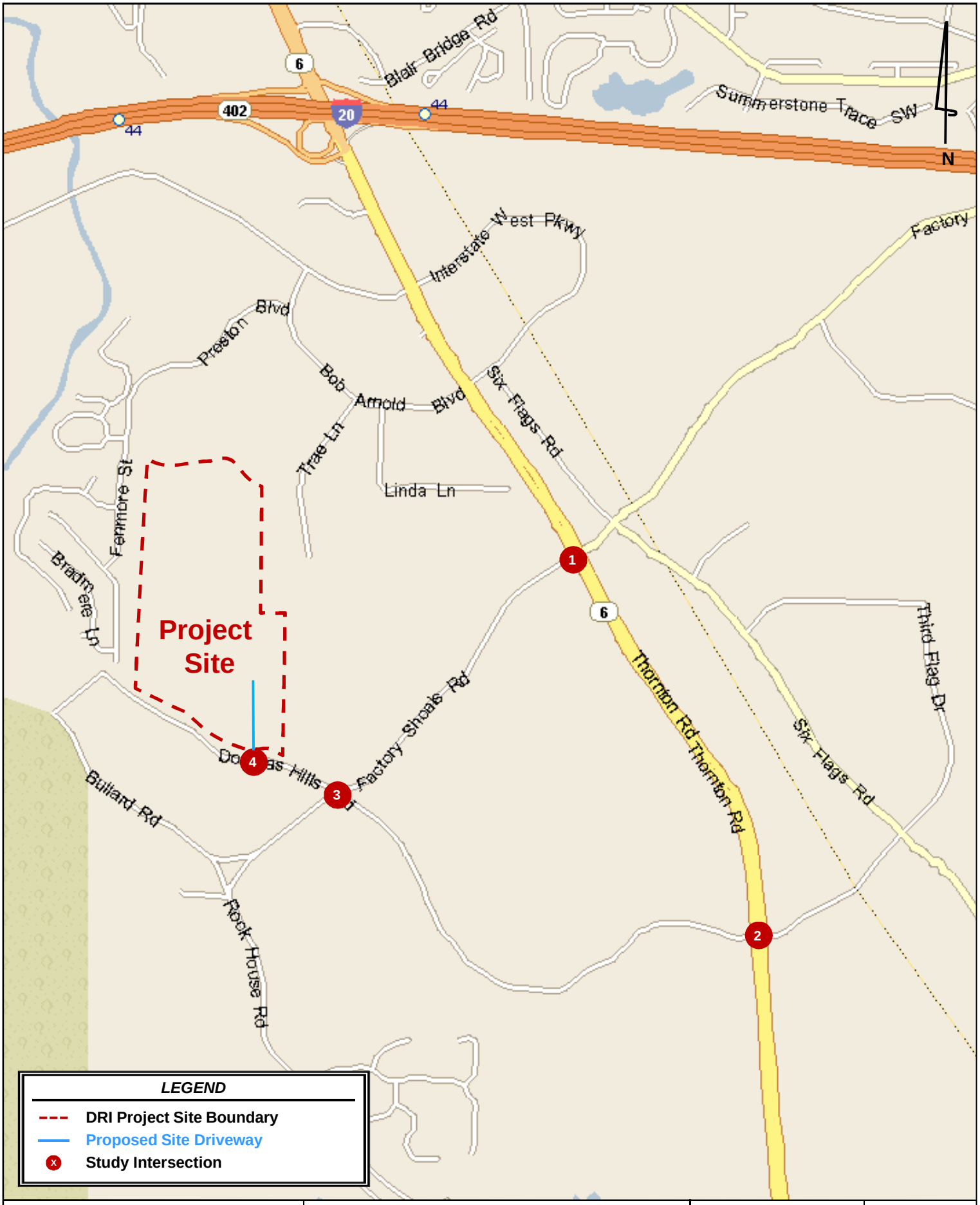
Each of the intersections listed in **Table 4** were analyzed for the Existing 2017 conditions, the Projected 2019 No-Build conditions, and the Projected 2019 Build conditions. The Projected 2019 No-Build conditions represent the existing traffic volumes grown for two (2) years at 1.5 percent per year throughout the study network, plus estimated project trips from *DCT Factory Shoals DRI #2670.*

The Projected 2019 Build conditions add the project trips associated with the *DCT Douglas Hill Distribution Center* development to the Projected 2019 No-Build conditions.

## *3.5 Existing Roadway Facilities*

Roadway classification descriptions and estimated Average Annual Daily Traffic (AADT) for the entire study area are provided in **Table 5** (bolded roadway runs adjacent to the site). AADT totals were obtained through GDOT's historical traffic count database.

| Table 5: Roadway Classifications | | | | |
|---|---|---|---|---|
| **Roadway** | **No. of Lanes** | **Posted Speed Limit (MPH)** | **Approximate Average Annual Daily Traffic (AADT)** | **Functional Classification** |
| **Douglas Hill Road** ***(west of Thornton Road)*** | **2** | **35** | **1,900** | **Local Road** |
| Factory Shoals Road *(west of Douglas Hill Road)* | 2 | 35 | 1,070 | Local Road |
| Thornton Road (SR 6) *(south of Douglas Hill Road)* | 4 | 55 | 31,800 | Other Principal Arterial |
| I-20 *(east of Thornton Road)* | 6 | 70 | 112,000 | Interstate |




| | | | |
|---|---|---|---|
| Kimley»Horn | *DCT Douglas Hill Distribution Center*<br>*DRI #2701*<br>*Transportation Analysis* | **Study Intersections** | **Figure 4** |
| | | | **Page 13** |

## 4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 9th Edition, 2012*, using equations where available. Trip generation for this proposed development is calculated based upon the following land use: High-Cube Warehouse/Distribution Center (ITE 152). The *ITE Trip Generation Manual, 9th Edition, 2012*, also provides the daily and peak hour weighted average truck trip generation rate.

The total (net) trips generated and analyzed in this report are listed in **Table 6**.

**Table 6: Net New Trip Generation**

| | Daily Traffic | | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|---|
| | **Total** | **Enter** | **Exit** | **Enter** | **Exit** | **Enter** | **Exit** |
| **Gross Project Trips** | **1,742** | **871** | **871** | **83** | **37** | **41** | **90** |
| *Heavy Vehicle (Truck) Trips** | *664* | *332* | *332* | *22* | *10* | *13* | *29* |
| *Employee (Car) Trips* | *1,078* | *539* | *539* | *61* | *27* | *28* | *61* |
| *Alternative Mode Reduction* | *- 0* | *- 0* | *- 0* | *- 0* | *- 0* | *- 0* | *- 0* |
| *Pass-by Reduction* | *- 0* | *- 0* | *- 0* | *- 0* | *- 0* | *- 0* | *- 0* |
| **Total Trips** | **1,742** | **871** | **871** | **83** | **37** | **41** | **90** |

** Truck percentage per ITE's Trip Generation Manual.*

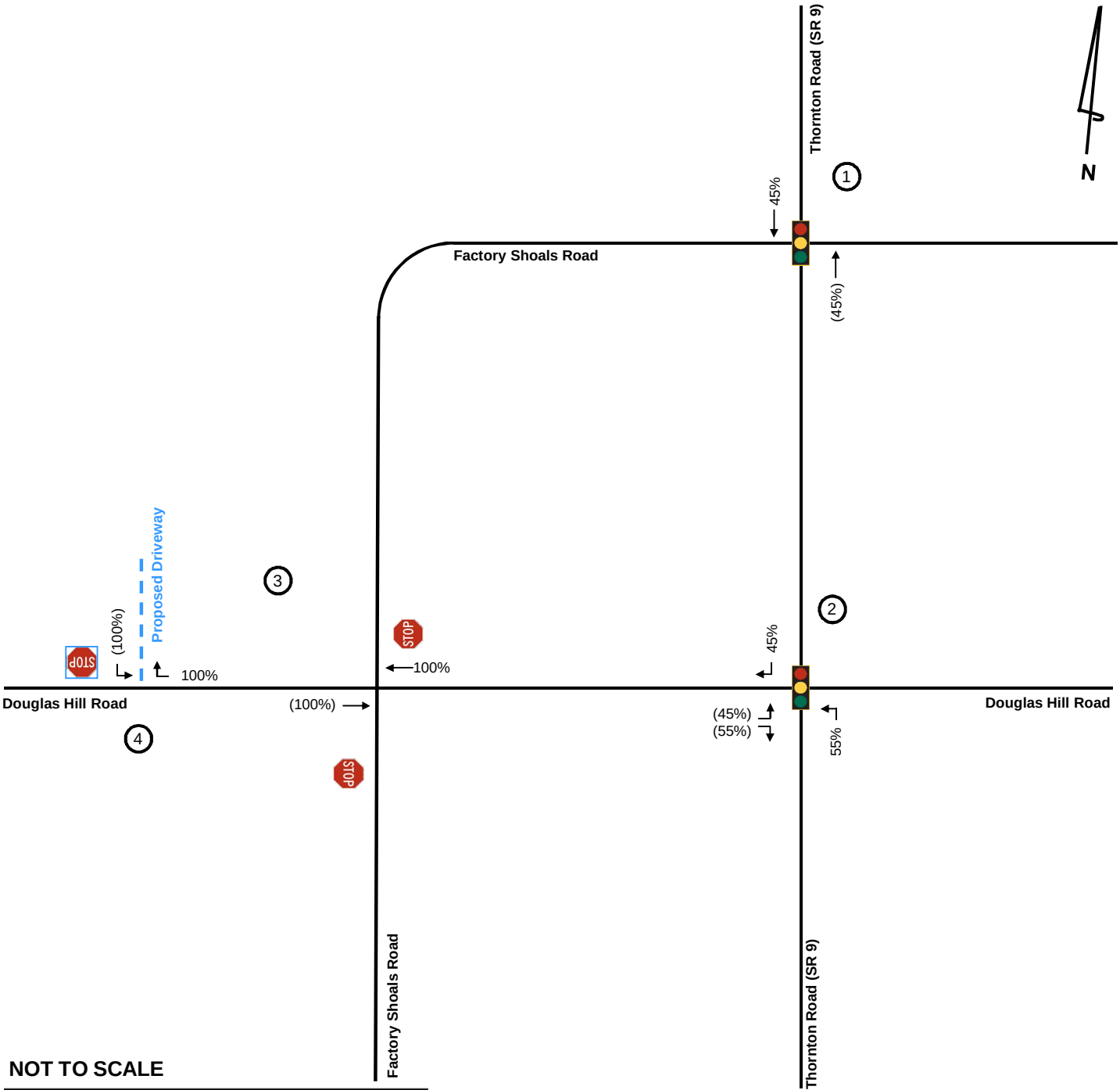
A more detailed trip generation analysis summary table is provided in **Appendix E**.

## 5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, and Douglas County staff.

**Figure 5** and **Figure 6** display the anticipated distribution and assignment of heavy vehicle (truck) trips and employee (car) trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed *DCT Douglas Hill Distribution Center* development, are shown on **Figure 7**.

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

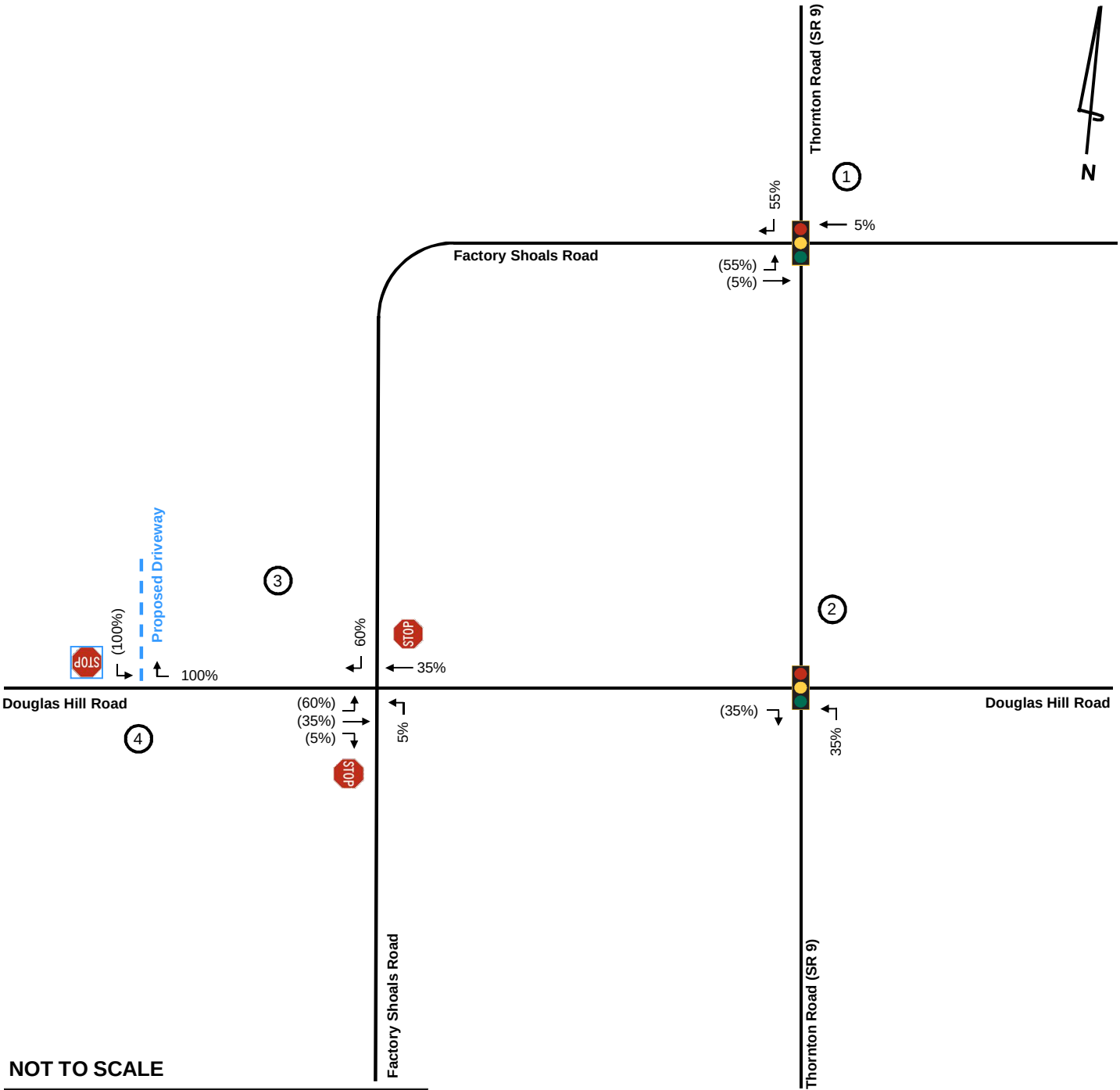



**NOT TO SCALE**

***LEGEND***

- Turning Movement
- Proposed Driveway
- XX% % Entering Trips
- (XX%) % Exiting Trips
- Existing Stop Control
- Proposed Stop Control
- Existing Traffic Signal
- Intersection Reference Number

| | | | |
|---|---|---|---|
| Kimley»Horn | *DCT Douglas Hill Distribution Center*<br>*DRI #2701*<br>*Transportation Analysis* | Heavy Vehicle (Truck) Trip Distribution & Assignment | Figure 5 |
| | | | Page 15 |

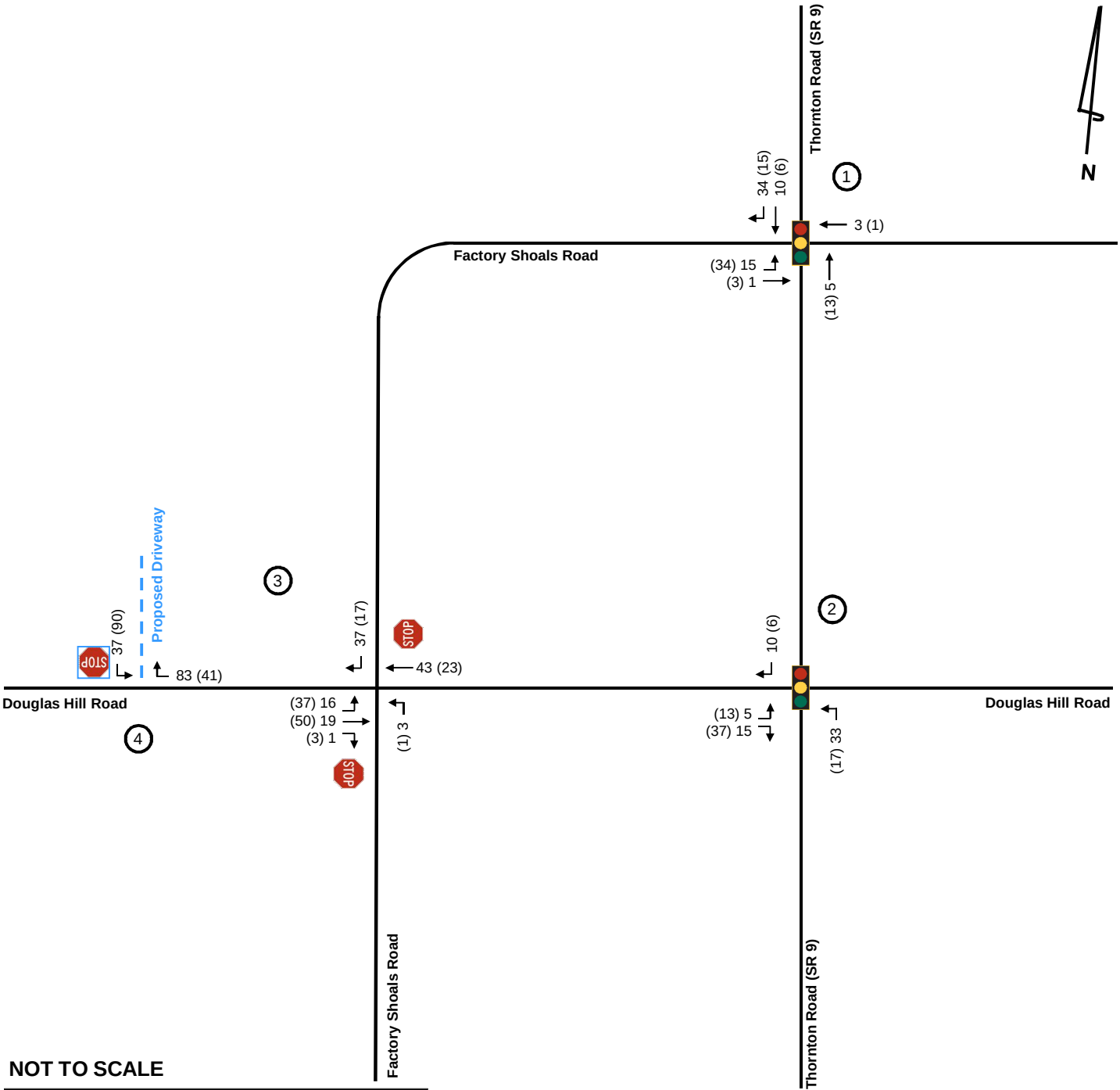



NOT TO SCALE

***LEGEND***

- Turning Movement
- Proposed Driveway
- XX% % Entering Trips
- (XX%) % Exiting Trips
- Existing Stop Control
- Proposed Stop Control
- Existing Traffic Signal
- (X) Intersection Reference Number

| | | | |
|---|---|---|---|
| Kimley»Horn | ***DCT Douglas Hill Distribution Center<br>DRI #2701<br>Transportation Analysis*** | **Employee (Car) Trip Distribution & Assignment** | **Figure 6** |
| | | | **Page 16** |




**NOT TO SCALE**

***LEGEND***

- Turning Movement
- Proposed Driveway
- XX — AM Peak Hour Project Trips
- (XX) — PM Peak Hour Project Trips
- Existing Stop Control
- Proposed Stop Control
- Existing Traffic Signal
- X — Intersection Reference Number

| | | | |
|---|---|---|---|
| Kimley»Horn | ***DCT Douglas Hill Distribution Center<br>DRI #2701<br>Transportation Analysis*** | **Project Trips** | **Figure 7** |
| | | | **Page 17** |

# 6.0 TRAFFIC ANALYSIS

## *6.1 Existing 2017 Conditions*

The observed existing peak hour traffic volumes were entered into *Synchro 9.0,* and capacity analyses were performed for the AM and PM peak hours.

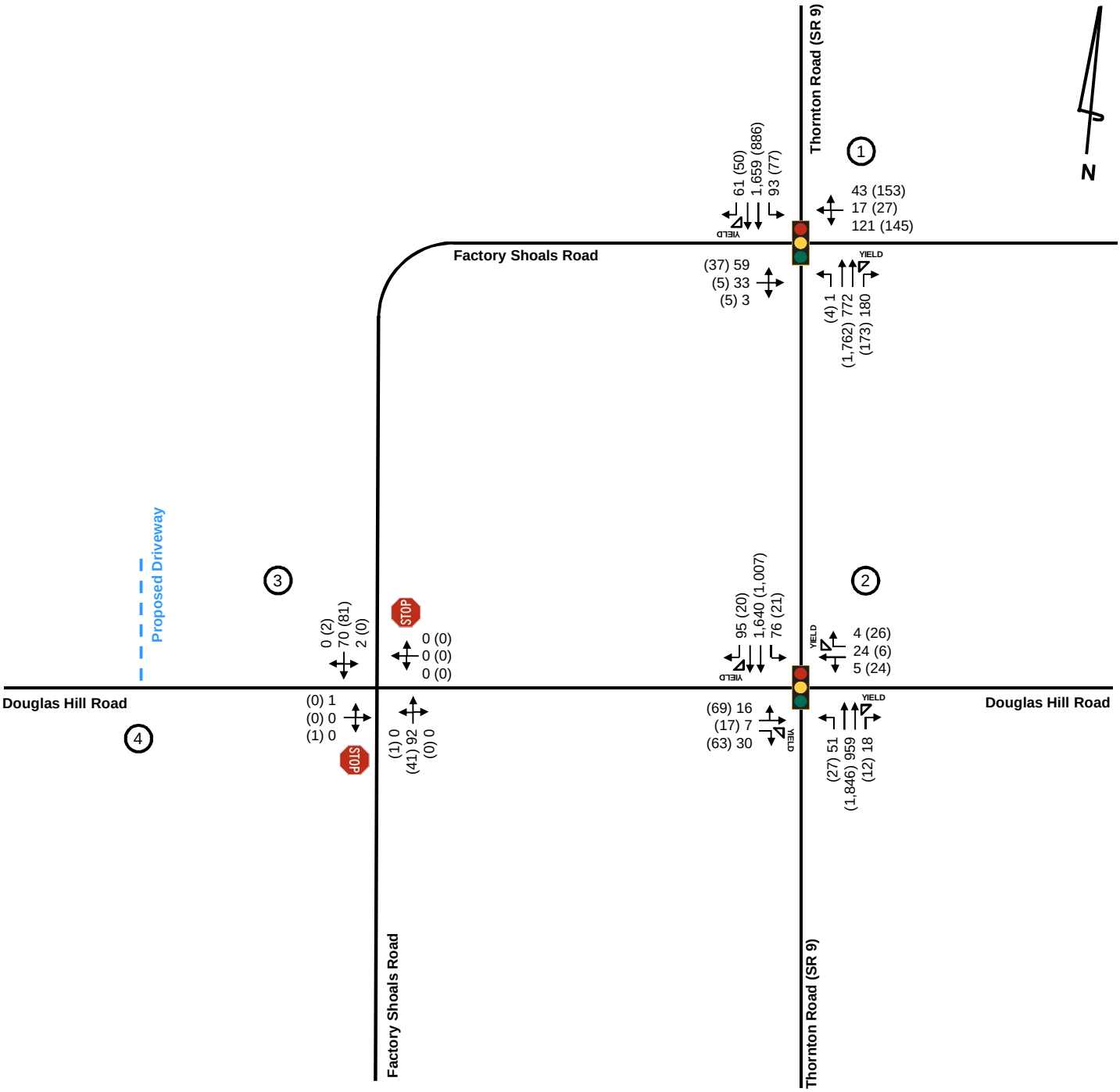
The existing peak hour traffic volumes are displayed in **Figure 8**, and the results of the capacity analyses for the Existing 2017 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

**Table 7: Existing 2017 Level-of-Service Summary**
*LOS (delay in seconds)*

| Intersection | Control | Approach/ Movement | LOS Std. | AM Peak Hour | PM Peak Hour |
|---|---|---|---|---|---|
| 1. Thornton Road (SR 6) at Factory Shoals Road | Signal | Overall | D | C (23.1) | C (34.8) |
| 2. Thornton Road (SR 6) at Douglas Hill Road | Signal | Overall | D | A (7.2) | B (11.8) |
| 3. Factory Shoals Road at Douglas Hill Road | TWSC* | NB Left | D | A (0.0) | A (7.4) |
| | | EB | D | A (9.7) | A (8.8) |
| | | WB | D | A (0.0) | A (0.0) |
| 4. Douglas Hill Road at Proposed Site Driveway | TWSC* | SB | D | N/A | N/A |

** Two-Way Stop-Control / Side-Street Stop-Control.*

As shown in **Table 7**, all study intersections currently operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Existing 2017 conditions. Therefore, there are no recommended improvements for the Existing 2017 conditions scenario.




**NOT TO SCALE**

***LEGEND***

- Roadway Laneage
- Proposed Driveway
- XX — AM Peak Hour Volume
- (XX) — PM Peak Hour Volume
- Existing Stop Control
- Existing Traffic Signal
- (X) — Intersection Reference Number

| | | | |
|---|---|---|---|
| Kimley»Horn | ***DCT Douglas Hill Distribution Center<br>DRI #2701<br>Transportation Analysis*** | **Existing 2017 Conditions** | **Figure 8** |
| | | | **Page 19** |

## *6.2 Projected 2019 No-Build Conditions*

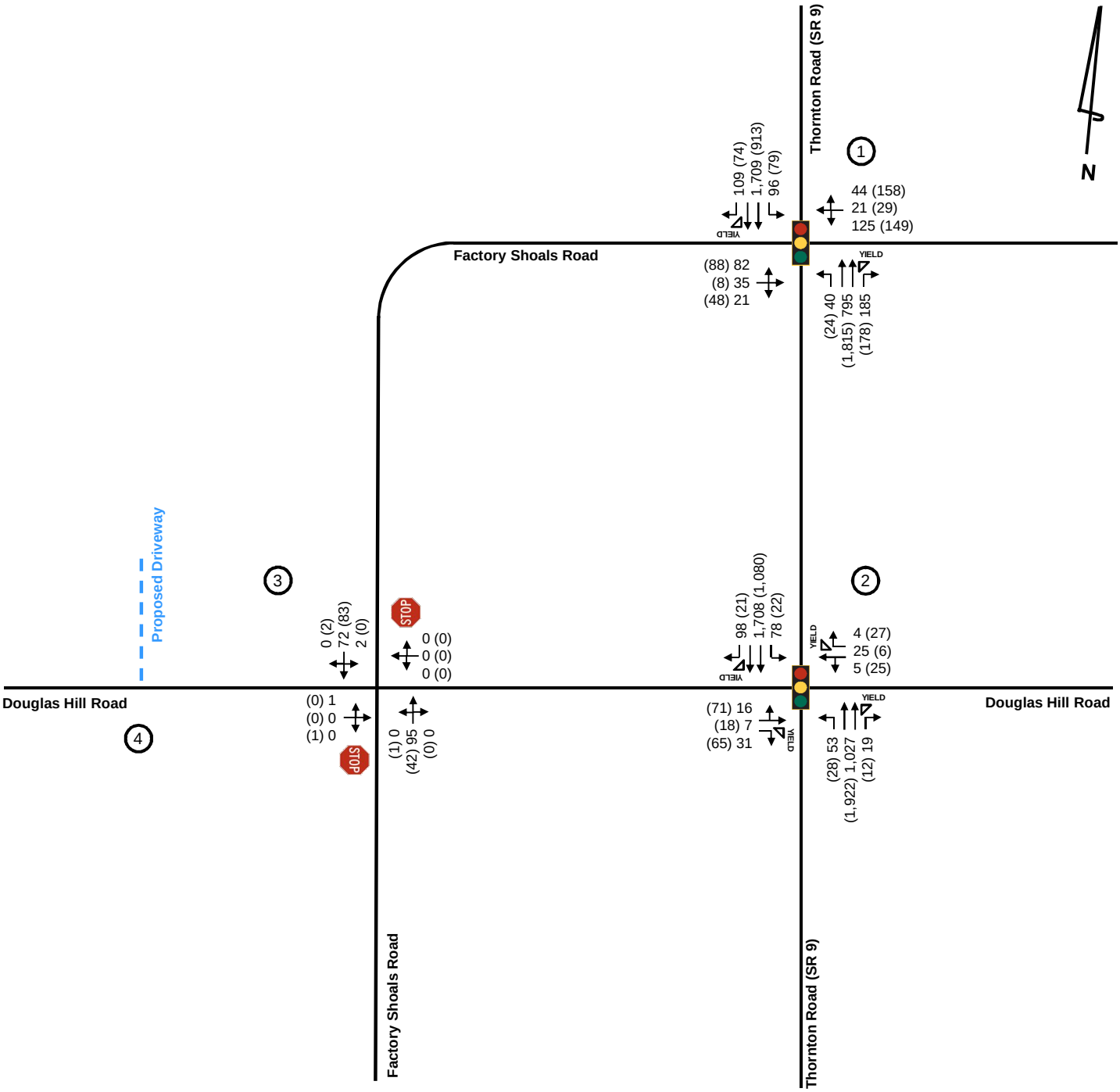
To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for two (2) years at 1.5 percent per year throughout the study network. In addition, estimated project trips from the *DCT Factory Shoals DRI #2670* development were added to the study network. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2019 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2019 No-Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2019 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

**Table 8: Projected 2019 No-Build Level-of-Service Summary**
*LOS (delay in seconds)*

| Intersection | Control | Approach/ Movement | LOS Std. | AM Peak Hour | PM Peak Hour |
|---|---|---|---|---|---|
| 1. Thornton Road (SR 6) at Factory Shoals Road | Signal | Overall | D | C (27.8) | D (39.7) |
| 2. Thornton Road (SR 6) at Douglas Hill Road | Signal | Overall | D | A (7.5) | B (12.5) |
| 3. Factory Shoals Road at Douglas Hill Road | TWSC* | NB Left | D | A (0.0) | A (7.4) |
| | | EB | D | A (9.8) | A (8.8) |
| | | WB | D | A (0.0) | A (0.0) |
| 4. Douglas Hill Road at Proposed Site Driveway | TWSC* | SB | D | N/A | N/A |

As shown in **Table 8**, all study intersections currently operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2019 No-Build conditions. Therefore, there are no recommended improvements for the Projected 2019 No-Build conditions scenario.




**NOT TO SCALE**

***LEGEND***

- Roadway Laneage
- Proposed Driveway
- XX — AM Peak Hour Volume
- (XX) — PM Peak Hour Volume
- Existing Stop Control
- Existing Traffic Signal
- (X) — Intersection Reference Number

| | | | |
|---|---|---|---|
| Kimley»Horn | *DCT Douglas Hill Distribution Center*<br>*DRI #2701*<br>*Transportation Analysis* | Projected 2019 No-Build Conditions | Figure 9 |
| | | | Page 21 |

## *6.3 Projected 2019 Build Conditions*

The traffic associated with the proposed *DCT Douglas Hill Distribution Center* development was added to the Projected 2019 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2019 Build conditions were analyzed using the existing roadway geometry, existing intersection control types, and proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2019 Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2019 Build conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

**Table 9: Projected 2019 Build Level-of-Service Summary**
*LOS (delay in seconds)*

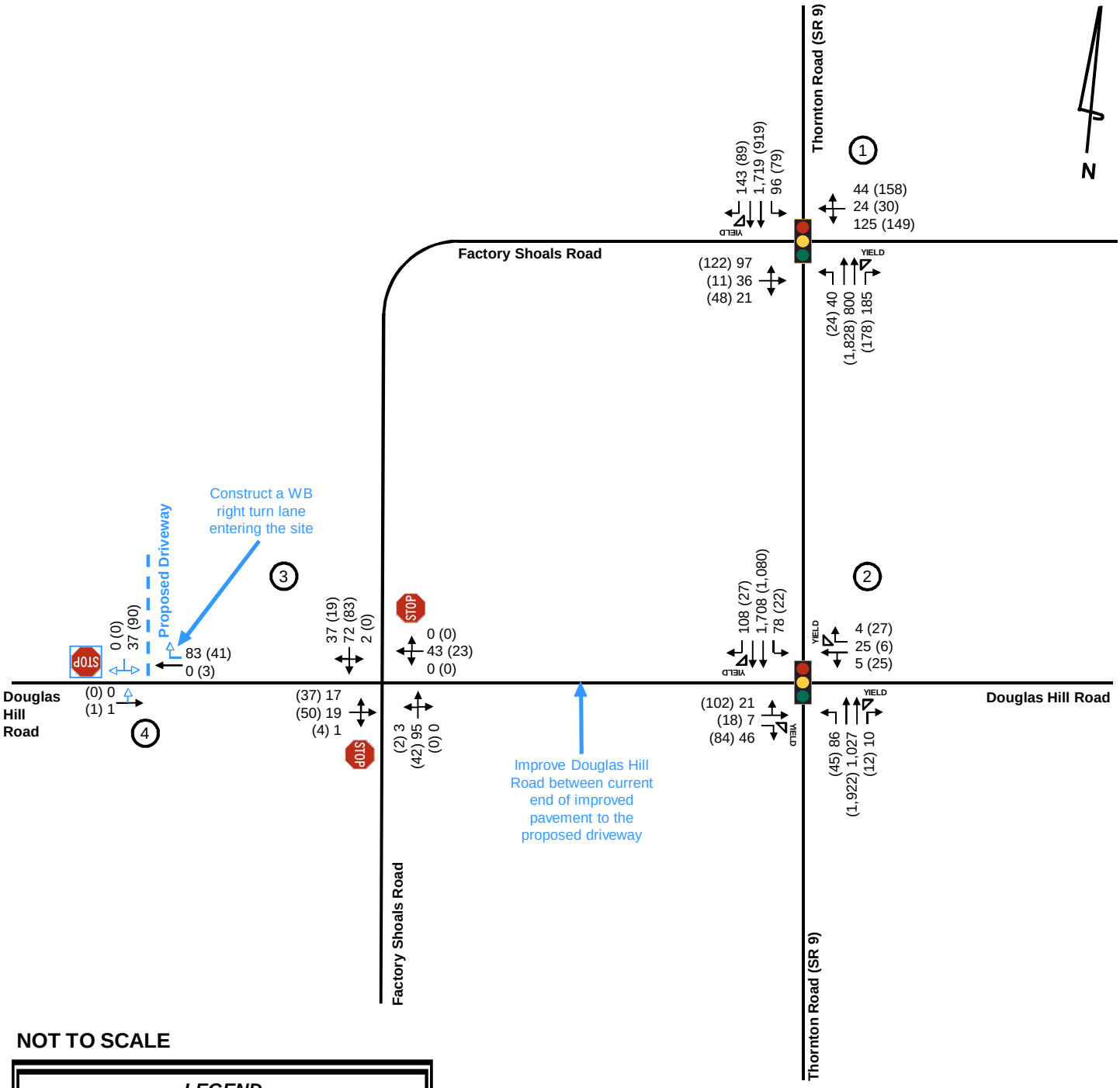
| Intersection | Control | Approach/ Movement | LOS Std. | AM Peak Hour | PM Peak Hour |
|---|---|---|---|---|---|
| 1. Thornton Road (SR 6) at Factory Shoals Road | Signal | Overall | D | C (28.5) | D (41.8) |
| 2. Thornton Road (SR 6) at Douglas Hill Road | Signal | Overall | D | A (8.2) | B (14.5) |
| 3. Factory Shoals Road at Douglas Hill Road | TWSC* | NB Left | D | A (7.5) | A (7.5) |
| | | EB | D | B (11.3) | B (11.1) |
| | | WB | D | B (12.0) | B (11.0) |
| 4. Douglas Hill Road at Proposed Driveway | TWSC* | SB | D | A (0.0) | A (9.3) |

** Two-Way Stop-Control / Side-Street Stop-Control.*

As shown in **Table 9**, all study intersections currently operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2019 Build conditions. Therefore, there are no recommended improvements for the Projected 2019 Build conditions scenario.

The following site-access improvements are recommended to serve the traffic associated with the *DCT Douglas Hill Distribution Center* development:

- Intersection #4: Douglas Hill Road at Proposed Site Driveway
  - On the site, construct one (1) southbound shared left/right-turn lane exiting the site onto Douglas Hill Road and one (1) ingress lane entering the site.
  - Construct one (1) westbound right-turn lane, with a minimum 100 feet of storage and a 50 foot taper, along Douglas Hill Road to serve vehicles turning right into the site.
  - Improve Douglas Hill Road between the current end of improved pavement section to the proposed site driveway (approximately 2,500 feet) via widening and pavement overlay




**NOT TO SCALE**

***LEGEND***

- Roadway Laneage
- Proposed Roadway Laneage
- Proposed Driveway
- XX — AM Peak Hour Volume
- (XX) — PM Peak Hour Volume
- Existing Stop Control
- Proposed Stop Control
- Existing Traffic Signal
- Intersection Reference Number

| | | | |
|---|---|---|---|
| Kimley»Horn | *DCT Douglas Hill Distribution Center*<br>*DRI #2701*<br>*Transportation Analysis* | **Projected 2019 Build Conditions** | **Figure 10** |
| | | | **Page 23** |

## 7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *DCT Douglas Hill Distribution Center* development is proposed at one (1) location. The site driveway location is discussed in *Section 1.3*.

The proposed site driveway provides vehicular access to the entire development. Internal private roadways throughout the site provide access throughout the project site.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 9.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* of this report. Based on the Projected 2019 Build conditions, the proposed site driveway intersection is anticipated to operate at an acceptable level-of-service.

## 8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, Douglas County's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 10** below.

**Table 10: Programmed Improvements**

| # | Year | Project ID | Project Description |
|---|---|---|---|
| 1 | TBD | DO-299 | Programmed: Implement truck friendly lanes along SR 6 from I-20 to SR 6 Spur. |
| 2 | TBD | FS-003 | Long range: Widen SR 70 from SR 6 to James Aldredge Boulevard. |
| 3 | TBD | AR-ML-800 | Long Range: Construct managed lanes from I-285 West to SR 92 along I-20. |
| 4 | * | AR-H-201 | Two managed lanes in both directions along I-20 from SR 6 to Bright Star Road. |
| 5 | * | CTP-20 | Widening of Blairs Bridge Road/Monier Parkway from SR 6 to Mt. Vernon Road from 2 to 3 lanes. |

** Douglas County CTP published in December 2008.*

Fact sheets for projects can be found in **Appendix G**.

In addition, the Sweetwater Master Plan, published June 2017, outlines several new roadway projects in the vicinity of the site. These projects are not currently programmed, and therefore not expected to be completed prior to build-out of the development. Please refer to Concept 1A of the Sweetwater Master Plan in **Appendix H** for details about future improvements.

## 9.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveway will provide access to buildings on the site. A detailed copy of the proposed site plan with internal site roadways is provided in **Appendix C** and a full-sized site plan is attached to the report.

# Appendix A
## Site Photo Log

Kimley»Horn
2 Sun Court
Suite 450
Peachtree Corners, GA 30092

# DCT Industrial
## Photograph Sheet

KHA Job No.: 018716001
KHA Rep.: HDF
Date: July 26th, 2017
Page: 1 of 2

Site Name: Douglas Hill Distribution Center DRI #2701

Photo No. 1

Comments:
Looking east from Proposed Site Driveway

Photo No. 2

Comments:
Looking west from Proposed Site Driveway

Kimley»Horn
2 Sun Court
Suite 450
Peachtree Corners, GA 30092

DCT Industrial

Photograph Sheet

KHA Job No.: 018716001
KHA Rep.: HDF
Date: July 26th, 2017
Page: 2 of 2

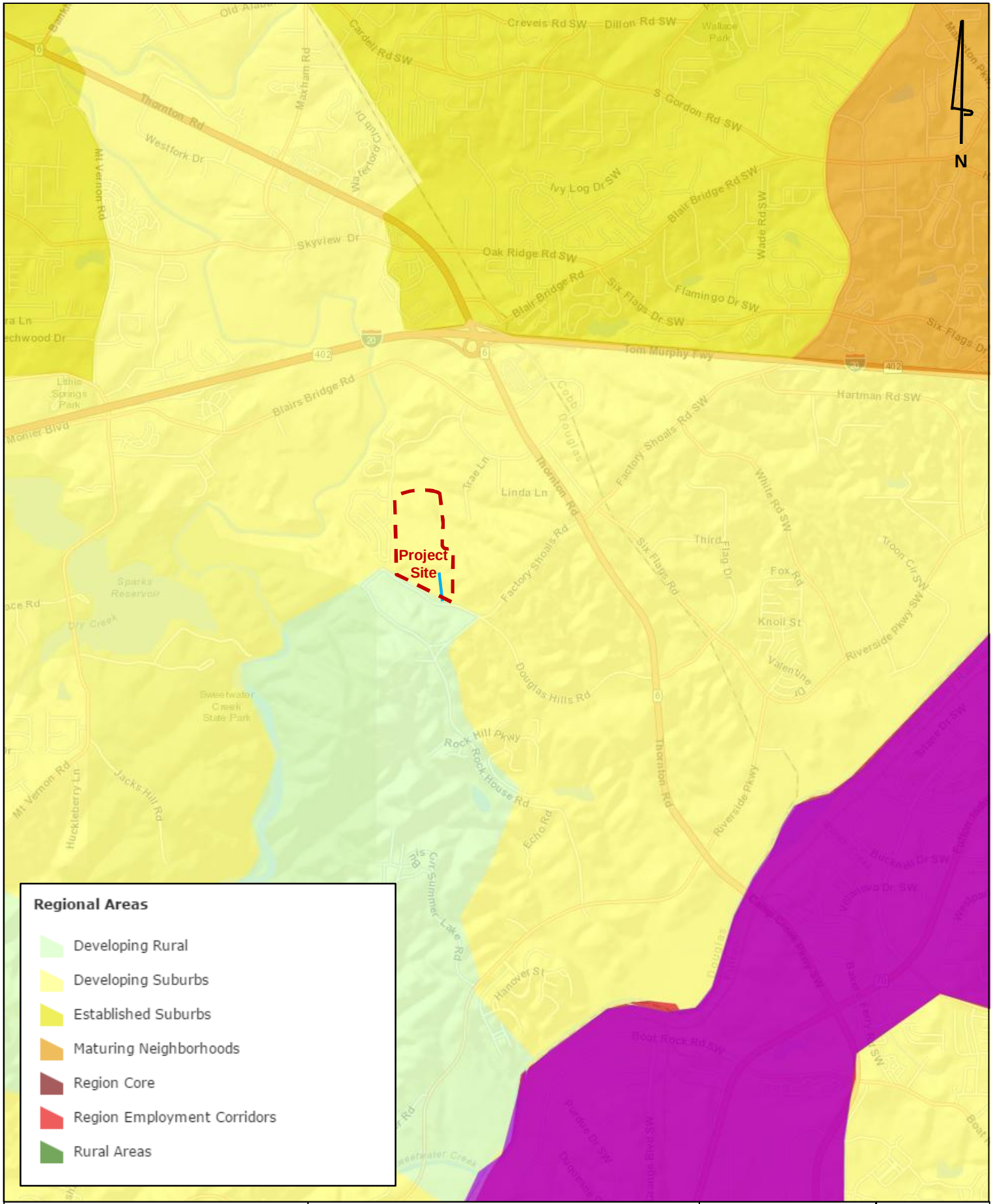
Site Name: Douglas Hill Distribution Center DRI #2701

Photo No. 3

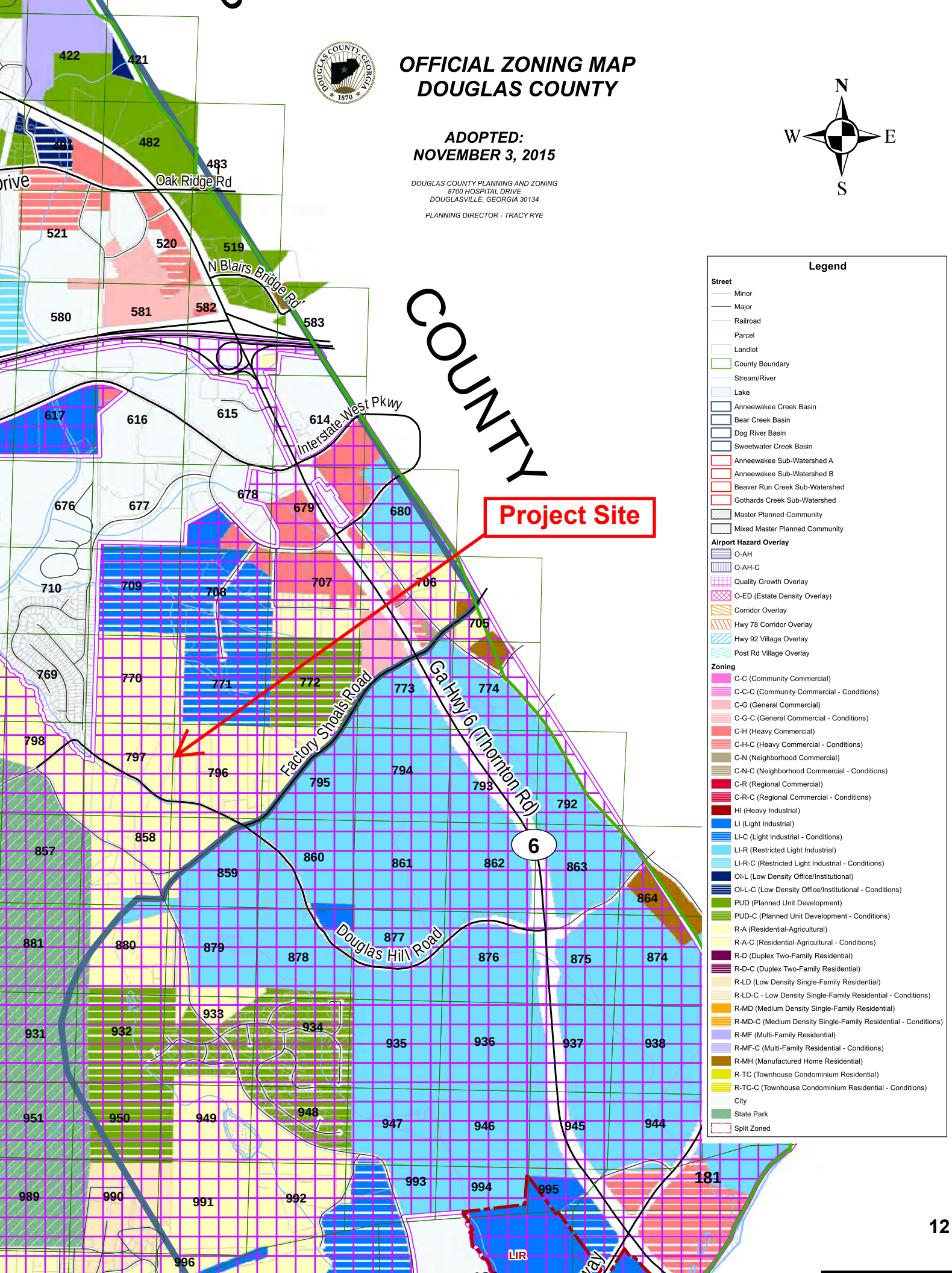
Comments:

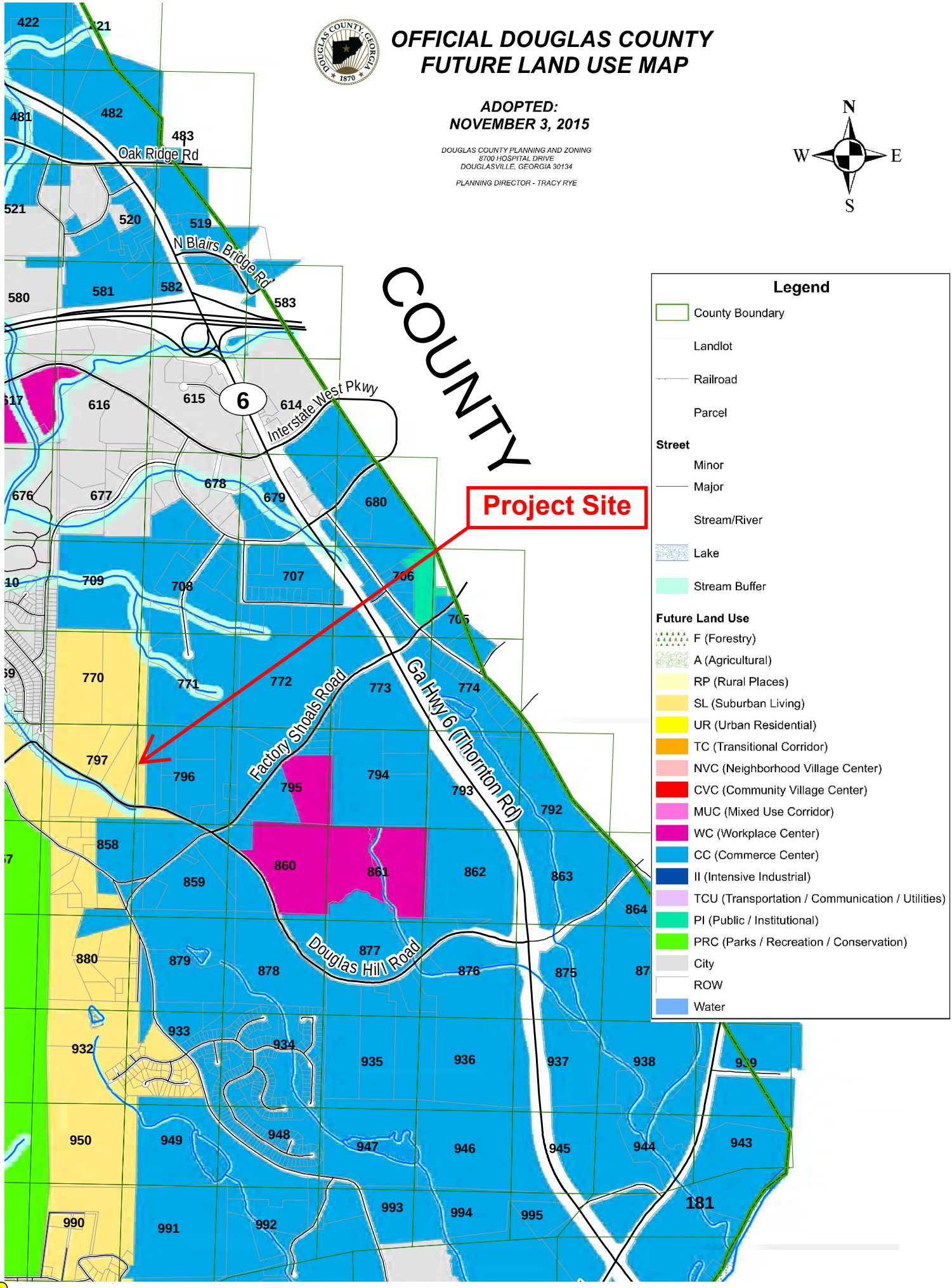
Looking south from Proposed Site Driveway #1

# Appendix B
## Land Use and Zoning Maps

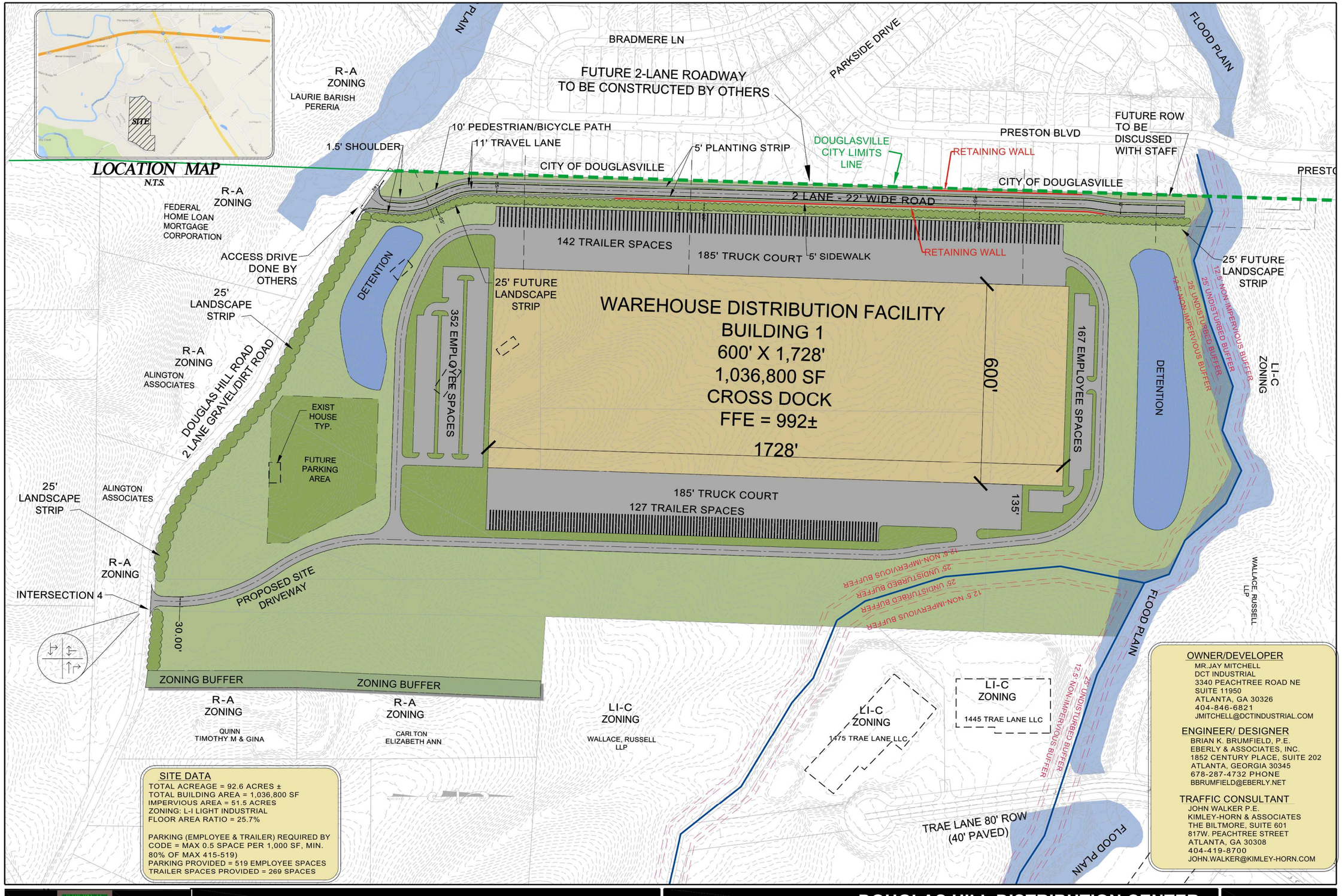



| | | | |
|---|---|---|---|
| Kimley»Horn | ***DCT Douglas Hill Distribution Center***<br>***DRI #2701***<br>***Transportation Analysis*** | **ARC Unified Growth Policy Map** | **Appendix B** |


OFFICIAL ZONING MAP
DOUGLAS COUNTY
ADOPTED:
NOVEMBER 3, 2015
DOUGLAS COUNTY PLANNING AND ZONING
8700 HOSPITAL DRIVE
DOUGLASVILLE, GEORGIA 30134
PLANNING DIRECTOR - TRACY RYE
N
W
E
S
COUNTY
Project Site
Oak Ridge Rd
N Blairs Bridge Rd
Interstate West Pkwy
Factory Shoals Road
Ga Hwy 6 (Thornton Rd)
Douglas Hill Road
LIR
6
Legend
Street
Minor
Major
Railroad
Parcel
Landlot
County Boundary
Stream/River
Lake
Anneewakee Creek Basin
Bear Creek Basin
Dog River Basin
Sweetwater Creek Basin
Anneewakee Sub-Watershed A
Anneewakee Sub-Watershed B
Beaver Run Creek Sub-Watershed
Gothards Creek Sub-Watershed
Master Planned Community
Mixed Master Planned Community
Airport Hazard Overlay
O-AH
O-AH-C
Quality Growth Overlay
O-ED (Estate Density Overlay)
Corridor Overlay
Hwy 78 Corridor Overlay
Hwy 92 Village Overlay
Post Rd Village Overlay
Zoning
C-C (Community Commercial)
C-C-C (Community Commercial - Conditions)
C-G (General Commercial)
C-G-C (General Commercial - Conditions)
C-H (Heavy Commercial)
C-H-C (Heavy Commercial - Conditions)
C-N (Neighborhood Commercial)
C-N-C (Neighborhood Commercial - Conditions)
C-R (Regional Commercial)
C-R-C (Regional Commercial - Conditions)
HI (Heavy Industrial)
LI (Light Industrial)
LI-C (Light Industrial - Conditions)
LI-R (Restricted Light Industrial)
LI-R-C (Restricted Light Industrial - Conditions)
OI-L (Low Density Office/Institutional)
OI-L-C (Low Density Office/Institutional - Conditions)
PUD (Planned Unit Development)
PUD-C (Planned Unit Development - Conditions)
R-A (Residential-Agricultural)
R-A-C (Residential-Agricultural - Conditions)
R-D (Duplex Two-Family Residential)
R-D-C (Duplex Two-Family Residential)
R-LD (Low Density Single-Family Residential)
R-LD-C - Low Density Single-Family Residential - Conditions)
R-MD (Medium Density Single-Family Residential)
R-MD-C (Medium Density Single-Family Residential - Conditions)
R-MF (Multi-Family Residential)
R-MF-C (Multi-Family Residential - Conditions)
R-MH (Manufactured Home Residential)
R-TC (Townhouse Condominium Residential)
R-TC-C (Townhouse Condominium Residential - Conditions)
City
State Park
Split Zoned


OFFICIAL DOUGLAS COUNTY
FUTURE LAND USE MAP
ADOPTED:
NOVEMBER 3, 2015
DOUGLAS COUNTY PLANNING AND ZONING
8700 HOSPITAL DRIVE
DOUGLASVILLE, GEORGIA 30134
PLANNING DIRECTOR - TRACY RYE
N
W
E
S
COUNTY
Project Site
Oak Ridge Rd
N Blairs Bridge Rd
Interstate West Pkwy
6
Factory Shoals Road
Ga Hwy 6 (Thornton Rd)
Douglas Hill Road
Legend
County Boundary
Landlot
Railroad
Parcel
Street
Minor
Major
Stream/River
Lake
Stream Buffer
Future Land Use
F (Forestry)
A (Agricultural)
RP (Rural Places)
SL (Suburban Living)
UR (Urban Residential)
TC (Transitional Corridor)
NVC (Neighborhood Village Center)
CVC (Community Village Center)
MUC (Mixed Use Corridor)
WC (Workplace Center)
CC (Commerce Center)
II (Intensive Industrial)
TCU (Transportation / Communication / Utilities)
PI (Public / Institutional)
PRC (Parks / Recreation / Conservation)
City
ROW
Water

# Appendix C
## Proposed Site Plan




E&A EBERLY & ASSOCIATES
1852 CENTURY PLACE NE
SUITE 202
ATLANTA, GA 30345
770-452-7849

17-019

# DOUGLAS HILL DISTRIBUTION CENTER

**DRI # 2701**
**DATE: 08/16/17**
**DOUGLAS COUNTY, GEORGIA**

DRI SITE PLAN

C-1

# Appendix D
## Raw Traffic Count Data

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

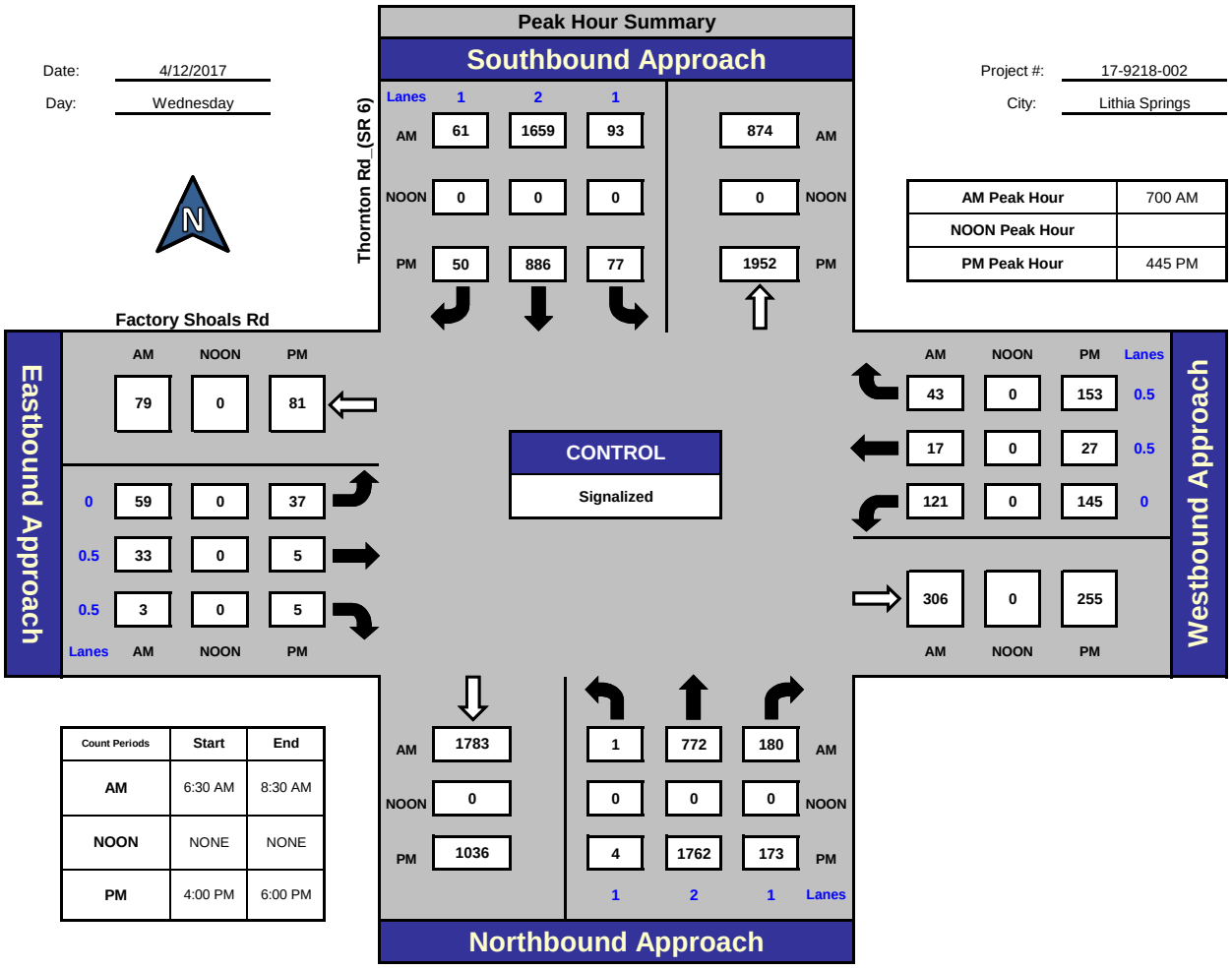
## *Thornton Rd (SR 6) and Factory Shoals Rd , Lithia Springs*

Date: 4/12/2017

Day: Wednesday

Project #: 17-9218-002

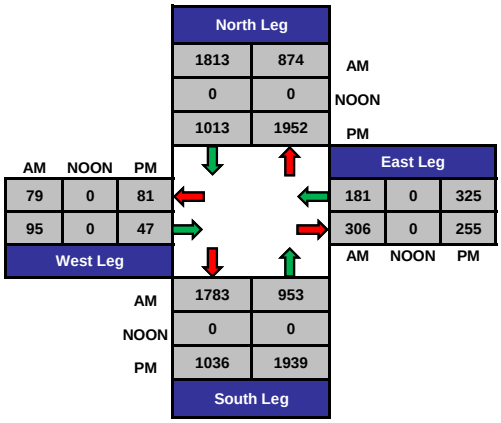
City: Lithia Springs



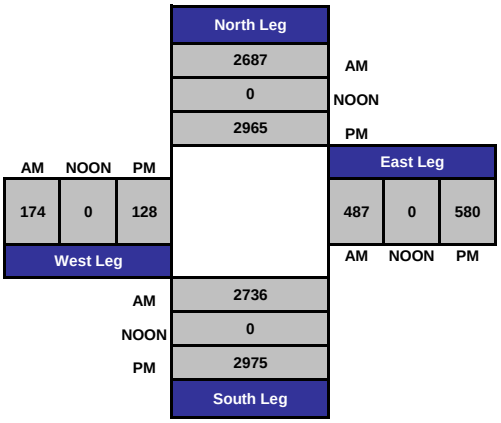

| AM Peak Hour | 700 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 6:30 AM | 8:30 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



**Project ID: 17-9218-002**
**Location: Thornton Rd_(SR 6) & Factory Shoals Rd**
**City: Lithia Springs**

**Day: Wednesday**
**Date: 4/12/2017**

| Peak Start Times | |
|---|---|
| **AM** | 6:30 AM |
| **MD** | 12:00 AM |
| **PM** | 4:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Thornton Rd_(SR 6) Northbound | | | | | Thornton Rd_(SR 6) Southbound | | | | | Factory Shoals Rd Eastbound | | | | | Factory Shoals Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 6:30 AM | 0 | 150 | 27 | 0 | 177 | 16 | 350 | 8 | 0 | 374 | 9 | 7 | 0 | 0 | 16 | 21 | 3 | 9 | 0 | 33 | 600 |
| 6:45 AM | 0 | 134 | 38 | 0 | 172 | 20 | 371 | 7 | 0 | 398 | 14 | 17 | 1 | 0 | 32 | 26 | 4 | 15 | 0 | 45 | 647 |
| 7:00 AM | 0 | 193 | 36 | 0 | 229 | 24 | 403 | 18 | 0 | 445 | 8 | 6 | 0 | 0 | 14 | 23 | 5 | 18 | 0 | 46 | 734 |
| 7:15 AM | 1 | 194 | 66 | 0 | 261 | 19 | 428 | 11 | 0 | 458 | 28 | 7 | 1 | 0 | 36 | 26 | 2 | 4 | 0 | 32 | 787 |
| Total | 1 | 671 | 167 | 0 | 839 | 79 | 1552 | 44 | 0 | 1675 | 59 | 37 | 2 | 0 | 98 | 96 | 14 | 46 | 0 | 156 | 2768 |
| 7:30 AM | 0 | 196 | 44 | 0 | 240 | 20 | 434 | 13 | 0 | 467 | 10 | 10 | 0 | 0 | 20 | 35 | 1 | 7 | 0 | 43 | 770 |
| 7:45 AM | 0 | 189 | 34 | 0 | 223 | 30 | 394 | 19 | 0 | 443 | 13 | 10 | 2 | 0 | 25 | 37 | 9 | 14 | 0 | 60 | 751 |
| 8:00 AM | 0 | 207 | 32 | 0 | 239 | 25 | 310 | 13 | 0 | 348 | 11 | 6 | 1 | 0 | 18 | 28 | 5 | 21 | 0 | 54 | 659 |
| 8:15 AM | 0 | 162 | 29 | 0 | 191 | 20 | 335 | 18 | 0 | 373 | 5 | 5 | 0 | 0 | 10 | 31 | 7 | 15 | 0 | 53 | 627 |
| Total | 0 | 754 | 139 | 0 | 893 | 95 | 1473 | 63 | 0 | 1631 | 39 | 31 | 3 | 0 | 73 | 131 | 22 | 57 | 0 | 210 | 2807 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 346 | 29 | 0 | 375 | 6 | 221 | 5 | 0 | 232 | 7 | 2 | 0 | 0 | 9 | 30 | 3 | 29 | 0 | 62 | 678 |
| 4:15 PM | 0 | 350 | 23 | 0 | 373 | 22 | 192 | 10 | 0 | 224 | 7 | 2 | 0 | 0 | 9 | 32 | 4 | 29 | 0 | 65 | 671 |
| 4:30 PM | 0 | 444 | 47 | 0 | 491 | 10 | 206 | 11 | 0 | 227 | 6 | 4 | 0 | 0 | 10 | 25 | 4 | 24 | 0 | 53 | 781 |
| 4:45 PM | 1 | 442 | 37 | 0 | 480 | 18 | 209 | 20 | 0 | 247 | 12 | 0 | 1 | 0 | 13 | 32 | 5 | 34 | 0 | 71 | 811 |
| Total | 1 | 1582 | 136 | 0 | 1719 | 56 | 828 | 46 | 0 | 930 | 32 | 8 | 1 | 0 | 41 | 119 | 16 | 116 | 0 | 251 | 2941 |
| 5:00 PM | 1 | 413 | 36 | 0 | 450 | 22 | 242 | 10 | 0 | 274 | 7 | 1 | 0 | 0 | 8 | 35 | 8 | 44 | 0 | 87 | 819 |
| 5:15 PM | 1 | 451 | 52 | 0 | 504 | 15 | 217 | 7 | 0 | 239 | 8 | 2 | 2 | 0 | 12 | 40 | 7 | 42 | 0 | 89 | 844 |
| 5:30 PM | 1 | 456 | 48 | 0 | 505 | 22 | 218 | 13 | 0 | 253 | 10 | 2 | 2 | 0 | 14 | 38 | 7 | 33 | 1 | 78 | 850 |
| 5:45 PM | 1 | 324 | 37 | 0 | 362 | 14 | 213 | 15 | 0 | 242 | 7 | 5 | 0 | 0 | 12 | 46 | 3 | 34 | 0 | 83 | 699 |
| Total | 4 | 1644 | 173 | 0 | 1821 | 73 | 890 | 45 | 0 | 1008 | 32 | 10 | 4 | 0 | 46 | 159 | 25 | 153 | 1 | 337 | 3212 |
| Grand Total | 6 | 4651 | 615 | 0 | 5272 | 303 | 4743 | 198 | 0 | 5244 | 162 | 86 | 10 | 0 | 258 | 505 | 77 | 372 | 1 | 954 | 11728 |
| Apprch % | 0.1 | 88.2 | 11.7 | 0.0 | | 5.8 | 90.4 | 3.8 | 0.0 | | 62.8 | 33.3 | 3.9 | 0.0 | | 52.9 | 8.1 | 39.0 | 0.1 | | |
| Total % | 0.1 | 39.7 | 5.2 | 0.0 | 45.0 | 2.6 | 40.4 | 1.7 | 0.0 | 44.7 | 1.4 | 0.7 | 0.1 | 0.0 | 2.2 | 4.3 | 0.7 | 3.2 | 0.0 | 8.1 | |
| Cars, PU, Vans | 6 | 4317 | 591 | 0 | 4914 | 272 | 4386 | 198 | 0 | 4856 | 161 | 85 | 10 | 0 | 256 | 475 | 77 | 341 | 1 | 893 | 10919 |
| % Cars, PU, Vans | 100.0 | 92.8 | 96.1 | 0.0 | 93.2 | 89.8 | 92.5 | 100.0 | 0.0 | 92.6 | 99.4 | 98.8 | 100.0 | 0.0 | 99.2 | 94.1 | 100.0 | 91.7 | 100.0 | 93.6 | 93.1 |
| Heavy Trucks | 0 | 334 | 24 | | 358 | 31 | 357 | 0 | | 388 | 1 | 1 | 0 | | 2 | 30 | 0 | 31 | | 61 | 809 |
| %Heavy Trucks | 0.0 | 7.2 | 3.9 | 0.0 | 6.8 | 10.2 | 7.5 | 0.0 | 0.0 | 7.4 | 0.6 | 1.2 | 0.0 | 0.0 | 0.8 | 5.9 | 0.0 | 8.3 | 0.0 | 6.4 | 6.9 |

**Project ID: 17-9218-002**
**Location: Thornton Rd_(SR 6) & Factory**
**City: Lithia Springs**

# PEAK HOURS

**Day: Wednesday**
**Date: 4/12/2017**

**AM**

| | Thornton Rd_(SR 6) Northbound | | | | Thornton Rd_(SR 6) Southbound | | | | Factory Shoals Rd Eastbound | | | | Factory Shoals Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 06:30 AM to 08:30 AM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 193 | 36 | 229 | 24 | 403 | 18 | 445 | 8 | 6 | 0 | 14 | 23 | 5 | 18 | 46 | 734 |
| 7:15 AM | 1 | 194 | 66 | 261 | 19 | 428 | 11 | 458 | 28 | 7 | 1 | 36 | 26 | 2 | 4 | 32 | 787 |
| 7:30 AM | 0 | 196 | 44 | 240 | 20 | 434 | 13 | 467 | 10 | 10 | 0 | 20 | 35 | 1 | 7 | 43 | 770 |
| 7:45 AM | 0 | 189 | 34 | 223 | 30 | 394 | 19 | 443 | 13 | 10 | 2 | 25 | 37 | 9 | 14 | 60 | 751 |
| Total Volume | 1 | 772 | 180 | 953 | 93 | 1659 | 61 | 1813 | 59 | 33 | 3 | 95 | 121 | 17 | 43 | 181 | 3042 |
| % App. Total | 0.1 | 81.0 | 18.9 | 100 | 5.1 | 91.5 | 3.4 | 100 | 62.1 | 34.7 | 3.2 | 100 | 66.9 | 9.4 | 23.8 | 100 | |
| PHF | | | | 0.913 | | | | 0.971 | | | | 0.660 | | | | 0.754 | |
| Cars, PU, Vans | 1 | 699 | 176 | 876 | 77 | 1553 | 61 | 1691 | 59 | 32 | 3 | 94 | 112 | 17 | 36 | 165 | 2826 |
| % Cars, PU, Vans | 100.0 | 90.5 | 97.8 | 91.9 | 82.8 | 93.6 | 100.0 | 93.3 | 100.0 | 97.0 | 100.0 | 98.9 | 92.6 | 100.0 | 83.7 | 91.2 | 92.9 |
| Heavy Trucks | 0 | 73 | 4 | 77 | 16 | 106 | 0 | 122 | 0 | 1 | 0 | 1 | 9 | 0 | 7 | 16 | 216 |
| %Heavy Trucks | 0.0 | 9.5 | 2.2 | 8.1 | 17.2 | 6.4 | 0.0 | 6.7 | 0.0 | 3.0 | 0.0 | 1.1 | 7.4 | 0.0 | 16.3 | 8.8 | 7.1 |

**PM**

| | Thornton Rd_(SR 6) Northbound | | | | Thornton Rd_(SR 6) Southbound | | | | Factory Shoals Rd Eastbound | | | | Factory Shoals Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 04:00 PM to 06:00 PM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 4:45 PM | 1 | 442 | 37 | 480 | 18 | 209 | 20 | 247 | 12 | 0 | 1 | 13 | 32 | 5 | 34 | 71 | 811 |
| 5:00 PM | 1 | 413 | 36 | 450 | 22 | 242 | 10 | 274 | 7 | 1 | 0 | 8 | 35 | 8 | 44 | 87 | 819 |
| 5:15 PM | 1 | 451 | 52 | 504 | 15 | 217 | 7 | 239 | 8 | 2 | 2 | 12 | 40 | 7 | 42 | 89 | 844 |
| 5:30 PM | 1 | 456 | 48 | 505 | 22 | 218 | 13 | 253 | 10 | 2 | 2 | 14 | 38 | 7 | 33 | 78 | 850 |
| Total Volume | 4 | 1762 | 173 | 1939 | 77 | 886 | 50 | 1013 | 37 | 5 | 5 | 47 | 145 | 27 | 153 | 325 | 3324 |
| % App. Total | 0.2 | 90.9 | 8.9 | 100 | 7.6 | 87.5 | 4.9 | 100 | 78.7 | 10.6 | 10.6 | 100 | 44.6 | 8.3 | 47.1 | 100 | |
| PHF | | | | 0.960 | | | | 0.924 | | | | 0.839 | | | | 0.913 | |
| Cars, PU, Vans | 4 | 1662 | 165 | 1831 | 72 | 799 | 50 | 921 | 37 | 5 | 5 | 47 | 137 | 27 | 145 | 309 | 3108 |
| % Cars, PU, Vans | 100.0 | 94.3 | 95.4 | 94.4 | 93.5 | 90.2 | 100.0 | 90.9 | 100.0 | 100.0 | 100.0 | 100.0 | 94.5 | 100.0 | 94.8 | 95.1 | 93.5 |
| Heavy Trucks | 0 | 100 | 8 | 108 | 5 | 87 | 0 | 92 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 16 | 216 |
| %Heavy Trucks | 0.0 | 5.7 | 4.6 | 5.6 | 6.5 | 9.8 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 | 0.0 | 5.2 | 4.9 | 6.5 |

# ITM Peak Hour Summary

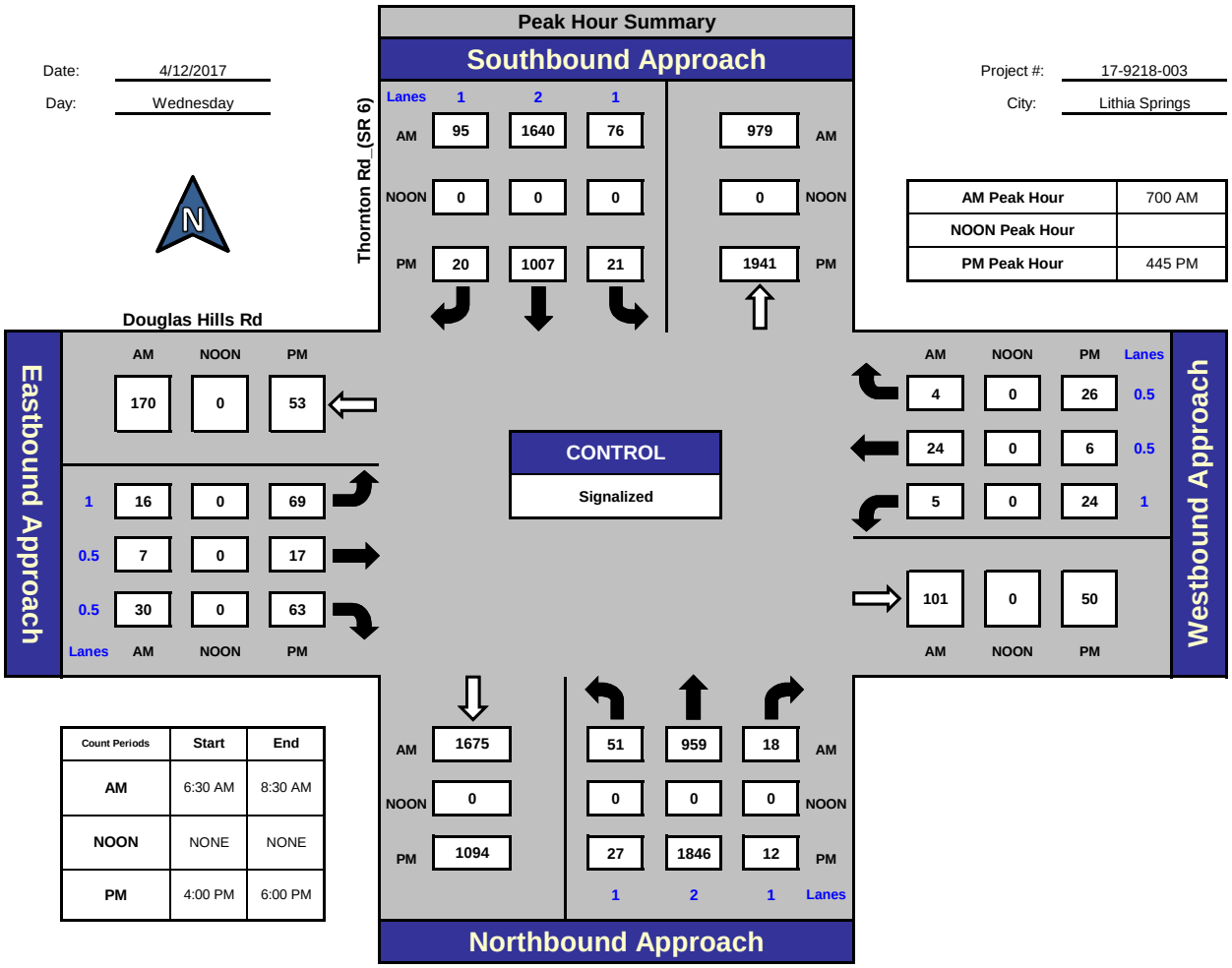
Prepared by:

National Data & Surveying Services

## *Thornton Rd (SR 6) and Douglas Hills Rd , Lithia Springs*

Date: 4/12/2017
Day: Wednesday

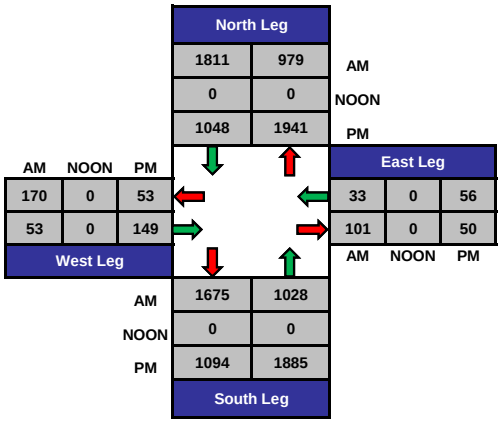
Project #: 17-9218-003
City: Lithia Springs



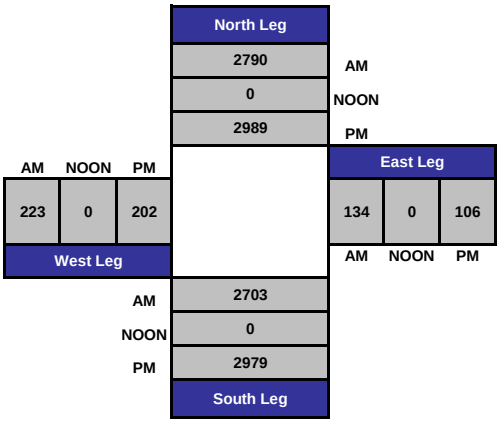

| AM Peak Hour | 700 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 6:30 AM | 8:30 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

### Total Ins & Outs




### Total Volume Per Leg



**Project ID: 17-9218-003**
**Location: Thornton Rd_(SR 6) & Douglas Hills Rd**
**City: Lithia Springs**

**Day: Wednesday**
**Date: 4/12/2017**

| Peak Start Times | |
|---|---|
| **AM** | 6:30 AM |
| **MD** | 12:00 AM |
| **PM** | 4:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Thornton Rd_(SR 6) Northbound | | | | | Thornton Rd_(SR 6) Southbound | | | | | Douglas Hills Rd Eastbound | | | | | Douglas Hills Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 6:30 AM | 7 | 169 | 5 | 0 | 181 | 6 | 349 | 8 | 0 | 363 | 5 | 0 | 5 | 0 | 10 | 1 | 3 | 4 | 0 | 8 | 562 |
| 6:45 AM | 13 | 188 | 2 | 0 | 203 | 26 | 366 | 15 | 0 | 407 | 4 | 2 | 2 | 0 | 8 | 1 | 7 | 4 | 0 | 12 | 630 |
| 7:00 AM | 9 | 206 | 5 | 0 | 220 | 13 | 431 | 14 | 0 | 458 | 6 | 1 | 9 | 0 | 16 | 1 | 6 | 3 | 0 | 10 | 704 |
| 7:15 AM | 15 | 261 | 4 | 0 | 280 | 12 | 395 | 14 | 0 | 421 | 4 | 2 | 4 | 0 | 10 | 2 | 2 | 1 | 0 | 5 | 716 |
| Total | 44 | 824 | 16 | 0 | 884 | 57 | 1541 | 51 | 0 | 1649 | 19 | 5 | 20 | 0 | 44 | 5 | 18 | 12 | 0 | 35 | 2612 |
| 7:30 AM | 8 | 250 | 3 | 0 | 261 | 11 | 436 | 29 | 0 | 476 | 2 | 4 | 6 | 0 | 12 | 1 | 6 | 0 | 0 | 7 | 756 |
| 7:45 AM | 19 | 242 | 6 | 0 | 267 | 40 | 378 | 38 | 0 | 456 | 4 | 0 | 11 | 0 | 15 | 1 | 10 | 0 | 0 | 11 | 749 |
| 8:00 AM | 17 | 203 | 5 | 0 | 225 | 18 | 289 | 22 | 0 | 329 | 10 | 2 | 5 | 0 | 17 | 0 | 2 | 2 | 0 | 4 | 575 |
| 8:15 AM | 11 | 179 | 2 | 0 | 192 | 10 | 336 | 7 | 0 | 353 | 5 | 3 | 6 | 0 | 14 | 2 | 7 | 3 | 0 | 12 | 571 |
| Total | 55 | 874 | 16 | 0 | 945 | 79 | 1439 | 96 | 0 | 1614 | 21 | 9 | 28 | 0 | 58 | 4 | 25 | 5 | 0 | 34 | 2651 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 10 | 358 | 3 | 0 | 371 | 8 | 228 | 10 | 0 | 246 | 13 | 3 | 12 | 0 | 28 | 1 | 3 | 3 | 0 | 7 | 652 |
| 4:15 PM | 6 | 365 | 3 | 0 | 374 | 6 | 211 | 11 | 0 | 228 | 18 | 4 | 20 | 0 | 42 | 2 | 2 | 5 | 0 | 9 | 653 |
| 4:30 PM | 9 | 423 | 3 | 0 | 435 | 2 | 229 | 8 | 0 | 239 | 34 | 11 | 27 | 0 | 72 | 4 | 2 | 5 | 0 | 11 | 757 |
| 4:45 PM | 4 | 450 | 3 | 0 | 457 | 3 | 229 | 8 | 0 | 240 | 11 | 7 | 20 | 0 | 38 | 3 | 2 | 9 | 0 | 14 | 749 |
| Total | 29 | 1596 | 12 | 0 | 1637 | 19 | 897 | 37 | 0 | 953 | 76 | 25 | 79 | 0 | 180 | 10 | 9 | 22 | 0 | 41 | 2811 |
| 5:00 PM | 9 | 437 | 4 | 0 | 450 | 5 | 279 | 3 | 0 | 287 | 22 | 2 | 15 | 0 | 39 | 9 | 1 | 7 | 0 | 17 | 793 |
| 5:15 PM | 9 | 484 | 4 | 0 | 497 | 1 | 256 | 5 | 0 | 262 | 15 | 4 | 15 | 0 | 34 | 8 | 2 | 3 | 0 | 13 | 806 |
| 5:30 PM | 5 | 475 | 1 | 0 | 481 | 12 | 243 | 4 | 0 | 259 | 21 | 4 | 13 | 0 | 38 | 4 | 1 | 7 | 0 | 12 | 790 |
| 5:45 PM | 2 | 355 | 1 | 0 | 358 | 3 | 244 | 5 | 0 | 252 | 5 | 1 | 7 | 0 | 13 | 5 | 1 | 3 | 0 | 9 | 632 |
| Total | 25 | 1751 | 10 | 0 | 1786 | 21 | 1022 | 17 | 0 | 1060 | 63 | 11 | 50 | 0 | 124 | 26 | 5 | 20 | 0 | 51 | 3021 |
| Grand Total | 153 | 5045 | 54 | 0 | 5252 | 176 | 4899 | 201 | 0 | 5276 | 179 | 50 | 177 | 0 | 406 | 45 | 57 | 59 | 0 | 161 | 11095 |
| Apprch % | 2.9 | 96.1 | 1.0 | 0.0 | | 3.3 | 92.9 | 3.8 | 0.0 | | 44.1 | 12.3 | 43.6 | 0.0 | | 28.0 | 35.4 | 36.6 | 0.0 | | |
| Total % | 1.4 | 45.5 | 0.5 | 0.0 | 47.3 | 1.6 | 44.2 | 1.8 | 0.0 | 47.6 | 1.6 | 0.5 | 1.6 | 0.0 | 3.7 | 0.4 | 0.5 | 0.5 | 0.0 | 1.5 | |
| Cars, PU, Vans | 109 | 4731 | 42 | 0 | 4882 | 163 | 4558 | 169 | 0 | 4890 | 144 | 44 | 116 | 0 | 304 | 38 | 48 | 50 | 0 | 136 | 10212 |
| % Cars, PU, Vans | 71.2 | 93.8 | 77.8 | 0.0 | 93.0 | 92.6 | 93.0 | 84.1 | 0.0 | 92.7 | 80.4 | 88.0 | 65.5 | 0.0 | 74.9 | 84.4 | 84.2 | 84.7 | 0.0 | 84.5 | 92.0 |
| Heavy Trucks | 44 | 314 | 12 | | 370 | 13 | 341 | 32 | | 386 | 35 | 6 | 61 | | 102 | 7 | 9 | 9 | | 25 | 883 |
| %Heavy Trucks | 28.8 | 6.2 | 22.2 | 0.0 | 7.0 | 7.4 | 7.0 | 15.9 | 0.0 | 7.3 | 19.6 | 12.0 | 34.5 | 0.0 | 25.1 | 15.6 | 15.8 | 15.3 | 0.0 | 15.5 | 8.0 |

**Project ID: 17-9218-003**
**Location: Thornton Rd_(SR 6) & Douglas**
**City: Lithia Springs**

# PEAK HOURS

**Day: Wednesday**
**Date: 4/12/2017**

**AM**

| | Thornton Rd_(SR 6) Northbound | | | | Thornton Rd_(SR 6) Southbound | | | | Douglas Hills Rd Eastbound | | | | Douglas Hills Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 06:30 AM to 08:30 AM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 7:00 AM | 9 | 206 | 5 | 220 | 13 | 431 | 14 | 458 | 6 | 1 | 9 | 16 | 1 | 6 | 3 | 10 | 704 |
| 7:15 AM | 15 | 261 | 4 | 280 | 12 | 395 | 14 | 421 | 4 | 2 | 4 | 10 | 2 | 2 | 1 | 5 | 716 |
| 7:30 AM | 8 | 250 | 3 | 261 | 11 | 436 | 29 | 476 | 2 | 4 | 6 | 12 | 1 | 6 | 0 | 7 | 756 |
| 7:45 AM | 19 | 242 | 6 | 267 | 40 | 378 | 38 | 456 | 4 | 0 | 11 | 15 | 1 | 10 | 0 | 11 | 749 |
| Total Volume | 51 | 959 | 18 | 1028 | 76 | 1640 | 95 | 1811 | 16 | 7 | 30 | 53 | 5 | 24 | 4 | 33 | 2925 |
| % App. Total | 5.0 | 93.3 | 1.8 | 100 | 4.2 | 90.6 | 5.2 | 100 | 30.2 | 13.2 | 56.6 | 100 | 15.2 | 72.7 | 12.1 | 100 | |
| PHF | | | | 0.918 | | | | 0.951 | | | | 0.828 | | | | 0.750 | |
| Cars, PU, Vans | 40 | 887 | 15 | 942 | 70 | 1541 | 85 | 1696 | 11 | 6 | 24 | 41 | 3 | 23 | 2 | 28 | 2707 |
| % Cars, PU, Vans | 78.4 | 92.5 | 83.3 | 91.6 | 92.1 | 94.0 | 89.5 | 93.6 | 68.8 | 85.7 | 80.0 | 77.4 | 60.0 | 95.8 | 50.0 | 84.8 | 92.5 |
| Heavy Trucks | 11 | 72 | 3 | 86 | 6 | 99 | 10 | 115 | 5 | 1 | 6 | 12 | 2 | 1 | 2 | 5 | 218 |
| %Heavy Trucks | 21.6 | 7.5 | 16.7 | 8.4 | 7.9 | 6.0 | 10.5 | 6.4 | 31.3 | 14.3 | 20.0 | 22.6 | 40.0 | 4.2 | 50.0 | 15.2 | 7.5 |

**PM**

| | Thornton Rd_(SR 6) Northbound | | | | Thornton Rd_(SR 6) Southbound | | | | Douglas Hills Rd Eastbound | | | | Douglas Hills Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 04:00 PM to 06:00 PM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 4:45 PM | 4 | 450 | 3 | 457 | 3 | 229 | 8 | 240 | 11 | 7 | 20 | 38 | 3 | 2 | 9 | 14 | 749 |
| 5:00 PM | 9 | 437 | 4 | 450 | 5 | 279 | 3 | 287 | 22 | 2 | 15 | 39 | 9 | 1 | 7 | 17 | 793 |
| 5:15 PM | 9 | 484 | 4 | 497 | 1 | 256 | 5 | 262 | 15 | 4 | 15 | 34 | 8 | 2 | 3 | 13 | 806 |
| 5:30 PM | 5 | 475 | 1 | 481 | 12 | 243 | 4 | 259 | 21 | 4 | 13 | 38 | 4 | 1 | 7 | 12 | 790 |
| Total Volume | 27 | 1846 | 12 | 1885 | 21 | 1007 | 20 | 1048 | 69 | 17 | 63 | 149 | 24 | 6 | 26 | 56 | 3138 |
| % App. Total | 1.4 | 97.9 | 0.6 | 100 | 2.0 | 96.1 | 1.9 | 100 | 46.3 | 11.4 | 42.3 | 100 | 42.9 | 10.7 | 46.4 | 100 | |
| PHF | | | | 0.948 | | | | 0.913 | | | | 0.955 | | | | 0.824 | |
| Cars, PU, Vans | 11 | 1752 | 11 | 1774 | 19 | 915 | 10 | 944 | 55 | 14 | 35 | 104 | 24 | 4 | 25 | 53 | 2875 |
| % Cars, PU, Vans | 40.7 | 94.9 | 91.7 | 94.1 | 90.5 | 90.9 | 50.0 | 90.1 | 79.7 | 82.4 | 55.6 | 69.8 | 100.0 | 66.7 | 96.2 | 94.6 | 91.6 |
| Heavy Trucks | 16 | 94 | 1 | 111 | 2 | 92 | 10 | 104 | 14 | 3 | 28 | 45 | 0 | 2 | 1 | 3 | 263 |
| %Heavy Trucks | 59.3 | 5.1 | 8.3 | 5.9 | 9.5 | 9.1 | 50.0 | 9.9 | 20.3 | 17.6 | 44.4 | 30.2 | 0.0 | 33.3 | 3.8 | 5.4 | 8.4 |

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

## *Factory Shoals Rd and Douglas Hills Rd , Lithia Springs*

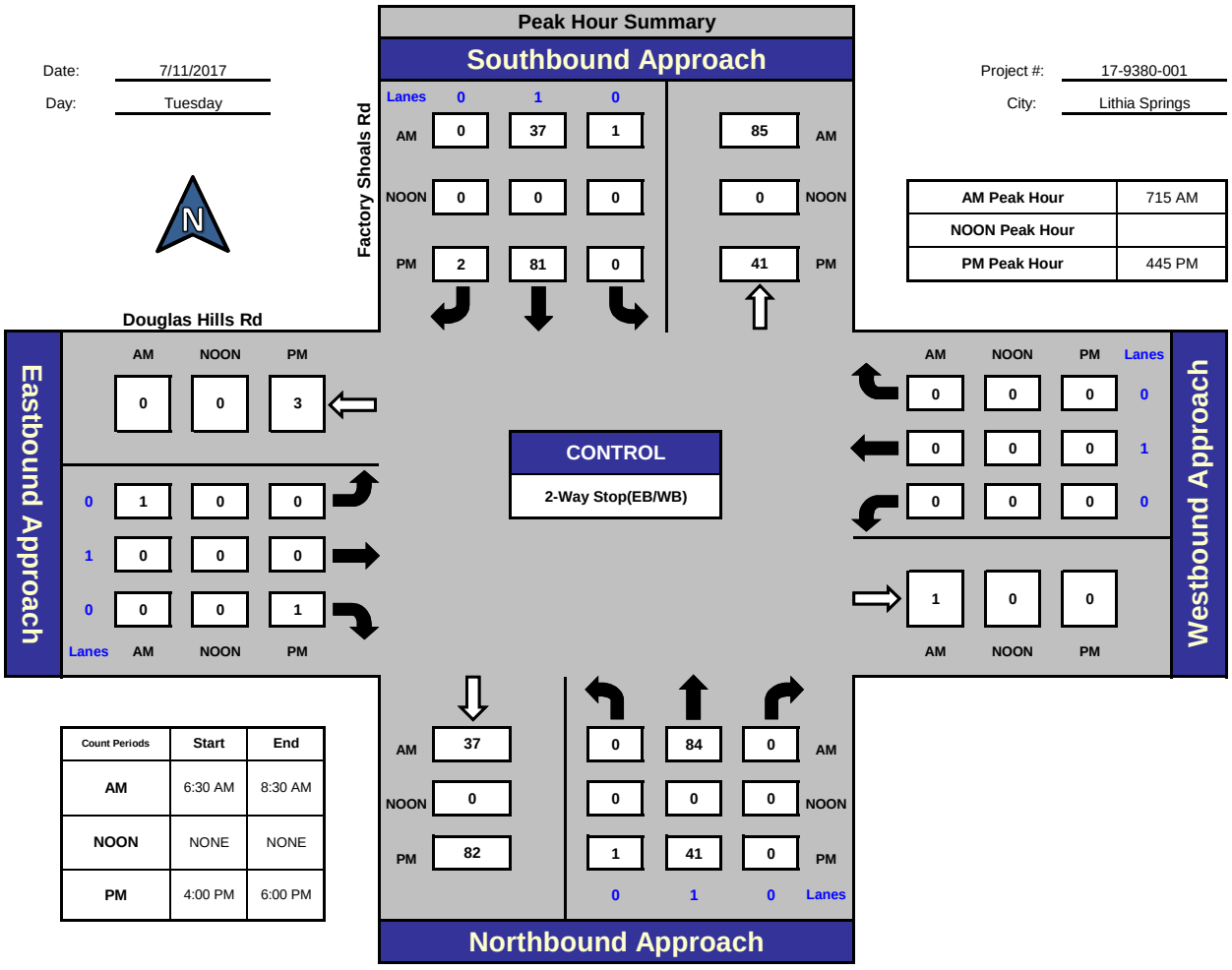
Date: 7/11/2017

Day: Tuesday

Project #: 17-9380-001

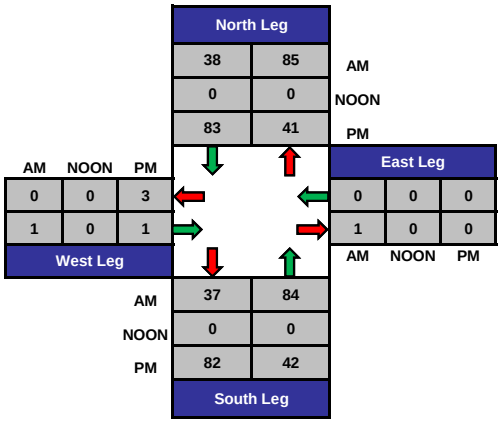
City: Lithia Springs

| | |
|---|---|
| AM Peak Hour | 715 AM |
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

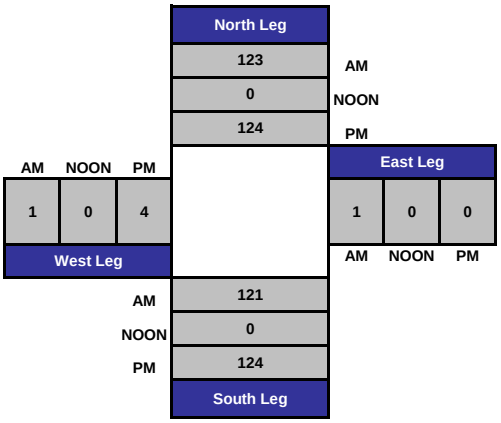



| Count Periods | Start | End |
|---|---|---|
| AM | 6:30 AM | 8:30 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



**Project ID: 17-9380-001**
**Location: Factory Shoals Rd & Douglas Hills Rd**
**City: Lithia Springs**

**Day: Tuesday**
**Date: 7/11/2017**

| Peak Start Times | |
|---|---|
| **AM** | 6:30 AM |
| **MD** | 12:00 AM |
| **PM** | 4:00 PM |

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Factory Shoals Rd Northbound | | | | | Factory Shoals Rd Southbound | | | | | Douglas Hills Rd Eastbound | | | | | Douglas Hills Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Left | Thru | Rgt | Peds | App. Total | Int. Total |
| 6:30 AM | 0 | 19 | 0 | 0 | 19 | 0 | 11 | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 6:45 AM | 0 | 10 | 0 | 0 | 10 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:00 AM | 0 | 16 | 0 | 0 | 16 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:15 AM | 0 | 23 | 0 | 0 | 23 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Total | 0 | 68 | 0 | 0 | 68 | 0 | 42 | 2 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 7:30 AM | 0 | 19 | 0 | 0 | 19 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:45 AM | 0 | 15 | 0 | 0 | 15 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:00 AM | 0 | 27 | 0 | 0 | 27 | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 8:15 AM | 0 | 15 | 0 | 0 | 15 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Total | 0 | 76 | 0 | 0 | 76 | 1 | 39 | 0 | 0 | 40 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 117 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 4:15 PM | 0 | 8 | 0 | 0 | 8 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 4:30 PM | 0 | 12 | 0 | 0 | 12 | 0 | 17 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 4:45 PM | 0 | 15 | 0 | 0 | 15 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Total | 0 | 45 | 0 | 0 | 45 | 0 | 60 | 0 | 0 | 60 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 106 |
| 5:00 PM | 0 | 4 | 0 | 0 | 4 | 0 | 14 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 5:15 PM | 1 | 12 | 0 | 0 | 13 | 0 | 21 | 1 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 5:30 PM | 0 | 10 | 0 | 0 | 10 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 5:45 PM | 1 | 9 | 0 | 0 | 10 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| Total | 2 | 35 | 0 | 0 | 37 | 0 | 75 | 2 | 0 | 77 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 115 |
| Grand Total | 2 | 224 | 0 | 0 | 226 | 1 | 216 | 4 | 0 | 221 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 450 |
| Apprch % | 0.9 | 99.1 | 0.0 | 0.0 | | 0.5 | 97.7 | 1.8 | 0.0 | | 66.7 | 0.0 | 33.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.4 | 49.8 | 0.0 | 0.0 | 50.2 | 0.2 | 48.0 | 0.9 | 0.0 | 49.1 | 0.4 | 0.0 | 0.2 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Cars, PU, Vans | 2 | 222 | 0 | 0 | 224 | 1 | 215 | 4 | 0 | 220 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 447 |
| % Cars, PU, Vans | 100.0 | 99.1 | 0.0 | 0.0 | 99.1 | 100.0 | 99.5 | 100.0 | 0.0 | 99.5 | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 99.3 |
| Heavy Trucks | 0 | 2 | 0 | | 2 | 0 | 1 | 0 | | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 3 |
| %Heavy Trucks | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 0.0 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 |

**Project ID: 17-9380-001**
**Location: Factory Shoals Rd & Douglas H**
**City: Lithia Springs**

# PEAK HOURS

**Day: Tuesday**
**Date: 7/11/2017**

**AM**

| | Factory Shoals Rd Northbound | | | | Factory Shoals Rd Southbound | | | | Douglas Hills Rd Eastbound | | | | Douglas Hills Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 06:30 AM to 08:30 AM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 7:15 AM | 0 | 23 | 0 | 23 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 7:30 AM | 0 | 19 | 0 | 19 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 7:45 AM | 0 | 15 | 0 | 15 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:00 AM | 0 | 27 | 0 | 27 | 1 | 2 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 31 |
| Total Volume | 0 | 84 | 0 | 84 | 1 | 37 | 0 | 38 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 123 |
| % App. Total | 0.0 | 100.0 | 0.0 | 100 | 2.6 | 97.4 | 0.0 | 100 | 100.0 | 0.0 | 0.0 | 100 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | 0.778 | | | | 0.679 | | | | 0.250 | | | | 0.000 | |
| Cars, PU, Vans | 0 | 83 | 0 | 83 | 1 | 36 | 0 | 37 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 121 |
| % Cars, PU, Vans | 0.0 | 98.8 | 0.0 | 98.8 | 100.0 | 97.3 | 0.0 | 97.4 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 98.4 |
| Heavy Trucks | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| %Heavy Trucks | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 2.7 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 |

**PM**

| | Factory Shoals Rd Northbound | | | | Factory Shoals Rd Southbound | | | | Douglas Hills Rd Eastbound | | | | Douglas Hills Rd Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Left | Thru | Rgt | App. Total | Int. Total |
| Peak Hour Analysis from 04:00 PM to 06:00 PM | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 4:45 PM | 0 | 15 | 0 | 15 | 0 | 22 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 5:00 PM | 0 | 4 | 0 | 4 | 0 | 14 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 5:15 PM | 1 | 12 | 0 | 13 | 0 | 21 | 1 | 22 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 36 |
| 5:30 PM | 0 | 10 | 0 | 10 | 0 | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Total Volume | 1 | 41 | 0 | 42 | 0 | 81 | 2 | 83 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 126 |
| % App. Total | 2.4 | 97.6 | 0.0 | 100 | 0.0 | 97.6 | 2.4 | 100 | 0.0 | 0.0 | 100.0 | 100 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | 0.700 | | | | 0.865 | | | | 0.250 | | | | 0.000 | |
| Cars, PU, Vans | 1 | 40 | 0 | 41 | 0 | 81 | 2 | 83 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 125 |
| % Cars, PU, Vans | 100.0 | 97.6 | 0.0 | 97.6 | 0.0 | 100.0 | 100.0 | 100.0 | 0.0 | 0.0 | 100.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 99.2 |
| Heavy Trucks | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| %Heavy Trucks | 0.0 | 2.4 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 |

# Appendix E
## Trip Generation Analysis

**Trip Generation Analysis (9th Ed.)**
**DCT Douglas Hill Distribution Center DRI #2701**
**Douglas County, Georgia**

| Land Use | Intensity | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | Total | In | Out | Total | In | Out |
| **Proposed Site Traffic** | | | | | | | | |
| 152 High-Cube Warehouse/Distribution Center | 1,036,800 gross s.f. | 1,742 | 120 | 83 | 37 | 131 | 41 | 90 |
| | | | | | | | | |
| **Gross Trips** | | **1,742** | **120** | **83** | **37** | **131** | **41** | **90** |
| Truck Trips (per ITE Weighted Average Truck Trip Generation) | | 664 | 32 | 22 | 10 | 42 | 13 | 29 |
| *Mixed-Use Reductions* | | *0* | | | | *0* | *0* | *0* |
| *Alternative Mode Reductions* | | *0* | *0* | *0* | *0* | *0* | *0* | *0* |
| Adjusted Trips | | 664 | 32 | 22 | 10 | 42 | 13 | 29 |
| Employee Trips | | 1,078 | 88 | 61 | 27 | 89 | 28 | 61 |
| *Mixed-Use Reductions* | | *0* | | | | *0* | *0* | *0* |
| *Alternative Mode Reductions* | | *0* | *0* | *0* | *0* | *0* | *0* | *0* |
| Adjusted Trips | | 1,078 | 88 | 61 | 27 | 89 | 28 | 61 |
| | | | | | | | | |
| *Mixed-Use Reductions - TOTAL* | | *0* | *0* | *0* | *0* | *0* | *0* | *0* |
| *Alternative Mode Reductions - TOTAL* | | *0* | *0* | *0* | *0* | *0* | *0* | *0* |
| **New Trips** | | **1,742** | **120** | **83** | **37** | **131** | **41** | **90** |
| **Driveway Volumes** | | **1,742** | **120** | **83** | **37** | **131** | **41** | **90** |

*k:\atl_tpto\018716001 douglas hill distribution center dri, may 2017, douglas county_phase ii\analysis\[dct douglas hill distribution center dri_analysis.xls]trip generation*

# Appendix F
## Intersection Volume Worksheets

# INTERSECTION VOLUME DEVELOPMENT

## Intersection #1: Thornton Rd (SR 6) @ Factory Shoals Rd
### AM PEAK HOUR

| Description | Thornton Rd (SR 6) Northbound | | | Thornton Rd (SR 6) Southbound | | | Factory Shoals Rd Eastbound | | | Factory Shoals Rd Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | 1 | 772 | 180 | 93 | 1,659 | 61 | 59 | 33 | 3 | 121 | 17 | 43 |
| Pedestrians | | 0 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 0 | 73 | 4 | 16 | 106 | 0 | 0 | 1 | 0 | 9 | 0 | 7 |
| Heavy Vehicle % | 2% | 9% | 2% | 17% | 6% | 2% | 2% | 3% | 2% | 7% | 2% | 16% |
| Peak Hour Factor | | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 |
| *DCT Factory Shoals DRI#2670* (Truck Trips) | 13 | | | | | 10 | 5 | 0 | 6 | | 0 | |
| *DCT Factory Shoals DRI#2670* (Car Trips) | 26 | | | | | 36 | 16 | 1 | 12 | | 3 | |
| 2019 Background Traffic | 40 | 795 | 185 | 96 | 1,709 | 109 | 82 | 35 | 21 | 125 | 21 | 44 |
| 2019 Background Heavy Vehicle % | 33% | 9% | 2% | 17% | 6% | 9% | 6% | 3% | 29% | 7% | 2% | 16% |
| **Project Trips (Future Development Only)** | | | | | | | | | | | | |
| Trip Distribution IN | | | | | 45% | | | | | | | |
| Trip Distribution OUT | | 45% | | | | | | | | | | |
| Truck Trips | 0 | 5 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | 55% | | | | | 5% | |
| Trip Distribution OUT | | | | | | | 55% | 5% | | | | |
| Car Trips | 0 | 0 | 0 | 0 | 0 | 34 | 15 | 1 | 0 | 0 | 3 | 0 |
| Total Project Trips | 0 | 5 | 0 | 0 | 10 | 34 | 15 | 1 | 0 | 0 | 3 | 0 |
| **2019 Buildout Total** | 40 | 800 | 185 | 96 | 1,719 | 143 | 97 | 36 | 21 | 125 | 24 | 44 |
| **2019 Heavy Vehicle %** | 33% | 10% | 2% | 17% | 7% | 7% | 5% | 3% | 29% | 7% | 2% | 16% |

### PM PEAK HOUR

| Description | Thornton Rd (SR 6) Northbound | | | Thornton Rd (SR 6) Southbound | | | Factory Shoals Rd Eastbound | | | Factory Shoals Rd Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | 4 | 1,762 | 173 | 77 | 886 | 50 | 37 | 5 | 5 | 145 | 27 | 153 |
| Pedestrians | | 0 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 0 | 100 | 8 | 5 | 87 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| Heavy Vehicle % | 2% | 6% | 5% | 6% | 10% | 2% | 2% | 2% | 2% | 6% | 2% | 5% |
| Peak Hour Factor | | 0.98 | | | 0.98 | | | 0.98 | | | 0.98 | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 |
| DCT Factory Shoals DRI#2670 (Truck Trips) | 8 | | | | | 6 | 14 | 0 | 17 | | 0 | |
| DCT Factory Shoals DRI#2670 (Car Trips) | 12 | | | | | 16 | 36 | 3 | 26 | | 1 | |
| 2019 Background Traffic | 24 | 1,815 | 178 | 79 | 913 | 74 | 88 | 8 | 48 | 149 | 29 | 158 |
| 2019 Background Heavy Vehicle % | 33% | 6% | 5% | 7% | 10% | 8% | 16% | 2% | 35% | 6% | 2% | 5% |
| **Project Trips (Future Development Only)** | | | | | | | | | | | | |
| Trip Distribution IN | | | | | 45% | | | | | | | |
| Trip Distribution OUT | | 45% | | | | | | | | | | |
| Truck Trips | 0 | 13 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | 55% | | | | | 5% | |
| Trip Distribution OUT | | | | | | | 55% | 5% | | | | |
| Car Trips | 0 | 0 | 0 | 0 | 0 | 15 | 34 | 3 | 0 | 0 | 1 | 0 |
| Total Project Trips | 0 | 13 | 0 | 0 | 6 | 15 | 34 | 3 | 0 | 0 | 1 | 0 |
| **2019 Buildout Total** | 24 | 1,828 | 178 | 79 | 919 | 89 | 122 | 11 | 48 | 149 | 30 | 158 |
| **2019 Heavy Vehicle %** | 33% | 6% | 5% | 7% | 10% | 7% | 11% | 2% | 35% | 6% | 2% | 5% |

# INTERSECTION VOLUME DEVELOPMENT

## Intersection #2: Thornton Rd (SR 6) @ Douglas Hill Rd
## AM PEAK HOUR

| Description | Thornton Rd (SR 6) Northbound | | | Thornton Rd (SR 6) Southbound | | | Douglas Hill Rd Eastbound | | | Douglas Hill Rd Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | 51 | 959 | 18 | 76 | 1,640 | 95 | 16 | 7 | 30 | 5 | 24 | 4 |
| Pedestrians | | 0 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 11 | 72 | 3 | 6 | 99 | 10 | 5 | 1 | 6 | 2 | 1 | 2 |
| Heavy Vehicle % | 22% | 8% | 17% | 8% | 6% | 11% | 31% | 14% | 20% | 40% | 4% | 50% |
| Peak Hour Factor | | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 |
| *DCT Factory Shoals DRI#2670* (Truck Trips) | | 13 | | | 6 | | | | | | | |
| *DCT Factory Shoals DRI#2670* (Car Trips) | | 26 | | | 12 | | | | | | | |
| 2019 Background Traffic | 53 | 1,027 | 19 | 78 | 1,708 | 98 | 16 | 7 | 31 | 5 | 25 | 4 |
| 2019 Background Heavy Vehicle % | 21% | 8% | 16% | 8% | 6% | 11% | 32% | 15% | 20% | 41% | 4% | 52% |
| **Project Trips (Future Development Only)** | | | | | | | | | | | | |
| Trip Distribution IN | 55% | | | | | 45% | | | | | | |
| Trip Distribution OUT | | | | | | | 45% | | 55% | | | |
| Truck Trips | 12 | 0 | 0 | 0 | 0 | 10 | 5 | 0 | 6 | 0 | 0 | 0 |
| Trip Distribution IN | 35% | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | 35% | | | |
| Car Trips | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| Total Project Trips | 33 | 0 | 0 | 0 | 0 | 10 | 5 | 0 | 15 | 0 | 0 | 0 |
| **2019 Buildout Total** | 86 | 1,027 | 19 | 78 | 1,708 | 108 | 21 | 7 | 46 | 5 | 25 | 4 |
| **2019 Heavy Vehicle %** | 27% | 8% | 16% | 8% | 6% | 19% | 48% | 15% | 26% | 41% | 4% | 52% |

## PM PEAK HOUR

| Description | Thornton Rd (SR 6) Northbound | | | Thornton Rd (SR 6) Southbound | | | Douglas Hill Rd Eastbound | | | Douglas Hill Rd Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | 27 | 1,846 | 12 | 21 | 1,007 | 20 | 69 | 17 | 63 | 24 | 6 | 26 |
| Pedestrians | | 0 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 16 | 94 | 1 | 2 | 92 | 10 | 14 | 3 | 28 | 0 | 2 | 1 |
| Heavy Vehicle % | 59% | 5% | 8% | 10% | 9% | 50% | 20% | 18% | 44% | 2% | 33% | 4% |
| Peak Hour Factor | | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 |
| DCT Factory Shoals DRI#2670 (Truck Trips) | | 8 | | | 17 | | | | | | | |
| DCT Factory Shoals DRI#2670 (Car Trips) | | 12 | | | 26 | | | | | | | |
| 2019 Background Traffic | 28 | 1,922 | 12 | 22 | 1,080 | 21 | 71 | 18 | 65 | 25 | 6 | 27 |
| 2019 Background Heavy Vehicle % | 59% | 5% | 9% | 9% | 10% | 49% | 20% | 17% | 44% | 2% | 34% | 4% |
| **Project Trips (Future Development Only)** | | | | | | | | | | | | |
| Trip Distribution IN | 55% | | | | | 45% | | | | | | |
| Trip Distribution OUT | | | | | | | 45% | | 55% | | | |
| Truck Trips | 7 | 0 | 0 | 0 | 0 | 6 | 13 | 0 | 16 | 0 | 0 | 0 |
| Trip Distribution IN | 35% | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | 35% | | | |
| Car Trips | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| Total Project Trips | 17 | 0 | 0 | 0 | 0 | 6 | 13 | 0 | 37 | 0 | 0 | 0 |
| **2019 Buildout Total** | 45 | 1,922 | 12 | 22 | 1,080 | 27 | 84 | 18 | 102 | 25 | 6 | 27 |
| **2019 Heavy Vehicle %** | 52% | 5% | 9% | 9% | 10% | 60% | 33% | 17% | 44% | 2% | 34% | 4% |

# INTERSECTION VOLUME DEVELOPMENT

## Intersection #3: Factory Shoals Road @ Douglas Hill Road
## AM PEAK HOUR

| Description | Factory Shoals Road Northbound | | | Factory Shoals Road Southbound | | | Douglas Hill Road Eastbound | | | Douglas Hill Road Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | 0 | 92 | 0 | 2 | 70 | 0 | 1 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 2% | 0% | 2% | 2% | 0% | 2% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | | 0.83 | | | 0.83 | | | 0.83 | | | 0.83 | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 |
| *DCT Factory Shoals DRI#2670* (Truck Trips) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *DCT Factory Shoals DRI#2670* (Car Trips) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 Background Traffic | 0 | 95 | 0 | 2 | 72 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 2019 Background Heavy Vehicle % | 0% | 2% | 0% | 2% | 2% | 0% | 2% | 0% | 0% | 0% | 0% | 0% |
| **Project Trips (Future Development Only)** | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 100% | |
| Trip Distribution OUT | | | | | | | | 100% | | | | |
| Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 22 | 0 |
| Trip Distribution IN | 5% | | | | | 60% | | | | | 35% | |
| Trip Distribution OUT | | | | | | | 60% | 35% | 5% | | | |
| Car Trips | 3 | 0 | 0 | 0 | 0 | 37 | 16 | 9 | 1 | 0 | 21 | 0 |
| Total Project Trips | 3 | 0 | 0 | 0 | 0 | 37 | 16 | 19 | 1 | 0 | 43 | 0 |
| **2019 Buildout Total** | 3 | 95 | 0 | 2 | 72 | 37 | 17 | 19 | 1 | 0 | 43 | 0 |
| **2019 Heavy Vehicle %** | 2% | 2% | 0% | 2% | 2% | 2% | 2% | 53% | 2% | 0% | 51% | 0% |

## PM PEAK HOUR

| Description | Factory Shoals Road Northbound | | | Factory Shoals Road Southbound | | | Douglas Hill Road Eastbound | | | Douglas Hill Road Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | 1 | 41 | 0 | 0 | 81 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| Pedestrians | | 0 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 0% | 0% | 2% | 2% | 0% | 0% | 2% | 0% | 0% | 0% |
| Peak Hour Factor | | 0.85 | | | 0.85 | | | 0.85 | | | 0.85 | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 |
| DCT Factory Shoals DRI#2670 (Truck Trips) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DCT Factory Shoals DRI#2670 (Car Trips) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 Background Traffic | 1 | 42 | 0 | 0 | 83 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| 2019 Background Heavy Vehicle % | 2% | 2% | 0% | 0% | 2% | 2% | 0% | 0% | 2% | 0% | 0% | 0% |
| **Project Trips (Future Development Only)** | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 100% | |
| Trip Distribution OUT | | | | | | | | 100% | | | | |
| Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 13 | 0 |
| Trip Distribution IN | 5% | | | | | 60% | | | | | 35% | |
| Trip Distribution OUT | | | | | | | 60% | 35% | 5% | | | |
| Car Trips | 1 | 0 | 0 | 0 | 0 | 17 | 37 | 21 | 3 | 0 | 10 | 0 |
| Total Project Trips | 1 | 0 | 0 | 0 | 0 | 17 | 37 | 50 | 3 | 0 | 23 | 0 |
| **2019 Buildout Total** | 2 | 42 | 0 | 0 | 83 | 19 | 37 | 50 | 4 | 0 | 23 | 0 |
| **2019 Heavy Vehicle %** | 2% | 2% | 0% | 0% | 2% | 2% | 2% | 58% | 2% | 0% | 57% | 0% |

# INTERSECTION VOLUME DEVELOPMENT

## Intersection #4: Douglas Hill Road @ Proposed Site Driveway

### AM PEAK HOUR

| Description | Northbound | | | Proposed Site Driveway Southbound | | | Douglas Hill Road Eastbound | | | Douglas Hill Road Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| | | | | | | | | | | | | |
| Observed 2017 Traffic Volumes | | | | | | | | 1 | | | 0 | |
| Pedestrians | | 0 | | | 0 | | | 0 | | | | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | | | | | | | | 0 | | | 0 | |
| Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | | 0.82 | | | 0.82 | | | 0.82 | | | 0.82 | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 |
| *DCT Factory Shoals DRI#2670* (Truck Trips) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *DCT Factory Shoals DRI#2670* (Car Trips) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 2019 Background Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 0% |
| | | | | | | | | | | | | |
| **Project Trips (Future Development Only)** | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 100% |
| Trip Distribution OUT | | | | 100% | | | | | | | | |
| Truck Trips | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 100% |
| Trip Distribution OUT | | | | 100% | | | | | | | | |
| Car Trips | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| | | | | | | | | | | | | |
| **2019 Buildout Total** | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 83 |
| **2019 Heavy Vehicle %** | 0% | 0% | 0% | 27% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 27% |

### PM PEAK HOUR

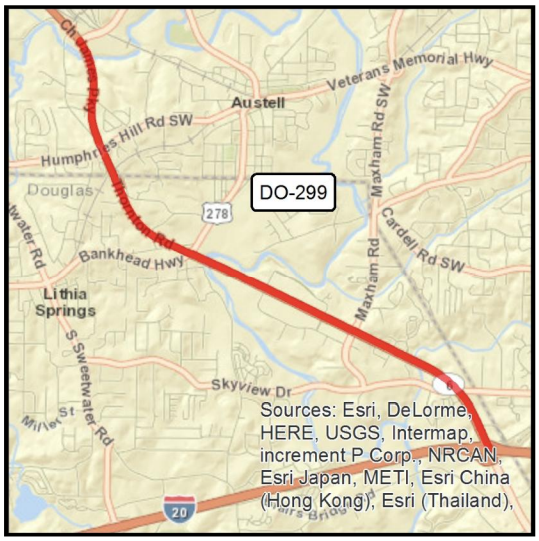
| Description | Northbound | | | Proposed Site Driveway Southbound | | | Douglas Hill Road Eastbound | | | Douglas Hill Road Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| | | | | | | | | | | | | |
| Observed 2017 Traffic Volumes | | | | | | | | 1 | | | 3 | |
| Pedestrians | | | | | | | | | | | | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | | | | | | | | 0 | | | 0 | |
| Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Peak Hour Factor | | 0.82 | | | 0.82 | | | 0.82 | | | 0.82 | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 | 1.030 |
| DCT Factory Shoals DRI#2670 (Truck Trips) | | | | | | | | | | | | |
| DCT Factory Shoals DRI#2670 (Car Trips) | | | | | | | | | | | | |
| 2019 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 |
| 2019 Background Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| | | | | | | | | | | | | |
| **Project Trips (Future Development Only)** | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 100% |
| Trip Distribution OUT | | | | 100% | | | | | | | | |
| Truck Trips | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 100% |
| Trip Distribution OUT | | | | 100% | | | | | | | | |
| Car Trips | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| | | | | | | | | | | | | |
| **2019 Buildout Total** | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 41 |
| **2019 Heavy Vehicle %** | 0% | 0% | 0% | 32% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 32% |

# Appendix G
## Programmed Project Fact Sheets

# DO-299

# Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

| | |
|---|---|
| Short Title | SR 6 (THORNTON ROAD) TRUCK FRIENDLY LANES FROM I-20 WEST IN DOUGLAS COUNTY TO SR 6 SPUR (GARRETT ROAD) IN COBB COUNTY |
| GDOT Project No. | 0010821 |
| Federal ID No. | N/A |
| Status | Programmed |
| Service Type | Roadway / Operations & Safety |
| Sponsor | GDOT |
| Jurisdiction | Cobb County,Douglas County |
| Analysis Level | Exempt from Air Quality Analysis (40 CFR 93) |




| | | | | | |
|---|---|---|---|---|---|
| Existing Thru Lane | 6 | LCI | | Network Year | TBD |
| Planned Thru Lane | 6 | Flex | | Corridor Length | TBD miles |

## Detailed Description and Justification

This project will implement truck friendly lanes along SR 6 (Thornton Road). The project will begin at I-20 West in Douglas County and terminate at the SR 6 Spur (Garrett Road) in Cobb County.

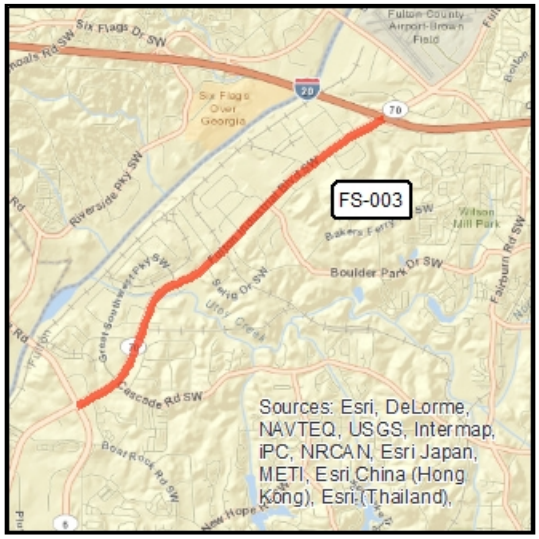
| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| SCP | National Highway Performance Program (NHPP) | AUTH | 2015 | $1,000,000 | ~~$800,000~~ | ~~$200,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| PE | National Highway Performance Program (NHPP) | AUTH | 2017 | $1,649,794 | ~~$1,319,835~~ | ~~$329,959~~ | ~~$0,000~~ | ~~$0,000~~ |
| ROW | National Highway Performance Program (NHPP) | | 2019 | $6,367,248 | $5,093,798 | $1,273,450 | $0,000 | $0,000 |
| UTL | National Highway Performance Program (NHPP) | | 2021 | $2,252,325 | $1,801,860 | $450,465 | $0,000 | $0,000 |
| CST | National Highway Performance Program (NHPP) | | 2021 | $40,153,152 | $32,122,522 | $8,030,630 | $0,000 | $0,000 |
| | | | | $51,422,519 | $41,138,015 | $10,284,504 | $0,000 | $0,000 |

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

# FS-003

# Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

| | |
|---|---|
| **Short Title** | SR 70 (FULTON INDUSTRIAL BOULEVARD) WIDENING FROM SR 6 (CAMP CREEK PARKWAY) TO JAMES ALDREDGE BOULEVARD |
| **GDOT Project No.** | 720960- |
| **Federal ID No.** | STP00-0021-01(023) |
| **Status** | Long Range |
| **Service Type** | Roadway / General Purpose Capacity |
| **Sponsor** | GDOT |
| **Jurisdiction** | Fulton County (South) |
| **Analysis Level** | In the Region's Air Quality Conformity Analysis |




| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | 4 | **LCI** | | **Network Year** | 2030 |
| **Planned Thru Lane** | 6 | **Flex** | | **Corridor Length** | 2.3 miles |

**Detailed Description and Justification**

This project involves adding one general purpose lane in each direction along SR 70 (Fulton Industrial Boulevard) between SR 6 (Camp Creek Parkway) and James Aldredge Boulevard.

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| ALL | General Federal Aid 2022-2040 | | LR 2022-2030 | **$3,770,000** | $3,016,000 | $754,000 | $0,000 | $0,000 |
| | | | | **$3,770,000** | **$3,016,000** | **$754,000** | **$0,000** | **$0,000** |

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

# AR-ML-800

# Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

| | |
|---|---|
| **Short Title** | I-20 WEST MANAGED LANES FROM I-285 WEST TO SR 92 (FAIRBURN ROAD) |
| **GDOT Project No.** | TBD |
| **Federal ID No.** | N/A |
| **Status** | Long Range |
| **Service Type** | Roadway / Managed Lanes |
| **Sponsor** | GDOT |
| **Jurisdiction** | Regional - West |
| **Analysis Level** | In the Region's Air Quality Conformity Analysis |


| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | 0 | **LCI** | | **Network Year** | 2040 |
| **Planned Thru Lane** | 2 | **Flex** | | **Corridor Length** | 11.0 miles |

**Detailed Description and Justification**

This is a managed lanes project along I-20 West from I-285 West to SR 92 (Fairburn Road).

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| ALL | General Federal Aid 2022-2040 | | LR 2031-2040 | **$201,000,000** | $160,800,000 | $40,200,000 | $0,000 | $0,000 |
| ALL | Toll Revenue Bonds | | LR 2031-2040 | **$165,000,000** | $0,000 | $0,000 | $165,000,000 | $0,000 |
| | | | | **$366,000,000** | **$160,800,000** | **$40,200,000** | **$165,000,000** | **$0,000** |

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Douglas County Comprehensive Transportation Plan
Roadway Project Prioritization DRAFT

| GDOT PI | ID | Project Number | Project | From/At | To | Detailed Description | Status | Type | Exist Lane | Plan Lane | Length | Network Year | Open Year | Congestion | Safety | Land Use | Multimodal | Economic Dev. | Public/PAT | Access Mgt. | Freight | Environment | RSTS | UGPM | Weighted Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0006900 | 129 | DO-282A | Metro Arterial Connector - SR 92 Realignment Phase I - Underpass | US 78/Broad Street and NS R/R | | This project grade separates SR 92 (on new alignment) from US 78 and the railroad to facilitate better flow along the SR 92 corridor. The Metro Arterial Connector (MAC) is a network of state highways approximately 180 miles in length encircling the Atlanta region. Roadways comprising the MAC (primarily SR 20 and SR 92) are proposed to have a minimum of four travel lanes along its entire length. At least 30 capacity projects are already planned along the MAC over the timeframe of the RTP. A study will be conducted in 2009 to determine how these individual projects can be engineered and constructed in a holistic and logical manner to maximize the multimodal mobility, safety, accessibility and growth management benefits of the project. | Programm | Roadway Capacity | 0 | 6 | 0.25 | 2020 | 2020 | 1.5 | 0.45 | 0.3 | 0.15 | 0.15 | 0.15 | 0.09 | 0.09 | 0.06 | 0.03 | 0.03 | **3** |
| 0006901 | 130 | DO-282B | Metro Arterial Connector - SR 92 Realignment Phase II | SR 92/Fairburn Road south of Hospital Drive | US 78/Broad Street | This project combines widening and new alignment to equal a 6 lane facility connecting the new grade separation at US 78 and the railroad to the existing SR 92 immediately south of the intersection with Hospital Drive. The Metro Arterial Connector (MAC) is a network of state highways approximately 180 miles in length encircling the Atlanta region. Roadways comprising the MAC (primarily SR 20 and SR 92) are proposed to have a minimum of four travel lanes along its entire length. At least 30 capacity projects are already planned along the MAC over the timeframe of the RTP. A study will be conducted in 2009 to determine how these individual projects can be engineered and constructed in a holistic and logical manner to maximize the mobility, safety, accessibility and growth management benefits which would best serve multimodal needs (auto, truck, transit, bicycling, walking) and include land use policies, access management regulations, and ITS components to ensure network uniformity. | Programm | Roadway Capacity | 0 | 6 | 0.6 | 2020 | 2020 | 1.5 | 0.45 | 0.3 | 0.15 | 0.15 | 0.15 | 0.09 | 0.09 | 0.06 | 0.03 | 0.03 | **3** |
| 720970 | 131 | DO-282C | Metro Arterial Connector - SR 92 Realignment Phase III | US 78/Broad Street | SR 92/Dallas Highway | This project combines widening and new alignment to equal a 6 lane facility connecting the new grade separation at US 78 and the railroad to the existing SR 92 near the intersection with Malone Street in northern Douglasville. The Metro Arterial Connector (MAC) is a network of state highways approximately 180 miles in length encircling the Atlanta region. Roadways comprising the MAC (primarily SR 20 and SR 92) are proposed to have a minimum of four travel lanes along its entire length. At least 30 capacity projects are already planned along the MAC over the timeframe of the RTP. Refer to AR-941 in the ARC's RTP/TIP for more information on the MAC concept. | Programm | Roadway Capacity | 0 | 6 | 0.9 | 2020 | 2020 | 1.5 | 0.45 | 0.3 | 0.15 | 0.15 | 0.15 | 0.09 | 0.09 | 0.06 | 0.03 | 0.03 | **3** |
| 3165 | 162 | AR-H-201 | I-20 West Managed Lanes (SR 6 to Bright Star) | SR 6 | Bright Star Road | Addition of two managed lanes in both directions for 9.9 miles between SR 6 and Bright Star Road. Dedicated ramps serving these lanes will be provided but locations have not been determined at this time. It is anticipated that all future managed lanes constructed in the Atlanta Region will be barrier separated, but engineering and design will determine the most appropriate configuration. Operating characteristics such as occupancy restrictions and tolling levels will also be established during concept development in accordance with regional and state managed lane policies. | Programm | Interstate Improvements | 0 | 4 | 10.8 | | | 1.5 | 0.45 | 0.3 | 0.15 | 0.15 | 0.15 | 0.09 | 0.09 | 0.06 | 0.03 | 0.03 | **3** |
| 0001917 | 155 | DO-220B | Lee Road (including bridge over I-20 West) | Monier Boulevard | Vulcan Drive | Upgrades existing substandard bridge at I-20 West. Improves turn radii for tractor trailer trucks. Project would improve overall flow in the area by improving signals and turn lanes as well. | Programm | Bridge Upgrade | 2 | 4 | N/A | 2020 | 2012 | 1.5 | 0.45 | 0.3 | 0.15 | 0.15 | 0.15 | 0.09 | 0.09 | 0.04 | 0.03 | 0.03 | **2.98** |
| N/A | 4 | CTP-4 | I-20 West@ SR 6 | SR 6/Thornton Road | | This project would add and augment signage and striping at and around the I 20/Thornton Road interchange. This could include freeway grade cantilever signs, channelization striping, improved signal timing, raised medians, etc. | TBD | Operational Improvements | N/A | N/A | N/A | TBD | TBD | 1.5 | 0.45 | 0.3 | 0.15 | 0.15 | 0.1 | 0.09 | 0.09 | 0.06 | 0.03 | 0.03 | **2.95** |
| N/A | 6 | CTP-6A | I-20 West @ SR 5 interchange modification and CD system concept | SR 5/Bill Arp Road | | This project, partnered with Project 6B and 9A, would modify the SR 5 interchange to accept inside/managed lanes exit ramps and remove the general purpose ramps. Includes collector-distributor system concept. | TBD | Modify Interchange | 4 | 4 | N/A | TBD | TBD | 1.5 | 0.45 | 0.3 | 0.15 | 0.15 | 0.1 | 0.09 | 0.09 | 0.06 | 0.03 | 0.03 | **2.95** |
| N/A | 7 | CTP-6B | I-20 West @ Bright Star Road interchange modification and CD system concept | Bright Star Road | | This project, partnered with Project 6A and 9A, would modify the Bright Star Road interchange to accept new general purpose lanes. Includes collector-distributor system concept. | TBD | New Interchange | 2 | 4 | 0.2 | TBD | TBD | 1.5 | 0.45 | 0.3 | 0.15 | 0.15 | 0.1 | 0.09 | 0.09 | 0.06 | 0.03 | 0.03 | **2.95** |
| N/A | 64 | DO-252A | Chapel Hill Road | Central Church Road | Stewarts Mill Road | This project involves adding one general purpose lane in each direction along Chapel Hill Road between Central Church Road and Stewarts Mill Road. | Long Rang | Roadway Capacity | 2 | 4 | 2.4 | 2030 | 2030 | 1.5 | 0.45 | 0.3 | 0.15 | 0.15 | 0.1 | 0.09 | 0.06 | 0.06 | 0.02 | 0.03 | **2.91** |
| N/A | 3 | CTP-3 | Inner Southern Arc-four phases | North County Line Road | Kings Highway | By upgrading existing roadways and providing some new alignment, this connector roadway would allow county motorists to avoid using I-20 as a local road. Phase 1- Improving Bomar Connector to extended Bomar. Phase 2- Improving extended Bomar to Chapel Hill. Phase 3- Improving Central Church from Chapel Hill to SR 5. Phase 4- Realigning and improving Bright Star from Bankhead Hwy to Central Church and improving Central Church to SR 5. Include improvements extended to I 20. This project will perform a alternatives and alignment analysis as well as an environmental assessment for the Bomar Road Connector. In advance of Outer Arc. | TBD | Roadway Capacity | 0/2 | 4 | 8.3 | TBD | TBD | 1.5 | 0.45 | 0.3 | 0.05 | 0.15 | 0.15 | 0.09 | 0.03 | 0.06 | 0.02 | 0.03 | **2.83** |
| N/A | 45 | CTP-15 | Adaptive Traffic Signal Pilot Program - Chapel Hill Road/SR 5/CBD area | I-20 | SR 166 | High crash rates have been identified at locations along this corridor. A safety audit should be completed to determine operational upgrades to improve safety conditions. Implementation of an adaptive signal program along this corridor would improve safety and mobility and improve travel times on this vital north-south corridor. Will relieve delay and congestion at the Douglas Blvd intersection. | TBD | Operational Improvements | N/A | N/A | 6.7 | TBD | TBD | 1.5 | 0.45 | 0.3 | 0.05 | 0.15 | 0.1 | 0.09 | 0.09 | 0.04 | 0.02 | 0.02 | **2.81** |
| N/A | 90 | CTP-21 | SR 5/Bill Arp Road | Douglas Boulevard | | This project will modify the intersection of SR 5/Bill Arp Road and Douglas Boulevard. Interim project in advance of interchange. Dual left turn lanes from SR 5 north to Douglas Blvd east. Right turn lanes on all approaches. | TBD | Modify Intersection | 4 | 4 | 0.2 | TBD | TBD | 1.5 | 0.45 | 0.3 | 0.05 | 0.15 | 0.1 | 0.09 | 0.09 | 0.04 | 0.02 | 0.02 | **2.81** |
| N/A | 163 | CTP-44 | Chapel Hill Road operational improvements | I-20 | Stewarts Mill Road | Short-term operational improvements as recommended in the 2005 Chapel Hill Road and Stewart Mill Road Transportation Corridor Study | TBD | Operational Improvements | | | | | | 1.5 | 0.45 | 0.2 | 0.15 | 0.15 | 0.1 | 0.06 | 0.09 | 0.06 | 0.03 | 0.01 | **2.8** |
| N/A | 171 | CTP-52 | Chapel Hill Road | I-20 | Stewarts Mill Road | Widen to eight lanes from I-20 to Douglas Boulvard, widen to six lanes from Douglas Boulvard to Stewarts Mill Road. | TBD | Roadway Capacity | 4 | 8 or 6 | | | | 1.5 | 0.45 | 0.2 | 0.15 | 0.15 | 0.1 | 0.06 | 0.09 | 0.06 | 0.03 | 0.01 | **2.8** |
| 0004427 | 153 | DO-022 | Lee Road - Widening - Bankhead to I-20 and Bankhead to County Line | Vulcan Drive to Skyview Drive and Operational Improvements from Skyview Drive to US 78 to I-20 West | | Adds two additional lanes to a major north-south route as a parallel commuter route to SR 6 from Paulding County. Also, improves the rural geometries of the corridor by upgrading the road to urban design standards. Provides an alternative to the Fairburn Road corridor. Part of SR 6 study. | Programm | Roadway Capacity | 2 | 2/4 | 1.9 | 2010 | 2009 | 1.5 | 0.3 | 0.3 | 0.15 | 0.15 | 0.1 | 0.09 | 0.06 | 0.06 | 0.03 | 0.03 | **2.77** |
| 0004428 | 154 | DO-220A | Lee Road: Segment 2 | SR 92/Fairburn Road | Monier Boulevard | Adds two additional lanes to a major north-south route from I-20 west to SR 92 used by freight handlers accessing I-20 West. Also, improves the rural geometries of the corridor by upgrading the road to urban design standards. Provides an alternative to the Fairburn Road corridor. Part of GRTA's arterial improvements program. Will provide connectivity and higher capacity to Lee Rd, Inner Arc, and SR 6. | Programm | Roadway Capacity | 2 | 4 | 2.7 | 2020 | 2013 | 1.5 | 0.3 | 0.3 | 0.15 | 0.15 | 0.1 | 0.09 | 0.06 | 0.06 | 0.03 | 0.03 | **2.77** |
| N/A | 8 | CTP-7 | SR 5/Kings Highway/Central Church Road | SR5/Kings Hwy/Central Church Road | | This project will realign the intersection of SR 5, Kings Highway and Central Church Road to provide better mobility through the area and make the area safer for motorists and pedestrians. Short range/interim operational improvement in advance of inner arc project. | TBD | Modify Intersection | 4 | 4 | 0.2 | TBD | TBD | 1.5 | 0.45 | 0.2 | 0.05 | 0.15 | 0.1 | 0.09 | 0.09 | 0.06 | 0.02 | 0.02 | **2.73** |
| N/A | 166 | CTP-47 | Liberty Road @ I-20 improvements | Liberty Road @ I-20 | | Operational improvements on Liberty Road between Connors Road and Poole Road. | TBD | Operational Improvements | N/A | N/A | | | | 1.5 | 0.45 | 0.2 | 0.05 | 0.15 | 0.15 | 0.06 | 0.06 | 0.06 | 0.03 | 0.02 | **2.73** |
| N/A | 9 | CTP-8 | US 78 @ Post Road/Mann Road | US 78 at Post Road/Mann Road | | This project will remove a skewed intersection at US 78 and Post Road by realigning Post Road to "T" into US 78. Provides better north-south connectivity to I 20. Improves skew at Bankhead Hwy. | TBD | Modify Intersection | 2 | 2 | 0.2 | TBD | TBD | 1.5 | 0.45 | 0.2 | 0.05 | 0.05 | 0.1 | 0.09 | 0.09 | 0.06 | 0.02 | 0.02 | **2.63** |

| GDOT PI | ID | Project Number | Project | From/At | To | Detailed Description | Status | Type | Exist Lane | Plan Lane | Length | Network Year | Open Year | Congestion | Safety | Land Use | Multimodal | Economic Dev. | Public/PAT | Access Mgt. | Freight | Environment | RSTS | UGPM | Weighted Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| N/A | 10 | CTP-9A | Relocate SR 5 to Post Road | Tyree | US 78 | Working with GDOT, this project will reassign the state route 5 marker from Bill Arp Road to a new alignment on Tyree Road and Post Road. The northern terminus will remain US 78/Veterans Memorial Highway. The overall mileage of SR 5 will remain fairly equal. (See project 9B) | TBD | Operational Improvements | N/A | N/A | N/A | TBD | TBD | 1.5 | 0.45 | 0.2 | 0.05 | 0.1 | 0.05 | 0.09 | 0.09 | 0.04 | 0.02 | 0.02 | **2.61** |
| N/A | 2 | CTP-2 | Outer Southern Arc-Four Phases | Mount Vernon | Pool Road | By upgrading existing roadways and providing some new alignment, this east-west connector roadway would provide inner-county access between I-20 and SR 166. Includes four phases. Phase 1- Mt Vernon Road from I-20 to SR 92. Phase 2- Anneewakee Road from SR 92 to Chapel Hill Road. Phase 3- Anneewakee Road from Chapel Hill Road to Dorsett Shoals Rd then to SR 5. Phase 4- Pool Road from SR 5 to Post Road. | TBD | Roadway Capacity | 0/2 | 4 | 17 | TBD | TBD | 1.5 | 0.45 | 0.1 | 0.15 | 0.15 | 0.05 | 0.09 | 0.03 | 0.04 | 0.02 | 0.02 | **2.6** |
| N/A | 46 | CTP-16 | Unconventional intersection design at SR 166 and Chapel Hill Road | SR 166 at Chapel Hill Road | | Traffic counts at this intersection qualifies under GDOT regulations to be considered for a roundabout or other unconventional/continuous flow design. This project in association with the new Chapel Hill Road Extension (see Project 1) provides an opportunity for context sensitive design keeping with the scenic byway nature of SR 166. | TBD | Modify Intersection | N/A | N/A | N/A | TBD | TBD | 1.5 | 0.3 | 0.2 | 0.1 | 0.1 | 0.1 | 0.09 | 0.09 | 0.06 | 0.02 | 0.02 | **2.58** |
| N/A | 48 | CTP-18 | Unconventional intersection design at SR 166 and SR 92 | SR 166 at SR 92 | | Based on traffic conditions, this unconventional/continuous flow design may be suitable for this intersection improving the flow between two state routes. | TBD | Modify Intersection | N/A | N/A | N/A | TBD | TBD | 1.5 | 0.3 | 0.2 | 0.1 | 0.1 | 0.1 | 0.09 | 0.09 | 0.06 | 0.02 | 0.02 | **2.58** |
| 721770 | 152 | DO-019 | SR 166/Fairburn Road/Campbellton Road | SR 92 (Douglas County) | SR 70 (Fulton County) | Adds two additional lanes to a major freight corridor used to access the airport and the South Fulton industrial district. Includes a new bridge across the Chattahoochee River. | Long Rang | Roadway Capacity | 2 | 4 | 2.9 | 2030 | 2030 | 1.5 | 0.3 | 0.3 | 0.05 | 0.05 | 0.1 | 0.09 | 0.06 | 0.04 | 0.02 | 0.03 | **2.54** |
| N/A | 12 | CTP-10 | Burnt Hickory Road | Near McKown Road | North County Line Road | By upgrading the existing roadway and providing some new alignment, this roadway would relieve congestion of the SR 92 and SR 6 corridors by channeling Paulding County residents directly to I-20 via the new North County Line Road interchange (see Project 5). Includes new location from McKown Drive to S. County Line Rd @ I-20. | TBD | Roadway Capacity | 0/2 | 4 | 1.5 | TBD | TBD | 1.5 | 0.15 | 0.3 | 0.05 | 0.15 | 0.15 | 0.09 | 0.03 | 0.06 | 0.02 | 0.02 | **2.52** |
| N/A | 14 | CTP-12 | Dorris Road | Dorris Road/South Flat Rock Road | | By upgrading existing roadways and providing some new alignment, this roadway would relieve congestion of the SR 92 and SR 6 corridors by channeling Paulding County residents directly to I-20 via SR 5. Includes grade separation railroad crossing and new alignment from Cedar Mountain Rd to Bankhead Hwy to intersect with Bright Star Rd. Relieves safety and congestion at busy rail crossing (33 trains per day). | TBD | Roadway Capacity | 0/2 | 4 | 2.84 | TBD | TBD | 1.5 | 0.15 | 0.3 | 0.05 | 0.15 | 0.15 | 0.09 | 0.03 | 0.06 | 0.02 | 0.02 | **2.52** |
| N/A | 65 | DO-252B | Chapel Hill Road | Dorsett Shoals Road | Central Church Road | This project involves adding one general purpose lane in each direction along Chapel Hill Road between Dorsett Shoals Road and Central Church Road. | Long Rang | Roadway Capacity | 2 | 4 | 0.9 | 2030 | 2030 | 1.5 | 0.15 | 0.3 | 0.15 | 0.15 | 0.05 | 0.09 | 0.03 | 0.06 | 0.02 | 0.02 | **2.52** |
| N/A | 66 | DO-252C | Chapel Hill Road | SR 166 (Ebb Duncan Memorial Highway) | Dorsett Shoals Road | This project involves adding one general purpose lane in each direction along Chapel Hill Road between SR 166 (Ebb Duncan Memorial Highway) and Dorsett Shoals Road. | Long Rang | Roadway Capacity | 2 | 4 | 2.8 | 2030 | 2030 | 1.5 | 0.15 | 0.3 | 0.15 | 0.15 | 0.05 | 0.09 | 0.03 | 0.06 | 0.02 | 0.02 | **2.52** |
| N/A | 161 | CTP-43 | Chicago Avenue/Cedar Mountain Road | Cedar Mountain Road | West Strickland | Roadway upgrade to urban section from Bankhead Hwy to Dorris Rd project. Includes sidewalk and curb and gutter | | Operational Improvements | N/A | N/A | N/A | | | 1.5 | 0.15 | 0.3 | 0.05 | 0.15 | 0.1 | 0.06 | 0.03 | 0.06 | 0.01 | 0.03 | **2.44** |
| N/A | 89 | CTP-20 | Blairs Bridge Road | SR 6/Thornton Road | North County Line Road | This project will widen Blairs Bridge Road/Monier Parkway from Thornton Road to Mount Vernon Road from 2 to 3 lanes and construct a new roadway extending Monier Parkway to North County Line Road. | TBD | Roadway Capacity | 0/2 | 4 | 4.4 | TBD | TBD | 1.5 | 0.15 | 0.3 | 0.05 | 0.15 | 0.1 | 0.06 | 0.03 | 0.02 | 0.02 | 0.02 | **2.4** |
| N/A | 105 | CTP-35 | Mount Vernon Road Bridge | Sparks Reservoir | | This project will reconstruct the bridge on Mount Vernon Road over Sparks Reservoir. | TBD | Bridge Upgrade | 2 | 2 | N/A | TBD | TBD | 1.5 | 0.15 | 0.3 | 0.05 | 0.05 | 0.1 | 0.06 | 0.03 | 0.04 | 0.02 | 0.02 | **2.32** |
| N/A | 103 | CTP-34 | Skyview Drive Bridge | Sweetwater Creek | | This project will reconstruct the bridge on Skyview Drive over Sweetwater Creek. | TBD | Bridge Upgrade | 2 | 2 | 0.2 | TBD | TBD | 1.5 | 0.15 | 0.3 | 0.05 | 0.05 | 0.1 | 0.03 | 0.03 | 0.06 | 0.02 | 0.02 | **2.31** |
| N/A | 93 | CTP-24 | Bright Star Road @ Cowan Mill Road | Cowan Mill Road | | This project will reconstruct the intersection of Bright Star Road and Cowan Mill Road. Based on traffic conditions, an unconventional/continuous flow design may be suitable for this intersection. | TBD | Modify Intersection | 2 | 2 | 0.2 | TBD | TBD | 1 | 0.3 | 0.3 | 0.15 | 0.15 | 0.15 | 0.09 | 0.03 | 0.06 | 0.02 | 0.03 | **2.28** |
| N/A | 102 | CTP-33 | US 78 @ S. Baggett Road and John West Road | Baggett Road | | This project will reconstruct the intersection of US 78 and Baggett Road. | TBD | Modify Intersection | 2 | 2 | 0.2 | TBD | TBD | 1 | 0.45 | 0.3 | 0.05 | 0.05 | 0.1 | 0.09 | 0.09 | 0.06 | 0.02 | 0.02 | **2.23** |
| N/A | 11 | CTP-9B | Post Road/Tyree Road | SR 5/Tyree Road | US 78/Post Road | Upgrade the entire length of Tyree Road and Post Road to GDOT standards to accept designation as a state route (see project 9A). | TBD | Operational Improvements | 2 | 4 | 11 | TBD | TBD | 1.5 | 0.15 | 0.2 | 0.05 | 0.05 | 0.05 | 0.09 | 0.06 | 0.04 | 0.02 | 0.01 | **2.22** |
| N/A | 5 | CTP-5 | New interchange-N. County Line Rd @ I-20W | North County Line Road | | This project would add a new interchange at North County Line Road incorporating an existing bridge. This new interchange will serve as a alternate for county motorists wishing to enter/exit I-20 between exits 41 (Lee Road) and 37 (SR 92/Fairburn Road). Project includes improvements to S. County Line Rd between the interchange and Lee Rd. | TBD | New Interchange | 0 | 4 | 0.2 | TBD | TBD | 1 | 0.45 | 0.2 | 0.1 | 0.15 | 0.1 | 0.06 | 0.06 | 0.04 | 0.03 | 0.02 | **2.21** |
| 751825 | 68 | DO-031A | Douglas Boulevard Extension: Segment 1 | Prestley Mill Road | Midway Road | Extends existing Douglas Boulevard from Prestley Mill Road to Midway Road. New two lane roadway would provide an alternate to I-20 west for intra-county access. Will be considered for removal from long range plan. | Long Rang | Roadway Capacity | 2 | 4 | 1.9 | 2030 | 2030 | 1 | 0.15 | 0.3 | 0.15 | 0.15 | 0.05 | 0.09 | 0.06 | 0.02 | 0.02 | 0.02 | **2.01** |
| 751820 | 69 | DO-031B | Douglas Boulevard Extension: Segment 2 | Midway Road | North County Line Road | Extends existing Douglas Boulevard from Midway Road to North County Line Road. New two lane roadway would provide an alternate to I-20 west for intra-county access. Will be considered for removal from long range plan. | Long Rang | Roadway Capacity | 0 | 2 | 1.9 | 2010 | 2010 | 1 | 0.15 | 0.3 | 0.15 | 0.15 | 0.05 | 0.09 | 0.06 | 0.02 | 0.02 | 0.02 | **2.01** |
| 742800 | 67 | DO-021 | Riverside Drive | SR 92 (Fairburn Road) | SR 6 (Thornton Road) | This project involves adding one general purpose lane in each direction along Riverside Parkway between SR 92 (Fairburn Road) and SR 6 (Thornton Road). | Long Rang | Roadway Capacity | 2 | 4 | 5.6 | 2030 | 2030 | 1 | 0.15 | 0.3 | 0.15 | 0.1 | 0.1 | 0.09 | 0.03 | 0.04 | 0.02 | 0.02 | **2** |
| N/A | 1 | CTP-1 | Chapel Hill Road Extension (including new Chattahoochee River crossing) | Chapel Hill Road at SR 166 | Cedar Grove Road (Fulton County) | This new roadway would provide an additional river crossing to residents and commuters travelling to/from Douglas County. Additionally, a new connection to South Fulton Parkway would provide access to HJAIA for Douglas County and west metropolitan Atlanta residents. Includes context sensitive solutions. | TBD | Roadway Capacity | 0 | 4 | 1.5 | TBD | TBD | 1 | 0.15 | 0.3 | 0.15 | 0.05 | 0.05 | 0.09 | 0.03 | 0.06 | 0.02 | 0.02 | **1.92** |
| N/A | 47 | CTP-17 | Roundabout at SR 166 and Post Road | SR 166 at Post Road | | Traffic counts at this location qualifies under GDOT regulations to be considered for a roundabout. If Post Road is redesignated as SR 5, this would mirror the existing roundabout on existing SR 5 at SR 166. | TBD | Modify Intersection | N/A | N/A | N/A | TBD | TBD | 1 | 0.15 | 0.2 | 0.05 | 0.05 | 0.1 | 0.09 | 0.06 | 0.04 | 0.02 | 0.01 | **1.77** |
| N/A | 165 | CTP-46 | Mann Road/Brewer/Stockmar | US 78 | Brewer Road | This project would upgrade Mann Road from US 78 to Brewer Road. Brewer and Stockmar Road would be upgraded between Mann Road and SR 61. The proposed improvements would be a minimum widening from two to four lanes. This would provide an alternate route for Villa Rica residents to I-20, allowing additional access to I-20 and improved distribution between I-20 and Liberty Road interchange. | TBD | Roadway Capacity | 2 | 3 or 4 | | | | 1 | 0.15 | 0.2 | 0.05 | 0.1 | 0.1 | 0.03 | 0.03 | 0.06 | 0.01 | 0.01 | **1.74** |
| N/A | 157 | CTP-39 | Prestley Mill Road | Hospital Drive | Timber Ridge Road | Widen to three lane between Hospital Drive and Timber Ridge Road. Improve intersections at Frank Lane and Saddlebrook Way (roundabouts) | | Roadway Capacity | N/A | N/A | N/A | | | 1 | 0.15 | 0.2 | 0.1 | 0.01 | 0.1 | 0.06 | 0.03 | 0.04 | 0.01 | 0.02 | **1.72** |
| N/A | 13 | CTP-11 | Ragan Road/Friendship Church Road Connector | High Point Road/Brittain Road/Mann Road | | By upgrading existing roadways and providing some new alignment, this roadway would relieve congestion of the SR 92 and SR 6 corridors by channeling Paulding County residents directly to I-20 via the Mann Rd/Brewer/Stockmar (project 165). | TBD | Roadway Capacity | 0/2 | 4 | 4.4 | TBD | TBD | 0.5 | 0.15 | 0.3 | 0.05 | 0.15 | 0.15 | 0.09 | 0.03 | 0.06 | 0.02 | 0.02 | **1.52** |
| N/A | 97 | CTP-28 | Groovers Lake Road @ Vulcan Drive | Vulcan Drive | | This project will reconstruct the intersection of Groovers Lake Road and Vulcan Drive. Accommodates significant freight movements. | TBD | Modify Intersection | 2 | 2 | 0.2 | TBD | TBD | 0.5 | 0.15 | 0.3 | 0.05 | 0.15 | 0.1 | 0.03 | 0.09 | 0.06 | 0.02 | 0.02 | **1.47** |
| N/A | 88 | CTP-19 | Stewart Mill Road | Central Church Road | Chapel Hill Road | This project will widen Stewart Mill Road from Chapel Hill Road to Yancey Road from 2 to 4 lanes. Sidewalks will also be constructed along this east-west corridor. Includes turn lanes, median, and context sensitive solutions. | TBD | Roadway Capacity | 2 | 4 | 2.5 | TBD | TBD | 0.5 | 0.15 | 0.3 | 0.05 | 0.15 | 0.1 | 0.06 | 0.03 | 0.06 | 0.02 | 0.03 | **1.45** |
| N/A | 172 | CTP-53 | Stewarts Mill Road operational | Chapel Hill Road | SR 5 | Short -term improvments | TBD | Operational Improvements | | | | | | 0.5 | 0.15 | 0.3 | 0.05 | 0.15 | 0.1 | 0.06 | 0.03 | 0.06 | 0.02 | 0.03 | **1.45** |
| N/A | 95 | CTP-26 | East County Line Road @ N. County Line Road | North County Line Road | | This project will reconstruct the intersection of East County Line Road and North County Line Road. Upgrades due to poor geometry. | TBD | Modify Intersection | 2 | 2 | 0.2 | TBD | TBD | 0.5 | 0.15 | 0.3 | 0.05 | 0.15 | 0.1 | 0.06 | 0.03 | 0.06 | 0.02 | 0.02 | **1.44** |
| N/A | 98 | CTP-29 | Central Church Road @ Yancey Road | Yancey Road | | This project will reconstruct the intersection of Central Church Road and Yancey Road. Upgrades due to poor geometry. | TBD | Modify Intersection | 2 | 2 | 0.2 | TBD | TBD | 0.5 | 0.15 | 0.3 | 0.05 | 0.05 | 0.1 | 0.06 | 0.03 | 0.06 | 0.02 | 0.02 | **1.34** |

# Appendix H

## Sweetwater Master Plan – Concept 1A

# MASTER PLAN

Proximity to Hartsfield-Jackson Atlanta International Airport and efficient Interstate access makes the Southwest Thornton Activity Center attractive to industrial/business uses while the adjacency to Sweetwater Creek State Park and short drive to Downtown Atlanta creates an appealing environment for residential uses. After a decade of development without a well-established plan, shifting economic circumstances and a lack of clarity regarding future growth expectations have created tension between residential and business land owners and uses. Thus, the Southwest Thornton Activity Center Sweetwater Master Plan was developed to define future growth patterns related to business versus residential land uses, necessary transportation improvements, and zoning enhancements needed to promote quality development.

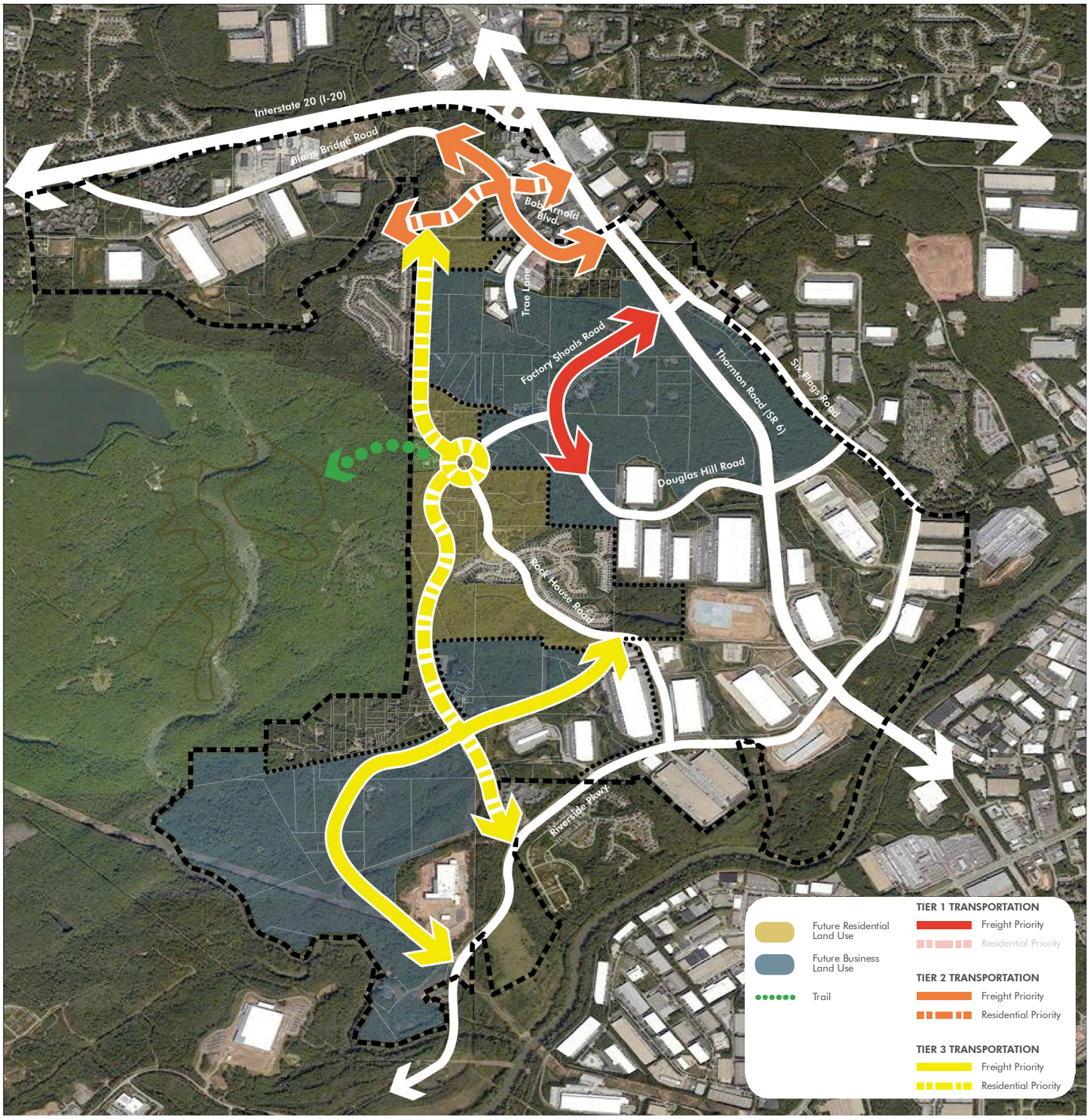
Concept A creates two truck loops—one off Thornton Road/Highway 6 and another off Riverside Parkway—to support future industrial development while envisioning a new residential roadway that connects existing neighborhoods and future residential development.

The key roadway improvement to guide future growth in Concept A is an enhancement and realignment of Factory Shoals Road from Thornton Road/SR 6 to Douglas Hill Road. This improvement is intended to enhance truck access off Thornton Road and extend water and sewer infrastructure to the area between Bob Arnold Boulevard and Douglas Hill Road. While this area has excellent proximity to SR 6 and I-20, a lack of utilities and roadway infrastructure has generally prevented economic development activity from occurring. Projected investment in this area, with direct access along Factory Shoals and Douglas Hill will serve multiple purposes:

- Provide access to undeveloped properties from Factory Shoals and Douglas Hill Roads for economic development purposes
- Limit the number of access points/curb cuts along Thornton Road to maintain traffic operations along SR 6
- Close a development gap between businesses and industrial uses along Bob Arnold Boulevard and those along Douglas Hill Road
- Provide an opportunity to restrict truck access and preserve land to the west of Factory Shoals and Douglas Hill near Sweetwater Creek State Park for future residential investment

As economic development continues, a new commercial roadway should be considered in the southern portion of the study area to connect Rock House Road to the west to Riverside Parkway. This commercial-oriented road would provide truck access parallel to Riverside Parkway and enhance access to commercial center parcels south of the Summer Lake area. Utility/infrastructure enhancements may be needed. GPS suggests the most direct route despite other factors, such as signage. To physically limit trucks to freight routes, standards narrower residential routes should be considered. These streets, designed for personal vehicles, should prioritize narrower lanes, smaller radii, and sidewalks. Collectively, these measures create a safer environment for all, protect residential areas, and increase freight efficiency.

# CONCEPT A


Interstate 20 (I-20)
Blairs Bridge Road
Bob Arnold Blvd.
Trae Lane
Factory Shoals Road
Thornton Road (SR 6)
Six Flags Road
Douglas Hill Road
Rock House Road
Riverside Pkwy
Future Residential Land Use
Future Business Land Use
Trail
TIER 1 TRANSPORTATION
Freight Priority
Residential Priority
TIER 2 TRANSPORTATION
Freight Priority
Residential Priority
TIER 3 TRANSPORTATION
Freight Priority
Residential Priority

# CONCEPT A

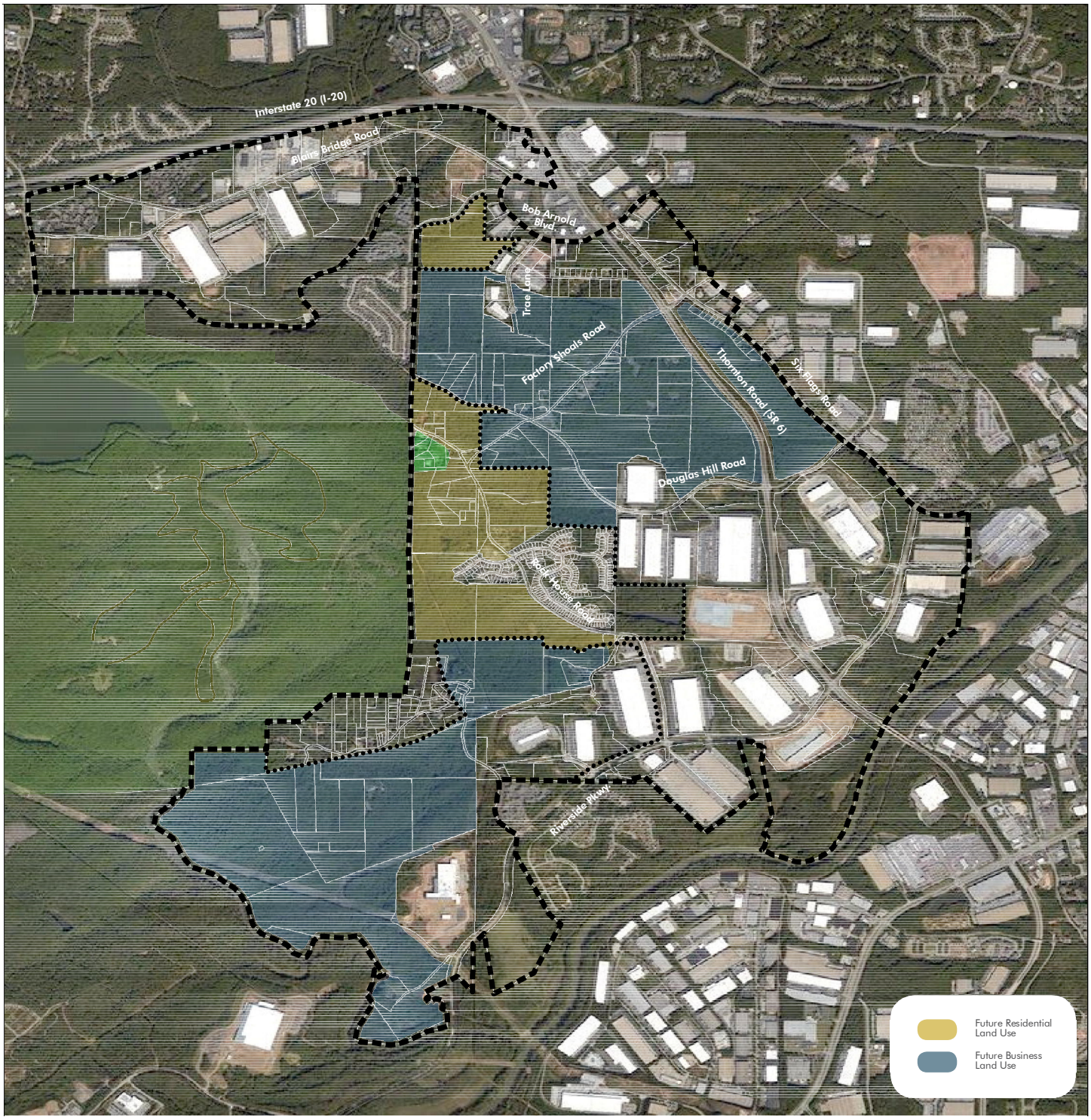
The resulting land use plan concentrates future business development along Thornton Road/ SR 6 and along the north side of Riverside Parkway west of Rock House Road and maintains areas along and generally west of the proposed north-south connector road for residential development. The definition of "Business" and "Residential" land uses takes into account the County's current land use categories within the study area. The existing descriptions and corresponding zoning for each of these character areas remains applicable to the study area, with slight modifications as outlined below.

Commercial uses generally north of and at Factory Shoals Road should reflect the "Workplace Center" character area, while properties south of Factory Shoals Road should be defined by the "Commerce Center" character area. Both categories allow for retail goods and services; however, based on limitations identified in the market analysis, retail and entertainment uses should be limited to areas identified as Workplace Center and located around the interchange of I-20 and Thornton Road/SR 6. Leakage of retail and entertainment uses away from the interchange and/or south of Factory Shoals Road limits the potential to create a sustained, higher quality commercial activity center that meets the needs and expectations of area stakeholders.

Undeveloped properties along the edge of Sweetwater Creek State Park and fronting Rock House Road were determined to be best suited for future residential uses because of their adjacency to existing subdivisions, area topographic and environmental features, and access to the State Park. Properties south of Preston Boulevard also were included as future residential land use opportunities due to their environmental limitations and proximity to the Sweetwater Creek Apartments and Sweetwater subdivision.

Residential land uses in the study area coincide with the Urban Residential character area. The market analysis determined that there is capacity for additional quality multifamily development within the study area; however, none of the current land use designations in the Sweetwater area allow for Residential-Multifamily (R-MF) zoning. The planning team recommends that within the master plan study area, multifamily zoning should be allowed within the Workplace Center character area. Residential-Multifamily zoning could be complementary in the Urban Residential character area, but should be allowed only to serve as a transition or buffer between single-family residential subdivisions and business/industrial uses. In the Workplace Center character area, multifamily should follow the same pattern of concentration around I-20 and Thornton Road/SR 6 as recommended for retail and entertainment uses.

# CONCEPT A LAND USE



The public improvements recommended in Concept A are divided into short term (Tier 1 and Tier 2 projects that should be completed in the next 5 years) and longer term (Tier 3 projects that are expected to be 10 to 15 year investments). To implement Concept A, approximately $13.5 to 18.5 million will be needed for roadway and utility construction. Longer-term improvements are projected to be between $43 and $57 million. Compared to Concept B, Concept A has a lower short-term cost, but requires a larger long-term investment, which may limit the County and City's ability to implement the complete plan. In general, private development will be required to contribute to roadway improvements during the development phase of their projects development while SPLOST funds will be used to leverage other funding possibilities.

## Tier 1 and Tier 2 Projects

- New commercial-oriented "loop" to SR 6 (Douglas Hill Road to Factory Shoals Road)
- SR 6 at Factory Shoals intersection improvement
- Douglas Hill at Factory Shoals intersection improvements
- Bob Arnold Boulevard at Blairs Bridge Road/Preston Boulevard intersection improvement/realignment
- SR 6 at Bob Arnold Boulevard intersection improvement

## Tier 3 Projects

- New residential-oriented north-south road between Preston Boulevard connecting Factory Shoals/Rock House and Summer Lake Road
- New commercial-oriented road from Riverside Parkway to Rock House
- Trail connecting new north-south roadway into the Park

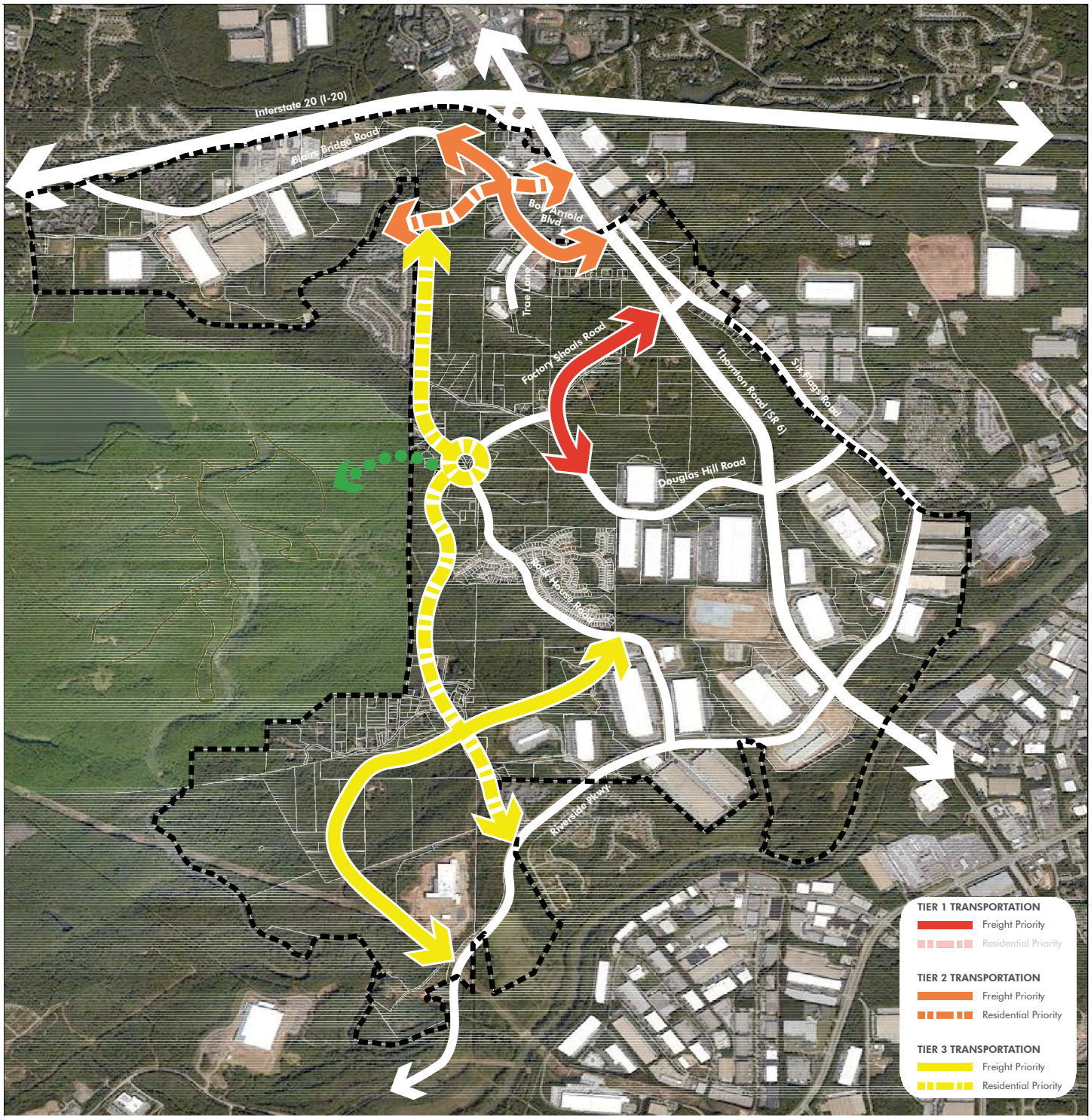
In addition to the tiered projects, a number of Transportation Projects were identified, including a series of intersection, paving, and path improvements.

## Other Projects*

- SR 6 at Douglas Hill intersection improvement
- SR 6 Multiple unsignalized intersections between Douglas Hill and Riverside
- SR 6 at Riverside intersection improvement
- Road improvements/construction on Factory Shoals, Douglas Hill, and Rock House
- Multiuse path following transmission lines
- SR 6 sidewalks for the full extent of the study area

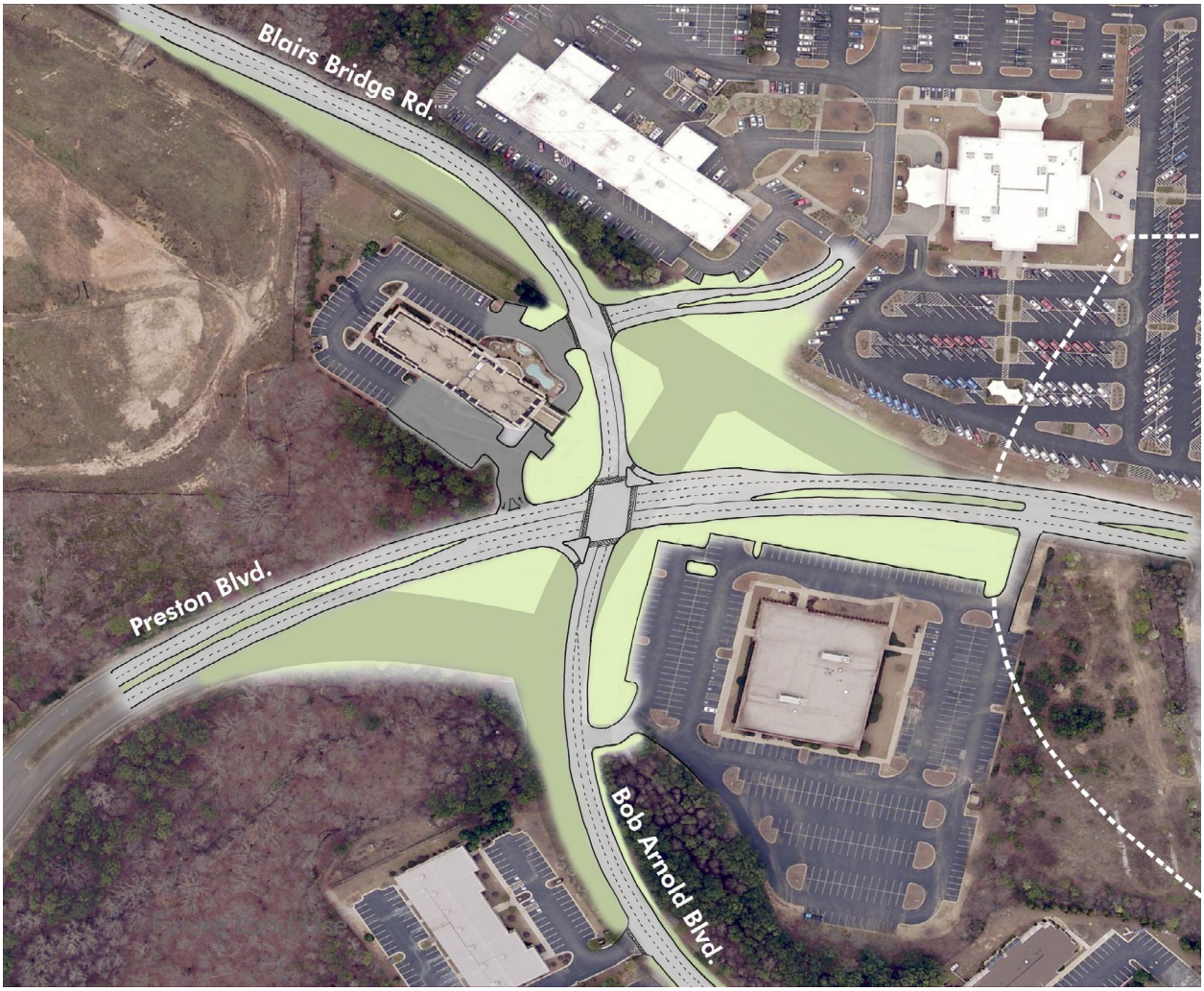
**Projects to advance when feasible*

# CONCEPT A TRANSPORTATION PROJECTS



# PROPOSED INTERSECTION REALIGNMENT

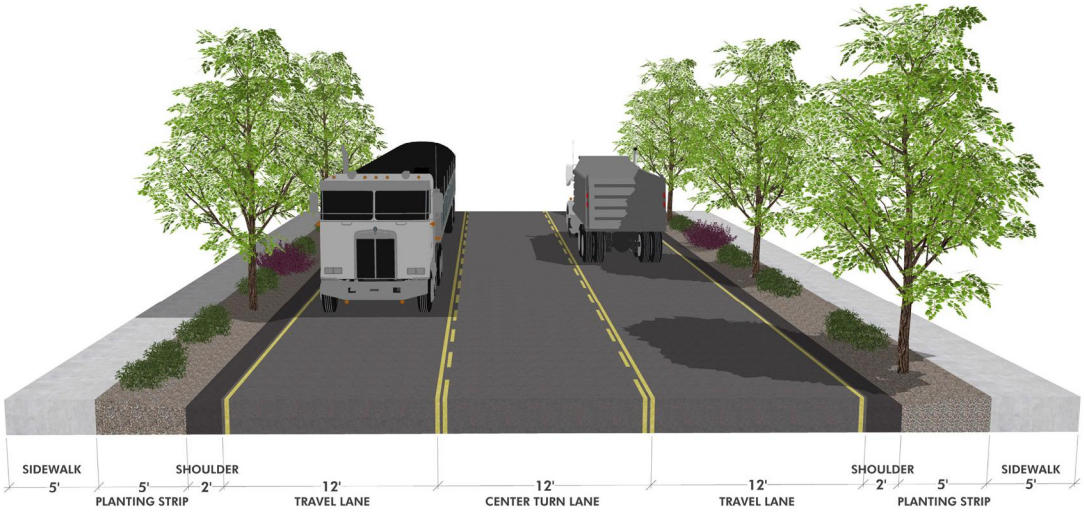
Concept A contemplates realignment of Blairs Bridge Road at Bob Arnold and Preston Boulevards. A significant number of turning movements and limited spacing between intersections creates congestion and safety concerns at these intersections. Realignment into a single intersection would reduce confusion, the number of conflict points, and the number of turning movements. For this enhancement to occur, right-of-way will be needed from the northwest corner of Preston Boulevard and Bob Arnold Boulevard (Hampton Inn), the southeast corner of Blairs Bridge Road at Bob Arnold Boulevard (Mercer University Douglas), and north of Blairs Bridge Road (Autonation Toyota). Additionally, to support realignment and traffic operations, a traffic signal will be needed at the intersection of Bob Arnold Boulevard and Thornton Road/SR 6.



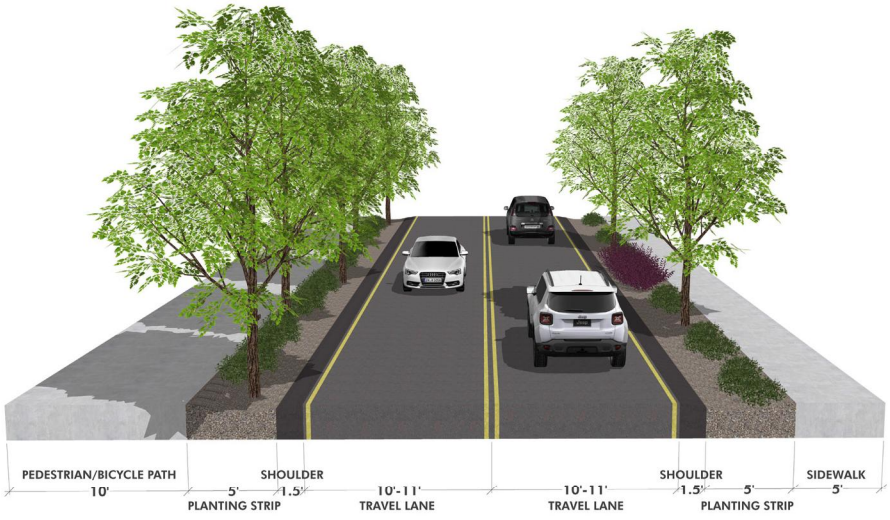
# PROPOSED ROADWAY IMPROVEMENTS

Concept A recommends the creation of truck routes on Factory Shoals, Douglas Hill, and the southern portion of the study area and the creation of a residential north to south connector road between Preston Boulevard and Riverside Parkway. With truck access limited to Douglas Hill, Factory Shoals, and Blairs Bridge Roads, a local, neighborhood street with dedicated pedestrian/bicycle facilities is needed to connect existing neighborhoods and future residents. The north-south roadway would connect Preston Boulevard to Rock House Road, and as a second phase connect Summer Lake Road. As part of this improvement, roundabouts are proposed at key intersections to limit truck access and a pedestrian/bicycle path or greenway should be provided along the roadway to connect neighborhood areas to a new eastern access point into Sweetwater Creek State Park.

- Factory Shoals and Douglas Hill Roads
- New Roadway West of Rock House Road to Riverside Parkway




- New N/S Roadway from Preston Boulevard to Riverside Parkway



## Concept A

## Transportation Projects Implementation Recommendations

| | Project | Project Type | Cost Range |
|---|---|---|---|
| **TIER 1** **$10-12M** | **New commercial-oriented "loop" to Thornton Road (SR 6) (Douglas Hill Road to Factory Shoals Road)** | New Road (Commercial) | $5M |
| | **Douglas Hill Road at Factory Shoals Road intersection improvements** | Intersection | $3-4M |
| | **Thornton Road (SR 6) at Factory Shoals Road intersection improvements** | Intersection | $2-3M |
| **TIER 2** **$3.5-6.5M** | **Bob Arnold Boulevard at Blairs Bridge Road/Preston Boulevard intersection improvements/ realignment** | Intersection | $3-5M |
| | **Thornton Road (SR 6) at Bob Arnold Boulevard intersection improvements** | Intersection | $0.5-1.5M |

| Description | Funding Opportunities | Responsible Parties |
|---|---|---|
| The new commercial-oriented loop to SR 6 is proposed to improve roadway infrastructure and connectivity between Douglas Hill Road and Factory Shoals Road. Improvements include roadway infrastructure upgrades and utility extensions along Factory Shoals Road with the intentions of connecting existing commercial areas and encouraging commercial growth and truck traffic within the new loop as opposed to nearby residential streets. | 2017 SPLOST, LMIG, CMAQ, GDOT Operations/ Safety Funds | Douglas County, Douglas County Economic Development Authority |
| Realignment and improvements to the Douglas Hill Road at Factory Shoals Road intersection to improve the continuity of the new commercial-oriented loop connecting these two roadways. The intersection would be realigned to a T-intersection to allow continuity between the sections of Factory Shoals Road and Douglas Hill Road that connect with SR 6, and a T-intersection to continue Factory Shoals Road west toward Sweetwater Creek State Park. | 2017 SPLOST, LMIG | Douglas County, Douglas County Economic Development Authority |
| Thornton Road (SR 6) at Factory Shoals Road improvements to include capacity enhancements, particularly for the northern section. Additional improvements to include modifications to the closely spaced four-way stop intersection of Factory Shoals Road at Six Flags Road. May consider signalizing the intersection of Factory Shoals Road at Six Flags Road with timings coordinated with the intersection of Factory Shoals Road with SR 6. | CMAQ, Future SPLOST, GDOT Operations/ Safety Funds | Douglas County, Douglas County Economic Development Authority, GDOT |
| Proposed modifications to the closely spaced intersections of Bob Arnold Boulevard at Blairs Bridge Road and at Preston Boulevard include reconstruction and realignment into a single intersection to simplify turning movements required for existing commercial and residential vehicular travel. The realigned intersection would divert Blairs Bridge Road south to the existing Bob Arnold Boulevard intersection with SR 6, and Preston Boulevard would realign to connect with the existing Blairs Bridge Road intersection with SR 6. | Future SPLOST, LMIG | City of Douglasville, Douglas County, Douglas County Economic Development Authority |
| Intersection improvements of SR 6 at Bob Arnold Boulevard to complement the realignment of the Bob Arnold Boulevard at Blairs Bridge Road/Preston Boulevard intersections. Improvements may include signalization or consideration for median closure with "Michigan lefts." The nearby intersection of Bob Arnold Boulevard with Six Flags Road also would be considered to improve operations of the two closely-spaced intersections. | CMAQ, Future SPLOST, GDOT Operations/ Safety Funds | Douglas County, Douglas County Economic Development Authority, GDOT |

## Concept A

## Transportation Projects Implementation Recommendations (cont'd)

**TIER 3**

**$43-57M**

| Project | Project Type | Cost Range |
|---|---|---|
| **New residential-oriented north-south road connecting Preston Boulevard, Factory Shoals Road/ Rock House Road, and Summer Lake Road** | New Road (Residential) | $28-32M |
| **New commercial-oriented road from Riverside Parkway to Rock House Road** | New Road (Commercial) | $12-20M |
| **Trail connecting new north-south roadway into the State Park** | Paths/Trails | $3-5M |

| Description | Funding Opportunities | Responsible Parties |
|---|---|---|
| The new north-south residential-oriented roadway would connect Preston Boulevard to Factory Shoals, Rock House, and Summer Lake Roads. Roadway design considerations would emphasize vehicular and pedestrian travel as opposed to commercial vehicle traffic and include sidewalks along the length of the corridor. Roundabouts are proposed at intersections to discourage truck traffic. | Future SPLOST, LMIG | City of Douglasville, Douglas County, Douglas County Development Authority |
| The new east-west commercial-oriented roadway connection between Riverside Parkway and Rock House Road would provide improved commercial access and connectivity in the southeast portion of the study area. Additional improvements may include utility extension (as appropriate), barriers to left-turns onto Rock House Road from this road, and "Trucks Prohibited" signage on Rock House Road north of this access point. | Future SPLOST, Public-Private Partnerships | Douglas County, Douglas County Economic Development Authority, Private Property Owners |
| The proposed trail would connect the new proposed North-South residential-oriented roadway to provide a new pedestrian entry into Sweetwater Creek State Park. | Future SPLOST, Georgia TE Program, Georgia Natural Resources Foundation | Douglas County, Douglas County Economic Development Authority, Georgia State Parks |

TOTAL CONCEPT TIERS COST ESTIMATE: $56.5 - 75.5M

## Concept A

## Transportation Projects Implementation Recommendations (cont'd)

**OTHER**
**$17.8-29M**

| Project | Project Type | Cost Range |
|---|---|---|
| **Thornton Road (SR 6) at Douglas Hill Road intersection improvements** | Intersection | $0.3-0.5M |
| **Multiple unsignalized intersections along Thornton Road (SR 6) between Douglas Hill Road and Riverside Parkway** | Intersection | $1.5-2.5M |
| **Thornton Road (SR 6) at Riverside Parkway intersection improvements** | Intersection | $1-4M |
| **Road improvements/paving on Factory Shoals Road, Douglas Hill Road, and Rock House Road** | Road Improvement | $3-4M |
| **Multiuse path following power transmission lines** | Paths/Trails | $5-8M |
| **Sidewalks along Thornton Road (SR 6) for the full extent of the study area** | Sidewalks | $7-10M |

| Description | Funding Opportunities | Responsible Parties |
|---|---|---|
| SR 6 at Douglas Hill Road improvements may include minor infrastructure upgrades and wayfinding to encourage traffic from the study area to flow through this signal as opposed to Riverside Parkway. Proposed near-term roadway network improvements may encourage changes in traffic patterns in advance of this project's implementation. | CMAQ, Future SPLOST, GDOT Operations/Safety Funds | Douglas County, Douglas County Economic Development Authority, GDOT |
| Study safety and operational improvements for the unsignalized intersections between Douglas Hill Road and Riverside Parkway. Intersection improvements may consider modifying the existing full-access intersections to closing medians or turning movement restrictions, pending future operations and roadway needs. | CMAQ, Future SPLOST, GDOT Operations/Safety Funds | Douglas County, Douglas County Economic Development Authority, GDOT |
| Study to consider intersection capacity and operational improvements at SR 6 at Riverside Parkway. Alternatives would consider capacity improvements, such as additional capacity along Riverside Parkway or the potential for a non-traditional intersection design, such as Michigan-style lefts or a continuous flow intersection (CFI). | CMAQ, Future SPLOST, GDOT Operations/Safety Funds | Douglas County, Douglas County Economic Development Authority, GDOT |
| Spot road improvements/paving proposed on Factory Shoals Road, Douglas Hill Road, and Rock House Road west of the intersection of Douglas Hill Road at Factory Shoals Road. | Future SPLOST, Public-Private Partnerships | Douglas County, Douglas County Economic Development Authority, Private Property Owners |
| Multiuse path following power transmission lines to connect neighborhoods to Sweetwater Creek State Park. | Future SPLOST, Georgia TE Program | City of Douglasville, Douglas County, Georgia Power, Georgia State Parks |
| Sidewalks are proposed for the entire length of SR 6 in the study area to improve the pedestrian network. Crosswalks and pedestrian-crossing infrastructure upgrades proposed for intersections along the corridor. Streetscaping improvements could be incorporated with funding assistance through the Roadside Enhancement and Beautification Council (REBC) Grant Program. | Future SPLOST, Georgia TE Program, REBC Grant Program | Douglas County, GDOT |

TOTAL NON-TIERED PROJECTS COST ESTIMATE: $17.8-29M