Transportation Analysis

Rock House Road Data Center
Site DRI #4078
AKA Project Lighthouse

Douglas County, Georgia

November 2023

Prepared for:

Taylor & Mathis

Prepared by:

Kimley-Horn and Associates, Inc.
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Rock House Road Data Center Site (AKA Project Lighthouse)* located in unincorporated Douglas County, Georgia. The approximate 117.0-acre site is located along Rock House Road. The site is currently vacant.

The site was previously reviewed as the Rock House Road Site DRI #3939 in June 2023. The project analyzed 898,000 SF of industrial warehouse space in two (2) buildings. The Atlanta Regional Commission (ARC) Final Report was issued on June 28, 2023, and the Georgia Regional Transportation Authority (GRTA) Notice of Decision was issued on June 21, 2023. Upon review of the proposed data center site plan, ARC determined that a new DRI review would be required for the proposed data center use, based on a change in the proposed land use type and an increase in density from the previously reviewed DRI.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2028 (approximately 5 years).

Table 1: Proposed Land Use and Density	
Data Center	1,465,000 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 GRTA Letter of Understanding (dated October 24, 2023).

Capacity analyses were performed for the study intersections under the Existing 2023 conditions, the Projected 2028 No-Build conditions, and the Projected 2028 Build conditions.

- Existing 2023 conditions represent current traffic volumes that were collected in April of 2023. (Note: Traffic count methodology was outlined in the Methodology Meeting Packet).
- Projected 2028 No-Build conditions represent the Existing 2023 traffic volumes grown for five (5) 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 DRI #3515* development, the *JDA Factory Shoals* development, the *Rock House Road Site (DSP)* development, and the *T5 ATL III Data Center DRI #3747* development.
- Projected 2028 Build conditions represent the Projected 2028 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Rock House Road Data Center Site*.

No-Build 2028 (System Improvements)

The signalized intersection of Thornton Road (SR 6) at Factory Shoals Road (Intersection 1) is projected to operate at an acceptable overall LOS during the AM peak hour under the Existing 2023 Conditions and Projected 2028 No-Build Conditions. The remaining scenarios for Intersection 1 are all projected to operate at a failing overall LOS. Additionally, the eastbound and westbound approaches operate at LOS F under the AM and PM peak hours of the Existing 2023 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. GDOT has a currently programmed quick response project at Intersection 1 to be implemented prior to the build-out of the development. The project calls for the addition of an eastbound exclusive left-turn lane and an eastbound exclusive through lanes and the addition of an exclusive westbound left-turn lane. The Quick Response laneage was included in the 2028 No-Build and 2028 Build scenarios (shown in green on **Figure 9** and **Figure 10).**

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 2028 No-Build and 2028 Build conditions, Kimley-Horn recommends the following system improvements in addition to the programmed Quick Response project (shown in red on **Figure 9** and **Figure 10):**

- Thornton Road (SR 6) at Factory Shoals Road (Intersection 1)
  - Construct an exclusive westbound right-turn lane so that the westbound approach of Factory Shoals Road consists of one (1) exclusive left-turn lane, one (1) exclusive through-lane, and one (1) exclusive right-turn lane.
  - Consider converting the southbound left-turn movement from protected-only phasing to protected/permissive phasing, pending GDOT approval.

Build 2028 (Site Access Improvements)

In order to serve the *Rock House Road Data Center Site*, the following improvements are recommended:

- Construct a driveway along Rock House Road with one (1) lane entering the site and two (2) lanes exiting the site.
- Provide a southbound right-turn deceleration lane and a northbound left-turn deceleration lane along Rock House Road entering the development.
- Improve/pave Echo Road and construct a secondary driveway with one (1) lane entering the site and one (1) lane exiting the site.
- Improve Rock House Road to an industrial roadway cross-section for approximately 1,700 feet between Site Driveway A and where the industrial cross-section (curb, gutter, and sidewalk) ends to the south (380 feet south of Echo Road).

Thornton Road (SR 6) at Factory Shoals Road (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Thornton Road (SR 6)			Thornton Road (SR 6)			Factory Shoals Road			Factory Shoals Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (27.2)											
		Approach LOS	B (16.6)			C (21.7)			F (85.8)			E (73.2)		
		Storage	275		150	300		175	300		300	175		175
		50th Queue	40	199	13	139	752	82	174	97	0	98	70	0
		95th Queue	82	263	44	189	855	140	297	161	0	166	124	60
	PM	Overall LOS	D (49.9)											
		Approach LOS	D (46.2)			C (32.2)			F (84.2)			E (67.6)		
		Storage	275		150	300		175	300		300	175		175
		50th Queue	9	463	15	95	297	21	470	94	0	92	35	424
		95th Queue	13	1138	69	229	436	68	706	150	0	152	69	642
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (31.1)											
		Approach LOS	B (16.7)			C (22.6)			F (120.0)			F (73.5)		
		Storage	275		150	300		175	300		300	175		175
		50th Queue	40	203	14	142	777	102	230	102	0	98	75	0
		95th Queue	82	267	45	192	883	168	412	166	0	166	132	60
	PM	Overall LOS	D (54.4)											
		Approach LOS	D (47.0)			C (32.6)			F (110.5)			E (67.6)		
		Storage	275		150	300		175	300		300	175		175
		50th Queue	9	595	15	95	300	26	602	98	0	92	37	425
		95th Queue	12	1151	68	229	444	79	834	156	0	152	72	644

It should be noted that per GRTA's DRI guidelines, an improvement should be considered if an approach operates at a failing LOS, even if the overall intersection operates acceptably. Although the eastbound and westbound approaches are projected to operate at LOS E or F, no feasible improvements exist, as the failing LOS is due to the existing signal timing. Thornton Road (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. Therefore, no additional off-site improvements are recommended.

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
1. Thornton Road (SR 6) at Factory Shoals Road	EBL*	300	374 / 1005 (50^{th}) 547 / 1240 (95^{th})	*No-Build (System Improvement):* Consider extending the eastbound left-turn lane storage.
4. Thornton Road (SR 6) at Riverside Parkway	NBL*	375	145 / 349 (50^{th}) 292 / 459 (95^{th})	*No-Build (System Improvement):* Consider extending the northbound left-turn lane storage.
4. Thornton Road (SR 6) at Riverside Parkway	SBR*	125	15 / 99 (50^{th}) 21 / 183 (95^{th})	*No-Build (System Improvement):* A GDOT quick response project is programmed to extend the southbound right-turn lane.
4. Thornton Road (SR 6) at Riverside Parkway	EBL	250	94 / 150 (50^{th}) 149 / 288 (95^{th})	Consider extending the eastbound left-turn lane storage.

**Exceeds available storage in Existing 2023 conditions*

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 *Rock House Road Data Center Site (AKA Project Lighthouse)* located in unincorporated Douglas County, Georgia. The approximate 117.0-acre site is located along Rock House Road. The project site is currently zoned R-A (Residential Agricultural), PSP (Public Semi-Public), and LI-R (Restricted Light Industrial). The site is proposed to be rezoned to LI (Light Industrial), and the rezoning application was filed on March 6, 2023. **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 was previously reviewed as the Rock House Road Site DRI #3939 in June 2023. The project analyzed 898,000 SF of industrial warehouse space in two (2) buildings. The Atlanta Regional Commission (ARC) Final Report was issued on June 28, 2023, and the Georgia Regional Transportation Authority (GRTA) Notice of Decision was issued on June 21, 2023. Upon review of the proposed data center site plan, ARC determined that a new DRI review would be required for the proposed data center use, based on a change in the proposed land use type and an increase in density from the previously reviewed DRI.

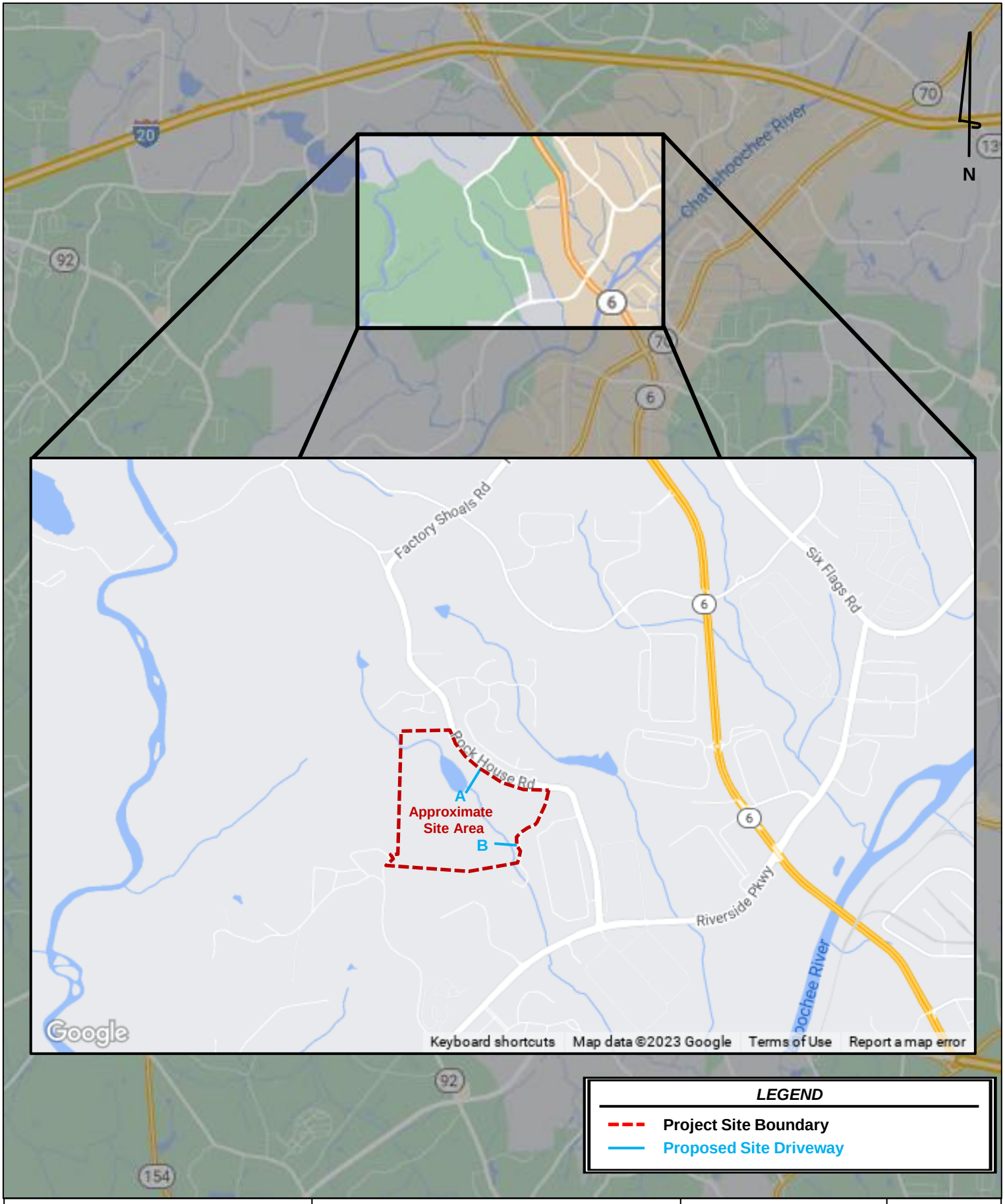
The site is currently undeveloped. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2028 (approximately 5 years).

Table 2: Proposed Land Use and Density

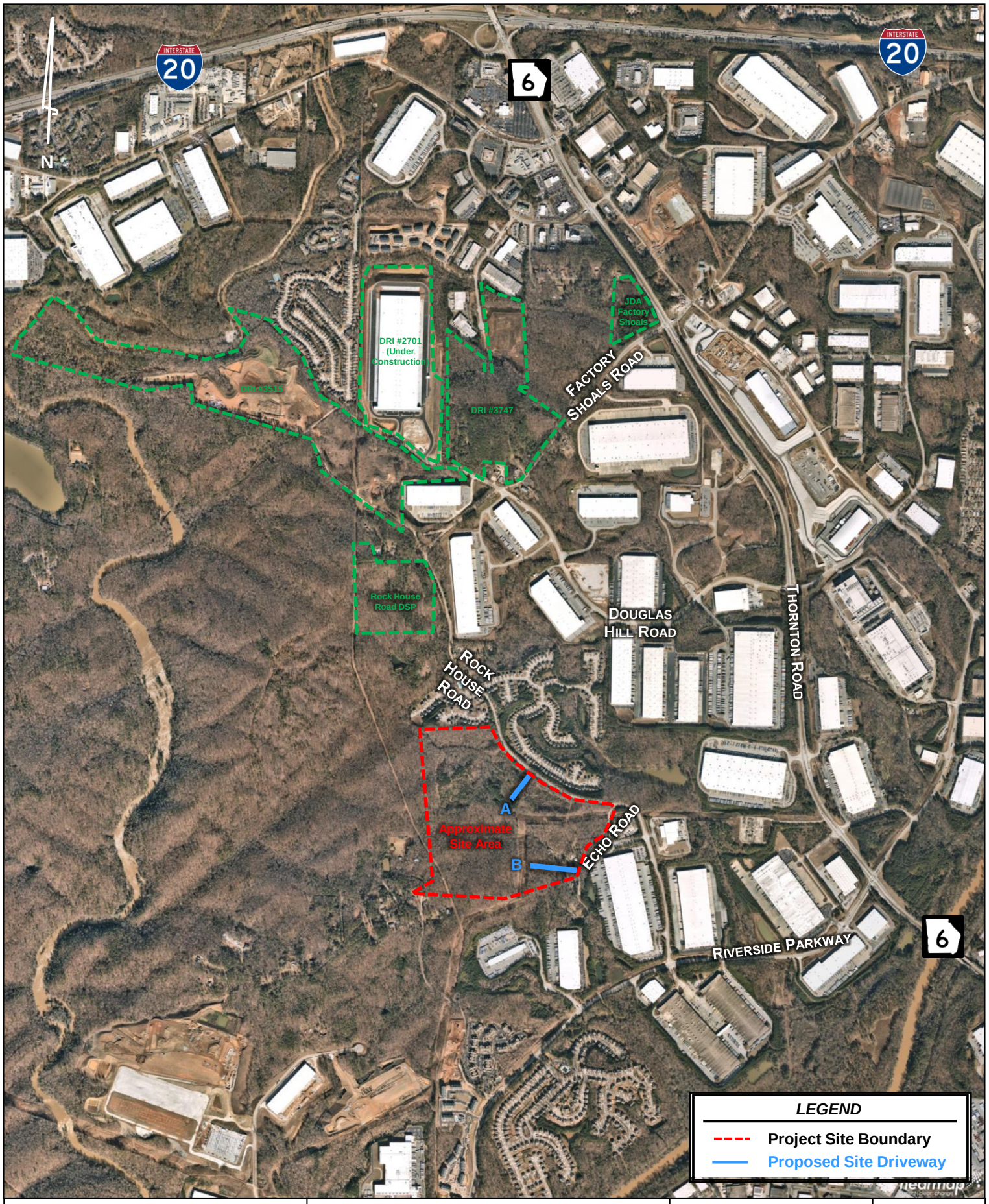
Land Use	Proposed
Data Center	1,465,000 SF

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 GRTA and ARC review due to the project size exceeding 500,000 SF of data center/industrial warehouse space. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on September 27, 2023, 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 October 24, 2023.



Kimley»Horn	***Rock House Road Data Center*** ***Site DRI #4078*** ***Transportation Analysis***	**Site Location Map**	**Figure 1** **Page 6**



Kimley»Horn	***Rock House Road Data Center Site DRI #4078 Transportation Analysis***	**Site Aerial**	**Figure 2**
			Page 7

1.2 Site Access

As currently envisioned, the proposed development will be accessible via two (2) new access points:

1. **Site Driveway A** – a proposed, gated, full-movement driveway located along Rock House Road that will operate under side-street stop control. Site Driveway A will provide vehicular access to all buildings in the development. Site Driveway A will serve as the main driveway of the development. Site Driveway A is located approximately 1,330 feet north of Echo Road.
2. **Site Driveway B** – a proposed, gated, full-movement driveway located along Echo Road that will operate under side-street stop control. Site Driveway B will provide vehicular access to all buildings in the development. Site Driveway B will serve as the secondary driveway of the development, and is intended for emergency and overflow access, as needed.

1.3 Internal Circulation Analysis

Internal, private roadways after the security checkpoint throughout the site provide access to the buildings and parking facilities. See referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the development.

1.4 Parking

The current number of total site parking spaces to be provided are listed below in **Table 3**.

Table 3: Proposed Parking

Land Use	Required	Proposed
Data Center	301 spaces	301 spaces

Additional parking details are provided on the proposed site plan in **Appendix A**.

1.5 Alternative Transportation Facilities

There are no dedicated pedestrian or bicycle facilities along the site frontage. Similarly, there are no transit stops in the vicinity of the site. Douglas County currently has plans for a multiuse path along Rock House Road to Sweetwater Creek State Park.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Rock House Road Data Center Site* does not qualify for a “Dense Urban Environment Enhanced Focus Area” review, due to its location in Douglas County.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA Development of Regional Impact Review Procedures, the *Rock House Road Data Center Site* 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 *Rock House Road Data Center Site*.

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 4** and shown visually in **Figure 3**.

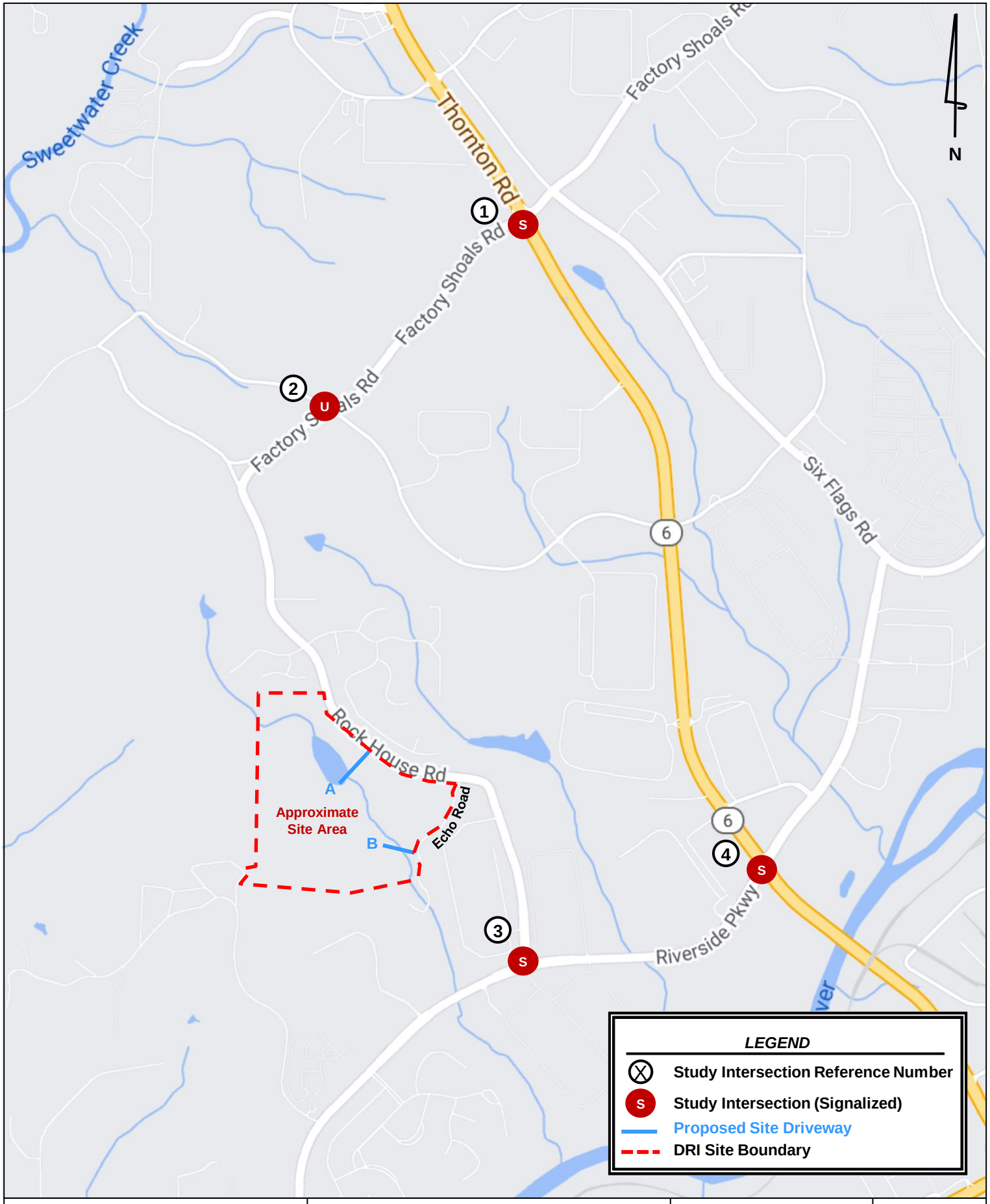
Table 4: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Thornton Road (SR 6) at Factory Shoals Road	GDOT	Signalized
2. Factory Shoals Road at Douglas Hill Road	Douglas County	Unsignalized (AWSC)
3. Riverside Parkway at Rock House Road/Private Driveway	Douglas County	Signalized
4. Thornton Road (SR 6) at Riverside Parkway	GDOT	Signalized

Note: AWSC = All 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 5** (bolded roadways are adjacent to the site).

Table 5: Roadway Classifications				
Roadway	**Lanes**	**Posted Speed Limit**	**AADT (GDOT, 2019)**	**GDOT Functional Classification**
Rock House Road	**2**	**35 MPH**	**-**	**Local**
Echo Road	**2**	**25 MPH**	**-**	**Local**
Douglas Hill Road	2	35 MPH	-	Local
Thornton Road (SR 6)	4	55 MPH	34,100	Principal Arterial
Factory Shoals Road	2	35 MPH	1,130	Local
Riverside Parkway	2	45 MPH	6,030	Minor Arterial



Kimley»Horn	***Rock House Road Data Center Site DRI #4078 Transportation Analysis***	**Study Intersections**	**Figure 3**
			Page 10

2.3 Traffic Data Collection and Calibration

Traffic counts were collected at all four (4) existing study intersections on Wednesday, April 12, 2023. 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 6**.

Table 6: Traffic Count Summary

Intersection		Count Date	AM Peak Hour	PM Peak Hour
1.	Thornton Road (SR 6) at Factory Shoals Road	04/2023	6:45 AM – 7:45 AM	4:00 PM – 5:00 PM
2.	Factory Shoals Road at Douglas Hill Road	04/2023	7:45 AM – 8:45 AM	4:15 PM – 5:15 PM
3.	Riverside Parkway at Rock House Road	04/2023	6:45 AM – 7:45 AM	5:00 PM – 6:00 PM
4.	Thornton Road (SR 6) at Riverside Parkway	04/2023	6:45 AM – 7:45 AM	4:15 PM – 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 *Rock House Road Data Center Site*. 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 2023 to 2028 (5 years) was used for all roadways.

The Projected 2028 No-Build conditions represent the Existing 2023 traffic volumes grown for five (5) years at 1.5% per year throughout the study network, plus project trips associated with the *DCT Douglas Hill Distribution Center DRI #2701* development, the *Strategic West Logistics Center IV DRI #3515* development, the *JDA Factory Shoals* development, the *Rock House Road Site (DSP)* development, and the *T5 ATL III Data Center DRI #3747* development.

The Projected 2028 Build conditions represent the project trips generated by the *Rock House Road Data Center Site* (discussed in Section 3.0 and 4.0) added to the Projected 2028 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 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 7** are programmed or planned to occur near the development.

Table 7: 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
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
Installation of RT and LT Lane on Factory Shoals Road @ Thornton Road (SR 6)	Single Intersection	GDOT	S015666	N/A	N/A	N/A	2022
I-20 West Express Lanes	I-285 West/ SR 92	GDOT	0013916	AR-ML-800	2040	-	-
SR 70 Streetscape (Sidewalk) Enhancements	Lakeview Court (CR 7549) to Westpark Place (CR 2036)	GDOT	0017995	N/A	2021	2026	2026
SR 70 at Cascade Road	Single Intersection	GDOT	0018185	N/A	2023	2026	2026
SR 70 at Westpark Place (CR 2036)	Single Intersection	GDOT	0019647	N/A	2023	N/A	N/A
SR 70 at Bucknell Drive (CR 1283)	Single Intersection	GDOT	0019648	N/A	2023	N/A	N/A
SR 70 at Great Southwest Parkway (CR 1277)	Single Intersection	GDOT	0019649	N/A	2023	N/A	N/A

**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 two currently programmed quick response projects (highlighted in yellow) to be implemented prior to the build-out of the development. The Thornton Road (SR 6) at Factory Shoals Road project calls for the addition of eastbound exclusive left and exclusive through lanes, and the reconfiguring of the westbound lanes to an exclusive left-turn lane and a shared through/right-turn lane. The Thornton Road (SR 6) at Riverside Parkway project calls for the widening of three corner radii at the intersection and the expansion of the length of the northbound and southbound right-turn storage lanes along Thornton Road (SR 6). The remaining non-highlighted projects are not yet funded, beyond the build-out year of the proposed development, or are not anticipated to affect the study network. Available fact sheets and concept graphic 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*.

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, 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 8 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Rock House Road Data Center Site*.

Table 8: Trip Generation								
Land Use	**Density**	**Daily Traffic**			**AM Peak Hour**		**PM Peak Hour**	
		Total	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
160 – Data Center	1,465,000 SF	1,450	725	725	102	83	47	109
Gross Project Trips		**1,450**	**725**	**725**	**102**	**83**	**47**	**109**
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		**1,450**	**725**	**725**	**102**	**83**	**47**	**109**

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 are shown in **Figure** 4 and **Figure 5.** 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 6** and **Figure 7**.

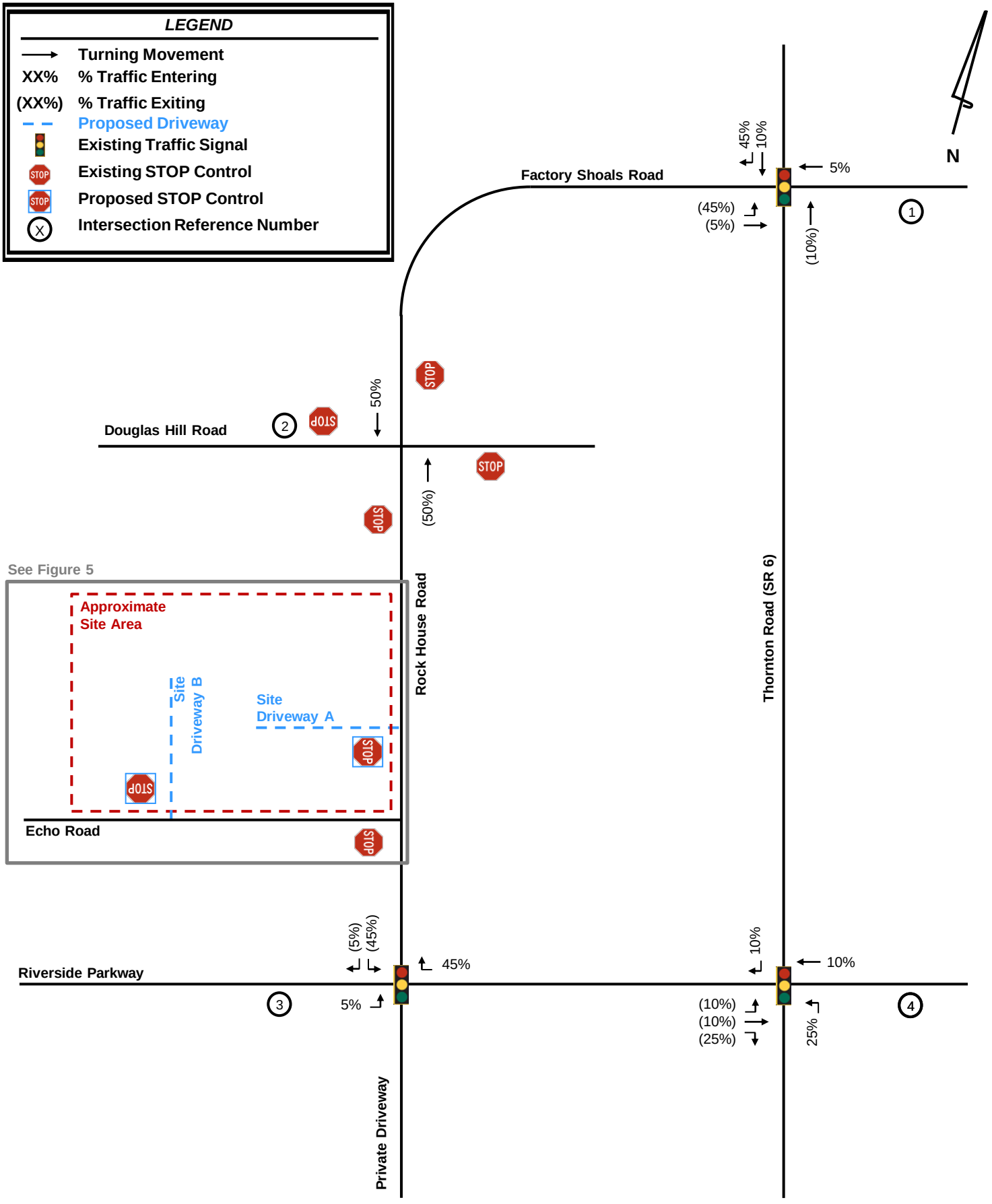
Detailed intersection volume worksheets are provided in **Appendix C**.

5.0 TRAFFIC ANALYSIS

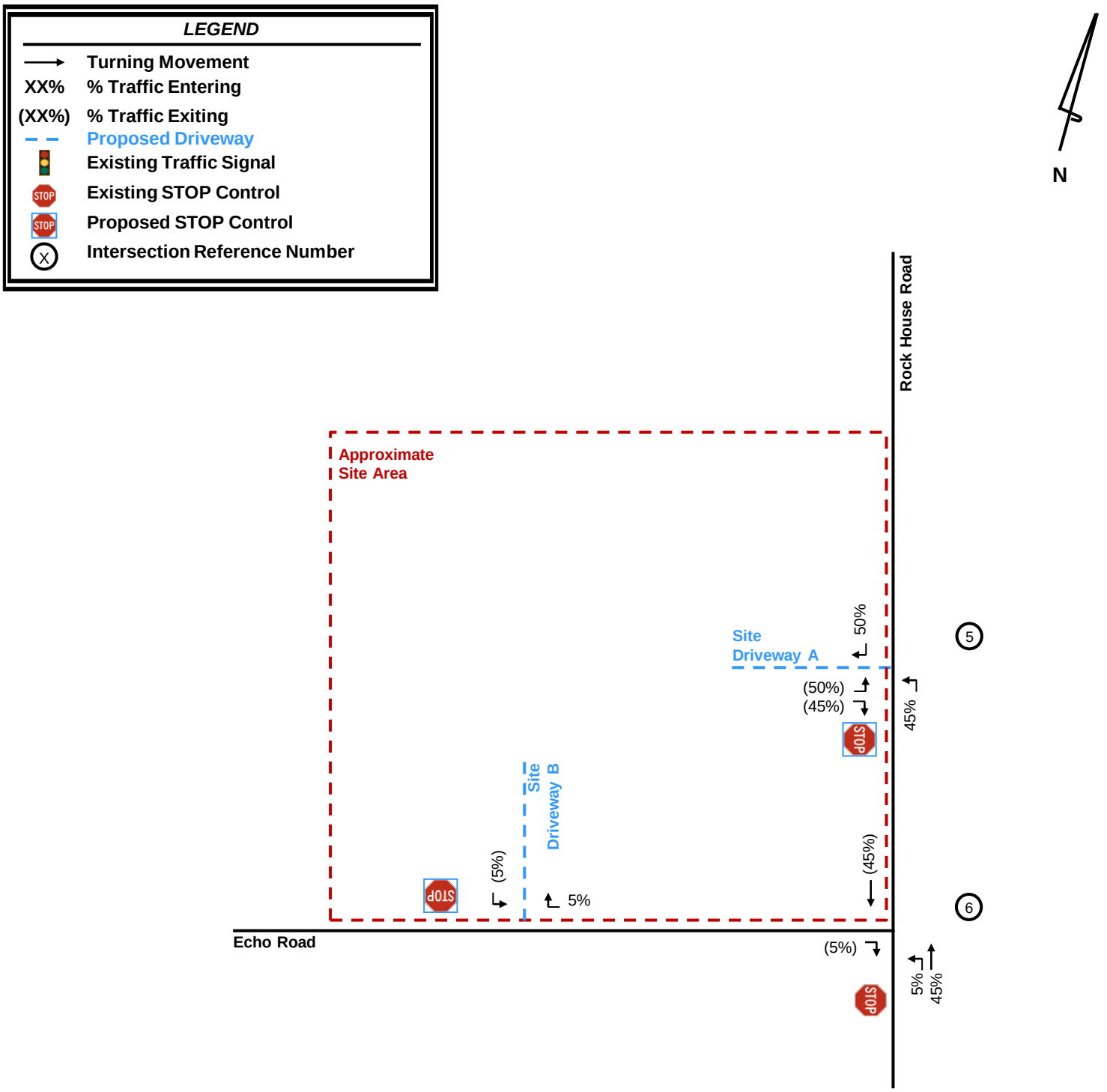
Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under the Existing 2023 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* 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 8** for Existing 2023 conditions, **Figure 9** for Projected 2028 No-Build conditions, and **Figure 10** and **Figure 11** for Projected 2028 Build conditions.

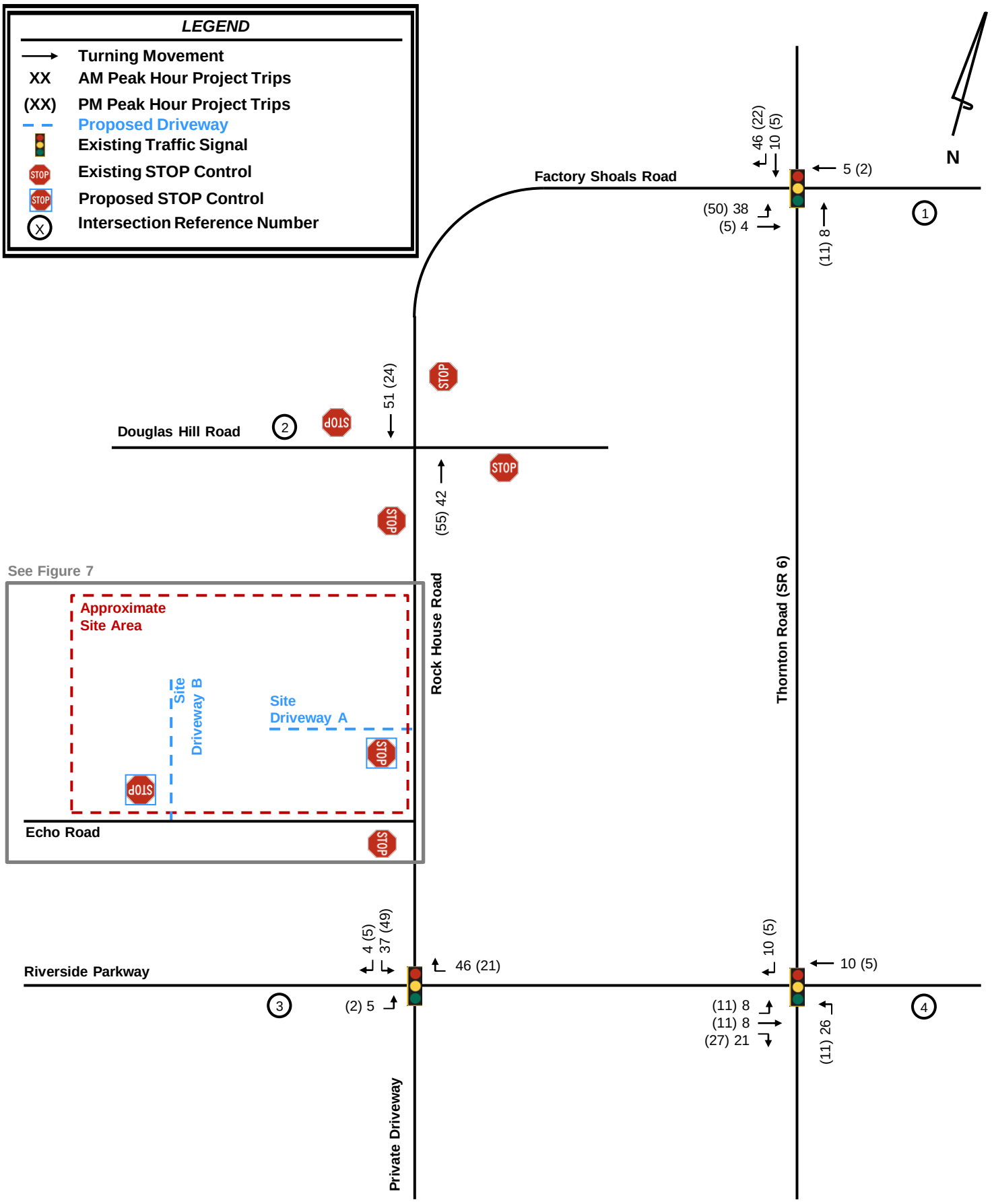
Sections 5.1 – 5.6 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.



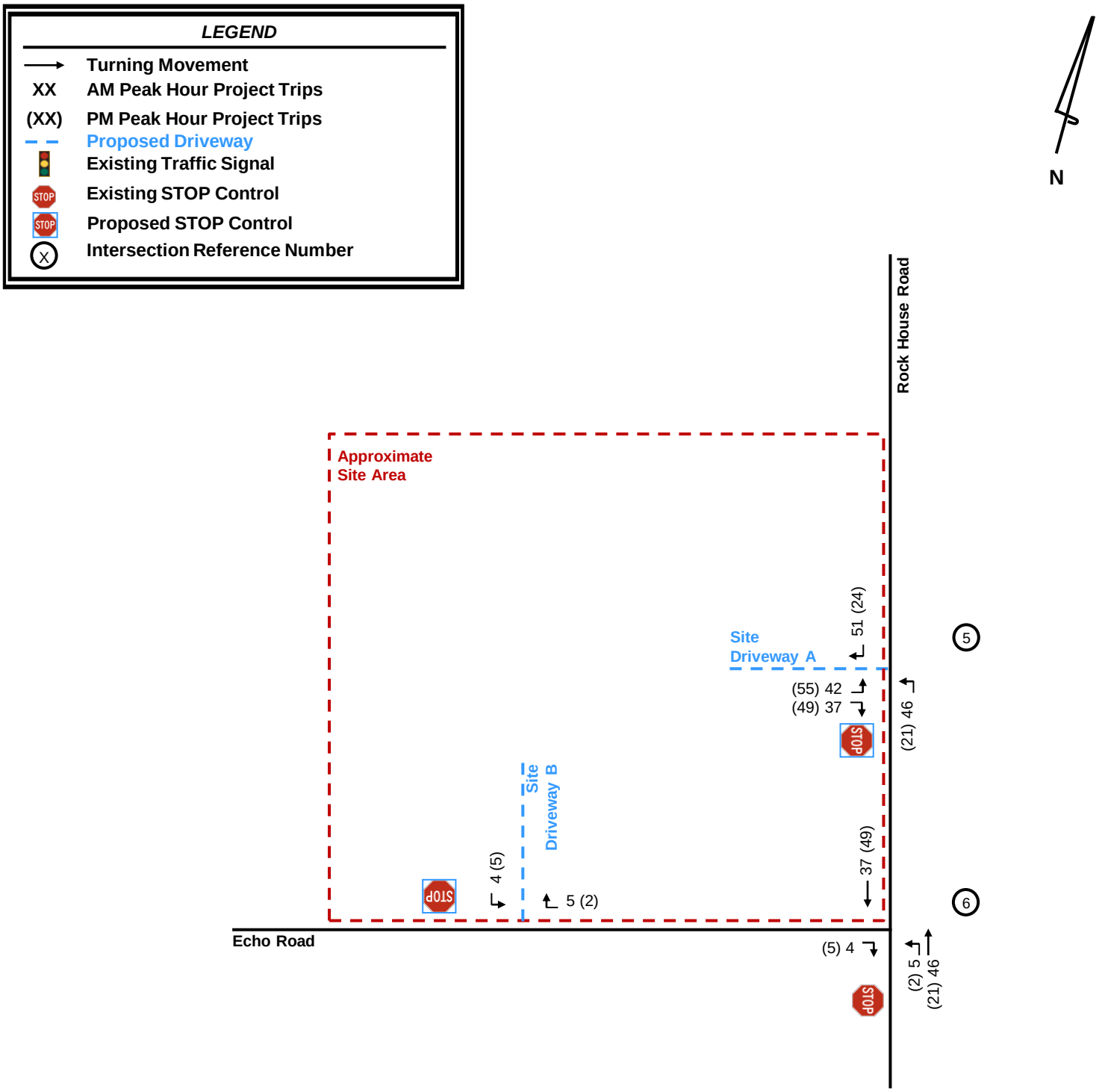
Kimley»Horn	*Rock House Road Data Center* *Site DRI #4078* *Transportation Analysis*	**Trip Distribution & Assignment**	**Figure 4** **Page 15**



Kimley»Horn	*Rock House Road Data Center* *Site DRI #4078* *Transportation Analysis*	Site Trip Distribution & Assignment	Figure 5 Page 16



Kimley»Horn	*Rock House Road Data Center* *Site DRI #4078* *Transportation Analysis*	**Project Trips**	**Figure 6** **Page 17**



Kimley»Horn	*Rock House Road Data Center* *Site DRI #4078* *Transportation Analysis*	Site Project Trips	Figure 7
			Page 18

5.1 Thornton Road (SR 6) at Factory Shoals Road (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			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 (SIGNAL)	AM	Overall LOS	D (38.1)											
		Approach LOS	B (18.4)			C (26.1)			F (85.8)			F ($)		
		Storage	275		150	300		175			300			
		50th Queue	23	135	1	313	535	18		141	0		353	
		95th Queue	48	166	15	401	613	43		287	0		540	
	PM	Overall LOS	E (69.1)											
		Approach LOS	D (36.9)			D (35.0)			F ($)			F (121.9)		
		Storage	275		150	300		175			300			
		50th Queue	5	311	11	133	242	5		434	0		928	
		95th Queue	9	374	40	277	363	33		628	0		1181	
NO-BUILD (SIGNAL)	AM	Overall LOS	D (49.7)											
		Approach LOS	C (20.8)			C (26.7)			F ($)			F (90.8)		
		Storage	275		150	300		175	300		300	175		
		50th Queue	36	149	3	336	638	55	278	97	0	98	149	
		95th Queue	64	186	24	432	731	102	437	163	0	194	287	
	PM	Overall LOS	F ($)											
		Approach LOS	D (43.2)			D (37.1)			F ($)			F (96.8)		
		Storage	275		150	300		175	300		300	175		
		50th Queue	9	313	13	157	272	16	880	98	0	96	549	
		95th Queue	13	492	60	303	407	59	1108	156	0	159	796	
BUILD (SIGNAL)	AM	Overall LOS	E (68.5)											
		Approach LOS	C (20.8)			C (27.2)			F ($)			F (94.1)		
		Storage	275		150	300		175	300		300	175		
		50th Queue	35	153	3	336	662	67	374	102	0	98	159	
		95th Queue	64	191	23	432	758	124	547	168	0	198	306	
	PM	Overall LOS	F ($)											
		Approach LOS	D (43.8)			D (37.4)			F ($)			F (97.8)		
		Storage	275		150	300		175	300		300	175		
		50th Queue	9	948	11	157	274	20	1005	103	0	96	555	
		95th Queue	12	406	39	303	415	67	1240	163	0	159	803	

$ - Delay exceeds 200 seconds

The signalized intersection of Thornton Road (SR 6) at Factory Shoals Road (Intersection 1) is projected to operate at an acceptable overall LOS during the AM peak hour under the Existing 2023 Conditions and Projected 2028 No-Build Conditions. The remaining scenarios are all projected to operate at a failing overall LOS. Additionally, the eastbound and westbound approaches operate at LOS F under the AM and PM peak hours of the Existing 2023 conditions, Projected 2028 No-Build conditions, and Projected 2028 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 an eastbound exclusive left-turn lane and an eastbound exclusive through lanes and the addition of an exclusive westbound left-turn lane. The Quick Response laneage was included in the 2028 No-Build and 2028 Build scenarios (shown in green on **Figure 9** and **Figure 10**).

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 2028 No-Build and 2028 Build conditions, Kimley-Horn recommends the following system improvements in addition to the programmed Quick Response project (shown in red on **Figure 9** and **Figure 10):**

- Thornton Road (SR 6) at Factory Shoals Road (Intersection 1)
  - Construct an exclusive westbound right-turn lane so that the westbound approach of Factory Shoals Road consists of one (1) exclusive left-turn lane, one (1) exclusive through-lane, and one (1) exclusive right-turn lane.
  - Consider converting the southbound left-turn movement from protected-only phasing to protected/permissive phasing, pending GDOT approval.

The analysis results shown in the table below are for the improved conditions at Thornton Road (SR 6) at Factory Shoals Road (Intersection 1), which assume the noted geometric changes.

Overall LOS Standard: D Approach LOS Standard: D			Thornton Road (SR 6)			Thornton Road (SR 6)			Factory Shoals Road			Factory Shoals Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	C (27.2)											
		Approach LOS	B (16.6)			C (21.7)			F (85.8)			E (73.2)		
		Storage	275		150	300		175	300		300	175		175
		50th Queue	40	199	13	139	752	82	174	97	0	98	70	0
		95th Queue	82	263	44	189	855	140	297	161	0	166	124	60
	PM	Overall LOS	D (49.9)											
		Approach LOS	D (46.2)			C (32.2)			F (84.2)			E (67.6)		
		Storage	275		150	300		175	300		300	175		175
		50th Queue	9	463	15	95	297	21	470	94	0	92	35	424
		95th Queue	13	1138	69	229	436	68	706	150	0	152	69	642
BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	C (31.1)											
		Approach LOS	B (16.7)			C (22.6)			F (120.0)			F (73.5)		
		Storage	275		150	300		175	300		300	175		175
		50th Queue	40	203	14	142	777	102	230	102	0	98	75	0
		95th Queue	82	267	45	192	883	168	412	166	0	166	132	60
	PM	Overall LOS	D (54.4)											
		Approach LOS	D (47.0)			C (32.6)			F (110.5)			E (67.6)		
		Storage	275		150	300		175	300		300	175		175
		50th Queue	9	595	15	95	300	26	602	98	0	92	37	425
		95th Queue	12	1151	68	229	444	79	834	156	0	152	72	644

Although the eastbound and westbound approaches are projected to operate at LOS E or F, no other feasible improvements exist, as the failing LOS is due to the existing signal timing. Thornton Road (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 in all scenarios, and existing signal timings and cycle lengths prioritize vehicular progression on the mainline (SR 6) at the expense of side-street operations. Therefore, no additional off-site roadway improvements are recommended.

5.2 Factory Shoals Road at Douglas Hill Road (Intersection 2)

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 (AWSC)	AM	Overall LOS	A (8.3)											
		Approach LOS	A (8.4)			A (8.3)			A (9.7)			A (7.9)		
		Storage												
		50th Queue												
		95th Queue		25			18			0			3	
	PM	Overall LOS	A (8.4)											
		Approach LOS	A (8.4)			A (8.6)			A (8.1)			A (8.2)		
		Storage												
		50th Queue												
		95th Queue		15			13			3			18	
NO-BUILD (AWSC)	AM	Overall LOS	B (13.6)											
		Approach LOS	B (12.7)			C (15.5)			B (11.8)			B (12.1)		
		Storage												
		50th Queue												
		95th Queue		53			98			28			33	
	PM	Overall LOS	C (15.2)											
		Approach LOS	B (13.1)			B (13.6)			C (18.7)			B (13.3)		
		Storage												
		50th Queue												
		95th Queue		43			48			110			53	
BUILD (AWSC)	AM	Overall LOS	C (17.3)											
		Approach LOS	C (15.5)			C (21.6)			B (12.8)			B (13.1)		
		Storage												
		50th Queue												
		95th Queue		80			155			30			35	
	PM	Overall LOS	C (18.1)											
		Approach LOS	C (16.9)			C (16.2)			C (22.3)			C (15.2)		
		Storage												
		50th Queue												
		95th Queue		75			65			128			60	

The intersection of Factory Shoals Road at Douglas Hill Road (Intersection 2) is projected to operate at an acceptable overall LOS under the Existing 2023 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.3 Riverside Parkway at Rock House Road/Private Driveway (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D			Private Driveway			Rock House Road			Riverside Parkway			Riverside Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	A (5.4)											
		Approach LOS	B (16.8)			B (17.4)			A (5.5)			A (3.9)		
		Storage						150	250		200	50		275
		50th Queue		0	0		8	0	11	100	0	1	35	0
		95th Queue		4	0		34	23	30	203	0	7	75	7
	PM	Overall LOS	A (6.8)											
		Approach LOS	C (23.3)			C (26.0)			A (4.5)			A (6.7)		
		Storage						150	250		200	50		275
		50th Queue		4	0		16	0	5	59	0	5	181	0
		95th Queue		20	0		54	39	19	120	2	16	371	5
NO-BUILD (SIGNAL)	AM	Overall LOS	A (5.7)											
		Approach LOS	B (17.5)			B (18.1)			A (5.8)			A (4.0)		
		Storage						150	250		200	50		275
		50th Queue		0	0		9	0	15	114	0	1	39	0
		95th Queue		4	0		37	28	39	231	0	7	82	6
	PM	Overall LOS	A (8.3)											
		Approach LOS	C (26.5)			C (29.3)			A (5.4)			A (8.3)		
		Storage						150	250		200	50		275
		50th Queue		5	0		19	0	7	67	0	6	218	0
		95th Queue		21	0		56	44	25	135	2	18	453	5
BUILD (SIGNAL)	AM	Overall LOS	A (6.5)											
		Approach LOS	B (18.1)			B (19.5)			A (6.2)			A (4.2)		
		Storage						150	250		200	50		275
		50th Queue		0	0		21	0	18	127	0	2	43	0
		95th Queue		5	0		73	32	48	272	0	8	97	13
	PM	Overall LOS	D (42.5)											
		Approach LOS	C (32.1)			D (53.0)			B (19.5)			D (53.0)		
		Storage						150	250		200	50		275
		50th Queue		5	0		39	18	8	72	0	6	233	0
		95th Queue		18	0		83	60	33	151	3	20	585	11

The intersection of Riverside Parkway at Rock House Road (Intersection 3) is projected to operate at an acceptable overall LOS under the AM and PM peak hours of the Existing 2023 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. Due to the increase in volume on the southbound left-turn movement during the PM peak hour of the Projected 2028 Build conditions, the split time for the approach was increased to accommodate the additional demand, per the GRTA Review Procedures. As a result, the southbound approach operates at an acceptable LOS under Projected 2028 Build conditions. Since a change in signal timing would improve the southbound approach to an acceptable LOS, no physical improvements are recommended to be conditioned.

5.4 Thornton Road (SR 6) at Riverside Parkway (Intersection 4)

Overall LOS Standard: D Approach LOS Standard: D			Thornton Road (SR 6)			Thornton Road (SR 6)			Riverside Parkway			Riverside Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	D (44.2)											
		Approach LOS	C (28.8)			C (33.3)			F (90.5)			E (63.1)		
		Storage	375		175	250		125	250		350	175		150
		50th Queue	102	254	22	20	635	12	80	308	69	132	157	0
		95th Queue	198	320	71	30	704	22	131	511	191	200	246	0
	PM	Overall LOS	D (49.4)											
		Approach LOS	D (37.8)			D (41.9)			E (70.2)			F (88.7)		
		Storage	375		175	250		125	250		350	175		150
		50th Queue	311	463	73	12	477	93	127	234	0	146	367	0
		95th Queue	476	660	164	30	529	153	190	330	73	216	544	0
NO-BUILD (SIGNAL)	AM	Overall LOS	D (50.1)											
		Approach LOS	C (30.1)			D (42.7)			F (101.2)			E (66.3)		
		Storage	375		175	250		125	250		350	175		150
		50th Queue	111	322	40	22	841	11	87	339	119	143	172	0
		95th Queue	219	400	95	28	1010	17	140	566	250	223	265	0
	PM	Overall LOS	D (54.5)											
		Approach LOS	D (43.0)			D (51.6)			E (71.0)			F (90.2)		
		Storage	375		175	250		125	250		350	175		150
		50th Queue	342	624	98	13	605	100	138	256	0	158	405	0
		95th Queue	532	878	200	32	703	155	233	359	75	232	610	0
BUILD (SIGNAL)	AM	Overall LOS	D (53.8)											
		Approach LOS	C (34.8)			D (44.8)			F (105.5)			E (67.1)		
		Storage	375		175	250		125	250		350	175		150
		50th Queue	145	322	40	22	841	15	94	350	151	143	185	0
		95th Queue	292	400	95	28	1010	21	149	587	320	231	284	0
	PM	Overall LOS	D (54.8)											
		Approach LOS	D (41.4)			D (53.0)			E (78.1)			F (88.2)		
		Storage	375		175	250		125	250		350	175		150
		50th Queue	349	615	99	14	621	99	150	268	0	160	402	0
		95th Queue	459	885	205	32	815	183	288	370	79	241	560	0

Although the eastbound and westbound approaches of Thornton Road (SR 6) at Riverside Parkway (Intersection 4) are projected to operate at LOS E or F under all studied scenarios, no feasible improvements exist, as the failing LOS is due to the existing signal timing. Thornton Road (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.

GDOT has a currently programmed quick response project to be implemented prior to the build-out of the development. The project calls for the widening of three corner radii and expanding the northbound and southbound right-turn lanes along Thornton Road (SR 6). The quick response project will help heavy vehicle turning movement and improve queue storage.

5.5 Rock House Road at Site Driveway A (Intersection 5)

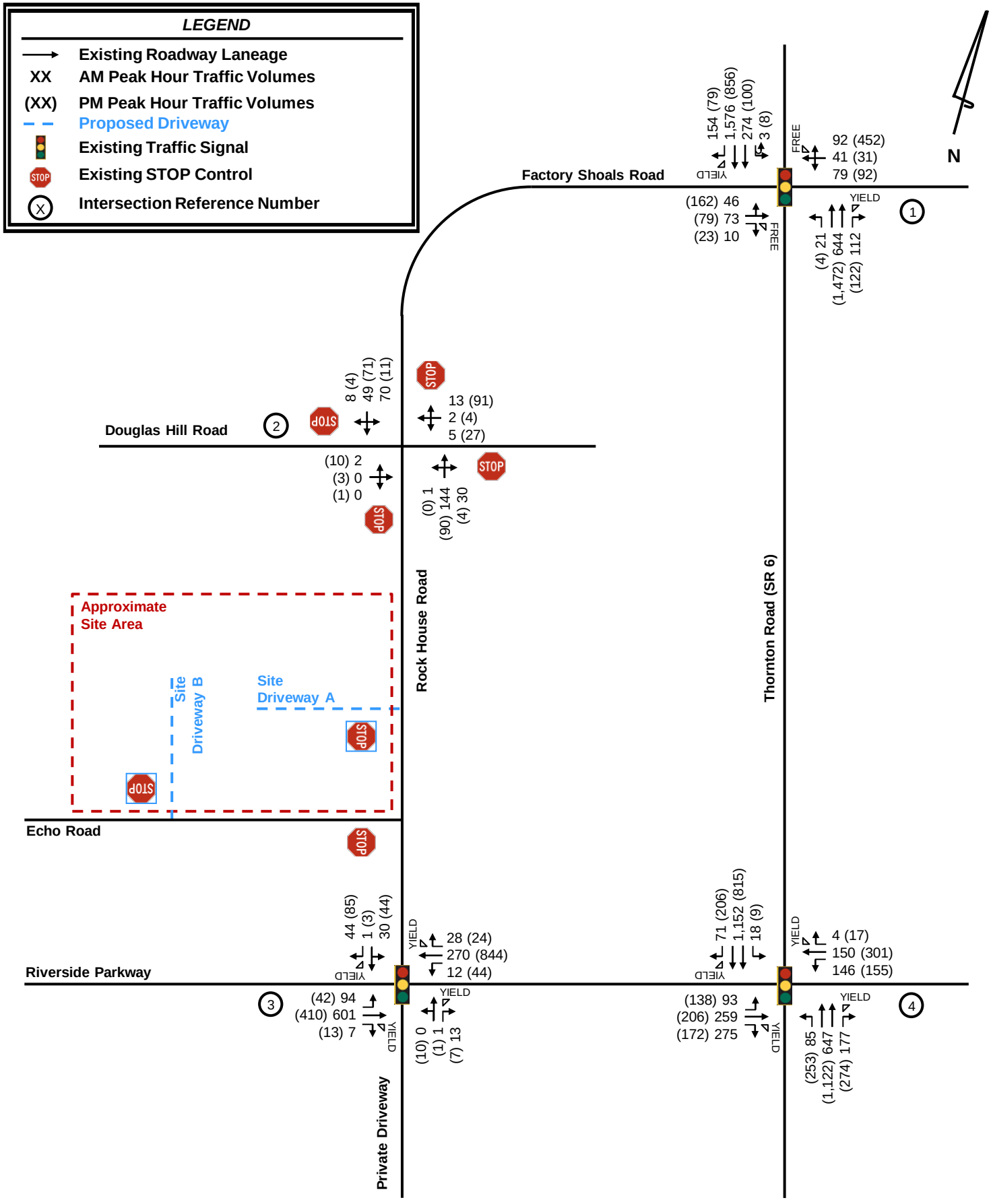
Overall LOS Standard: D Approach LOS Standard: D			Rock House Road			Rock House Road			Site Driveway A					
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R			
BUILD (TWSC)	AM	Overall LOS	(2.8)											
		Approach LOS	A (7.6)			A (0.0)			B (10.2)					
		Storage												
		50th Queue												
		95th Queue	3						5		3			
	PM	Overall LOS	(3.1)											
		Approach LOS	A (7.7)			A (0.0)			B (10.1)					
		Storage												
		50th Queue												
		95th Queue	0						8		5			

The intersection of Rock House Road at Site Driveway A (Intersection 5) is projected to operate at an acceptable LOS under the Projected 2028 Build scenario. Each approach of the intersection is projected to operate acceptably under the Projected 2028 Build conditions. The recommended lane configuration for Site Driveway A is one (1) lane entering the site and one (1) exclusive left-turn lane and one (1) exclusive right-turn lane exiting the site.

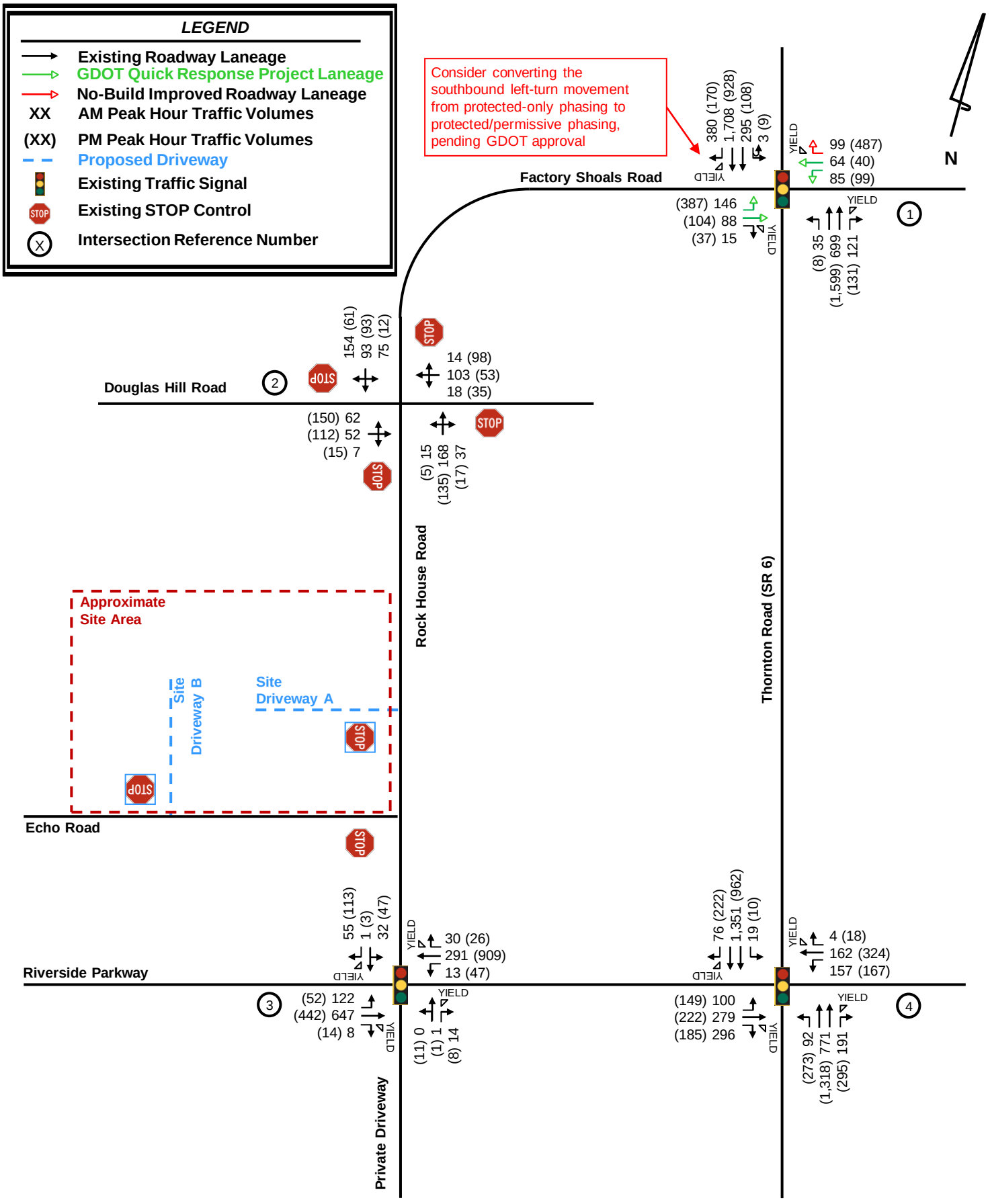
5.6 Rock House Road at Echo Road/Site Driveway B (Intersection 6)

Overall LOS Standard: D Approach LOS Standard: D			Rock House Road			Rock House Road			Echo Road/ Site Driveway B					
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R			
BUILD (TWSC)	AM	Overall LOS	(0.2)											
		Approach LOS	A (7.5)			A (0.0)			A (9.0)					
		Storage												
		50th Queue												
		95th Queue	0						0					
	PM	Overall LOS	(0.2)											
		Approach LOS	A (7.7)			A (0.0)			A (9.4)					
		Storage												
		50th Queue												
		95th Queue	0						0					

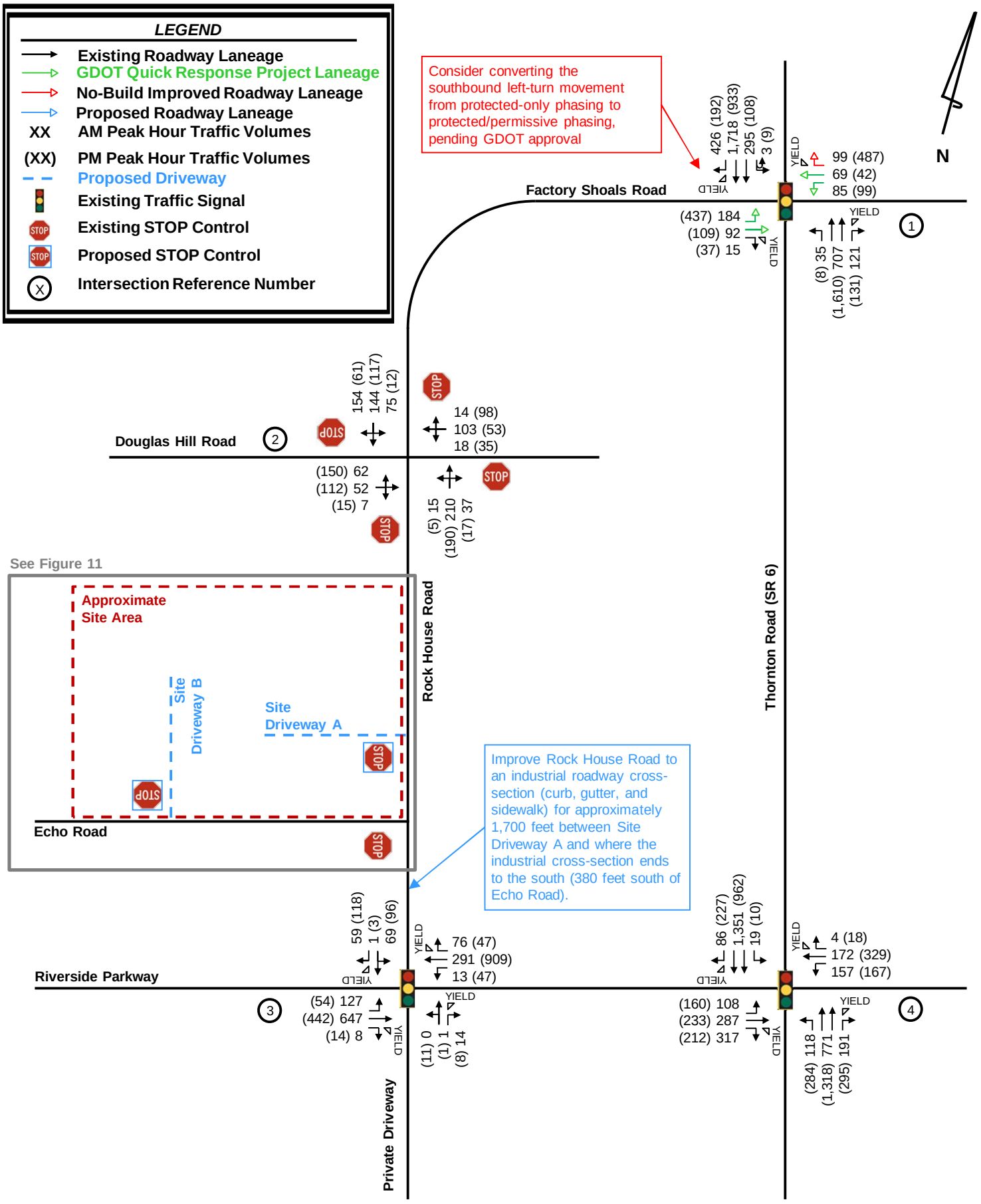
The intersection of Rock House Road at Echo Road/Site Driveway B (Intersection 6) is projected to operate at an acceptable LOS under the Projected 2028 Build scenario. Each approach of the intersection is projected to operate acceptably under the Projected 2028 Build conditions. The recommended lane configuration for Echo Road/Site Driveway B is one (1) lane entering the site and one (1) lane exiting the site.



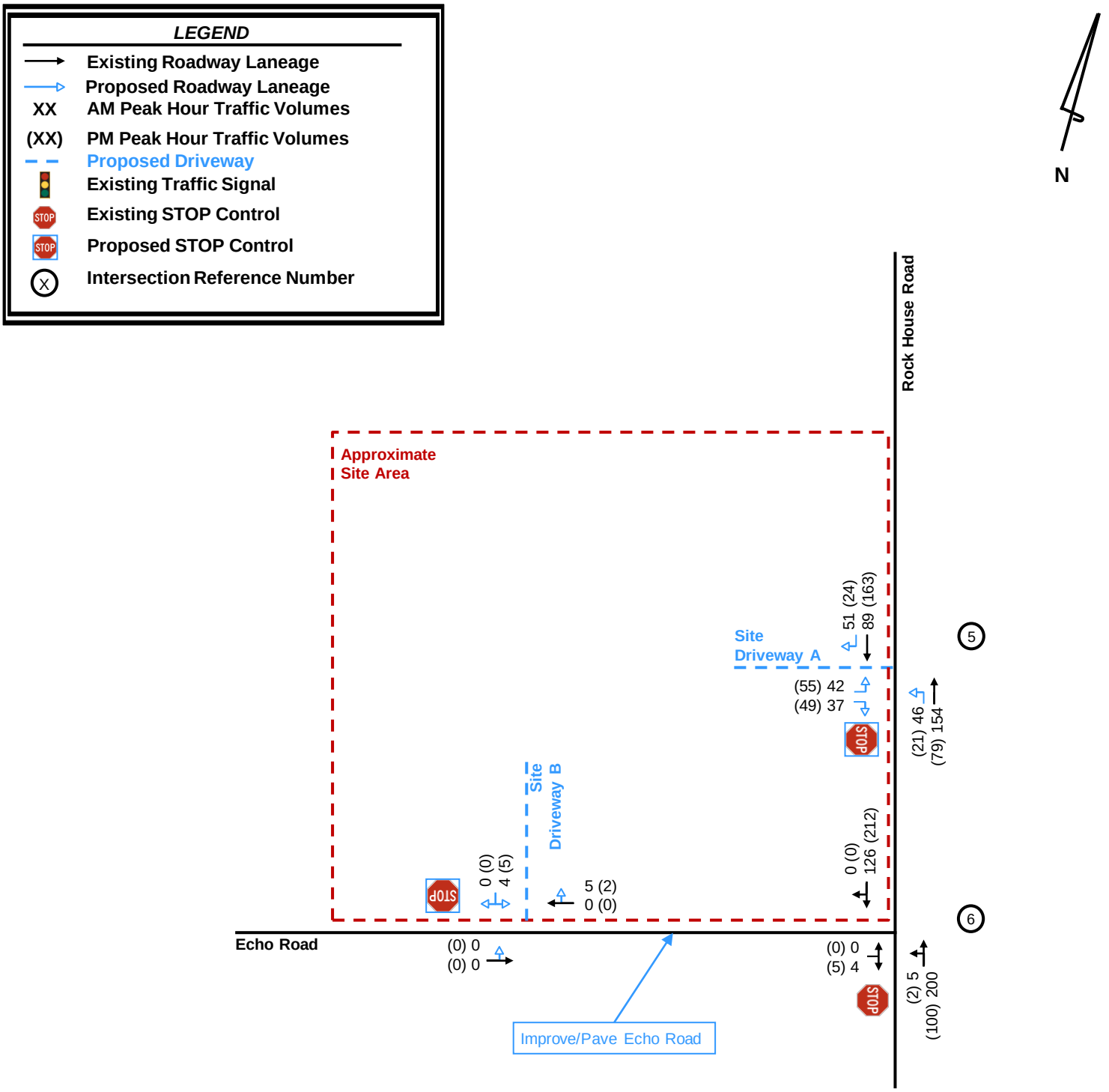
Kimley»Horn	*Rock House Road Data Center Site DRI #4078 Transportation Analysis*	Existing 2023 Traffic Volumes	Figure 8
			Page 25



Kimley»Horn	***Rock House Road Data Center Site DRI #4078 Transportation Analysis***	**Projected 2028 No-Build Traffic Volumes**	**Figure 9**
			Page 26



Kimley»Horn	*Rock House Road Data Center Site DRI #4078 Transportation Analysis*	**Projected 2028 Build Traffic Volumes**	**Figure 10**
			Page 27



Kimley»Horn	*Rock House Road Data Center* *Site DRI #4078* *Transportation Analysis*	Site Projected 2028 Build Traffic Volumes	Figure 11
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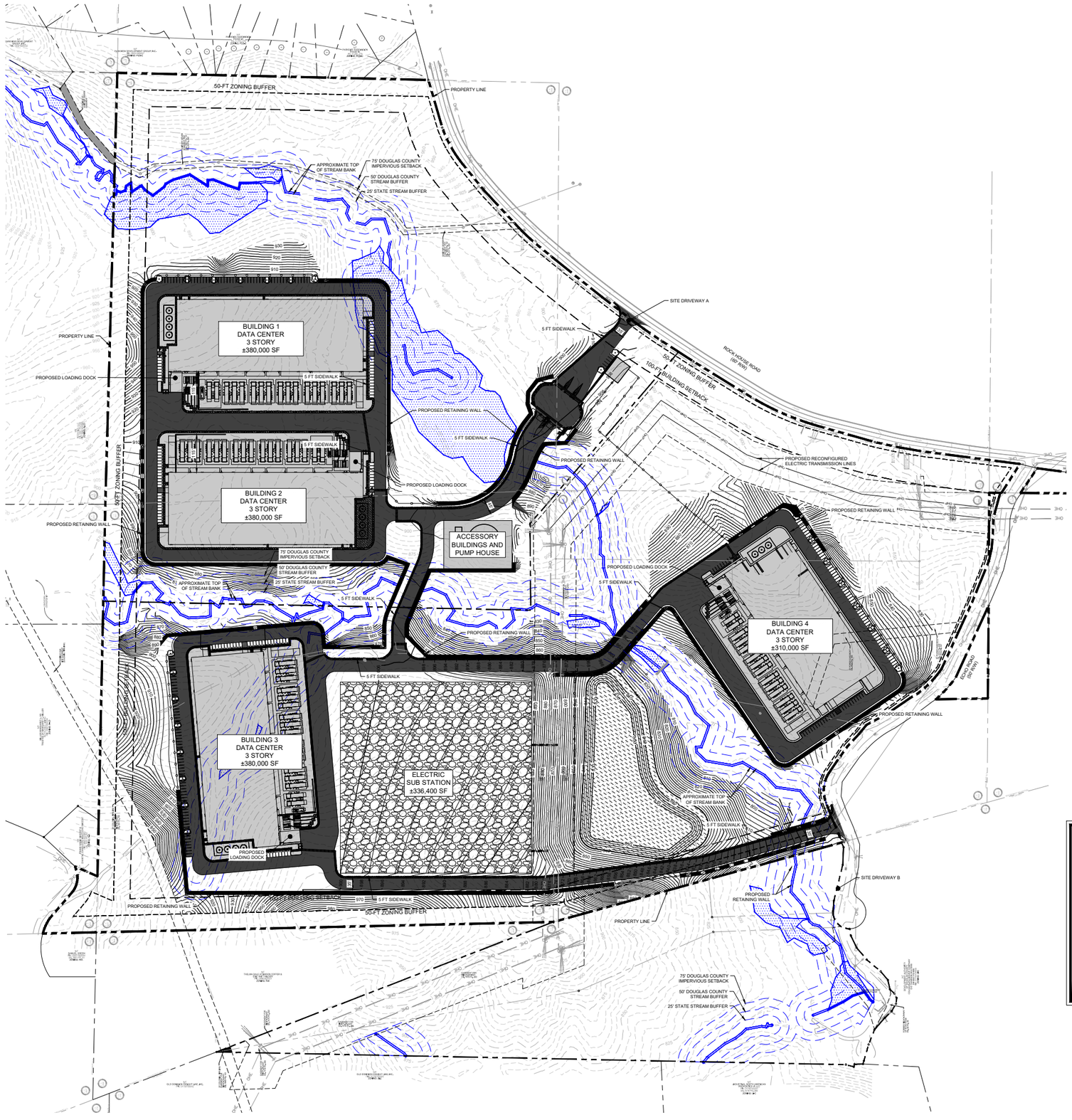
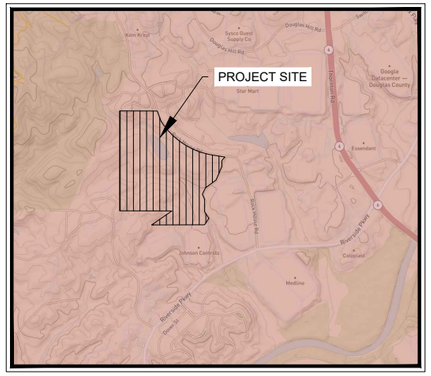
APPENDIX A

Proposed Site Plan





VICINITY MAP

PROJECT CONTACTS

OWNER:	TAYLOR & MATHIS 400 INTERSTATE N PKWY, SUITE 850 ATLANTA,GA 30339 PHONE: 770.795.1330 CONTACT: MIKE IRBY
TRAFFIC CONSULTANTS:	KIMLEY-HORN AND 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 AND ASSOCIATES, INC. 1200 PEACHTREE STREET NE, SUITE 800 ATLANTA, GA 30309 PHONE: 404.419.8700 CONTACT: ZAC RANDOLPH, P.E.

DEVELOPMENT SUMMARY:

SITE SUMMARY:

PARCEL ID:	09481820002 09921820001 09921820007 09911820001 09911820003 09921820002 09921820005 01750150029 09471820001 09931820005
SITE AREA:	118.779 ACRES
PROPOSED BUILDING HEIGHT:	3 STORIES
BUILDING SETBACK:	
FRONT:	50 FT
SIDE:	100 FT
REAR:	100 FT

ALL BUILDING SETBACKS ARE MEASURED FROM EXISTING RIGHT-OF-WAY LIMITS.

PROPOSED LAND USES & DENSITIES:

BUILDING 1	380,000 SF
BUILDING 2	380,000 SF
BUILDING 3	380,000 SF
BUILDING 4	310,000 SF
GATE HOUSE	15,000 SF
APPROX. TOTAL GROSS SF:	1,465,000 SF

PARKING SUMMARY:

TOTAL PROPOSED PARKING:	**301 SPACES** (75.25/BLDG)
ADA PARKING	6 SPACES

SITE PLAN LEGEND:

- PROPERTY LINE
- 50 FT ZONING BUFFER LINE
- 100 FT BUILDING SETBACK LINE
- PROPOSED SIDEWALK
- REGULATORY FLOODWAY
- PROPOSED ASPHALT DRIVE
- STREAM BUFFERS

REZONING NOTES:

1. CONCEPTUAL SITE PLAN ONLY.
2. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS.
3. IT IS UNDERSTOOD THAT THE SITE MUST COMPLY WITH ALL APPLICABLE ADA STANDARDS, INCLUDING PARKING AND CONNECTIVITY, AND WILL BE DESIGNED AND DETAILED AS SUCH.
4. EXISTING CONDITIONS SHOWN ON THIS PLAN ARE BASED OFF AERIAL INFORMATION, THE DEKALB COUNTY GIS SYSTEM, AND SURVEY PROVIDED BY LAND SURVEYING DATED 08/25/2022.
5. THIS SITE IS IN A 500-YEAR FLOODPLAIN.
6. THIS SITE DOES CONTAIN STATE WATERS.
7. THIS SITE DOES NOT CONTAIN A CEMETERY.
8. DOMESTIC WATER SOURCE: WATER MAIN IN ROCK HOUSE ROAD.
9. SANITARY SEWAGE DISPOSAL: PRIVATE LIFT STATION TO GRAVITY SEWER ALONG NORTH BORDER OF PROPERTY.

GRAPHIC SCALE IN FEET
0 60 120 240

Kimley»Horn
1200 PEACHTREE STREET, NE SUITE 800
ATLANTA, GEORGIA 30309
PHONE: (404) 419-8700
WWW.KIMLEY-HORN.COM

TAYLOR & MATHIS
400 INTERSTATE N PKWY, SUITE 850
ATLANTA, GA 30339
PHONE: 770.795.1330

NO.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
ROCK HOUSE ROAD DATA CENTER
aka
PROJECT LIGHTHOUSE
DRI #4078
ROCK HOUSE ROAD, LITHIA SPRINGS, GA 30122
LAND LOT 175, 870, 933, 948, 949, 991, & 992,
DISTRICT 18, LB

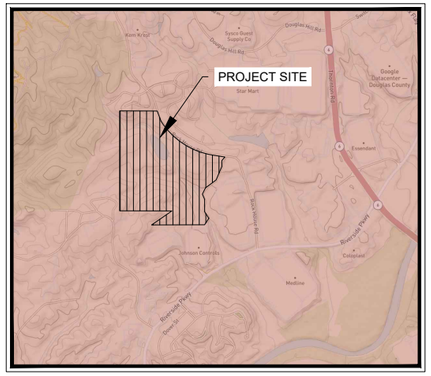
GEORGIA REGISTERED No. PE043951 PROFESSIONAL ENGINEER ZAC RANDOLPH
11/28/2023

GSWCC CERT. (LEVEL II)	0000076496
DRAWN BY	BPG
DESIGNED BY	BPG
REVIEWED BY	ZLR
DATE	10/06/2023
PROJECT NO.	115319484

TITLE
DRI SITE PLAN

SHEET NUMBER
C0-12

Drawing name: C:\Users\ZAC~1.RAN\AppData\Local\Temp\AcPublish_28524\C0 20 DRI Site Plan.dwg Rezoning Site Plan Nov 28, 2023 - 1:01pm by zac.randolph



VICINITY MAP

PROJECT CONTACTS

OWNER:	TAYLOR & MATHIS 400 INTERSTATE N PKWY, SUITE 850 ATLANTA,GA 30339 PHONE: 770.795.1330 CONTACT: MIKE IRBY
TRAFFIC CONSULTANTS:	KIMLEY-HORN AND 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 AND ASSOCIATES, INC. 1200 PEACHTREE STREET NE, SUITE 800 ATLANTA, GA 30309 PHONE: 404.419.8700 CONTACT: ZAC RANDOLPH, P.E.

DEVELOPMENT SUMMARY:

SITE SUMMARY:

PARCEL ID:	09481820002 09921820001 09921820007 09911820001 09911820003 09921820002 09921820005 01750150029 09471820001 00931820005
SITE AREA:	118.779 ACRES
PROPOSED BUILDING HEIGHT:	3 STORIES
BUILDING SETBACK:	
FRONT:	50 FT
SIDE:	100 FT
REAR:	100 FT

ALL BUILDING SETBACKS ARE MEASURED FROM EXISTING RIGHT-OF-WAY LIMITS.

PROPOSED LAND USES & DENSITIES:

BUILDING 1	380,000 SF
BUILDING 2	380,000 SF
BUILDING 3	380,000 SF
BUILDING 4	310,000 SF
GATE HOUSE	15,000 SF
APPROX. TOTAL GROSS SF:	1,465,000 SF

PARKING SUMMARY:

TOTAL PROPOSED PARKING:	**301 SPACES** (75.25/BLDG)
ADA PARKING	8 SPACES

SITE PLAN LEGEND:

- PROPERTY LINE
- 50 FT ZONING BUFFER LINE
- 100 FT BUILDING SETBACK LINE
- PROPOSED SIDEWALK
- REGULATORY FLOODWAY
- PROPOSED ASPHALT DRIVE
- STREAM BUFFERS

REZONING NOTES:

1. CONCEPTUAL SITE PLAN ONLY.
2. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS.
3. IT IS UNDERSTOOD THAT THE SITE MUST COMPLY WITH ALL APPLICABLE ADA STANDARDS, INCLUDING PARKING AND CONNECTIVITY, AND WILL BE DESIGNED AND DETAILED AS SUCH.
4. EXISTING CONDITIONS SHOWN ON THIS PLAN ARE BASED OFF AERIAL INFORMATION, THE DEKALB COUNTY GIS SYSTEM, AND SURVEY PROVIDED BY LAND SURVEYING DATED 08/25/2022.
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GRAPHIC SCALE IN FEET
0 60 120 240

Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
1200 PEACHTREE STREET NE SUITE 800
ATLANTA, GEORGIA 30309
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TAYLOR & MATHIS
400 INTERSTATE N PKWY, SUITE 850
ATLANTA, GA 30339
PHONE: (770) 795-1330

NO.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
ROCK HOUSE ROAD DATA CENTER
aka
PROJECT LIGHTHOUSE
DRI #4078
ROCK HOUSE ROAD, LITHIA SPRINGS, GA 30122
LAND LOT 175, 878, 933, 946, 949, 991, & 992,
DISTRICT 4 & 18

GEORGIA REGISTERED No. PE043951 PROFESSIONAL ZACHARY L. RANDOLPH
11/28/2023

GSWCC CERT. (LEVEL II)	0000076496
DRAWN BY	BPG
DESIGNED BY	BPG
REVIEWED BY	ZLR
DATE	10/06/2023
PROJECT NO.	115319484

TITLE
DRI SITE PLAN

SHEET NUMBER
C0-12

Drawing name: C:\Users\ZAC~1.RAN\AppData\Local\Temp\AcPublish_28624\C0-20 DRI Site Plan.dwg Rezoning Site Plan Nov 28, 2023, 1:09pm by: zac.randolph

APPENDIX B

Trip Generation Analysis

Trip Generation Analysis (11th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Rock House Road Data Center DRI #4078
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	1,465,000 s.f.	1,450	185	102	83	156	47	109
Gross Trips		**1,450**	**185**	**102**	**83**	**156**	**47**	**109**
Other Non-Residential Trips		1,450	185	102	83	156	47	109
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		1,450	185	102	83	156	47	109
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		**1,450**	**185**	**102**	**83**	**156**	**47**	**109**

APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Thorton Road (SR 6) @ Factory Shoals Road
AM PEAK HOUR

Description	Thorton Road (SR 6) Northbound			Thorton Road (SR 6) Southbound				Factory Shoals Road Eastbound			Factory Shoals Road Westbound		
	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	21	644	112	3	274	1,576	154	46	73	10	79	41	92
Pedestrians		0				0			0			0	
Conflicting Pedestrians	0		0	0	0		0	0		0	0		0
Heavy Vehicles	0	105	10	0	12	143	13	2	2	2	8	2	19
Heavy Vehicle %	2%	16%	9%	2%	4%	9%	8%	4%	3%	20%	10%	5%	21%
Peak Hour Factor		0.96				0.96			0.96			0.96	
Adjustment													
Adjusted 2023 Volumes	21	644	112	3	274	1576	154	46	73	10	79	41	92
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	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment													
DCT Douglas Hill Distribution Center DRI #2701							34	15	1			3	
DCT Douglas Hill Distribution Center DRI #2701 (Trucks)		5				10							
Strategic West Logistics IV DRI #3515							64	15	1			5	
Strategic West Logistics IV DRI #3515 (Trucks)							6	5					
JDA Factory Shoals Site	11						15	4	1	3		3	
JDA Factory Shoals Site (Trucks)	1						1	1		1			
Rock House Road Site (DSP)							35	8	1			3	
Rock House Road Site (DSP) (Trucks)							3	2					
T5 ATL III Data Center DRI #3747							56	46	5			6	
2028 Background Traffic	35	699	121	3	295	1,708	380	146	88	15	85	64	99
2028 No-Build Heavy Vehicle %	4%	17%	9%	2%	4%	10%	6%	7%	2%	21%	10%	3%	21%
Project Trips													
Trip Distribution IN						10%	45%					5%	
Trip Distribution OUT		10%						45%	5%				
Data Center Trips	0	8	0	0	0	10	46	37	4	0	0	5	0
Project Trips Balance								1					
Total Project Trips	0	8	0	0	0	10	46	38	4	0	0	5	0
2028 Buildout Total	35	707	121	3	295	1,718	426	184	92	15	85	69	99
2028 Build Heavy Vehicle %	4%	17%	9%	2%	4%	10%	6%	6%	2%	21%	10%	3%	21%

PM PEAK HOUR

Description	Thorton Road (SR 6) Northbound			Thorton Road (SR 6) Southbound				Factory Shoals Road Eastbound			Factory Shoals Road Westbound		
	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	4	1,472	122	8	100	856	79	162	79	23	92	31	452
Pedestrians		0				0			0			0	
Conflicting Pedestrians	0		0	0	0		0	0		0	0		0
Heavy Vehicles	0	169	19	1	29	124	7	6	3	4	6	1	27
Heavy Vehicle %	2%	11%	16%	13%	29%	14%	9%	4%	4%	17%	7%	3%	6%
Peak Hour Factor		0.98				0.98			0.98			0.98	
Adjustment													
Adjusted 2023 Volumes	4	1472	122	8	100	856	79	162	79	23	92	31	452
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	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment													
DCT Douglas Hill Distribution Center DRI #2701							15	34	3			1	
DCT Douglas Hill Distribution Center DRI #2701 (Trucks)		13				6							
Strategic West Logistics IV DRI #3515							16	59	5			1	
Strategic West Logistics IV DRI #3515 (Trucks)							8	8					
JDA Factory Shoals Site	3						5	15	3	11		1	
JDA Factory Shoals Site (Trucks)	1						1	1		1			
Rock House Road Site (DSP)							10	32	2			1	
Rock House Road Site (DSP) (Trucks)							4	3					
T5 ATL III Data Center DRI #3747							26	60	6			3	
2028 Background Traffic	8	1,599	131	9	108	928	170	387	104	37	99	40	487
2028 No-Build Heavy Vehicle %	14%	12%	16%	12%	29%	15%	12%	5%	3%	14%	7%	3%	6%
Project Trips													
Trip Distribution IN						10%	45%					5%	
Trip Distribution OUT		10%						45%	5%				
Data Center Trips	0	11	0	0	0	5	21	49	5	0	0	2	0
Project Trips Balance							1	1					
Total Project Trips	0	11	0	0	0	5	22	50	5	0	0	2	0
2028 Buildout Total	8	1,610	131	9	108	933	192	437	109	37	99	42	487
2028 Build Heavy Vehicle %	14%	12%	16%	12%	29%	15%	11%	4%	3%	14%	7%	3%	6%

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Factory Shoals Road @ Douglas Hills Road
AM PEAK HOUR

Description	Factory Shoals Road Northbound			Factory Shoals Road Southbound			Douglas Hills Road Eastbound			Douglas Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	1	144	30	70	49	8	2	0	0	5	2	13
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	5	0	2	4	3	2	0	0	1	1	1
Heavy Vehicle %	2%	3%	2%	3%	8%	38%	100%	0%	0%	20%	50%	8%
Peak Hour Factor		0.79			0.79			0.79			0.79	
Adjustment												
Adjusted 2023 Volumes	1	144	30	70	49	8	2	0	0	5	2	13
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	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment												
DCT Douglas Hill Distribution Center DRI #2701	3					37	16	9	1		21	
DCT Douglas Hill Distribution Center DRI #2701 (Trucks)								10			22	
Strategic West Logistics IV DRI #3515	5					69	16	6	1		25	
Strategic West Logistics IV DRI #3515 (Trucks)						6	5	4			5	
JDA Factory Shoals Site		2										
JDA Factory Shoals Site (Trucks)												
Rock House Road Site (DSP)		9	3		37					11		
Rock House Road Site (DSP) (Trucks)		2	2		3					2		
T5 ATL III Data Center DRI #3747	6					33	23	23	5		28	
2028 Background Traffic	15	168	37	75	93	154	62	52	7	18	103	14
2028 No-Build Heavy Vehicle %	2%	4%	7%	3%	8%	6%	12%	27%	2%	17%	27%	8%
Project Trips												
Trip Distribution IN					50%							
Trip Distribution OUT		50%										
Data Center Trips	0	42	0	0	51	0	0	0	0	0	0	0
Project Trips Balance												
Total Project Trips	0	42	0	0	51	0	0	0	0	0	0	0
2028 Buildout Total	15	210	37	75	144	154	62	52	7	18	103	14
2028 Build Heavy Vehicle %	2%	4%	7%	3%	5%	6%	12%	27%	2%	17%	27%	8%

PM PEAK HOUR

Description	Factory Shoals Road Northbound			Factory Shoals Road Southbound			Douglas Hills Road Eastbound			Douglas Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	90	4	11	71	4	10	3	1	27	4	91
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	6	1	2	4	1	1	2	0	1	3	4
Heavy Vehicle %	0%	7%	25%	18%	6%	25%	10%	67%	2%	4%	75%	4%
Peak Hour Factor		0.74			0.74			0.74			0.74	
Adjustment												
Adjusted 2023 Volumes	0	90	4	11	71	4	10	3	1	27	4	91
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	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment												
DCT Douglas Hill Distribution Center DRI #2701	1					17	37	21	3		13	
DCT Douglas Hill Distribution Center DRI #2701 (Trucks)								29			10	
Strategic West Logistics IV DRI #3515	1					17	64	23	5		6	
Strategic West Logistics IV DRI #3515 (Trucks)						8	8	6			7	
JDA Factory Shoals Site					2							
JDA Factory Shoals Site (Trucks)												
Rock House Road Site (DSP)		35	10		11					3		
Rock House Road Site (DSP) (Trucks)		3	3		4					3		
T5 ATL III Data Center DRI #3747	3					15	30	30	6		13	
2028 Background Traffic	5	135	17	12	93	61	150	112	15	35	53	98
2028 No-Build Heavy Vehicle %	2%	7%	24%	18%	9%	15%	6%	33%	2%	12%	38%	4%
Project Trips												
Trip Distribution IN					50%							
Trip Distribution OUT		50%										
Data Center Trips	0	55	0	0	24	0	0	0	0	0	0	0
Project Trips Balance												
Total Project Trips	0	55	0	0	24	0	0	0	0	0	0	0
2028 Buildout Total	5	190	17	12	117	61	150	112	15	35	53	98
2028 Build Heavy Vehicle %	2%	5%	24%	18%	7%	15%	6%	33%	2%	12%	38%	4%

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Riverside Parkway @ Private Driveway / Rock House Road

AM PEAK HOUR

Description	Private Driveway Northbound			Rock House Road Southbound			Riverside Parkway Eastbound			Riverside Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	1	13	30	1	44	94	601	7	12	270	28
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	2	7	0	3	1	32	0	2	35	13
Heavy Vehicle %	0%	2%	15%	23%	2%	7%	2%	5%	2%	17%	13%	46%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2023 Volumes	0	1	13	30	1	44	94	601	7	12	270	28
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	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment												
DCT Douglas Hill Distribution Center DRI #2701						1	3					
DCT Douglas Hill Distribution Center DRI #2701 (Trucks)						0	0					
Strategic West Logistics IV DRI #3515						1	5					
Strategic West Logistics IV DRI #3515 (Trucks)						0	0					
JDA Factory Shoals Site						0	2					
JDA Factory Shoals Site (Trucks)						0	0					
Rock House Road Site (DSP)						1	5					
Rock House Road Site (DSP) (Trucks)						0	0					
T5 ATL III Data Center DRI #3747						5	6					
2028 Background Traffic	0	1	14	32	1	55	122	647	8	13	291	30
2028 No-Build Heavy Vehicle %	0%	2%	15%	24%	2%	6%	2%	5%	2%	17%	13%	47%
Project Trips												
Trip Distribution IN							5%					45%
Trip Distribution OUT				45%		5%						
Data Center Trips	0	0	0	37	0	4	5	0	0	0	0	46
Project Trips Balance												
Total Project Trips	0	0	0	37	0	4	5	0	0	0	0	46
2028 Buildout Total	0	1	14	69	1	59	127	647	8	13	291	76
2028 Build Heavy Vehicle %	0%	2%	15%	11%	2%	5%	2%	5%	2%	17%	13%	18%

PM PEAK HOUR

Description	Private Driveway Northbound			Rock House Road Southbound			Riverside Parkway Eastbound			Riverside Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	10	1	7	44	3	85	42	410	13	44	844	24
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	7	0	2	2	27	0	0	45	7
Heavy Vehicle %	2%	2%	2%	16%	2%	2%	5%	7%	2%	2%	5%	29%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2023 Volumes	10	1	7	44	3	85	42	410	13	44	844	24
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	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment												
DCT Douglas Hill Distribution Center DRI #2701						3	1					
DCT Douglas Hill Distribution Center DRI #2701 (Trucks)						0	0					
Strategic West Logistics IV DRI #3515						5	1					
Strategic West Logistics IV DRI #3515 (Trucks)						0	0					
JDA Factory Shoals Site						2	0					
JDA Factory Shoals Site (Trucks)						0	0					
Rock House Road Site (DSP)						5	2					
Rock House Road Site (DSP) (Trucks)						0	0					
T5 ATL III Data Center DRI #3747						6	3					
2028 Background Traffic	11	1	8	47	3	113	52	442	14	47	909	26
2028 No-Build Heavy Vehicle %	2%	2%	2%	16%	2%	2%	4%	7%	2%	2%	5%	29%
Project Trips												
Trip Distribution IN							5%					45%
Trip Distribution OUT				45%		5%						
Data Center Trips	0	0	0	49	0	5	2	0	0	0	0	21
Project Trips Balance												
Total Project Trips	0	0	0	49	0	5	2	0	0	0	0	21
2028 Buildout Total	11	1	8	96	3	118	54	442	14	47	909	47
2028 Build Heavy Vehicle %	2%	2%	2%	8%	2%	2%	4%	7%	2%	2%	5%	16%

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Thorton Road (SR 6) @ Riverside Parkway
AM PEAK HOUR

Description	Thorton Road (SR 6) Northbound			Thorton Road (SR 6) Southbound			Riverside Parkway Eastbound			Riverside Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	85	647	177	18	1,152	71	93	259	275	146	150	4
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	22	102	22	3	130	11	8	8	25	23	17	4
Heavy Vehicle %	26%	16%	12%	17%	11%	15%	9%	3%	9%	16%	11%	100%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2023 Volumes	85	647	177	18	1152	71	93	259	275	146	150	4
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	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment												
DCT Douglas Hill Distribution Center DRI #2701		9			21							
DCT Douglas Hill Distribution Center DRI #2701 (Trucks)		15			32							
Strategic West Logistics IV DRI #3515		6			25							
Strategic West Logistics IV DRI #3515 (Trucks)		4			5							
JDA Factory Shoals Site		11			3							
JDA Factory Shoals Site (Trucks)		1			1							
Rock House Road Site (DSP)		0			0							
Rock House Road Site (DSP) (Trucks)		0			0							
T5 ATL III Data Center DRI #3747		28			23							
2028 Background Traffic	92	771	191	19	1,351	76	100	279	296	157	162	4
2028 No-Build Heavy Vehicle %	26%	17%	12%	17%	13%	16%	9%	3%	9%	16%	11%	100%
Project Trips												
Trip Distribution IN	25%					10%					10%	
Trip Distribution OUT							10%	10%	25%			
Data Center Trips	26	0	0	0	0	10	8	8	21	0	10	0
Project Trips Balance												
Total Project Trips	26	0	0	0	0	10	8	8	21	0	10	0
2028 Buildout Total	118	771	191	19	1,351	86	108	287	317	157	172	4
2028 Build Heavy Vehicle %	20%	17%	12%	17%	13%	14%	8%	3%	8%	16%	11%	100%

PM PEAK HOUR

Description	Thorton Road (SR 6) Northbound			Thorton Road (SR 6) Southbound			Riverside Parkway Eastbound			Riverside Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	253	1,122	274	9	815	206	138	206	172	155	301	17
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	24	147	41	4	119	17	11	10	28	28	9	5
Heavy Vehicle %	9%	13%	15%	44%	15%	8%	8%	5%	16%	18%	3%	29%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2023 Volumes	253	1122	274	9	815	206	138	206	172	155	301	17
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	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment												
DCT Douglas Hill Distribution Center DRI #2701		21			13							
DCT Douglas Hill Distribution Center DRI #2701 (Trucks)		42			16							
Strategic West Logistics IV DRI #3515		23			6							
Strategic West Logistics IV DRI #3515 (Trucks)		6			7							
JDA Factory Shoals Site		3			11							
JDA Factory Shoals Site (Trucks)		1			1							
Rock House Road Site (DSP)		0			0							
Rock House Road Site (DSP) (Trucks)		0			0							
T5 ATL III Data Center DRI #3747		13			30							
2028 Background Traffic	273	1,318	295	10	962	222	149	222	185	167	324	18
2028 No-Build Heavy Vehicle %	9%	16%	15%	43%	16%	8%	8%	5%	16%	18%	3%	30%
Project Trips												
Trip Distribution IN	25%					10%					10%	
Trip Distribution OUT							10%	10%	25%			
Data Center Trips	12	0	0	0	0	5	11	11	27	0	5	0
Project Trips Balance	-1											
Total Project Trips	11	0	0	0	0	5	11	11	27	0	5	0
2028 Buildout Total	284	1,318	295	10	962	227	160	233	212	167	329	18
2028 Build Heavy Vehicle %	9%	16%	15%	43%	16%	8%	7%	5%	14%	18%	3%	30%

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Rock House Road @ Site Dirveway A
AM PEAK HOUR

Description	Rock House Road Northbound			Rock House Road Southbound			Site Dirveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	123	0	0	75	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	14	0	3	10	0	0	0	0	0	0	0
Heavy Vehicle %	0%	11%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2023 Volumes	0	123	0	0	75	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	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment												
DCT Douglas Hill Distribution Center DRI #2701		3			1							
DCT Douglas Hill Distribution Center DRI #2701 (Trucks)		0			0							
Strategic West Logistics IV DRI #3515		5			1							
Strategic West Logistics IV DRI #3515 (Trucks)		0			0							
JDA Factory Shoals Site		2			0							
JDA Factory Shoals Site (Trucks)		0			0							
Rock House Road Site (DSP)		5			1							
Rock House Road Site (DSP) (Trucks)		0			0							
T5 ATL III Data Center DRI #3747		6			5							
2028 Background Traffic	0	154	0	0	89	0	0	0	0	0	0	0
2028 No-Build Heavy Vehicle %	0%	10%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	45%					50%						
Trip Distribution OUT							50%		45%			
Data Center Trips	46	0	0	0	0	51	42	0	37	0	0	0
Project Trips Balance												
Total Project Trips	46	0	0	0	0	51	42	0	37	0	0	0
2028 Buildout Total	46	154	0	0	89	51	42	0	37	0	0	0
2028 Build Heavy Vehicle %	2%	10%	0%	0%	12%	2%	2%	0%	2%	0%	0%	0%

PM PEAK HOUR

Description	Rock House Road Northbound			Rock House Road Southbound			Site Dirveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	67	0	0	132	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	9	0	0	9	0	0	0	0	0	0	0
Heavy Vehicle %	0%	13%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2023 Volumes	0	67	0	0	132	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	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment												
DCT Douglas Hill Distribution Center DRI #2701		1			3							
DCT Douglas Hill Distribution Center DRI #2701 (Trucks)		0			0							
Strategic West Logistics IV DRI #3515		1			5							
Strategic West Logistics IV DRI #3515 (Trucks)		0			0							
JDA Factory Shoals Site		0			2							
JDA Factory Shoals Site (Trucks)		0			0							
Rock House Road Site (DSP)		2			5							
Rock House Road Site (DSP) (Trucks)		0			0							
T5 ATL III Data Center DRI #3747		3			6							
2028 Background Traffic	0	79	0	0	163	0	0	0	0	0	0	0
2028 No-Build Heavy Vehicle %	0%	12%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	45%					50%						
Trip Distribution OUT							50%		45%			
Data Center Trips	21	0	0	0	0	24	55	0	49	0	0	0
Project Trips Balance												
Total Project Trips	21	0	0	0	0	24	55	0	49	0	0	0
2028 Buildout Total	21	79	0	0	163	24	55	0	49	0	0	0
2028 Build Heavy Vehicle %	2%	12%	0%	0%	6%	2%	2%	0%	2%	0%	0%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Rock House Road @ Echo Road/Site Driveway B
AM PEAK HOUR

Description	Rock House Road Northbound			Rock House Road Southbound			Echo Road/Site Driveway B Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	123	0	0	75	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	14	0	0	10	0	0	0	0	0	0	0
Heavy Vehicle %	0%	11%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2023 Volumes	0	123	0	0	75	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	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment												
DCT Douglas Hill Distribution Center DRI #2701		3			1							
DCT Douglas Hill Distribution Center DRI #2701 (Trucks)		0			0							
Strategic West Logistics IV DRI #3515		5			1							
Strategic West Logistics IV DRI #3515 (Trucks)		0			0							
JDA Factory Shoals Site		2			0							
JDA Factory Shoals Site (Trucks)		0			0							
Rock House Road Site (DSP)		5			1							
Rock House Road Site (DSP) (Trucks)		0			0							
T5 ATL III Data Center DRI #3747		6			5							
2028 Background Traffic	0	154	0	0	89	0	0	0	0	0	0	0
2028 No-Build Heavy Vehicle %	0%	10%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	5%	45%										
Trip Distribution OUT					45%				5%			
Data Center Trips	5	46	0	0	37	0	0	0	4	0	0	0
Project Trips Balance												
Total Project Trips	5	46	0	0	37	0	0	0	4	0	0	0
2028 Buildout Total	5	200	0	0	126	0	0	0	4	0	0	0
2028 Build Heavy Vehicle %	2%	8%	0%	0%	9%	0%	0%	0%	2%	0%	0%	0%

PM PEAK HOUR

Description	Rock House Road Northbound			Rock House Road Southbound			Echo Road/Site Driveway B Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	67	0	0	132	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	9	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	13%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2023 Volumes	0	67	0	0	132	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	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
New Road Adjustment												
DCT Douglas Hill Distribution Center DRI #2701		1			3							
DCT Douglas Hill Distribution Center DRI #2701 (Trucks)		0			0							
Strategic West Logistics IV DRI #3515		1			5							
Strategic West Logistics IV DRI #3515 (Trucks)		0			0							
JDA Factory Shoals Site		0			2							
JDA Factory Shoals Site (Trucks)		0			0							
Rock House Road Site (DSP)		2			5							
Rock House Road Site (DSP) (Trucks)		0			0							
T5 ATL III Data Center DRI #3747		3			6							
2028 Background Traffic	0	79	0	0	163	0	0	0	0	0	0	0
2028 No-Build Heavy Vehicle %	0%	12%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN	5%	45%										
Trip Distribution OUT					45%				5%			
Data Center Trips	2	21	0	0	49	0	0	0	5	0	0	0
Project Trips Balance												
Total Project Trips	2	21	0	0	49	0	0	0	5	0	0	0
2028 Buildout Total	2	100	0	0	212	0	0	0	5	0	0	0
2028 Build Heavy Vehicle %	2%	10%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%

APPENDIX D

Programmed Project Fact Sheets/Concept Graphic

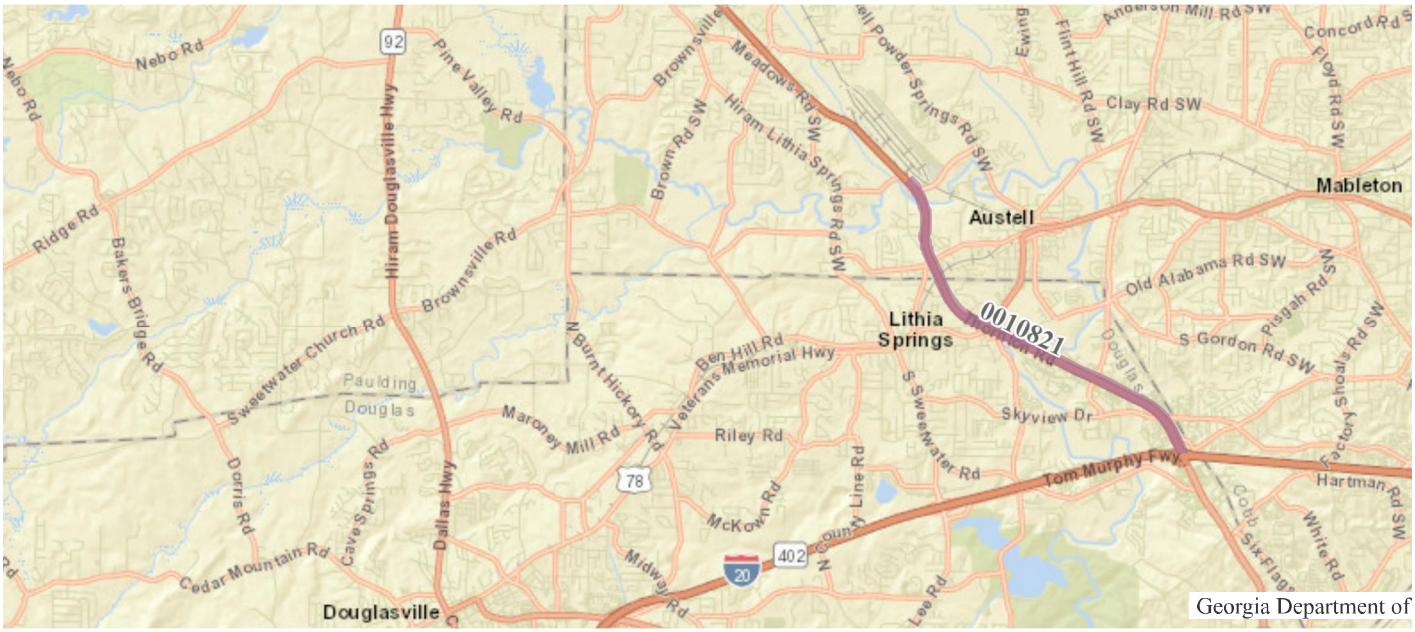
SR 6 FROM I-20 WB TO SR 6 SPUR - TRUCK FRIENDLY LANES

Project ID:	**0010821**	Notice to Proceed Date:	
Project Manager:	Obi Ezenekwe	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Cobb, Douglas	Work Completion Date:	
Congressional District:	013, 014	Construction Contract Amount:	
State Senate District.:	033, 035	Construction Contractor:	
State House District:	038, 061	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

The purpose is to improve operations for trucks on SR 6 from I-20 West to SR 6 Spur. SR 6 is an urban principal arterial and is 6 lanes with a raised median from I-20 to US 78/Veterans Memorial Parkway and 4 lanes with a paved median from Veterans Memorial Parkway to SR 6 Spur. This section of SR 6 connects the Norfolk Southern Rail Yard near SR 6 Spur with I-20 therefore, carries significant freight traffic. this project is located within the Atlanta MPO boundary and is listed in the TIP as DO-299. This project is justified by the need to address current and future freight traffic needs and improve operations on SR 6 between 1-20 and SR 6 Spur.

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2015	$1,000,000.00	
PE (Preliminary Engineering)	2017	$1,649,794.00	2/14/2014
UTL (Utilities)	2060	$2,000,000.00	
ROW (Right of Way)	2060	$6,000,000.00	
CST (Construction)	2060	$35,654,850.00	



Project Documents
There are no items to show in this view.

Georgia Department of Transportation

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

Contact Us

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DO-299

Atlanta Region's Plan RTP (2020) 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	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	Var	**LCI**		**Network Year**	2030
Planned Thru Lane	Var	**Flex**		**Corridor Length**	5.2 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 System	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)		2024	**$6,000,000**	$4,800,000	$1,200,000	$0,000	$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	**$43,654,850**	$34,923,880	$8,730,970	$0,000	$0,000
				$52,304,644	**$41,843,715**	**$10,460,929**	**$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

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

Report Generated: 5/18/2023

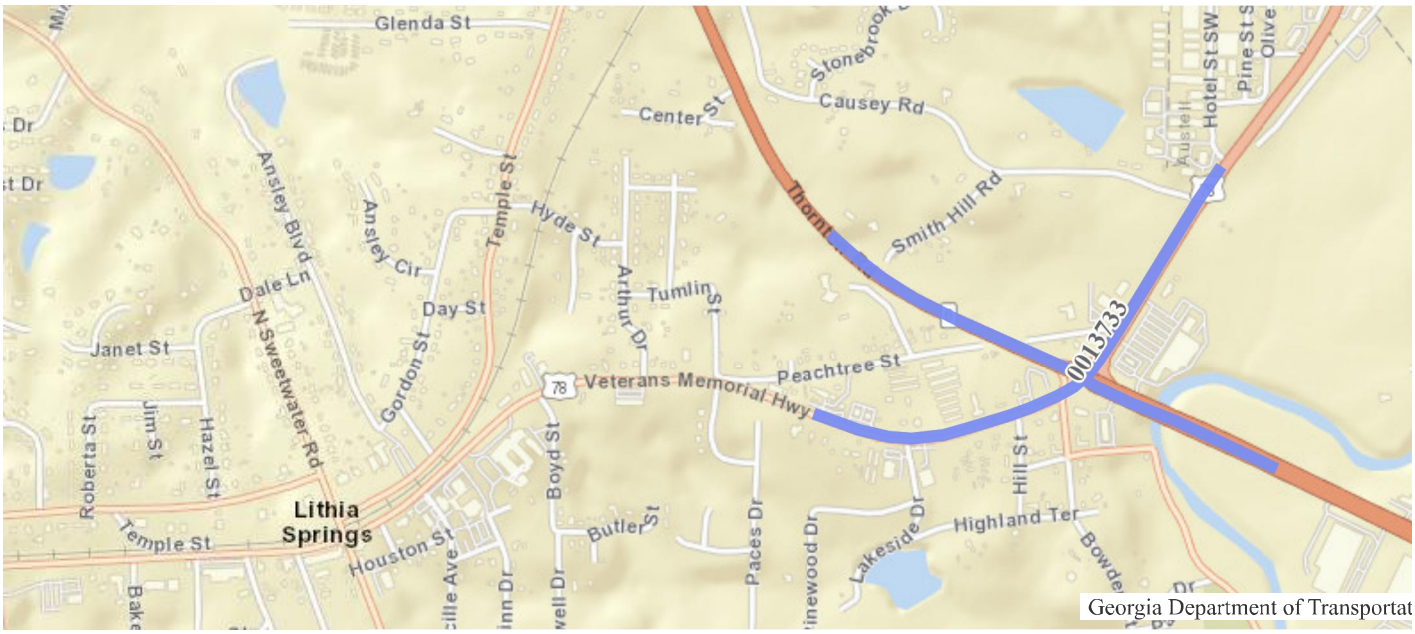
SR 5/US 78 @ SR 6/US 278

Project ID:	**0013733**	Notice to Proceed Date:	
Project Manager:	Obi Ezenekwe	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Douglas	Work Completion Date:	
Congressional District:	013	Construction Contract Amount:	
State Senate District.:	035	Construction Contractor:	
State House District:	061	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:	1/25/2023	Contact Us	

Project Description:

This project is located in Douglas County at the intersection of SR 5/US 78/Veterans Memorial Hwy and SR 6/US 278/Thornton Rd, approximately 1.2 miles southwest of Austell and 1 mile east of Lithia Springs. This project consists of a new location Quadrant Roadway through the Northwest quadrant of the intersection connecting SR 5 and SR 6. The project is approximately 0.9 miles in length. Minor widening will occur along SR 5 and SR 6 in order to accommodate extra capacity. SR 6 westbound would be widened to 3 thru lanes through the SR 5 and Quadrant Roadway intersections along with a dedicated right turn lane to SR 5 and the proposed Quadrant Roadway; left turn movements will be prohibited at the SR 5 at SR 6 intersection. SR 5 southbound will have 3 lanes with the outside lane turning right only to SR 6 westbound. A raised median varying from 7-14-ft as well as a 14-ft flushed median will be added along SR 5. A 16-ft raised median will be added along SR 6.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2018	$1,000,000.00	
ROW (Right of Way)	2024	$2,130,000.00	1/17/2023
UTL (Utilities)	2026	$1,200,000.00	2/24/2022
CST (Construction)	2026	$9,793,390.09	2/24/2022



Project Documents
Approved Concept Reports
0013733_L&D_DEC2022.pdf
0013733_L&D_AD_JAN2023.pdf
0013733_CR_OCT2020.pdf

Georgia Department of Transportation

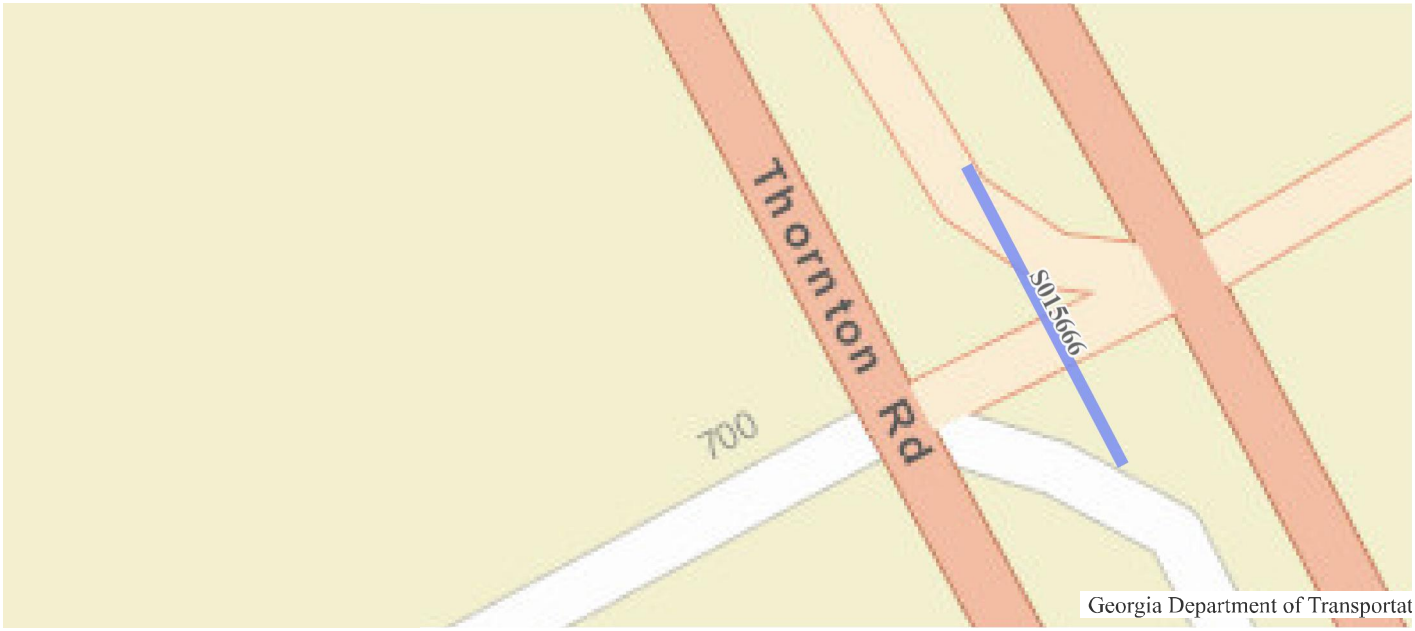
Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Install of Right & Left Turn Lane on Factory Shoals Rd@ SR 6

Project ID:	**S015666**	Notice to Proceed Date:	
Project Manager:	Bill Wright Jr	Construction Percent Complete:	%
Office:	Local Grants Office	Current Completion Date:	
County:	Douglas	Work Completion Date:	
Congressional District:	013	Construction Contract Amount:	
State Senate District.:	035	Construction Contractor:	
State House District:	061	**Preconstruction Status Report**	
Project Type:	Operating	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
TSA (TSAP Projects)	2022	$197,730.41	



Project Documents

There are no items to show in this view.

Georgia Department of Transportation

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

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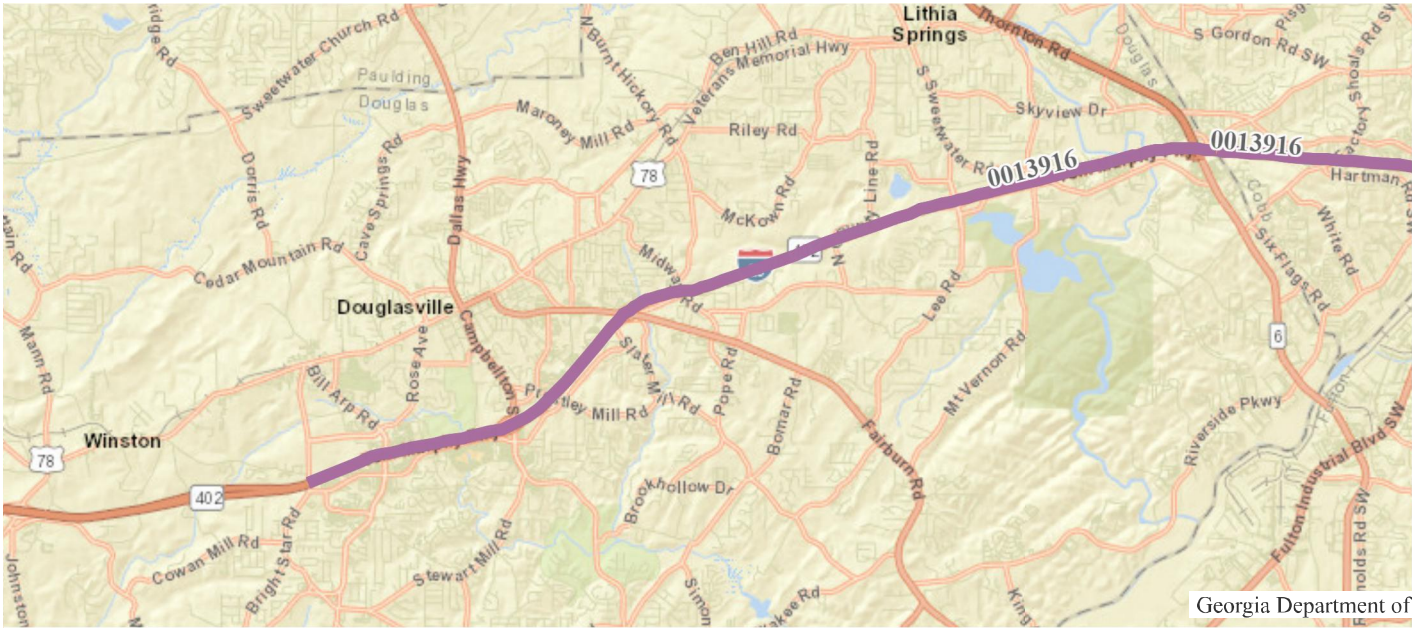
I-20 FROM I-285 TO CR 192/BRIGHT STAR ROAD - EXPRESS LANES

Project ID:	**0013916**	Notice to Proceed Date:	
Project Manager:	Timothy W. Matthews	Construction Percent Complete:	%
Office:	Innovative Prog. Delivery	Current Completion Date:	
County:	Cobb, Douglas, Fulton	Work Completion Date:	
Congressional District:	005, 013	Construction Contract Amount:	
State Senate District.:	030, 035, 038	Construction Contractor:	
State House District:	039, 060, 061, 064, 066	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Long Range Program		
Right of Way Authorization:		Contact Us	

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2018	$1,000,000.00	8/11/2021
PE (Preliminary Engineering)	2033	$57,067,079.00	8/11/2021
ROW (Right of Way)	2036	$57,430,263.00	8/11/2021
UTL (Utilities)	2038	$32,717,711.00	8/11/2021
CST (Construction)	2039	$795,013,882.00	8/11/2021



Project Documents
There are no items to show in this view.

Georgia Department of Transportation

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

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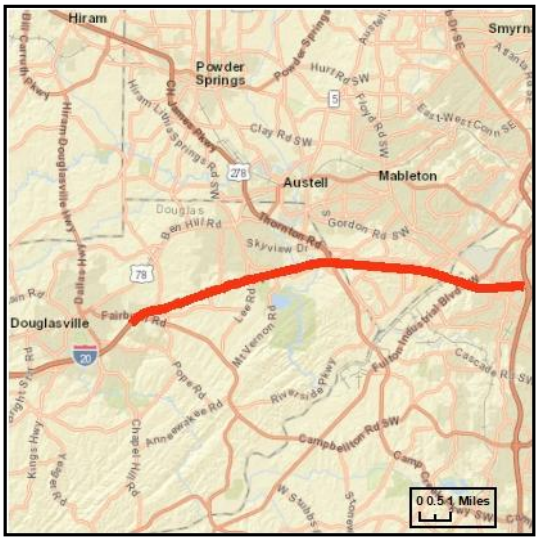
AR-ML-800

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	I-20 WEST EXPRESS LANES FROM I-285 WEST TO SR 92 (FAIRBURN ROAD)
GDOT Project No.	0013916
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / Express Lanes
Sponsor	GDOT
Jurisdiction	Regional - West
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	0	**LCI**		**Network Year**	2050
Planned Thru Lane	2	**Flex**		**Corridor Length**	10.5 miles

Detailed Description and Justification

This is an express 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
PE	National Highway Performance Program (NHPP)	AUTH	2018	**$1,000,000**	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~
PE	General Federal Aid 2029-2050		LR 2031-2040	**$41,610,000**	$33,288,000	$8,322,000	$0,000	$0,000
ROW	General Federal Aid 2029-2050		LR 2031-2040	**$9,670,000**	$7,736,000	$1,934,000	$0,000	$0,000
CST	General Federal Aid 2029-2050		LR 2031-2040	**$714,630,000**	$571,704,000	$142,926,000	$0,000	$0,000
CST	General Federal Aid 2029-2050		LR 2041-2050	**$289,872,691**	$231,898,153	$57,974,538	$0,000	$0,000
				$1,056,782,691	**$845,426,153**	**$211,356,538**	**$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

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

Report Generated: 5/18/2023

SR 70 FROM CR 7549/LAKEVIEW COURT TO CR 2036/WESTPARK PLACE

Project ID:	**0017995**	Notice to Proceed Date:	
Project Manager:	Kelvin Wilson	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	013	Construction Contract Amount:	
State Senate District.:	038	Construction Contractor:	
State House District:	061	**Preconstruction Status Report**	
Project Type:	Enhancement	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:
This project is located in the City of South Fulton & Fulton County. The project proposes streetscape enhancements (sidewalks) which includes sidewalks on both sides of SR 70/Fulton Industrial Blvd between Lakeview Court and Westpark Place. The approximate project length is 0.95 (MI)

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2021	$350,000.00	
UTL (Utilities)	2026	$50,000.00	
CST (Construction)	2026	$3,200,000.00	

Project Documents
There are no items to show in this view.

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SR 70 @ CR 4176/CASCADE ROAD

Project ID:	**0018185**	Notice to Proceed Date:	
Project Manager:	Kelvin Wilson	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	013	Construction Contract Amount:	
State Senate District.:	038	Construction Contractor:	
State House District:	061	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

The proposed project is located in the City of South Fulton & Fulton County. The proposed improvement includes converting the westbound approach on Cascade Rd from a single westbound shared approach lane to a three-lane approach with exclusive left-turn, through lane, and right-turn lanes. The eastbound approach on Cascade Rd would be converted from a two-lane approach to a three-lane approach including exclusive left-turn, through lane, and right-turn lanes. The northbound and southbound left-turn alignment on Fulton Industrial Blvd/SR 70 will be improved to align left-turns within the existing landscaped median. The approximate project length 0.40(MI).

Activity	Program Year	Cost Estimate	Date of Last Estimate
CST (Construction)		$1,000,000.00	
PE (Preliminary Engineering)	2023	$835,000.00	
UTL (Utilities)	2026	$40,000.00	
CST (Construction)	2026	$3,460,000.00	

Project Documents

There are no items to show in this view.

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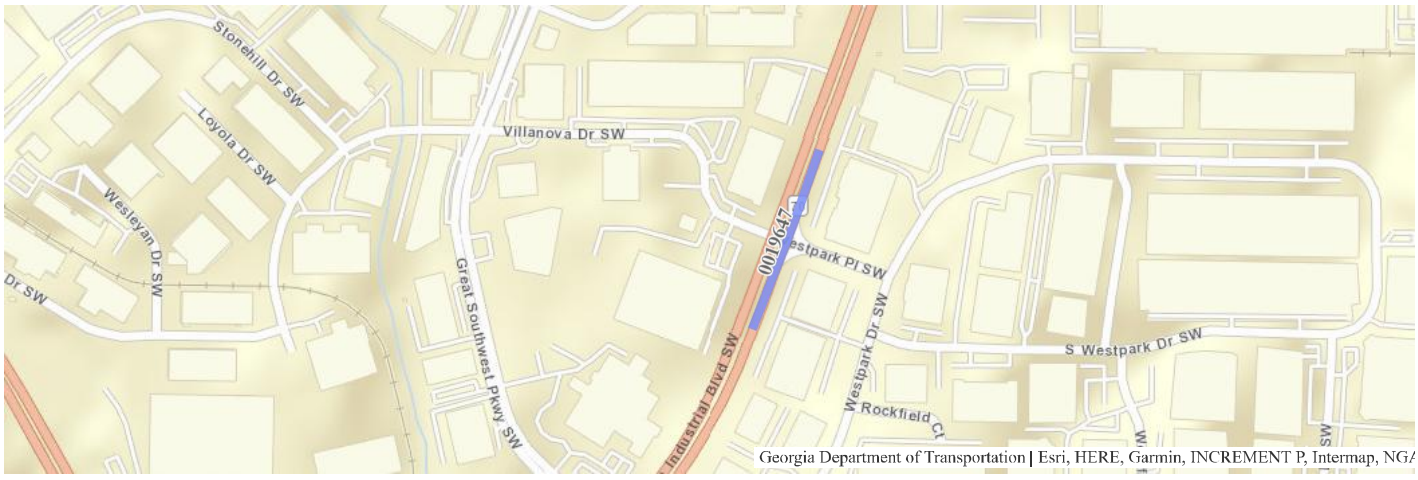
SR 70 @ CR 2036/WESTPARK PLACE

Project ID:	**0019647**	Notice to Proceed Date:	
Project Manager:	Courtney Cedor	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	038	Construction Contractor:	
State House District:	061	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

This project proposes to improve the intersection of Fulton Industrial Blvd. (SR 70) at Westpark Place. The left turn lanes on Fulton Industrial Blvd. would be offset to increase sight distances for turning vehicles. A restricted crossing U-turn (RCUT) intersection would be constructed at this location. The scope of work at programming is subject to further analysis.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)		$250,000.00	
CST (Construction)		$2,000,000.00	
PE (Preliminary Engineering)	2023	$372,727.00	



Project Documents

There are no items to show in this view.

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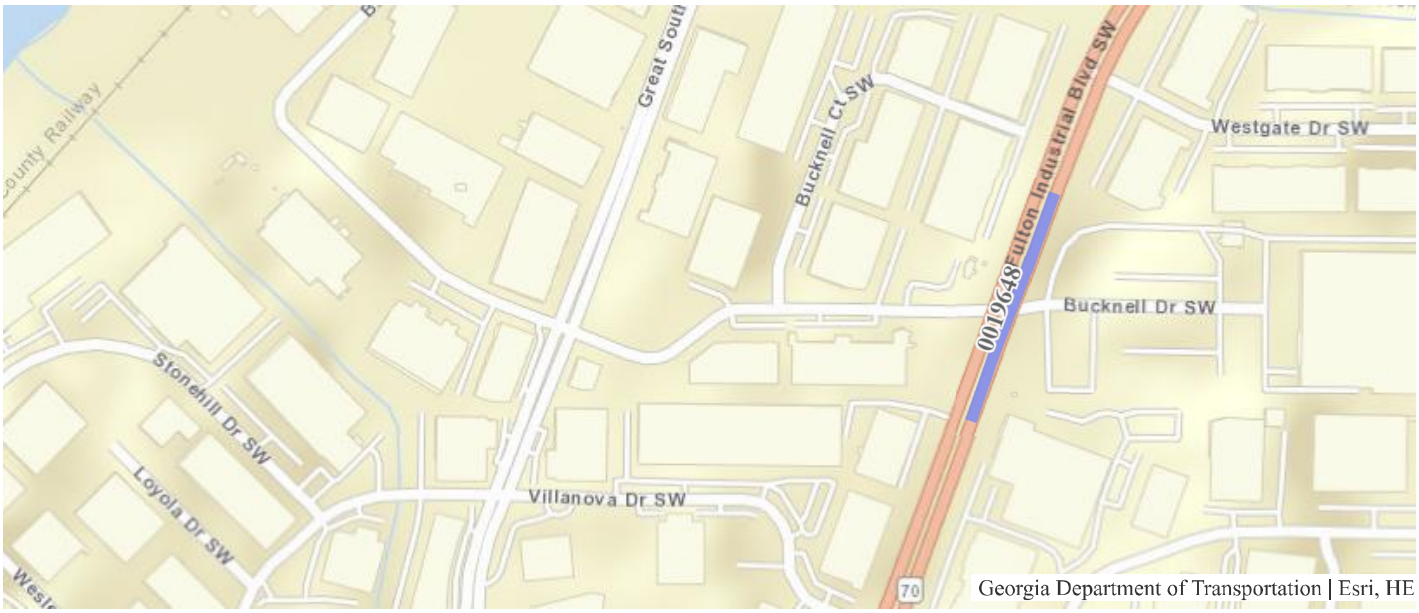
SR 70 @ CR 1283/BUCKNELL DRIVE

Project ID:	**0019648**	Notice to Proceed Date:	
Project Manager:	Courtney Cedor	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	038	Construction Contractor:	
State House District:	061	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:
This is an intersection improvement project proposing an A to B conversion and right-in-right-out at SR 70 and CR 128/Bucknell Drive

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)		$250,000.00	
CST (Construction)		$2,000,000.00	
PE (Preliminary Engineering)	2023	$372,727.00	



Project Documents
There are no items to show in this view.

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SR 70 @ CR 1277/GREAT SOUTHWEST PKWY

Project ID:	**0019649**	Notice to Proceed Date:	
Project Manager:	Courtney Cedor	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	038	Construction Contractor:	
State House District:	060	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:
This project proposes to improve the existing left turn lanes on Fulton Industrial Blvd (SR 70) at Great Southwest Pkwy. The left turn lanes would be offset to increase sight distances for turning vehicles. Existing traffic signals would be replaced with upgraded signals. The scope of work at programming is subject to further analysis.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)		$250,000.00	
CST (Construction)		$2,000,000.00	
PE (Preliminary Engineering)	2023	$372,727.00	

Project Documents
There are no items to show in this view.

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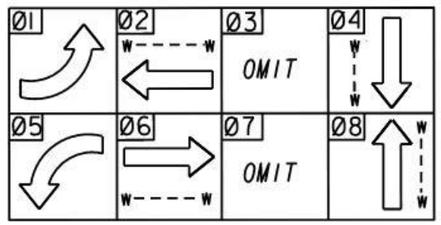
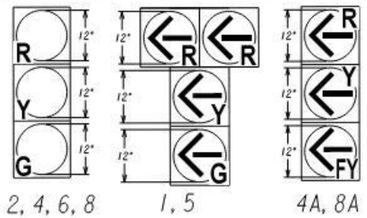
P. I. No.

PHASING DIAGRAM



LED SIGNAL HEADS WITH TP IX RETRO-REFLECTIVE BACKPLATES



PEDESTRIAN SIGNALS COUNTDOWN

P2, P4, P6, P8

APPROVED
FEB 13 2023
TMC
GEORGIA D.O.T.

EXIST R/W

FACTORY SHOALS RD - 35 MPH

INSTALL TYPE 1 PULL BOX

L4B L4A

INSTALL 6' X 40' QUADRUPOLE LOOP WITH TYPE 1 PULL BOX

INSTALL TYPE 2 PULL BOX OUT OF DITCH

REMOVE 2 EA 3-SECTION (LEFT ARROW) SIGNAL HEADS AND INSTALL 1 EA 4-SECTION T-SHAPED SIGNAL HEAD FOR PHASE 5. INSTALL R10-5 SIGN TO RIGHT SIDE OF 4-SECTION T-SHAPED SIGNAL.

RSU

INSTALL PEDESTRIAN POLE W/SIGNALS, SIGNS AND PUSHBUTTONS

INSTALL STRAIN POLE, TYPE IV 13 FEET BEHIND LOCATION OF EXISTING POLE. CONNECT BULL RING TO NEW POLE. REMOVE EXISTING POLE INSTALL TYPE 3 PULL BOX

INSTALL R10-5A

INSTALL 3-SECTION FYA SIGNAL HEAD, PHASE 8A

TYPE B RAMP

STATE ROUTE 6 (THORNTON RD) - 55 MPH

6' X 6' LOOPS LOCATED 410' FROM STOP BAR

L2B L2A

L1 L5

D3-1*2 R10-5

L6A L6B

INSTALL 3-SECTION FYA SIGNAL HEAD, PHASE 4A

INSTALL PEDESTRIAN POLE W/SIGNALS, SIGNS AND PUSHBUTTONS INSTALL TYPE 1 PULL BOX

INSTALL STRAIN POLE, TYPE IV 9 FEET BEHIND LOCATION OF EXISTING POLE. CONNECT BULL RING TO NEW POLE. RELOCATE LUMINARE ARM WITH CCTV CAMERA FROM OLD POLE TO NEW POLE. REMOVE EXISTING SIGNAL POLE

EXIST TYPE 3 PULL BOX

INSTALL AUXILIARY FILE IN EXISTING CABINET

INSTALL PEDESTRIAN POLE W/SIGNALS, SIGNS AND PUSHBUTTONS INSTALL TYPE 1 PULL BOX

INSTALL STRAIN POLE, TYPE IV 8 FEET BEHIND LOCATION OF EXISTING POLE. CONNECT BULL RING TO NEW POLE REMOVE EXISTING SIGNAL POLE

INSTALL R10-5A

REMOVE 2 EA 3-SECTION (LEFT ARROW) SIGNAL HEADS AND INSTALL 1 EA 4-SECTION T-SHAPED SIGNAL HEAD FOR PHASE 1. INSTALL R10-5 SIGN TO RIGHT SIDE OF 4-SECTION T-SHAPED SIGNAL.

L8A L8B

ONLY

REQ'D R/W

NOTE

ANY LOOP OR LOOP LEAD-IN CABLE DAMAGED DURING CONSTRUCTION MUST BE REPAIRED AND IN WORKING CONDITION.

OVERHEAD STREET NAME SIGNS

D3-1*1 Thornton Rd

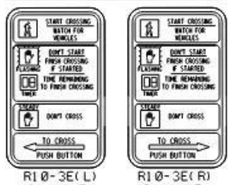
D3-1*2 Factory Shoals Rd

REGULATORY SIGNS

R10-5A 24"x36"

R10-5 24"x36"

PEDESTRIAN SIGNS



R10-3E(L) 9" X 15"

R10-3E(R) 9" X 15"

SIGNAL LEGEND

- PROPOSED SIGNAL HEAD
- EXISTING SIGNAL HEAD
- RELOCATED SIGNAL HEAD
- PROPOSED 4-SECTION SIGNAL HEAD
- PROPOSED 5-SECTION (CLUSTER)/4-SECTION T-SHAPED SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

- PROPOSED VIRTUAL DETECTION ZONE
- PROPOSED INDUCTIVE LOOP
- PROPOSED VIDEO DETECTION CAMERA
- PROPOSED MAGNETOMETER
- PROPOSED RADAR

DOUGLAS COUNTY
GEORGIA

SCALE IN FEET
0 30 60 120

REVISION DATES		

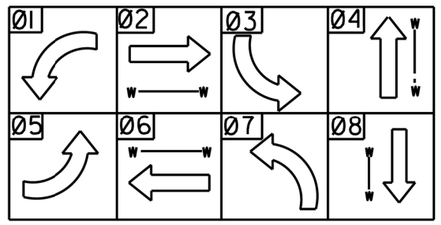
TRAFFIC SIGNAL PLAN

SR 6 (THORNTON RD) AT FACTORY SHOALS RD
INTERSECTION IMPROVEMENT
DOUGLAS COUNTY

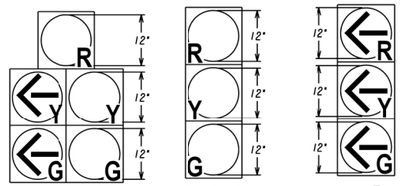
CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	27-0001
CORRECTED:		DATE:	
VERIFIED:		DATE:	

P.I. No.

PHASING DIAGRAM

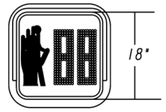


EXISTING SIGNALS WITH RETRO REFLECTIVE BACKPLATES

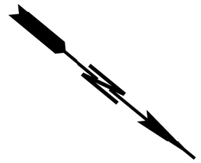


7/4, 3/8 | 2, 4, 6, 8 | 1, 5

PEDESTRIAN SIGNALS COUNTDOWN



P2, P4, P6, P8



EXIST R/W

RIVERSIDE PKWY
45 MPH

58+00

59+00

EXIST R/W

INSTALL NEW PEDESTRIAN PEDESTAL WITH PEDESTRIAN SIGNALS HEADS, PUSH BUTTONS AND SIGNS WITH TYPE 2 PULL BOX AFTER ROADWORK IS COMPLETED.

R560-5

R1-2

D3 D8

P6 P4 P8

11+00 12+00 13+00 16+00 17+00 18+00 19+00

SR 6 (THORNTON RD) - 55 MPH

D2A D2B D5 D1 D6B D6A

D3-1*2

R10-5A

P8 P4 P2

RECONNECT THE PEDESTRIAN SIGNALS FROM THE EXISTING PULL BOX IN THE ISLAND TO THE TYPE 5 PULL BOX. THIS WAY REQUIRE A NEW 3" 50-FOOT DIRECTIONAL BORE WITH THE CONDUIT AND SIGNAL CABLE.

R1-2

INSTALL 332A CABINET PREFORMED WORK PADS (2 EA) WITH 2070LX CONTROLLER

INSTALL STRAIN POLE, TYPE IV STA 16+14.70, 96.3'RT., 4' BEHIND GUARDRAIL WITH TYPE 5 PULL BOX

R560-5

D7 D4

62+00

63

EXIST R/W

EXIST R/W

INSTALL NEW PEDESTRIAN PEDESTALS WITH PEDESTRIAN SIGNALS HEADS, PUSHBUTTONS AND SIGNS AFTER ROADWORK IS COMPLETED.

RIVERSIDE PKWY
45 MPH

EXIST R/W

EXIST R/W

OVERHEAD STREET NAME SIGNS

D3-1*1 Thornton Rd

D3-1*2 Riverside Pkwy

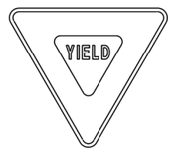
NOTES FOR SIGNAL MODIFICATION

(1) RELOCATE ALL ITS DEVICES. THIS INCLUDES:
-FIBER OPTIC DROP CABLE WILL NEED TO BE RECONNECTED TO THE NEW CONTROLLER CABINET.
-CAMERA LOCATED IN THE NW CORNER NEED TO BE RECONNECTED TO THE NEW CABINET.

(2) MAKE SURE THAT LOOP DETECTORS ARE STILL OPERABLE. LOOP LEAD-IN CABLES MAY NEED TO REPLACED.

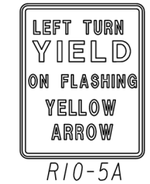
(3) RUN NEW 7-CONDUCTOR CABLE TO TRAFFIC SIGNALS RUN ADDITIONAL 7-CONDUCTOR TO LEFT TURN SIGNALS DO NOT SPLICE CABLES FROM THE EXISTING CONTROL CABINET TO THE NEW CONTROL CABINET.

POST MOUNTED SIGNS



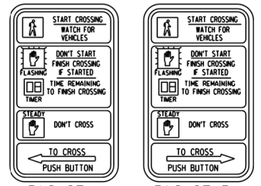
R1-2(36) | R560-5 12" X 18"

REGULATORY SIGNS



R10-5A 30"x36"

PEDESTRIAN SIGNS



R10-3E(L) 9" X 15" | R10-3E(R) 9" X 15"

SIGNAL LEGEND

- PROPOSED SIGNAL HEAD
- EXISTING SIGNAL HEAD
- RELOCATED SIGNAL HEAD
- PROPOSED 4-SECTION SIGNAL HEAD
- PROPOSED 5-SECTION (CLUSTER) SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

- PROPOSED VIRTUAL DETECTION ZONE
- PROPOSED INDUCTIVE LOOP
- PROPOSED VIDEO DETECTION CAMERA
- PROPOSED MAGNETOMETER
- PROPOSED RADAR

DOUGLAS COUNTY GEORGIA

SCALE IN FEET
0 30 60 120

REVISION DATES		

TRAFFIC SIGNAL PLAN
SR 6 (THORNTON RD) AT RIVERSIDE PKWY INTERSECTION IMPROVEMENT

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		27-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		