Transportation Analysis

T5 – ATL III Data Center
DRI #3747

Douglas County, Georgia

October 2022

Prepared for:

T5 Data Centers

Prepared by:

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Available Upon Request
Raw Traffic Count Data
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *T5 – ATL III Data Center* development located in unincorporated Douglas County, Georgia. The approximate 144.7-acre site is located north of Douglas Hill Road, west of factory Shoals Road, and southeast of Trae Lane. The site is currently vacant.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2025 (approximately 3 years).

Table 1: Proposed Land Use and Density	
Data Center	1,600,000 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Mixed-use, alternative mode, and pass-by reductions to gross trips are not included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated August 16, 2022).

Capacity analyses were performed for the study intersections under the Existing 2022 conditions, the Projected 2025 No-Build conditions, and the Projected 2025 Build conditions.

- Existing 2022 conditions represent current traffic volumes that were collected in September of 2022. (NOTE: Traffic count methodology was outlined in the Methodology Meeting Packet).
- Projected 2025 No-Build conditions represent the Existing 2022 traffic volumes grown for three (3) years using a 1.5% per year growth rate, plus the addition of the project trips associated with the *DCT Douglas Hill Distribution Center DRI #2701* development, the *Strategic West Logistics Center IV – Douglas Hills DRI #3515* development, the *Rock House Road Site (DSP)* development, and the *JDA Factory Shoals* development.
- Projected 2025 Build conditions represent the Projected 2025 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *T5 – ATL III Data Center* development.

Projected No-Build 2025 (System Improvements)

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS. Due to the low level-of-service at the following intersections under the Existing 2022 and Projected 2025 No-Build conditions, the following intersection improvements have been identified to serve existing and future background traffic (traffic conditions that exist without the proposed future development traffic):

- Thornton Road (SR 6) at Bob Arnold Boulevard (Intersection 2)
    - System improvements identified for further consideration (needed to serve background traffic, without the development, shown in red on **Figure 7** and **Figure 8**)
        - Install a traffic signal, if and when warranted and as approved by GDOT.
            - Reconfigure the eastbound approach to an exclusive left-turn lane and a shared through/right-turn lane.
            - Reconstruct the westbound approach of Interstate West Parkway to include one (1) exclusive left-turn lane and a shared through/right-turn lane.
- Thornton Road (SR 6) at Factory Shoals Road (Intersection 3)
    - System improvements recommended (and previously conditioned by Douglas County on DRI #3515) in addition to the programmed GDOT Quick Response project (needed to serve background traffic, without the development, shown in red on **Figure 7** and **Figure 8**)
        - Install an eastbound right-turn lane along Factory Shoals Road.
            - Reconfigure the eastbound approach of Factory Shoals Road to include one (1) exclusive left-turn lane, one (1) through-lane, and one (1) exclusive right-turn lane.
        - Consider extending the southbound right-turn lane with 250' storage and 100' taper, per GDOT standards.
    - NOTE: The system improvements identified at this intersection have been conditioned on the *Strategic West Logistics Center IV – Douglas Hills DRI #3515.*

Projected Build 2025 (Site Access Improvements)

Under Projected 2025 Build conditions, all site driveways are projected to operate at an acceptable LOS. Additional site access improvements needed to serve the site are listed below (shown in blue on **Figure 8**):

- Factory Shoals Road at Site Driveway A (Intersection 5)
    - On the site, construct a conventional two-lane driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site.
    - Construct a southbound right-turn lane entering the site along Factory Shoals Road.
- Factory Shoals Road at Site Driveway B (Sub Station Access Road) (Intersection 6)
    - On the site, construct a conventional two-lane driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site.
        - NOTE: Site Driveway B will serve an electrical substation and will only be accessed by service vehicles as needed.
- Douglas Hill Road at Site Driveway C (Intersection 7)
    - On the site, construct a conventional two-lane driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site, aligned with the existing private driveway.
    - Construct a westbound right-turn lane entering the site along Douglas Hill Road.
- Trae Lane/Site Driveway D at Site Driveway E (Intersection 8)
    - Construct Site Driveway D as a continuation of Trae Lane into the site with one (1) ingress lane entering the site and one (1) egress lane exiting the site, as shown in the site plan.
    - On the site, construct a conventional two-lane driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site (Site Driveway E).

Thornton Road (SR 6) at Bob Arnold Boulevard (Intersection 2) LOS Summary

Overall LOS Standard: D Approach LOS Standard: D/E			Thornton Road (SR 6) Northbound			Thornton Road (SR 6) Southbound			Bob Arnold Boulevard Eastbound			Interstate West Parkway Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2025 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	B (13.0)											
		Approach LOS	A (7.9)			B (11.9)			F (84.9)			F (80.6)		
		Storage	305		105	320		125	310			310		
		50th Queue	19	88	0	62	785	11	21	80		11	0	
		95th Queue	81	108	0	101	1,018	29	52	164		33	0	
	PM	Overall LOS	A (8.0)											
		Approach LOS	A (6.4)			A (6.4)			F (86.5)			F (90.7)		
		Storage	305		105	320		125	310			310		
		50th Queue	20	175	0	53	262	5	17	8			42	
		95th Queue	63	205	0	150	476	28	44	70			131	
PROJECTED 2025 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	B (14.5)											
		Approach LOS	A (8.3)			B (12.9)			F (99.4)			F (82.0)		
		Storage	305		105	320		125	310			310		
		50th Queue	18	115	0	53	751	12	37	90		11	0	
		95th Queue	71	135	0	72	868	26	108	242		35	0	
	PM	Overall LOS	A (9.6)											
		Approach LOS	A (7.3)			A (7.3)			F (90.5)			F (94.5)		
		Storage	305		105	320		125	310			310		
		50th Queue	15	211	0	56	262	7	41	8			59	
		95th Queue	32	237	0	143	359	23	117	75			208	

With the noted system improvements, the eastbound and westbound side-street approaches in the No-Build 2025 and Build 2025 scenarios are projected to operate at LOS F. Although the side-street approaches operate at LOS F, the intersection is projected to operate at an improved LOS compared to the existing unsignalized conditions. The failing LOS along the eastbound and westbound approaches is due to signal timing, which prioritizes mainline traffic at the expense of side-street operations. The overall intersection is projected to operate at LOS B or better.

NOTE: A signal may be warranted based on the MUTCD guidance to consider the mainline left-turn volumes as the “side-street” volume. The installation of a signal would mitigate low LOS and high delay experienced by the side-streets along Thornton Road (SR 6) at Intersection 2.

Thornton Road (SR 6) at Factory Shoals Road (Intersection 3) LOS Summary

Overall LOS Standard: D Approach LOS Standard: D/E			Thornton Road (SR 6) Northbound			Thornton Road (SR 6) Southbound			Factory Shoals Road Eastbound			Factory Shoals Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2025 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (30.0)											
		Approach LOS	B (18.8)			C (28.0)			E (76.3)*			E (68.8)*		
		Storage	270		120	290		125	160		225	160		100
		50th Queue	46	237	38	160	546	142	131	56	0	119	64	0
		95th Queue	117	361	97	196	685	262	198	98	0	191	110	10
	PM	Overall LOS	D (41.8)											
		Approach LOS	D (38.0)			C (34.5)			E (79.0)*			E (63.5)*		
		Storage	270		120	290		125	160		225	160		100
		50th Queue	15	996	57	113	262	22	309	53	0	168	34	0
		95th Queue	42	1,141	104	216	400	65	451	95	0	251	68	54
PROJECTED 2025 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (31.5)											
		Approach LOS	C (21.1)			C (28.0)			E (79.7)*			E (68.8)*		
		Storage	270		120	290		125	160		225	160		100
		50th Queue	45	253	29	163	574	191	183	59	0	115	69	0
		95th Queue	89	336	75	188	699	285	304	107	0	186	120	10
	PM	Overall LOS	D (46.3)											
		Approach LOS	D (40.7)			C (35.0)			F (102.2)			E (64.0)*		
		Storage	270		120	290		125	160		225	160		100
		50th Queue	15	970	56	115	262	33	415	58	0	168	37	0
		95th Queue	41	1,099	101	214	396	80	630	104	0	255	73	55

**LOS standard E due to failing LOS in Existing conditions, per GRTA policies and procedures*.

Although the eastbound approach is projected to operate at LOS F, no feasible improvements exist, as the failing LOS is due to the existing signal timing. SR 6 is a high priority freight and commuter corridor between I-20 in Douglas County and I-285/Hartsfield-Jackson International Airport in Fulton County. The intersection operates at an acceptable overall LOS, and existing signal timings and cycle lengths prioritize vehicular progression on the mainline (SR 6) at the expense of side-street operations.

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
3. Thornton Road (SR 6) at Factory Shoals Road	SBR*	125	166 / 32 (50th) 250 / 89 (95th)	*No-Build (System Improvement)*:* Consider extending the southbound right-turn lane with 250' storage and 100' taper, per GDOT standards

**Recommendation from the Strategic West Logistics Center IV – Douglas Hills DRI #3515*

Other movements where the projected queueing exceeds the available storage are not impacted by the proposed development traffic.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *T5 – ATL III Data Center* located in unincorporated Douglas County, Georgia. The approximate 144.7-acre site is located north of Douglas Hill Road, west of factory Shoals Road, and southeast of Trae Lane. The project site is currently zoned LI-R (Restricted Light Industrial) which lists Data Center as an approved use.

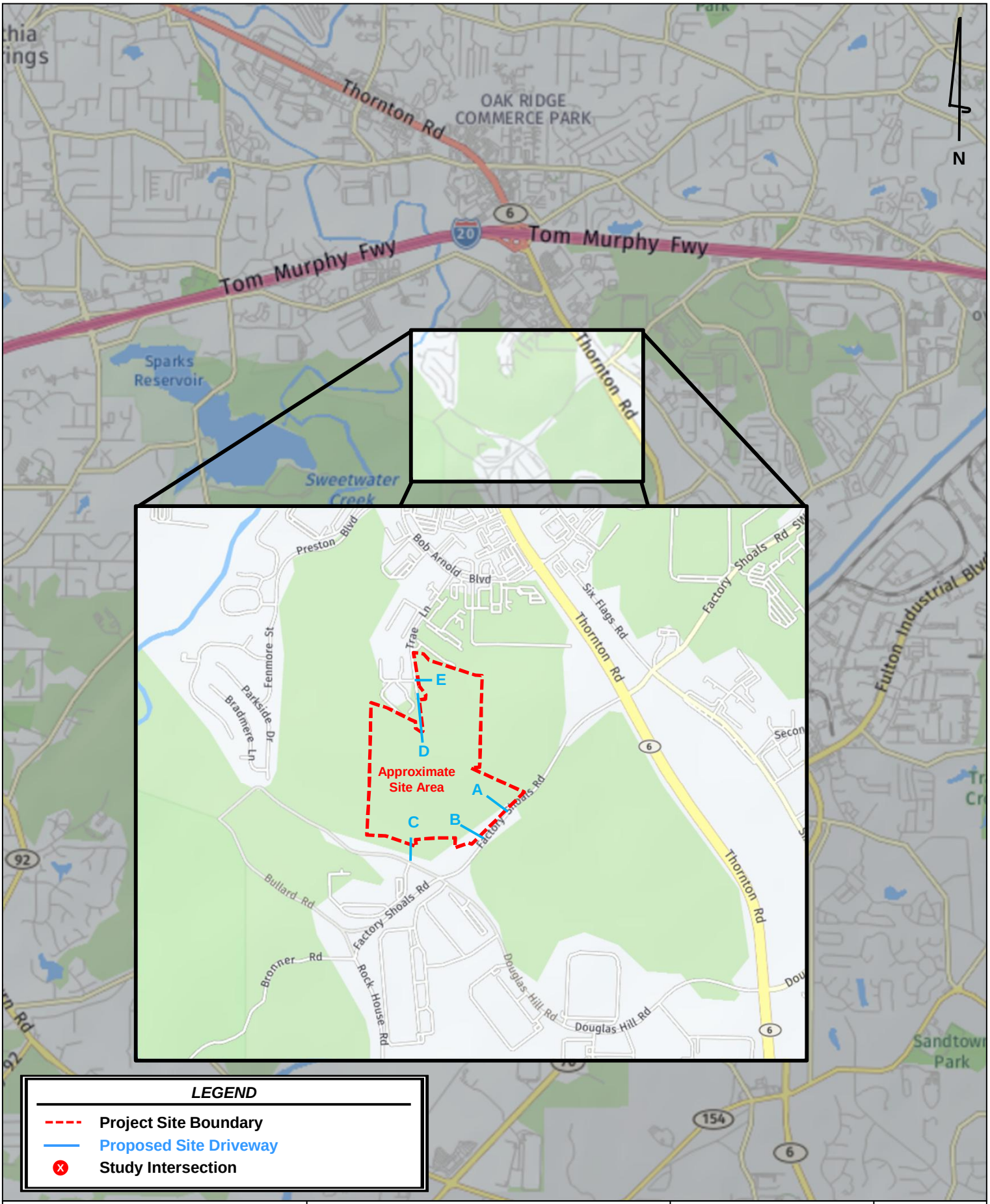
Figure 1 provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The site is currently undeveloped. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2025 (approximately 3 years).

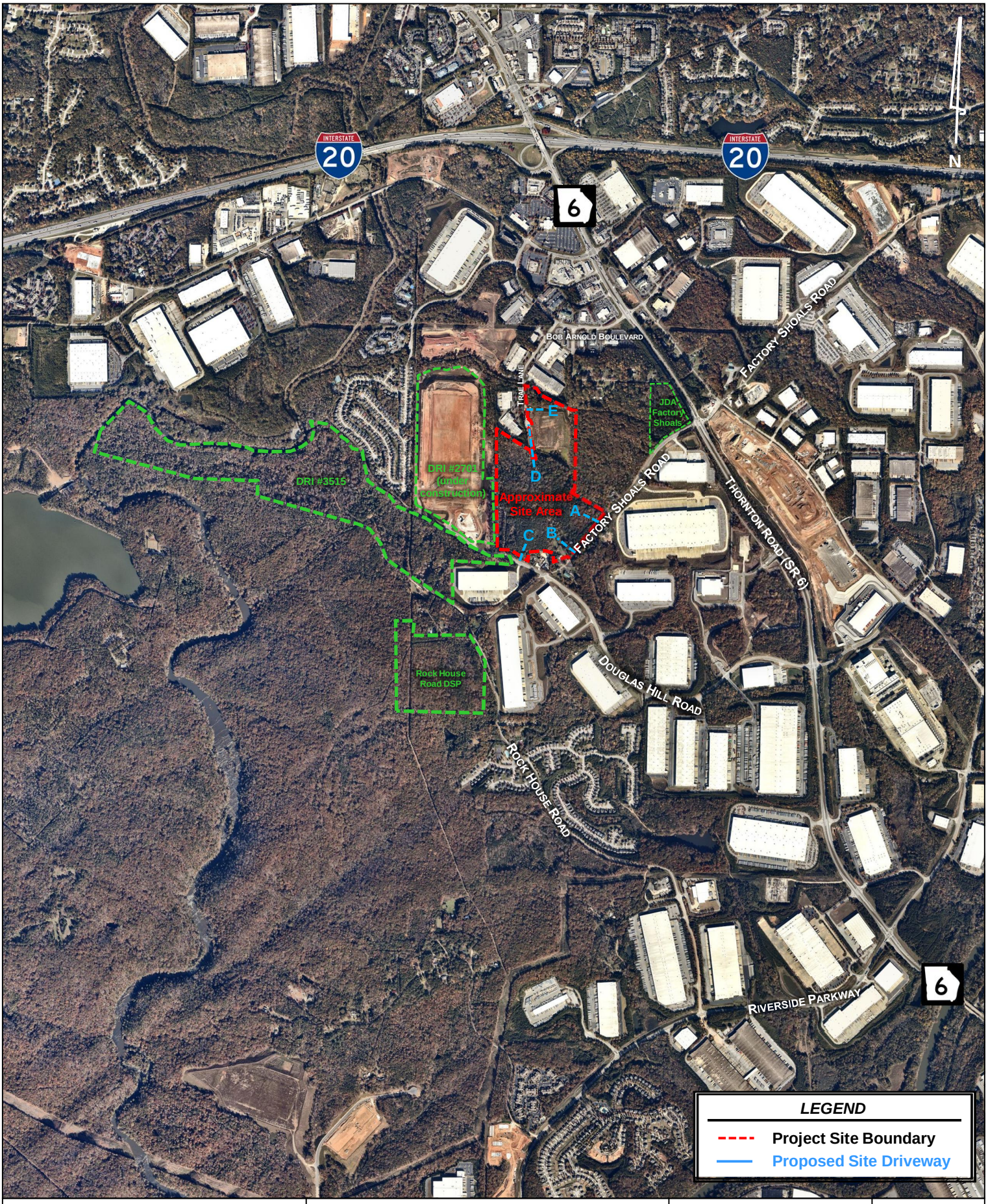
Table 2: Proposed Land Use and Density	
Land Use	**Proposed**
Data Center	1,600,000 SF

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

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF in a new industrial development in a Developing Suburbs area per the ARC *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on June 24, 2022 by Douglas County. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated August 16, 2022.



Kimley»Horn	*T5 – ATL III Data Center* *DRI #3747* *Transportation Analysis*	**Site Location Map**	**Figure 1**
			Page 6



Kimley»Horn	*T5 – ATL III Data Center* *DRI #3747* *Transportation Analysis*	Site Aerial	Figure 2
			Page 7

1.2 Site Access

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

1. **Site Driveway A (Intersection 5)** – a proposed, full-movement driveway located along Factory Shoals Road, approximately 1,500 feet north of the intersection of Douglas Hill Road at Factory Shoals Road (Intersection 4) that will operate under side-street stop control. Site Driveway A will provide vehicular access to all buildings in the development.
2. **Site Driveway B (Intersection 6)** – a proposed, full-movement driveway located along Factory Shoals Road, approximately 900 feet north of the intersection of Douglas Hill Road at Factory Shoals Road (Intersection 4) that will operate under side-street stop control. Site Driveway B will serve an electrical substation and will only be accessed by service vehicles as needed.
3. **Site Driveway C (Intersection 7)** – a proposed, full-movement driveway located along Douglas Hill Road, approximately 450 feet west of the intersection of Douglas Hill Road at Factory Shoals Road (Intersection 4) that will operate under side-street stop control. Site Driveway C is proposed to align with an existing private driveway and will provide vehicular access to all buildings in the development.
4. **Site Driveway D (Intersection 8)** – a proposed, full-movement driveway located along Trae Lane, approximately 1,940 feet south of the intersection of Bob Arnold Boulevard at Trae Lane (Intersection 1) that will be an extension of Trae Lane into the site. Site Driveway D will provide vehicular access to all buildings in the development.
5. **Site Driveway E (Intersection 8)** – a proposed, full-movement driveway located along Trae Lane, approximately 1,655 feet south of the intersection of Bob Arnold Boulevard at Trae Lane (Intersection 1) that will operate under side-street stop control. Site Driveway E will provide vehicular access to all buildings in the development.

1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. See referenced site plan in **Appendix A** for visual representation of vehicular access and circulation throughout the development.

1.4 Parking

As currently envisioned, 203 parking spaces are proposed for the development, which meets the requirements outlined in the Douglas County code. Additional parking details are provided on the proposed site plan in **Appendix A**.

1.5 Alternative Transportation Facilities

There are no existing dedicated pedestrian or bicycle facilities along the site frontage, however, sidewalks are intermittently provided along Douglas Hill Road and Factory Shoals Road. Sidewalks are proposed along the site frontage. Currently, there are no transit routes in the vicinity of the site.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *T5 – ATL III Data Center* development does not qualify for a "Dense Urban Environment Enhanced Focus Area" review, due to its location in the Douglas County.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA *Development of Regional Impact Review Procedures*, and as discussed in the Methodology Meeting, the *T5 – ATL III Data Center* development does not qualify for a "Heavy Vehicle Enhanced Focus Area" review as the Data Center usage does not generate sufficient heavy vehicle traffic. Therefore a "Heavy Vehicle Enhanced Focus Area" is not required for the *T5 – ATL III Data Center* development.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following four (4) off-site intersections described in **Table 3** and shown visually in **Figure 3**.

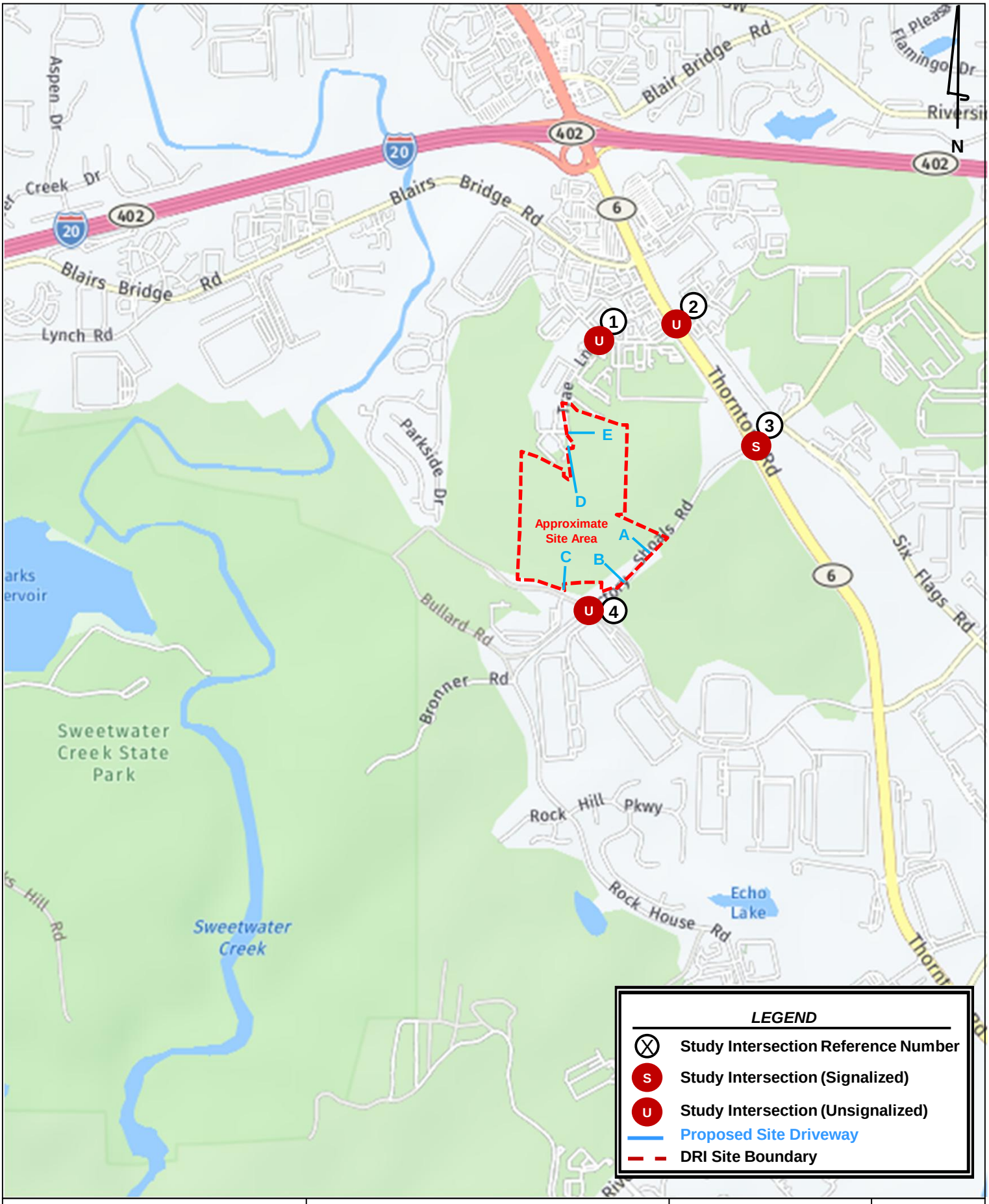
Table 3: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Bob Arnold Boulevard at Trae Lane	Douglas County	TWSC
2. Thornton Road (SR 6) at Bob Arnold Boulevard/Interstate West Parkway	GDOT/Douglas County	TWSC
3. Thornton Road (SR 6) at Factory Shoals Road	GDOT/Douglas County	Signalized
4. Douglas Hill Road at Factory Shoals Road	Douglas County	AWSC

Note: AWSC = All-Way Stop Control, TWSC = Two-Way Stop Control

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 4** (bolded roadways are adjacent to the site).

Table 4: Roadway Classifications				
Roadway	**Lanes**	**Posted Speed Limit**	**AADT (GDOT, 2019)**	**GDOT Functional Classification**
Douglas Hill Road	**2**	**35 MPH**	**-**	**Local**
Bob Arnold Boulevard	2	30 MPH	-	Local
Interstate West Parkway	2	30 MPH	2,300	Local
Trae Lane	**2**	**30 MPH**	**-**	**Local**
Thornton Road (SR 6)	4	55 MPH	34,100	Principal Arterial
Factory Shoals Road	**2**	**35 MPH**	**1,130**	**Local**



Kimley»Horn	*T5 – ATL III Data Center* *DRI #3747* *Transportation Analysis*	**Study Intersections**	**Figure 3** **Page 10**

2.3 Traffic Data Collection and Calibration

New traffic counts were collected at the study intersections on Wednesday, August 24, 2022. Per GDOT Policy issued on July 15, 2022, traffic forecasts based on new traffic count data collected after the start of the Fall 2022 school year will no longer be required to follow COVID-19 policy procedures. Therefore, no COVID adjustment factor was applied. The traffic count methodologies used in this analysis were outlined in the Methodology Meeting Packet.

Traffic count peak hours for all the study intersections are shown in **Table 5**.

Table 5: Traffic Count Summary

Intersection		Count Date	AM Peak Hour	PM Peak Hour
1.	Bob Arnold Boulevard at Trae Lane	8/2022	7:00 – 8:00 AM	4:45 – 5:45 PM
2.	Thornton Road (SR 6) at Bob Arnold Boulevard/Interstate West Parkway	8/2022	7:15 – 8:15 AM	5:00 – 6:00 PM
3.	Thornton Road (SR 6) at Factory Shoals Road	8/2022	7:00 – 8:00 AM	4:45 – 5:45 PM
4.	Douglas Hill Road at Factory Shoals Road	8/2022	7:15 – 8:15 AM	4:15 – 5:15 PM

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

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *T5 – ATL III Data Center* development. Background traffic can include a base growth rate based on historical count data and population growth data as well as trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.5% per year background traffic growth rate from 2022 to 2025 (3 years) was used for all roadways. Additionally, project trips associated with *DCT Douglas Hills Distribution Center DRI #2701, Strategic West Logistics Center IV – Douglas Hills DRI #3515, the Rock House Road (DSP)* development and the *JDA Factory Shoals* development were included in the background growth, per the LOU.

The Projected 2025 No-Build conditions represent the Existing 2022 traffic volumes grown for three (3) years at 1.5% per year throughout the study network, plus project trips associated with *DCT Douglas Hills Distribution Center DRI #2701, Strategic West Logistics Center IV – Douglas Hills DRI #3515, the Rock House Road (DSP)* development and the *JDA Factory Shoals* development.

The Projected 2025 Build conditions represent the project trips generated by the *T5 – ATL III Data Center* development (discussed in Section 3.0 and 4.0) added to the Projected 2025 No-Build Conditions.

2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications that are anticipated to be constructed within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The following projects shown in **Table 6** are programmed or planned to occur near the development.

Table 6: Programmed Projects

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Thornton Road (SR 6) Truck Friendly Lanes	I-20 to Garrett Road (SR 6 Spur)	GDOT	0010821	DO-299	2017	2024 / 2029	2029
SR 5/US 78 at SR 6/US 278 Intersection Improvements	Single Intersection	GDOT	0013733	N/A	2018	2022 / 2024	2026
Installation of RT and LT Lanes on Thornton Road (SR 6) at Factory Shoals Road	Single Intersection	GDOT	S015666	N/A	N/A	N/A	2022
Thornton Road (SR 6) at Riverside Parkway Intersection Improvements	Improved turning radii for heavy vehicles	GDOT / Douglas County SPLOST	N/A	N/A	N/A	N/A	2022

**Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), Douglas County Comprehensive Transportation Plan, and the Sweetwater Master Plan.*

GDOT has a currently programmed quick response project (highlighted in yellow) to be implemented prior to the build-out of the development. The project calls for the addition of exclusive westbound left and right-turn lanes, and the restriping of the eastbound lanes to an exclusive left-turn lane and a shared through/right-turn lane. The remaining non-highlighted projects are beyond the build-out year of the proposed development or are not anticipated to impact the study network. Available fact sheets for projects listed in the table above can be found in **Appendix D**.

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 11*. Existing traffic signal phasing and timing data were retrieved for available intersections.

LOS for signalized intersections and all-way stop-controlled intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS, while the intersection as a whole may operate acceptably.

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

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all study intersections per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures* as specified in the LOU.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition*, *2021*, using equations where available. Reductions to gross trips including mixed-use reductions, alternative transportation mode reductions, and pass-by reductions are not considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. No mixed-use reductions were taken in this analysis per the LOU.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). No alternative modes reductions were taken in this analysis per the LOU.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. No pass-by trips were taken for this analysis per the LOU.

Table 7 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *T5 – ATL III Data Center* development.

Table 7: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
160 – Data Center	1,600,000 SF	1,584	792	792	111	91	51	119
Gross Project Trips		**1,584**	**792**	**792**	**111**	**91**	**51**	**119**
Mixed-Use Reductions		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Alternative Mode Reductions		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Pass-By Reductions		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
New Trips		**1,584**	**792**	**792**	**111**	**91**	**51**	**119**

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown in **Figure 4.** These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 5**.

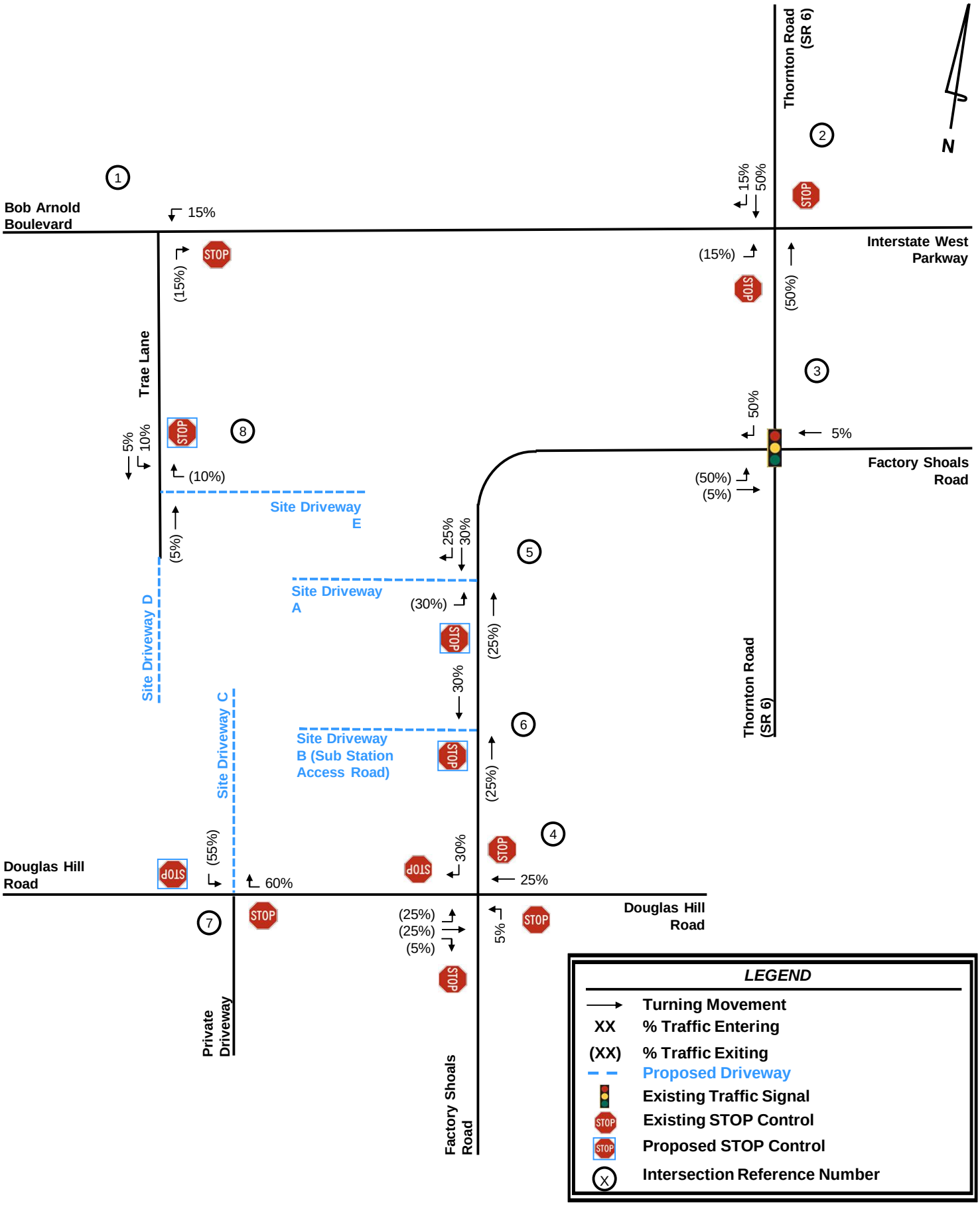
Detailed intersection volume worksheets are provided in **Appendix C**.

5.0 TRAFFIC ANALYSIS

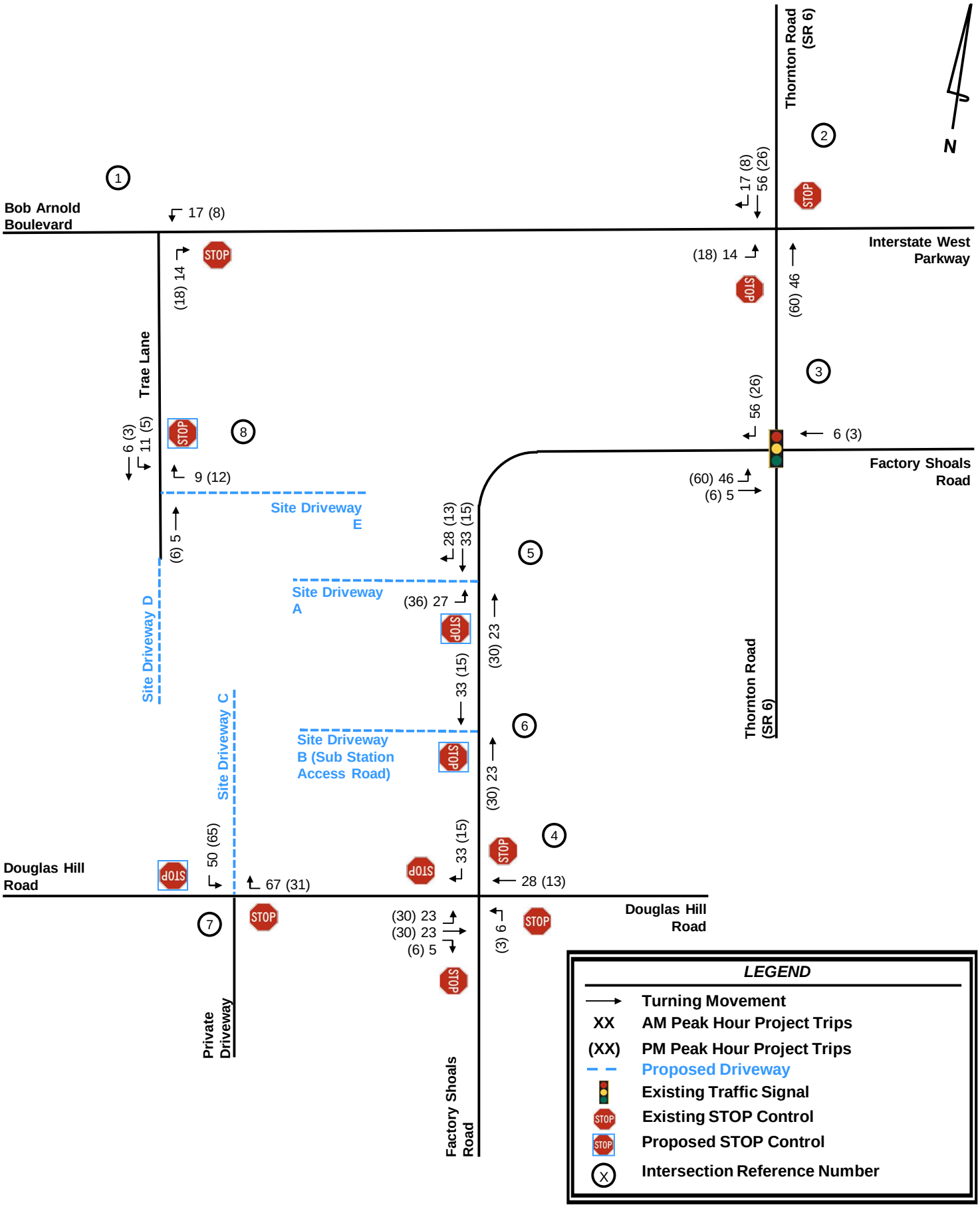
Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under the Existing 2022 conditions, Projected 2025 No-Build conditions, and Projected 2025 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

These analyses included existing roadway laneage for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 6** for Existing 2022 conditions, **Figure 7** for Projected 2025 No-Build conditions, and **Figure 8** for Projected 2025 Build conditions.

Sections 5.1 – 5.8 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.



Kimley»Horn	*T5 – ATL III Data Center* *DRI #3747* *Transportation Analysis*	**Trip Distribution & Assignment**	**Figure 4**
			Page 15



Kimley»Horn	*T5 – ATL III Data Center* *DRI #3747* *Transportation Analysis*	**Project Trips**	**Figure 5**
			Page 16

5.1 Bob Arnold Boulevard at Trae Lane (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Trae Lane						Bob Arnold Boulevard			Bob Arnold Boulevard		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R				L	T	R	L	T	R
EXISTING 2022 (TWSC)	AM	Overall LOS	(1.8)											
		Approach LOS	B (11.5)						A (0.0)			A (7.7)		
		Storage												
		50th Queue												
		95th Queue		3								3		
	PM	Overall LOS	(1.5)											
		Approach LOS	B (11.2)						A (0.0)			A (8.2)		
		Storage												
		50th Queue												
		95th Queue		8								0		
PROJECTED 2025 NO-BUILD (TWSC)	AM	Overall LOS	(1.8)											
		Approach LOS	B (11.6)						A (0.0)			A (7.8)		
		Storage												
		50th Queue												
		95th Queue		3								3		
	PM	Overall LOS	(1.6)											
		Approach LOS	B (11.4)						A (0.0)			A (8.2)		
		Storage												
		50th Queue												
		95th Queue		8								0		
PROJECTED 2025 BUILD (TWSC)	AM	Overall LOS	(2.4)											
		Approach LOS	B (10.8)*						A (0.0)			A (7.8)		
		Storage												
		50th Queue												
		95th Queue		5								5		
	PM	Overall LOS	(2.0)											
		Approach LOS	B (11.1)*						A (0.0)			A (7.8)*		
		Storage												
		50th Queue												
		95th Queue		10								0		

**Delay improves due to increase in right-turn vehicles, which experience relatively low delay.*

The intersection of Bob Arnold Boulevard at Trae Lane (Intersection 1) is projected to operate at an acceptable overall LOS under the Existing 2022, No-Build 2025, and Build 2025 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are needed or recommended to be conditioned.

5.2 Thornton Road (SR 6) at Bob Arnold Boulevard (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D/E			Thornton Road (SR 6) Northbound			Thornton Road (SR 6) Southbound			Bob Arnold Boulevard Eastbound			Interstate West Parkway Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 2022 (TWSC)	AM	Overall LOS	(8.9)											
		Approach LOS	C (23.2)			A (9.7)			F (157.9)			F ($)		
		Storage	305		105	320		125	310					
		50th Queue												
		95th Queue	25			33			98		78		#	
	PM	Overall LOS	(2.3)											
		Approach LOS	C (15.7)			B (12.7)			C (23.2)			F ($)		
		Storage	305		105	320		125	310					
		50th Queue												
		95th Queue	45			25			20		18		#	
PROJECTED 2025 NO-BUILD (TWSC)	AM	Overall LOS	(18.6)											
		Approach LOS	D (31.4)			B (10.3)			F ($)			F ($)		
		Storage	305		105	320		125	310					
		50th Queue												
		95th Queue	35			38			118		115		#	
	PM	Overall LOS	(14.2)											
		Approach LOS	C (18.3)			C (16.3)			F ($)			F ($)		
		Storage	305		105	320		125	310					
		50th Queue												
		95th Queue	58			38			100		23		#	
PROJECTED 2025 BUILD (TWSC)	AM	Overall LOS	(25.1)											
		Approach LOS	D (33.6)			B (10.5)			F ($)			F ($)		
		Storage	305		105	320		125	310					
		50th Queue												
		95th Queue	38			40			160		123		#	
	PM	Overall LOS	(*1.8)											
		Approach LOS	C (18.9)			C (18.3)			F ($)			F ($)		
		Storage	305		105	320		125	310					
		50th Queue												
		95th Queue	60			43			#		23		#	

**Due to high EB delay, Synchro excludes EB delay from overall delay calculation.*
($) = delay exceeds 300s
(#) = queue exceeds 500'

The intersection of Thornton Road (SR 6) at Bob Arnold Boulevard (Intersection 2) is projected to operate at an acceptable overall LOS under the Existing 2022, No-Build 2025 conditions. Under Build 2025 PM conditions, the intersection is projected to operate at LOS F. The eastbound and westbound approaches operate at LOS F under Existing 2022 AM, No-Build 2025 and Build 2025 conditions.

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS. In order to improve the approach and overall LOS under the No-Build 2025 and Build 2025 conditions, the following system improvements are proposed for further consideration (shown in red on **Figure 7** and **Figure 8):**

- Install a traffic signal, if and when warranted and as approved by GDOT.
    - Reconfigure the eastbound approach of Bob Arnold Boulevard to an exclusive left-turn lane and a shared through/right-turn lane.
    - Reconstruct the westbound approach of Interstate West Parkway to include one (1) exclusive left-turn lane and a shared through/right-turn lane.

The analysis results for the Improved conditions at Intersection 2 are shown in the table below:

Overall LOS Standard: D Approach LOS Standard: D/E			Thornton Road (SR 6) Northbound			Thornton Road (SR 6) Southbound			Bob Arnold Boulevard Eastbound			Interstate West Parkway Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2025 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	B (13.0)											
		Approach LOS	A (7.9)			B (11.9)			F (84.9)			F (80.6)		
		Storage	305		105	320		125	310			310		
		50th Queue	19	88	0	62	785	11	21	80		11	0	
		95th Queue	81	108	0	101	1,018	29	52	164		33	0	
	PM	Overall LOS	A (8.0)											
		Approach LOS	A (6.4)			A (6.4)			F (86.5)			F (90.7)		
		Storage	305		105	320		125	310			310		
		50th Queue	20	175	0	53	262	5	17	8			42	
		95th Queue	63	205	0	150	476	28	44	70			131	
PROJECTED 2025 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	B (14.5)											
		Approach LOS	A (8.3)			B (12.9)			F (99.4)			F (82.0)		
		Storage	305		105	320		125	310			310		
		50th Queue	18	115	0	53	751	12	37	90		11	0	
		95th Queue	71	135	0	72	868	26	108	242		35	0	
	PM	Overall LOS	A (9.6)											
		Approach LOS	A (7.3)			A (7.3)			F (90.5)			F (94.5)		
		Storage	305		105	320		125	310			310		
		50th Queue	15	211	0	56	262	7	41	8			59	
		95th Queue	32	237	0	143	359	23	117	75			208	

With the noted system improvements, the eastbound and westbound side-street approaches in the No-Build 2025 and Build 2025 scenarios are projected to operate at LOS F. Although the side-street approaches operate at LOS F, the intersection is projected to operate at an improved LOS compared to the existing unsignalized conditions. The failing LOS along the eastbound and westbound approaches is due to signal timing, which prioritizes mainline traffic at the expense of side-street operations. SR 6 is a high priority freight and commuter corridor between I-20 in Douglas County and I-285/Hartsfield-Jackson International Airport in Fulton County. The overall intersection is projected to operate at LOS B or better under Projected 2025 No-Build and Build conditions.

NOTE: A signal may be warranted based on the MUTCD guidance to consider the mainline left-turn volumes as the “side-street” volume. The installation of a signal would mitigate low LOS and high delay experienced by the side-streets along Thornton Road (SR 6) at Intersection 2.

5.3 Thornton Road (SR 6) at Factory Shoals Road (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D/E			Thornton Road (SR 6) Northbound			Thornton Road (SR 6) Southbound			Factory Shoals Road Eastbound			Factory Shoals Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 2022 (SIGNAL)	AM	Overall LOS	C (29.6)											
		Approach LOS	B (16.6)			C (28.6)			E (71.5)			F (86.2)		
		Storage	270		120	290		125			270			
		50th Queue	30	232	33	150	696	68		123	0		259	
		95th Queue	67	312	79	220	800	115		201	0		443	
	PM	Overall LOS	C (31.9)											
		Approach LOS	C (20.6)			C (34.8)			E (75.9)			F (84.1)		
		Storage	270		120	290		125			270			
		50th Queue	11	896	53	104	357	0		155	0		336	
		95th Queue	32	1,015	98	197	547	21		241	0		550	
PROJECTED 2025 NO-BUILD (SIGNAL)	AM	Overall LOS	C (31.7)											
		Approach LOS	B (18.6)			C (30.0)			E (78.4)*			E (73.5)*		
		Storage	270		120	290		125	160			160		225
		50th Queue	44	237	35	157	734	126	131	67		119	64	0
		95th Queue	89	335	85	227	900	207	206	120		189	114	10
	PM	Overall LOS	D (42.1)											
		Approach LOS	D (38.0)			D (35.2)			E (78.6)*			E (64.5)*		
		Storage	270		120	290		125	160			160		225
		50th Queue	15	996	57	107	373	22	309	62		169	34	0
		95th Queue	42	1,141	104	212	594	67	451	110		252	68	54
PROJECTED 2025 BUILD (SIGNAL)	AM	Overall LOS	C (34.3)											
		Approach LOS	B (19.6)			C (30.7)			F (95.2)			E (74.7)*		
		Storage	270		120	290		125	160			160		225
		50th Queue	44	247	36	157	797	166	185	72		117	69	0
		95th Queue	87	331	83	227	917	250	328	129		191	123	11
	PM	Overall LOS	D (46.5)											
		Approach LOS	D (38.0)			D (35.6)			F (112.8)			E (65.2)*		
		Storage	270		120	290		125	160			160		225
		50th Queue	15	943	54	109	361	32	433	69		171	37	0
		95th Queue	40	1,068	98	212	602	89	648	122		260	74	56

**LOS standard E due to failing LOS in Existing conditions, per GRTA policies and procedures*.

The signalized intersection of Thornton Road (SR 6) at Factory Shoals Road (Intersection 3) is projected to operate at an acceptable overall LOS under the Existing 2022, No-Build 2025 and Build 2025 conditions. However, the eastbound and westbound approaches operate at LOS E or F under Existing 2022, Projected 2025 No-Build and Projected 2025 Build conditions. GDOT has a currently programmed quick response project to be implemented prior to the build-out of the development. The project calls for the addition of exclusive westbound left-turn and right-turn lanes, and the restriping of the eastbound lanes to an exclusive left-turn lane and a shared through/right-turn lane. The Quick Response laneage was implemented in the Projected No-Build 2025 and Build 2025 scenarios (shown in green on **Figure 7** and **Figure 8**).

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS. In order to improve the approach LOS under the No-Build 2025 and Build 2025 conditions, and in addition to the programmed roadway improvements, the following system improvements are proposed for further consideration (shown in red on **Figure 7** and **Figure 8):**

- Install an eastbound right-turn lane along Factory Shoals Road.
  - Reconfigure the eastbound approach of Factory Shoals Road to include one (1) exclusive left-turn lane, one (1) through lane, and one (1) exclusive right-turn lane.
- Consider extending the southbound right-turn lane with 250' storage and 100' taper, per GDOT standards.

The analysis results for the Improved conditions at Intersection 3 are shown in the table below:

Overall LOS Standard: D Approach LOS Standard: D/E			Thornton Road (SR 6) Northbound			Thornton Road (SR 6) Southbound			Factory Shoals Road Eastbound			Factory Shoals Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2025 NO-BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	C (30.0)											
		Approach LOS	B (18.8)			C (28.0)			E (76.3)*			E (68.8)*		
		Storage	270		120	290		125	160		225	160		100
		50th Queue	46	237	38	160	546	142	131	56	0	119	64	0
		95th Queue	117	361	97	196	685	262	198	98	0	191	110	10
	PM	Overall LOS	D (41.8)											
		Approach LOS	D (38.0)			C (34.5)			E (79.0)*			E (63.5)*		
		Storage	270		120	290		125	160		225	160		100
		50th Queue	15	996	57	113	262	22	309	53	0	168	34	0
		95th Queue	42	1,141	104	216	400	65	451	95	0	251	68	54
PROJECTED 2025 BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	C (31.5)											
		Approach LOS	C (21.1)			C (28.0)			E (79.7)*			E (68.8)*		
		Storage	270		120	290		125	160		225	160		100
		50th Queue	45	253	29	163	574	191	183	59	0	115	69	0
		95th Queue	89	336	75	188	699	285	304	107	0	186	120	10
	PM	Overall LOS	D (46.3)											
		Approach LOS	D (40.7)			C (35.0)			F (102.2)			E (64.0)*		
		Storage	270		120	290		125	160		225	160		100
		50th Queue	15	970	56	115	262	33	415	58	0	168	37	0
		95th Queue	41	1,099	101	214	396	80	630	104	0	255	73	55

**LOS standard E due to failing LOS in Existing conditions, per GRTA policies and procedures*.

Although the eastbound approach is projected to operate at LOS F, no feasible improvements exist, as the failing LOS is due to the existing signal timing. SR 6 is a high priority freight and commuter corridor between I-20 in Douglas County and I-285/Hartsfield-Jackson International Airport in Fulton County. The intersection operates at an acceptable overall LOS, and existing signal timings and cycle lengths prioritize vehicular progression on the mainline (SR 6) at the expense of side-street operations.

NOTE: The system improvements at this intersection have been conditioned by Douglas County on the *Strategic West Logistics Center IV – Douglas Hills DRI #3515.*

5.4 Douglas Hill Road at Factory Shoals Road (Intersection 4)

Overall LOS Standard: D Approach LOS Standard: D			Factory Shoals Road Northbound			Factory Shoals Road Southbound			Douglas Hill Road Eastbound			Douglas Hill Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 2022 (AWSC)	**AM**	Overall LOS	A (8.3)											
		Approach LOS	A (8.0)			A (8.5)			A (8.9)			A (7.5)		
		Storage												
		50th Queue												
		95th Queue		13			23			3			3	
	PM	Overall LOS	A (8.0)											
		Approach LOS	A (7.8)			A (8.4)			A (7.7)			A (7.8)		
		Storage												
		50th Queue												
		95th Queue		8			13			0			13	
PROJECTED 2025 NO-BUILD (AWSC)	**AM**	Overall LOS	B (11.0)											
		Approach LOS	A (9.5)			B (12.2)			B (10.1)			A (10.0)		
		Storage												
		50th Queue												
		95th Queue		20			70			15			20	
	PM	Overall LOS	B (10.5)											
		Approach LOS	A (9.7)			B (10.6)			B (11.3)			A (10.0)		
		Storage												
		50th Queue												
		95th Queue		20			30			40			28	
PROJECTED 2025 BUILD (AWSC)	**AM**	Overall LOS	B (12.9)											
		Approach LOS	B (10.4)			B (15.0)			B (11.4)			B (11.2)		
		Storage												
		50th Queue												
		95th Queue		25			98			28			28	
	PM	Overall LOS	B (11.9)											
		Approach LOS	B (10.4)			B (11.6)			B (13.5)			B (10.8)		
		Storage												
		50th Queue												
		95th Queue		23			38			68			33	

The intersection of Douglas Hill Road at Factory Shoals Road (Intersection 4) is projected to operate at an acceptable overall LOS under the Existing 2022, No-Build 2025, and Build 2025 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are needed or recommended to be conditioned.

5.5 Factory Shoals Road at Site Driveway A (Intersection 5)

Overall LOS Standard: D Approach LOS Standard: D			Factory Shoals Road			Factory Shoals Road			Site Driveway A					
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R			
PROJECTED 2025 BUILD (TWSC)	AM	Overall LOS	(0.6)											
		Approach LOS	A (0.0)			A (0.0)			B (14.0)					
		Storage						150						
		50th Queue												
		95th Queue		0				0		5				
	PM	Overall LOS	(0.9)											
		Approach LOS	A (0.0)			A (0.0)			B (13.4)					
		Storage						150						
		50th Queue												
		95th Queue		0				0		8				

The intersection of Factory Shoals Road at Site Driveway A (Intersection 5) is projected to operate at an acceptable LOS under the Build 2025 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Site Driveway A is one lane entering the site and one lane exiting the site. Additionally, a southbound right-turn deceleration lane along Factory Shoals Road is recommended. The recommended build improvements are shown in blue in **Figure 8**.

5.6 Factory Shoals Road at Site Driveway B (Intersection 6)

The intersection of Factory Shoals Road at Site Driveway B (Intersection 6) will serve an electrical substation and will only be accessed by service vehicles as needed.

5.7 Douglas Hill Road at Site Driveway C/Private Driveway (Intersection 7)

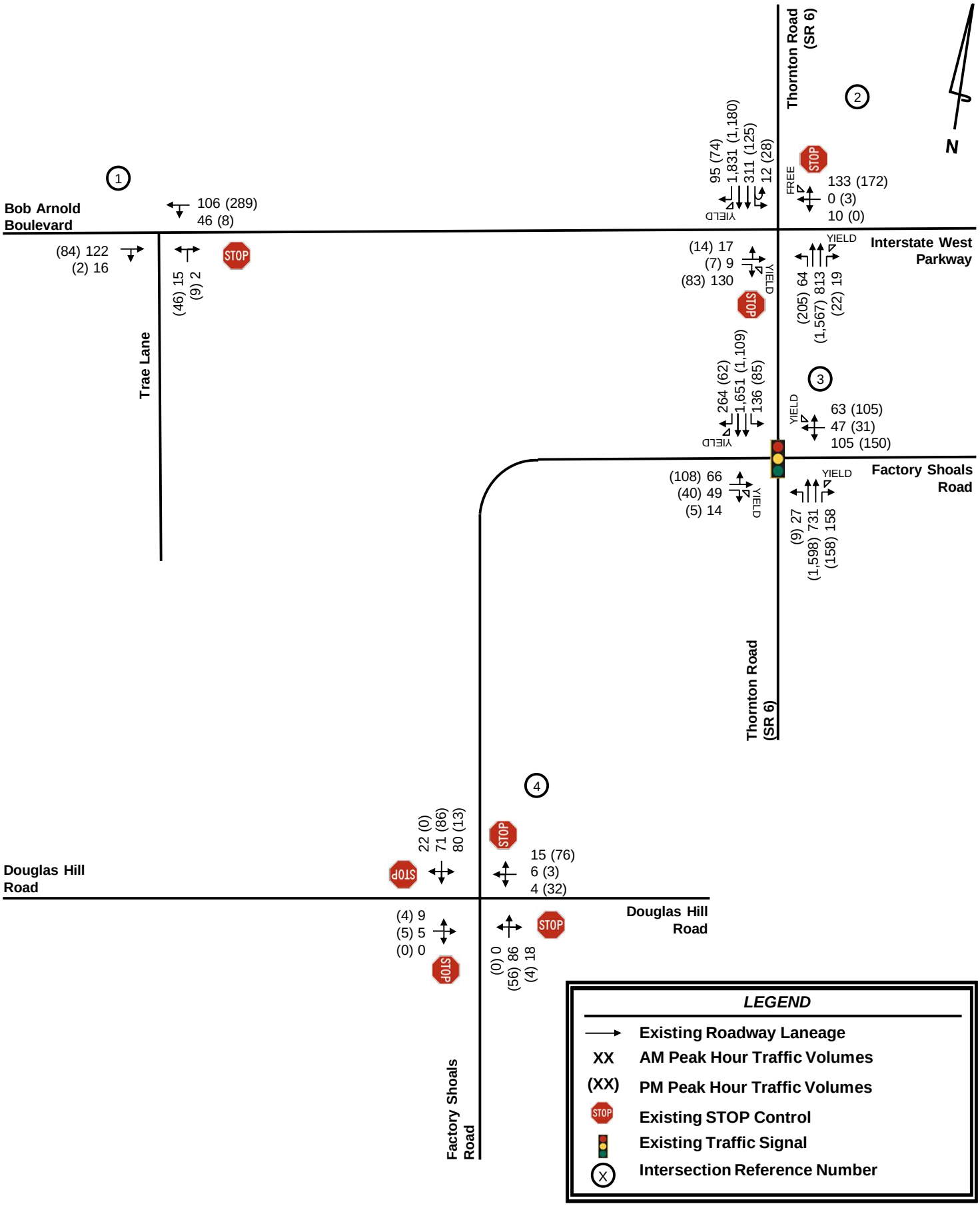
Overall LOS Standard: D Approach LOS Standard: D			Private Driveway			Site Driveway C			Douglas Hill Road			Douglas Hill Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2025 BUILD (TWSC)	AM	Overall LOS	(1.4)											
		Approach LOS	A (0.0)			B (11.7)			A (0.0)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue					8			5		0		
	PM	Overall LOS	(2.0)											
		Approach LOS	A (0.0)			B (11.7)			A (0.0)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue					10			0		0		

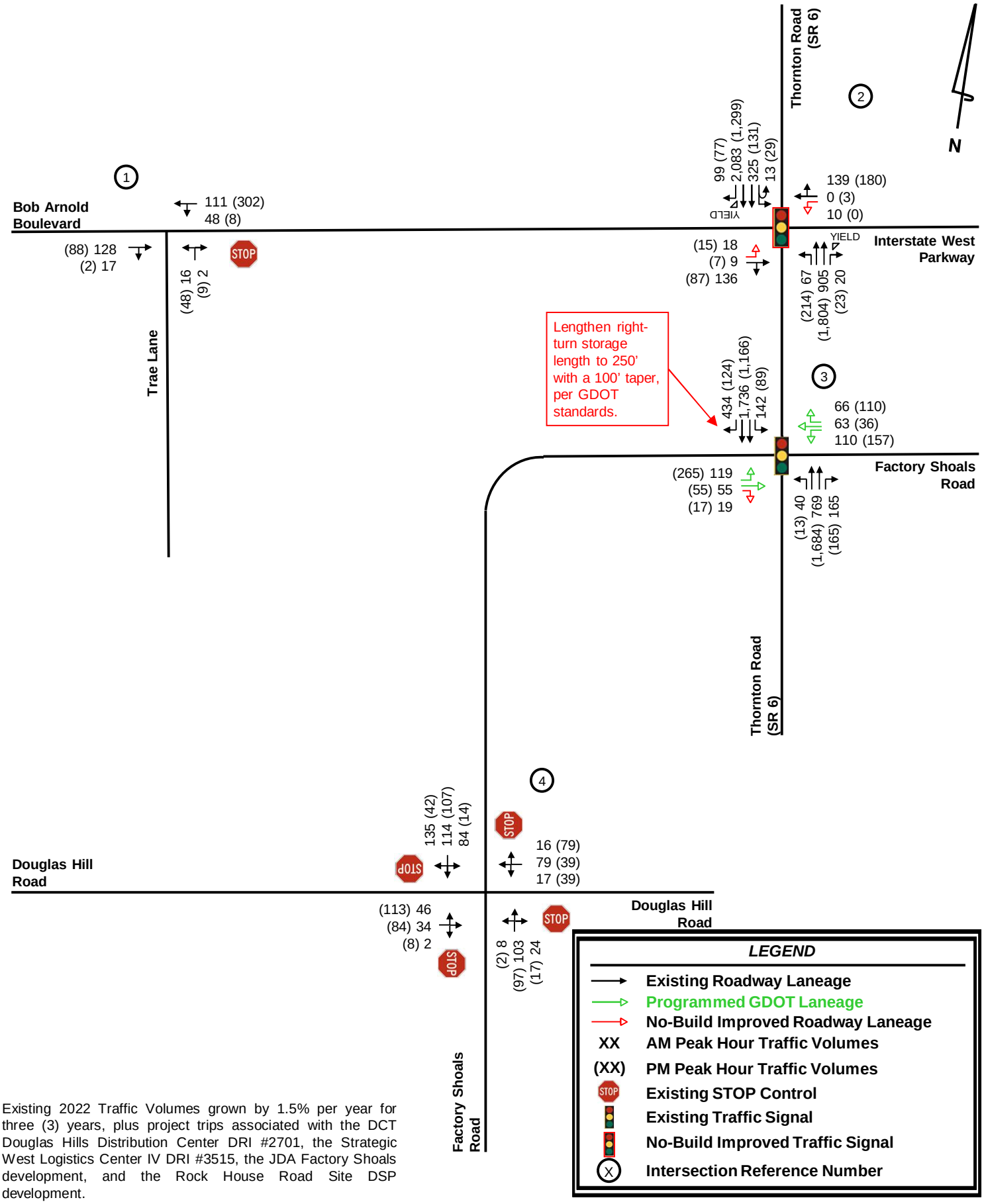
The intersection of Douglas Hill Road at Site Driveway C (Intersection 7) is projected to operate at an acceptable LOS under the Build 2025 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Site Driveway C is one lane entering the site and one lane exiting the site. Additionally, a westbound right-turn deceleration lane along Douglas Hill Road is recommended. The recommended build improvements are shown in blue in **Figure 8**.

5.8 Trae Lane/Site Driveway D at Site Driveway E (Intersection 8)

Overall LOS Standard: D Approach LOS Standard: D			Trae Lane/ Site Driveway D			Trae Lane						Site Driveway E		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R				L	T	R
PROJECTED 2025 BUILD (TWSC)	AM	Overall LOS	(5.0)											
		Approach LOS	A (0.0)			A (7.2)						A (8.4)		
		Storage												
		50th Queue												
		95th Queue					0						0	
	PM	Overall LOS	(5.3)											
		Approach LOS	A (0.0)			A (7.2)						A (8.4)		
		Storage												
		50th Queue												
		95th Queue					0						0	

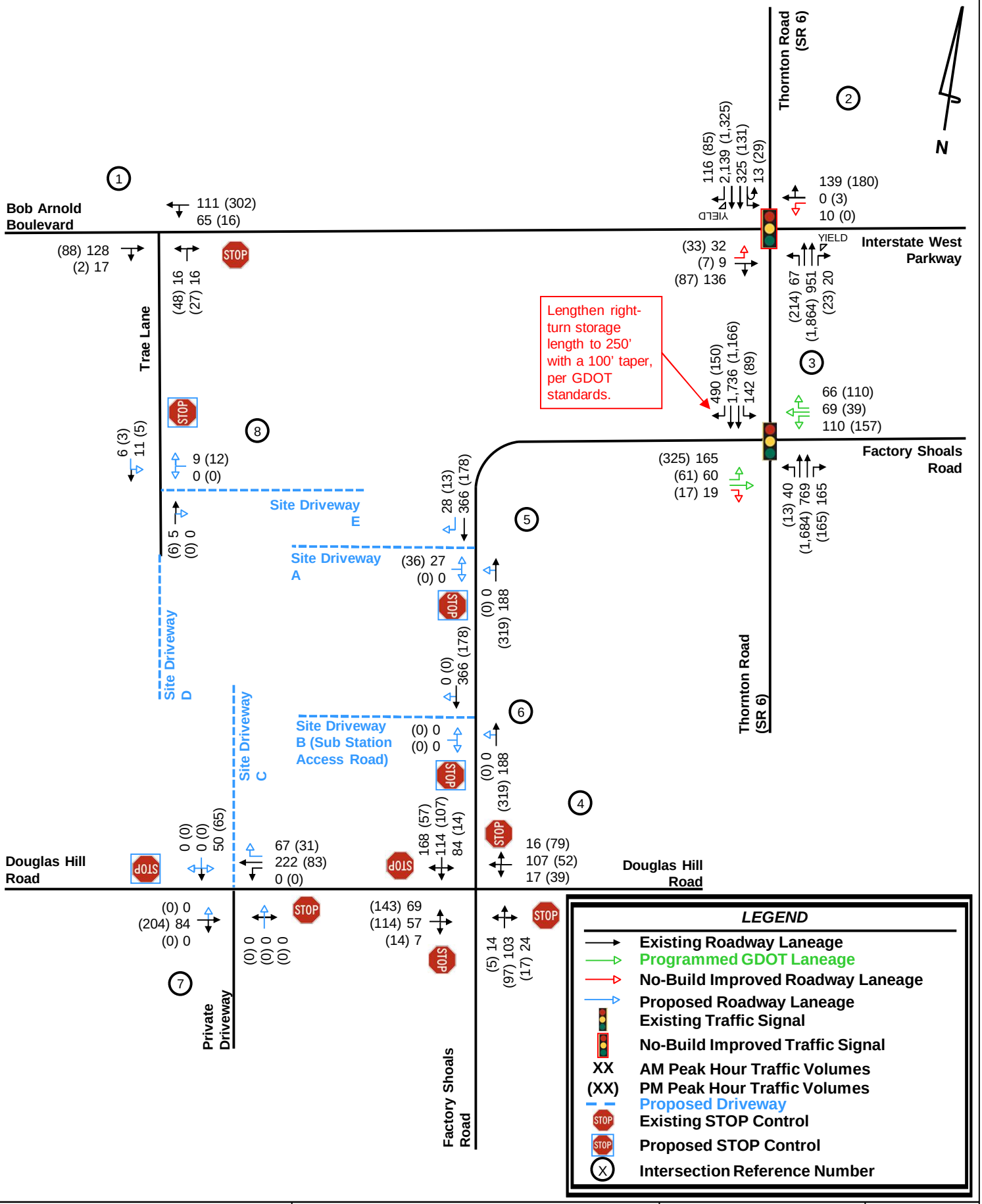
The intersection of Trae Lane/Site Driveway D at Site Driveway E (Intersection 8) is projected to operate at an acceptable LOS under the Build 2025 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. Site Driveway D is recommended to be constructed as an extension of Trae Lane into the site. The recommended lane configuration for Site Driveway E is one lane entering the site and one lane exiting the site. The recommended build improvements are shown in blue in **Figure 8**.


Bob Arnold Boulevard
Trae Lane
Thornton Road (SR 6)
Interstate West Parkway
Factory Shoals Road
Douglas Hill Road
Thornton Road (SR 6)
Douglas Hill Road
Factory Shoals Road
N
1
2
3
4
106 (289)
46 (8)
(84) 122
(2) 16
(46) 15
(9) 2
95 (74)
1,831 (1,180)
311 (125)
12 (28)
133 (172)
0 (3)
10 (0)
(14) 17
(7) 9
(83) 130
(205) 64
(1,567) 813
(22) 19
264 (62)
1,651 (1,109)
136 (85)
63 (105)
47 (31)
105 (150)
(108) 66
(40) 49
(5) 14
(9) 27
(1,598) 731
(158) 158
22 (0)
71 (86)
80 (13)
15 (76)
6 (3)
4 (32)
(4) 9
(5) 5
(0) 0
(0) 0
(56) 86
(4) 18
STOP
YIELD
FREE
LEGEND
Existing Roadway Laneage
XX AM Peak Hour Traffic Volumes
(XX) PM Peak Hour Traffic Volumes
Existing STOP Control
Existing Traffic Signal
X Intersection Reference Number



Existing 2022 Traffic Volumes grown by 1.5% per year for three (3) years, plus project trips associated with the DCT Douglas Hills Distribution Center DRI #2701, the Strategic West Logistics Center IV DRI #3515, the JDA Factory Shoals development, and the Rock House Road Site DSP development.

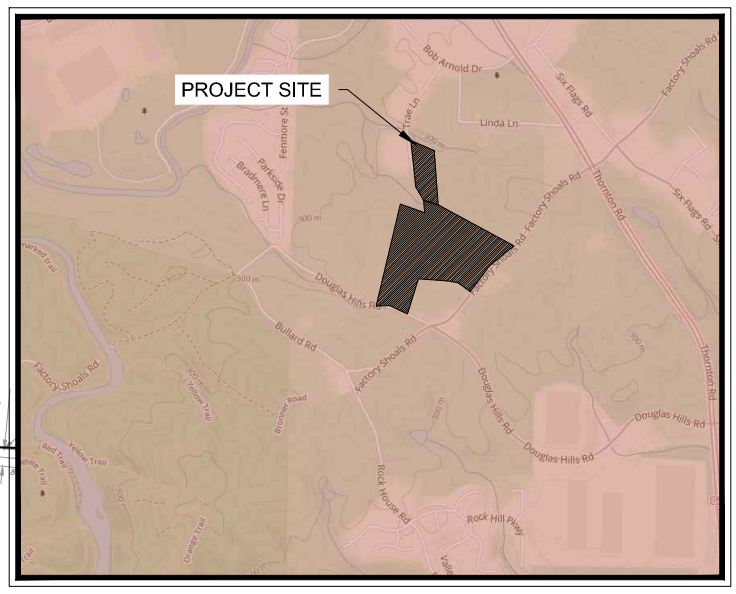
Kimley»Horn	***T5 – ATL III Data Center DRI #3747 Transportation Analysis***	**Projected 2025 No-Build Conditions**	**Figure 7**
			Page 26



Kimley»Horn	*T5 – ATL III Data Center* *DRI #3747* *Transportation Analysis*	**Projected 2025 Build Conditions**	**Figure 8** **Page 27**

APPENDIX A

Proposed Site Plan



VICINITY MAP

OWNER:	T5 DATA CENTERS 3344 PEACHTREE ROAD SUITE 2550 ATLANTA, GA 30326 PHONE: 404.239.7145 CONTACT: ROBBIE SOVIE
TRAFFIC CONSULTANTS:	KIMLEY-HORN & ASSOCIATES, INC. 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 PHONE: 770.619.4280 CONTACT: HARRISON FORDER, P.E (GA, AL). CONTACT: JOHN WALKER, P.E, PTOE
CIVIL ENGINEER:	KIMLEY-HORN & ASSOCIATES, INC. 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 PHONE: 770.619.4280 CONTACT: REID IRWIN, P.E.

DEVELOPMENT SUMMARY:

SITE SUMMARY:

SITE AREA:	80.03	ACRES
DISTURBED AREA	64.67	ACRES

BUILDING RATIO:

BUILDING 1 (2 STORY)	± 400,000 SF
BUILDING 2 (2 STORY)	± 400,000 SF
BUILDING 3 (2 STORY)	± 400,000 SF
BUILDING 4 (2 STORY)	± 400,000 SF
TOTAL	± 1,600,000 SF
F.A.R	0.46

PARKING SUMMARY:

REQUIRED PARKING:	**203 SPACES (TOTAL)**
PROPOSED PARKING:	**203 SPACES** (TOTAL)

PHASE 1: 14.4 AC

BUILDING 1
40 MW DATA CENTER
2 STORY
400,000 SF

PHASE 2: 50.27 AC

BUILDING 2
60 MW DATA CENTER
2 STORY
±400,000 SF

BUILDING 3
60 MW DATA CENTER
2 STORY
±400,000 SF

BUILDING 4
60 MW DATA CENTER
2 STORY
±400,000 SF

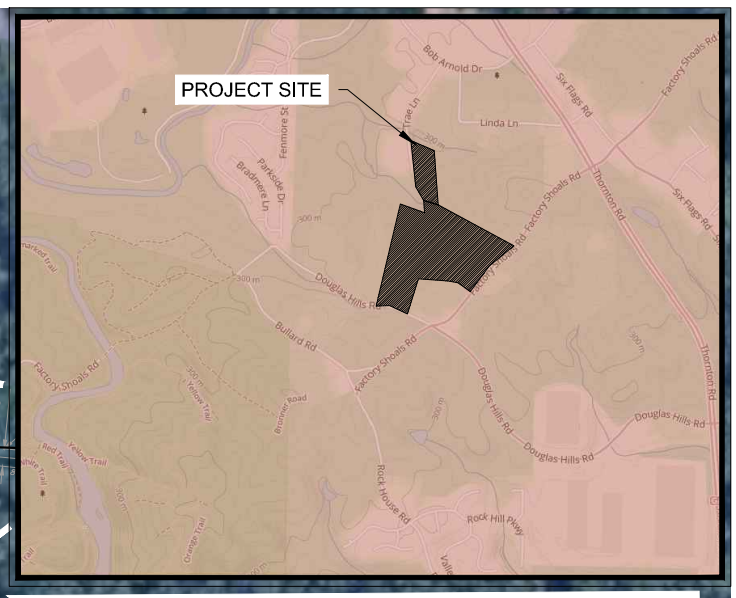
250 MW
SUB STATION
245,112 SF

5' MINIMUM SIDEWALK
PROPOSED RETAINING WALL
SITE DRIVEWAY E
SITE DRIVEWAY D
SITE DRIVEWAY A
SITE DRIVEWAY B
SITE DRIVEWAY C
APPROXIMATE TOP OF STREAM BANK
CENTERLINE OF CREEK
PROPOSED RIGHT TURN DECELERATION LANE
DOUGLAS HILL ROAD (VARIABLE R/W)
FACTORY SHOALS ROAD (VARIABLE R/W)
SUB-STATION
N/F CORPORATE RIDGE ASSOCIATES, LLC. D.B.-2357 PG-830 ZONING: LI-C
N/F 1445 TRAE LANE, LLC. D.B.-2736 PG-326
N/F 1475 TRAE LANE, LLC. D.B.-2736 PG-383 ZONING: LI-C
N/F TORYSHOALS, LLC. D.B.-3567 PG-646 ZONING: LI-R
N/F DAVID CHILDRESS D.B.-2664 PG-685 ZONING: R-A
N/F BOBBY GIVENS D.B.-828 PG-466 ZONING: R-A
N/F FRANCES R. MCBROOM DONALD G. MCBROOM D.B.-2462 PG-861 ZONING: LI-C
N/F ALINGTON ASSOCIATES D.B.-398 PG-786 ZONING: LI
N/F JAMES P. ROBERTS JANELLE ROBERTS D.B.-718 PG-480
N/F SANDRA GAIL LUTTRELL D.B.-9382 PG-193
N/F PR FACTORY SHOALS II, LLC D.B.-3825 PG-349
LAND LOT 708
LAND LOT 709
LAND LOT 770
LAND LOT 771
LAND LOT 795
LAND LOT 796
LAND LOT 859
LAND LOT 865
NORTH
GRAPHIC SCALE IN FEET
0 50 100 200

09-27-2022

T5 ATL III - DATA CENTER DRI# 3747

Kimley»Horn



VICINITY MAP

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SITE SUMMARY:

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DISTURBED AREA	64.67 ACRES

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F.A.R	0.46

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PROPOSED PARKING:	**203 SPACES** (TOTAL)

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400,000 SF

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60 MW DATA CENTER
2 STORY
±400,000 SF

BUILDING 3
60 MW DATA CENTER
2 STORY
±400,000 SF

BUILDING 4
60 MW DATA CENTER
2 STORY
±400,000 SF

250 MW
SUB STATION
245,112 SF

5' MINIMUM SIDEWALK
PROPOSED RETAINING WALL
SITE DRIVEWAY E
SITE DRIVEWAY D
SITE DRIVEWAY A
SITE DRIVEWAY B
SITE DRIVEWAY C
APPROXIMATE TOP OF STREAM BANK
CENTERLINE OF CREEK
PROPOSED RIGHT TURN DECELERATION LANE
SUB-STATION
AQUATIC DRIVE

GRAPHIC SCALE IN FEET
0 50 100 200

09-27-2022

T5 ATL III - DATA CENTER DRI# 3747

Kimley»Horn

Trip Generation Analysis

Trip Generation Analysis (11th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
T5 - ATLIII Data Center DRI #3747
Douglas County, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
160 Data Center	1,600,000 gross s.f.	1,584	202	111	91	170	51	119
Gross Trips		**1,584**	**202**	**111**	**91**	**170**	**51**	**119**
Other Non-Residential Trips		1,584	202	111	91	170	51	119
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Other Non-Residential Trips		1,584	202	111	91	170	51	119
Mixed-Use Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**1,584**	**202**	**111**	**91**	**170**	**51**	**119**
Driveway Volumes		**1,584**	**202**	**111**	**91**	**170**	**51**	**119**

\\kimley-horn.com\se_alp1\alp_tpto\013871004_t5 atliii data center dri - douglas county - july 2022_dri phase 2\analysis\[t5 atliii data center analysis.xls]trip generation

APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Bob Arnold Boulevard @ Trae Lane

AM PEAK HOUR

Description	Trae Lane Northbound			Southbound			Bob Arnold Boulevard Eastbound			Bob Arnold Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	15	0	2	0	0	0	0	122	16	46	106	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	9	0	1	0	0	0	0	11	1	6	11	0
Heavy Vehicle %	60%	0%	50%	0%	0%	0%	0%	9%	6%	13%	10%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2022 Volumes	15	0	2	0	0	0	0	122	16	46	106	0
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701												
DCT Douglas Hills #2701 (Truck)												
Strategic West Logistics #3515												
Strategic West Logistics #3515 (Truck)												
JDA Factory Shoals												
JDA Factory Shoals (Truck)												
Rock House Road (DSP)												
Rock House Road (DSP) (Truck)												
2025 Background Traffic	16	0	2	0	0	0	0	128	17	48	111	0
2025 Background Heavy Vehicle %	59%	0%	52%	0%	0%	0%	0%	9%	6%	13%	10%	0%
Project Trips												
Trip Distribution IN										15%		
Trip Distribution OUT			15%									
Other Non-Residential Trips	0	0	14	0	0	0	0	0	0	17	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	14	0	0	0	0	0	0	17	0	0
2025 Buildout Total	16	0	16	0	0	0	0	128	17	65	111	0
2025 Buildout Heavy Vehicle %	**59%**	**0%**	**7%**	**0%**	**0%**	**0%**	**0%**	**9%**	**6%**	**10%**	**10%**	**0%**

PM PEAK HOUR

Description	Trae Lane Northbound			Southbound			Bob Arnold Boulevard Eastbound			Bob Arnold Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	46	0	9	0	0	0	0	84	2	8	289	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	5	0	3	0	0	0	0	5	0	6	16	0
Heavy Vehicle %	11%	0%	33%	0%	0%	0%	0%	6%	2%	75%	6%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2022 Volumes	46	0	9	0	0	0	0	84	2	8	289	0
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701												
DCT Douglas Hills #2701 (Truck)												
Strategic West Logistics #3515												
Strategic West Logistics #3515 (Truck)												
JDA Factory Shoals												
JDA Factory Shoals (Truck)												
Rock House Road (DSP)												
Rock House Road (DSP) (Truck)												
2025 Background Traffic	48	0	9	0	0	0	0	88	2	8	302	0
2025 Background Heavy Vehicle %	11%	0%	35%	0%	0%	0%	0%	6%	2%	78%	6%	0%
Project Trips												
Trip Distribution IN										15%		
Trip Distribution OUT			15%									
Non-Residential Trips	0	0	18	0	0	0	0	0	0	8	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	18	0	0	0	0	0	0	8	0	0
2025 Buildout Total	48	0	27	0	0	0	0	88	2	16	302	0
2025 Buildout Heavy Vehicle %	**11%**	**0%**	**12%**	**0%**	**0%**	**0%**	**0%**	**6%**	**2%**	**39%**	**6%**	**0%**

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Thornton Road (SR 6) @ Bob Arnold Boulevard / Interstate West Parkway

AM PEAK HOUR

	Thornton Road (SR 6) Northbound			Thornton Road (SR 6) Southbound				Bob Arnold Boulevard Eastbound			Interstate West Parkway Westbound		
Description	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	64	813	19	12	311	1,831	95	17	9	130	10	0	133
Pedestrians		0				1			0			1	
Conflicting Pedestrians	0		1		1		0	1		0	0		1
Heavy Vehicles	9	127	6	0	22	207	9	1	0	14	0	0	18
Heavy Vehicle %	14%	16%	32%	2%	7%	11%	9%	6%	2%	11%	2%	0%	14%
Peak Hour Factor		0.96				0.96			0.96			0.96	
Adjustment													
Adjusted 2022 Volumes	64	813	19	12	311	1831	95	17	9	130	10	0	133
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%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701		15				34							
DCT Douglas Hills #2701 (Truck)		5				10							
Strategic West Logistics #3515		15				64							
Strategic West Logistics #3515 (Truck)		5				6							
JDA Factory Shoals		4				15							
JDA Factory Shoals (Truck)		1				1							
Rock House Road (DSP)		8				35							
Rock House Road (DSP) (Truck)		2				3							
2025 Background Traffic	67	905	20	13	325	2,083	99	18	9	136	10	0	139
2025 Background Heavy Vehicle %	14%	16%	31%	2%	7%	11%	10%	6%	2%	11%	2%	0%	14%
Project Trips													
Trip Distribution IN						50%	15%						
Trip Distribution OUT		50%						15%					
Other Non-Residential Trips	0	46	0	0	0	56	17	14	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	46	0	0	0	56	17	14	0	0	0	0	0
2025 Buildout Total	67	951	20	13	325	2,139	116	32	9	136	10	0	139
2025 Buildout Heavy Vehicle %	**14%**	**16%**	**31%**	**2%**	**7%**	**11%**	**10%**	**6%**	**2%**	**11%**	**2%**	**0%**	**14%**

PM PEAK HOUR

	Thornton Road (SR 6) Northbound			Thornton Road (SR 6) Southbound				Bob Arnold Boulevard Eastbound			Interstate West Parkway Westbound		
Description	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	205	1,567	22	28	125	1,180	74	14	7	83	0	3	172
Pedestrians		0				1			0			0	
Conflicting Pedestrians	0		0		0		0	1		0	0		1
Heavy Vehicles	17	122	5	0	13	132	7	0	1	9	0	0	5
Heavy Vehicle %	8%	8%	23%	2%	10%	11%	9%	2%	14%	11%	0%	2%	3%
Peak Hour Factor		0.98				0.98			0.98			0.98	
Adjustment													
Adjusted 2022 Volumes	205	1567	22	28	125	1180	74	14	7	83	0	3	172
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%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701		34				15							
DCT Douglas Hills #2701 (Truck)		13				6							
Strategic West Logistics #3515		59				16							
Strategic West Logistics #3515 (Truck)		8				8							
JDA Factory Shoals		15				5							
JDA Factory Shoals (Truck)		1				1							
Rock House Road (DSP)		32				10							
Rock House Road (DSP) (Truck)		3				4							
2025 Background Traffic	214	1,804	23	29	131	1,299	77	15	7	87	0	3	180
2025 Background Heavy Vehicle %	8%	8%	23%	2%	10%	12%	10%	2%	15%	11%	0%	2%	3%
Project Trips													
Trip Distribution IN						50%	15%						
Trip Distribution OUT		50%						15%					
Non-Residential Trips	0	60	0	0	0	26	8	18	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	60	0	0	0	26	8	18	0	0	0	0	0
2025 Buildout Total	214	1,864	23	29	131	1,325	85	33	7	87	0	3	180
2025 Buildout Heavy Vehicle %	**8%**	**8%**	**23%**	**2%**	**10%**	**12%**	**9%**	**2%**	**15%**	**11%**	**0%**	**2%**	**3%**

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Thornton Road (SR 6) @ Factory Shoals Road

AM PEAK HOUR

Description	Thornton Road (SR 6) Northbound			Thornton Road (SR 6) Southbound			Factory Shoals Road Eastbound			Factory Shoals Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	27	731	158	136	1,651	264	66	49	14	105	47	63
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	100	17	20	183	12	10	2	3	5	7	13
Heavy Vehicle %	2%	14%	11%	15%	11%	5%	15%	4%	21%	5%	15%	21%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2022 Volumes	27	731	158	136	1651	264	66	49	14	105	47	63
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701						34	15	1			3	
DCT Douglas Hills #2701 (Truck)		5			10							
Strategic West Logistics #3515						64	15	1			5	
Strategic West Logistics #3515 (Truck)						6	5					
JDA Factory Shoals	11					15	4	1	3		3	
JDA Factory Shoals (Truck)	1					1	1		1			
Rock House Road (DSP)						35	8	1			3	
Rock House Road (DSP) (Truck)						3	2					
2025 Background Traffic	40	769	165	142	1,736	434	119	55	19	110	63	66
2025 Background Heavy Vehicle %	4%	14%	11%	15%	12%	5%	16%	4%	22%	5%	12%	21%
Project Trips												
Trip Distribution IN						50%					5%	
Trip Distribution OUT							50%	5%				
Other Non-Residential Trips	0	0	0	0	0	56	46	5	0	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	56	46	5	0	0	6	0
2025 Buildout Total	40	769	165	142	1,736	490	165	60	19	110	69	66
2025 Buildout Heavy Vehicle %	**3%**	**14%**	**11%**	**15%**	**12%**	**5%**	**11%**	**3%**	**22%**	**5%**	**11%**	**21%**

PM PEAK HOUR

Description	Thornton Road (SR 6) Northbound			Thornton Road (SR 6) Southbound			Factory Shoals Road Eastbound			Factory Shoals Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	9	1,598	158	85	1,109	62	108	40	5	150	31	105
Pedestrians		0			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		0	0		0
Heavy Vehicles	2	123	24	11	127	3	4	2	0	21	1	16
Heavy Vehicle %	22%	8%	15%	13%	11%	5%	4%	5%	2%	14%	3%	15%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2022 Volumes	9	1598	158	85	1109	62	108	40	5	150	31	105
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701						15	34	3			1	
DCT Douglas Hills #2701 (Truck)		13			6							
Strategic West Logistics #3515						16	59	5			1	
Strategic West Logistics #3515 (Truck)						8	8					
JDA Factory Shoals	3					5	15	3	11		1	
JDA Factory Shoals (Truck)	1					1	1		1			
Rock House Road (DSP)						10	32	2			1	
Rock House Road (DSP) (Truck)						4	3					
2025 Background Traffic	13	1,684	165	89	1,166	124	265	55	17	157	36	110
2025 Background Heavy Vehicle %	24%	8%	15%	13%	12%	13%	6%	4%	6%	14%	3%	15%
Project Trips												
Trip Distribution IN						50%					5%	
Trip Distribution OUT							50%	5%				
Non-Residential Trips	0	0	0	0	0	26	60	6	0	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	26	60	6	0	0	3	0
2025 Buildout Total	13	1,684	165	89	1,166	150	325	61	17	157	39	110
2025 Buildout Heavy Vehicle %	**24%**	**8%**	**15%**	**13%**	**12%**	**11%**	**5%**	**3%**	**6%**	**14%**	**3%**	**15%**

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: 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 2022 Traffic Volumes	0	86	18	80	71	22	9	5	0	4	6	15
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	8	0	2	9	6	5	4	0	0	4	3
Heavy Vehicle %	0%	9%	2%	3%	13%	27%	56%	80%	0%	2%	67%	20%
Peak Hour Factor		0.85			0.85			0.85			0.85	
Adjustment												
Adjusted 2022 Volumes	0	86	18	80	71	22	9	5	0	4	6	15
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701	3					37	16	9	1		21	
DCT Douglas Hills #2701 (Trucks)								10			22	
Strategic West Logistics #3515	5					69	16	6	1		25	
Strategic West Logistics #3515 (Trucks)						6	5	4			5	
JDA Factory Shoals		2										
JDA Factory Shoals (Trucks)												
Rock House Road (DSP)		9	3		37					11		
Rock House Road (DSP) (Trucks)		2	2		3					2		
2025 Background Traffic	8	103	24	84	114	135	46	34	2	17	79	16
2025 Background Heavy Vehicle %	2%	10%	10%	2%	11%	9%	22%	53%	2%	12%	39%	20%
Project Trips												
Trip Distribution IN	5%					30%					25%	
Trip Distribution OUT							25%	25%	5%			
Other Non-Residential Trips	6	0	0	0	0	33	23	23	5	0	28	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	6	0	0	0	0	33	23	23	5	0	28	0
2025 Buildout Total	14	103	24	84	114	168	69	57	7	17	107	16
2025 Buildout Heavy Vehicle %	**2%**	**10%**	**8%**	**2%**	**11%**	**7%**	**15%**	**32%**	**2%**	**12%**	**29%**	**20%**

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 2022 Traffic Volumes	0	56	4	13	86	0	4	5	0	32	3	76
Pedestrians		1			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		1	1		0
Heavy Vehicles	0	2	1	2	4	0	0	1	0	1	1	1
Heavy Vehicle %	0%	4%	25%	15%	5%	0%	2%	20%	0%	3%	33%	2%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2022 Volumes	0	56	4	13	86	0	4	5	0	32	3	76
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701	1					17	37	21	3		13	
DCT Douglas Hills #2701 (Trucks)								29			10	
Strategic West Logistics #3515	1					17	64	23	5		6	
Strategic West Logistics #3515 (Trucks)						8	8	6			7	
JDA Factory Shoals					2							
JDA Factory Shoals (Trucks)												
Rock House Road (DSP)		35	10		11					3		
Rock House Road (DSP) (Trucks)		3	3		4					3		
2025 Background Traffic	2	97	17	14	107	42	113	84	8	39	39	79
2025 Background Heavy Vehicle %	2%	5%	24%	15%	8%	19%	7%	43%	2%	10%	46%	2%
Project Trips												
Trip Distribution IN	5%					30%					25%	
Trip Distribution OUT							25%	25%	5%			
Non-Residential Trips	3	0	0	0	0	15	30	30	6	0	13	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	3	0	0	0	0	15	30	30	6	0	13	0
2025 Buildout Total	5	97	17	14	107	57	143	114	14	39	52	79
2025 Buildout Heavy Vehicle %	**2%**	**5%**	**24%**	**15%**	**8%**	**14%**	**6%**	**32%**	**2%**	**10%**	**35%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Factory Shoals Road @ Site Driveway A
AM PEAK HOUR

Description	Factory Shoals Road Northbound			Factory Shoals Road Southbound			Site Driveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	110	0	0	173	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	16	0	0	17	0	0	0	0	0	0	0
Heavy Vehicle %	0%	15%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.85			0.85			0.85			0.85	
Adjustment												
Adjusted 2022 Volumes	0	110	0	0	173	0	0	0	0	0	0	0
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701		16			37							
DCT Douglas Hills #2701 (Trucks)		0			0							
Strategic West Logistics #3515		16			69							
Strategic West Logistics #3515 (Trucks)		5			6							
JDA Factory Shoals		2			0							
JDA Factory Shoals (Trucks)		0			0							
Rock House Road (DSP)		9			37							
Rock House Road (DSP) (Trucks)		2			3							
2025 Background Traffic	0	165	0	0	333	0	0	0	0	0	0	0
2025 Background Heavy Vehicle %	0%	14%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN					30%	25%						
Trip Distribution OUT		25%					30%					
Other Non-Residential Trips	0	23	0	0	33	28	27	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	23	0	0	33	28	27	0	0	0	0	0
2025 Buildout Total	0	188	0	0	366	28	27	0	0	0	0	0
2025 Buildout Heavy Vehicle %	**0%**	**13%**	**0%**	**0%**	**7%**	**2%**	**2%**	**0%**	**0%**	**0%**	**0%**	**0%**

PM PEAK HOUR

Description	Factory Shoals Road Northbound			Factory Shoals Road Southbound			Site Driveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	136	0	0	99	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2022 Volumes	0	136	0	0	99	0	0	0	0	0	0	0
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701		37			17							
DCT Douglas Hills #2701 (Trucks)		0			0							
Strategic West Logistics #3515		64			17							
Strategic West Logistics #3515 (Trucks)		8			8							
JDA Factory Shoals		0			2							
JDA Factory Shoals (Trucks)		0			0							
Rock House Road (DSP)		35			11							
Rock House Road (DSP) (Trucks)		3			4							
2025 Background Traffic	0	289	0	0	163	0	0	0	0	0	0	0
2025 Background Heavy Vehicle %	0%	5%	0%	0%	11%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN					30%	25%						
Trip Distribution OUT		25%					30%					
Non-Residential Trips	0	30	0	0	15	13	36	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	30	0	0	15	13	36	0	0	0	0	0
2025 Buildout Total	0	319	0	0	178	13	36	0	0	0	0	0
2025 Buildout Heavy Vehicle %	**0%**	**4%**	**0%**	**0%**	**10%**	**2%**	**2%**	**0%**	**0%**	**0%**	**0%**	**0%**

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Factory Shoals Road @ Site Driveway B
AM PEAK HOUR

Description	Factory Shoals Road Northbound			Factory Shoals Road Southbound			Site Driveway B Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	110	0	0	173	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	16	0	0	17	0	0	0	0	0	0	0
Heavy Vehicle %	0%	15%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.85			0.85			0.85			0.85	
Adjustment												
Adjusted 2022 Volumes	0	110	0	0	173	0	0	0	0	0	0	0
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701		16			37							
DCT Douglas Hills #2701 (Trucks)		0			0							
Strategic West Logistics #3515		16			69							
Strategic West Logistics #3515 (Trucks)		5			6							
JDA Factory Shoals		2			0							
JDA Factory Shoals (Trucks)		0			0							
Rock House Road (DSP)		9			37							
Rock House Road (DSP) (Trucks)		2			3							
2025 Background Traffic	0	165	0	0	333	0	0	0	0	0	0	0
2025 Background Heavy Vehicle %	0%	14%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN					30%							
Trip Distribution OUT		25%										
Other Non-Residential Trips	0	23	0	0	33	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	23	0	0	33	0	0	0	0	0	0	0
2025 Buildout Total	0	188	0	0	366	0	0	0	0	0	0	0
2025 Buildout Heavy Vehicle %	**0%**	**13%**	**0%**	**0%**	**7%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**

PM PEAK HOUR

Description	Factory Shoals Road Northbound			Factory Shoals Road Southbound			Site Driveway B Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	136	0	0	99	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2022 Volumes	0	136	0	0	99	0	0	0	0	0	0	0
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701		37			17							
DCT Douglas Hills #2701 (Trucks)		0			0							
Strategic West Logistics #3515		64			17							
Strategic West Logistics #3515 (Trucks)		8			8							
JDA Factory Shoals		0			2							
JDA Factory Shoals (Trucks)		0			0							
Rock House Road (DSP)		35			11							
Rock House Road (DSP) (Trucks)		3			4							
2025 Background Traffic	0	289	0	0	163	0	0	0	0	0	0	0
2025 Background Heavy Vehicle %	0%	5%	0%	0%	11%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN					30%							
Trip Distribution OUT		25%										
Non-Residential Trips	0	30	0	0	15	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	30	0	0	15	0	0	0	0	0	0	0
2025 Buildout Total	0	319	0	0	178	0	0	0	0	0	0	0
2025 Buildout Heavy Vehicle %	**0%**	**4%**	**0%**	**0%**	**10%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Douglas Hill Road @ Private Driveway / Site Driveway C

AM PEAK HOUR

Description	Private Driveway Northbound			Site Driveway C Southbound			Douglas Hill Road Eastbound			Douglas Hill Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	14	0	0	28	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	9	0	0	10	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	64%	0%	0%	36%	0%
Peak Hour Factor		0.85			0.85			0.85			0.85	
Adjustment												
Adjusted 2022 Volumes	0	0	0	0	0	0	0	14	0	0	28	0
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701								27			61	
DCT Douglas Hills #2701 (Trucks)								10			22	
Strategic West Logistics #3515								23			99	
Strategic West Logistics #3515 (Trucks)								9			11	
JDA Factory Shoals												
JDA Factory Shoals (Trucks)												
Rock House Road (DSP)												
Rock House Road (DSP) (Trucks)												
2025 Background Traffic	0	0	0	0	0	0	0	84	0	0	222	0
2025 Background Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	20%	0%
Project Trips												
Trip Distribution IN												60%
Trip Distribution OUT				55%								
Other Non-Residential Trips	0	0	0	50	0	0	0	0	0	0	0	67
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	50	0	0	0	0	0	0	0	67
2025 Buildout Total	0	0	0	50	0	0	0	84	0	0	222	67
2025 Buildout Heavy Vehicle %	**0%**	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**34%**	**0%**	**0%**	**20%**	**2%**

PM PEAK HOUR

Description	Private Driveway Northbound			Site Driveway C Southbound			Douglas Hill Road Eastbound			Douglas Hill Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	9	0	0	3	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	33%	0%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2022 Volumes	0	0	0	0	0	0	0	9	0	0	3	0
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701								61			28	
DCT Douglas Hills #2701 (Trucks)								29			13	
Strategic West Logistics #3515								91			24	
Strategic West Logistics #3515 (Trucks)								14			15	
JDA Factory Shoals												
JDA Factory Shoals (Trucks)												
Rock House Road (DSP)												
Rock House Road (DSP) (Trucks)												
2025 Background Traffic	0	0	0	0	0	0	0	204	0	0	83	0
2025 Background Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%	35%	0%
Project Trips												
Trip Distribution IN												60%
Trip Distribution OUT				55%								
Non-Residential Trips	0	0	0	65	0	0	0	0	0	0	0	31
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	65	0	0	0	0	0	0	0	31
2025 Buildout Total	0	0	0	65	0	0	0	204	0	0	83	31
2025 Buildout Heavy Vehicle %	**0%**	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**22%**	**0%**	**0%**	**35%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

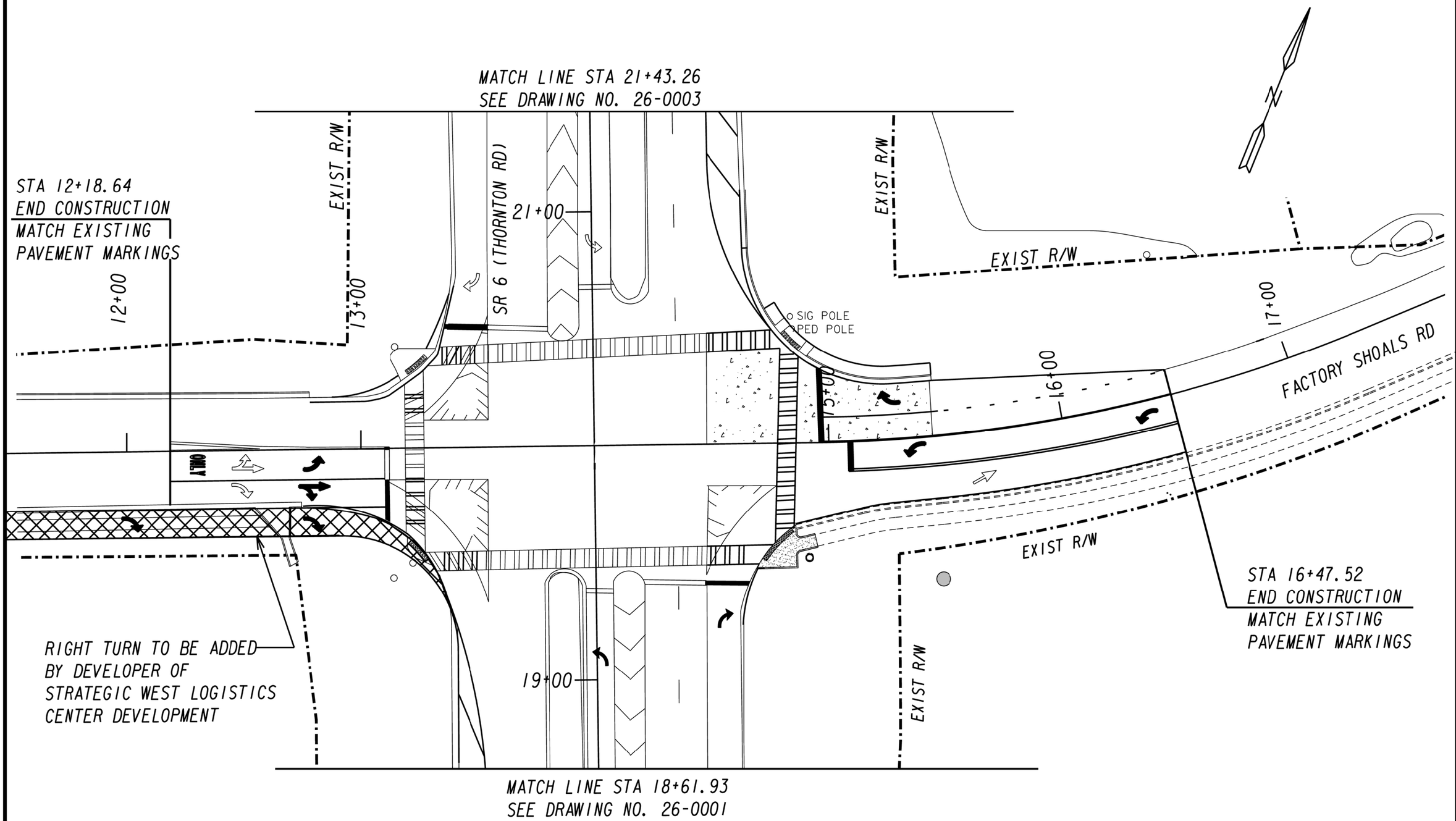
Intersection #8: Trae Lane/Site Driveway D / Trae Lane @ Site Driveway E
AM PEAK HOUR

Description	Trae Lane/Site Driveway D Northbound			Trae Lane Southbound			Eastbound			Site Driveway E Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2022 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701												
DCT Douglas Hills #2701 (Truck)												
Strategic West Logistics #3515												
Strategic West Logistics #3515 (Truck)												
JDA Factory Shoals												
JDA Factory Shoals (Truck)												
Rock House Road (DSP)												
Rock House Road (DSP) (Truck)												
2025 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2025 Background Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN				10%	5%							
Trip Distribution OUT		5%										10%
Other Non-Residential Trips	0	5	0	11	6	0	0	0	0	0	0	9
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	5	0	11	6	0	0	0	0	0	0	9
2025 Buildout Total	0	5	0	11	6	0	0	0	0	0	0	9
2025 Buildout Heavy Vehicle %	**0%**	**2%**	**0%**	**2%**	**2%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**2%**

PM PEAK HOUR

Description	Trae Lane/Site Driveway D Northbound			Trae Lane Southbound			Eastbound			Site Driveway E Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2022 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
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	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
DCT Douglas Hills #2701												
DCT Douglas Hills #2701 (Truck)												
Strategic West Logistics #3515												
Strategic West Logistics #3515 (Truck)												
JDA Factory Shoals												
JDA Factory Shoals (Truck)												
Rock House Road (DSP)												
Rock House Road (DSP) (Truck)												
2025 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2025 Background Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN				10%	5%							
Trip Distribution OUT		5%										10%
Non-Residential Trips	0	6	0	5	3	0	0	0	0	0	0	12
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	6	0	5	3	0	0	0	0	0	0	12
2025 Buildout Total	0	6	0	5	3	0	0	0	0	0	0	12
2025 Buildout Heavy Vehicle %	**0%**	**2%**	**0%**	**2%**	**2%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**2%**

Programmed Project Fact Sheets



DOUGLAS COUNTY
GEORGIA

SCALE IN FEET
0 20 40 80

REVISION DATES

PAVEMENT MARKING PLAN
SR 6 (THORNTON RD) AT FACTORY SHOALS RD
INTERSECTION IMPROVEMENT

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		26-0002
VERIFIED:		DATE:		