

# Douglas County

## Comprehensive Transportation Plan

.....  
**SYSTEM-WIDE  
NEEDS ASSESSMENT  
REPORT**

*June 2021*



**Douglas County**  
Comprehensive Transportation Plan

# ABOUT the Douglas County Comprehensive Transportation Plan

Douglas County is developing an update to the Douglas County Comprehensive Transportation Plan (CTP), which was last updated in 2009. The CTP update effort is in collaboration with the municipalities of Austell, Douglasville, and Villa Rica and in coordination with state and regional partner agencies, including the Atlanta Regional Commission (ARC), the Atlanta Transit Link Authority (ATL), Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), and State Road and Toll Authority (SRTA). This study was made possible through financial support provided by the ARC and Douglas County.

This plan will produce a 30-year vision for multi-modal transportation investments through the year 2050 that address Douglas County's mobility needs based upon current and projected conditions. The study will conclude with a prioritized list of transportation improvements, a fiscally constrained short-term (5-year) action plan, as well as mid-term (5-10 year) and long-term (10-30 year) fiscally constrained and unconstrained lists of projects.

## Planning Partners



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# 1 INTRODUCTION

The purpose of the Douglas County Comprehensive Transportation Plan (CTP) is to identify a strategic transportation vision for the county and prioritize transportation improvements in the near, mid and long-term. The CTP will be a multi-modal plan that will consider all forms of transportation including walking, biking, automobiles, freight, transit and emerging transportation technologies (i.e. autonomous and connected vehicles).

At the end of the planning process, the Douglas County CTP will:

- **Establish clear goals and objectives**
- **Develop a prioritized list of transportation projects**
- **Identify a five-year short-term implementation plan; and**
- **Recommend programs and policies to improve mobility, access and safety.**

The CTP incorporates extensive public involvement and stakeholder engagement into the planning process. This includes virtual public meetings and open houses, on-line surveys, and an interactive project website. Engagement activities collect input on community-identified needs and priorities. The CTP is also guided by a Stakeholder & Technical Committee that represents the public's interests and provides technical input throughout the plan development process.

Figure 1 illustrates the Douglas County CTP's planning process and provides an overview of the three major study phases. Each major phase builds upon the efforts of the previous phase. This System-Wide Assessment Report will detail the transportation needs across the County based on an analysis of existing conditions and trends discovered in the Foundations Report.

## ABOUT THIS REPORT

The System-Wide Assessment Report consists of a transportation needs assessment based on the findings laid out in the previous Foundations Report. This identified needs will be focused on traffic congestion, intersection operations, bicycle/pedestrian conditions, maintenance, and freight for the county as a whole. The findings from this analysis will directly inform the plan's project recommendations to address the needs. In addition, this Report also incorporates project cost estimates and forecasts of current revenues. Subsequent to this document will be two additional components of the needs assessment:

- **Corridor and Local Area Studies: Detailed analysis of specific corridors and areas within the county**
- **Transit Service Assessment: Detailed assessment of existing transit services and recommendations for system enhancement**

However, general overviews of these assessments have been included in this Report. It should be noted that these two reports will be submitted separate to this system-wide report.



Figure 1: Douglas County CTP Study Process

## Inventory

The first study phase focuses on data collection and compiling an accurate inventory of current and projected conditions.



### Foundations Report

This report lays the foundation for further study by providing an inventory of existing conditions and trends.



2020  
FALL

WE  
ARE  
HERE

## Assessment

The second phase focuses on identifying specific transportation needs to be addressed within the CTP. This involves detailed technical analysis at the county-wide level and special studies of three corridors and one local area in need of additional attention. A detailed assessment of the transit system will also be conducted.



### System-Wide Assessment

This will provide a county-wide review of transportation needs with a focus on traffic congestion, intersections and bicycle and pedestrian conditions.



### Corridor and Local Area Studies

Three special corridor studies and one local area study will feature a detailed reporting of transportation needs in specific focus areas.



### Transit Service Assessment

This report will provide a detailed assessment of existing transit services and include recommendations to improve and enhance services.



2020-2021  
WINTER



2021  
SPRING

## Recommendations

The final phase builds upon the needs identified in the Needs Assessment by translating those into potential transportation projects. This phase includes project development, refinement, prioritization and costing. The phase concludes with the final plan to be adopted by the County.



### Recommendations Report

The CTP concludes with a final plan that features a prioritized list of transportation projects, a 5-year implementation plan, and policy recommendations.



2021  
SUMMER



## STUDY AREA

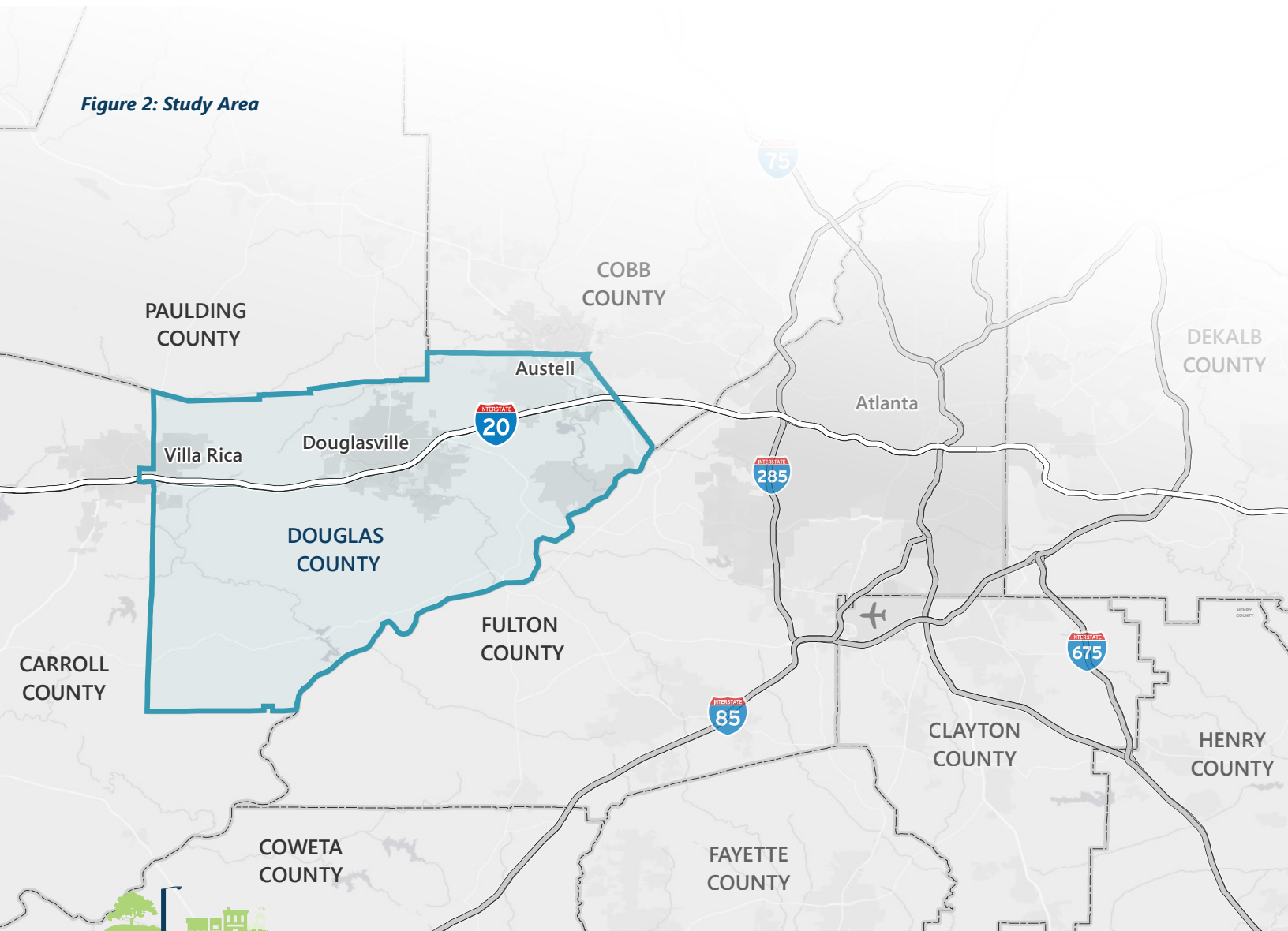
Douglas County is located in north central Georgia and is part of the Atlanta metropolitan region. It shares borders with Fulton, Cobb, Paulding and Carroll Counties as shown in Figure 2. The Chattahoochee River serves as the county's southeastern border. Douglas County has a total land area of 201 square miles and an estimated population of 146,343 in 2019, according to the U.S. Census.

Douglas County contains three municipalities – Douglasville, the county seat, portions of Austell (partially within Cobb County) and Villa Rica (partially within Carroll County). Interstate 20 traverses Douglas

County from east to west and provides a major transportation link within the county and to the greater region and beyond.

The Douglas County CTP is focused on transportation conditions and improvements within Douglas County, but is considerate of the conditions and plans of neighboring jurisdictions and the greater region.

Figure 2: Study Area



# 2 GOALS & OBJECTIVES

Goals and objectives serve an important purpose in planning: they provide a high-level guidance on what the County wants to achieve, and the basic strategies for moving towards this vision. They provide a framework for analyzing transportation needs, and also inform the prioritization of potential transportation projects.

The County's transportation goals and objectives, listed below, have their foundations in the previous CTP process. These goals and objectives were shared with the community for input, and modified to be more explicitly transportation focused, while still considering the broader impacts transportation can have on land use, economic development, and quality of life.

## 1. ENHANCE MOBILITY FOR ALL TRAVELERS

- **Maintain and improve the condition of existing transportation infrastructure**
- **Expand trip choices through a well-connected network of roadways**
- **Incorporate multimodal facilities into transportation planning**
- **Invest in bicycle and pedestrian facilities to connect neighborhoods and destinations**
- **Support connectivity to the regional transit system**
- **Ensure access and mobility for freight**

## 2. IMPROVE SAFETY OF TRANSPORTATION FACILITIES

- **Address known roadway safety issues**

- **Prioritize the safety of pedestrians and bicyclists in multi-modal corridors**
- **Limit potential conflicts between freight and other modes**

## 3. COORDINATE TRANSPORTATION INVESTMENTS WITH LAND USE

- **Invest in improved mobility in areas of growth and higher density**
- **Protect community identity with appropriately scaled transportation infrastructure**
- **Maintain consistency with comprehensive land use plans**

## 4. LEVERAGE TRANSPORTATION TO ENHANCE COMMUNITY QUALITY

- **Use transportation investments to encourage development in economically depressed areas**
- **Respect natural and historic resources when planning transportation improvements**
- **Incorporate connectivity to greenways**
- **Actively engage the community in transportation decisions**





# 3 PUBLIC ENGAGEMENT

The public was engaged throughout the development of the Douglas County Needs Assessment. Primarily, public was engaged through three main channels: a public survey, a virtual Public Meeting, and the project website.

## PUBLIC SURVEY

The public survey collected information regarding topics such as:

- **Transportation challenges/opportunities**
- **Specific improvements and locations**
- **Relevant evaluation criteria**
- **Travel patterns**
- **General demographics**

The survey results are summarized in Appendix I.

**In total, 278 people responded to the Survey.**

## PUBLIC MEETING

The second virtual Public Meeting was held on June 3, 2021. During this meeting, the initially identified Needs were presented and discussed and general public feedback regarding priorities and additional needs was collected. A copy of the Public Meeting presentation and a summary of the meeting is included in Appendix J.

## PROJECT WEBSITE

The public was also continually engaged throughout the life of the project via the project website at [www.douglascountycotp.com](http://www.douglascountycotp.com).

The website serves as the one-stop-shop for all project information including presentations and report documentation, the project schedule, and links for registering/joining public meetings and signing up for regular project updates.

*Figure 3: Douglas County CTP Second Public Meeting Presentation*



# 4 NEEDS ASSESSMENT

Roadway infrastructure needs were identified through analysis of historical, existing, and forecasted data presented in the existing conditions report. Potential project needs were categorized as either:

- **Roadways**
- **Roadway Maintenance**
- **Bridges**
- **Corridor and Local Area Studies**
- **Bicycle and Pedestrian/Active Transportation**
- **Freight**
- **Transit**

In addition, information regarding projects and project needs was collected from:

- **General Public**
- **Provided by Douglas County's Department of Transportation**
- **Douglas County SPLOST Program**
- **Atlanta Regional Commission Regional Transportation Plan**

The identified needs were compared against the information listed above and a consolidated list of Needs was developed.

## ROADWAY NEEDS

Roadway project needs were identified by reviewing the following elements:

- **Existing Travel Time Index (TTI = Congested Travel Time/Free-Flow Conditions Travel Time) data**
- **Existing and projected peak period LOS**

- **Historical crash data**

Intersection project needs were identified by reviewing:

- **Existing TTI data**
- **Historical crash data**

Bridge needs were determined based on the sufficiency rating reported in the National Bridge Inventory.

## ROADWAY IMPROVEMENTS

Overall, major roads with very poor pavement condition are the most critical sections to prioritize for basic safety improvements. Additionally, roadways where a significant portion of the road is currently experiencing congestion during the peak hour, indicated either by having a TTI greater than about 2.0 or being one of the top five congested segments during a peak period, were identified as potential improvement locations. Many of the locations with elevated TTIs are located in the eastern portion of the county, particularly along SR 6 which contains a high concentration of commercial and industrial land uses, and along SR 8 which serves



as the major east-west connection in Douglas County for local traffic not utilizing I-20. These areas were also found to be the major trip generators in the travel trends assessment discussed in the existing conditions report.

Roadways with large segment portions experiencing peak period LOS of E or F in 2050 and 2020 were also identified as potential improvement locations. Locations that met LOS criteria for identified needs were generally located along high traffic commuting corridors including SR 6, SR8, and Hwy 166.

Segment crash rates were calculated on all interstate, principal arterial, minor arterial, and major collector roadways for the most recent five years of complete crash data, from 2015 through 2019, where annual historical traffic count data was available. Seventy-three roadway segments were screened as part of this process. Segment crash rates were compared to statewide averages for total crashes and injury crashes. Segments with crash rates higher than the statewide

average were identified as potential improvement locations. Additionally, segments that experienced at least three fatal crashes or two bicycle or pedestrian crashes were also identified as potential improvement locations. Segments identified as safety needs were generally located on segments with significant development, which may increase conflict points along a corridor, or high rates of speed, which may result in more severe crashes.

Table 1 lists the roadway segments identified as potential improvements based on the criteria described above and indicates which of the screening criteria was met for the segment to be included as a potential improvement. Segment analysis fact sheets for each of the identified roadway segments can also be found in Appendix A of this document. Potential improvements indicated by TTI or LOS analysis may require capacity improvement project to mitigate congestion issues while safety indicated needs may require operational improvements to enhance safety along the corridor.

**Table 1: Douglas County Roadway Needs**

Road	Start	End	Length (mi)	TTI	LOS	Safety
Campbellton Street	I-20	Selman Avenue	1.0			x
Campbellton Street	Selman Avenue	SR 8/Veteran's Memorial Highway	0.5			x
Capps Ferry Road	Breken Drive	Fulton C/L	1.7		x	x
Capps Ferry Road	SR 166	Breken Drive	1.5			x
Cedar Mountain Road	Dorris Road	S. Flat Rock Road	0.2		x	
Chapel Hill Road	I-20	Brookmont Parkway	1.9			x
Douglas Boulevard	Bright Star Road	SR 5/Bill Arp Road	0.9			x
Douglas Boulevard	SR 5/Bill Arp Road	Chapel Hill Road	1.6			x
Fairburn Road	SR 92	Fulton C/L	2.6	x	x	
Hospital Drive	S/O SR 92/Fairburn Road	Dorris Road	0.4			x
I-20	Fairburn Road	Fulton C/L	6.8	x	x	
I-20	Campbellton Street	Fairburn Road	1.8		x	
I-20	Fairburn Road	Bill Arp Road	3.3		x	



**Table 1: Douglas County Roadway Needs**

Road	Start	End	Length (mi)	TTI	LOS	Safety
Kings Highway	Ridge Way	SR 5/Bill Arp Road	0.5		x	
Lee Road	SR 92/Fairburn Road	E. County Line Road	1.8			x
Lee Road	E. County Line Road	I-20	1.1			x
Lee Road	I-20	S. Sweetwater Road	0.6			x
S. Sweetwater Road	Skyview Drive	SR 8/Veteran's Memorial Highway	0.6		x	x
S. Sweetwater Road	Lee Road	Blairs Bridge Road	1.1			x
S. Sweetwater Road	Skyview Drive	Lee Road	0.7			x
Liberty Road	Carroll C/L	Carroll C/L	0.8	x	x	
Maxham Road	Cobb C/L	SR 6/Thornton Road	0.8	x		x
Post Road	SR 166	Jenkins Road	3.0			x
Post Road	I-20	SR 8/Veteran's Memorial Highway	0.6			x
Riverside Parkway	SR 6/Thornton Road	Cobb C/L	0.8	x		
Riverside Parkway	SR 6/Thornton Road	Rock House Road	0.7			x
Skyview Drive	Mt. Vernon Road	SR 6/Thornton Road	1.6			x
SR 166/Duncan Memorial Highway	Chapel Hill Road	SR 92	2.7		x	
SR 166/Duncan Memorial Highway	SR 5/Bill Arp Road	Capps Ferry Road	0.4		x	
SR 166/Duncan Memorial Highway	Post Road	Carroll C/L	3.0			x
SR 5/Bill Arp Road	Berea Road	Bright Star Road	0.4		x	
SR 5/Bill Arp Road	Central Church Road	I-20	1.9			x
SR 5/Bill Arp Road	I-20	Bright Star Connector	0.3			x
SR 5/Bill Arp Road	Bright Star Connector	SR 8/Veteran's Memorial Highway	1.1			x
SR 6/Thornton Road	Riverside Parkway	Fulton C/L	0.3	x		
SR 6/Thornton Road	I-20	Interstate West Pkwy/Bob Arnold Blvd	0.6			x
SR 6/Thornton Road	I-20	SR 6 Spur (Cobb County)	5.2			x
SR 8/Veteran's Memorial Highway	Bowden Street	Campbellton Street	0.2	x	x	x



**Table 1: Douglas County Roadway Needs**

Road	Start	End	Length (mi)	TTI	LOS	Safety
SR 8/Veteran's Memorial Highway	SR 6/Thornton Road	S. Sweetwater Road	1.1	x	x	x
SR 8/Veteran's Memorial Highway	S. Sweetwater Road	Burnt Hickory Road	4.1	x	x	
SR 8/Veteran's Memorial Highway	Peachtree Street	SR 6/Thornton Road	0.5	x		
SR 8/Veteran's Memorial Highway	SR 6/Thornton Road	Olive Street/Hotel Street	0.4			x
SR 8/Veteran's Memorial Highway	SR 92/Fairburn Road	SR 92/Dallas Highway	0.4			x
SR 8/Veteran's Memorial Highway	Rose Avenue	SR 5/Bill Arp Road	1.3			x
SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road	John West Road	1.8			x
SR 92/Dallas Highway	SR 8/Veteran's Memorial Highway	Malone Road	1.3			x
SR 92/Dallas Highway	Malone Road	Paulding C/L	1.2			x
SR 92/Fairburn Road	Fulton C/L	SR 166/Duncan Memorial Highway	1.9	x	x	
SR 92/Fairburn Road	SR 154/Fairburn Road	Anneewakee Road	0.6		x	
SR 92/Fairburn Road	SR 8/Veteran's Memorial Highway	Hospital Drive	0.7			x
SR 92/Fairburn Road	Hospital Drive	I-20	0.9			x
SR 92/Fairburn Road	I-20	Pope Road	1.2			x
SR 8/Veteran's Memorial Highway	SR 6/Thornton Road	S. Sweetwater Road	1.1	x	x	x

## INTERSECTIONS

Intersections where one or more approach was listed in the top five congested intersections table during the AM or PM peak hour were identified as potential improvement locations. Many of the approaches with high TTI values were located on the minor street approach to major intersections along highly traveled corridors.

Similar to the segment safety analysis, crash data from 2015 through 2019 was reviewed at 100 intersections in Douglas County. An intersection was identified as a potential improvement location if a high percentage of crashes resulted in injury and fatality crashes, or if

the intersection had experienced a high proportion of potentially dangerous types of crashes, such as angle and run-off-the-road crashes. Additionally, intersections that experienced at least two bicycle or pedestrian crashes were also identified as potential improvement locations.

Table 2 lists the intersections identified as potential improvements based on the criteria described above and indicates which of the screening criteria was met for the intersection to be included as a potential improvement. Intersection analysis fact sheets for each of the identified intersections can also be found in Appendix A of this document. Potential improvements indicated by TTI analysis may require



**Table 2: Douglas County Intersection Needs**

Intersection	TTI	Safety
Anneewakee Road at Chapel Hill Road	x	
Chapel Hill Road at Hwy 166	x	
Factory Shoals Road at SR 6/Thornton Road	x	
SR 8/Veteran's Memorial Highway at Bill Arp Road	x	
SR 6/Thornton Road at Maxham Road	x	x
SR 8/Veteran's Memorial Highway at SR 6/Thornton Road	x	
I-20 EB Ramps at Post Road		x
SR 8/Veterans Memorial Highway at Mann Road		x
Bright Star Road at John West Road		x
Bill Arp Road at Big A Road		x
Bill Arp Road at Banks Mill Road/Pool Road		x
Bill Arp Road at Concourse Parkway		x
SR 8/Veterans Memorial Highway at Bright Star Road		x
SR 92/SR 154 at Highland Hill Parkway		x
Hwy 166 at Big A Road		x
SR 92 at Parker Road		x
SR 92 at Hospital Drive		x
SR 92 at Durelee Lane		x
SR 92 at Cherokee Boulevard		x
SR 92 at Lee Road		x
SR 92 at Lake Monroe Road		x
SR 92 at Anneewakee Road		x
SR 8/Veterans Memorial Highway at McIntosh Road		x
SR 8/Veterans Memorial Highway at County Line Road		x
SR 8/Veterans Memorial Highway at Bowden Street		x
I-20 WB Ramps at Lee Road		x
Lee Road at Vulcan Drive		x
S. Sweetwater Road at Mt. Vernon Road		x
Riverside Parkway at Rock House Road		x
SR 6/Thornton Road at Douglas Hill Road		x



**Table 2: Douglas County Intersection Needs**

Intersection	TTI	Safety
SR 6/Thornton Road at Bob Arnold Blvd/Interstate W Pkwy		x
SR 6/Thornton Road at Blairs Bridge Road/Blair Way		x
SR 6/Thornton Road at Skyview Drive		x
Maxham Road at Emery Circle/Quality Way		x
Kings Highway at Dorsett Shoals Road		x

capacity improvements at the intersection while safety indicated needs may require operational improvements to enhance safety at the intersection. Signalization and ITS

## SIGNALIZATION AND ITS NEEDS

### TRAFFIC SIGNALS

A growing population and an increase in new developments has resulted in strong growth in Douglas County over the past decade and led to increased congestion and travel times. With this growth has come new and expanded development that has put more demand on the existing transportation system and changed traditional travel patterns. Moreover, industrial growth, such as new distribution centers coming online, has increased the amount of truck traffic on Douglas County roads. Optimizing signal timing and synchronization along heavily traveled corridors is a low-cost, short-term, opportunity to improve capacity while avoiding higher cost, long-term, road widenings. While many of the high traffic corridors are operating under GDOT’s RTOP program, the corridors listed below would also benefit from signal optimization and synchronization improvements.

- **SR 6/Thornton Road**
- **Chapel Hill Road/Campbellton Street**

In addition to operational improvements at intersections such as turning lanes and signal phasing,

opportunities to improve safety for pedestrians and bicyclists should be prioritized as well. It is important to ensure that intersection improvements include compliance with the Americans with Disabilities Acts (ADA), i.e., median refuges, pedestrian countdown timers, accessible ramps, and lengthening crossing times for pedestrians.

### INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

ITS also known as, Advanced Traffic Management Systems (ATMS) encompass a broad range of innovative communication equipment to monitor and control traffic as well as transmit information to drivers about travel options. Types of ITS/ATMS equipment include real-time signal coordination, cameras, sensors, and dynamic message signs. Such technology provides the opportunities to enhance traffic flow and reduce congestion during peak travel times and special events. Coordinating ITS/ATMS implementation plans with public safety departments, such as Law Enforcement, Fire and Rescue, and Medical Transportation, is important, as emerging technology can greatly benefit emergency response times.

With the spur of industrial growth in Douglas, (e.g., distribution centers), public and stakeholder feedback demonstrates a growing concern regarding an increase in freight traffic. Strategies to optimize freight traffic access to Interstate 20 and deter heavy vehicles from local roads are vital. ITS infrastructure, operational improvements at railroad crossings, and dynamic message signs are cost-effective methods for



directing heavy truck traffic to designated truck routes and deterring them from local roads.

With the implementation of ITS/ATMS technologies, the inclusion of a Traffic Management Center (TMC) could be beneficial to the County. A TMC would enable the County to monitor traffic operations along heavily traveled corridors in real time, as well as improve deployment of response times during traffic incidents and alert drivers to resulting changes in travel times. Additionally, consideration should be given to housing other departments such as law enforcement and fire and emergency management services to more efficiently deploy multiagency response.

It is important to note that establishing a TMC would require significant coordination between the County, local jurisdictions, and GDOT in terms of operations. With that in mind, the County and local jurisdictions should continue to monitor the need for a central location for traffic management.

### Electric Vehicle Chargers

Current trends indicate that in the future, mobility will be mostly powered by electricity. This trend has already started. The current administration's Infrastructure Plan proposal includes 28,000 electric vehicle charging stations by 2030.

The Atlanta Regional Commission (ARC) has already identified a series of next steps for the "electrification" of the region:

- **Set regional goals and targets for electrification**
- **Identify priority areas for public charging infrastructure**
- **Prioritize funding for public charging infrastructure and EV purchases**
- **Incentivize local EV-ready zoning and building code ordinances**
- **Measure and track emissions reduction**
- **Ensure equitable access to charging infrastructure**

Therefore, the ARC is exploring conducting a regionwide "electrification" study and ultimately a program. Based on this, Douglas County needs to continue to coordinate with the ARC to ensure that the County is included in this study (and program) for the region.

### CAV Technology

Connected/Automated vehicles (CAV) are quickly becoming the future of mobility. CAV technology can range from driver assistance, such as adaptive cruise control and "lane keep assist", all the way to driverless full automation of the vehicle. The Federal Highway Administration (FHWA) has found that equipping passenger, freight, and transit vehicles with CAV technology can generate safety benefits related to human driving errors, such as fatigue and distraction. GDOT is actively researching and deploying CV architecture, such as dedicated short-range communications (DSRC) at intersections and next-generation highway striping to provide infrastructure improvements for connected vehicle applications and beyond. Looking ahead, the state's ultimate goal is to have 100% deployment of DSRC on interstates, at signalized intersections on state routes and freight networks. CAV and other emerging technology should be kept at the forefront as recommendations are made to improve traffic operations throughout the County.





## ROADWAY MAINTENANCE NEEDS

Douglas County currently allocates approximately \$3.0 million per year to roadway maintenance. This maintenance usually includes repaving of the road, minor repairs, and in some cases bringing the roadway up to current standards (as applicable). The current allocation allows Douglas County to rehabilitate between 16 and 20 miles of roadway per year. Since the County currently has 700 miles of roads, it'd take approximately 39 years (700 miles / 18 miles per year) to rehabilitate the entire County roadway network. This is significantly longer than the 15-year interval generally recommended (mix of local roads with residential streets).

Based on the above, a more robust maintenance program is needed to maintain the County's roadway network in good conditions. In order to be able to meet the general 15-year recommendation, the County would need to be able to rehabilitate 47 miles per year.

Therefore, a maintenance allocation of approximately \$7.8 million per year. This represent four times the current budget allocation to maintenance.

## BRIDGES

Bridges were identified as potential improvement locations based on their sufficiency rating. Bridges with a sufficiency rating below 50 are considered the highest priority and may qualify for federal replacement funding to assist with project costs. There is only one bridge in Douglas County with a sufficiency rating below 50. Bridges with a sufficiency rating between 50 and 80 are also potential improvement locations however they are a lower priority than bridges with lower ratings. Bridges with a rating between 50 and 80 may qualify for federal repair funding to help offset project costs and allow preemptive improvements to be made to avoid further deterioration.

Bridges in Douglas County with a sufficiency rating below 80 are identified as qualifying for either federal repair or replacement funding in Table 3.

**Table 3: Douglas County Bridge Needs**

Facility Carried	Feature Crossed	Federal Repair Funding	Federal Replacement Funding
Bright Star Rd	I-20	x	
Burnt Hickory Rd	I-20		x
Capps Ferry Rd	Chattahoochee River (Fulton/ Douglas County Line)	x	
Daniel Mill Rd	Mobley Creek Tributary	x	
East Baggett Rd	Mobley Creek	x	
I-20 (EBL)	Keaton Creek	x	
I-20 (WBL)	Keaton Creek	x	
I-20	Keaton Creek Tributary	x	
Jonston Rd	Mobley Creek Tributary	x	
Liberty Road	I-20	x	
Maxham Rd	Sweetwater Creek Tributary	x	
Mt. Vernon Rd	I-20	x	



**Table 3: Douglas County Bridge Needs**

Facility Carried	Feature Crossed	Federal Repair Funding	Federal Replacement Funding
North County Line Rd	I-20	x	
North Helton Rd	Dog River	x	
Prestley Mill Rd	I-20	x	
Ragan Rd	Mud Creek	x	

## CORRIDOR AND LOCAL AREA STUDIES NEEDS

A detailed analysis for the following corridor/areas:

- **SR 5 (Bill Arp Road) - US 78 to Central Church Road**
- **Lee Road Extension (Bomar Road/Central Church Road/Bright Star Road) - SR 92 (Fairburn Road) to US 78**
- **Chapel Hill Road - Hospital Drive to SR 166**
- **Capps Ferry Road to SR 5 area**

This process included focusing on and analyzing critical intersections in the corridors to identify existing and long-term safety and operational needs and potential infrastructure recommendations to address those needs. These needs are re-documented in Tables 4, 5, 6, and 7 below. The detailed analysis for each of these corridors and the area-wide study can be found in Appendices B, C, D, and E.

**Table 4: SR 5 (Bill Arp Road) Identified Needs**

Intersection	Identified Need
US 78 at SR 5	Provide Overlap Phase for NBR Movement
SR 5 at Concourse Pkwy	Restrict NBL Movement at This Location to U Turn at Rose Ave (Minimize Weaving)
SR 5 at I-20 WB Ramps	Install Dual WBR Turn Lanes; Install Contraflow Turn Lane for NBL Movement South of the Interchange to Accommodate Queue Lengths
SR 5 at I-20 EB Ramps	Install Channelized Free Flow Turn Lane for NBR Movement; Install Contraflow Turn Lane for SBL Movement North of the Interchange to Accommodate Queue Lengths
SR 5 at Douglas Blvd	Install NBR and SBR Turn Lanes; Install Dual WBL Turn Lanes and Dual SBL Turn Lanes
SR 5 at Stewart Pkwy	Install Dual NBL Turn Lanes; Install Dual WBR Turn Lanes
SR 5 at Kings Hwy	Channelize NBR Turn Lane with a Porkchop Island



**Table 5: Lee Road Extension Identified Needs**

Intersection	Identified Need
Lee Road and SR 92	Provide Overlap Phase for WBR Movement along Lee Rd
Bomar Road at Chapel Hill Road	Install WBR Turn Lane; Access Management/Designalizing at the Intersection of Chapel Hill Rd and Willow Ridge Rd
Bright Star Road and Douglas Blvd	Install SBL Turn Lane and Maintain it After Widening Project, Install NBL Turn Lane

**Table 6: Chapel Hill Road Identified Needs**

Intersection	Identified Need
Chapel Hill Rd at I-20 EB Ramps	Extend NBR Turn Lane 100' to Avoid Lane Starving
Chapel Hill Rd at Douglas Blvd	Install Dual WBR Turn Lanes; Install Dual SBL Turn Lanes
Chapel Hill Rd at Stewart Mill Rd	Install EBR Turn Lane; Install NBL Dual Left Turn Lane
Chapel Hill Rd at Bomar Rd	Install WBR Turn Lane; Access Management/Designalizing at the Intersection of Chapel Hill Rd and Willow Ridge Rd
Chapel Hill Rd at Anneewakee Rd	Install Dual WBR Turn Lanes; Install Dual SBL Turn Lanes
SR 166 at Chapel Hill Rd	Install TWLTL with Left and Right Turn Lanes along SR 166

**Table 7: Capps Ferry Road to SR 5 Identified Needs**

Intersection	Identified Need
SR 166 at Capps Ferry Road	Construct a Roundabout

## BICYCLE AND PEDESTRIAN/ACTIVE TRANSPORTATION NEEDS

Active transportation encompasses modes of travel that require human energy, primarily walking and bicycling. This term draws the connection between healthy, active living and our transportation system and travel mode choices. The benefits of active transportation are

numerous and include reduced roadway congestion, travel-time savings, improved health outcomes, and increased recreational opportunities.

An extensive analysis has been conducted to identify needs relating to the expansion and improvement of sidewalks and trails in Douglas County. This involved a variety of data sources including, a walking propensity analysis, existing plans, proposed projects, and public input.

### WALKING PROPENSITY ANALYSIS

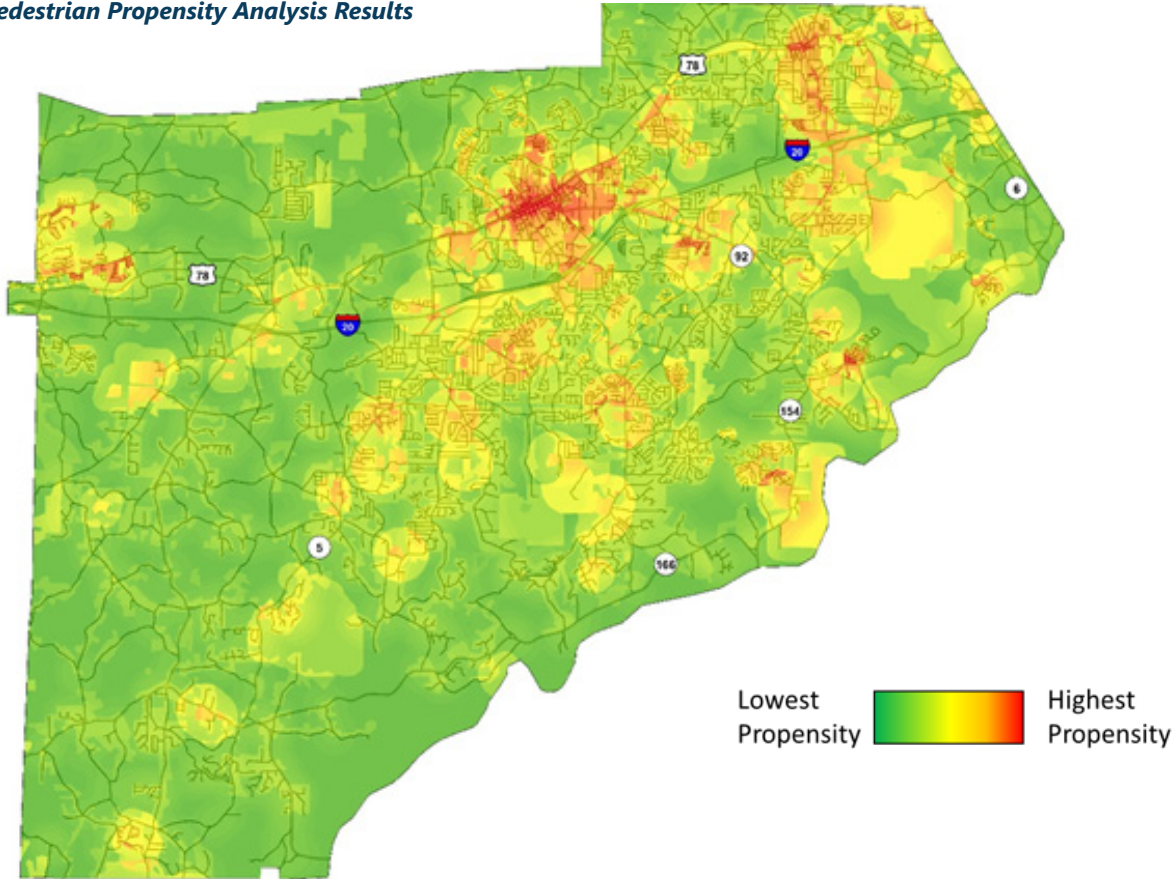
A pedestrian propensity analysis was conducted to identify priority areas for pedestrian facility improvements. This involved an assessment of four factors that contribute to the need for pedestrian facilities. This includes school and park zones, pedestrian crashes, intersection density, and existing land uses. Using spatial analysis tools in ArcGIS these elements were weighted and layered to generate a raster-based walking propensity score for every location within the county. These factors were weighted according to their relative importance. These factors and their associated weights are presented in Table 8 below. The final output from this analysis is presented in Figure 4.

**Table 8: Factors and Weighting Utilized in Walking Propensity Analysis**

Intersection	Identified Need
Existing Land Use	30%
School and Park Zones	30%
Intersection Density	30%
Pedestrian Crashes	10%



Figure 4: Pedestrian Propensity Analysis Results



### Existing Land Use

Land use patterns are an important factor in assessing pedestrian demand. Commercial uses, high-density residential, parks, schools, and libraries have a greater potential to generate pedestrian trips than lower-density residential, agricultural, or industrial land uses. Values between 1 and 10 were assigned to various land use categories to reflect their relative tendency to attract and produce pedestrian trips. Table 9 below details the point values assigned to each land use category used in the analysis.

Land Use	Scoring Value
Commercial	10
Park Land	10
Parks	10
Residential High Density	10
Residential Multi-Family	10
Church	8
Institutional Extensive	8
Residential Low Density	5
Residential Medium Density	5
Residential Mobile	5
Industrial/Commercial	4
Cemeteries	3
Golf Courses	3
Industrial	3
Agriculture	1



**Table 9: Pedestrian Demand Values for Existing Land Use**

Land Use	Scoring Value
Airport	1
Construction	1
Exposed Rock	1
Forest	1
Landfills	1
Limited Access	1
Quarries	1
Reservoirs	1
Rivers	1
Transportation, Communication, Utilities	1
Transitional	1
Urban Other	1
Wetlands	1

### School and Park Zones

In addition to the school and park uses captured in the land use analysis, an additional element was included which represents comfortable walking distances to schools and parks. This is reflected as a half-mile buffer around the entrance of schools, and a quarter mile buffer around greenspace areas. All areas falling within these buffers were given a score of 10. Since many younger students lack access to personal vehicular transportation, pedestrian facilities are vital in these areas. Pedestrian connections to parks and greenways are also an important community need, encouraging active transportation and healthy recreational opportunities.

### Pedestrian Crashes

Locations where pedestrian crashes occur may be important areas for new or upgraded pedestrian facilities. These areas also highlight where individuals are walking in the county. To incorporate these areas in the analysis, a kernel density raster was developed based on crash locations; the density values were converted proportionally to a score of 0-10, with 10 being the highest value. Due to the relatively low

number and isolated nature of pedestrian crashes in the county, this layer was given a weight of 10 percent compared to 30 percent used for the other three factors.

### Intersection Density

Research has consistently shown that one of the strongest predictors of pedestrian activity is intersection density. Intersection density is a measure of how closely roadways are grouped together and relative block size. Areas with high levels of intersection density are more conducive to pedestrian travel as they provide more connection opportunities, shorter blocks, and more direct routes for those on foot. Intersection density was included in the analysis by developing a kernel density raster based on intersection locations. In addition, four leg intersections were weighted more highly than three leg intersections, as these intersections offer the greatest connectivity. Two leg and one leg junctions were not considered intersections in this analysis, as they provide limited benefit to pedestrians. This methodology avoids over weighting suburban style neighborhoods that rely on cul-de-sacs and loops and therefore, are not highly walkable. A score was developed out of 10 proportional to the square roots of the density values. This methodology was used to avoid the high density in downtown Douglasville leading to low scores nearly everywhere else in the county. Areas with notably high intersection density include downtown Douglasville, Villa Rica, and Lithia Springs.



## Key Findings

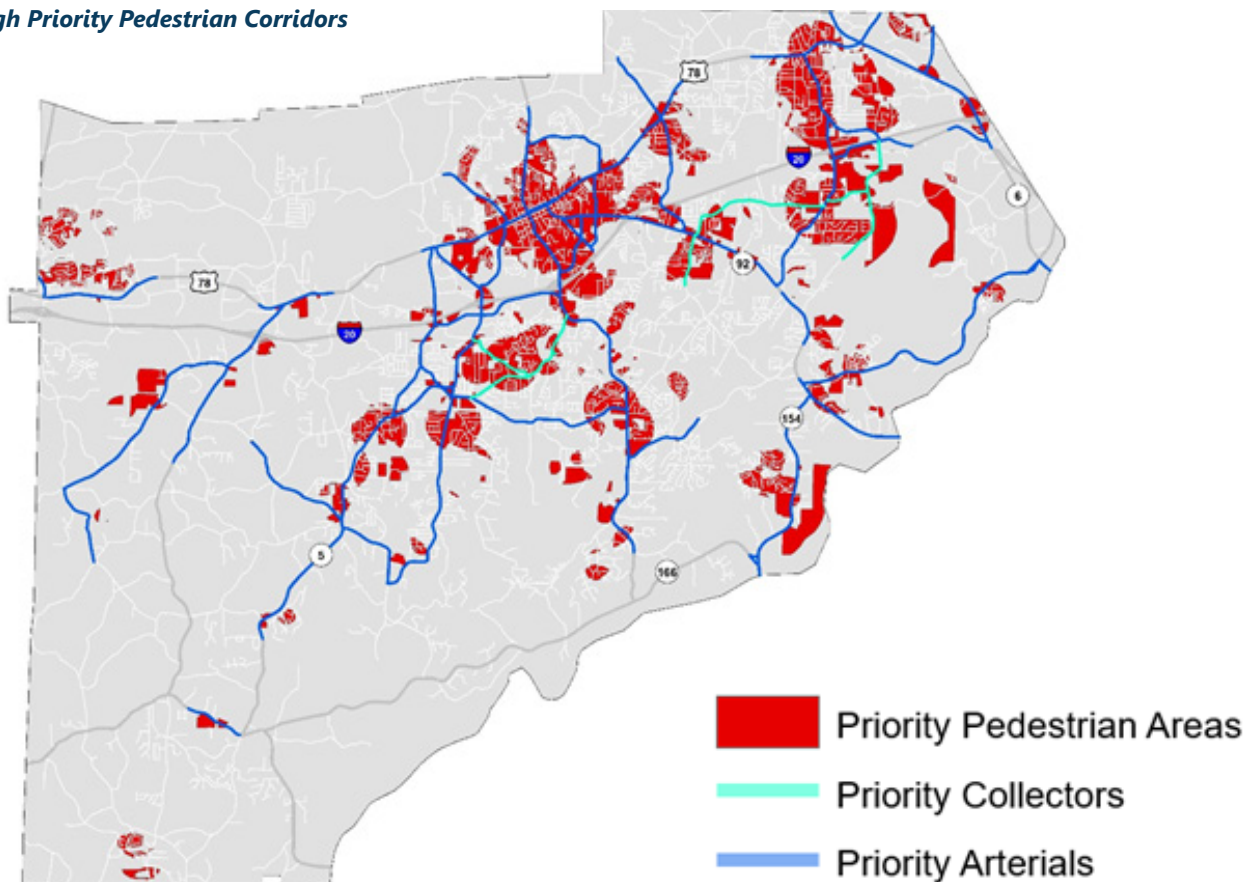
Key takeaways from the pedestrian propensity scoring are as follows:

- **Areas with high propensity can be found throughout the county, but they are clustered in Douglasville, Villa Rica, and Lithia Springs.**
- **The presence of schools, parks, and subdivisions developed with connected streets can lead to pockets of propensity at certain locations.**
- **The highest propensity scores are found in the city of Douglasville and are particularly concentrated in the downtown area.**
- **High propensity areas tend to be within close proximity to arterial and collector roadways. This provides an opportunity to install proper pedestrian facilities along these corridors to meet the community needs.**

## WALKING PROPENSITY BASED NEEDS

High priority pedestrian corridors were determined based on areas showing the most demand for walking trips (shown in red in the map below). Arterials and collector roads that cross through priority pedestrian areas and/or provide connections between them have been identified as priority pedestrian corridors (shown in blue and green in the map below). The priority pedestrian corridors are also described in Table 10.

Figure 5: High Priority Pedestrian Corridors



**Table 10: Pedestrian Demand Values for Existing Land Use**

Road Name	From	To	Type
Mirror Lake Blvd	Conners Rd	US 78	Arterial
US 78	Mirror Lake Blvd	Tyson Rd	Arterial
US 78	Conners Rd	John West Rd	Arterial
Post Rd	US 78	E Union Hill Rd	Arterial
Ephesus Church Rd	Liberty Rd	Post Rd	Arterial
Liberty Rd	Ephesus Church Rd	N Helton Rd	Arterial
Pool Rd	Johnston Rd	Bill Arp Rd	Arterial
Bill Arp Rd	Ansbury Park Way	US 78	Arterial
Big A Rd	Bill Ap Rd	Kings Hwy	Arterial
Kings Hwy	Bill Arp Rd	Big A Rd	Arterial
Bright Star Rd	US 78	Bill Arp Rd	Arterial
Douglas Blvd	Bright Star Rd	Chapel Hill Rd	Arterial
W Stewart Mill Rd	Bill Arp Rd	Stewart Mill Rd	Local
Central Church Rd	Bright Star Rd	Chapel Hill Rd	Arterial
Stewart Mill Rd	Central Church Rd	Chapel Hill Rd	Local
J Ebb Duncan Memorial Hwy	Post Rd	Bill Arp Rd	Arterial
US 78	Bright Star Rd	Maroney Mill Rd	Arterial
Rose Ave	Bill Arp Rd	W Strickland St	Arterial
Chicago Ave/Cedar Mountain Rd	N Flat Rock Rd	W Strickland St	Arterial
W Strickland St/Mozley St	Rose Ave	US 78	Arterial
Dallas Hwy	Cave Springs Rd	US 78	Arterial
Campelton St/Chapel Hill Rd	US 78	Stewart Mill Rd	Arterial
Chapel Hill Rd	Stewart Mill Rd	W Chapel Hill Rd	Arterial
Anneewakee Rd	Chapel Hill Rd	Simon Rd	Arterial
Malone Rd	Dallas Hwy	McIntosh Rd	Arterial
McIntosh Rd	Malone Rd	US 78	Arterial
Hospital Dr	Campelton St	Fairburn Rd	Arterial
Dorris Rd	Fairburn Rd	Southern Terminus	Arterial
Fairburn Rd	US 78	Fulton County Line	Arterial
Durelee Ln	US 78	Dorris Rd	Arterial
Pope Rd	Slater Mill Rd	Fairburn Rd	Local
Hwy 92	Fairburn Rd	Fulton County Line	Arterial
Riverside Pkwy	Fairburn Rd	Thorton Rd	Arterial
Midway Rd/S Burnt Hickory Rd	Fairburn Rd	Maroney Mill Rd	Arterial
County Line Rd	Fairburn Rd	Lee Rd	Local
Lee Rd	Fairburn Rd	S Sweetwater Rd	Arterial
Mt Vernon Rd	Huckleberry Ln	Lee Rd	Local



**Table 10: Pedestrian Demand Values for Existing Land Use**

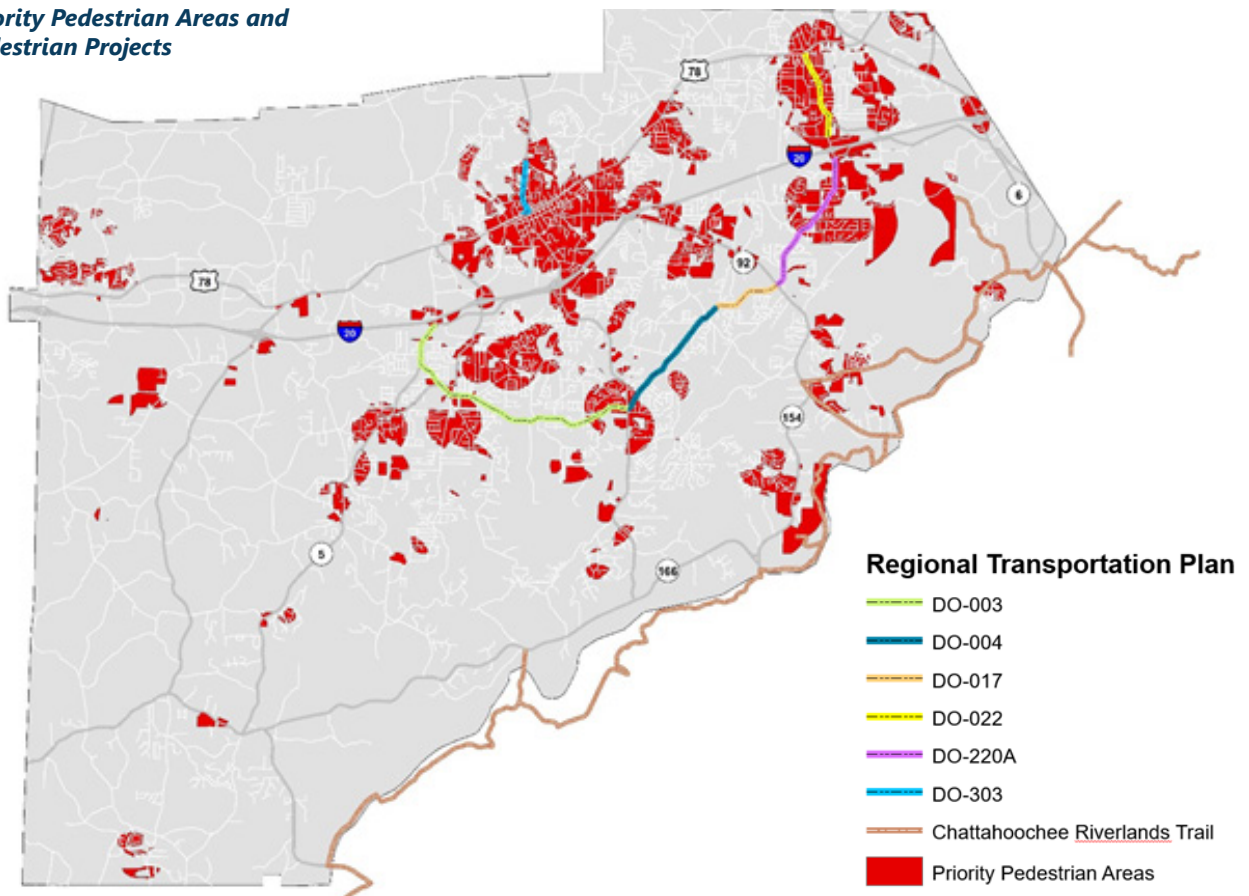
Road Name	From	To	Type
Cedar Terrace Rd	Lee Rd	Mt Vernon Rd	Local
Monier Blvd/Blairs Bridge Rd	Lee Rd	Thorton Rd	Arterial
US 78	Harper St	Cobb County Line	Arterial
S Sweetwater Rd	Lee Rd	US 78	Arterial
Thorton Rd	Humphries Hill Rd	Blaires Bridgel Rd	Arterial
Maxham Rd	Thorton Rd	Cobb County Line	Arterial

## PLANNED SIDEWALK OR MULTI USE TRAIL PROJECTS

There are multiple planned projects in the ARC Regional Transportation Plan (RTP) that will either specifically build sidewalks or multiuse trails or are road widenings that include similar pedestrian accommodations. These projects are displayed in the following map.

Of particular note is the Southern Inner Loop concept. This concept will create a continuous corridor parallel to I-20 by a program of widenings and new road connections along South Sweetwater Road, Lee Road, and other roads. The plan for this corridor will include a multiuse path on one side of the road and a sidewalk on the other. When completed this will improve pedestrian and bicycle connectivity throughout central Douglas County south of I-20.

**Figure 6: Priority Pedestrian Areas and ARC RTP Pedestrian Projects**



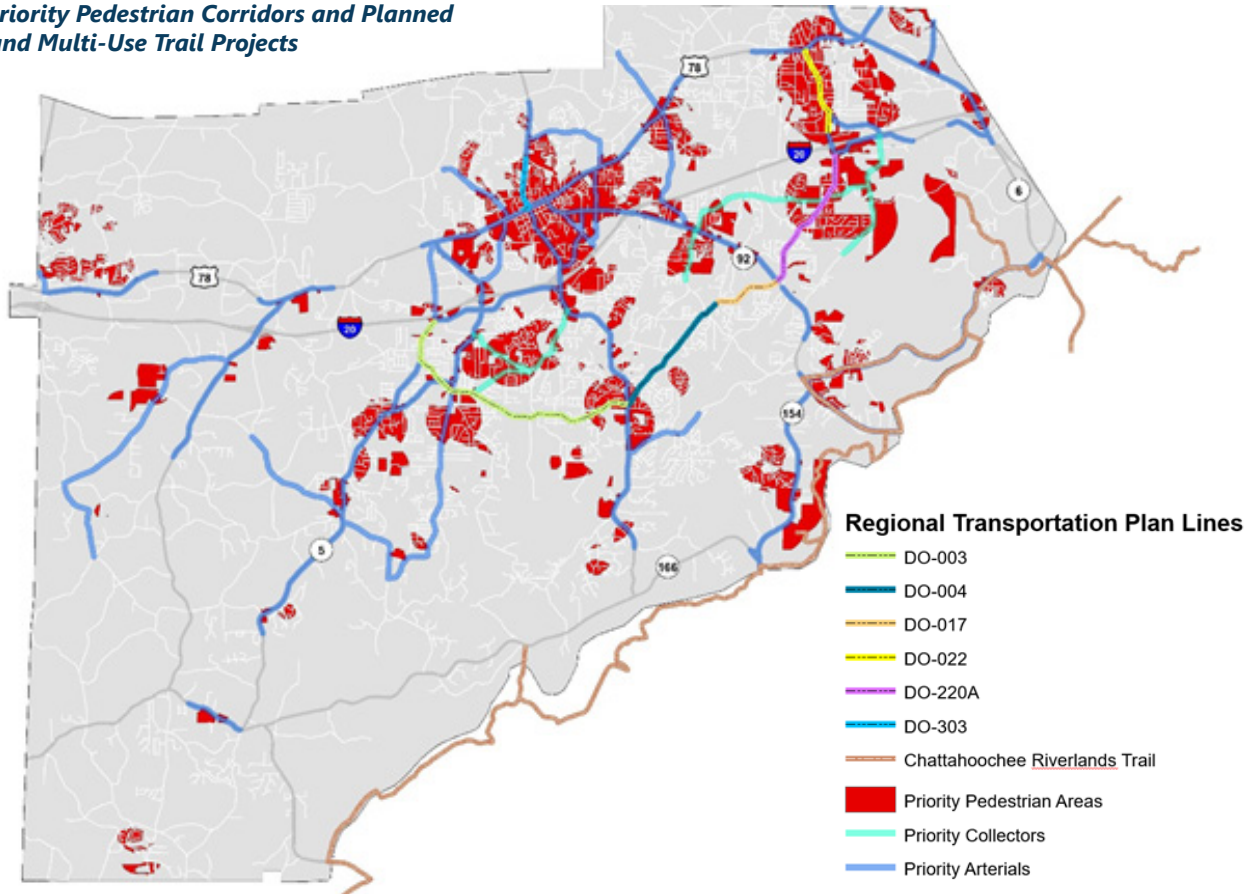


The Chattahoochee Riverlands Trail is part of a proposed greenway network along the Chattahoochee River between Buford Dam in Forsyth County and Chattahoochee Bend State Park in Coweta County. The project also calls for possible put-in points for boating on the river. The Riverlands trail would also connect to

Sweetwater Creek State Park via an active RTP project (DO-298).

The map below displays the identified priority pedestrian corridors overlaid with the planned sidewalk and multiuse trail projects.

**Figure 7: Priority Pedestrian Corridors and Planned Sidewalk and Multi-Use Trail Projects**



## FREIGHT NEEDS ASSESSMENT

Maintaining a roadway network that facilitates freight mobility is critical to the economy, tax base and quality of life for the citizens of Douglas County. On the other hand, managing freight travel to be sensitive to community issues is also needed to promote neighborhood safety and foster livability. The purpose of this assessment is to address both of these complimentary, yet conflicting issues. This analysis is organized into the following sections:

- **Overview of Freight Roadway Deficiencies – An overview of the truck travel characteristics to identify specific needs for freight-related network improvements**
- **Reduction of Freight Conflicts – An assessment of freight generators in relation to residential areas to identify potential areas with freight traffic and identify potential corridors that may be appropriate for truck restrictions.**

### OVERVIEW OF FREIGHT ROADWAY DEFICIENCIES

The two primary variables for identifying freight mobility network deficiencies needs are: 1) existing and projected bottlenecks based on truck travel characteristics, and 2) commercial vehicle crashes.

## EXISTING AND PROJECTED TRUCK TRAVEL

Due to the irregularities associated with the historical traffic counts, the ARC travel demand model was used for truck travel characteristics given its calibration was done at pre-COVID levels. The primary factors for this analysis are existing and projected truck volumes and LOS as well as percent truck traffic to identify potential corridors with operational issues. Based on this model data, the following corridors are the corridors most critical to goods movement within Douglas County:

### Primary Corridors

- I-20 - All
- SR 6/Thornton Road - All

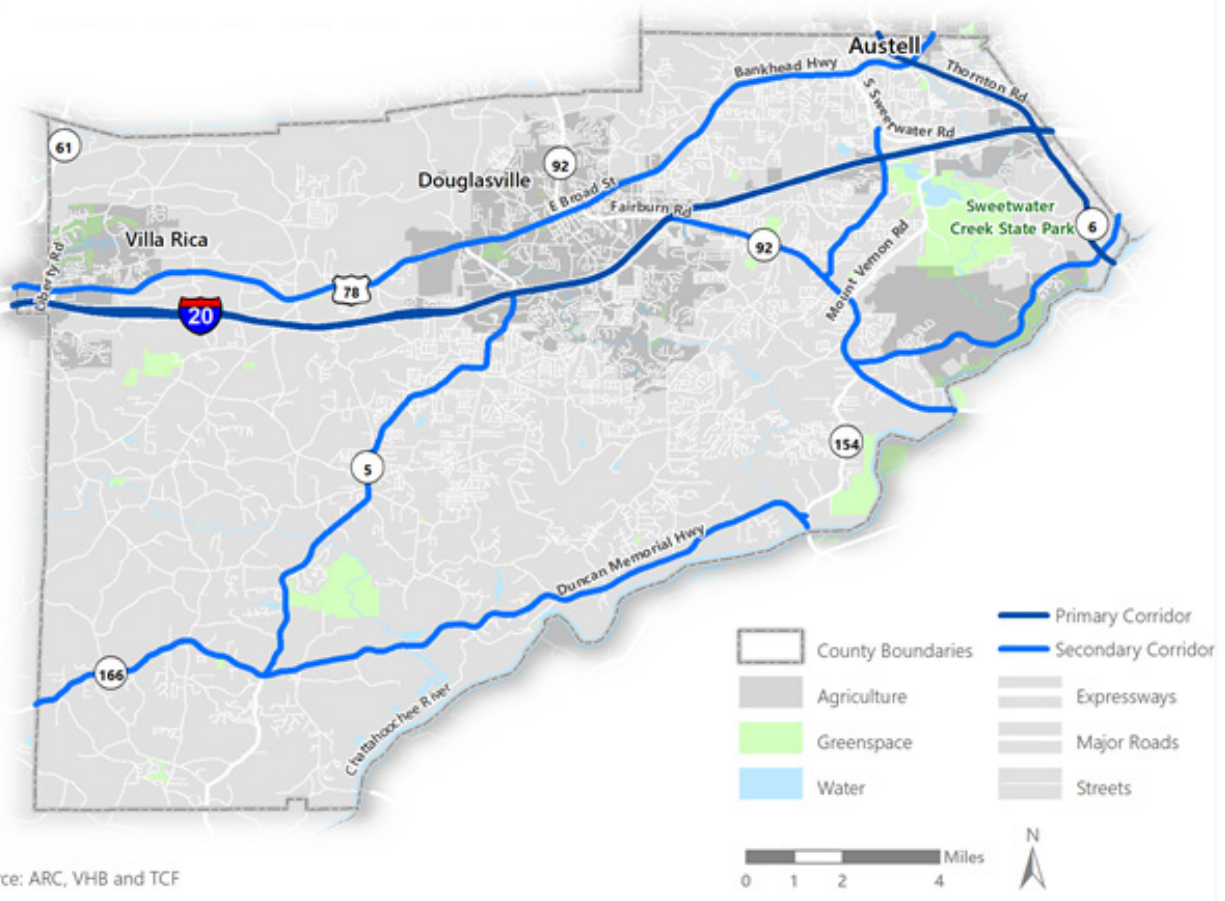
### Secondary Corridors

- US 78 from SR 6/Thornton Road to John West Road
- SR 92/Fairburn Road from Fulton County line to I-20
- Capps Ferry Road/SR 166 from Fulton County to Carroll County
- Lee Road from SR 92/Fairburn Road to Sweetwater Road
- Riverside Boulevard from SR 92 to Cobb County line
- SR 5/Billy Arp Road from I-20 to SR 166

A map of the freight corridors within the County is provided in Figure 8.



Figure 8: Douglas County Freight Corridors Map



Source: ARC, VHB and TCF

### I-20

As would be expected, I-20 carries the highest volume of truck traffic in the County. As one of the primary conduits of freight in and out of the Atlanta region and the US, most of the truck traffic are through trips that do not end up on Douglas County surface streets. Truck travel highlights along the corridor include:

- **I-20 is a six-lane interstate roadway through the entire length through Douglas County with the exception of an eight-lane segment east of SR 6.**
- **Daily truck volumes along I-20 range from approximately 13,000 in the western portion of the County to 17,000 daily trips east of SR 92. Truck trips account for approximately 30 percent of traffic along I-20. This is reflective of the need to serve the local commercial and industrial land uses concentrated in the eastern portion of the County.**
- **With respect to congestion, I-20 currently operates at LOS E and LOS F east of Lee Road.**

**Congestion is also present in the vicinity of the SR 5 and Chapel Hill Road interchanges. In 2050, all segments of I-20 east of Chapel Hill Road are projected to operate at LOS E and F.**

- **As this congestion continues to worsen, pressure maintaining operations at critical interchanges will become critical to local freight movement and the economy of Douglas County.**

### SR 6/Thornton Road

While the SR 6 serves only a small portion of the County, it is the primary freight corridor in the County. Its connection to the Norfolk-Southern Whitaker Intramodal Terminal (just north of Douglas County) generates a high number of truck trips and has increased SR 6's attractiveness for industrial development. Truck travel highlights along the corridor include:

- **South of I-20, SR 6 is a four-lane divided arterial that serves primarily industrial uses. The exception is the six-lane segment immediately**



south of the I-20 interchange, which is characterized by retail uses. North of I-20, SR 6 is a six-lane divided roadway throughout most of the corridor. West of US 78, the roadway drops to a four-lane divided on the west side of US 78.

- Land uses along the SR 6 corridor throughout are generally a combination of retail and industrial uses that generate freight traffic. As a result, daily truck volumes range from approximately 5,000 to 10,000, with represents over 10 percent of the total traffic on the corridor. While this level of truck traffic is easily accommodated by interstate facilities, managing traffic operations on surface roadways due to signalization and access management needs can be challenging.
- Based on the 2020 LOS C or better through most of the corridor, the roadway would appear to have adequate capacity except for the area around the I-20 interchange. However, it is important to recognize that LOS does not necessary capture operational issues along the corridor presented by a high percentage of trucks.
- Based on 2050 ARC projections, this level of congestion is projected to remain at similar level; however, the number of daily trucks is projected to increase by roughly 1,000 trucks, approximately 30 percent. This would indicate that maintaining freight mobility along the corridor will continue to rely on critical operational improvements (e.g., ITS, intersection improvements, etc.) along the corridor.

### US 78 from SR 6/Thornton Road to John West Road

US 78 serves as is a critical parallel reliever to I-20. It is also characterized by low density industrial uses along the corridor. The roadway also runs through the core of Downtown Douglasville. Truck travel highlights along the corridor include:

- Most of the corridor is a two-lane undivided roadway with a mix of neighborhood retail, industrial, and residential uses throughout. Much of the corridor is directly adjacent to a railroad, which limits intersections on the north side of the roadway.
- Approximately 5 percent of trips along US 78 are truck trips, with daily truck volumes ranging from approximately 400 to 1,400. The segments east of SR 92 range from 1,500 to 1,800 truck per day, while truck travel through downtown is

relatively low.

- With respect to congestion, most of US 78 operates at LOS C or better, the only congested segment is within the downtown core, which operates at LOS F.
- Through 2050, truck volumes are projected to increase by approximately 35 percent along US 78, with projected daily truck volumes ranging from approximately 600 to 1,800 trips. While this represents 300-400 additional truck trips, this could be significant given the constrained nature of the corridor.
- SR 92/Fairburn Road/SR 154 Corridor
- SR 92 from Fulton County to I-20 provides a regionally significant connection between the CSX Intermodal Terminal (and I-85) in Fairburn to I-20. Truck travel highlights along the corridor include:
  - From the Fulton County line to SR 154/166 Fairburn Road, the SR 92 corridor is primarily a two-lane undivided roadway with turn lanes to serve intersections and specific uses. North of that intersection, the SR 92 corridor is a four-lane divided roadway that is designed for high speeds with a mix of residential and retail uses.
  - 2020 truck volumes along the roadway from the County Line to I-20 range from approximately 1,000 to 2,200 daily truck trips, with the highest volumes in the segment between Anneewakee Road and SR 154 at roughly 2,200 trips per day. Trucks make up approximately 6 percent of all trips along the corridor between Mount Vernon Road and Fulton County.
  - Operating at LOS C or above, the roadway is a relatively uncongested corridor. Therefore, issues related with freight mobility along the corridor are likely due to operational deficiencies.
  - By 2050, daily truck volumes are projected to range from 1,500 to 2,700 along the corridor, which represents an increase of roughly 35 percent along the corridor. In 2050, only the segment of SR 92 from Mount Vernon Road to SR 154 is projected to operate at LOS worse than C. This would indicate that maintaining freight mobility along the corridor will continue to rely on critical operational improvements (e.g., ITS, intersection improvements, etc.) along the corridor.

### Lee Road/S. Sweetwater Road



The Lee Road/S. Sweetwater Road corridor from SR 92 to US 78 provides an important link between three of the of the County's freight corridors. Furthermore, the recent improvements to the Lee Road interchange and connectivity to the Norfolk-Southern Whitaker Intramodal Terminal Whitaker Yard increase the attractiveness of the corridor for freight travel. Truck travel highlights along the corridor include:

- **South of I-20 to SR 92, Lee Road is a two-lane undivided roadway primarily with a mix of residential, neighborhood commercial uses. It is mostly a connector to residential uses. North of I-20, Lee Road converts from a 4-lane divided roadway near the interchange to a two-lane undivided roadway with turn lanes, showing a mix of residential, neighborhood commercial, and other uses. This same roadway profile characterizes S. Sweetwater Road to US 78.**
- **Per the ARC model, the number of truck trips along the corridor range from approximately 1,000 trips between US 92 and I-20 to 2,000 truck trips north of I-20 to US 78. The percentage of truck traffic ranges from 4-7 percent south of I-20 to 7-10 percent north of I-20 to US 78.**
- **With regard to congestion, all segments of the corridor between US 92 and I-20 currently operate at LOS C or better; however, several segments north of I-20 operate at LOS D or worse.**
- **By 2050, an additional 700-1,000 daily truck trips are projected for the segment north of I-20. This is significant because this entire segment is projected to be operating at LOS D or worse, with some sections operating at LOS F. South of I-20, projected operation along Lee Road is projected to remain at LOS C or better with the exception of the segment immediately south of the I-20, which is projected to experience congestion at the intersection of Sweetwater .**
- **Given the significant level of truck along this corridor, special consideration should be given to mitigate conflicts along the corridor as development occurs in the area.**

### Capps Ferry Road/SR 166 Corridor

Located at the southwestern corner of the County, this corridor connects directly into a major Fulton County freight corridor, South Fulton Parkway, that provides a direct connection to Hartsfield-Jackson Atlanta International Airport (H-JAIA) and destinations surrounding the airport. Truck travel highlights along the corridor include:

- **Apart from turn lanes at specific intersections, the entire length of the Capps Ferry Road/SR 166 is a two-lane undivided roadway primarily with a mix of residential and other community uses along a very rural setting.**
- **Per the ARC model, the number of daily truck trips are approximately 1,000 throughout the corridor. This is significant because it represents an approximate 6-8 percent share of the overall traffic along the corridor – which is relatively high for a rural highway. With regard to operations, all segments of the corridor currently operate at LOS C or better.**
- **By 2050, truck travel is projected to increase by more than 40 percent along the corridor, with approximately 400 additional daily truck trips between the Fulton County Line and SR 166. With this increase, congestion is projected to increase resulting in LOS D along this segment. The segment of SR 166 between Capps Ferry Road and SR 5 is projected to operate at LOS F.**
- **Given the significant level of truck traffic along this corridor, special consideration should be given to mitigate safety concerns as development occurs in the area. Furthermore, given the lack of industrial and retail uses along the corridor, it can be assumed that almost all freight traffic along the corridor is through traffic.**



## Riverside Parkway

Riverside Parkway provides a critical link between US 92, SR 6 and I-20 through a growing industrial sector within Douglas and Cobb Counties. Truck travel highlights along the corridor include:

- **Riverside Parkway is a two-lane undivided roadway with residential development in areas closer to SR 92 that transitions to industrial as the corridor travels east toward SR 6. The western portion of the corridor also features bike lanes and corresponding pavement markings along the roadway.**
- **Per the ARC model, the number of daily truck trips along the corridor range from approximately 1,200 east of SR 6 to approximately 700 west of SR 92. While the overall truck volumes are relatively low, the 7 percent share of truck trips along the corridor is high. Regarding operations, all segments of the corridor currently operate at LOS C or better.**
- **By 2050, truck travel is projected to increase by over 25 percent along the eastern portion of corridor that serves the industrial uses, with approximately 300 additional daily truck trips. All segments are projected to operate at LOS C or better in 2050.**
- **The influx of freight travel and relatively low level of congestion would indicate a need for operational improvements to maintain corridor mobility through 2050. The mix of residential uses and truck traffic may also warrant consideration for additional future strategies.**

## SR 5/Billy Arp Road

SR 5 from SR 166 to I-20 provides is an alternate route between Carrollton and Douglasville and provide route options, resulting important for the overall system resiliency. Truck travel highlights along the corridor include:

- **Apart from turn lanes at specific intersections, the entire length of the SR 5 corridor is a two-lane undivided roadway primarily with a mix of residential and other community uses.**
- **SR 5 carries approximately 800 daily truck trips between Kings Highway and I-20. South of Kings Highway, daily truck trips range from approximately 400-500. Trucks comprise roughly 2-3 percent of general traffic north of Bill Arp, but 4-7 percent south of Big A Road. Other than the segments near I-20 and the neat the Bill Arp community, the entire roadway operates at LOS C or better.**
- **By 2050, truck traffic is projected to increase by approximately 40 percent along the corridor. The absolute growth in trucks ranges from approximately 500 daily trucks near SR 166 to approximately 1,200 trucks per day near I-20. The overall 2050 LOS is projected to remain relatively unchanged with the exception of the segments near I-20 and near the Bill Arp community, which are projected to worsen to LOS F levels. A high level of truck travel increase can indicate the need for safety provisions along the roadway with trucks traveling at higher speeds.**

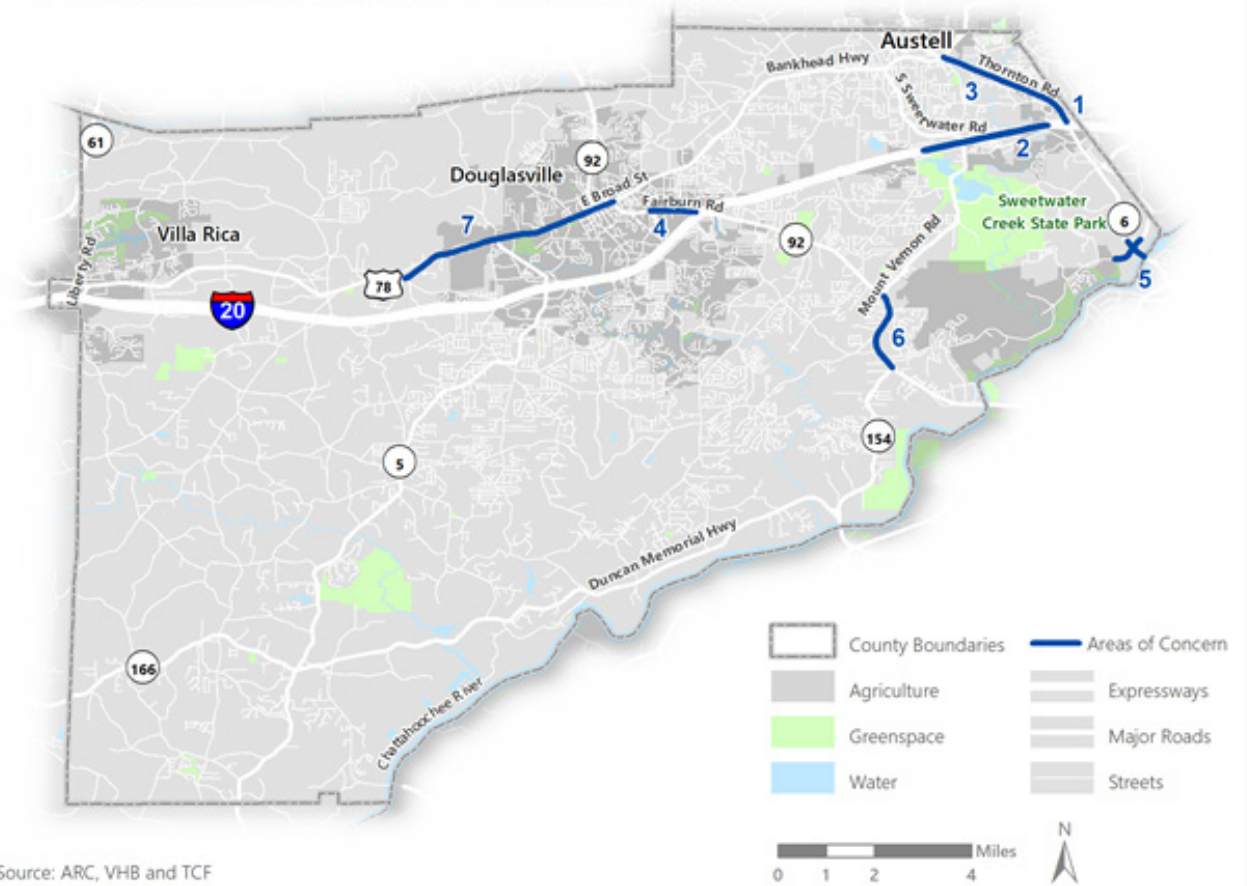


## EXISTING CRASHES – COMMERCIAL VEHICLES

The presence of commercial vehicle crashes is a clear indicator of where improvements may be needed to better accommodate freight. To identify safety issues with respect to freight, data retrieved from GDOT’s Georgia Electronic Accident Reporting System (GEARS) from 2015 through 2019 was utilized. As shown in Figure 9, the “hot spots” for commercial crashes throughout Douglas County are the following:

1. I-20 interchange at SR 6 north to Skyview Drive/Oak Ridge Road
2. I-20 Corridor from Lee Road to SR 6/Thornton Road
3. SR 6 Corridor from Skyview Drive/Oak Ridge Road to US 78 (including Maxham Road intersection)
4. SR 92 Corridor from I-20 to Hospital Drive
5. SR 6 at Riverside Drive intersection
6. SR 92 Corridor between SR 154/166 to Mount Vernon Road
7. US 78/East Broad Street from SR 92 to John West Road

Figure 9: Douglas County Freight Crash Areas of Concern



Source: ARC, VHB and TCF



## REDUCING FREIGHT CONFLICT AREAS

As the demand for goods increases to serve growing areas in Douglas County, so does the potential for conflicts between goods movement and community cohesion. The purpose of this analysis is to identify potential areas of freight conflict and potential solutions that will eventually be considered within the Comprehensive Transportation Plan recommendations.

## COMMUNITY FREIGHT CONFLICT AREAS

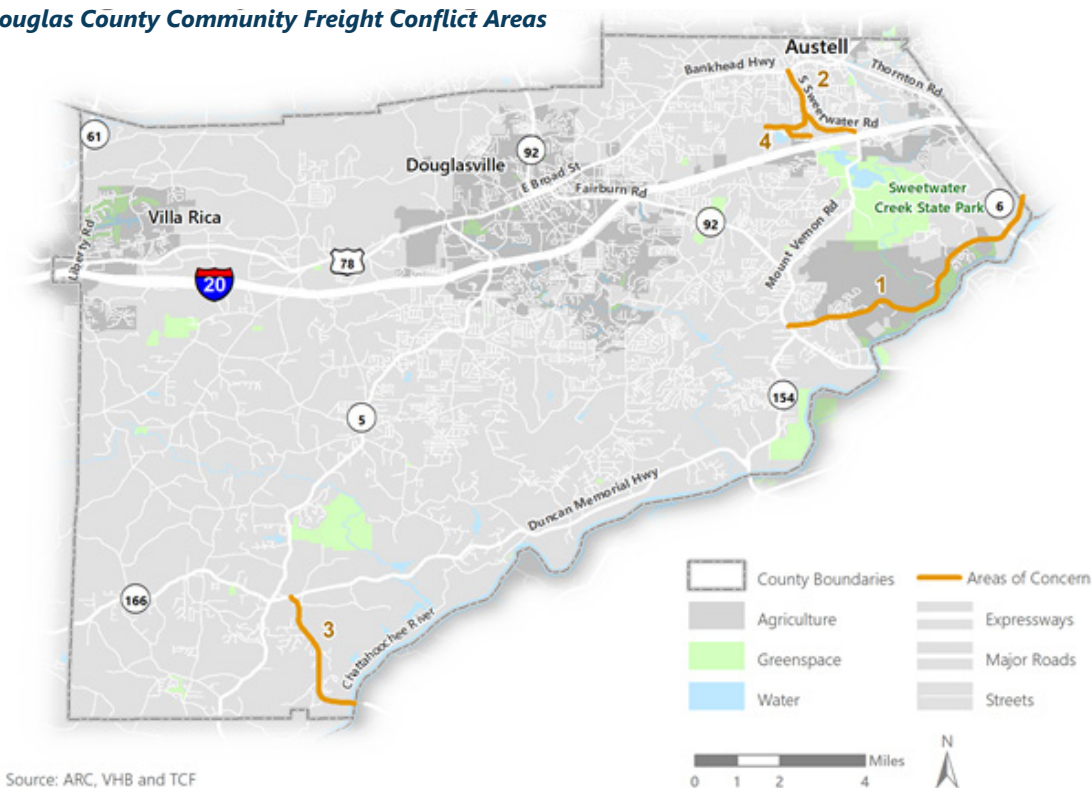
Areas of potential conflict related to freight traffic were identified by observing the following parameters:

- Proximity of active truck generators to residential areas
- Presence of truck traffic along residential roadways
- Connectivity between freight routes

When comparing these parameters, the following are areas of the County where preserving community cohesion can be challenged by truck travel:

1. **Riverside Parkway** – Riverside Parkway is a critical link to the Douglas County freight network that connects SR 6 and SR 92. It is characterized by dense industrial uses on the eastern segment and residential uses on the west. With the concentration of warehousing and logistics in the eastern segment of the corridor and freight volume projected to increase along the roadway.
2. **S. Sweetwater Road** – Given the level of existing and projected freight traffic along the roadway, special considerations should be given to slow trucks along the segments between US 78 and Lee Road to preserve access to nearby Turner Middle School and Lithia Elementary.
3. **SR 166/Capps Ferry Road** – With over 1,000 trucks per day traveling in a relatively rural area, the corridor needs to be examined for potential safety enhancements to alleviate potential conflicts. This is particularly applicable for the segment of SR 166 in the vicinity of Fair Play Middle School and South Douglas Elementary School.
4. **Vulcan Drive/Groovers Lake Road** – As the primary connection between the quarry and the Lee Road/S. Sweetwater Road corridor, special attention should be given to slowing trucks down along these roadways.

Figure 10: Douglas County Community Freight Conflict Areas





## ASSESSMENT OF TRUCK RESTRICTIONS

Figure 7 shows the truck restricted routes throughout the County. Many are clustered in the Lithia Springs area to manage truck traffic in and around the S. Sweetwater Road and SR 6 corridors (Temple Street, Skyview Drive, etc.). Others are along and on rural roadways such as Ephesus Church Road and Banks Mill Road. In reviewing the locations for these routes, the restriction seems to be based on their land use characteristics.

A clear indicator of the lack of effectiveness of truck restrictions is the presence of trucks on restricted routes. Also, the presence of trucks on these routes is an indicator of the potential need to re-designated routes to allow for trucks circulation. The presence of truck generators along restricted routes also warrants consideration. When comparing truck traffic to freight restricted routes, most of the roadways have minimal truck traffic. The exception is Ephesus Church Road. The roadway carries roughly 1,000 trucks per day from Post Road to the Carroll County Line. Vulcan Materials Company and CW Matthews are significant industrial properties located across the Carroll County Line.

When assessing the potential for additional truck restrictions, it is important to consider the land uses

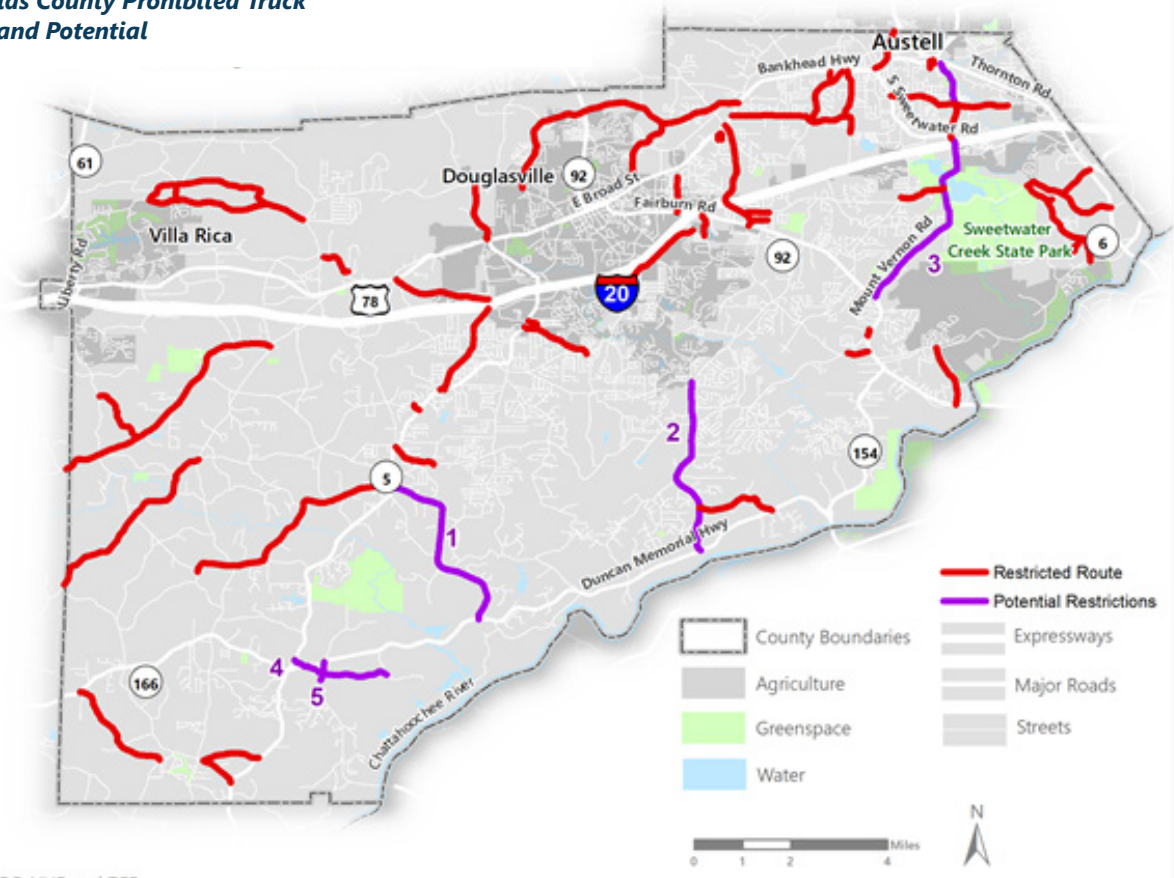
along an around corridor to not negatively impact existing businesses and/or planned development. Based on these characteristics, the following are potential candidates for implementing truck restrictions:

- 1. Big A Road – As a potential connection between SR 166 and the Bill Arp community, Big A Road is a roadway characterized with residential uses.**
- 2. Chapel Hill Road (from Bomar Road to SR 166) – Corridor is characterized by residential development, churches and schools. It should be noted that Chapel Hill Road is planned to be widened; therefore, this restriction should be put in place until the widening takes effect.**
- 3. Mount Vernon Road – Is an ideal candidate given the corridor land uses and connection from US 92 and I-20; however, there is an existing Atlanta Truck and Trailer Repair business that would require truck access.**
- 4. Cantrell Road – Located in the vicinity of the confluence of SR 166, Capps Ferry Road, and SR 5; Cantrell Road offers a potential shortcut for trucks heading north on SR 5 from westbound SR 166 and south on Capps Ferry Road from eastbound SR 166.**
- 5. Flyblow 1 Road – Also located in the vicinity of SR 166 and Capps Ferry Road. This neighborhood street offers a potential shortcut from northbound Capps Ferry Road to eastbound SR 166.**

These segments are shown on Figure 11.



Figure 11: Douglas County Prohibited Truck Routes Existing and Potential



Source: ARC, VHB and TCF



## FREIGHT FINDINGS AND CONCLUSIONS

The following represent the major findings with respect to this freight analysis:

- **As the primary truck route through the County, preserving mobility and enhancing safety along I-20 is paramount to the economy of Douglas County. Given the projected levels of congestion in 2050 and the number of crashes along the roadway, Douglas County should continue to coordinate with GDOT for needed improvements to the segments east of Douglasville.**
- **The S. Sweetwater Road corridor, a two-lane undivided roadway, is projected to operate at LOS F in 2050 without improvements. This is significant because of the surrounding residential land uses and schools along the corridor and the existing and projected high number of trucks using this corridor.**
- **With regard to existing and projected LOS, most of the truck routes are projected to have adequate capacity through 2050. Therefore, improvements needed to preserve freight mobility will likely be operational in nature rather than to add capacity.**
- **While it has been the subject of multiple studies, maintaining freight mobility along the SR 6 corridor north of I-20 will continue to be a challenge moving forward. The number of crashes along the roadway highlights the need for operational improvements along this corridor. This would include a more detailed assessment at the Maxham Road intersection. South of I-20, the primary need is for a more detailed assessment at Riverside Drive to improve safety.**
- **Based on the crash data, the following corridors should be assessed in greater detail for freight related safety improvements:**
  - » SR 92 from I-20 to Hospital Drive
  - » SR 6 and Riverside Drive intersection
  - » SR 92 from SR 154/166 to Mount Vernon Road
  - » US 78/East Broad Street from SR 92 to John West Road
- **Based on truck travel patterns and surrounding land uses, the following corridors present the greatest opportunity for conflicts between residential areas and freight traffic:**
  - » Riverside Parkway
  - » S. Sweetwater Road
  - » SR 166/Capps Ferry Road
  - » Vulcan Drive/Groovers Creek Road
- **Based on the corridor characteristics, the following are potential candidates for truck restrictions:**
  - » Big A Road
  - » Chapel Hill Road (from Bomar Road to SR 166)
  - » Mount Vernon Road
  - » Cantrell Road
  - » Flyblow 1 Road

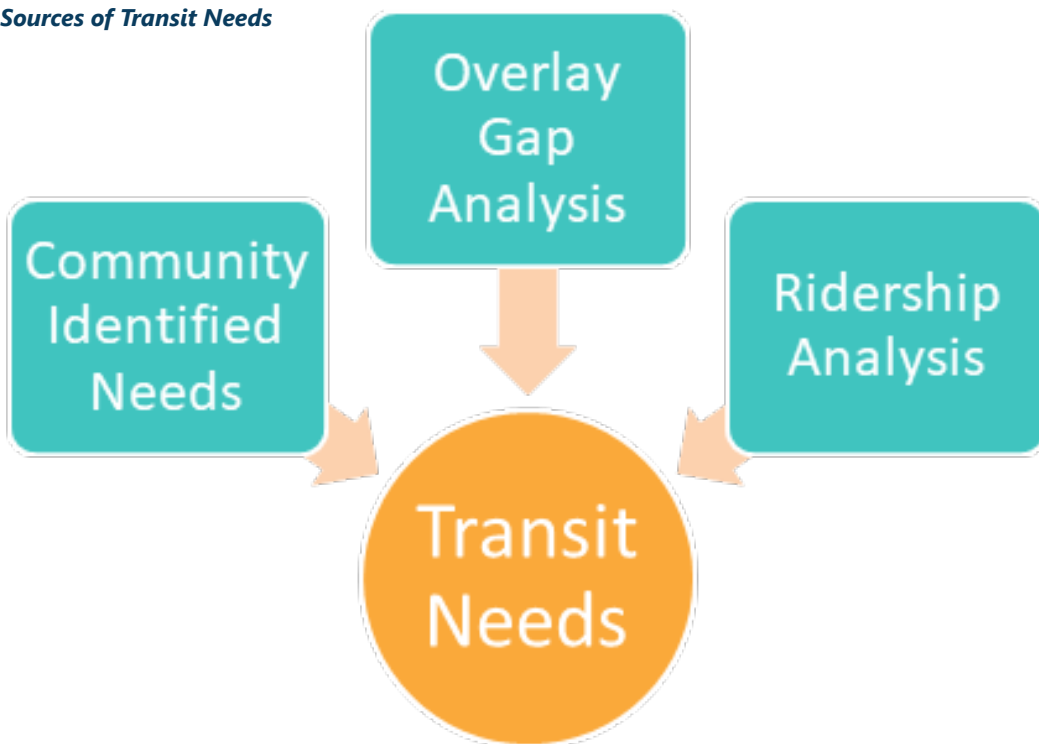


## TRANSIT NEEDS ASSESSMENT

This section provides an overview of transit needs identified through the Transit Services Assessment portion of the Douglas County CTP. More detail on transit needs will be provided in the Transit Services Assessment document, which will be a stand-alone planning document. This section provides a high-level summary of transit needs to be addressed through a set of initial recommendations that will be vetted and ultimately become final recommendations.

Figure 9 illustrates the three major sources of transit needs. This includes community identified needs primarily from an online public survey. An overlay gap analysis was another source which involved an overlay of existing transit services with demographic transit needs. The third source was a detailed assessment of ridership trends and travel patterns.

**Figure 12: Major Sources of Transit Needs**



## COMMUNITY IDENTIFIED NEEDS

Community-identified needs were primarily sourced from an online public survey made available from November of 2019 to January 2021. A total of 279 respondents answered a series of questions about a variety of transportation issues and needs within the county. Several open-ended questions were asked focused on what type of transit improvements are needed and where should they be located in the county. This provided a significant amount of valuable feedback on transit needs. Through all of the comments received common themes became evident.

Figure 13 provides an overview of consensus heard regarding transit concerns in the county.

**Figure 13: Consensus Community Identified Transit Needs**



- **The current bus system is underutilized**
- **Improve regional connections to Atlanta and the airport**
- **Expand fixed-route bus on SR 5 (Bill Arp Rd), Chapel Hill Rd, Kings Hwy, and US 78 (Veterans Memorial Hwy)**
- **Add bus stops on Lee Road and SR 92 (Fairburn Road)**
- **Provide better service to the elderly and disabled population**
- **Serve all Douglas County residents**
- **Provide on-demand Dial-a-Ride services**
- **Add amenities to bus stops (i.e. benches, shelters, and lighting)**

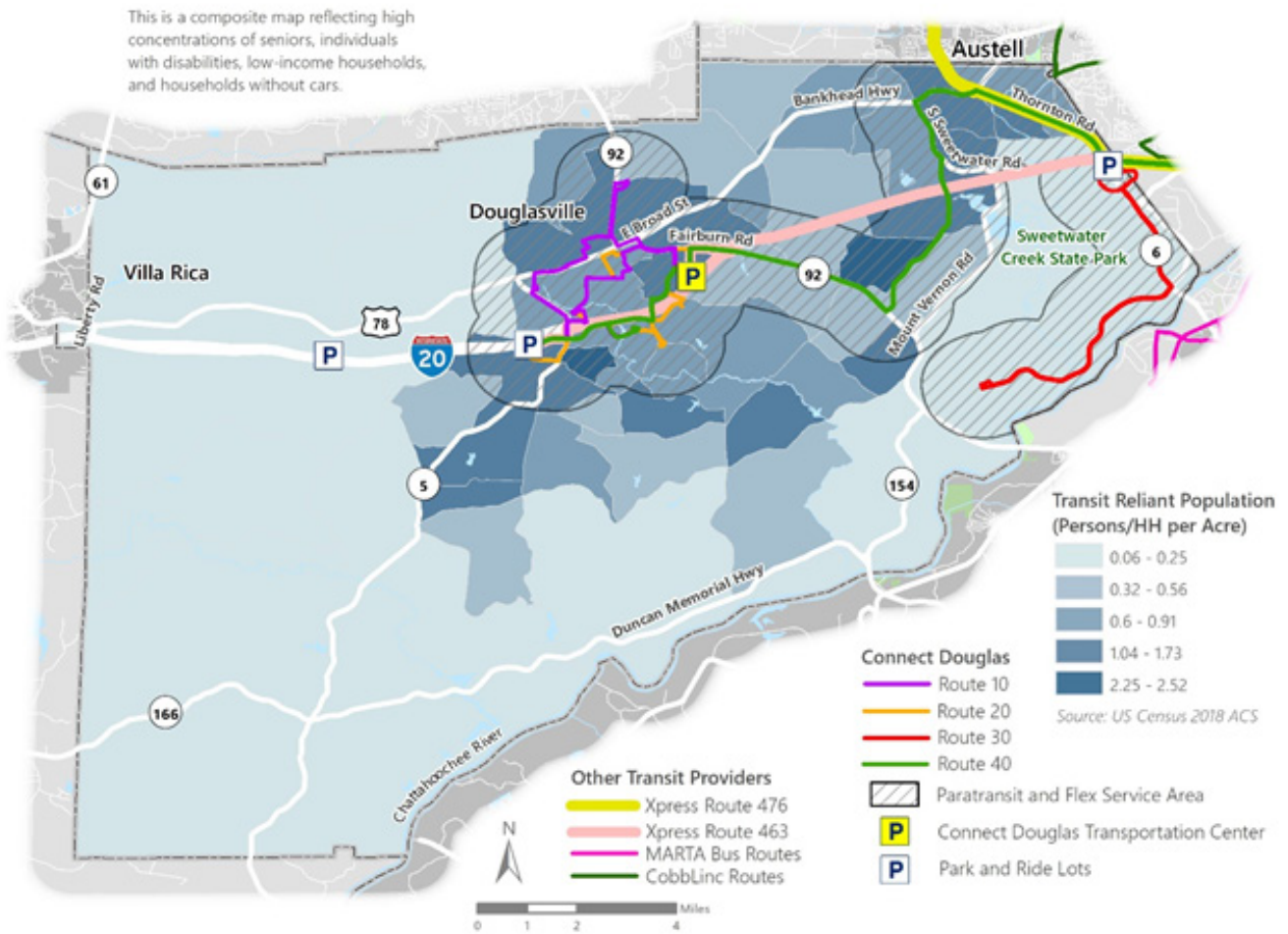


## OVERLAY GAP ANALYSIS

An overlay gap analysis was conducted to determine if existing transit services adequately serve areas of existing and projected population and employment density. This analysis was also used to gauge how well existing transit services serve traditionally transit reliant populations.

Figure 14 is an example of the overlay gap analysis, showing transit reliant populations overlaid with existing transit services. The gap analysis indicated the need to expand services along the US 278 (Veterans Memorial Blvd) corridor and in central Douglas County south of I-20 between SR 5 and SR 92/SR 154.

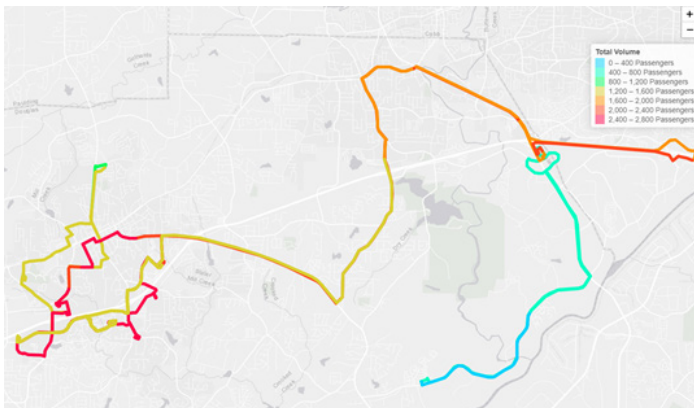
**Figure 14: Overlay Gap Analysis of Transit Reliant Populations and Existing Transit Services**



## RIDERSHIP ANALYSIS

An analysis of Connect Douglas' ridership trends and patterns was conducted using the Data Tripper data visualization tool. The tool was used to visualize the system's ridership through three primary methods: by route, by stop, and by flex drop-off or pick-up location. An example of the route ridership analysis is shown in Figure 15, which illustrates the total passenger volumes on Connect Douglas segments. This serves to highlight under-performing route segments, particularly evident on Route 30.

**Figure 15: Connect Douglas Total Passenger Volumes (June 2019 - March 2020)**



The ridership analysis identified several key needs related to existing Connect Douglas service, which include:

- **Service improvements targeted at increasing ridership to better utilize existing vehicle capacity.**
- **Route modifications to better allocate revenue-mile operations to more productive areas.**
- **Explore discontinuing Route 30 and reallocating service to areas with under-served demographic needs, particularly the US 78 (Veterans Memorial Highway) and SR 5 (Bill Arp Rd) corridors.**

## IDENTIFIED TRANSIT NEEDS

Based on this analysis, the following Transit Needs have been identified:

### • Existing Services:

- » Improve bus stop amenities (shelters, benches, signage lighting, sidewalks)
- » Increase service efficiency and ridership levels through route modifications and right-sizing service.
- » Website upgrades to improve the user experience.
- » Expand fixed-route service to serve new corridors and destinations:
  - US 278
  - SR 5 (Bill Arp Rd)
  - Villa Rica (Conner's Senior Village)
  - Central Douglas County
- » Improve regional connections and seamless fare payment.

### • Service Offering Expansions

- » Expand services to special population groups:
  - Seniors
  - Disabled
  - Low-income
- » Provide service options to all Douglas County residents.
- » Explore county-wide demand-response service.

It should be noted that a detailed analysis of the transit service, needs identification, and recommendation will be documented as part of the Transit Assessment Technical Memorandum.



## ADDITIONAL IDENTIFIED NEEDS

In addition to the needs identified as part of the technical analysis process, other needs were compiled obtained from the following sources:

- **General Public**
- **Douglas County’s Department of Transportation**
- **Douglas County SPLOST Program**
- **Atlanta Regional Commission Regional Transportation Plan**

These needs were compiled, compared, and combined with the needs identified during the technical analysis. The sections below provide an overview of these needs.

### GENERAL PUBLIC

Following the Second Public Meeting, held on June 3, 2021, a list of needs was provided to the project team to be considered as part of the Comprehensive Transportation Plan. This list can be observed in Table 11 below.

#	Location	Identified Need
1	SR 5/Bill Arp Road at Banks Mill Road/Pool Road	Roundabout
2	SR 166/Duncan Memorial Highway at Capps Ferry Road	Traffic signal/turn lanes, etc.
3	SR 166/Duncan Memorial Highway at Post Road	Traffic signal/turn lanes, etc.
4	SR 166/Duncan Memorial Highway at Fariplay Park Entrance	Westbound left turn lane
5	SR 5/Bill Arp Road at Alexander Parkway	Southbound left turn lane
6	SR 5/Bill Arp Road at Mason Creek Road	Turn lanes and protected phases for the left turning movements

#	Location	Identified Need
7	SR 5/Bill Arp Road at Berea Road	Northbound left turn lane
8	Douglas Boulevard at Bright Star Road	Additional southbound through lane
9	Bright Star Road at Cowan Mill Road	Northbound and southbound left turn lanes
10	SR 8/Veterans Memorial Highway at John West Road	Intersection Improvements
11	I-20 at Bright Star Road	New interchange
12	Bright Star Road	Sidewalks
13	Central Church Road between Bright Star Road and SR5/Bill Arp Road	Sidewalks
14	Ephesus Church Road at Post Road	Eastbound left turn lane
15	Senior Complex on Connors Road	Add bus route to serve it
16	Transit service	Change it to dial-a-ride system

### DOUGLAS COUNTY DEPARTMENT OF TRANSPORTATION

After reviewing the technical analysis and identified needs, the Department of Transportation provided additional projects based on their local knowledge and understanding of the transportation challenges Douglas County is currently facing. These locations and corresponding needs are listed in Table 12 below.

#	Location	Identified Need
1	SR 92/Fairburns Road at Monroe Road	Traffic signal
2	Vulcan Drive at Groovers Lake Road	Intersection Pavement Marking and Signing





## DOUGLAS COUNTY SPLOST PROGRAM

On November 8, 2016, the voters of Douglas County approved a one-cent Special Purpose Local Option Sales Tax (SPLOST) that began on April 2017. The SPLOST is divided into the following categories/allocations:

- **32 percent Fire/EMS/Public Safety Radio System**
- **51 percent Transportation**
- **17 percent Parks and Recreation**

The 51 percent allocated to transportation is currently being used to fund a series of roadway projects in Douglas County. Some of these projects have already been completed, the remaining projects can be observed in Table 13 below.

Location	Improvement Description	Improvement Cost
Stewart Mill Road/Reynods Road	Intersection Improvements	\$1,700,000
Sweetwater Church Road / Dorris Road	Intersection Improvements	\$1,431,936
Chapel Hill Road from Central Church Road to Dorset Shoals Road	Intersection Improvements/Widening	\$3,000,000
Lee Road	Widening (GDOT Match)	\$5,000,000
SR 92/ Fairburn Road at Riverside Parkway	Traffic Signal	\$250,000
SR 6/Thornton Road at Riverside Parkway	Intersection Improvements	\$1,000,000
SR 5/Bill Arp Road at Concourse Parkway	Intersection Improvements	\$1,000,000

Location	Improvement Description	Improvement Cost
US 78/ Veterans Memorial Highway at John West Road	Intersection Improvements	\$2,000,000
Post Road at I-20 EB and WB Ramps	Intersection Improvements	\$1,500,000
SR 166/ Duncan Memorial Highway at Post Road	Intersection Improvements	\$1,000,000
SR 166/ Duncan Memorial Highway at Chapel Hill Road	Intersection Improvements	\$800,000

## ATLANTA REGIONAL COMMISSION REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is developed by the Atlanta Regional Commission (ARC), and it is a long-range blueprint that prioritizes spending on transportation projects in the 20-county Atlanta region, including Douglas County, through 2050.

The RTP is updated every four years and is the transportation element of the Atlanta Region’s Plan. Transportation projects seeking federal funding and projects that might impact air quality must be included in the RTP. Table 14 below summarized projects in Douglas County that are included in the current version of the RTP. Excerpts of the RTP documenting the projects in Douglas County are included in Appendix F.



**Table 14: Douglas County SPLOST Funded Projects**

#	Time Frame	Name	Location	Description	Total Project Cost	Local Match
AR-176	Long Range	SR 61 (Villa Rica Parkway)	From Punkintown Road to Dallas Road	Widening	\$118,684,227	\$0
AR-301	Long Range	US 78	From SR 6/Thornton Road to Midway Road	Operations/Safety	\$20,000,000	\$0
AR-ML-800	Long Range	I-20 West	From I-285 to SR 92/Fairburn Road	Express Lanes	\$1,066,452,691	\$0
DO-003	Long Range	South Douglas Loop – Phase 3	From Bright Star Road at I-20 to Chapel Hill Road at Central Church Road	Widening/New Alignment	\$30,000,000	\$0
DO-004	Long Range	South Douglas Loop – Phase 2	From Chapel Hill Road at Central Church Road/Bomar Road to Lee Road Extension at Bomar Road	Widening/New Alignment	\$20,000,000	\$0
DO-016	Long Range	US 78	From South Sweetwater Road to SR 6/Thornton Road	Widening	\$25,050,000	\$5,010,000
DO-017	Long Range	South Douglas Loop – Phase 1	From SR 92/Fairburn Road to Bomar Road	Lee Road Extension/New Alignment	\$25,050,000	\$5,010,000
DO-019	Long Range	SR 166/Fairburn Road/Campbellton Road	From Old Lower Road to SR 70	Widening	\$36,556,231	\$0
DO-022	Programmed	Lee Road/South Sweetwater Road	From Vulcan Drive to Skyview Drive and operational improvement from Skyview Drive to US 78 to I-20 West	Widening and Operational Improvements	\$17,061,656	\$16,608,056
DO-220A	Programmed	Lee Road – Segment 2	From SR 92/Fairburn Road to Monier Avenue	Widening	\$36,508,999	\$12,564,307
DO-252A	Long Range	Chapel Hill Road	From Central Church Road to Stewart Mill Road	Widening	\$15,800,000	\$3,160,000
DO-252B	Long Range	Chapel Hill Road	From Dorsett Shoals to SR 166	Widening	\$6,000,000	\$1,200,000
DO-298	Programmed	CHC Regional Greenway Trail	From Boundary of Waters Park to Sweetwater Creek State Park	Multiuse Trail	\$25,171,697	\$23,871,697



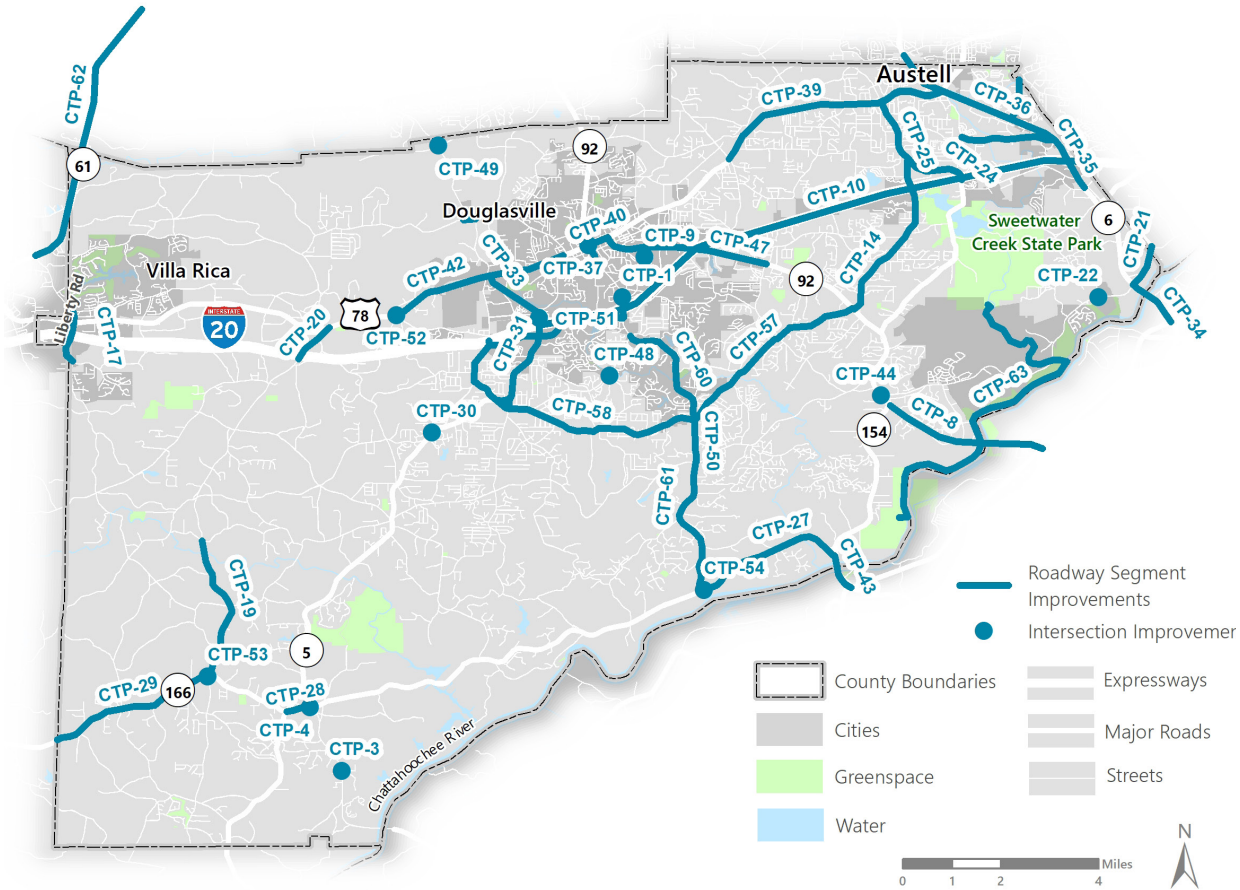
# CONSOLIDATED NEEDS

Once the different needs from different sources were identified, the next step was to consolidate them into one comprehensive list. In addition, when cost estimates were available (e.g., RTP, SPLOST, etc.), those costs were used; however, for projects that no cost

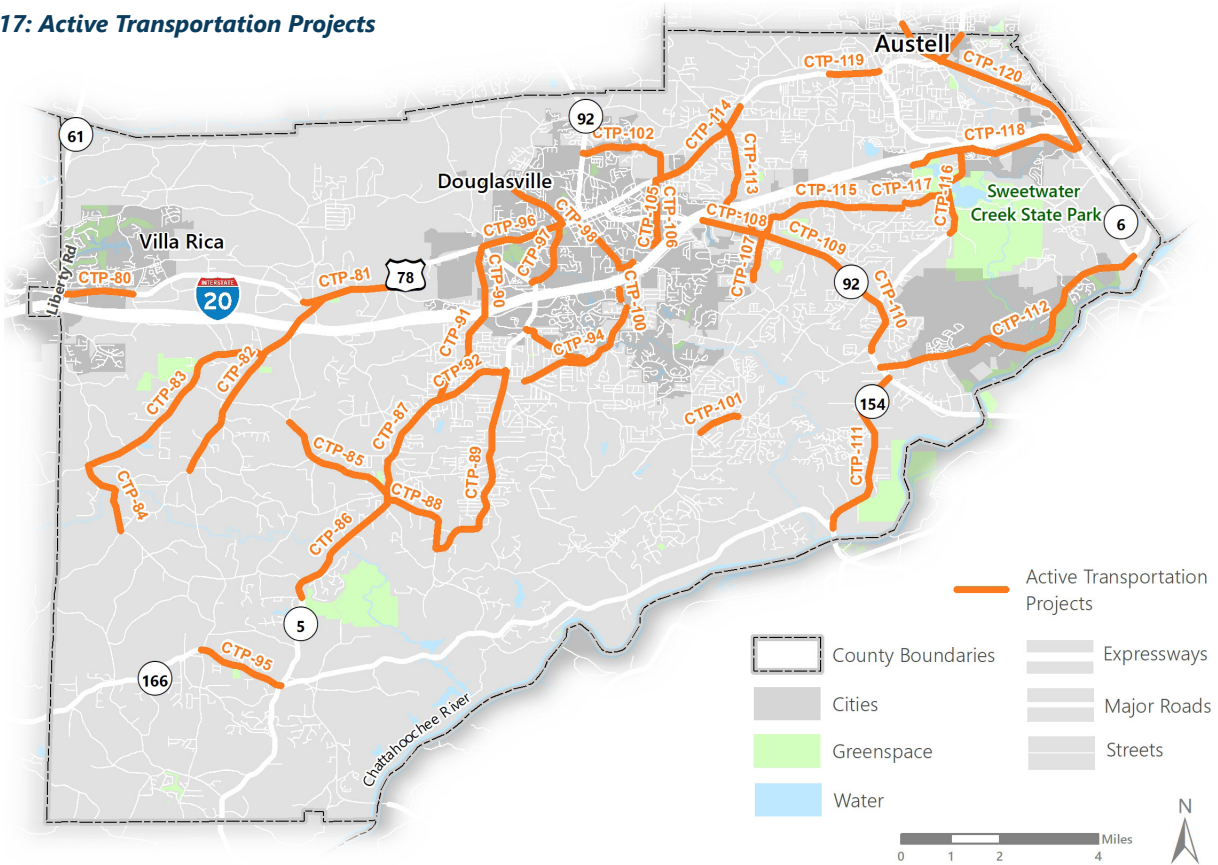
information was available, preliminary cost estimates (i.e., at a planning level) were estimated to be used in the magnitude of the Needs. The consolidation process is documented in Appendix G.

The final unified list of Project Needs can be observed in Table 15 and Figures 16-18.

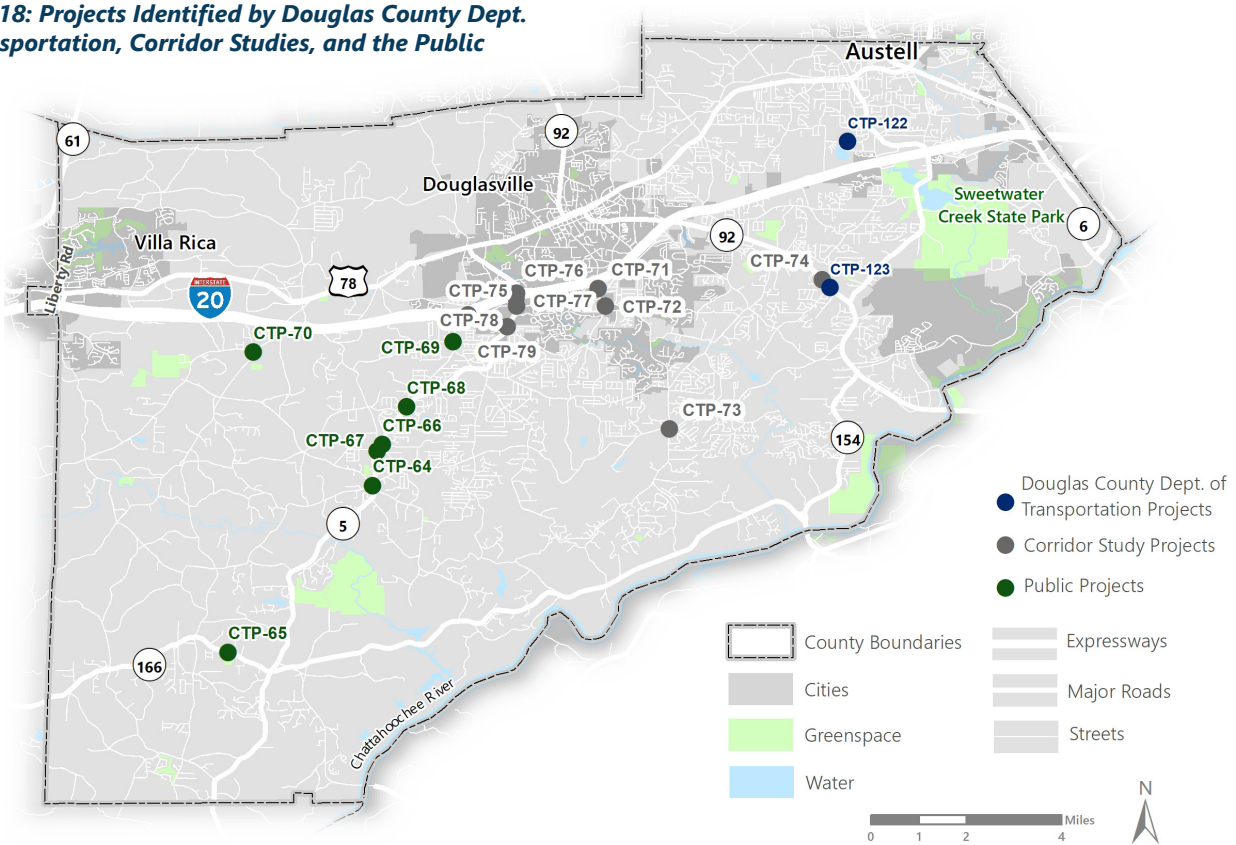
Figure 16: Roadway Projects



**Figure 17: Active Transportation Projects**



**Figure 18: Projects Identified by Douglas County Dept. of Transportation, Corridor Studies, and the Public**



**Table 15: Consolidated Project Needs List**

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-1	Campbellton Street	at Hospital Drive	Intersection Improvements	\$3,900,000	
CTP-2	Campbellton Street	from Selman Avenue to SR 8/Veteran's Memorial Highway	Traffic calming/pedestrian improvements	\$3,400,000	
CTP-3	Capps Ferry Road	at Brecken Drive	Intersection Improvements/Pedestrian Improvements	\$1,070,000	
CTP-4	Capps Ferry Road	at SR 166/Duncan Memorial Highway	Roundabout	\$3,275,000	
CTP-5	Cedar Mountain Road	at Dorris Road	Intersection Improvements	\$1,755,000	
CTP-6	Douglas Boulevard	from Bright Star Road to SR 5/Bill Arp Road	Access Management/Raised Median	\$3,450,000	
CTP-7	Douglas Boulevard	from SR 5/Bill Arp Road to Chapel Hill Road	Access Management/Raised Median	\$6,175,000	
CTP-8	Fairburn Road	from SR 92 to Fulton County Line	Widening	\$0	RTP DO-019 - No Local Funding
CTP-9	Hospital Drive	from SR 92/Fairburn Road to Dorris Road	Pedestrian Crossing	\$230,000	
CTP-10	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	\$0	RTP ML-800 - No Local Funding
CTP-11	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	\$0	RTP ML-800 - No Local Funding
CTP-12	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	\$0	RTP ML-800 - No Local Funding
CTP-13	Kings Highway	from Central Church Road to Bill Arp Road	Circulation/subarea study with Central Church Road/Bill Arp Road/Kings Triangle	\$4,775,000	
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	\$0	RTP DO-220A - Currently Under Construction
CTP-15	Lee Road	from E. County Line Road to I-20	Widening	\$0	RTP DO-220A - Currently Under Construction



**Table 15: Consolidated Project Needs List**

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-16	Lee Road	from I-20 to S. Sweetwater Road	Widening	\$11,339,308	RTP DO-022 - Only Local portion included
CTP-23	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening		RTP DO-022 - Only Local portion included
CTP-24	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening		RTP DO-022 - Only Local portion included
CTP-25	S. Sweetwater Road	Skyview Drive to Lee Road	Widening		RTP DO-022 - Only Local portion included
CTP-17	Liberty Road	from Carroll County Line to Carroll County Line	Widening	\$22,540,000	
CTP-18	Maxham Road	at Thornton Road	Access management/pedestrian improvements/redesign Maxham Road at Thornton Road intersection	\$0	Included in current SPLOST
CTP-19	Post Road	from SR 166/Duncan Memorial Highway to Jenkins Road	Safety Improvements	\$2,125,000	
CTP-20	Post Road	from I-20 to SR 8/Veteran's Memorial Highway	Safety Improvements	\$1,500,000	Included in current SPLOST
CTP-21	Riverside Parkway	from SR 6/Thornton Road to Cobb County Line	Widening	\$15,500,000	
CTP-22	Riverside Parkway	at Rock House Road	Traffic signal	\$370,701	Included in current SPLOST
CTP-26	Skyview Drive	from Mt. Vernon Road to SR 6/Thornton Road	Pedestrian Crossings	\$1,120,000	
CTP-27	SR 166/Duncan Memorial Highway	from Chapel Hill Road to SR 92	Widening	\$23,800,000	
CTP-28	SR 166/Duncan Memorial Highway	from SR 5/Bill Arp Road to Capps Ferry Road	Widening	\$7,475,000	
CTP-29	SR 166/Duncan Memorial Highway	from Post Road to Carroll County Line	Safety Improvements	\$2,175,000	
CTP-30	SR 5/Bill Arp Road	at Shadow Wood Drive	Intersection Improvements	\$2,335,000	



**Table 15: Consolidated Project Needs List**

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-31	SR 5/Bill Arp Road	from Central Church Road to I-20	Widening plus Safety/Pedestrian Improvements	\$14,200,000	
CTP-32	SR 5/Bill Arp Road	from I-20 to Bright Star Connector	Widening	\$6,725,000	
CTP-33	SR 5/Bill Arp Road	from Bright Star Connector to SR 8/Veteran's Memorial Highway	Widening	\$16,900,000	
CTP-34	SR 6/Thornton Road	from Riverside Parkway to Fulton County Line	Widening plus intersection Improvements at Riverside Parkway	\$21,350,000	
CTP-35	SR 6/Thornton Road	from Interstate W Parkway to I-20	Widening	\$3,895,000	
CTP-36	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	\$0	RTP DO-299 - No Local Funding
CTP-37	SR 8/Veteran's Memorial Highway	at Campbellton Street	Intersection Operational Improvements	\$455,000	
CTP-38	SR 8/Veteran's Memorial Highway	from S. Sweetwater Road to SR 6/Thornton Road	Operational Improvements	\$0	
CTP-39	SR 8/Veteran's Memorial Highway	from Burnt Hickory Road to S. Sweetwater Road	Operational Improvements	\$0	RTP AR-301 - No Local Funding
CTP-40	SR 8/Veteran's Memorial Highway	from SR 92/Fairburn Road to SR 92/Dallas Highway	Restriping/Repurposing/Pavement Marking and Signing	\$422,500	
CTP-41	SR 8/Veteran's Memorial Highway	from Ross Avenue to SR 5/Bill arp Road	Additional turn lanes at cross streets for RR crossing storage	\$1,600,000	
CTP-42	SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road to John West Road	Lane restriping, turn lane channelization	\$1,200,000	
CTP-43	SR 92/Fairburn Road	from SR 166/Duncan Memorial Highway to Fulton County Line	Widening	\$22,200,000	
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	\$1,120,000	\$250,000 Already covered in SPLOST
CTP-45	SR 92/Fairburn Road	from SR 8/Veteran's Memorial Highway to Hospital Drive	Access Management/Raised Median	\$4,525,000	



**Table 15: Consolidated Project Needs List**

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-46	SR 92/Fairburn Road	from Hospital Drive to I-20	Operational Improvements/Raised Islands at RTs	\$2,525,000	
CTP-47	SR 92/Fairburn Road	from I-20 to Pope Road	Operational Improvements/Access Management Study	\$3,575,000	
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	\$1,700,000	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	\$1,431,936	Included in current SPLOST
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	\$3,000,000	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Parkway	Intersection Improvements	\$1,000,000	Included in current SPLOST
CTP-52	SR 8/Veteran's Memorial Highway	at John West Road/S. Baggett Road	Intersection Improvements	\$2,000,000	Included in current SPLOST
CTP-53	SR 166/Duncan Memorial Highway	at Post Road	Intersection Improvements	\$1,000,000	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Highway	at Chapel Hill Road	Intersection Improvements	\$800,000	Included in current SPLOST
CTP-55	Chapel Hill Road	from Douglas Boulevard to Hospital Drive	Widening and I-20 Ramp Improvements	\$9,050,000	
CTP-56	Lee Road	from SR 92 to Bomar Road	New Road	\$0	RTP DO-017 - Under Construction
CTP-57	Lee Road	from Bomar Road to Chapel Hill Road	Widening	\$20,000,000	
CTP-58	Lee Road	from Chapel Hill Road to I-20	New Road	\$30,000,000	
CTP-59	SR 8/Veteran's Memorial Highway	from SR6/Thornton Road to S. Sweetwater Road	Widening	\$0	RTP DO-016 - No Local Funding
CTP-60	Chapel Hill Road	from Central Church Road to Stewart Mill Road	Widening	\$3,160,000	





**Table 15: Consolidated Project Needs List**

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-61	Chapel Hill Road	from Dorset Shoals Road to SR 166/Duncan Memorial Highway	Widening	\$1,200,000	
CTP-62	SR 61	from Punkintown Road to Sweetwater Creek State Park	Widening	\$0	RTP AR-176 - No Local Funding
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	\$23,546,697	
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	\$3,100,000	
CTP-65	SR 166/Duncan Memorial Highway	at Fairplay Park Entrance	WB Left Turn Lane	\$495,000	
CTP-66	SR 5/Bill Arp Road	at Alexander Parkway	SB Left Turn Lane	\$495,000	
CTP-67	SR 5/Bill Arp Road	at Mason Creek Road	NBL & SBL Turn Lanes - N-S Left Turn P+P phases (signal improvements)	\$1,270,000	
CTP-68	SR 5/Bill Arp Road	at Berea Road	NBL Turn Lane	\$1,040,000	
CTP-69	Bright Star Road	at Cowan Mill Road	NBL & SBL Turn Lanes	\$660,000	
CTP-70	Post Road	at Ephesus Church Road	EBL Turn Lane	\$520,000	
CTP-71	Chapel Hill Road	at Douglas Boulevard	Add second WBR Turn Lane and second SBL Turn Lane	\$5,450,000	
CTP-72	Chapel Hill Road	at Stewart Mill Road	Add EBR Turn Lane and second NBL Turn Lane	\$2,800,000	
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	\$1,925,000	
CTP-74	Lee Road	SR 92/Fairburn Road	Provide Overlap Phase for WBR Movement along Lee Road	\$165,000	
CTP-75	Bright Star Road	at Douglas Boulevard	Add SBL Turn Lane and NBL Turn Lane	\$925,000	



**Table 15: Consolidated Project Needs List**

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-76	SR 5/Bill Arp Road	at I-20 WB Ramps	Add second WBR Turn Lane - Install Contraflow NBL (see CTP-77)	\$3,400,000	
CTP-77	SR 5/Bill Arp Road	at I-20 EB Ramps	Add free flow NBR - Install Contraflow SBL (see CTP-76)	\$3,400,000	
CTP-78	SR 5/Bill Arp Road	at Douglas Boulevard	Add NBR Turn Lane, add second WBL turn lane, and add second SBL Turn Lane	\$6,725,000	
CTP-79	SR 5/Bill Arp Road	at Stewart Parkway	Add second NBL Turn Lane and second WBR Turn Lane	\$3,475,000	
CTP-80	US 78	from Mirror Lake Boulevard to Tyson Road	Sidewalk on both sides of Road	\$1,140,000	
CTP-81	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	\$1,550,000	
CTP-82	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	\$4,220,000	
CTP-83	Ephesus Church Rd	from Liberty Road to Post Road	Sidewalk on both sides of Road	\$4,100,000	
CTP-84	Liberty Rd	from Ephesus Church Road to N Helton Road	Sidewalk on both sides of Road	\$1,590,000	
CTP-85	Pool Rd	from Johnston Road to Bill Arp Road	Sidewalk on both sides of Road	\$2,340,000	
CTP-86	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	\$2,740,000	
CTP-87	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	\$2,250,000	
CTP-88	Big A Rd	from Bill Ap Road to Kings Highway	Sidewalk on both sides of Road	\$1,560,000	
CTP-89	Kings Hwy	from Bill Arp Road to Big A Road	Sidewalk on both sides of Road	\$4,210,000	
CTP-90	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	\$1,390,000	



**Table 15: Consolidated Project Needs List**

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-91	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	\$1,890,000	
CTP-92	Bill Arp Rd	from Kings Highway to Douglas Boulevard	Sidewalk on both sides of Road	\$1,320,000	
CTP-93	W Stewart Mill Rd	from Bill Arp Road to Stewart Mill Road	Sidewalk on both sides of Road	\$1,280,000	
CTP-94	Stewart Mill Rd	from Central Church Road to Chapel Hill Road	Sidewalk on both sides of Road	\$2,530,000	
CTP-95	SR 166/Duncan Memorial Hwy	from Post Road to Bill Arp Road	Sidewalk on both sides of Road	\$1,560,000	
CTP-96	US 78	from Bright Star Road to Rose Avenue	Sidewalk on both sides of Road	\$1,360,000	
CTP-97	Rose Ave	from Bill Arp Road to W Strickland Street	Sidewalk on East side of Road	\$690,000	
CTP-98	Chicago Ave/Cedar Mountain Rd	from N Flat Rock Road to W Strickland Street	Sidewalk on both sides of Road	\$1,650,000	
CTP-99	Campbellton St	from Selman Avenue to Hospital Drive	Sidewalk on West side of Road	\$355,000	
CTP-100	Campbellton St/Chapel Hill Rd	from Douglas Boulevard to Arbor Place	Sidewalk on West side of Road	\$105,000	
CTP-101	Anneewakee Rd	from Elk Run Drive to Simon Road	Sidewalk on both sides of Road.	\$740,000	
CTP-102	Malone Rd	from Dallas Highway to McIntosh Road	Mostly North side of Road	\$690,000	
CTP-103	McIntosh Rd	from Malone Road to US 78	Sidewalk on both sides of Road.	\$480,000	
CTP-104	Hospital Dr	from Campbellton Street to Prestley Mill Road	Sidewalk on both sides of Road.	\$270,000	
CTP-105	Durelee Ln	from Fairburn Road to Dorris Road	Sidewalk on both sides of Road.	\$610,000	



**Table 15: Consolidated Project Needs List**

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-106	Durelee Ln	from US 78 to Fairburn Road	Sidewalk on East side of Road	\$375,000	
CTP-107	Pope Rd	from Slater Mill Road to Fairburn Road	Sidewalk on both sides of Road.	\$940,000	
CTP-108	Fairburn Rd	from Slater Mill Road to Pope Road	Sidewalk on both sides of Road.	\$1,100,000	
CTP-109	Fairburn Rd	from Pope Road to Lee Road	Sidewalk on both sides of Road.	\$1,770,000	
CTP-110	Fairburn Rd	from Lee Road to Anneewakee Road	Sidewalk on both sides of Road.	\$1,700,000	
CTP-111	Hwy 92	from Fairburn Road to SR 166/Duncan Memorial Highway	Sidewalk on both sides of Road.	\$3,540,000	
CTP-112	Riverside Pkwy	from Fairburn Road to Thornton Road	Sidewalk on both sides of Road.	\$5,550,000	
CTP-113	Midway Rd/S Burnt Hickory Rd	from Fairburn Road to Maroney Mill Road	Sidewalk on both sides of Road.	\$2,780,000	
CTP-114	US 78	from Durelee Lane to Maroney Mill Road	Sidewalk on both sides of Road.	\$2,120,000	
CTP-115	County Line Rd	from Fairburn Road to Lee Road	Sidewalk on both sides of Road.	\$2,680,000	
CTP-116	Mt Vernon Rd	from Huckleberry Lane to Monier Road	Sidewalk on both sides of Road.	\$1,840,000	
CTP-117	Cedar Terrace Rd	from Lee Road to Mt Vernon Road	Sidewalk on both sides of Road.	\$790,000	
CTP-118	Monier Blvd/Blairs Bridge Rd	from Lee Road to Thornton Road	Sidewalk on both sides of Road.	\$3,000,000	
CTP-119	US 78	from Harper Street to S Sweetwater Road	Sidewalk on West side of Road	\$425,000	
CTP-120	Thornton Rd	from Humphries Hill Road to Blaires Bridge Road	Sidewalk on both sides of Road.	\$4,100,000	



**Table 15: Consolidated Project Needs List**

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-121	US 78	from Thornton Road to Cobb County Line	Sidewalk on West side of Road	\$315,000	
CTP-122	Vulcan Drive	at Groovers Lake Road	Intersection Marking and Signing	\$350,000	
CTP-123	SR 92/Fairburn Road	at Lake Monroe Road	Traffic Signal	\$500,000	
<b>Roadway Maintenance Needs</b>	<b>County-wide</b>		<b>\$12.0 M/year starting 2024 through 2050 (27 years)</b>	<b>\$210,000,000</b>	
<b>Transit</b>	<b>Continue to Operate Current System - from 2024 through 2050</b>			<b>\$24,786,233</b>	<b>Local Match</b>
<b>Total</b>				<b>\$664,017,375</b>	
<b>Total - Current Funded in SPLOST</b>				<b>\$650,964,738</b>	



# 5 REVENUE ANALYSIS

The purpose of this section is to present the existing and potential future revenue sources available to Douglas County for transportation investments. These include federal, state, and local sources.

## FEDERAL FUNDING SOURCES

### ROADWAY AND BICYCLE/PEDESTRIAN

There are two types of potential funding sources available for surface transportation from the Federal Highway Administration (FHWA):

- **Program funds that are administered by the Atlanta Regional Commission (ARC); and**
- **Grants that awarded on a competitive basis based on applications**

The sources administered by ARC most applicable to serve Douglas County in the future are as follows.

- **National Highway System (NHS) Funds – Called National Highway Performance Program (NHPP) funds, these funds are specifically tied to achieving performance targets established by GDOT for the statewide NHS network. As a result, nearly all these funds are allocated to major interstate facilities that impact statewide mobility. These roadways would include I-20, SR 6, and other NHS facilities.**
- **Surface Transportation Block Grant (STBG) Funds - Urban – This federal program is much more flexible. It allows for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road. Projects can include facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.**
- **STBG - Transportation Alternatives Program - These funds are a subset of the overall STBG**

**funds specifically set aside for smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects.**

- **Congestion Mitigation and Air Quality Improvement (CMAQ) Funds - The CMAQ program provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. In the Atlanta region, these funds have primarily been used for trail facilities and sidewalks but can also be used for transit.**

Regarding the potential allocation of these sources specifically to Douglas County, it is important to note that all these funds available to the Atlanta region projected through the year 2050 are already allocated within the ARC Regional Transportation Plan. A summary of these funds allocated to Douglas County projects within the 2050 RTP is provided in the projected revenue assessment at the end of this section.

Federal discretionary funds that can potentially be utilized for transportation investments are:

- **The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants are discretionary grants recently updated by the Biden Administration. RAISE, formerly known as BUILD and TIGER, has awarded over \$8.935 billion in grants to projects in all 50 states, the District of Columbia and Puerto Rico since 2009. Projects for RAISE funding will be evaluated based on merit criteria that include safety,**



**environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Projects can range from \$5 million to a maximum of \$25 million.**

- **Infrastructure for Rebuilding America (INFRA) Grants – INFRA grants are essentially a similar program as the RAISE program but at a much larger scale. The minimum project cost is \$100 million in Georgia.**
- **Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) Grants – Very similar to the INFRA grant requirements, FASTLANE grants have a minimum project cost of \$100 million. However, unlike the INFRA program, the FHWA does reserve 10 percent of the overall program budget for “Small Projects” that demonstrate cost efficiency and overall regional benefits. While the grant may not exceed 60 percent of the total eligible project costs, an additional 20 percent of project costs may be funded with other Federal assistance, bringing total Federal participation in the project to a maximum of 80 percent. The same emphasis on rural areas also applies to this program.**

allocation for operations under a Special Rule. From 2016–2019, Douglas County uses approximately 52% of its 5307 funds for operations.

- **Section 5339:** Grants for Buses and Bus Facilities – This program makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Another federal funding source currently being utilized to fund transit operations in Douglas County are CMAQ funds administered by the ARC. The ARC has allocated \$1.6 million of CMAQ funding annually to Douglas County from 2019 to 2021. It is foreseen that this allocation would be limited to this ARC TIP and not carried forward into the projections through 2050 (at the end of this chapter).

## FEDERAL TRANSIT FUNDING SOURCES

Funding for transit investments is a combination of federal and local sources. Available federal funding in Douglas County is provided through two programs from the Federal Transit Administration (FTA):

- **Section 5307:** Urbanized Area Formula Grants – This program makes federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more. Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. Douglas County is permitted to use a specific

## STATE FUNDING SOURCES (ROADWAY AND BICYCLE/PEDESTRIAN IMPROVEMENTS)

GDOT offers programs for funding that can be applied for outside the ARC TIP solicitation process. There are only two proposed improvements within the work program along state roadways. The GDOT funding sources most appropriate for the implementation of the non- ARC funded work program are the Transportation Funding Act (HB 170), Quick Response, and the Local Maintenance and Improvement Grant (LMIG) programs.

- **Transportation Funding Act (HB 170) Funds - This program provides funding to repair, improve and expand the state’s transportation network through routine and capital improvement projects.**
- **Quick Response Projects - The program is designed for lower-cost operations are operational projects such as restriping,**



**intersection improvements, turn lane additions and extensions that can be implemented in a short period of time (within one year) and for under \$200k.**

- **Local Maintenance & Improvement Grant (LMIG) - The annual LMIG allocation is based on the total centerline road miles for each local road system and the total population of each county or city as compared with the total statewide centerline road miles and total statewide population. The following types of projects could be eligible for LMIG funds:**

- » Preliminary engineering (including engineering work for R/W plans and Utility plans)
- » Construction supervision & inspection
- » Utility Adjustments or replacement
- » Patching, leveling, and resurfacing a paved roadway
- » Grading, Drainage, Base and Paving existing or new roads
- » Replacing storm drainpipe or culverts
- » Intersection improvements
- » Turn lanes
- » Bridge repair or replacement
- » Sidewalk adjacent (within right of way) to a public roadway or street
- » Roadway Signs, striping, guardrail installation
- » Signal installation or improvement

The Georgia Transportation Infrastructure Back (GTIB) is a grant and loan program administered by the State Road and Tollway Authority (SRTA). This program is also competitive and accepts applications for projects up to \$10 million. An important aspect of the GTIB program is that it can be used as local match for the “traditional” ARC programs in the previous section. Key factors SRTA considers for GTIB applications include demonstrating economic development potential, project readiness, and feasibility.

## COUNTY/LOCAL REVENUES

The primary local source of funding for transportation is the 2016 Special Purpose Local Option Sales Tax (SPLOST), which began in April 2017. The revenues from the SPLOST are split between Douglas County and the City of Douglasville, which each use their

share under their own independent programs. The latest assessments by the County project collections of approximately \$147,400,744 between April 2017 and April 2022. The County has enlisted a project management team to assess emerging data and update SPLOST projections accordingly. SPLOST sales tax proceeds are to be shared with other municipalities within the county.

### DOUGLAS COUNTY SPLOST

The 2016 SPLOST Program allocation for Douglas County accounts for 72% of the total sales tax revenues to be collected, or approximately \$106 million dollars. Of this amount, \$100 million is allocated for projects with the remaining \$6 million allocated to program management.

Of the \$100 million, Douglas County divides the into the following categories/allocations:

- **51% Transportation (\$51 million)**
- **32% Fire/EMS/Public Safety Radio System (\$32 million)**
- **17% Parks and Recreation (\$17 million)**

With respect to transportation funding, the County SPLOST program has a specific list of projects that have been identified for SPLOST revenues. The program includes resurfacing projects, intersection/operational improvements, sidewalks and bridges, and specific projects identified to foster economic development.

### CITY OF DOUGLASVILLE SPLOST

Pursuant to the City’s website , the City of Douglasville will receive approximately \$32.8 million of the total estimated SPLOST funds raised throughout the tax. The City of Douglasville’s SPLOST program allocates funding to the following categories:

- **45% Transportation and Streets (~\$14.4 million)**
- **20% Public Safety (~\$6.4 million)**
- **20% Parks and Recreation (~\$6.5 million)**
- **15% Facility Infrastructure Improvements (~\$4.8 million)**





# PROJECTED FUNDING

## SOURCES FOR TRANSPORTATION

A critical component for developing a work program for this CTP is projecting the amount of funding for transportation investments throughout the horizon year 2050. Given that the current ARC Transportation Improvement Program (TIP) already has allocated projected funding through the year 2025, the projections developed herein target the years 2026-2050. It should also be noted that potential funding for the federal and state discretionary funding sources have not been incorporated since they are awarded on a competitive basis.

### FEDERAL AND STATE SOURCES FOR ROADWAY AND BICYCLE/PEDESTRIAN

As previously noted, the ARC 2050 RTP has already projected the available FHWA funding sources through the year 2050 for roadway improvements. Regarding federal funding, the ARC RTP does not specify the program for projects beyond the 2025 timeframe and instead identifies allocations for “General Federal Aid 2026-2050.” This is primarily because specific programs will change over time as new transportation bills are passed.

With that said, the primary federal source for roadway projects is the STP Urban program in the current TIP, so a similar program would likely be the source for projects through 2050. Regarding state funding, the primary sources identified for future projects are HB 170 funds and “General State Funding.” Much like federal funding, state funding programs are likely to evolve through 2050 so a more general category was used. Table 16 provides the funding amounts assumed from federal, state, and local sources for roadway improvements in the 2050 RTP.

**Table 16: 2050 RTP Roadway and Bike/Ped Funding for Douglas County, 2026-2050**

Federal	Amount
General Federal Aid, 2026-2050	\$73,520,000
State	Amount
General State Funding	\$14,020,000
Transportation Funding Act (HB 170)	\$72,108,162
<b>Roadway Total</b>	<b>\$159,648,162</b>
<b>Local Match (from RTP)</b>	<b>\$109,718,479</b>
<b>Total Roadway Funding</b>	<b>\$269,366,641</b>

## FEDERAL SOURCES FOR TRANSIT

As previously noted, there are two sources of federal transit funding:

- **Section 5307** – Used primarily for planning, engineering, and capital costs associated with transit services; however, under a Special Rule a certain percentage of these funds can be utilized for operations. This program requires a 20% match of local funds (80/20 split) for capital expenditures. For operations, the required local match is 50% (50/50 split).
- **Section 5339** – Used exclusively for capital costs to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. None of this funding is used to fund operations. This program requires a 20% match of local funds (80/20 split).

Based on the allocation of funding for transit in the current TIP, projections for each of the funding sources were developed through the year 2050. In developing these projections, the following assumptions were made:

- **An annual increase of one percent is applied through 2050 for federal funds and required match**
- **For 5307 funds, it was assumed that 52 percent would be allocated for capital costs and 48 percent for operations based on historical expenditures**
- **All 5339 funding would continue to be capital expenditures**



- The CMAQ allocations from ARC would continue at the same level through 2050, with an annual increase of one percent.

**Table 17: Projected Transit Funding for Douglas County, 2026-2050**

Federal	Amount	Capital	Operations
Section 5307	\$34,230,758	\$16,430,764	\$17,799,994
Section 5339	\$5,018,315	\$5,018,315	\$-
<b>Federal Total</b>	<b>\$39,249,072</b>	<b>\$21,449,078</b>	<b>\$17,799,994</b>
<b>Required Local Match</b>	<b>\$23,162,271</b>	<b>\$5,362,277</b>	<b>\$17,799,994</b>
<b>Total Transit Funding</b>	<b>\$62,411,343</b>	<b>\$26,811,355</b>	<b>\$35,599,988</b>

## PROJECTED LOCAL SOURCES (SPLOST) FOR TRANSPORTATION FUNDING

As previously noted, the primary source of local funding sources for transportation improvements is SPLOST tax revenue. As noted above, the SPLOST began in April 2017 and it will last until for 6 years; therefore, if not renewed, collection will stop in April 2023. For the purposes of this forecasts, it was assumed that the SPLOST would be carried forward through 2050. In developing these projections, the following assumptions were made through 2050:

- An annual inflation of revenues of two percent
- The same distribution of funds to the County (72%) and remaining to the City (28%)
- The same percentage of the total revenues dedicated to transportation for the County (51%) and City (45%)

Based on these assumptions, the projected revenues for the Douglas SPLOST are presented in Table 18. The revenue estimate forecast detail can be observed in Appendix H.

**Table 18: Projected SPLOST Transportation Revenues, 2026-2050**

Douglas County	\$212,918,436
City of Douglasville	\$74,521,453
<b>Total</b>	<b>\$287,439,888</b>

## NEEDS COST – REVENUE FORECAST COMPARISON

This final section of this Report focuses on comparing the Transportation Needs that were identified for Douglas County through the year 2050 against the revenue forecast:

- If the SPLOST continues to be renewed until 2050 it will generate approximately \$232M in revenue (Douglas County only – 2023-2050 time period (though 2022 is already committed))
- The Total Transportation Needs in Douglas County, to be funded with local revenues amount to approximately \$705M. This includes the following:
  - » Roadway Needs: \$317M
  - » Bicycle and Pedestrian/Active Transportation: \$99M
  - » Roadway Maintenance: \$210M
  - » Transit (maintain current service): \$79M
- Based on this, in order to be able to cover the entire needs identified (Roadways, Bicycle and Pedestrian, Maintenance, and Transit), Douglas County needs to identify an additional \$473M of local revenue

A detailed comparison of the Transportation Needs against the Revenue Estimates can be observed in Appendix K.

Different options to consider in order to cover this gap will be identified and evaluated as part of the Recommendations Report.



# Douglas County

## Comprehensive Transportation Plan

SYSTEM-WIDE  
NEEDS ASSESSMENT  
REPORT APPENDICES



**Douglas County**  
Comprehensive Transportation Plan

# **Appendix A**

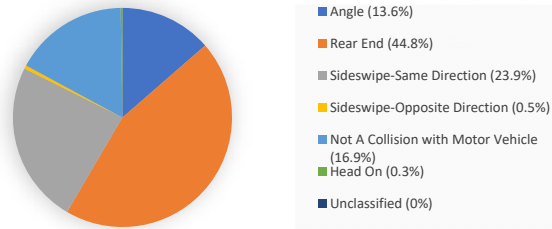
## **Roadways**

# **Roadway Segment Profiles**

## I-20 from SR 92/Fairburn Road to Chapel Hill Road

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	7	12	11	8	16
	Rear End	18	17	36	48	59
	Sideswipe-Same Direction	14	10	21	19	31
	Sideswipe-Opposite Direction	0	0	0	0	2
	Not A Collision with Motor Vehicle	9	14	9	19	16
	Head On	0	1	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		48	54	77	94	124
Total Non-Fatal Injury Crashes		7	19	17	28	28
Total Injuries		14	33	20	40	34
Total Fatality Crashes		1	1	0	1	0
Total Fatalities		2	1	0	1	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

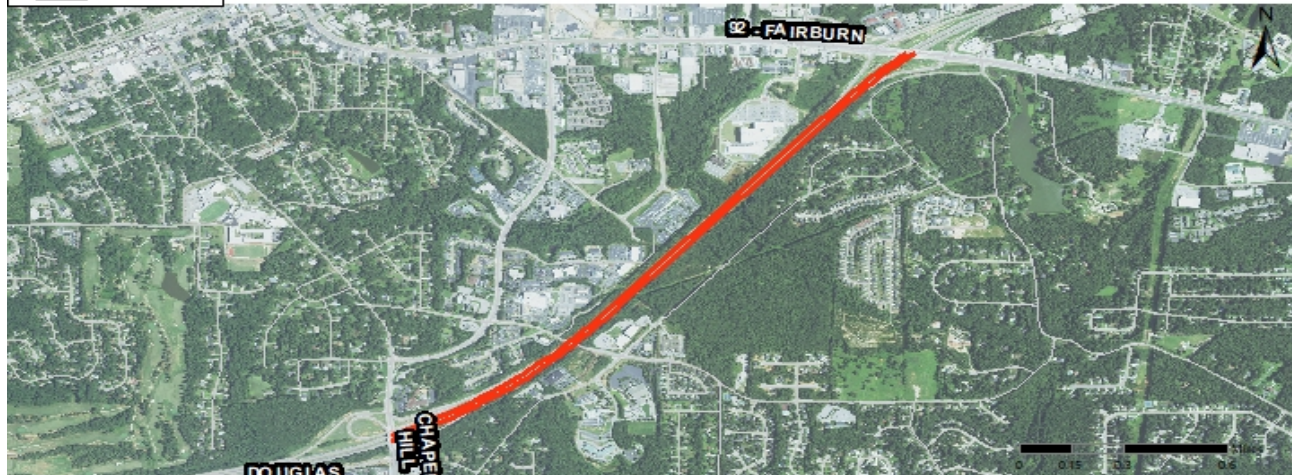
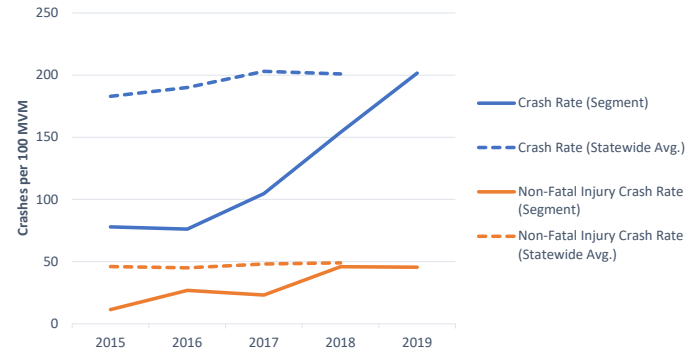


### Segment Crash Rates

Segment Length: 1.8 miles & Functional Classification: Interstate, Urbanized

Year	2015	2016	2017	2018	2019
AADT	93,700	108,000	112,000	92,900	93,600
Crash Rate (Segment)	78	76	105	154	202
Crash Rate (Statewide Avg.)	183	190	203	201	
Non-Fatal Injury Crash Rate (Segment)	11	27	23	46	46
Non-Fatal Injury Crash Rate (Statewide Avg.)	46	45	48	49	
Fatal Crash Rate (Segment)	1.62	1.41	0.00	1.64	0.00
Fatal Crash Rate (Statewide Avg.)	0.48	0.50	0.56	0.61	

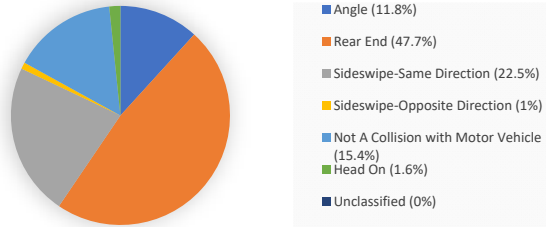
Segment vs. Statewide Average Crash Rates



## I-20 from Chapel Hill Road to SR 5

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	9	5	7	8	7
	Rear End	28	20	31	36	31
	Sideswipe-Same Direction	10	11	18	13	17
	Sideswipe-Opposite Direction	0	0	0	1	2
	Not A Collision with Motor Vehicle	8	9	10	9	11
	Head On	0	0	0	3	2
	Unclassified	0	0	0	0	0
Total Crashes		55	45	66	70	70
Total Non-Fatal Injury Crashes		14	14	8	18	15
Total Injuries		19	19	15	26	19
Total Fatality Crashes		1	0	0	1	0
Total Fatalities		1	0	0	1	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

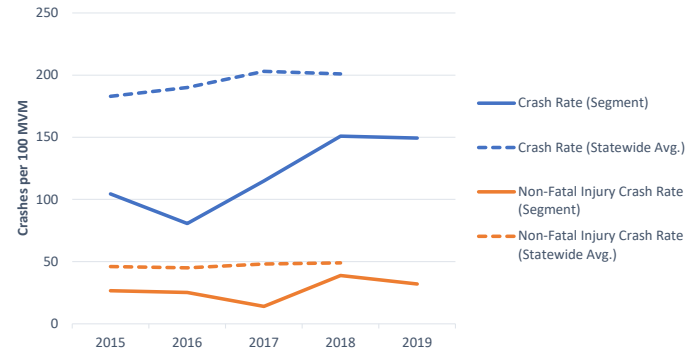


### Segment Crash Rates

Segment Length: 1.5 miles & Functional Classification: Interstate, Urbanized

Year	2015	2016	2017	2018	2019
AADT	96,200	102,000	105,000	84,700	85,600
Crash Rate (Segment)	104	81	115	151	149
Crash Rate (Statewide Avg.)	183	190	203	201	201
Non-Fatal Injury Crash Rate (Segment)	27	25	14	39	32
Non-Fatal Injury Crash Rate (Statewide Avg.)	46	45	48	49	49
Fatal Crash Rate (Segment)	1.90	0.00	0.00	2.16	0.00
Fatal Crash Rate (Statewide Avg.)	0.48	0.50	0.56	0.61	0.61

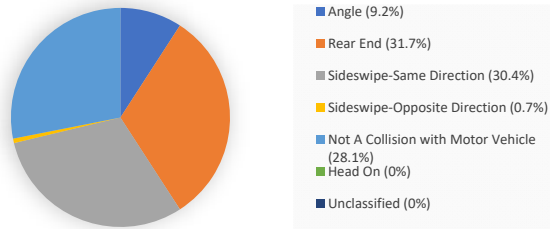
Segment vs. Statewide Average Crash Rates



## I-20 from SR 5 to Post Road

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	6	8	4	6
	Rear End	18	24	12	18	25
	Sideswipe-Same Direction	14	19	15	16	29
	Sideswipe-Opposite Direction	0	0	0	1	1
	Not A Collision with Motor Vehicle	19	11	21	17	18
	Head On	0	0	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		55	60	56	56	79
Total Non-Fatal Injury Crashes		17	17	12	20	14
Total Injuries		25	26	19	26	20
Total Fatality Crashes		0	0	1	1	0
Total Fatalities		0	0	1	1	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

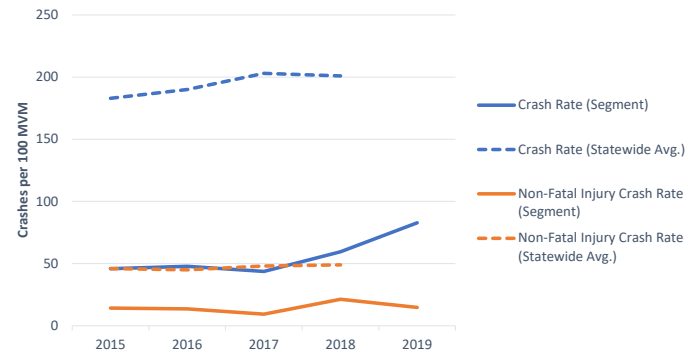


## Segment Crash Rates

Segment Length: 4.2 miles & Functional Classification: Interstate, Urbanized

Year	2015	2016	2017	2018	2019
AADT	78,200	82,000	83,700	61,400	62,200
Crash Rate (Segment)	46	48	44	59	83
Crash Rate (Statewide Avg.)	183	190	203	201	
Non-Fatal Injury Crash Rate (Segment)	14	14	9	21	15
Non-Fatal Injury Crash Rate (Statewide Avg.)	46	45	48	49	
Fatal Crash Rate (Segment)	0.00	0.00	0.78	1.06	0.00
Fatal Crash Rate (Statewide Avg.)	0.48	0.50	0.56	0.61	

Segment vs. Statewide Average Crash Rates

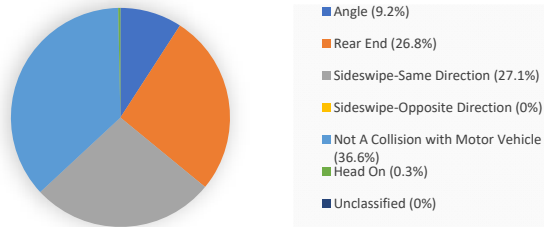




## I-20 from Post Road to Liberty Road

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	2	8	11	5
	Rear End	10	11	26	17	18
	Sideswipe-Same Direction	18	15	16	18	16
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	17	23	26	25	21
	Head On	0	0	1	0	0
	Unclassified	0	0	0	0	0
Total Crashes		47	51	77	71	60
Total Non-Fatal Injury Crashes		14	8	21	16	14
Total Injuries		17	12	32	19	19
Total Fatality Crashes		2	0	1	0	2
Total Fatalities		2	0	1	0	3
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

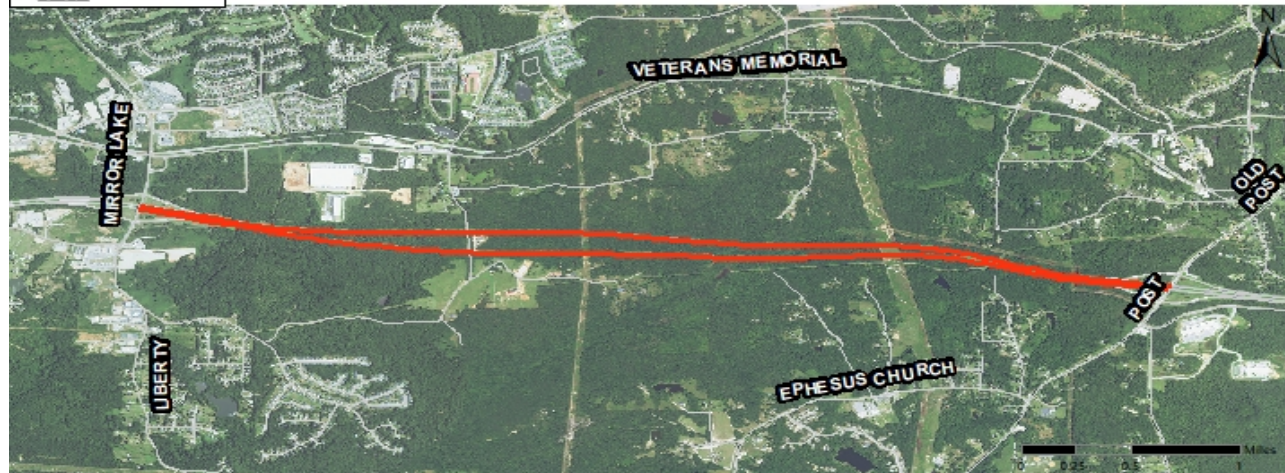
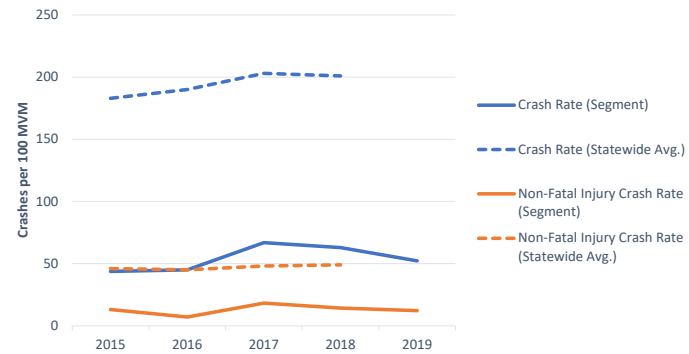


## Segment Crash Rates

Segment Length: 4 miles & Functional Classification: Interstate, Urbanized

Year	2015	2016	2017	2018	2019
AADT	73,700	77,600	78,900	77,400	78,700
Crash Rate (Segment)	44	45	67	63	52
Crash Rate (Statewide Avg.)	183	190	203	201	201
Non-Fatal Injury Crash Rate (Segment)	13	7	18	14	12
Non-Fatal Injury Crash Rate (Statewide Avg.)	46	45	48	49	49
Fatal Crash Rate (Segment)	1.86	0.00	0.87	0.00	1.74
Fatal Crash Rate (Statewide Avg.)	0.48	0.50	0.56	0.61	0.61

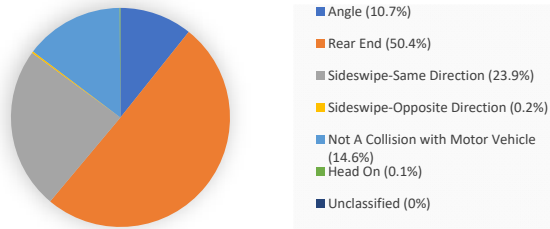
Segment vs. Statewide Average Crash Rates



## I-20 from Thornton Road to Lee Road

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	11	16	22	25	12
	Rear End	62	83	97	85	77
	Sideswipe-Same Direction	30	37	30	47	48
	Sideswipe-Opposite Direction	0	1	0	1	0
	Not A Collision with Motor Vehicle	23	26	23	22	23
	Head On	1	0	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		127	163	172	180	160
Total Non-Fatal Injury Crashes		31	28	44	49	39
Total Injuries		43	43	64	72	61
Total Fatality Crashes		1	0	1	0	0
Total Fatalities		1	0	1	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

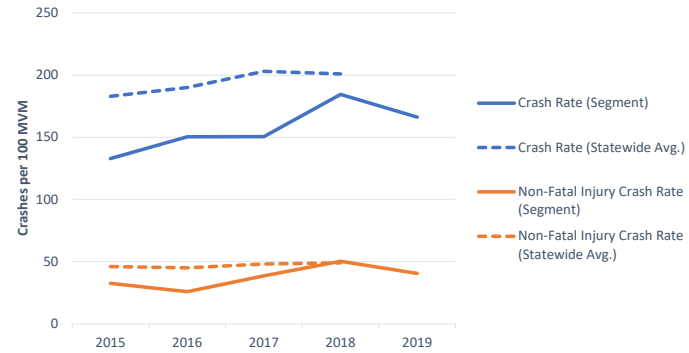


### Segment Crash Rates

Segment Length: 2.7 miles & Functional Classification: Interstate, Urbanized

Year	2015	2016	2017	2018	2019
AADT	97,000	110,000	116,000	99,000	97,700
Crash Rate (Segment)	133	150	150	184	166
Crash Rate (Statewide Avg.)	183	190	203	201	
Non-Fatal Injury Crash Rate (Segment)	32	26	38	50	41
Non-Fatal Injury Crash Rate (Statewide Avg.)	46	45	48	49	
Fatal Crash Rate (Segment)	1.05	0.00	0.87	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	0.48	0.50	0.56	0.61	

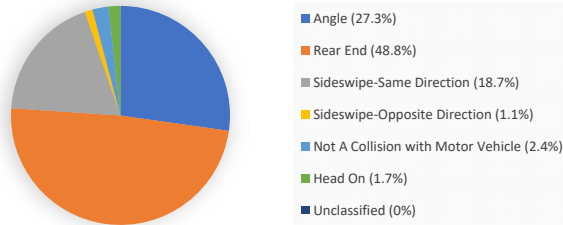
Segment vs. Statewide Average Crash Rates



## SR 6/Thornton Rd from I-20 to Interstate West Parkway

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	19	22	24	67	40
	Rear End	53	81	56	65	53
	Sideswipe-Same Direction	15	25	19	38	21
	Sideswipe-Opposite Direction	1	1	0	3	2
	Not A Collision with Motor Vehicle	1	3	4	3	4
	Head On	4	1	3	0	3
	Unclassified	0	0	0	0	0
Total Crashes		93	133	106	176	123
Total Non-Fatal Injury Crashes		21	30	18	32	19
Total Injuries		29	38	38	47	23
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

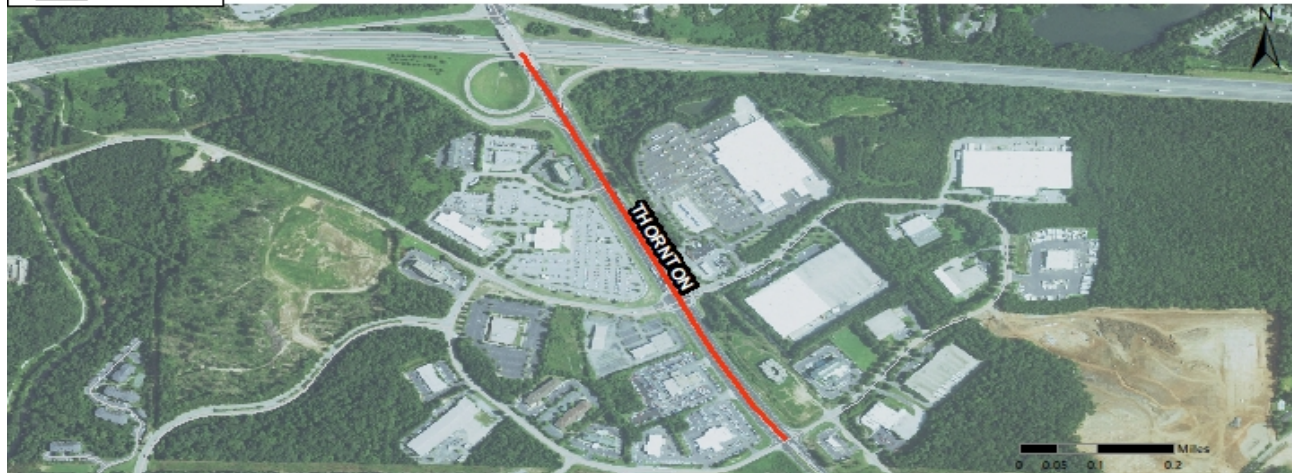
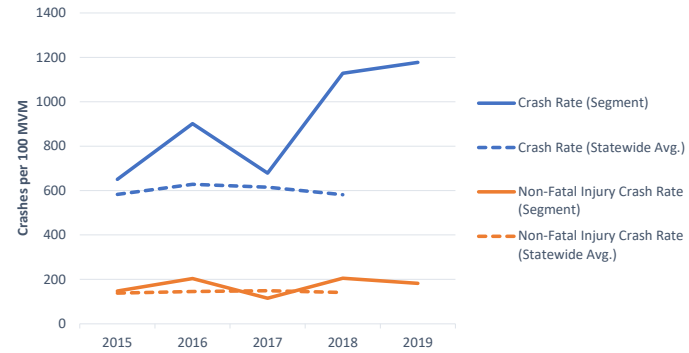


### Segment Crash Rates

Segment Length: 0.6 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	65,300	67,400	71,300	71,200	47,700
Crash Rate (Segment)	650	901	679	1129	1177
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	147	203	115	205	182
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

Segment vs. Statewide Average Crash Rates



## SR 6/Thornton Rd from Interstate West Parkway to Riverside Pkwy

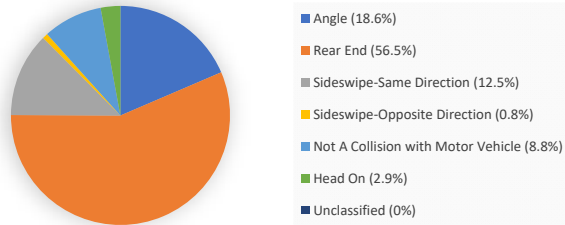
Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	12	9	12	22	15
	Rear End	29	35	50	53	46
	Sideswipe-Same Direction	7	9	8	11	12
	Sideswipe-Opposite Direction	0	1	1	0	1
	Not A Collision with Motor Vehicle	10	4	6	10	3
	Head On	4	3	0	1	3
	Unclassified	0	0	0	0	0
Total Crashes		62	61	77	97	80
Total Non-Fatal Injury Crashes		22	18	25	23	22
Total Injuries		37	24	32	31	28
Total Fatality Crashes		1	1	0	0	0
Total Fatalities		1	1	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

### Segment Crash Rates

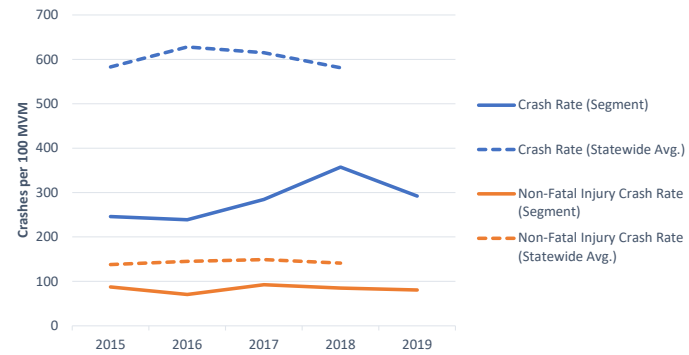
Segment Length: 2.2 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	31,400	31,800	33,700	33,800	34,100
Crash Rate (Segment)	246	239	285	357	292
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	87	70	92	85	80
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	3.97	3.92	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

Crashes by Manner of Collision (2015-2019)



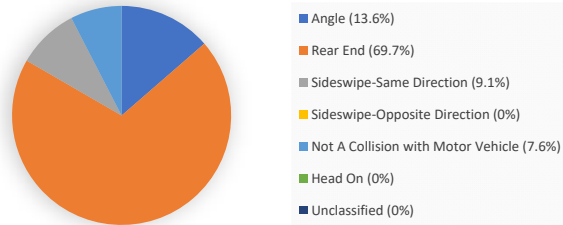
Segment vs. Statewide Average Crash Rates



## SR 6/Thornton Rd from Riverside Pkwy to Fulton C/L

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	2	1	4	1
	Rear End	11	14	6	3	12
	Sideswipe-Same Direction	1	3	1	1	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	3	0	1	1
	Head On	0	0	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		13	22	8	9	14
Total Non-Fatal Injury Crashes		1	7	1	3	3
Total Injuries		4	8	1	3	5
Total Fatality Crashes		0	0	0	0	1
Total Fatalities		0	0	0	0	1
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

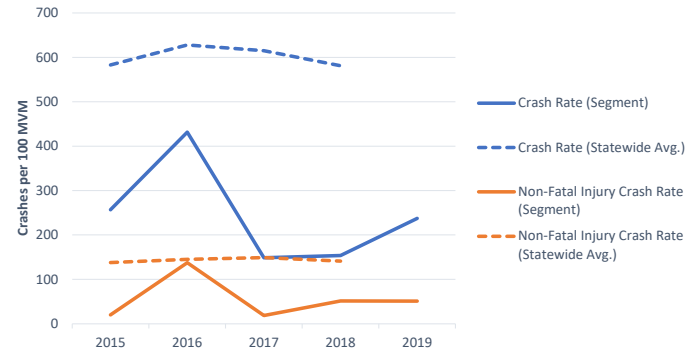


### Segment Crash Rates

Segment Length: 0.4 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	34,700	34,900	36,900	40,100	40,400
Crash Rate (Segment)	257	432	148	154	237
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	20	137	19	51	51
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	16.95
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

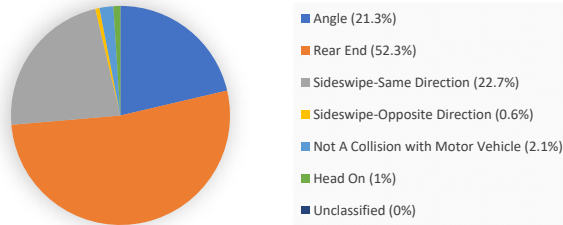
Segment vs. Statewide Average Crash Rates



## SR 6/Thornton Rd from I-20 to Maxham Road

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	61	103	82	88	82
	Rear End	191	232	198	228	170
	Sideswipe-Same Direction	67	88	92	110	85
	Sideswipe-Opposite Direction	1	4	1	2	4
	Not A Collision with Motor Vehicle	9	9	7	7	8
	Head On	6	4	4	6	0
	Unclassified	0	0	0	0	0
Total Crashes		335	440	384	441	349
Total Non-Fatal Injury Crashes		88	96	58	92	60
Total Injuries		137	133	102	142	83
Total Fatality Crashes		1	1	0	1	1
Total Fatalities		1	1	0	1	1
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

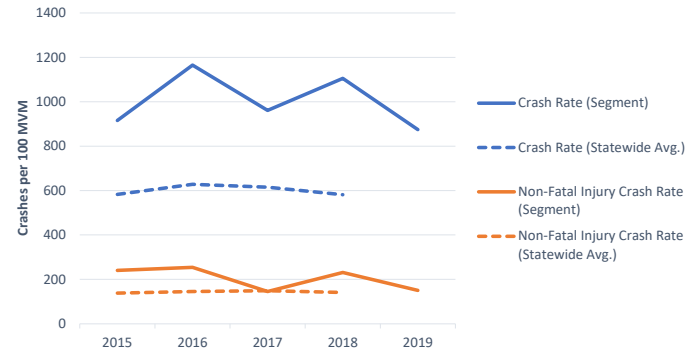


### Segment Crash Rates

Segment Length: 1.4 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	71,600	73,900	78,200	78,100	78,100
Crash Rate (Segment)	916	1165	961	1105	874
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	241	254	145	231	150
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	2.73	2.65	0.00	2.51	2.51
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

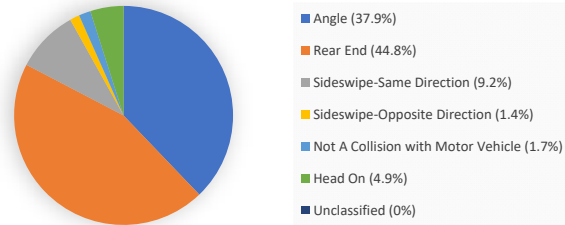
Segment vs. Statewide Average Crash Rates



## US 78/Veterans Memorial Hwy from SR 6/Thornton Rd to Hotel Street

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	21	24	22	37	27
	Rear End	32	31	20	32	40
	Sideswipe-Same Direction	3	8	4	10	7
	Sideswipe-Opposite Direction	1	0	0	3	1
	Not A Collision with Motor Vehicle	1	1	0	4	0
	Head On	2	4	4	3	4
	Unclassified	0	0	0	0	0
Total Crashes		60	68	50	89	79
Total Non-Fatal Injury Crashes		23	21	17	19	14
Total Injuries		36	42	28	33	24
Total Fatality Crashes		1	0	0	0	1
Total Fatalities		1	0	0	0	1
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

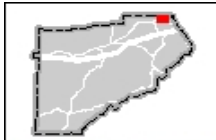
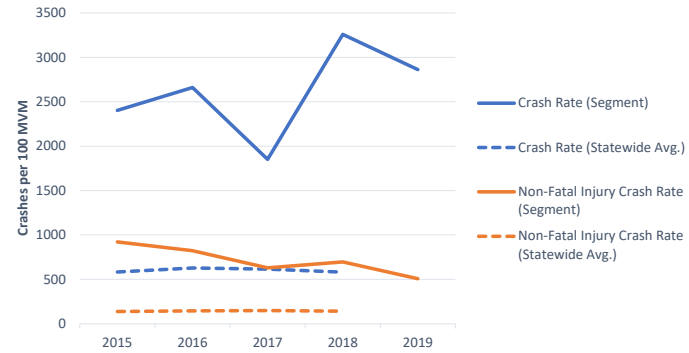


### Segment Crash Rates

Segment Length: 0.4 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	17,100	17,500	18,500	18,700	18,900
Crash Rate (Segment)	2403	2661	1851	3260	2863
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	921	822	629	696	507
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	40.05	0.00	0.00	0.00	36.24
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

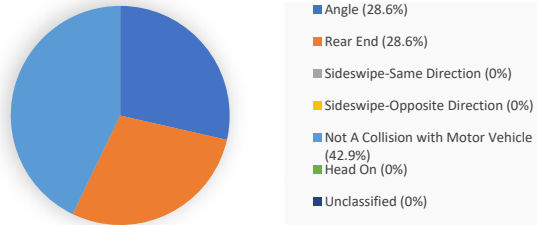
Segment vs. Statewide Average Crash Rates



## US 78/Veterans Memorial Hwy from Hotel Street to Cobb C/L

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	0	0	0	2
	Rear End	0	0	1	0	1
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	1	1	0	1
	Head On	0	0	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		0	1	2	0	4
Total Non-Fatal Injury Crashes		0	0	2	0	1
Total Injuries		0	0	2	0	1
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

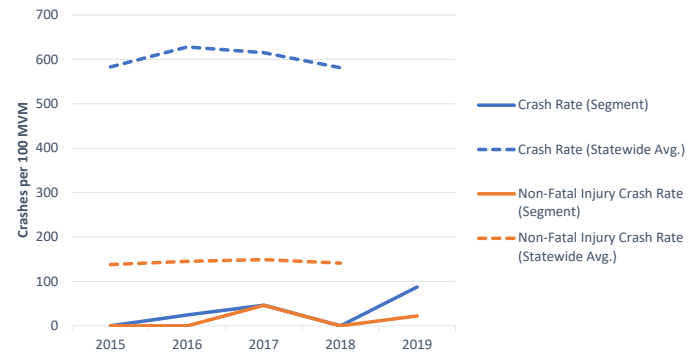


### Segment Crash Rates

Segment Length: 0.7 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	15,600	16,100	17,000	17,000	17,900
Crash Rate (Segment)	0	24	46	0	87
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	0	0	46	0	22
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

Segment vs. Statewide Average Crash Rates

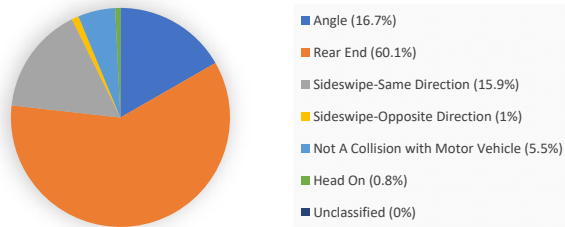




## SR 6/Thornton Rd from Cobb C/L to Maxham Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	6	16	14	14	14
	Rear End	24	65	60	42	39
	Sideswipe-Same Direction	9	14	11	12	15
	Sideswipe-Opposite Direction	2	1	0	0	1
	Not A Collision with Motor Vehicle	4	2	8	4	3
	Head On	1	0	1	1	0
	Unclassified	0	0	0	0	0
Total Crashes		46	98	94	73	72
Total Non-Fatal Injury Crashes		9	23	22	22	15
Total Injuries		21	28	36	40	29
Total Fatality Crashes		1	0	0	0	1
Total Fatalities		1	0	0	0	1
Bicycle Related Crashes		0	0	0	1	0
Pedestrian Related Crashes		0	0	0	1	0

Crashes by Manner of Collision (2015-2019)

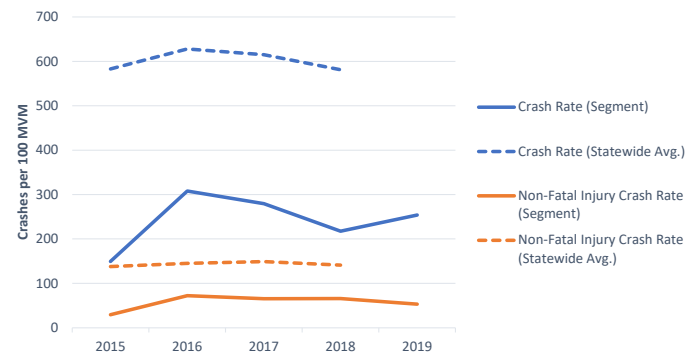


### Segment Crash Rates

Segment Length: 2.1 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	40,200	41,500	43,900	43,800	37,000
Crash Rate (Segment)	149	308	279	217	254
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	29	72	65	66	53
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	3.25	0.00	0.00	0.00	3.53
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

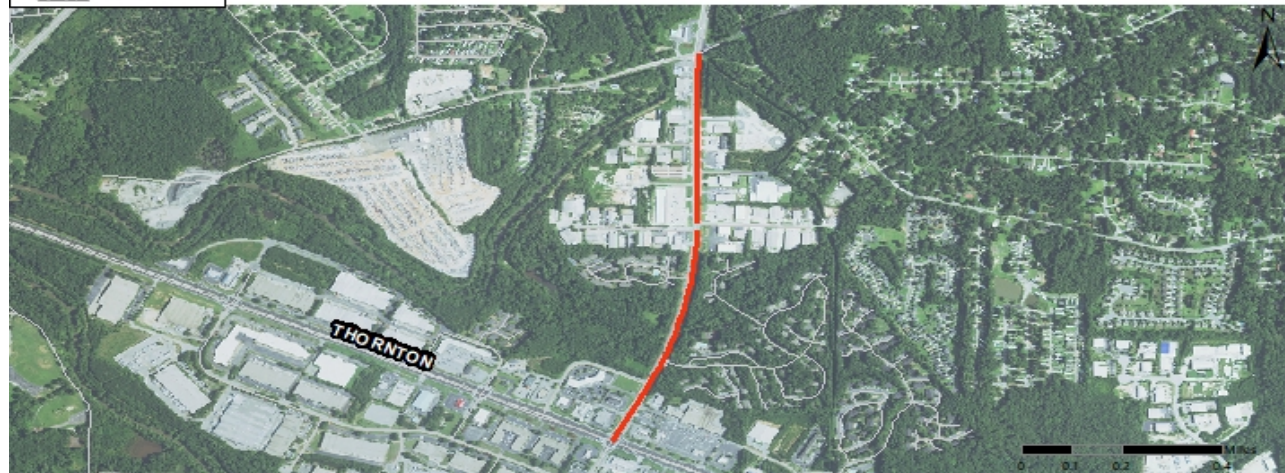
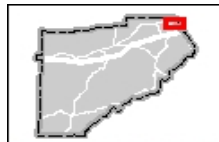
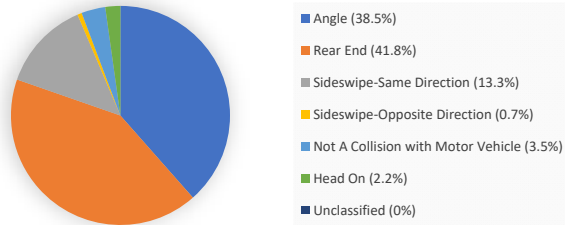
Segment vs. Statewide Average Crash Rates



## Maxham Rd from Cobb C/L to SR 6/Thornton Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	32	42	44	27	29
	Rear End	41	38	34	42	34
	Sideswipe-Same Direction	14	14	12	12	8
	Sideswipe-Opposite Direction	0	0	1	0	2
	Not A Collision with Motor Vehicle	3	1	6	1	5
	Head On	3	2	3	1	1
	Unclassified	0	0	0	0	0
Total Crashes		93	97	100	83	79
Total Non-Fatal Injury Crashes		31	25	20	17	19
Total Injuries		45	30	28	24	24
Total Fatality Crashes		0	0	2	0	0
Total Fatalities		0	0	2	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

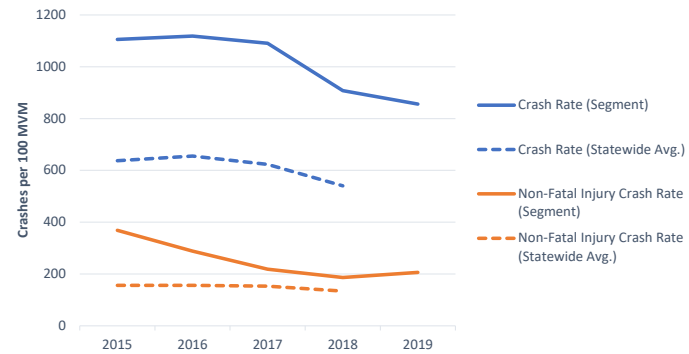


### Segment Crash Rates

Segment Length: 0.8 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	28,800	29,700	31,400	31,300	31,600
Crash Rate (Segment)	1106	1118	1091	908	856
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	369	288	218	186	206
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	21.81	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

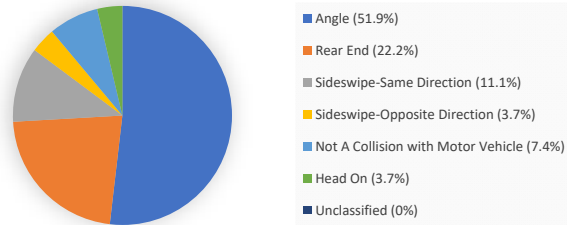
Segment vs. Statewide Average Crash Rates



## Six Flags Rd from SR 6/Thornton Rd to Fulton C/L

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	1	2	5	4
	Rear End	0	0	1	2	3
	Sideswipe-Same Direction	0	0	1	1	1
	Sideswipe-Opposite Direction	0	0	0	1	0
	Not A Collision with Motor Vehicle	0	0	1	1	0
	Head On	0	1	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		2	2	5	10	8
Total Non-Fatal Injury Crashes		0	0	2	4	1
Total Injuries		0	0	2	4	1
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

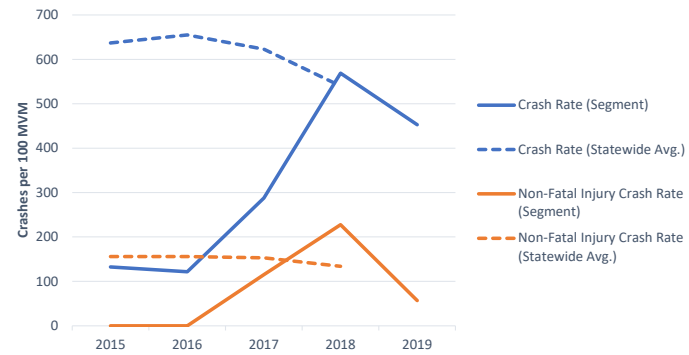


### Segment Crash Rates

Segment Length: 0.9 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	4,600	5,000	5,290	5,350	5,380
Crash Rate (Segment)	132	122	288	569	453
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	0	0	115	228	57
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

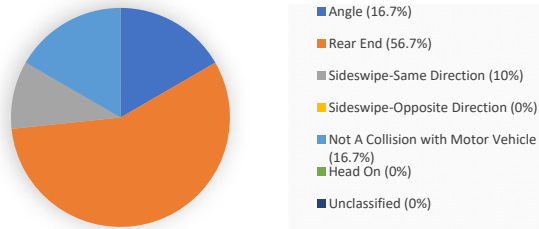
Segment vs. Statewide Average Crash Rates



## Riverside Pkwy from Fulton C/L to SR 6/Thornton Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	3	0	1	1
	Rear End	3	6	6	2	0
	Sideswipe-Same Direction	0	2	0	1	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	2	1	0	1
	Head On	0	0	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		4	13	7	4	2
Total Non-Fatal Injury Crashes		1	3	1	0	1
Total Injuries		1	5	2	0	1
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

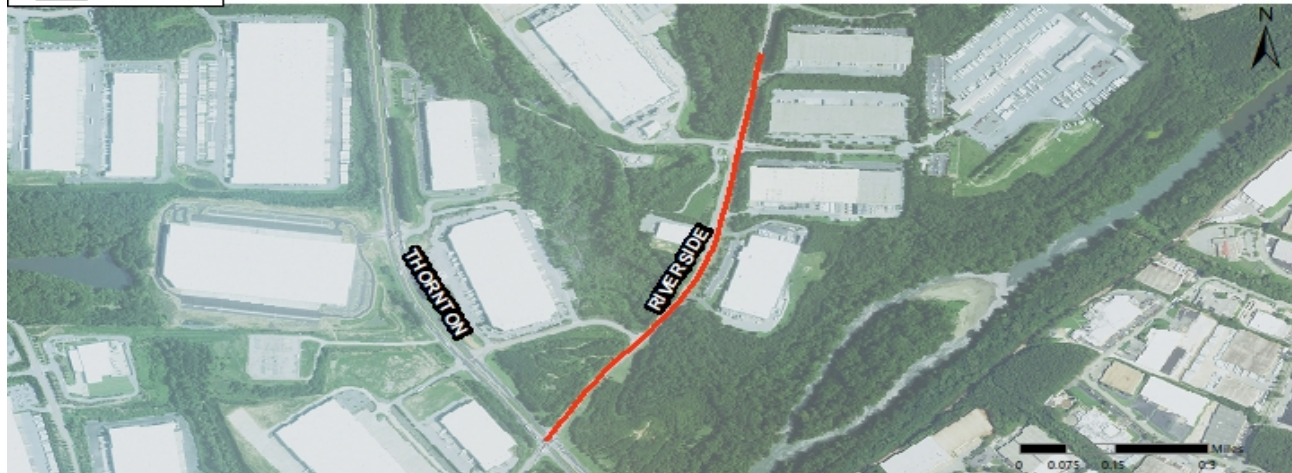
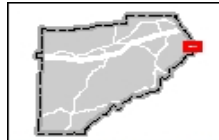
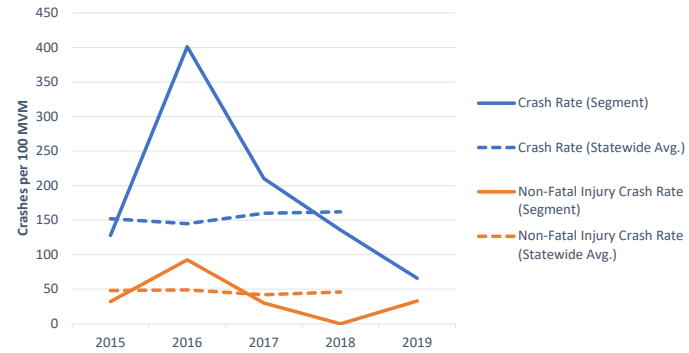


### Segment Crash Rates

Segment Length: 0.8 miles & Functional Classification: Minor Arterial, Rural

Year	2015	2016	2017	2018	2019
AADT	10,700	11,100	11,400	10,100	10,400
Crash Rate (Segment)	128	401	210	136	66
Crash Rate (Statewide Avg.)	152	145	160	162	
Non-Fatal Injury Crash Rate (Segment)	32	93	30	0	33
Non-Fatal Injury Crash Rate (Statewide Avg.)	48	49	42	46	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	2.13	2.42	2.13	2.00	

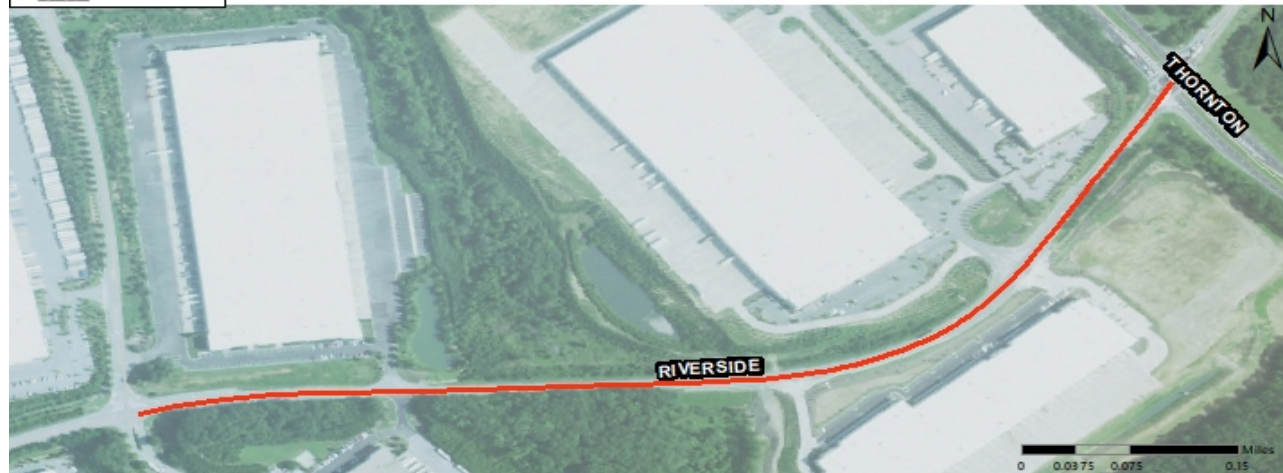
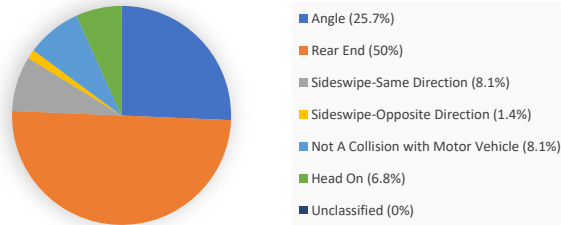
Segment vs. Statewide Average Crash Rates



## Riverside Pkwy from SR 6/Thornton Rd to Rock House Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	6	4	5	4
	Rear End	11	9	7	5	5
	Sideswipe-Same Direction	1	1	0	3	1
	Sideswipe-Opposite Direction	0	0	0	1	0
	Not A Collision with Motor Vehicle	3	0	2	1	0
	Head On	1	0	2	1	1
	Unclassified	0	0	0	0	0
Total Crashes		16	16	15	16	11
Total Non-Fatal Injury Crashes		3	5	4	4	6
Total Injuries		4	6	4	4	6
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

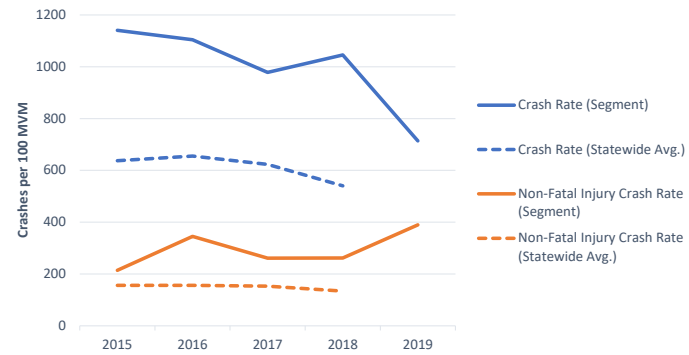


### Segment Crash Rates

Segment Length: 0.7 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	5,490	5,670	6,000	5,990	6,030
Crash Rate (Segment)	1141	1104	978	1045	714
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	214	345	261	261	389
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

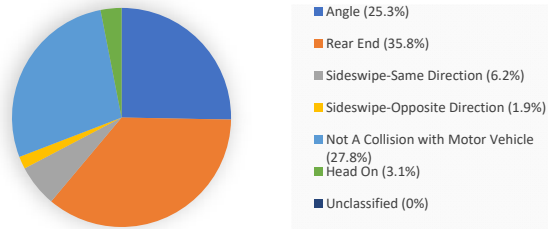
Segment vs. Statewide Average Crash Rates



## Riverside Pkwy from Rock House Rd to SR 92/Fairburn Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	6	7	15	10
	Rear End	5	14	5	18	16
	Sideswipe-Same Direction	1	3	1	2	3
	Sideswipe-Opposite Direction	1	0	2	0	0
	Not A Collision with Motor Vehicle	13	8	11	5	8
	Head On	1	1	0	1	2
	Unclassified	0	0	0	0	0
Total Crashes		24	32	26	41	39
Total Non-Fatal Injury Crashes		6	14	8	13	13
Total Injuries		6	21	14	24	20
Total Fatality Crashes		0	0	1	1	0
Total Fatalities		0	0	1	1	0
Bicycle Related Crashes		0	0	0	1	0
Pedestrian Related Crashes		0	0	0	1	0

Crashes by Manner of Collision (2015-2019)

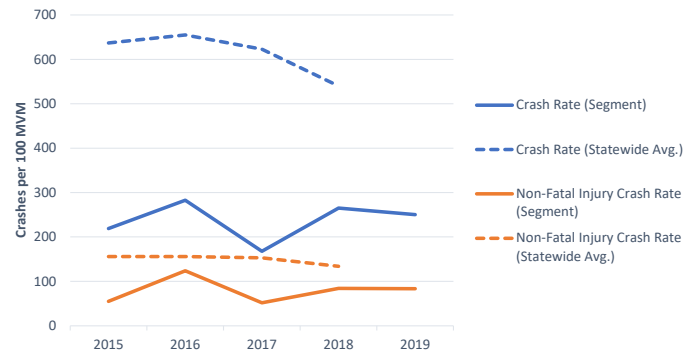


### Segment Crash Rates

Segment Length: 4.9 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	6,130	6,330	8,660	8,650	8,710
Crash Rate (Segment)	219	283	168	265	250
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	55	124	52	84	83
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	<b>6.46</b>	<b>6.46</b>	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

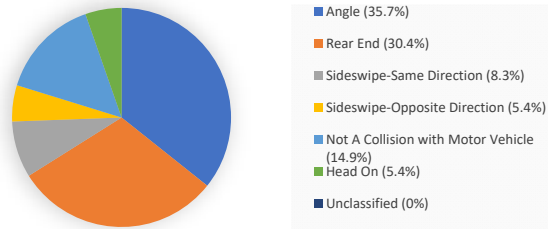
Segment vs. Statewide Average Crash Rates



## Blairs Bridge Rd from SR 6/Thorton Rd to S Sweetwater Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	14	7	8	16	15
	Rear End	10	9	14	9	9
	Sideswipe-Same Direction	2	1	2	6	3
	Sideswipe-Opposite Direction	3	0	2	1	3
	Not A Collision with Motor Vehicle	7	4	3	5	6
	Head On	2	2	2	2	1
	Unclassified	0	0	0	0	0
<b>Total Crashes</b>		<b>38</b>	<b>23</b>	<b>31</b>	<b>39</b>	<b>37</b>
Total Non-Fatal Injury Crashes		11	6	9	10	8
Total Injuries		15	9	18	15	13
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

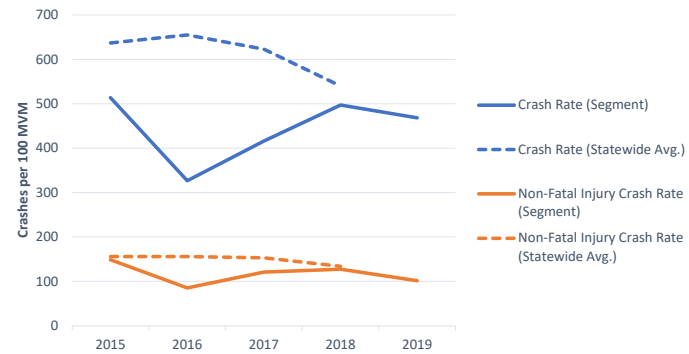


### Segment Crash Rates

Segment Length: 2.2 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	9,210	8,770	9,280	9,770	9,840
Crash Rate (Segment)	514	327	416	497	468
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	149	85	121	127	101
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

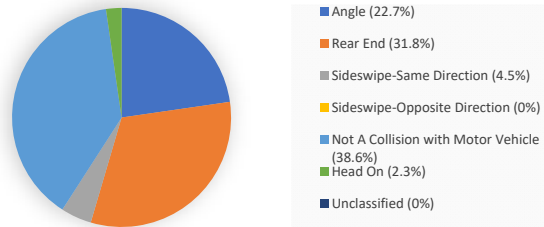
Segment vs. Statewide Average Crash Rates



## Monier Ave from S Sweetwater Rd to Lee Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	2	0	3	2
	Rear End	4	2	3	2	3
	Sideswipe-Same Direction	0	0	1	1	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	4	4	4	3	2
	Head On	1	0	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		12	8	8	9	7
Total Non-Fatal Injury Crashes		4	2	0	2	0
Total Injuries		4	2	0	5	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

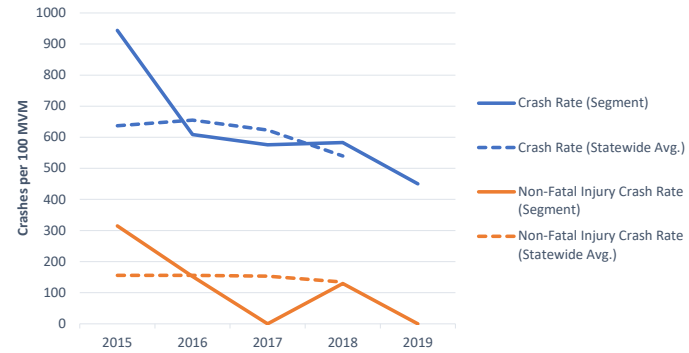


### Segment Crash Rates

Segment Length: 0.9 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	3,870	4,000	4,230	4,700	4,730
Crash Rate (Segment)	944	609	576	583	451
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	315	152	0	130	0
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

Segment vs. Statewide Average Crash Rates

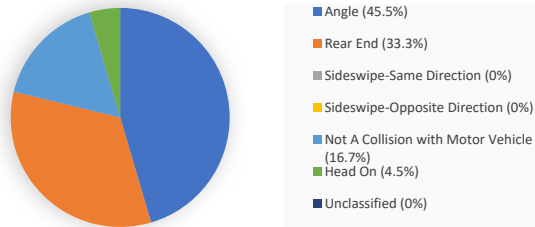




## S Sweetwater Rd from Lee Rd to Blairs Bridge Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	6	4	7	6	7
	Rear End	3	3	6	5	5
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	4	1	2	3
	Head On	0	1	0	1	1
	Unclassified	0	0	0	0	0
Total Crashes		10	12	14	14	16
Total Non-Fatal Injury Crashes		1	5	2	2	6
Total Injuries		1	7	2	4	8
Total Fatality Crashes		0	0	0	0	1
Total Fatalities		0	0	0	0	1
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

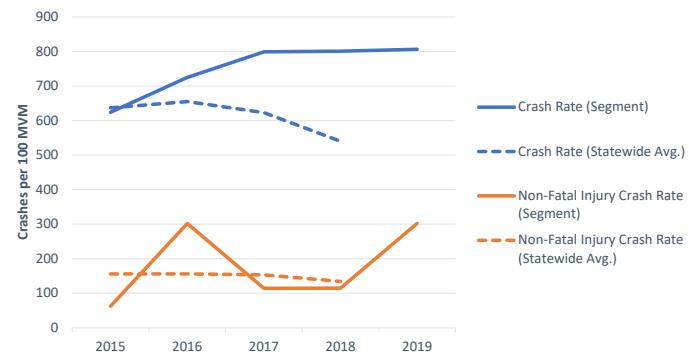


### Segment Crash Rates

Segment Length: 1.2 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	3,660	3,780	4,000	3,990	4,530
Crash Rate (Segment)	624	725	799	801	806
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	62	302	114	114	302
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	50.40
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

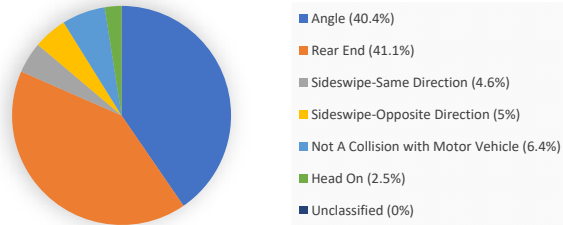
Segment vs. Statewide Average Crash Rates



## Lee Rd from SR 92/Fairburn Rd to E County Line Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	13	9	18	35	39
	Rear End	17	27	22	22	28
	Sideswipe-Same Direction	2	2	1	5	3
	Sideswipe-Opposite Direction	4	0	2	4	4
	Not A Collision with Motor Vehicle	4	3	5	4	2
	Head On	1	2	0	3	1
	Unclassified	0	0	0	0	0
Total Crashes		41	43	48	73	77
Total Non-Fatal Injury Crashes		12	12	11	19	22
Total Injuries		19	15	19	30	52
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

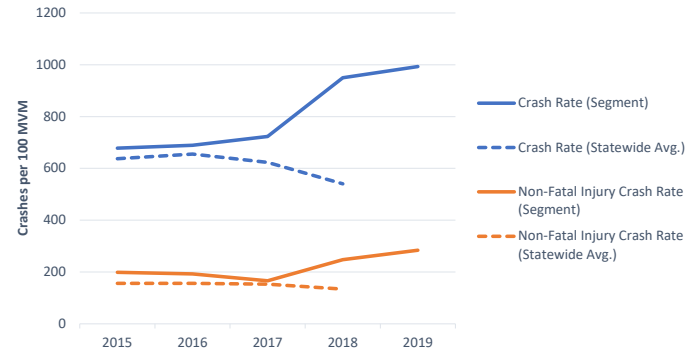


## Segment Crash Rates

Segment Length: 1.8 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	9,200	9,500	10,100	11,700	11,800
Crash Rate (Segment)	678	689	723	950	993
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	199	192	166	247	284
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

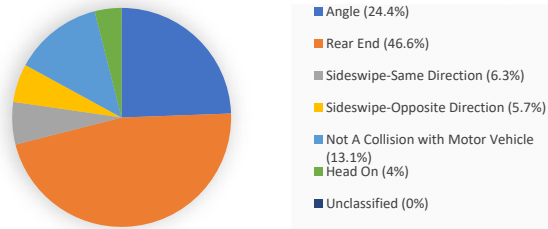
Segment vs. Statewide Average Crash Rates



## Lee Rd from E County Line Rd to I-20

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	12	9	9	9	4
	Rear End	17	25	12	15	13
	Sideswipe-Same Direction	0	5	2	1	3
	Sideswipe-Opposite Direction	3	0	0	1	6
	Not A Collision with Motor Vehicle	5	3	4	6	5
	Head On	3	0	1	1	2
	Unclassified	0	0	0	0	0
Total Crashes		40	42	28	33	33
Total Non-Fatal Injury Crashes		11	15	9	11	6
Total Injuries		21	24	14	15	11
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

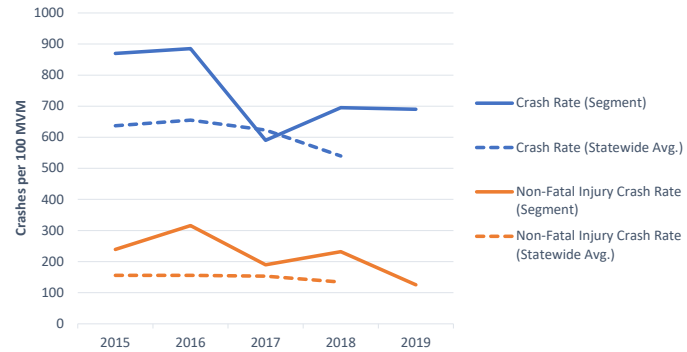


## Segment Crash Rates

Segment Length: 1 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	12,600	13,000	13,000	13,000	13,100
Crash Rate (Segment)	870	885	590	695	690
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	239	316	190	232	125
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

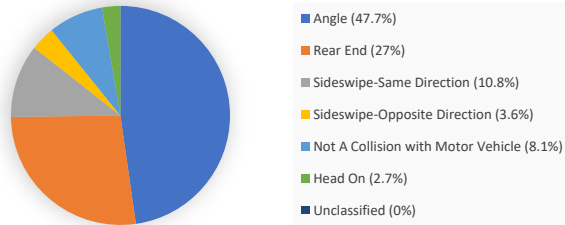
Segment vs. Statewide Average Crash Rates



## Lee Rd from I-20 to S Sweetwater Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	7	14	15	10	7
	Rear End	9	5	5	5	6
	Sideswipe-Same Direction	0	4	3	1	4
	Sideswipe-Opposite Direction	1	1	0	1	1
	Not A Collision with Motor Vehicle	0	3	2	1	3
	Head On	1	1	1	0	0
	Unclassified	0	0	0	0	0
Total Crashes		18	28	26	18	21
Total Non-Fatal Injury Crashes		2	13	12	11	6
Total Injuries		7	15	19	16	20
Total Fatality Crashes		0	1	0	0	0
Total Fatalities		0	1	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

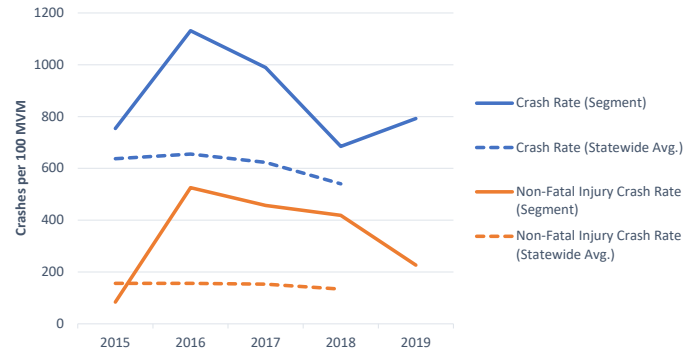


## Segment Crash Rates

Segment Length: 0.6 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	10,900	11,300	12,000	12,000	12,100
Crash Rate (Segment)	754	1131	989	685	792
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	84	525	457	419	226
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	40.41	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

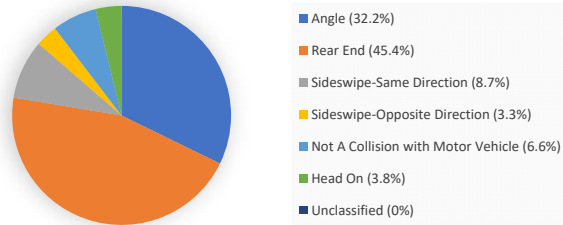
Segment vs. Statewide Average Crash Rates



## S Sweetwater Rd from Lee Rd to US 78/Veterans Memorial Hwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	8	13	12	13	13
	Rear End	15	19	12	17	20
	Sideswipe-Same Direction	2	2	5	3	4
	Sideswipe-Opposite Direction	1	1	1	0	3
	Not A Collision with Motor Vehicle	3	3	3	1	2
	Head On	4	0	1	1	1
	Unclassified	0	0	0	0	0
Total Crashes		33	38	34	35	43
Total Non-Fatal Injury Crashes		9	8	8	7	10
Total Injuries		10	10	14	8	22
Total Fatality Crashes		0	1	0	0	0
Total Fatalities		0	1	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

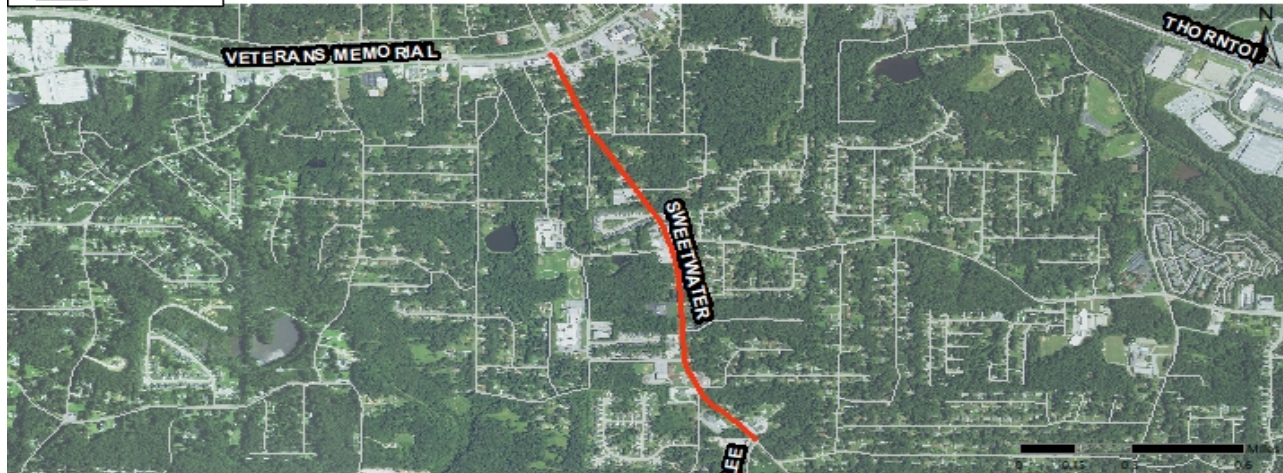
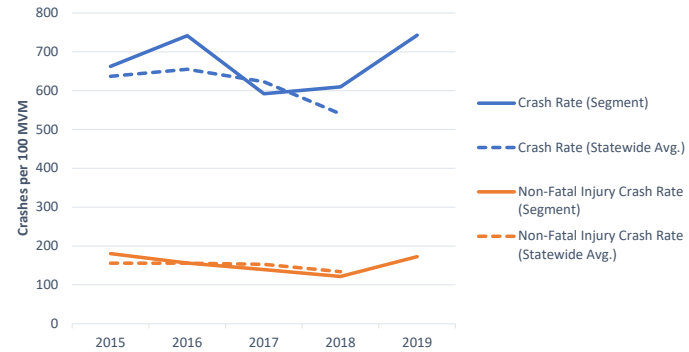


### Segment Crash Rates

Segment Length: 1.3 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	10,500	10,800	12,100	12,100	12,200
Crash Rate (Segment)	662	742	592	610	743
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	181	156	139	122	173
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	19.51	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

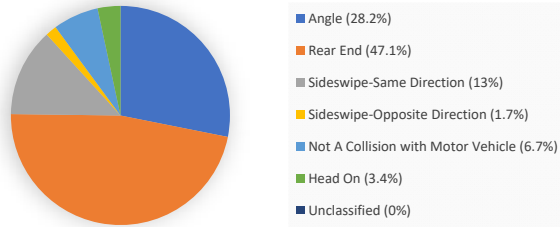
Segment vs. Statewide Average Crash Rates



## US 78/Veterans Memorial Hwy from SR 6/Thornton Rd to S Sweetwater Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	9	15	23	16
	Rear End	13	21	19	30	29
	Sideswipe-Same Direction	6	5	10	4	6
	Sideswipe-Opposite Direction	1	0	1	0	2
	Not A Collision with Motor Vehicle	3	2	3	4	4
	Head On	2	2	1	1	2
	Unclassified	0	0	0	0	0
Total Crashes		29	39	49	62	59
Total Non-Fatal Injury Crashes		5	11	11	13	18
Total Injuries		7	24	14	22	24
Total Fatality Crashes		0	0	1	0	0
Total Fatalities		0	0	1	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

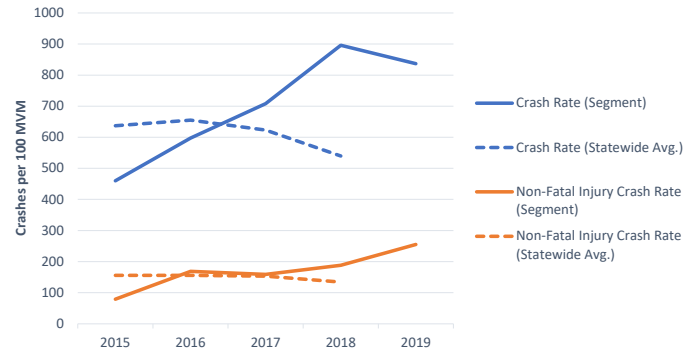


### Segment Crash Rates

Segment Length: 1.2 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	14,400	14,900	15,800	15,800	16,100
Crash Rate (Segment)	460	598	<b>708</b>	<b>896</b>	837
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	79	<b>169</b>	<b>159</b>	<b>188</b>	255
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	<b>14.45</b>	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

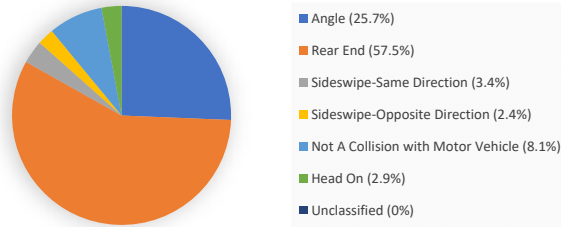
Segment vs. Statewide Average Crash Rates



## US 78/Veterans Memorial Hwy from S Sweetwater Rd to Burnt Hickory Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	25	16	26	15	23
	Rear End	50	32	52	54	47
	Sideswipe-Same Direction	5	0	3	3	3
	Sideswipe-Opposite Direction	2	2	1	3	2
	Not A Collision with Motor Vehicle	13	10	3	4	3
	Head On	3	0	3	2	4
	Unclassified	0	0	0	0	0
Total Crashes		98	60	88	81	82
Total Non-Fatal Injury Crashes		28	24	29	26	20
Total Injuries		42	32	46	45	39
Total Fatality Crashes		0	0	0	0	1
Total Fatalities		0	0	0	0	1
Bicycle Related Crashes		1	0	0	0	0
Pedestrian Related Crashes		1	0	0	0	0

Crashes by Manner of Collision (2015-2019)

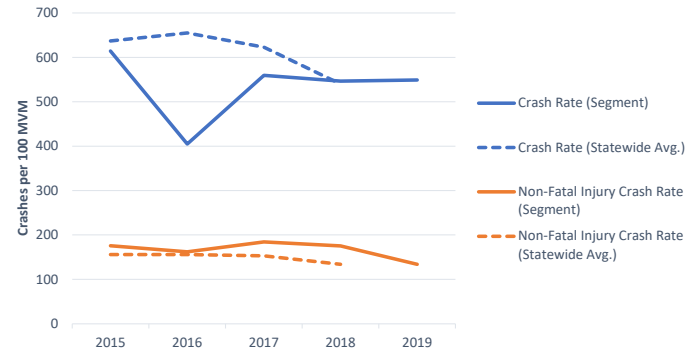


### Segment Crash Rates

Segment Length: 3.1 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	14,100	13,100	13,900	13,100	13,200
Crash Rate (Segment)	614	405	560	546	549
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	176	162	184	175	134
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	6.70
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

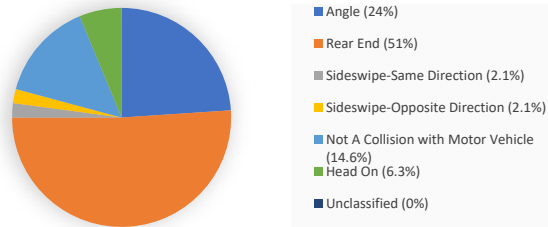
Segment vs. Statewide Average Crash Rates



## US 78/Veterans Memorial Hwy from Burnt Hickory Rd to Municipal Pkwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	5	4	3	7
	Rear End	8	11	8	6	16
	Sideswipe-Same Direction	0	1	0	1	0
	Sideswipe-Opposite Direction	1	1	0	0	0
	Not A Collision with Motor Vehicle	2	2	0	3	7
	Head On	0	1	2	0	3
	Unclassified	0	0	0	0	0
Total Crashes		15	21	14	13	33
Total Non-Fatal Injury Crashes		5	6	4	4	13
Total Injuries		7	7	8	9	18
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

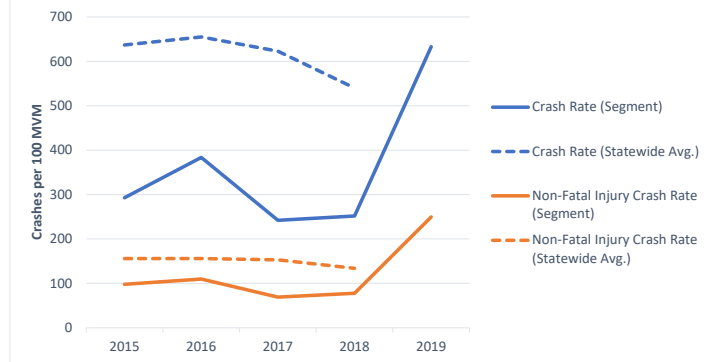


### Segment Crash Rates

Segment Length: 1.2 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	11,700	12,500	13,200	11,800	11,900
Crash Rate (Segment)	293	384	242	252	633
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	98	110	69	77	249
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

Segment vs. Statewide Average Crash Rates

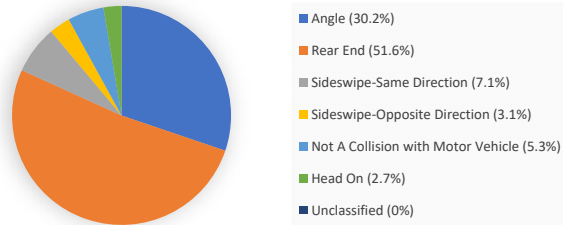




## US 78/Veterans Memorial Hwy from Municipal Pkwy to SR 92/Fairburn Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	11	22	15	12	8
	Rear End	32	28	21	15	20
	Sideswipe-Same Direction	2	1	3	5	5
	Sideswipe-Opposite Direction	1	4	1	1	0
	Not A Collision with Motor Vehicle	3	3	4	2	0
	Head On	0	1	1	1	3
	Unclassified	0	0	0	0	0
Total Crashes		49	59	45	36	36
Total Non-Fatal Injury Crashes		12	18	14	6	7
Total Injuries		18	29	28	10	9
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

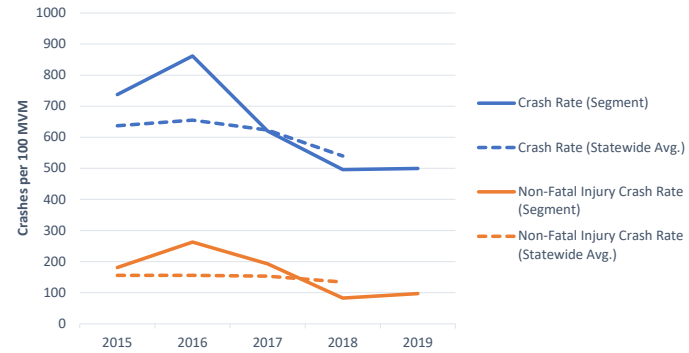


### Segment Crash Rates

Segment Length: 1.4 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	13,000	13,400	14,200	14,200	14,100
Crash Rate (Segment)	738	862	620	496	500
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	181	263	193	83	97
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

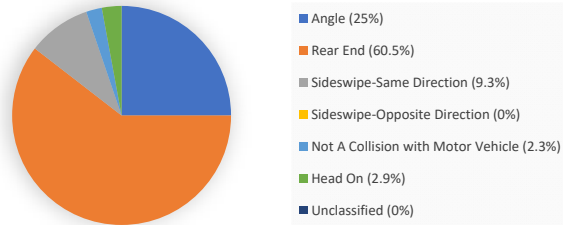
Segment vs. Statewide Average Crash Rates



## US 78/Veterans Memorial Hwy from SR 92/Fairburn Rd to SR 92/Dallas Hwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	5	6	11	11	10
	Rear End	15	16	22	26	25
	Sideswipe-Same Direction	3	2	6	1	4
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	0	0	1	2
	Head On	1	0	0	2	2
	Unclassified	0	0	0	0	0
Total Crashes		25	24	39	41	43
Total Non-Fatal Injury Crashes		6	7	10	8	8
Total Injuries		6	13	15	13	10
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	1	0
Pedestrian Related Crashes		0	0	0	1	0

Crashes by Manner of Collision (2015-2019)

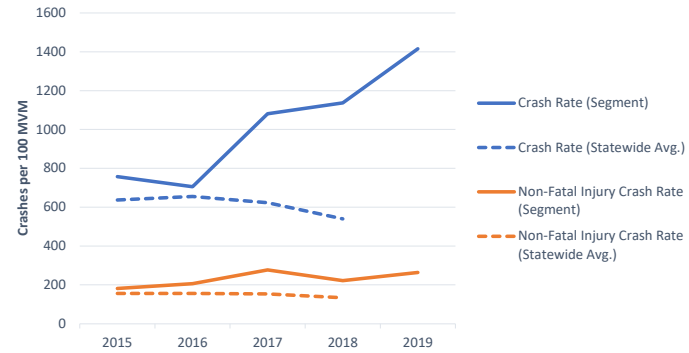


### Segment Crash Rates

Segment Length: 0.4 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	22,600	23,300	24,700	24,700	20,800
Crash Rate (Segment)	758	706	1081	1137	1416
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	182	206	277	222	263
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

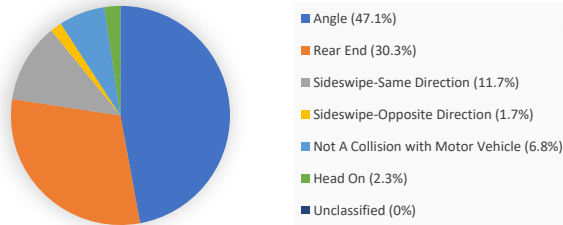
Segment vs. Statewide Average Crash Rates



## SR 92/Fairburn Rd from US 78/Veterans Memorial Hwy to Hospital Dr

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	32	28	33	49	79
	Rear End	24	18	22	35	43
	Sideswipe-Same Direction	13	14	11	6	11
	Sideswipe-Opposite Direction	0	3	0	0	5
	Not A Collision with Motor Vehicle	3	2	7	9	11
	Head On	0	3	4	0	4
	Unclassified	0	0	0	0	0
Total Crashes		72	68	77	99	153
Total Non-Fatal Injury Crashes		23	17	19	23	33
Total Injuries		36	27	36	34	46
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	1	1
Pedestrian Related Crashes		0	0	0	1	1

Crashes by Manner of Collision (2015-2019)

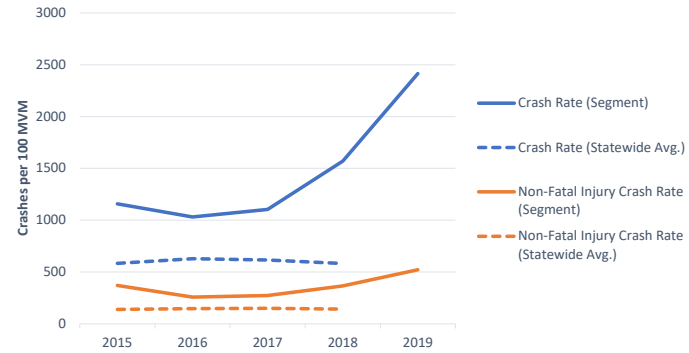


### Segment Crash Rates

Segment Length: 0.8 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	21,300	22,600	23,900	21,600	21,700
Crash Rate (Segment)	1158	1030	1103	1570	2415
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	370	258	272	365	521
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

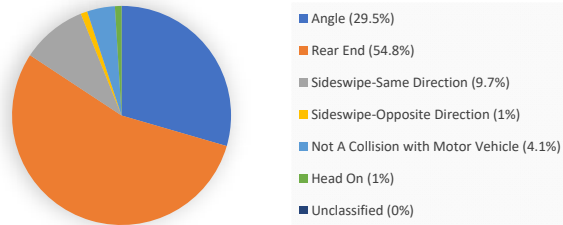
Segment vs. Statewide Average Crash Rates



## SR 92/Fairburn Rd from Hospital Dr to I-20

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	32	26	30	43	49
	Rear End	64	57	63	78	72
	Sideswipe-Same Direction	11	7	16	11	14
	Sideswipe-Opposite Direction	0	1	1	2	2
	Not A Collision with Motor Vehicle	4	4	8	6	3
	Head On	0	0	0	5	1
	Unclassified	0	0	0	0	0
Total Crashes		111	95	118	145	141
Total Non-Fatal Injury Crashes		30	25	28	30	25
Total Injuries		46	41	41	40	42
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

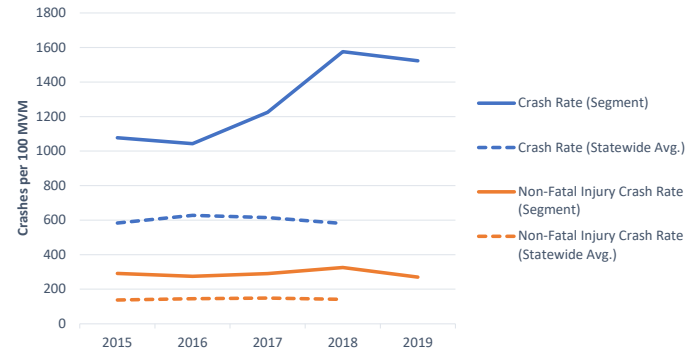


### Segment Crash Rates

Segment Length: 0.8 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	35,300	31,200	33,000	31,500	31,700
Crash Rate (Segment)	1077	1043	1225	1576	1523
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	291	274	291	326	270
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

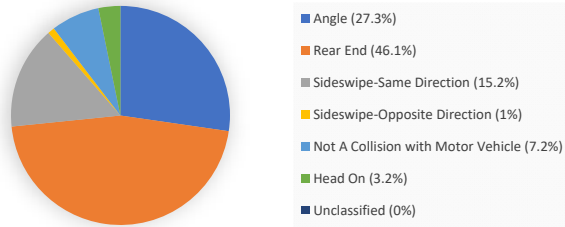
Segment vs. Statewide Average Crash Rates



## SR 92/Fairburn Rd from I-20 to Pope Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	25	27	37	34	37
	Rear End	72	49	56	46	47
	Sideswipe-Same Direction	14	19	14	23	19
	Sideswipe-Opposite Direction	0	1	0	2	3
	Not A Collision with Motor Vehicle	5	3	9	14	11
	Head On	2	3	2	3	9
	Unclassified	0	0	0	0	0
Total Crashes		118	102	118	122	126
Total Non-Fatal Injury Crashes		32	31	30	33	34
Total Injuries		52	45	44	45	51
Total Fatality Crashes		1	0	0	0	0
Total Fatalities		1	0	0	0	0
Bicycle Related Crashes		1	0	0	0	0
Pedestrian Related Crashes		1	0	0	0	0

Crashes by Manner of Collision (2015-2019)

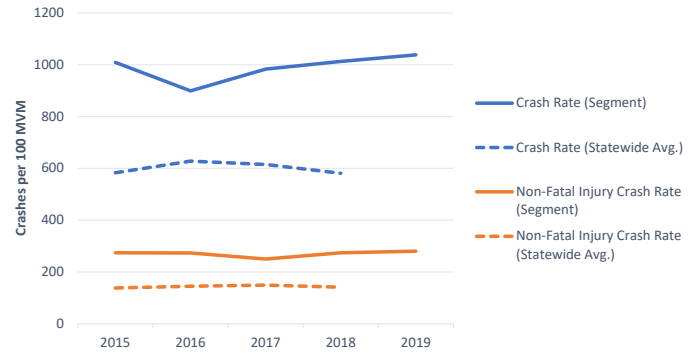


### Segment Crash Rates

Segment Length: 1.2 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	26,700	25,900	27,400	27,500	27,700
Crash Rate (Segment)	1009	899	983	1013	1039
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	274	273	250	274	280
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	8.55	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

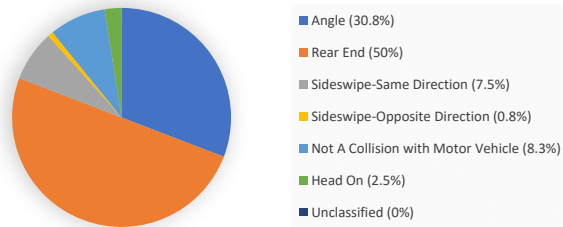
Segment vs. Statewide Average Crash Rates



## SR 92/Fairburn Rd from Pope Rd to Lee Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	8	10	8	8	3
	Rear End	10	16	11	12	11
	Sideswipe-Same Direction	0	2	1	2	4
	Sideswipe-Opposite Direction	1	0	0	0	0
	Not A Collision with Motor Vehicle	3	3	1	3	0
	Head On	0	1	1	1	0
	Unclassified	0	0	0	0	0
Total Crashes		22	32	22	26	18
Total Non-Fatal Injury Crashes		5	14	7	7	4
Total Injuries		9	27	10	8	10
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

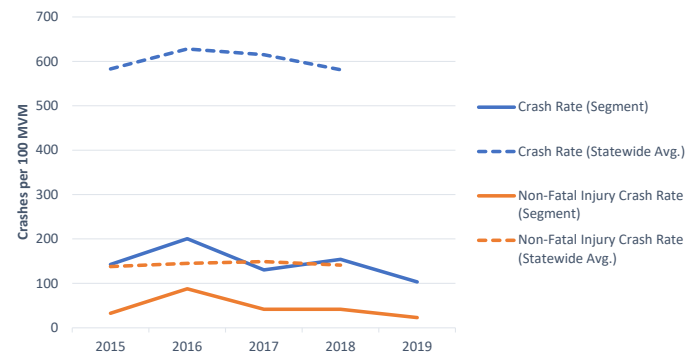


### Segment Crash Rates

Segment Length: 1.8 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	23,500	24,300	25,700	25,700	26,500
Crash Rate (Segment)	142	200	130	154	103
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	32	88	41	41	23
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

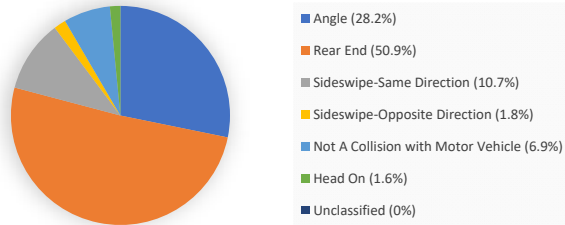
Segment vs. Statewide Average Crash Rates



## SR 92/Fairburn Rd from Lee Rd to Riverside Pkwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	14	25	36	27	25
	Rear End	43	46	45	47	48
	Sideswipe-Same Direction	6	9	10	13	10
	Sideswipe-Opposite Direction	0	1	1	4	2
	Not A Collision with Motor Vehicle	9	6	6	5	5
	Head On	1	1	3	0	2
	Unclassified	0	0	0	0	0
Total Crashes		73	88	101	96	92
Total Non-Fatal Injury Crashes		17	32	25	31	24
Total Injuries		27	43	35	40	34
Total Fatality Crashes		1	0	1	0	0
Total Fatalities		1	0	1	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

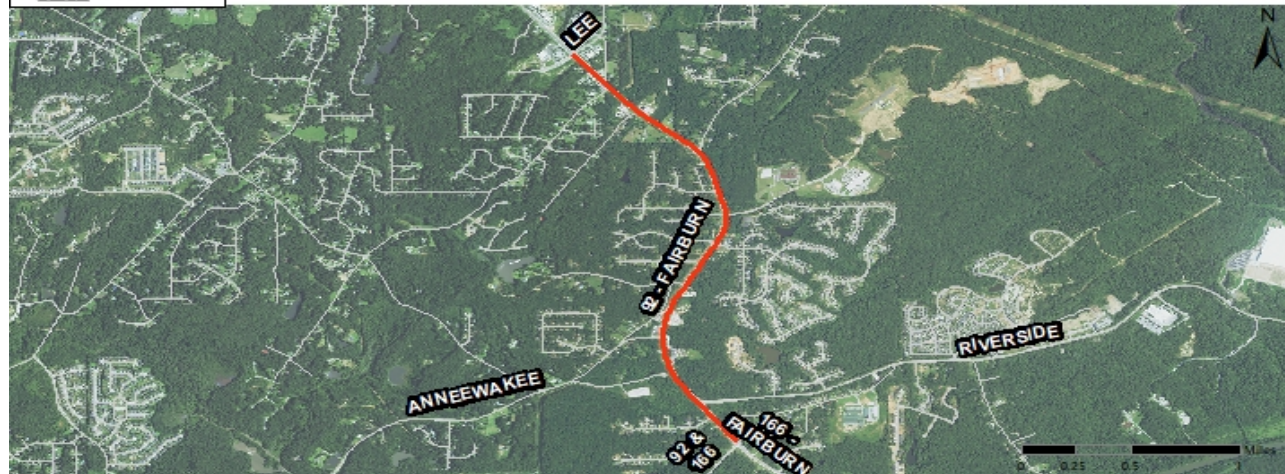
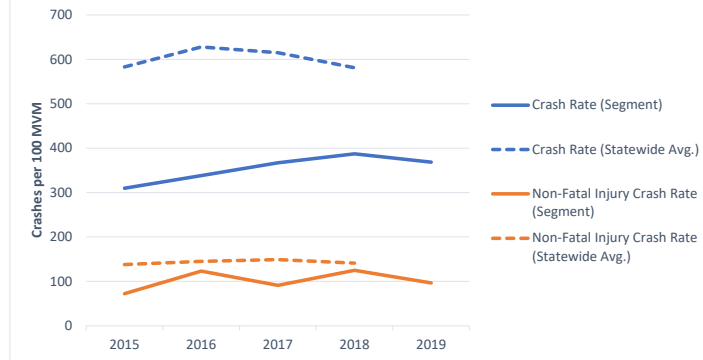


### Segment Crash Rates

Segment Length: 2.4 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	26,900	29,700	31,400	28,300	28,500
Crash Rate (Segment)	310	338	367	387	369
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	72	123	91	125	96
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	4.24	0.00	3.64	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

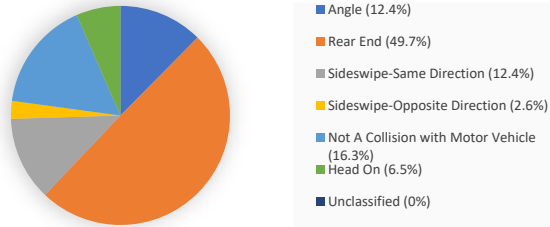
Segment vs. Statewide Average Crash Rates



## SR 166/Fairburn Rd from Riverside Pkwy to Fulton C/L

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	3	6	5	2
	Rear End	14	13	14	17	18
	Sideswipe-Same Direction	6	4	1	5	3
	Sideswipe-Opposite Direction	1	0	2	1	0
	Not A Collision with Motor Vehicle	6	3	6	4	6
	Head On	1	1	4	1	3
	Unclassified	0	0	0	0	0
Total Crashes		31	24	33	33	32
Total Non-Fatal Injury Crashes		7	7	14	12	9
Total Injuries		9	7	19	23	15
Total Fatality Crashes		0	1	0	1	0
Total Fatalities		0	2	0	1	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

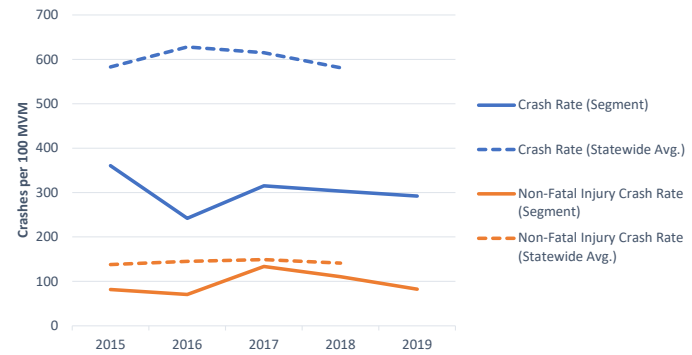


### Segment Crash Rates

Segment Length: 1.9 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	12,400	14,300	15,100	15,700	15,800
Crash Rate (Segment)	360	242	315	303	292
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	81	71	134	110	82
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	0.00	10.08	0.00	9.18	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

Segment vs. Statewide Average Crash Rates

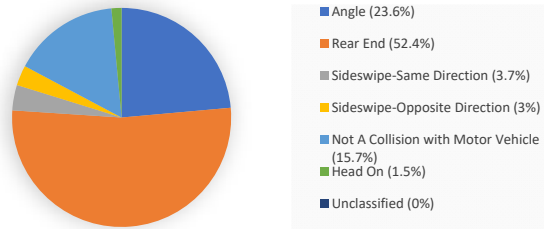




## SR 92/SR 166/Fairburn Rd from SR 92/Fairburn Rd to Fulton C/L

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	13	10	10	11	19
	Rear End	18	27	30	27	38
	Sideswipe-Same Direction	0	1	2	5	2
	Sideswipe-Opposite Direction	2	0	2	3	1
	Not A Collision with Motor Vehicle	6	15	6	7	8
	Head On	1	0	0	1	2
	Unclassified	0	0	0	0	0
Total Crashes		40	53	50	54	70
Total Non-Fatal Injury Crashes		17	17	11	15	25
Total Injuries		21	24	15	28	35
Total Fatality Crashes		1	0	0	0	0
Total Fatalities		1	0	0	0	0
Bicycle Related Crashes		0	0	1	0	0
Pedestrian Related Crashes		0	0	1	0	0

Crashes by Manner of Collision (2015-2019)

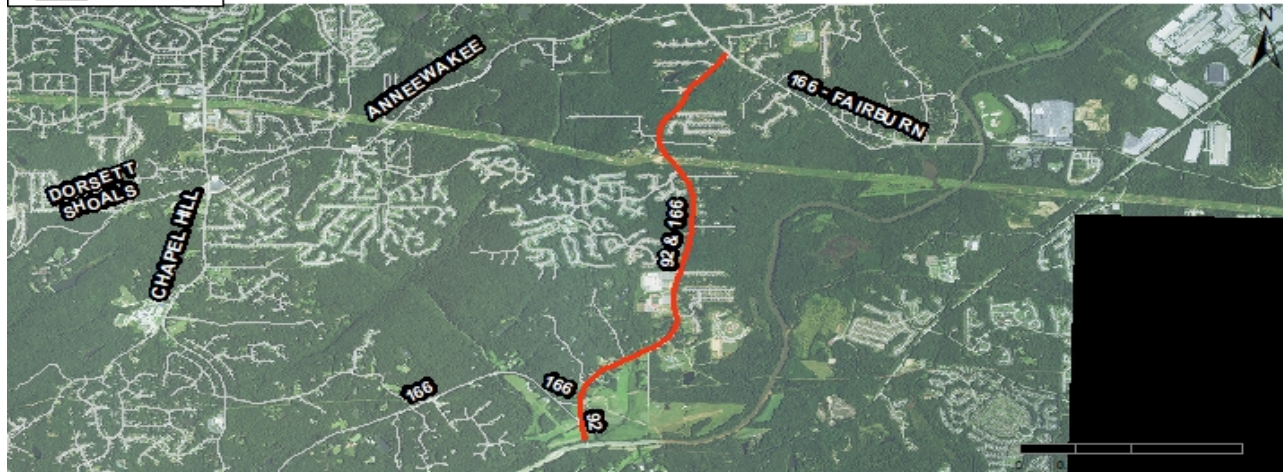
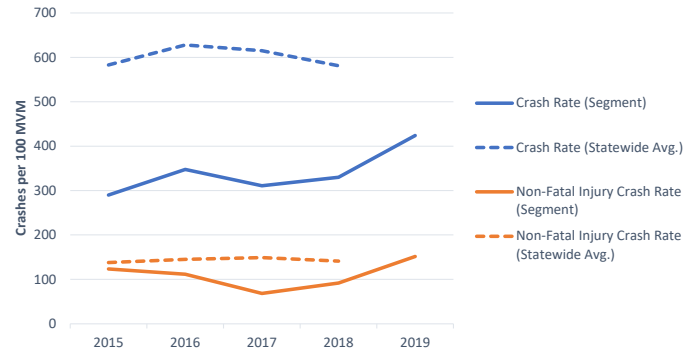


### Segment Crash Rates

Segment Length: 3.8 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	9,940	11,000	11,600	11,800	11,900
Crash Rate (Segment)	290	347	311	330	424
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	123	111	68	92	151
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	7.25	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

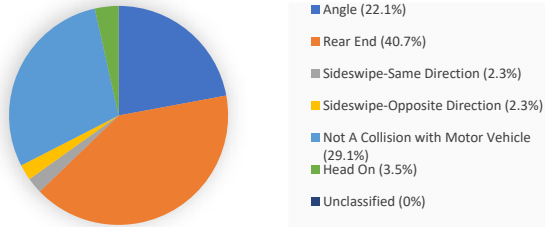
Segment vs. Statewide Average Crash Rates



## SR 166 from SR 92/SR 166/Fairburn Rd to Chapel Hill Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	4	5	1	6
	Rear End	5	6	6	13	5
	Sideswipe-Same Direction	0	0	1	1	0
	Sideswipe-Opposite Direction	0	1	0	1	0
	Not A Collision with Motor Vehicle	9	6	1	5	4
	Head On	0	0	1	0	2
	Unclassified	0	0	0	0	0
Total Crashes		17	17	14	21	17
Total Non-Fatal Injury Crashes		4	8	5	11	4
Total Injuries		6	10	10	14	8
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

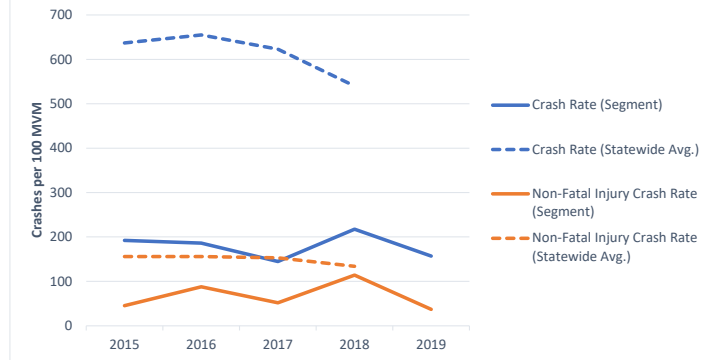


### Segment Crash Rates

Segment Length: 2.8 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	8,660	8,940	9,460	9,450	10,600
Crash Rate (Segment)	192	186	145	217	157
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	45	88	52	114	37
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

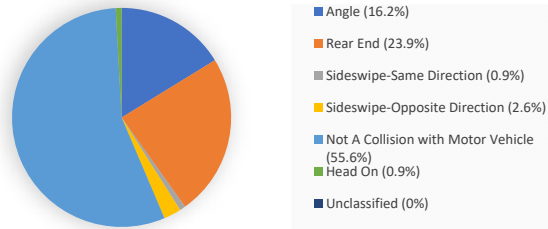
Segment vs. Statewide Average Crash Rates



## SR 166 from Chapel Hill Rd to Capps Ferry Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	4	5	4	3
	Rear End	5	2	12	5	4
	Sideswipe-Same Direction	0	0	0	1	0
	Sideswipe-Opposite Direction	1	1	0	1	0
	Not A Collision with Motor Vehicle	11	16	21	10	7
	Head On	0	0	0	0	1
	Unclassified	0	0	0	0	0
Total Crashes		20	23	38	21	15
Total Non-Fatal Injury Crashes		6	7	13	7	3
Total Injuries		7	12	15	11	3
Total Fatality Crashes		0	0	1	0	0
Total Fatalities		0	0	1	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

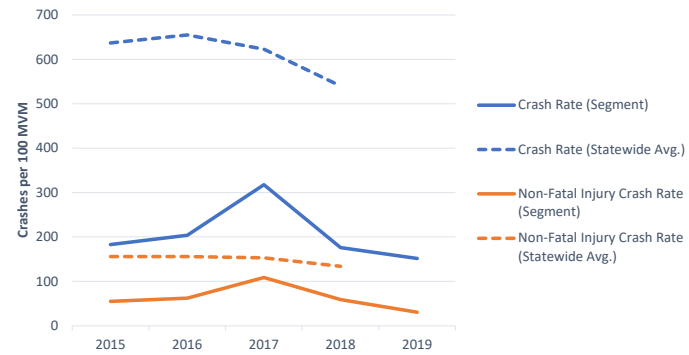


### Segment Crash Rates

Segment Length: 6.1 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	4,910	5,070	5,370	5,360	4,450
Crash Rate (Segment)	183	204	318	176	151
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	55	62	109	59	30
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	8.36	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

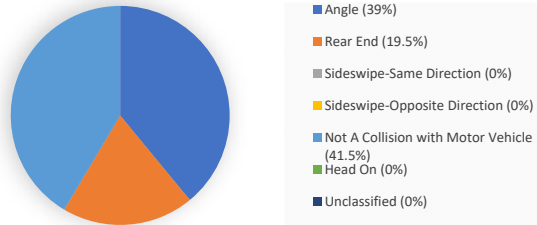
Segment vs. Statewide Average Crash Rates



## SR 166 from Capps Ferry Rd to SR 5

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	4	1	4	5
	Rear End	1	1	2	3	1
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	7	2	5	2
	Head On	0	0	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		4	12	5	12	8
Total Non-Fatal Injury Crashes		2	3	2	2	0
Total Injuries		2	4	3	2	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

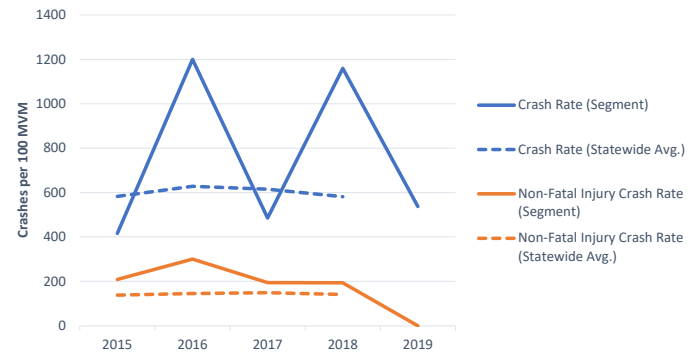


## Segment Crash Rates

Segment Length: 0.4 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	6,580	6,850	7,060	7,090	10,200
Crash Rate (Segment)	416	1200	485	1159	537
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	208	300	194	193	0
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

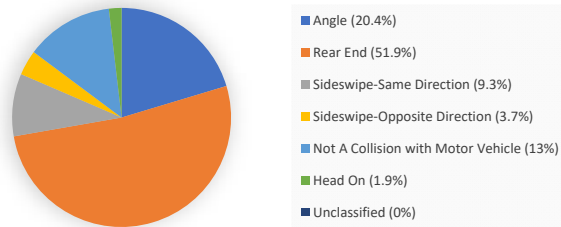
Segment vs. Statewide Average Crash Rates



## SR 166 from SR 5 to Post Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	4	4	2	0
	Rear End	3	8	6	6	5
	Sideswipe-Same Direction	0	1	1	1	2
	Sideswipe-Opposite Direction	0	0	0	0	2
	Not A Collision with Motor Vehicle	1	2	1	1	2
	Head On	0	0	1	0	0
	Unclassified	0	0	0	0	0
Total Crashes		5	15	13	10	11
Total Non-Fatal Injury Crashes		0	4	2	1	2
Total Injuries		0	7	3	1	2
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

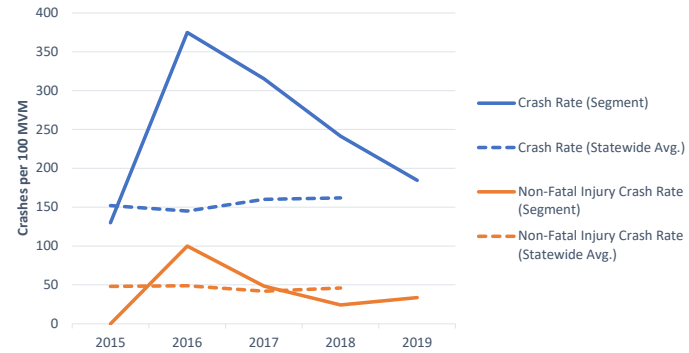


## Segment Crash Rates

Segment Length: 1.6 miles & Functional Classification: Minor Arterial, Rural

Year	2015	2016	2017	2018	2019
AADT	6,580	6,850	7,060	7,090	10,200
Crash Rate (Segment)	130	375	315	242	185
Crash Rate (Statewide Avg.)	152	145	160	162	
Non-Fatal Injury Crash Rate (Segment)	0	100	49	24	34
Non-Fatal Injury Crash Rate (Statewide Avg.)	48	49	42	46	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	2.13	2.42	2.13	2.00	

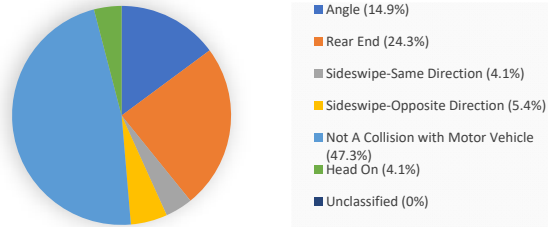
Segment vs. Statewide Average Crash Rates



## SR 166 from Post Rd to Carroll C/L

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	1	3	2	3
	Rear End	1	4	3	4	6
	Sideswipe-Same Direction	0	0	0	2	1
	Sideswipe-Opposite Direction	1	0	1	1	1
	Not A Collision with Motor Vehicle	7	9	4	7	8
	Head On	1	1	0	1	0
	Unclassified	0	0	0	0	0
Total Crashes		12	15	11	17	19
Total Non-Fatal Injury Crashes		4	7	5	7	6
Total Injuries		13	10	10	8	7
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

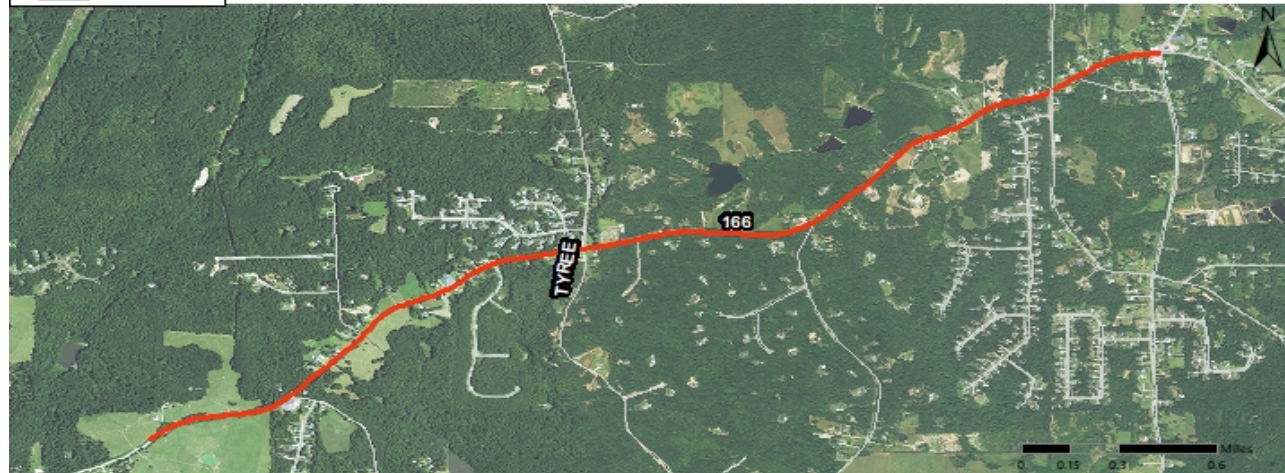
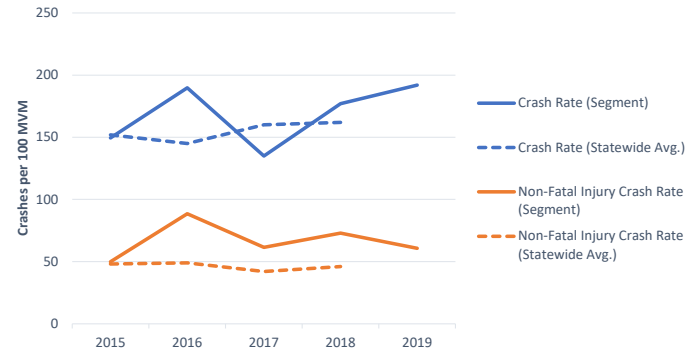


## Segment Crash Rates

Segment Length: 3 miles & Functional Classification: Minor Arterial, Rural

Year	2015	2016	2017	2018	2019
AADT	7,330	7,220	7,440	8,770	9,040
Crash Rate (Segment)	150	190	135	177	192
Crash Rate (Statewide Avg.)	152	145	160	162	
Non-Fatal Injury Crash Rate (Segment)	50	89	61	73	61
Non-Fatal Injury Crash Rate (Statewide Avg.)	48	49	42	46	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	2.13	2.42	2.13	2.00	

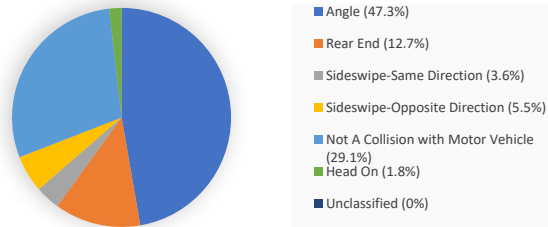
Segment vs. Statewide Average Crash Rates



## Post Rd from SR 166 to Jenkins Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	6	4	3	7	6
	Rear End	2	0	2	0	3
	Sideswipe-Same Direction	0	1	1	0	0
	Sideswipe-Opposite Direction	1	1	0	1	0
	Not A Collision with Motor Vehicle	1	5	6	3	1
	Head On	0	0	0	1	0
	Unclassified	0	0	0	0	0
Total Crashes		10	11	12	12	10
Total Non-Fatal Injury Crashes		2	7	3	3	4
Total Injuries		3	9	6	3	5
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

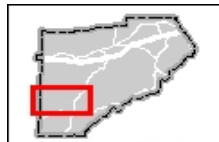
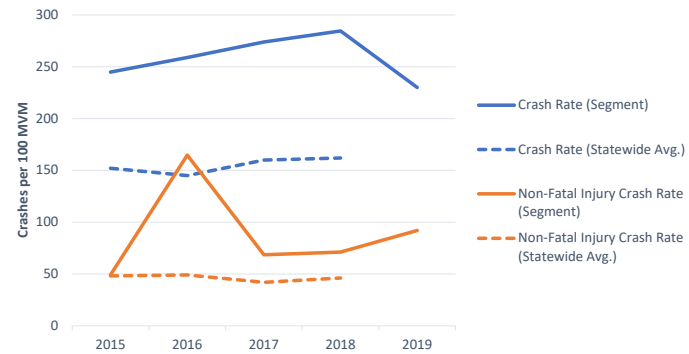


## Segment Crash Rates

Segment Length: 3 miles & Functional Classification: Minor Arterial, Rural

Year	2015	2016	2017	2018	2019
AADT	3,730	3,880	4,000	3,850	3,970
Crash Rate (Segment)	245	259	274	285	230
Crash Rate (Statewide Avg.)	152	145	160	162	
Non-Fatal Injury Crash Rate (Segment)	49	165	68	71	92
Non-Fatal Injury Crash Rate (Statewide Avg.)	48	49	42	46	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	2.13	2.42	2.13	2.00	

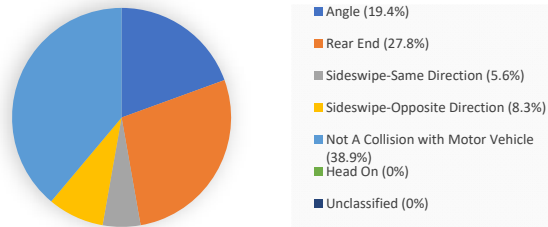
Segment vs. Statewide Average Crash Rates



## Capps Ferry Rd from SR 166 to Fulton C/L

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	0	3	1	2
	Rear End	0	2	3	2	3
	Sideswipe-Same Direction	1	0	0	1	0
	Sideswipe-Opposite Direction	2	0	0	0	1
	Not A Collision with Motor Vehicle	0	5	2	3	4
	Head On	0	0	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		4	7	8	7	10
Total Non-Fatal Injury Crashes		1	1	2	0	3
Total Injuries		2	1	3	0	6
Total Fatality Crashes		1	0	0	0	0
Total Fatalities		1	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

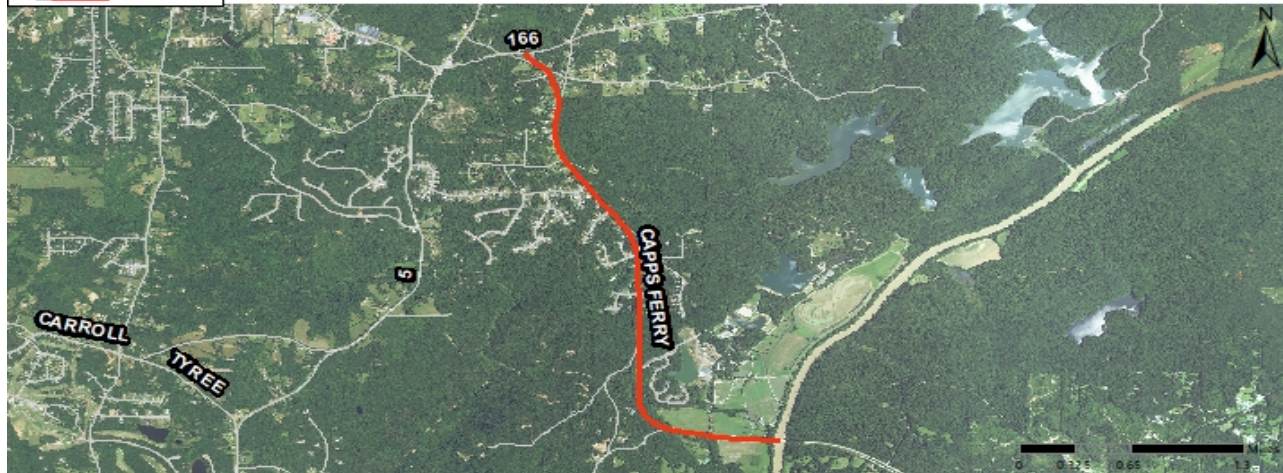
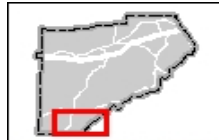
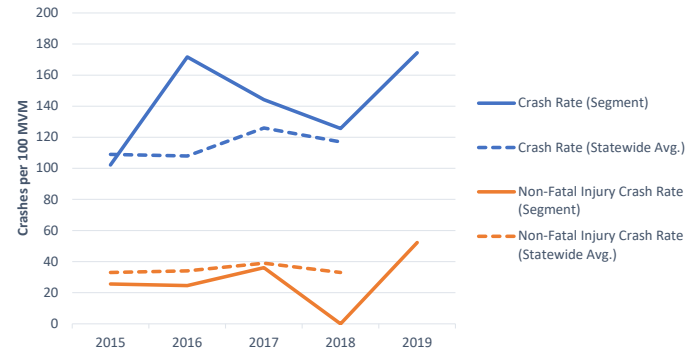


## Segment Crash Rates

Segment Length: 3.2 miles & Functional Classification: Principal Arterial, Rural

Year	2015	2016	2017	2018	2019
AADT	3,350	3,490	4,750	4,770	4,910
Crash Rate (Segment)	102	172	144	126	174
Crash Rate (Statewide Avg.)	109	108	126	117	
Non-Fatal Injury Crash Rate (Segment)	26	25	36	0	52
Non-Fatal Injury Crash Rate (Statewide Avg.)	33	34	39	33	
Fatal Crash Rate (Segment)	25.56	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.51	1.57	1.72	1.30	

Segment vs. Statewide Average Crash Rates

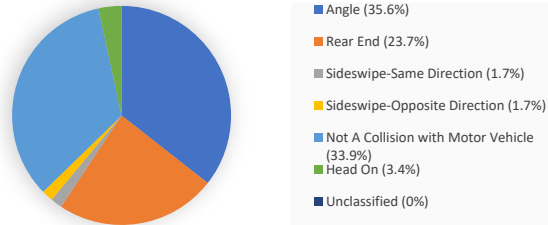




## Post Rd from Jenkins Rd to Pool Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	6	5	5	4
	Rear End	3	1	2	4	4
	Sideswipe-Same Direction	0	0	0	1	0
	Sideswipe-Opposite Direction	0	0	0	1	0
	Not A Collision with Motor Vehicle	1	5	6	3	5
	Head On	0	1	0	0	1
	Unclassified	0	0	0	0	0
Total Crashes		5	13	13	14	14
Total Non-Fatal Injury Crashes		2	3	5	4	5
Total Injuries		2	3	10	9	7
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

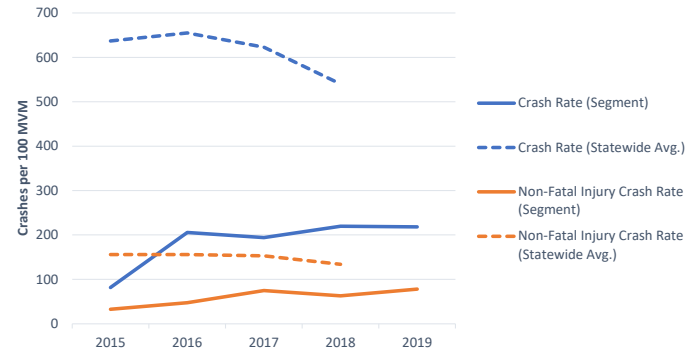


## Segment Crash Rates

Segment Length: 2.5 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	6,710	6,930	7,340	6,980	7,030
Crash Rate (Segment)	82	206	194	220	218
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	33	47	75	63	78
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

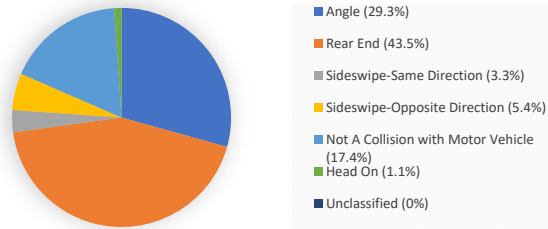
Segment vs. Statewide Average Crash Rates



## Post Rd from Pool Rd to I-20

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	6	7	4	6	4
	Rear End	7	9	10	5	9
	Sideswipe-Same Direction	1	0	1	1	0
	Sideswipe-Opposite Direction	0	3	1	1	0
	Not A Collision with Motor Vehicle	3	4	3	6	0
	Head On	0	1	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		17	24	19	19	13
Total Non-Fatal Injury Crashes		1	10	4	6	4
Total Injuries		1	13	5	8	7
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

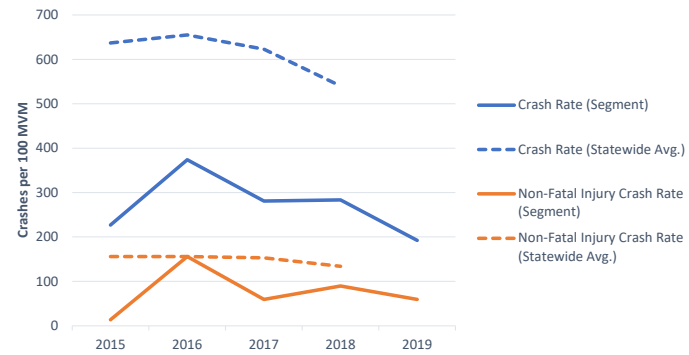


## Segment Crash Rates

Segment Length: 1.8 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	11,400	9,770	10,300	10,200	10,300
Crash Rate (Segment)	227	374	281	284	192
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	13	156	59	90	59
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

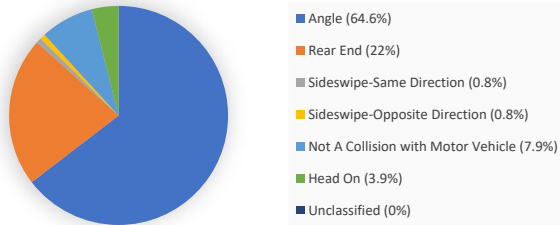
Segment vs. Statewide Average Crash Rates



## Post Rd from I-20 to US 78/Veterans Memorial Hwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	22	36	5	14	5
	Rear End	7	7	3	7	4
	Sideswipe-Same Direction	0	0	0	1	0
	Sideswipe-Opposite Direction	0	0	0	1	0
	Not A Collision with Motor Vehicle	2	5	1	1	1
	Head On	1	1	0	2	1
	Unclassified	0	0	0	0	0
Total Crashes		32	49	9	26	11
Total Non-Fatal Injury Crashes		16	17	3	7	2
Total Injuries		37	38	6	10	3
Total Fatality Crashes		0	1	0	0	0
Total Fatalities		0	1	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

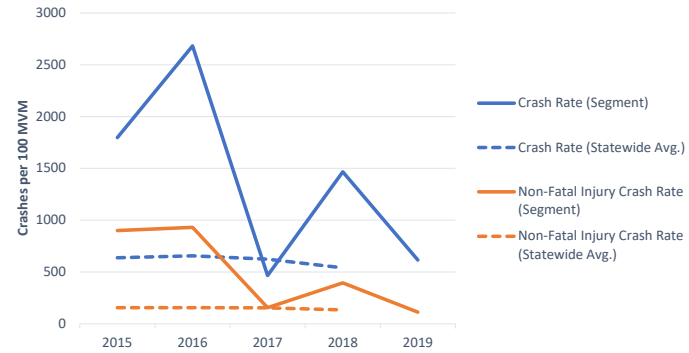


## Segment Crash Rates

Segment Length: 0.6 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	8,130	8,340	8,830	8,100	8,160
Crash Rate (Segment)	1797	2683	465	1466	616
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	899	931	155	395	112
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	54.75	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

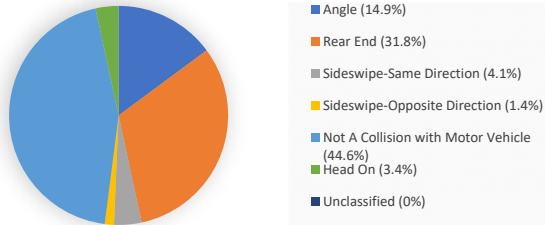
Segment vs. Statewide Average Crash Rates



## SR 5 from SR 166 to Big A Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	1	6	6	6
	Rear End	12	10	11	9	5
	Sideswipe-Same Direction	0	1	1	3	1
	Sideswipe-Opposite Direction	0	0	1	1	0
	Not A Collision with Motor Vehicle	13	8	15	14	16
	Head On	2	0	0	1	2
	Unclassified	0	0	0	0	0
Total Crashes		30	20	34	34	30
Total Non-Fatal Injury Crashes		16	5	13	11	13
Total Injuries		27	10	15	19	18
Total Fatality Crashes		1	0	0	1	0
Total Fatalities		1	0	0	1	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

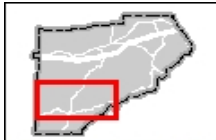
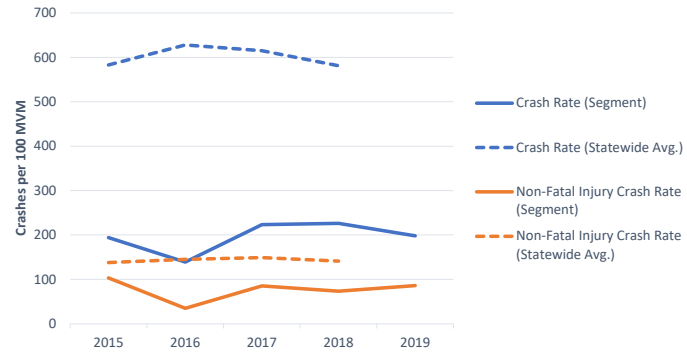


## Segment Crash Rates

Segment Length: 4.5 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	9,420	8,770	9,280	9,150	9,220
Crash Rate (Segment)	194	139	223	226	198
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	103	35	85	73	86
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	6.46	0.00	0.00	6.65	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

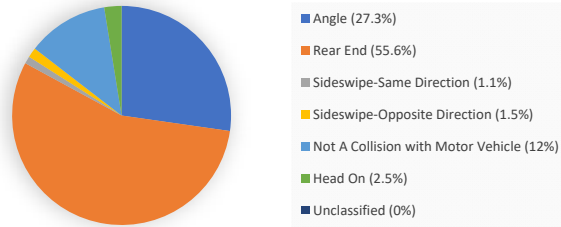
Segment vs. Statewide Average Crash Rates



## SR 5 from Big A Rd to Bright Star Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	11	10	20	17	17
	Rear End	24	39	33	29	28
	Sideswipe-Same Direction	1	0	1	1	0
	Sideswipe-Opposite Direction	0	2	2	0	0
	Not A Collision with Motor Vehicle	4	9	7	7	6
	Head On	3	1	0	1	2
	Unclassified	0	0	0	0	0
Total Crashes		43	61	63	55	53
Total Non-Fatal Injury Crashes		17	20	20	16	15
Total Injuries		23	38	27	23	25
Total Fatality Crashes		0	1	1	0	0
Total Fatalities		0	1	1	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

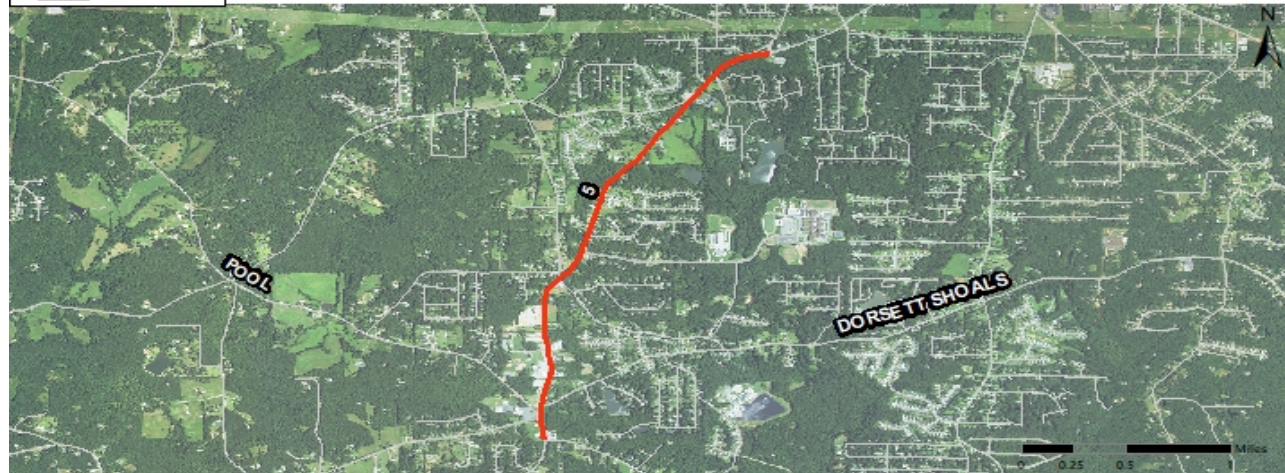
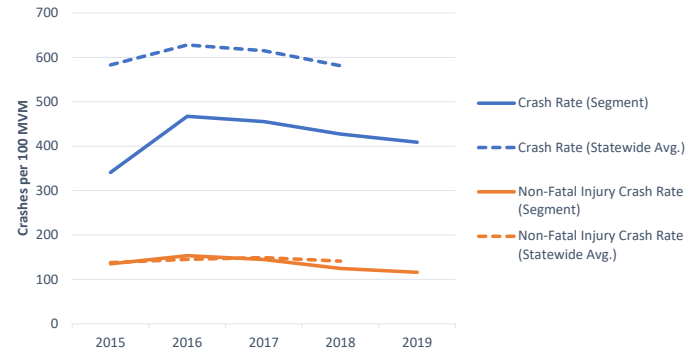


## Segment Crash Rates

Segment Length: 2.4 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	14,400	14,900	15,800	14,700	14,800
Crash Rate (Segment)	341	467	455	427	409
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	135	153	145	124	116
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	0.00	7.66	7.23	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

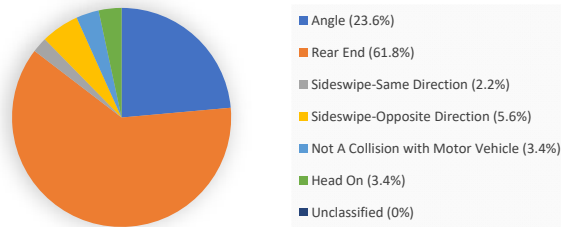
Segment vs. Statewide Average Crash Rates



## SR 5/Bill Arp Rd from Bright Star Rd to Central Church Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	4	3	9	2
	Rear End	12	8	9	13	13
	Sideswipe-Same Direction	1	0	1	0	0
	Sideswipe-Opposite Direction	1	2	2	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	3
	Head On	0	0	2	0	1
	Unclassified	0	0	0	0	0
Total Crashes		17	14	17	22	19
Total Non-Fatal Injury Crashes		8	5	3	7	11
Total Injuries		10	7	5	8	18
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

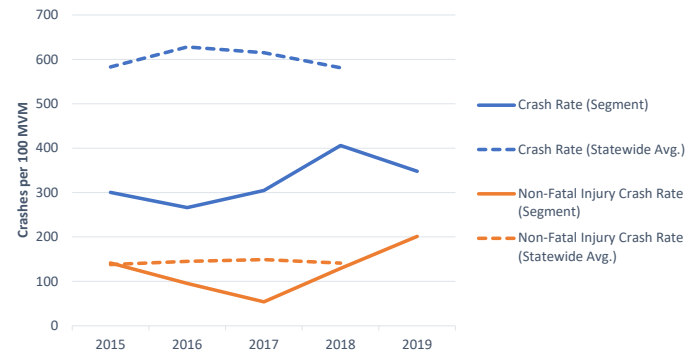


### Segment Crash Rates

Segment Length: 1.1 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	14,100	13,100	13,900	13,500	13,600
Crash Rate (Segment)	300	266	305	406	348
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	141	95	54	129	201
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

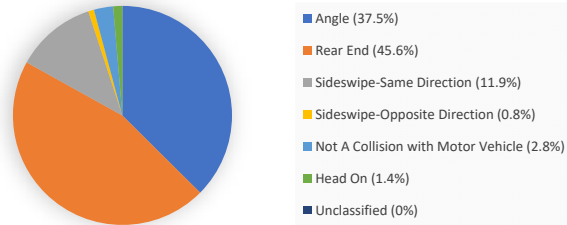
Segment vs. Statewide Average Crash Rates



## SR 5/Bill Arp Rd from Central Church Rd to I-20

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	38	69	110	172	190
	Rear End	129	112	140	164	160
	Sideswipe-Same Direction	27	29	33	41	54
	Sideswipe-Opposite Direction	2	2	1	5	3
	Not A Collision with Motor Vehicle	8	6	5	12	13
	Head On	6	3	3	5	4
	Unclassified	0	0	0	0	0
Total Crashes		210	221	292	399	424
Total Non-Fatal Injury Crashes		50	44	75	87	89
Total Injuries		97	56	112	132	137
Total Fatality Crashes		0	0	0	0	1
Total Fatalities		0	0	0	0	1
Bicycle Related Crashes		0	0	0	1	1
Pedestrian Related Crashes		0	0	0	1	1

Crashes by Manner of Collision (2015-2019)

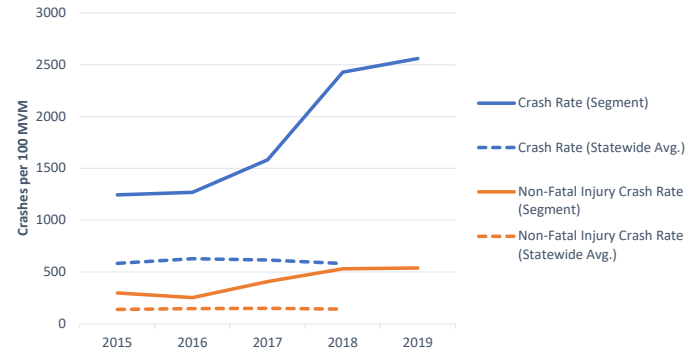


### Segment Crash Rates

Segment Length: 1.8 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	25,700	26,500	28,100	25,000	25,200
Crash Rate (Segment)	1244	1269	1582	2429	2561
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	296	253	406	530	538
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	6.04
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

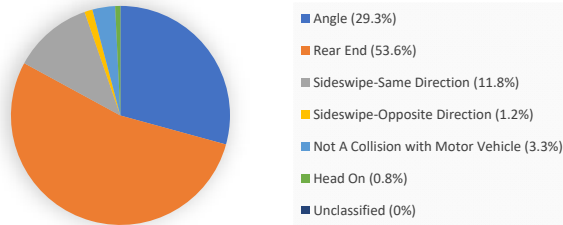
Segment vs. Statewide Average Crash Rates



## SR 5/Bill Arp Rd from I-20 to Bright Star Conn

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	16	20	32	40	41
	Rear End	59	60	45	53	56
	Sideswipe-Same Direction	7	8	15	19	11
	Sideswipe-Opposite Direction	0	1	1	1	3
	Not A Collision with Motor Vehicle	3	0	4	4	6
	Head On	0	0	0	2	2
	Unclassified	0	0	0	0	0
Total Crashes		85	89	97	119	119
Total Non-Fatal Injury Crashes		19	15	16	25	28
Total Injuries		26	22	18	35	34
Total Fatality Crashes		0	1	0	0	0
Total Fatalities		0	2	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

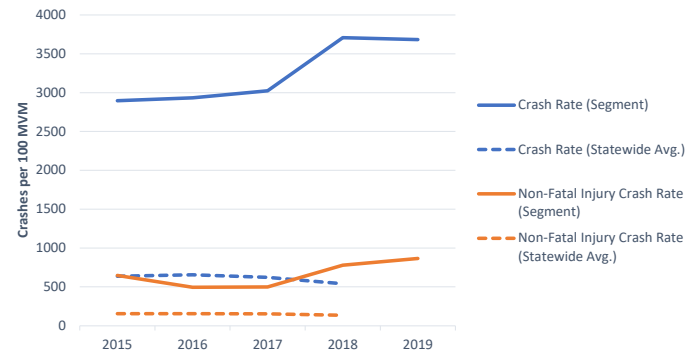


## Segment Crash Rates

Segment Length: 0.3 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	26,800	27,700	29,300	29,300	29,500
Crash Rate (Segment)	2896	2934	3023	3709	3684
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	647	495	499	779	867
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	32.97	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

Segment vs. Statewide Average Crash Rates

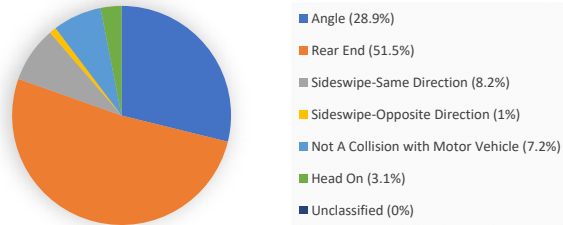




## SR 5/Bill Arp Rd from Bright Star Conn to US 78/Veterans Memorial Hwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	2	5	8	9
	Rear End	6	2	7	15	20
	Sideswipe-Same Direction	0	1	1	4	2
	Sideswipe-Opposite Direction	0	0	0	0	1
	Not A Collision with Motor Vehicle	1	2	3	1	0
	Head On	0	1	1	0	1
	Unclassified	0	0	0	0	0
Total Crashes		11	8	17	28	33
Total Non-Fatal Injury Crashes		3	3	3	9	7
Total Injuries		5	7	4	15	11
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

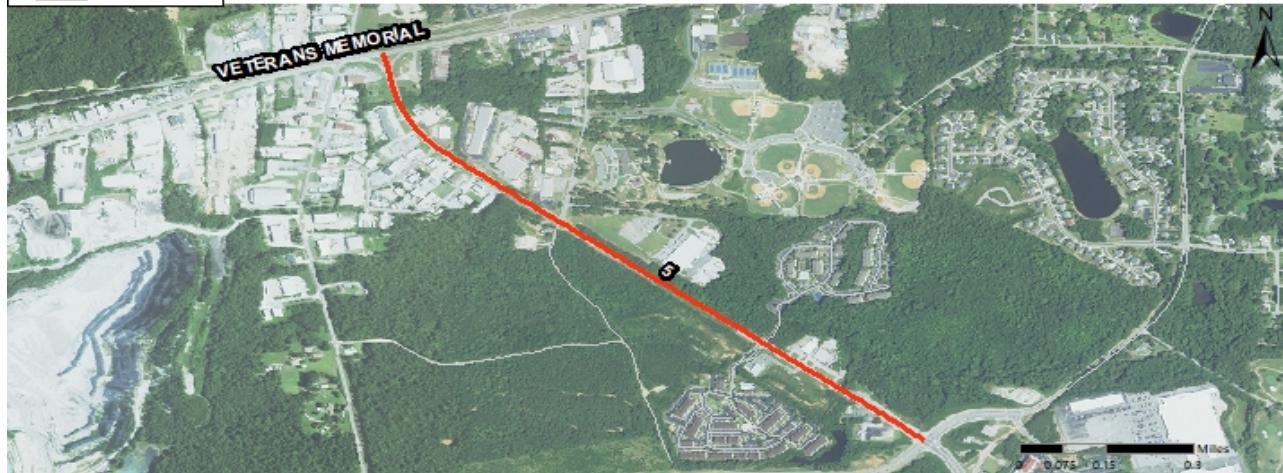
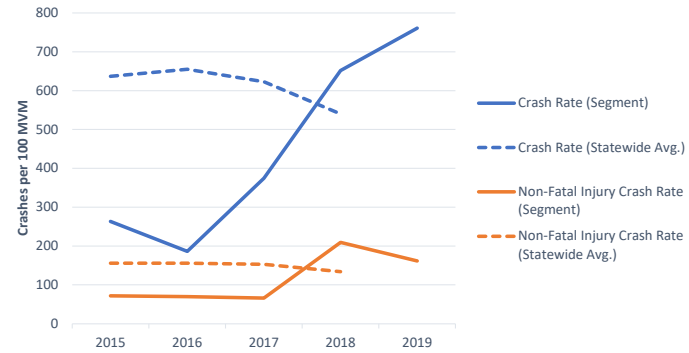


### Segment Crash Rates

Segment Length: 1.1 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	10,400	10,700	11,300	10,700	10,800
Crash Rate (Segment)	263	186	375	652	761
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	72	70	66	209	161
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

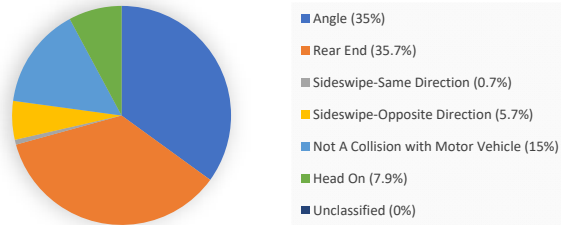
Segment vs. Statewide Average Crash Rates



## Bright Star Rd from SR 5/Bill Arp Rd to Douglas Blvd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	7	13	8	14	7
	Rear End	15	7	13	5	10
	Sideswipe-Same Direction	0	0	1	0	0
	Sideswipe-Opposite Direction	0	1	2	3	2
	Not A Collision with Motor Vehicle	3	4	4	5	5
	Head On	3	1	2	3	2
	Unclassified	0	0	0	0	0
Total Crashes		28	26	30	30	26
Total Non-Fatal Injury Crashes		7	10	11	10	5
Total Injuries		10	15	20	12	7
Total Fatality Crashes		0	0	0	0	1
Total Fatalities		0	0	0	0	1
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

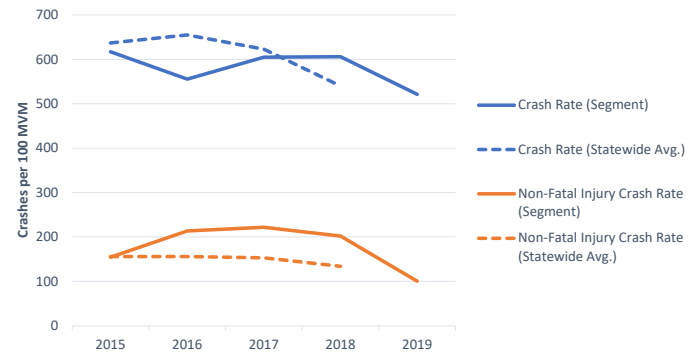


### Segment Crash Rates

Segment Length: 1.9 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	6,540	6,750	7,150	7,140	7,190
Crash Rate (Segment)	617	555	605	606	521
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	154	214	222	202	100
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	20.06
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

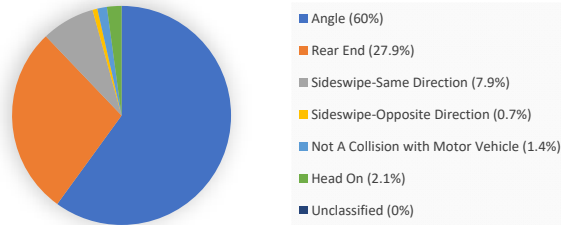
Segment vs. Statewide Average Crash Rates



## Douglas Blvd from Bright Star Rd to SR 5/Bill Arp Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	14	14	11	28	17
	Rear End	6	10	6	8	9
	Sideswipe-Same Direction	4	0	1	2	4
	Sideswipe-Opposite Direction	0	0	0	0	1
	Not A Collision with Motor Vehicle	0	1	0	0	1
	Head On	0	0	0	2	1
	Unclassified	0	0	0	0	0
Total Crashes		24	25	18	40	33
Total Non-Fatal Injury Crashes		4	5	3	4	6
Total Injuries		4	10	4	6	8
Total Fatality Crashes		0	0	0	0	1
Total Fatalities		0	0	0	0	1
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

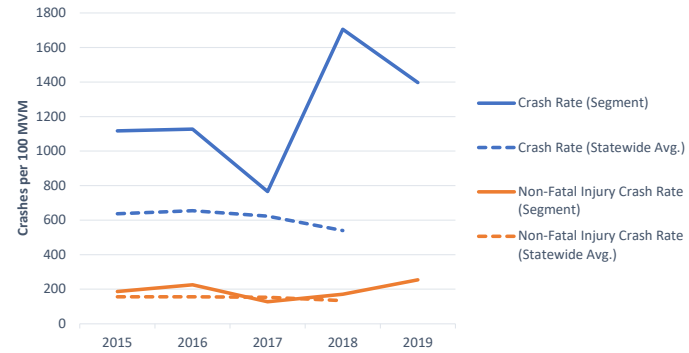


### Segment Crash Rates

Segment Length: 0.9 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	6,540	6,750	7,150	7,140	7,190
Crash Rate (Segment)	1117	1127	766	1705	1397
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	186	225	128	171	254
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	42.34
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

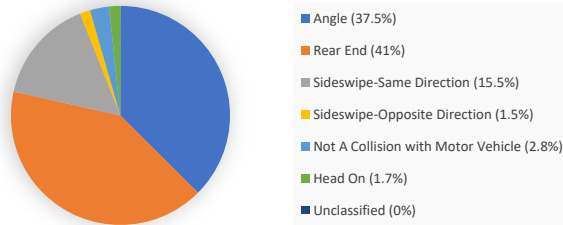
Segment vs. Statewide Average Crash Rates



## Douglas Blvd from SR 5/Bill Arp Rd to Chapel Hill Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	42	38	40	86	87
	Rear End	75	57	51	73	65
	Sideswipe-Same Direction	22	13	16	35	35
	Sideswipe-Opposite Direction	1	2	1	6	2
	Not A Collision with Motor Vehicle	5	2	3	7	5
	Head On	4	1	1	4	3
	Unclassified	0	0	0	0	0
Total Crashes		149	113	112	211	197
Total Non-Fatal Injury Crashes		36	37	16	32	25
Total Injuries		59	53	25	43	44
Total Fatality Crashes		2	1	0	0	0
Total Fatalities		2	1	0	0	0
Bicycle Related Crashes		0	1	0	0	0
Pedestrian Related Crashes		0	1	0	0	0

Crashes by Manner of Collision (2015-2019)

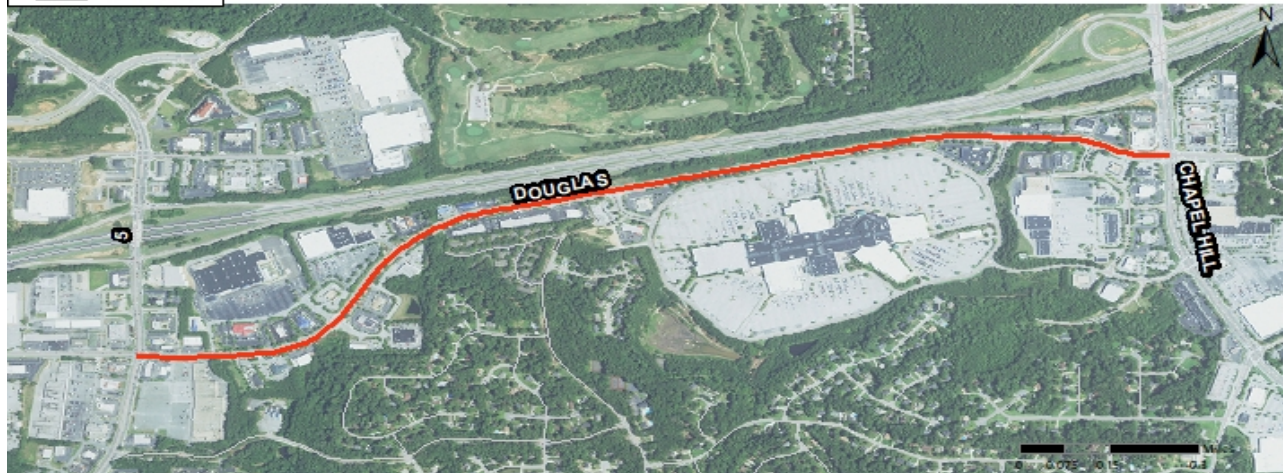
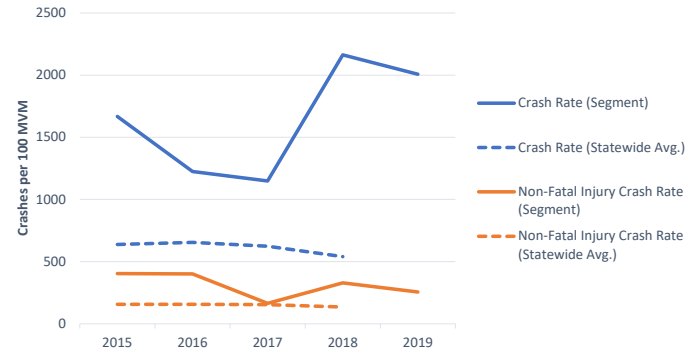


### Segment Crash Rates

Segment Length: 1.6 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	15,300	15,800	16,700	16,700	16,800
Crash Rate (Segment)	1668	1225	1148	2163	2008
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	403	401	164	328	255
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	22.38	10.84	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

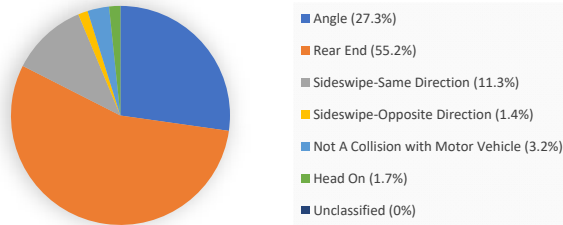
Segment vs. Statewide Average Crash Rates



## Chapel Hill Rd from I-20 to Brookmont Pkwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	22	23	18	82	85
	Rear End	90	95	90	100	91
	Sideswipe-Same Direction	11	17	21	24	22
	Sideswipe-Opposite Direction	3	1	0	3	5
	Not A Collision with Motor Vehicle	6	2	4	10	5
	Head On	2	0	2	5	5
	Unclassified	0	0	0	0	0
Total Crashes		134	138	135	224	213
Total Non-Fatal Injury Crashes		32	37	27	29	28
Total Injuries		59	50	37	44	42
Total Fatality Crashes		0	0	0	0	1
Total Fatalities		0	0	0	0	1
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

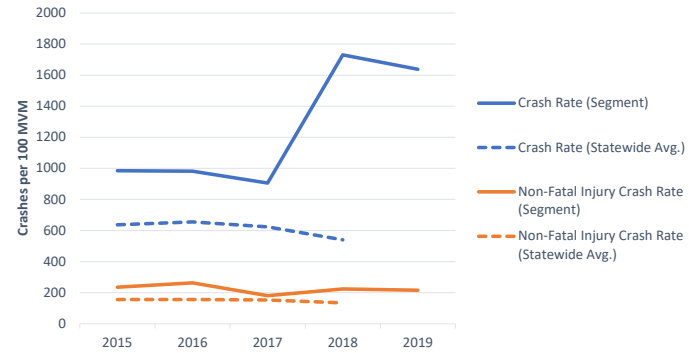


### Segment Crash Rates

Segment Length: 1.8 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	20,700	21,400	22,700	19,700	19,800
Crash Rate (Segment)	985	982	905	1731	1637
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	235	263	181	224	215
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	7.69
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

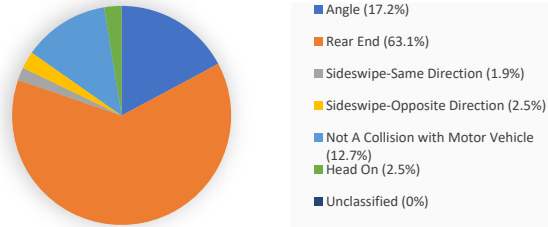
Segment vs. Statewide Average Crash Rates



## Chapel Hill Rd from Brookmont Pkwy to Bomar Rd/Central Church Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	6	2	10	5	4
	Rear End	19	18	23	20	19
	Sideswipe-Same Direction	0	0	1	1	1
	Sideswipe-Opposite Direction	0	2	1	0	1
	Not A Collision with Motor Vehicle	2	5	2	6	5
	Head On	3	0	1	0	0
	Unclassified	0	0	0	0	0
Total Crashes		30	27	38	32	30
Total Non-Fatal Injury Crashes		9	5	10	10	11
Total Injuries		13	7	14	17	14
Total Fatality Crashes		0	0	1	0	0
Total Fatalities		0	0	1	0	0
Bicycle Related Crashes		1	0	0	0	0
Pedestrian Related Crashes		1	0	0	0	0

Crashes by Manner of Collision (2015-2019)

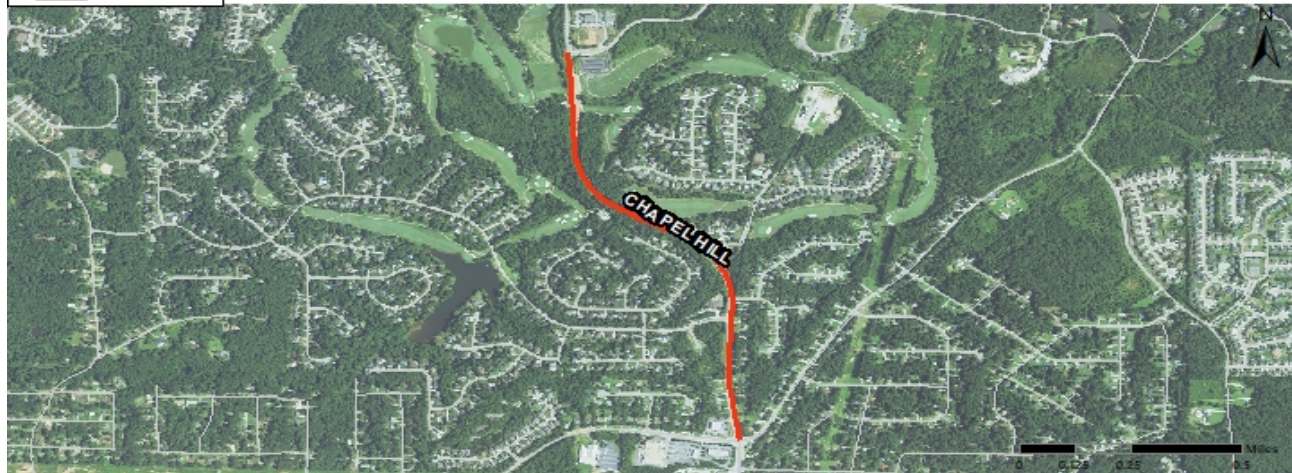
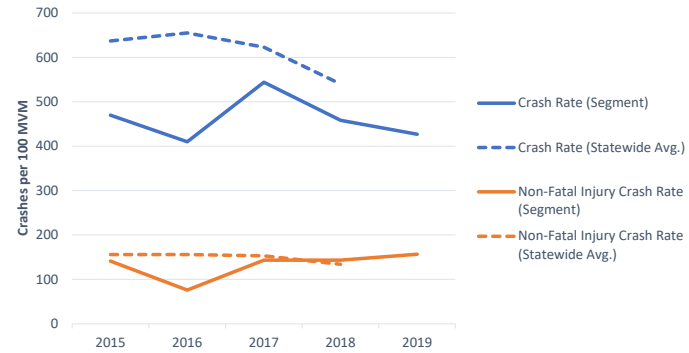


### Segment Crash Rates

Segment Length: 1.1 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	15,900	16,400	17,400	17,400	17,500
Crash Rate (Segment)	470	410	544	458	427
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	141	76	143	143	157
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	14.31	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

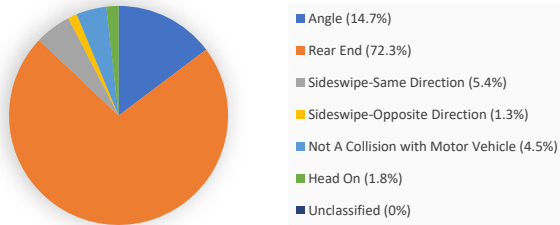
Segment vs. Statewide Average Crash Rates



## Chapel Hill Rd from Bomar Rd/Central Church Rd to Dorsett Shoals Rd/Anneewakee Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	5	4	10	10
	Rear End	24	36	34	43	25
	Sideswipe-Same Direction	1	0	2	3	6
	Sideswipe-Opposite Direction	2	0	0	0	1
	Not A Collision with Motor Vehicle	0	2	2	4	2
	Head On	2	0	1	1	0
	Unclassified	0	0	0	0	0
Total Crashes		33	43	43	61	44
Total Non-Fatal Injury Crashes		11	10	14	12	4
Total Injuries		19	15	20	15	6
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

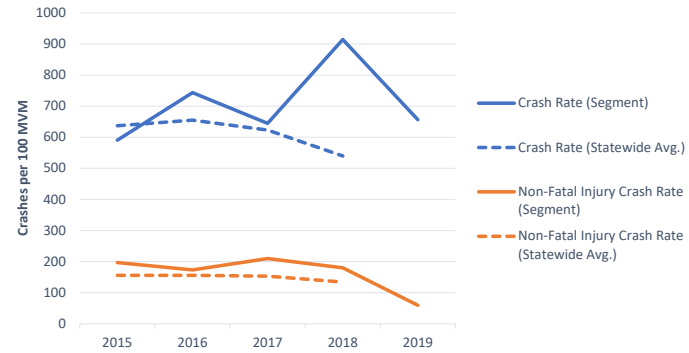


### Segment Crash Rates

Segment Length: 0.9 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	17,000	17,600	20,300	20,300	20,400
Crash Rate (Segment)	591	744	645	915	657
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	197	173	210	180	60
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

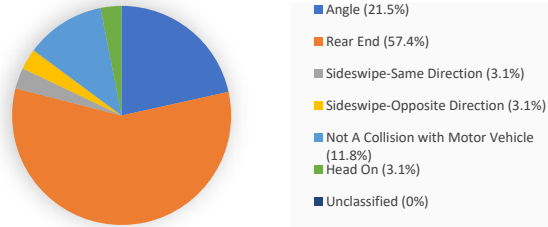
Segment vs. Statewide Average Crash Rates



## Chapel Hill Rd from Dorsett Shoals Rd/Anneewakee Rd to SR 166

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	5	12	8	7	10
	Rear End	30	18	22	19	23
	Sideswipe-Same Direction	1	1	2	1	1
	Sideswipe-Opposite Direction	2	0	0	1	3
	Not A Collision with Motor Vehicle	7	2	5	4	5
	Head On	3	1	2	0	0
	Unclassified	0	0	0	0	0
Total Crashes		48	34	39	32	42
Total Non-Fatal Injury Crashes		8	8	7	9	9
Total Injuries		13	19	9	13	25
Total Fatality Crashes		0	0	0	0	1
Total Fatalities		0	0	0	0	1
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

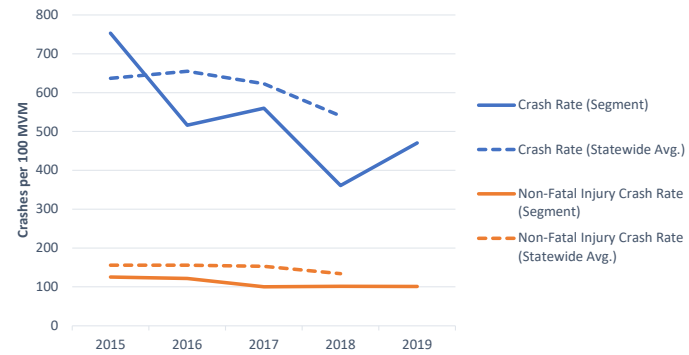


### Segment Crash Rates

Segment Length: 2.9 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	6,020	6,220	6,580	8,370	8,430
Crash Rate (Segment)	753	516	560	361	471
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	126	122	101	102	101
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	11.21
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

Segment vs. Statewide Average Crash Rates

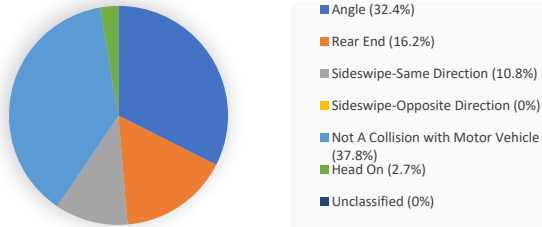




# I-20 from Liberty Rd/Mirror Lake Blvd to Carroll C/L

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	2	5	1	3
	Rear End	0	1	3	0	2
	Sideswipe-Same Direction	2	0	1	1	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	2	2	1	6	3
	Head On	0	0	0	1	0
	Unclassified	0	0	0	0	0
Total Crashes		5	5	10	9	8
Total Non-Fatal Injury Crashes		2	0	2	1	2
Total Injuries		2	0	2	1	2
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

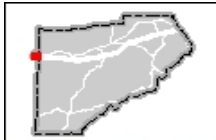
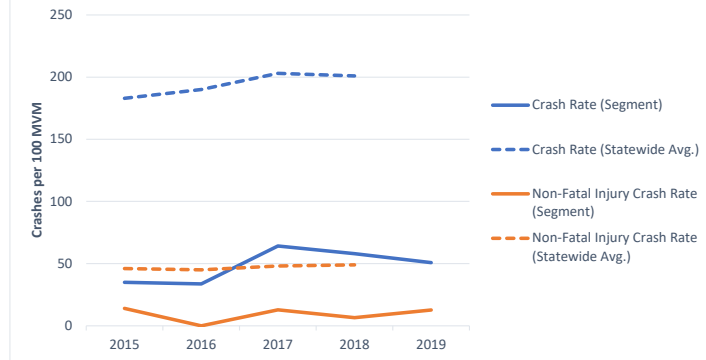


## Segment Crash Rates

Segment Length: 0.6 miles & Functional Classification: Interstate, Urbanized

Year	2015	2016	2017	2018	2019
AADT	65,500	67,900	71,200	70,900	72,000
Crash Rate (Segment)	35	34	64	58	51
Crash Rate (Statewide Avg.)	183	190	203	201	
Non-Fatal Injury Crash Rate (Segment)	14	0	13	6	13
Non-Fatal Injury Crash Rate (Statewide Avg.)	46	45	48	49	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	0.48	0.50	0.56	0.61	

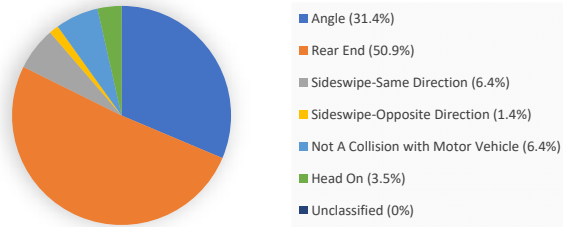
Segment vs. Statewide Average Crash Rates



## SR 92/Dallas Hwy from US 78/Veterans Memorial Hwy to Malone Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	24	16	27	37	29
	Rear End	49	33	36	56	42
	Sideswipe-Same Direction	6	4	7	5	5
	Sideswipe-Opposite Direction	1	2	2	1	0
	Not A Collision with Motor Vehicle	9	5	3	7	3
	Head On	4	2	2	5	2
	Unclassified	0	0	0	0	0
Total Crashes		93	62	77	111	81
Total Non-Fatal Injury Crashes		21	16	26	29	18
Total Injuries		48	23	40	45	34
Total Fatality Crashes		1	0	0	0	0
Total Fatalities		1	0	0	0	0
Bicycle Related Crashes		0	0	0	0	1
Pedestrian Related Crashes		0	0	0	0	1

Crashes by Manner of Collision (2015-2019)

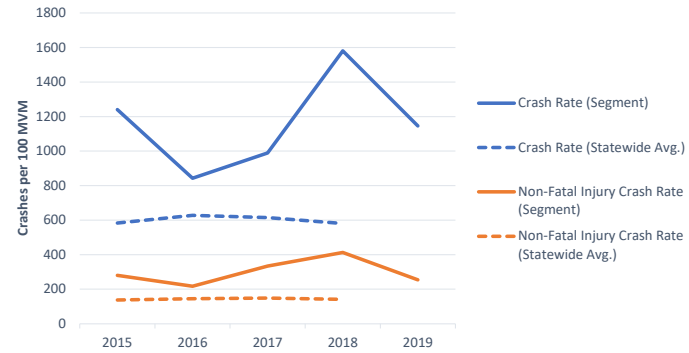


### Segment Crash Rates

Segment Length: 1.3 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	15,800	15,500	16,400	14,800	14,900
Crash Rate (Segment)	1240	843	989	1581	1146
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	280	218	334	413	255
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	13.34	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

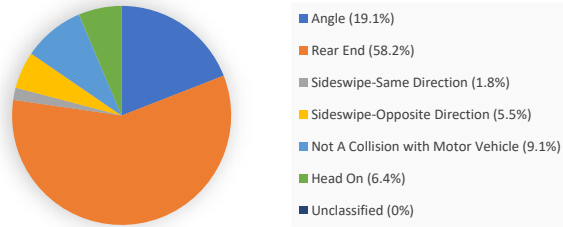
Segment vs. Statewide Average Crash Rates



## SR 92/Dallas Hwy from Malone Rd to Paulding C/L

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	6	4	5	1	5
	Rear End	12	11	14	17	10
	Sideswipe-Same Direction	0	0	0	2	0
	Sideswipe-Opposite Direction	0	3	2	1	0
	Not A Collision with Motor Vehicle	2	3	1	0	4
	Head On	3	2	0	1	1
	Unclassified	0	0	0	0	0
Total Crashes		23	23	22	22	20
Total Non-Fatal Injury Crashes		12	8	4	8	4
Total Injuries		17	12	9	12	9
Total Fatality Crashes		1	0	1	0	1
Total Fatalities		1	0	2	0	1
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

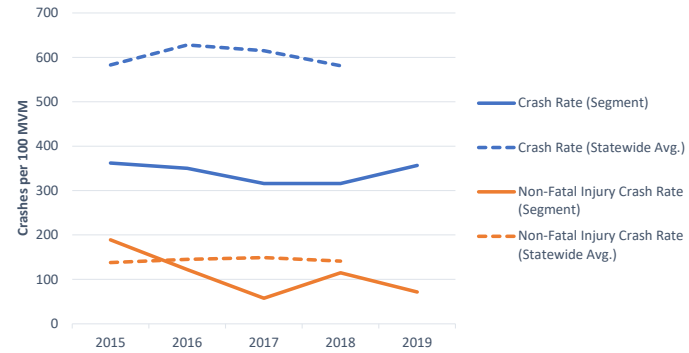


### Segment Crash Rates

Segment Length: 1.2 miles & Functional Classification: Principal Arterial, Non-Freeway, Urbanized

Year	2015	2016	2017	2018	2019
AADT	14,500	15,000	15,900	15,900	12,800
Crash Rate (Segment)	362	350	316	316	357
Crash Rate (Statewide Avg.)	583	628	615	581	
Non-Fatal Injury Crash Rate (Segment)	189	122	57	115	71
Non-Fatal Injury Crash Rate (Statewide Avg.)	138	145	149	141	
Fatal Crash Rate (Segment)	15.75	0.00	14.36	0.00	17.84
Fatal Crash Rate (Statewide Avg.)	1.24	1.47	1.24	1.46	

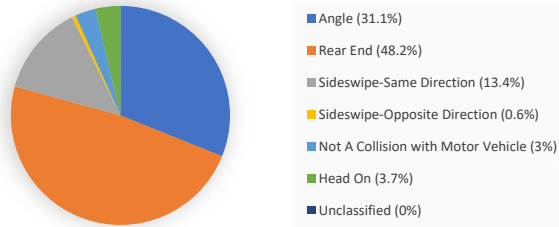
Segment vs. Statewide Average Crash Rates



## US 78/Veterans Memorial Hwy from SR 92/Dallas Hwy to Rose Ave

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	13	9	9	9	11
	Rear End	15	11	25	16	12
	Sideswipe-Same Direction	5	3	3	4	7
	Sideswipe-Opposite Direction	0	0	1	0	0
	Not A Collision with Motor Vehicle	0	2	2	0	1
	Head On	0	2	0	1	3
	Unclassified	0	0	0	0	0
Total Crashes		33	27	40	30	34
Total Non-Fatal Injury Crashes		9	10	9	5	8
Total Injuries		19	15	15	8	13
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

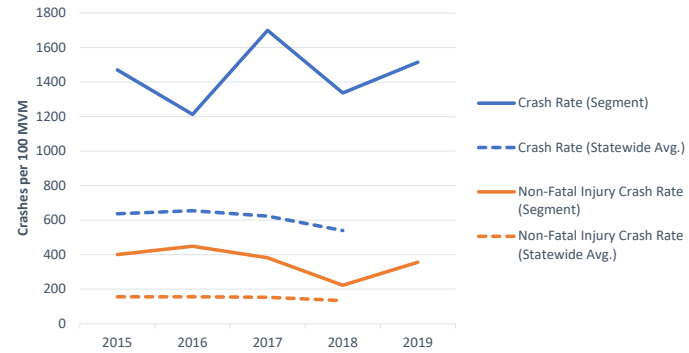


### Segment Crash Rates

Segment Length: 0.5 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	12,300	12,200	12,900	12,300	12,300
Crash Rate (Segment)	1470	1213	1699	1336	1515
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	401	449	382	223	356
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

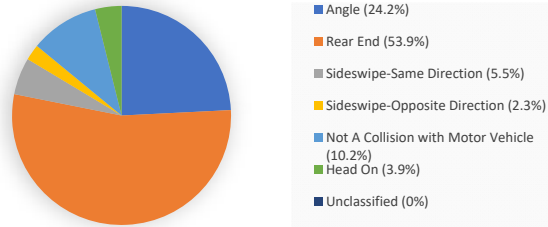
Segment vs. Statewide Average Crash Rates



## US 78/Veterans Memorial Hwy from Rose Ave to SR 5/Bill Arp Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	5	3	12	10
	Rear End	11	17	17	7	17
	Sideswipe-Same Direction	1	1	1	3	1
	Sideswipe-Opposite Direction	1	0	0	1	1
	Not A Collision with Motor Vehicle	2	1	4	5	1
	Head On	0	1	1	1	2
	Unclassified	0	0	0	0	0
Total Crashes		16	25	26	29	32
Total Non-Fatal Injury Crashes		5	6	7	8	7
Total Injuries		7	9	12	11	10
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

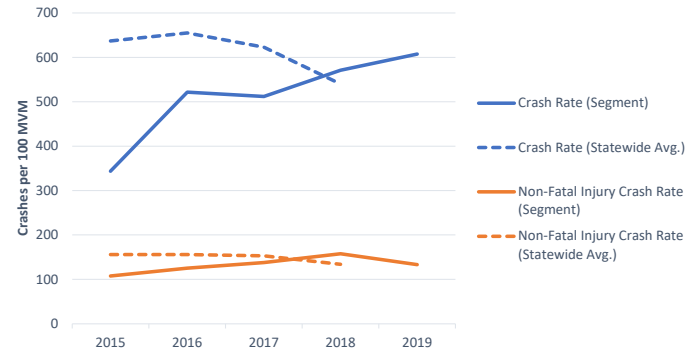


### Segment Crash Rates

Segment Length: 1.3 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	9,810	10,100	10,700	10,700	11,100
Crash Rate (Segment)	344	522	512	571	608
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	107	125	138	158	133
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

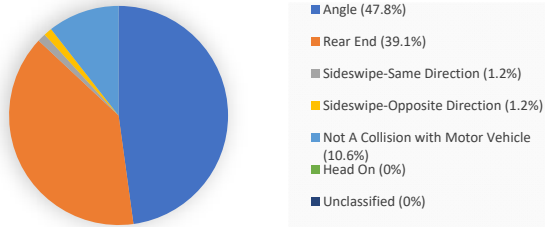
Segment vs. Statewide Average Crash Rates



## US 78/Veterans Memorial Hwy from SR 5/Bill Arp Rd to John West Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	5	8	15	19	30
	Rear End	12	16	14	9	12
	Sideswipe-Same Direction	1	0	0	1	0
	Sideswipe-Opposite Direction	0	1	0	1	0
	Not A Collision with Motor Vehicle	2	2	4	5	4
	Head On	0	0	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		20	27	33	35	46
Total Non-Fatal Injury Crashes		4	12	10	11	11
Total Injuries		4	20	18	12	18
Total Fatality Crashes		0	0	0	1	0
Total Fatalities		0	0	0	1	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

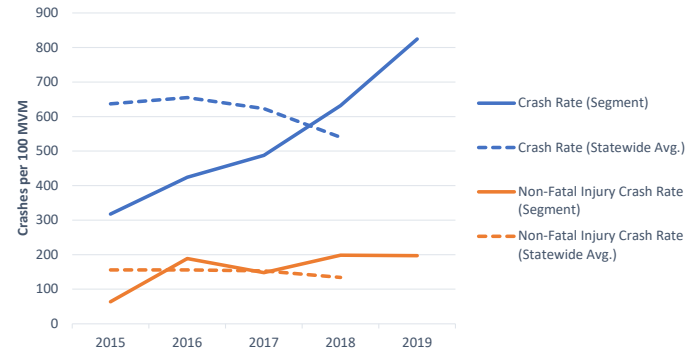


### Segment Crash Rates

Segment Length: 1.8 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	9,580	9,690	10,300	8,430	8,490
Crash Rate (Segment)	318	424	488	632	825
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	64	188	148	199	197
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	18.06	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

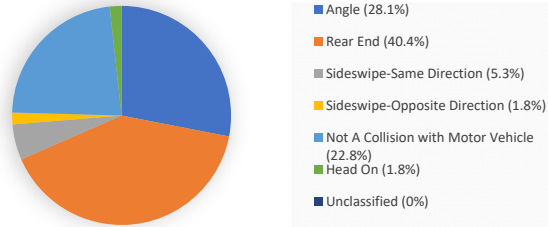
Segment vs. Statewide Average Crash Rates



# US 78/Veterans Memorial Hwy from John West Rd to Post Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	1	3	7	3
	Rear End	4	5	6	5	3
	Sideswipe-Same Direction	0	2	0	1	0
	Sideswipe-Opposite Direction	0	0	0	1	0
	Not A Collision with Motor Vehicle	3	2	3	1	4
	Head On	0	0	1	0	0
	Unclassified	0	0	0	0	0
Total Crashes		9	10	13	15	10
Total Non-Fatal Injury Crashes		3	3	3	7	2
Total Injuries		3	3	3	15	2
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

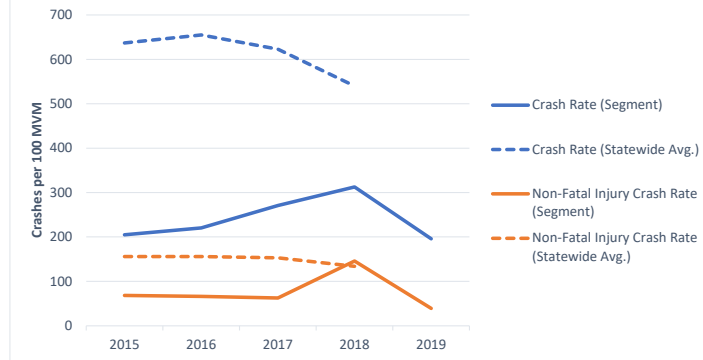


## Segment Crash Rates

Segment Length: 1.4 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	8,600	8,880	9,400	9,390	9,990
Crash Rate (Segment)	205	220	271	313	196
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	68	66	62	146	39
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

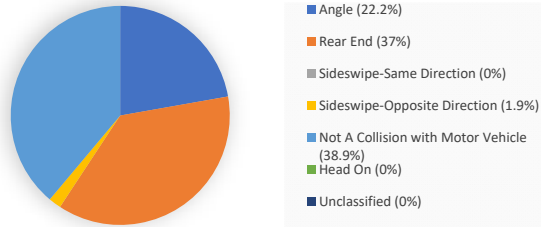
Segment vs. Statewide Average Crash Rates



## US 78/Veterans Memorial Hwy from Post Rd to Tyson Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	6	3	1	1	1
	Rear End	0	4	5	7	4
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	1	0
	Not A Collision with Motor Vehicle	4	4	8	3	2
	Head On	0	0	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		10	11	14	12	7
Total Non-Fatal Injury Crashes		3	6	8	4	3
Total Injuries		3	10	9	5	7
Total Fatality Crashes		0	0	0	1	0
Total Fatalities		0	0	0	1	0
Bicycle Related Crashes		0	0	1	0	0
Pedestrian Related Crashes		0	0	1	0	0

Crashes by Manner of Collision (2015-2019)

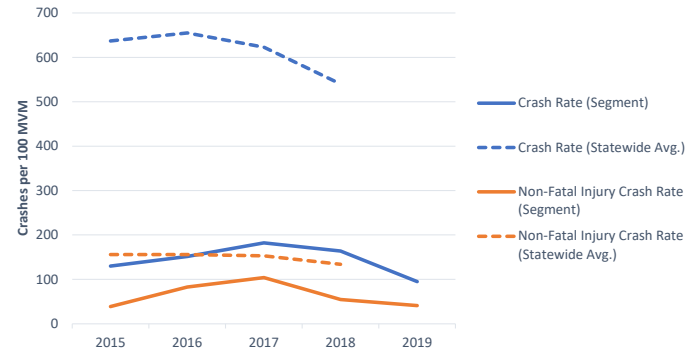


### Segment Crash Rates

Segment Length: 3.3 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	6,400	6,030	6,380	6,080	6,120
Crash Rate (Segment)	130	151	182	164	95
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	39	83	104	55	41
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	<b>13.65</b>	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

Segment vs. Statewide Average Crash Rates





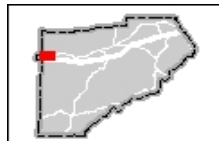
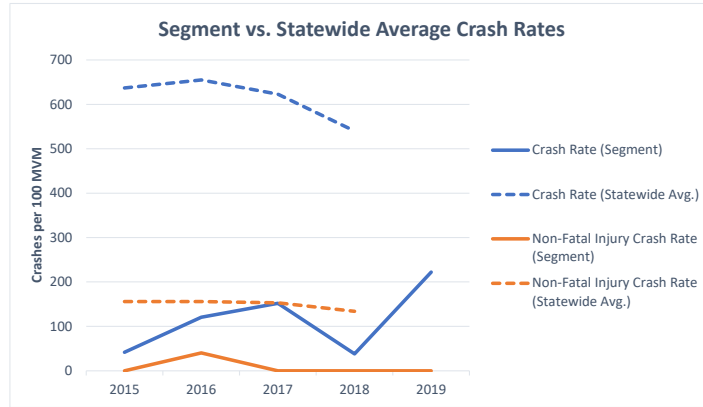
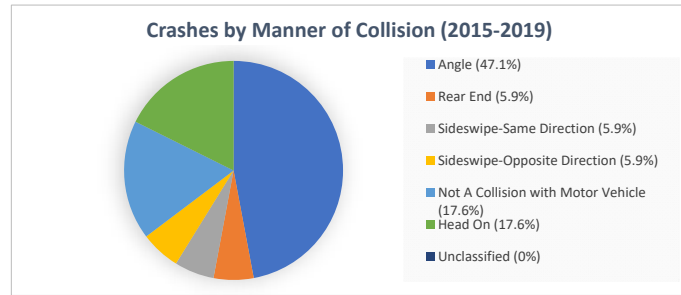
# US 78/Veterans Memorial Hwy from Tyson Rd to Mirror Lake Blvd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	1	3	1	2
	Rear End	0	0	0	0	1
	Sideswipe-Same Direction	0	0	0	0	1
	Sideswipe-Opposite Direction	0	0	0	0	1
	Not A Collision with Motor Vehicle	0	1	1	0	1
	Head On	0	1	0	0	2
	Unclassified	0	0	0	0	0
Total Crashes		1	3	4	1	8
Total Non-Fatal Injury Crashes		0	1	0	0	0
Total Injuries		0	1	0	0	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

## Segment Crash Rates

Segment Length: 1.1 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	6,000	6,200	6,560	6,550	8,970
Crash Rate (Segment)	42	121	152	38	222
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	0	40	0	0	0
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	



# US 78/Veterans Memorial Hwy from Mirror Lake Blvd to Carroll C/L

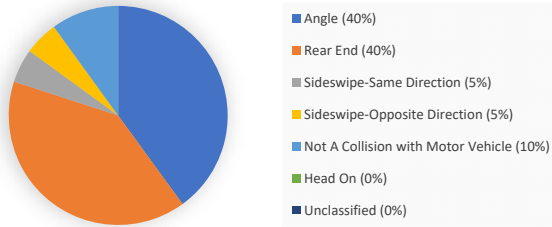
Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	2	2	1	1
	Rear End	1	2	3	1	1
	Sideswipe-Same Direction	1	0	0	0	0
	Sideswipe-Opposite Direction	1	0	0	0	0
	Not A Collision with Motor Vehicle	1	0	1	0	0
	Head On	0	0	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		6	4	6	2	2
Total Non-Fatal Injury Crashes		3	0	2	0	0
Total Injuries		3	0	3	0	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

## Segment Crash Rates

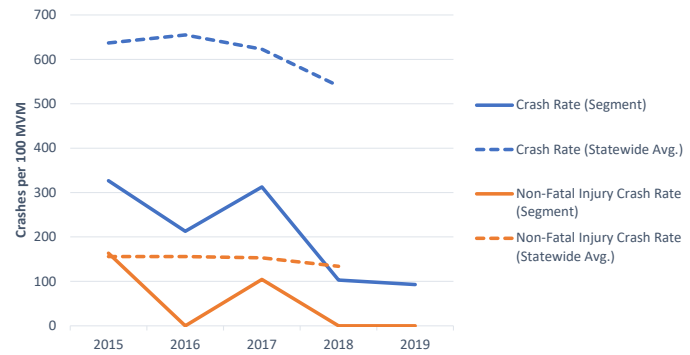
Segment Length: 0.7 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	7,190	7,360	7,510	7,620	8,430
Crash Rate (Segment)	327	213	313	103	93
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	163	0	104	0	0
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

Crashes by Manner of Collision (2015-2019)



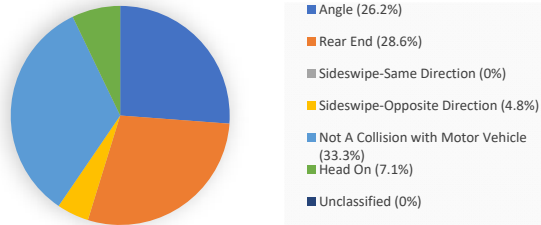
Segment vs. Statewide Average Crash Rates



## SR 61/Dallas Hwy from Carroll C/L to Paulding C/L

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	2	2	4	1
	Rear End	2	5	2	0	3
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	2	0	0
	Not A Collision with Motor Vehicle	3	4	4	0	3
	Head On	0	0	0	2	1
	Unclassified	0	0	0	0	0
Total Crashes		7	11	10	6	8
Total Non-Fatal Injury Crashes		1	7	4	4	4
Total Injuries		1	11	6	8	7
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

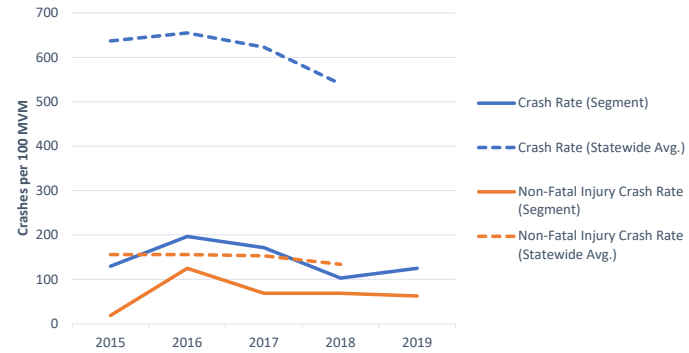


### Segment Crash Rates

Segment Length: 1.3 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	11,400	11,800	12,300	12,300	13,500
Crash Rate (Segment)	129	196	171	103	125
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	18	125	69	69	62
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

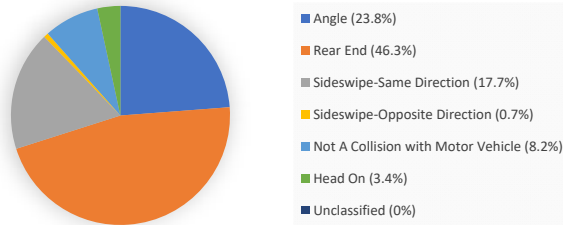
Segment vs. Statewide Average Crash Rates



## Campbellton St from I-20 to Selman Ave

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	6	8	8	5	8
	Rear End	20	12	10	19	7
	Sideswipe-Same Direction	7	5	6	2	6
	Sideswipe-Opposite Direction	0	0	0	0	1
	Not A Collision with Motor Vehicle	6	1	1	1	3
	Head On	0	0	1	3	1
	Unclassified	0	0	0	0	0
Total Crashes		39	26	26	30	26
Total Non-Fatal Injury Crashes		2	3	8	7	3
Total Injuries		5	4	10	12	3
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

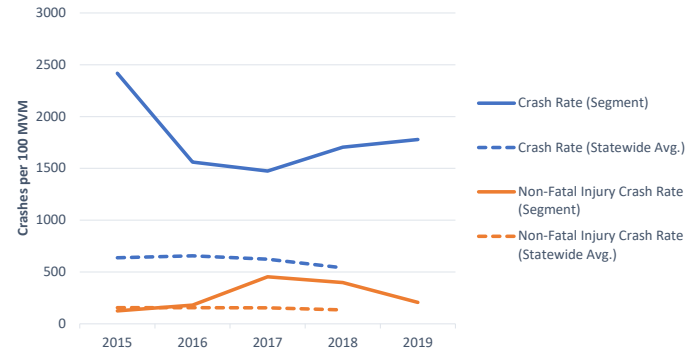


### Segment Crash Rates

Segment Length: 0.9 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	4,910	5,070	5,370	5,360	4,450
Crash Rate (Segment)	2418	1561	1474	1704	1779
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	124	180	454	398	205
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

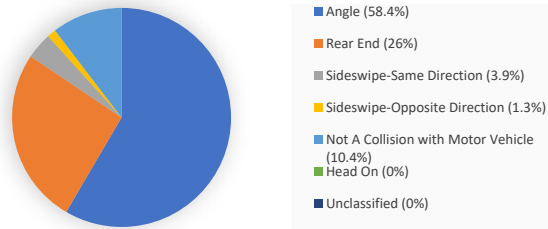
Segment vs. Statewide Average Crash Rates



## Campbellton St from Selman Ave to US 78/Veterans Memorial Hwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	5	6	11	12	11
	Rear End	2	1	2	3	12
	Sideswipe-Same Direction	2	0	0	1	0
	Sideswipe-Opposite Direction	1	0	0	0	0
	Not A Collision with Motor Vehicle	1	1	1	3	2
	Head On	0	0	0	0	0
	Unclassified	0	0	0	0	0
Total Crashes		11	8	14	19	25
Total Non-Fatal Injury Crashes		3	3	4	3	6
Total Injuries		4	3	4	4	13
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

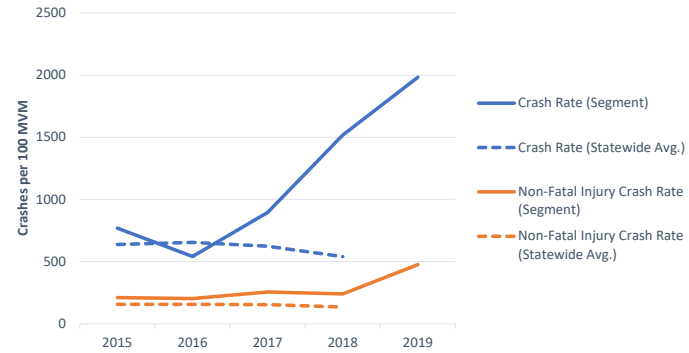


### Segment Crash Rates

Segment Length: 0.5 miles & Functional Classification: Minor Arterial, Urbanized

Year	2015	2016	2017	2018	2019
AADT	7,840	8,100	8,570	6,860	6,910
Crash Rate (Segment)	769	541	895	1518	1982
Crash Rate (Statewide Avg.)	637	655	623	540	
Non-Fatal Injury Crash Rate (Segment)	210	203	256	240	476
Non-Fatal Injury Crash Rate (Statewide Avg.)	156	156	153	134	
Fatal Crash Rate (Segment)	0.00	0.00	0.00	0.00	0.00
Fatal Crash Rate (Statewide Avg.)	1.68	1.53	1.35	1.34	

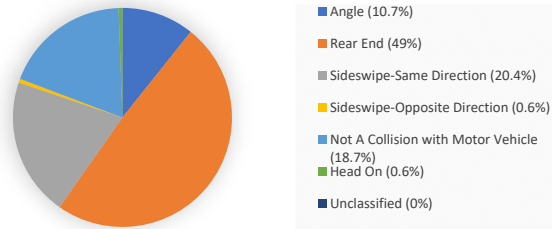
Segment vs. Statewide Average Crash Rates



## I-20 from Lee Road to SR 92/Fairburn Road

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	13	15	23	22	20
	Rear End	78	76	72	92	107
	Sideswipe-Same Direction	28	26	39	47	37
	Sideswipe-Opposite Direction	0	1	1	1	2
	Not A Collision with Motor Vehicle	50	32	27	31	22
	Head On	3	1	1	0	0
	Unclassified	0	0	0	0	0
Total Crashes		172	151	163	193	188
Total Non-Fatal Injury Crashes		44	37	45	44	52
Total Injuries		58	48	68	64	76
Total Fatality Crashes		2	3	0	2	0
Total Fatalities		2	3	0	2	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

Crashes by Manner of Collision (2015-2019)

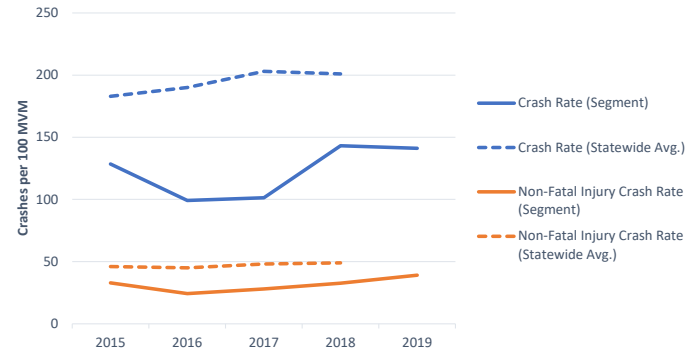


## Segment Crash Rates

Segment Length: 3.9 miles & Functional Classification: Interstate, Urbanized

Year	2015	2016	2017	2018	2019
AADT	94,000	107,000	113,000	94,700	93,600
Crash Rate (Segment)	129	99	101	143	141
Crash Rate (Statewide Avg.)	183	190	203	201	
Non-Fatal Injury Crash Rate (Segment)	33	24	28	33	39
Non-Fatal Injury Crash Rate (Statewide Avg.)	46	45	48	49	
Fatal Crash Rate (Segment)	1.49	1.97	0.00	1.48	0.00
Fatal Crash Rate (Statewide Avg.)	0.48	0.50	0.56	0.61	

Segment vs. Statewide Average Crash Rates

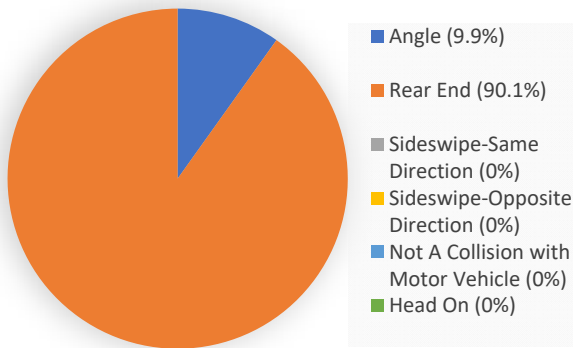


# **Intersection Profiles**

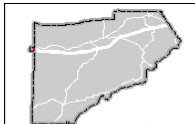
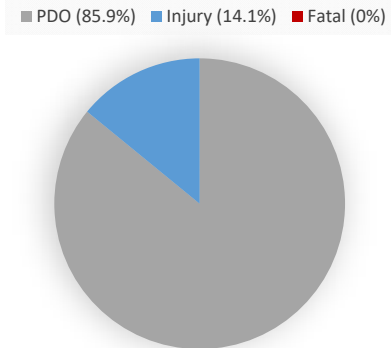
# I-20 WB Ramps at Liberty Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	0	2	1	1
	Rear End	12	6	21	16	9
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	0	0	0	0
Total Crashes		15	6	23	17	10
Total Non-Fatal Injury Crashes		3	2	4	1	0
Total Injuries		3	2	5	2	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

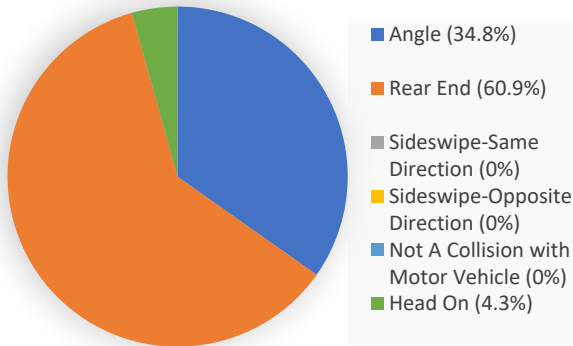




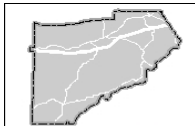
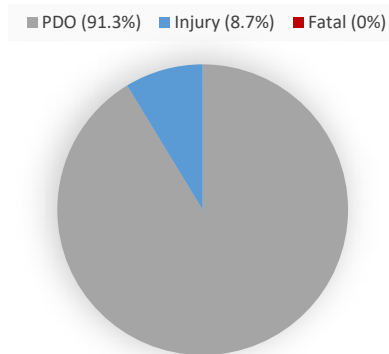
# I-20 EB Ramps at Liberty Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	1	4	2	1
	Rear End	4	1	5	1	3
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	1	0	0	0
Total Crashes		4	3	9	3	4
Total Non-Fatal Injury Crashes		0	0	2	0	0
Total Injuries		0	0	2	0	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

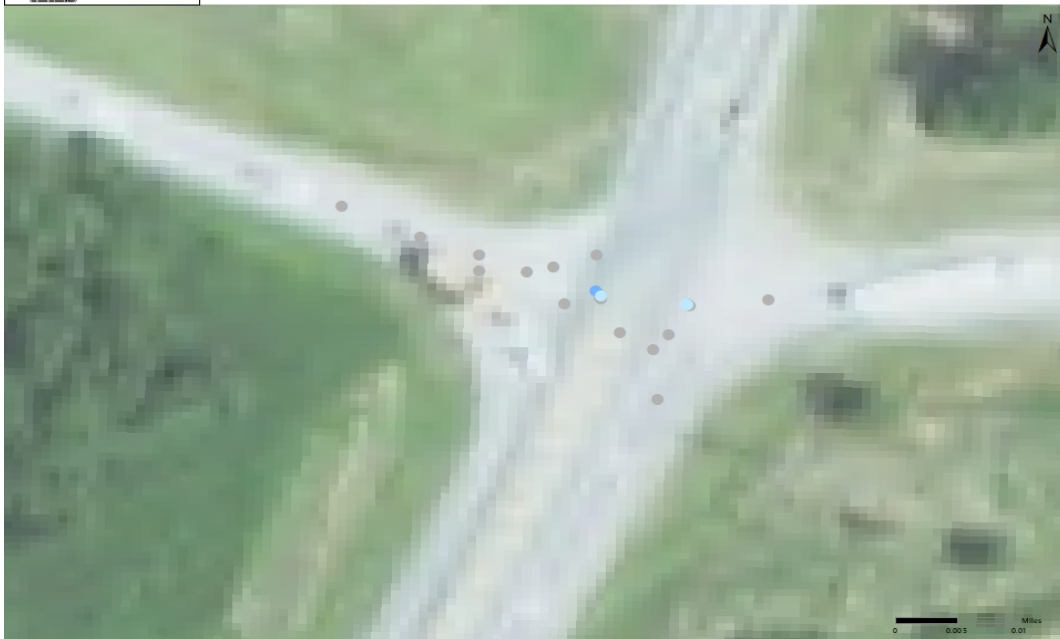
**Crashes by Manner of Collision**



**Crash Severity**



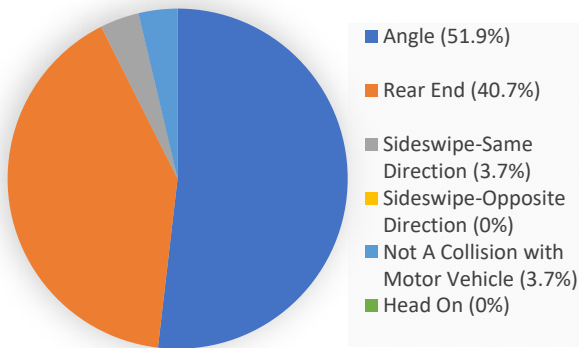
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



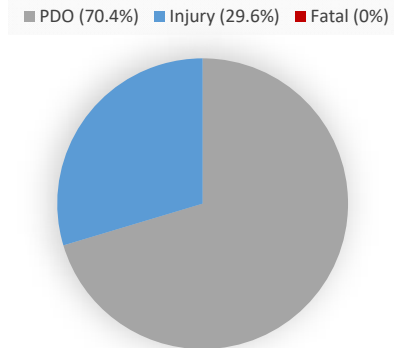
# I-20 EB Ramps at Post Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	4	1	2	3
	Rear End	1	3	5	1	1
	Sideswipe-Same Direction	0	0	1	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	1	0
	Head On	0	0	0	0	0
Total Crashes		5	7	7	4	4
Total Non-Fatal Injury Crashes		1	3	2	2	0
Total Injuries		1	3	3	3	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

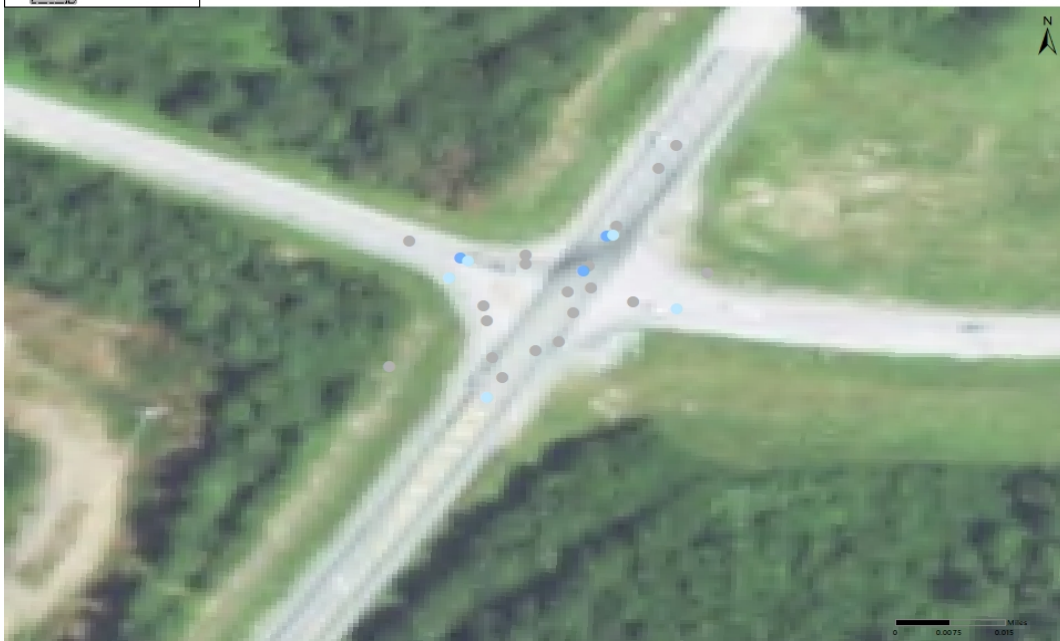
**Crashes by Manner of Collision**



**Crash Severity**



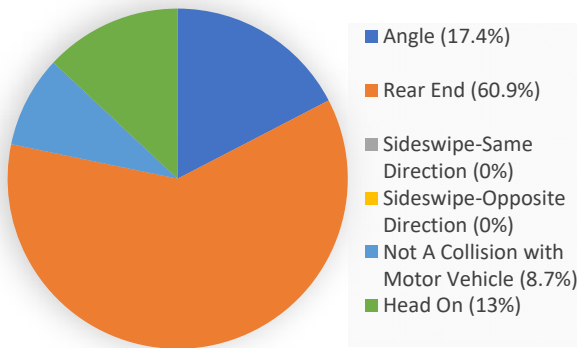
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



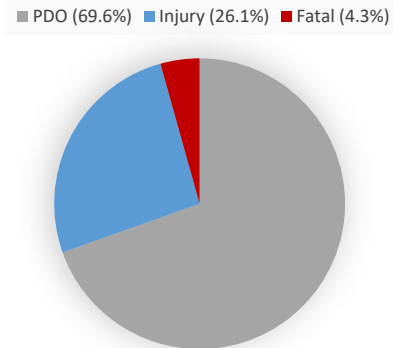
# I-20 WB Ramps at Post Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	0	0	2	2
	Rear End	2	3	2	5	2
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	1	0	1	0
	Head On	0	1	0	1	1
Total Crashes		2	5	2	9	5
Total Non-Fatal Injury Crashes		1	1	0	2	2
Total Injuries		1	2	0	2	3
Total Fatality Crashes		0	0	1	0	0
Total Fatalities		0	0	1	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



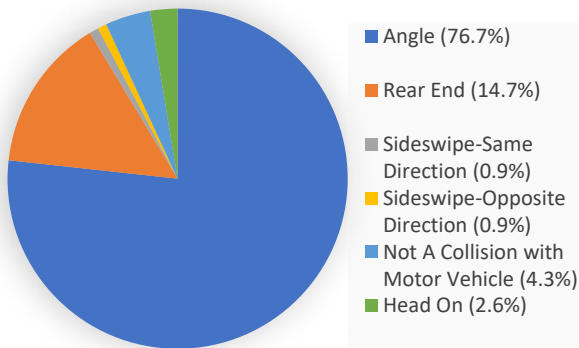
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



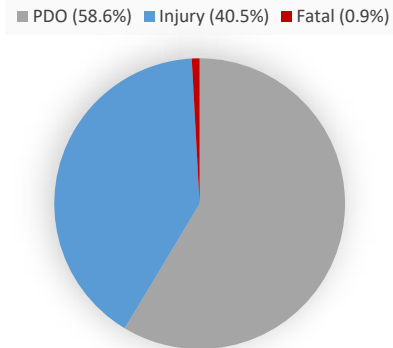
# SR 8/Veteran's Memorial Hwy at Mann Rd/Mason Cr

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	24	37	5	19	4
	Rear End	3	3	3	5	3
	Sideswipe-Same Direction	0	0	0	1	0
	Sideswipe-Opposite Direction	0	0	0	1	0
	Not A Collision with Motor Vehicle	1	3	1	0	0
	Head On	1	1	0	1	0
Total Crashes		29	44	9	27	7
Total Non-Fatal Injury Crashes		16	17	4	9	1
Total Injuries		37	39	7	16	2
Total Fatality Crashes		0	1	0	0	0
Total Fatalities		0	1	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



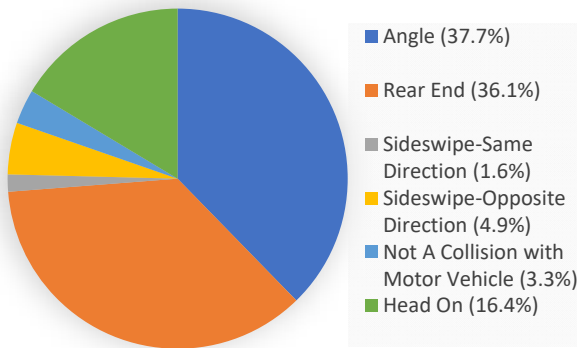
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



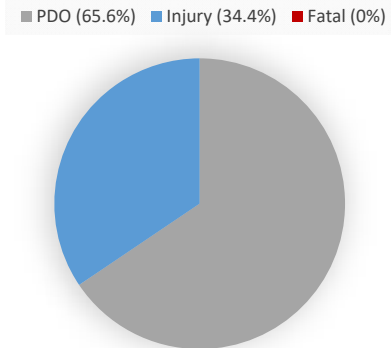
# Bright Star Rd at Douglas Blvd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	4	7	9	2
	Rear End	6	2	6	3	5
	Sideswipe-Same Direction	0	0	1	0	0
	Sideswipe-Opposite Direction	0	0	0	1	2
	Not A Collision with Motor Vehicle	1	1	0	0	0
	Head On	5	1	1	2	1
Total Crashes		13	8	15	15	10
Total Non-Fatal Injury Crashes		4	4	4	6	3
Total Injuries		5	5	6	7	4
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

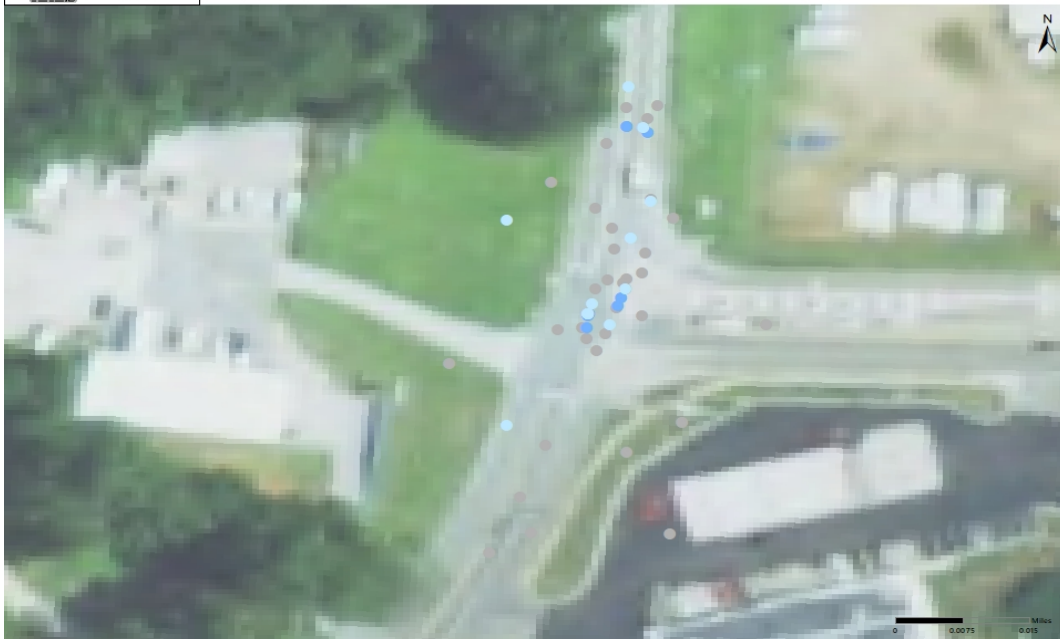
**Crashes by Manner of Collision**



**Crash Severity**



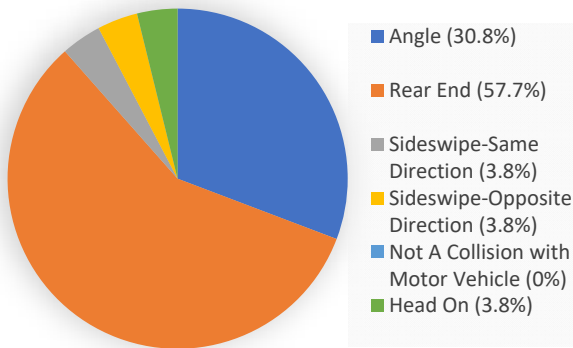
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



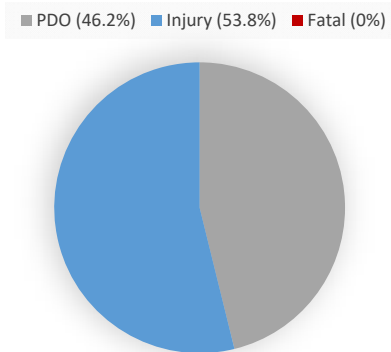
# Bright Star Rd at John West Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	4	2	1	1
	Rear End	3	3	5	2	2
	Sideswipe-Same Direction	0	0	0	1	0
	Sideswipe-Opposite Direction	0	0	1	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	0	0	0	1
Total Crashes		3	7	8	4	4
Total Non-Fatal Injury Crashes		0	4	6	3	1
Total Injuries		0	10	9	6	1
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

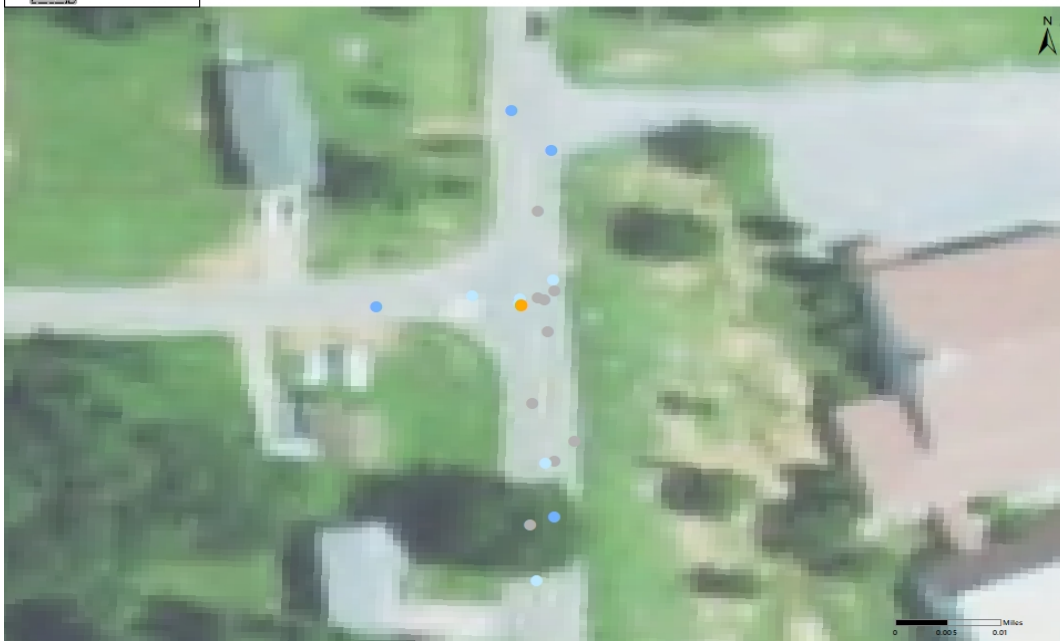
**Crashes by Manner of Collision**



**Crash Severity**



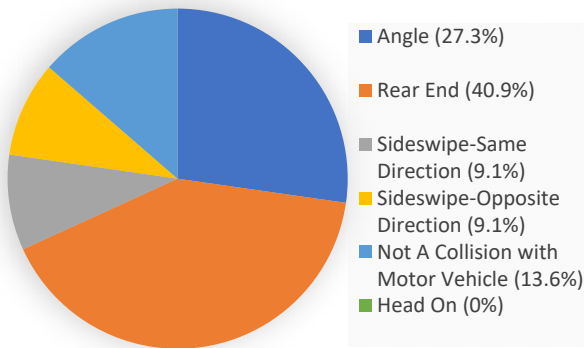
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



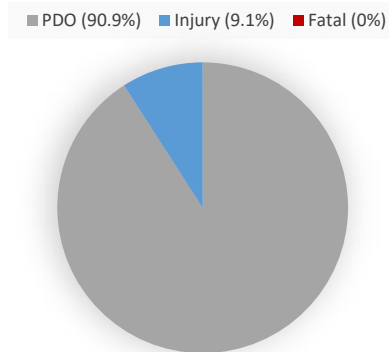
# Hwy 166 at Post Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	2	1	1	2
	Rear End	1	1	2	3	2
	Sideswipe-Same Direction	0	0	0	1	1
	Sideswipe-Opposite Direction	0	0	0	1	1
	Not A Collision with Motor Vehicle	0	0	1	2	0
	Head On	0	0	0	0	0
Total Crashes		1	3	4	8	6
Total Non-Fatal Injury Crashes		0	1	0	1	0
Total Injuries		0	3	0	1	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



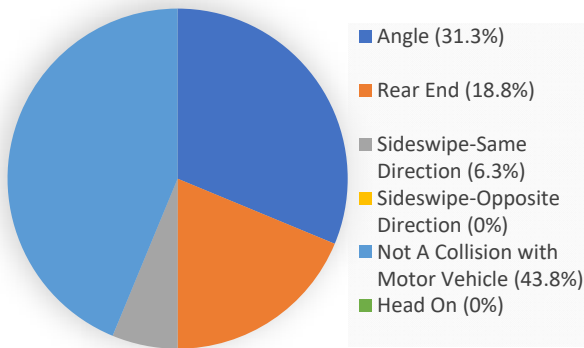
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



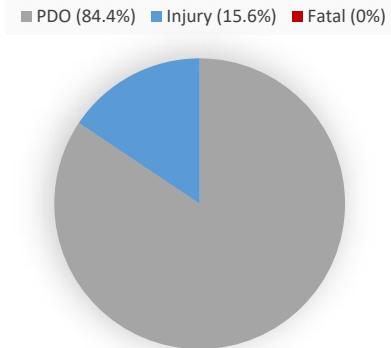
# Hwy 166 at Bill Arp Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	2	0	1	4
	Rear End	2	1	1	1	1
	Sideswipe-Same Direction	0	0	1	1	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	7	2	3	2
	Head On	0	0	0	0	0
Total Crashes		5	10	4	6	7
Total Non-Fatal Injury Crashes		1	3	1	0	0
Total Injuries		1	4	1	0	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

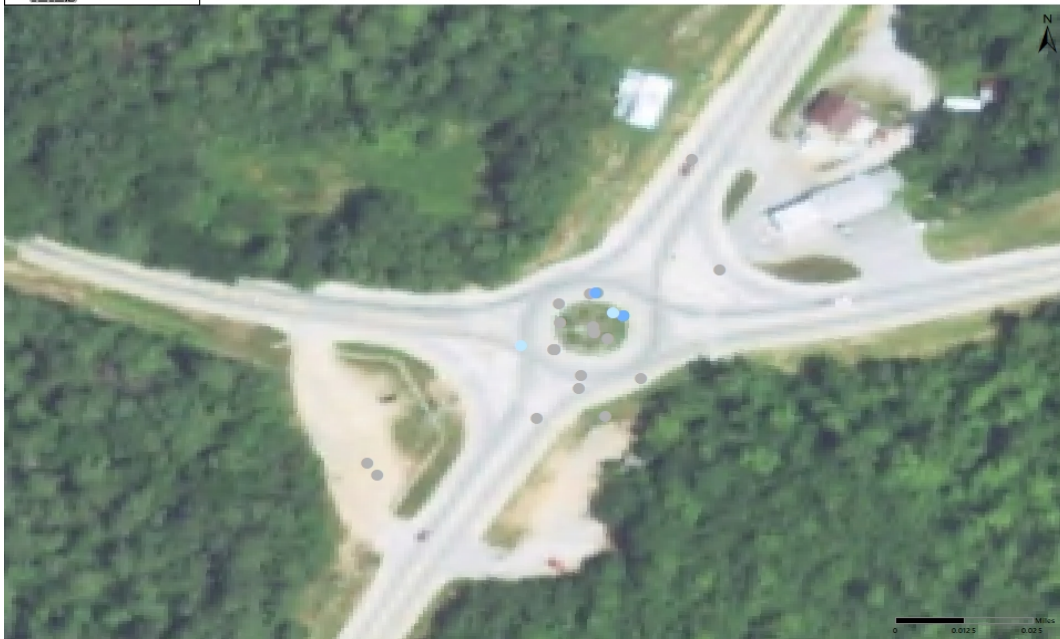
**Crashes by Manner of Collision**



**Crash Severity**



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

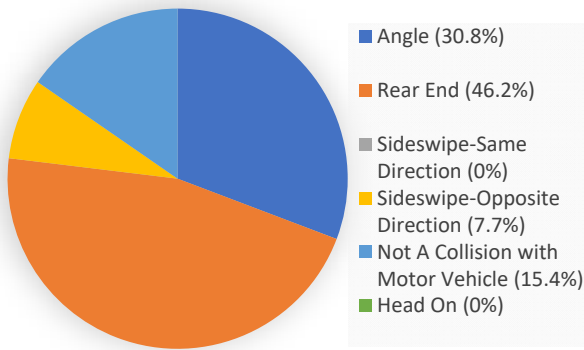




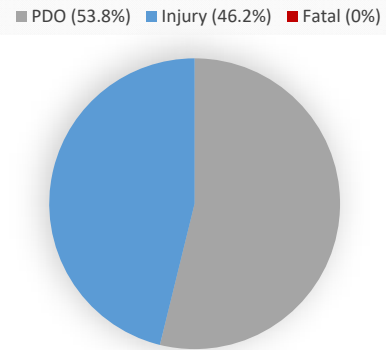
# Hwy 166 at Capps Ferry Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	1	0	2	0
	Rear End	0	1	3	2	0
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	1	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	1	1	0
	Head On	0	0	0	0	0
Total Crashes		2	2	4	5	0
Total Non-Fatal Injury Crashes		1	1	1	3	0
Total Injuries		1	3	2	3	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

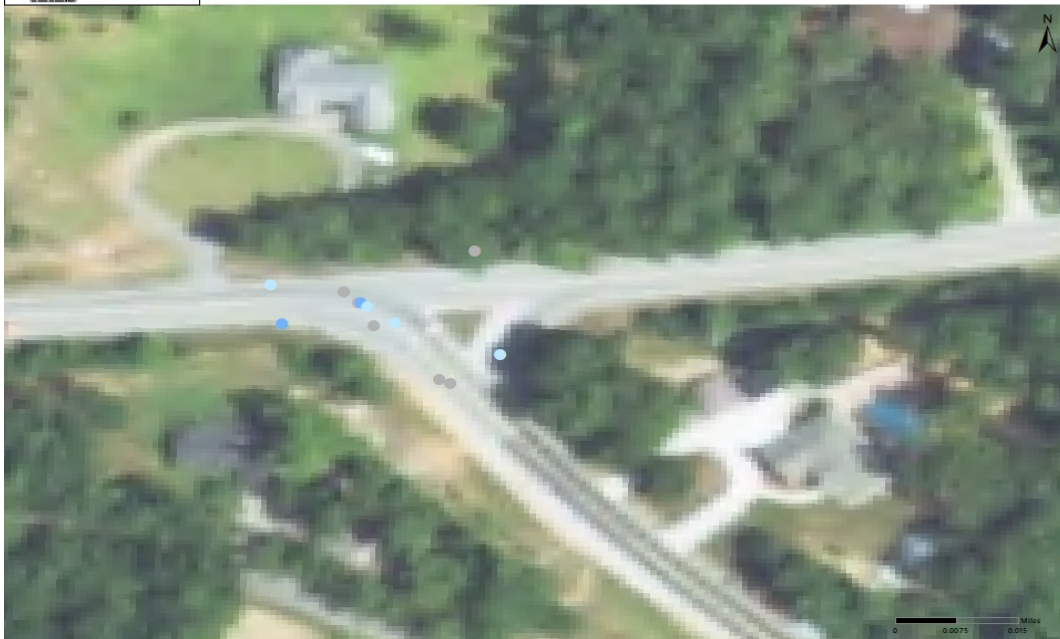
**Crashes by Manner of Collision**



**Crash Severity**



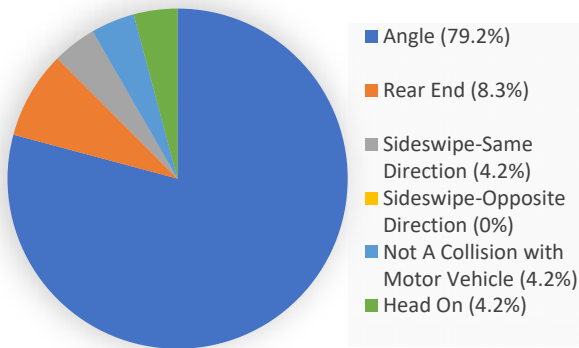
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



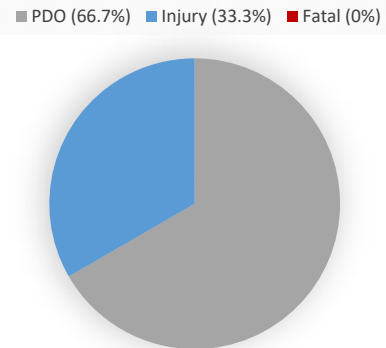
# Post Rd at Banks Mill Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	5	3	2	5	4
	Rear End	0	0	0	0	2
	Sideswipe-Same Direction	0	0	1	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	1
	Head On	0	0	0	1	0
Total Crashes		5	3	3	6	7
Total Non-Fatal Injury Crashes		1	2	1	2	2
Total Injuries		2	3	1	2	3
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

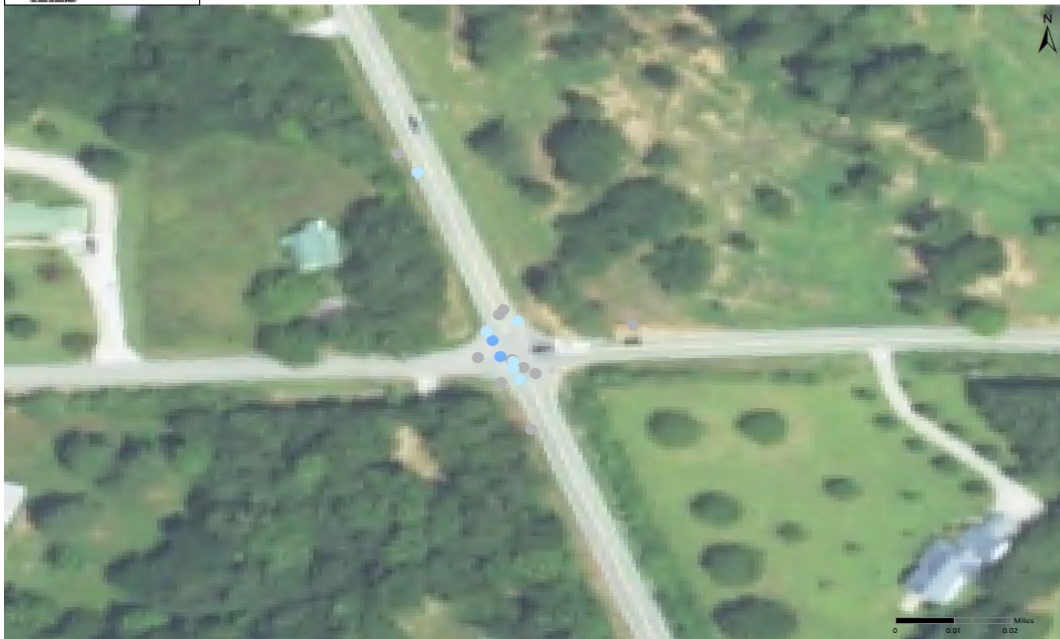
**Crashes by Manner of Collision**



**Crash Severity**



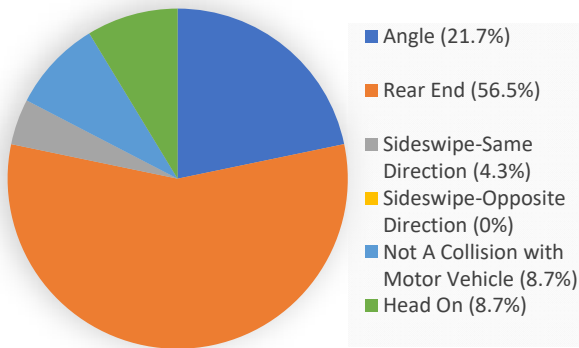
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



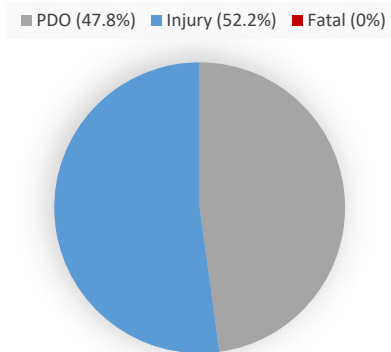
# Bill Arp Rd at Big A Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	0	1	2	2
	Rear End	2	2	4	2	3
	Sideswipe-Same Direction	0	1	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	2	0	0
	Head On	0	0	0	1	1
Total Crashes		2	3	7	5	6
Total Non-Fatal Injury Crashes		1	0	4	3	4
Total Injuries		1	0	5	4	6
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

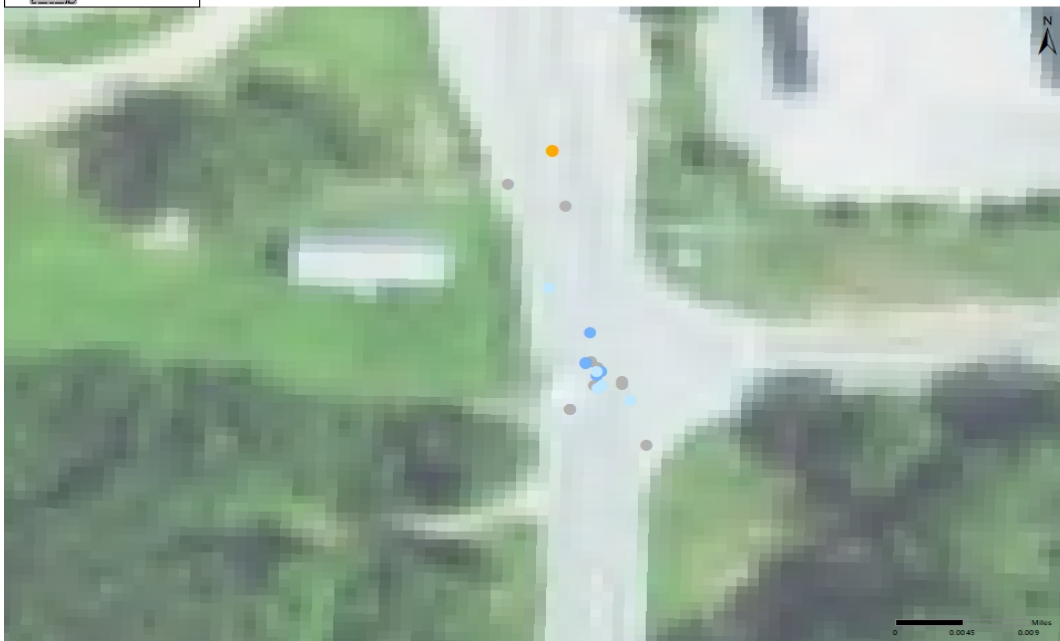
**Crashes by Manner of Collision**



**Crash Severity**



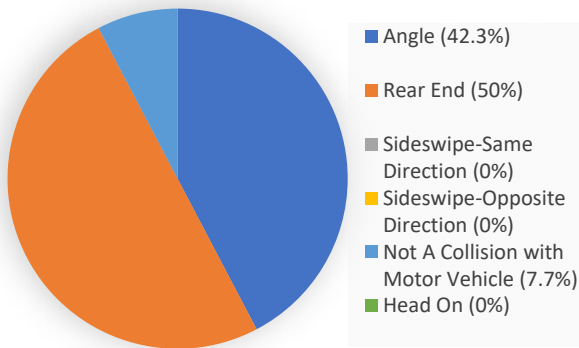
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



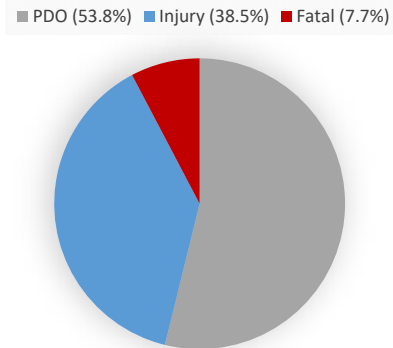
# Bill Arp Rd at Banks Mill Rd/Pool Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	1	4	2	4
	Rear End	2	3	2	3	3
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	1	0	1	0
	Head On	0	0	0	0	0
Total Crashes		2	5	6	6	7
Total Non-Fatal Injury Crashes		2	2	1	1	4
Total Injuries		2	2	1	1	8
Total Fatality Crashes		0	1	1	0	0
Total Fatalities		0	1	1	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

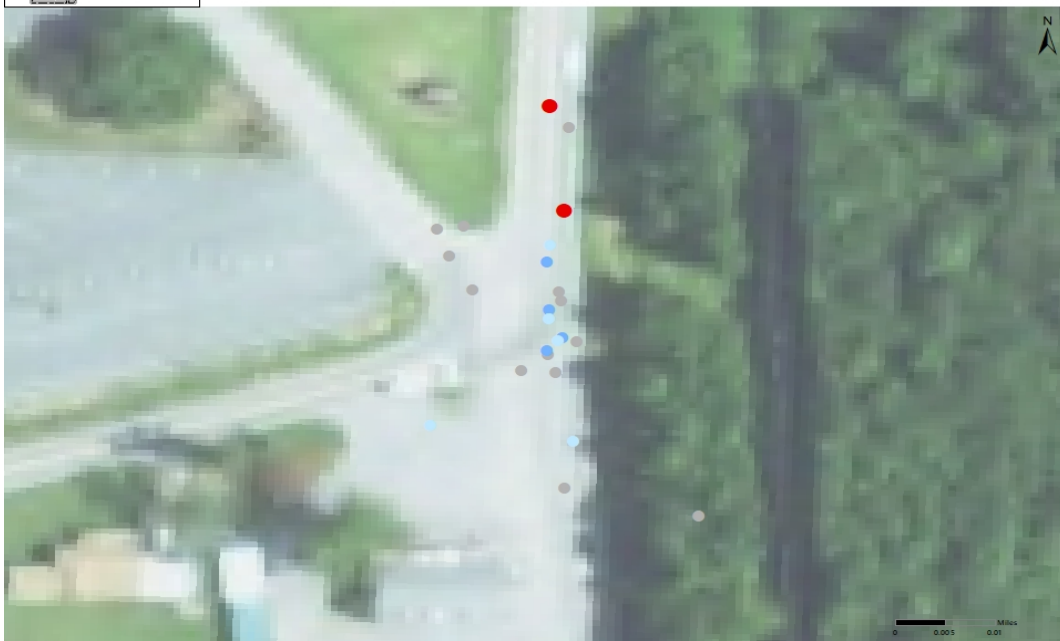
**Crashes by Manner of Collision**



**Crash Severity**



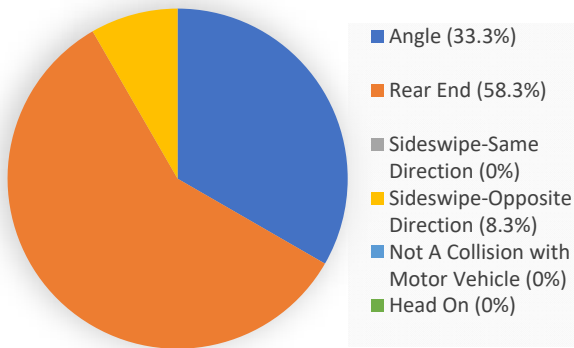
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



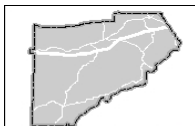
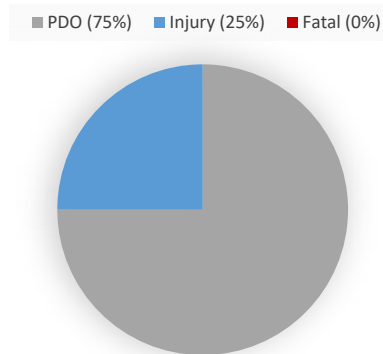
# Bill Arp Rd at Borsett Shoals Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	0	1	1	1
	Rear End	0	2	1	1	3
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	1	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	0	0	0	0
Total Crashes		1	3	2	2	4
Total Non-Fatal Injury Crashes		1	1	1	0	0
Total Injuries		1	3	1	0	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

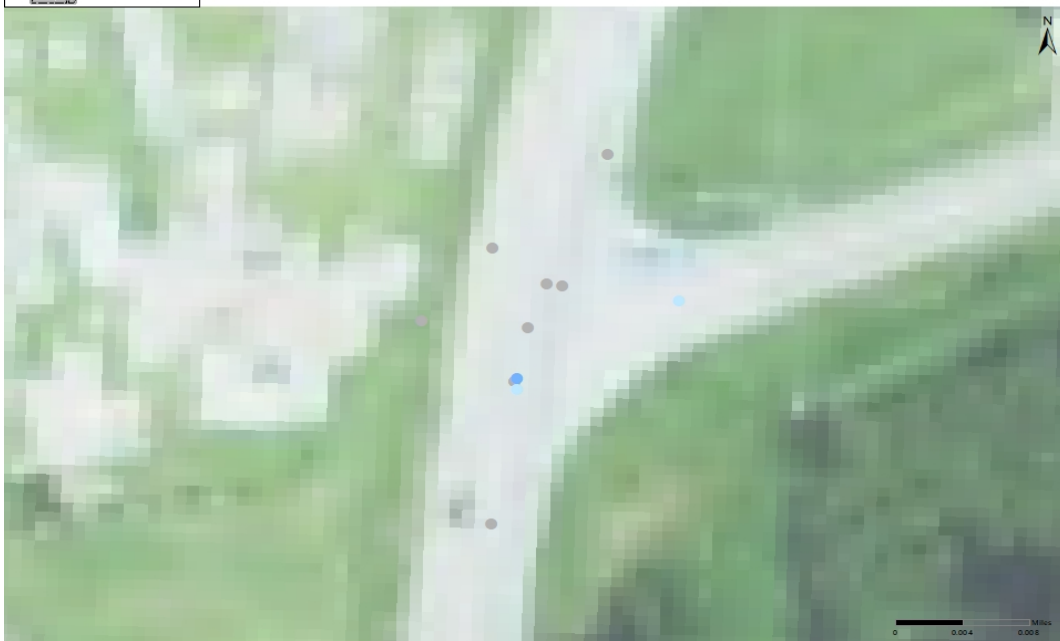
**Crashes by Manner of Collision**



**Crash Severity**



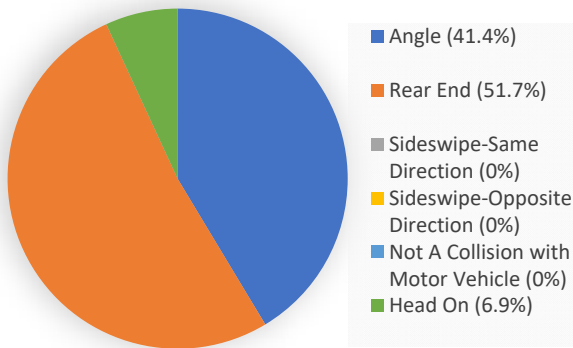
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



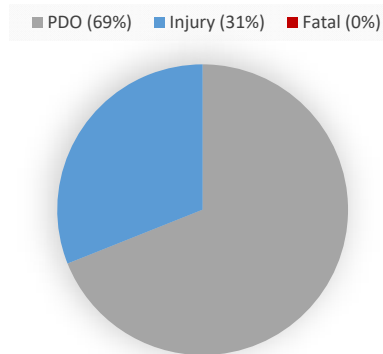
# Bill Arp Rd at Mason Creek Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	1	2	3	4
	Rear End	3	4	5	2	1
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	1	0	0	1
Total Crashes		5	6	7	5	6
Total Non-Fatal Injury Crashes		1	3	2	1	2
Total Injuries		1	4	2	2	3
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

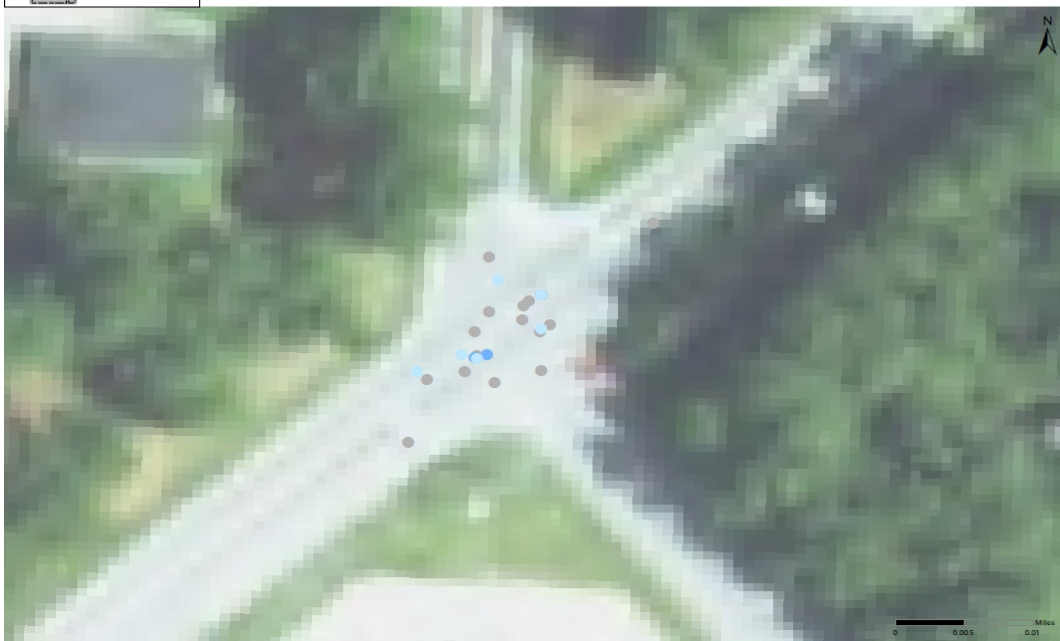
**Crashes by Manner of Collision**



**Crash Severity**



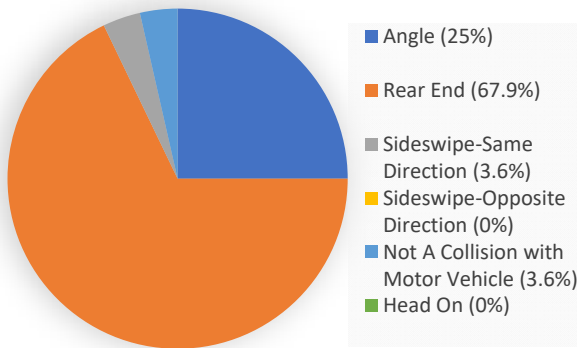
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



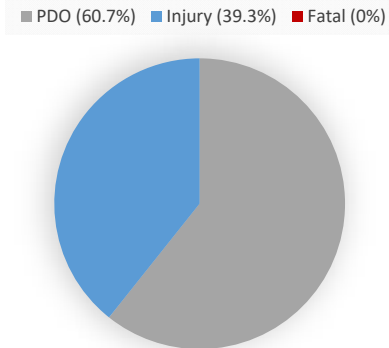
# Bill Arp Rd at Alexander Pkwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	1	2	2	1
	Rear End	2	3	8	2	4
	Sideswipe-Same Direction	0	0	0	1	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	0	0	0	0
	Head On	0	0	0	0	0
Total Crashes		4	4	10	5	5
Total Non-Fatal Injury Crashes		2	1	3	3	2
Total Injuries		2	3	6	3	2
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



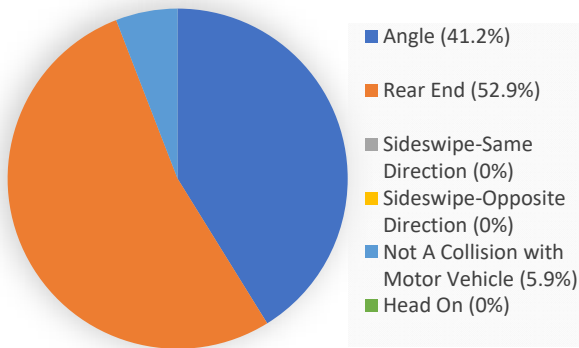
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



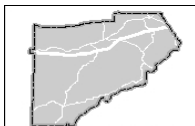
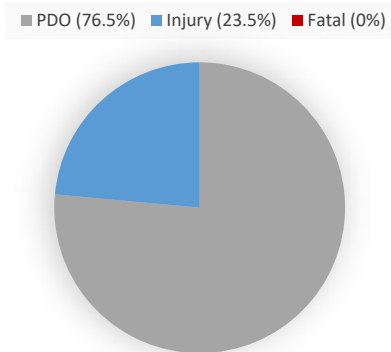
# Bill Arp Rd at Bright Star Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	1	2	0	2
	Rear End	2	3	2	1	1
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	1	0
	Head On	0	0	0	0	0
Total Crashes		4	4	4	2	3
Total Non-Fatal Injury Crashes		1	2	0	0	1
Total Injuries		1	8	0	0	1
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

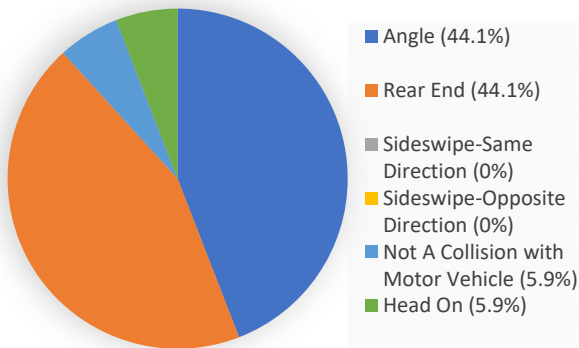




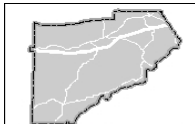
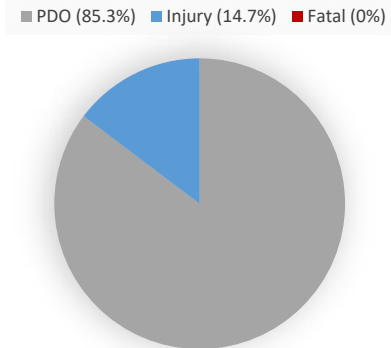
# Bill Arp Rd at Kings Hwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	1	4	4	5
	Rear End	2	4	4	1	4
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	0	0	0	1
	Head On	0	0	0	2	0
Total Crashes		4	5	8	7	10
Total Non-Fatal Injury Crashes		0	1	1	2	1
Total Injuries		0	3	1	5	1
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

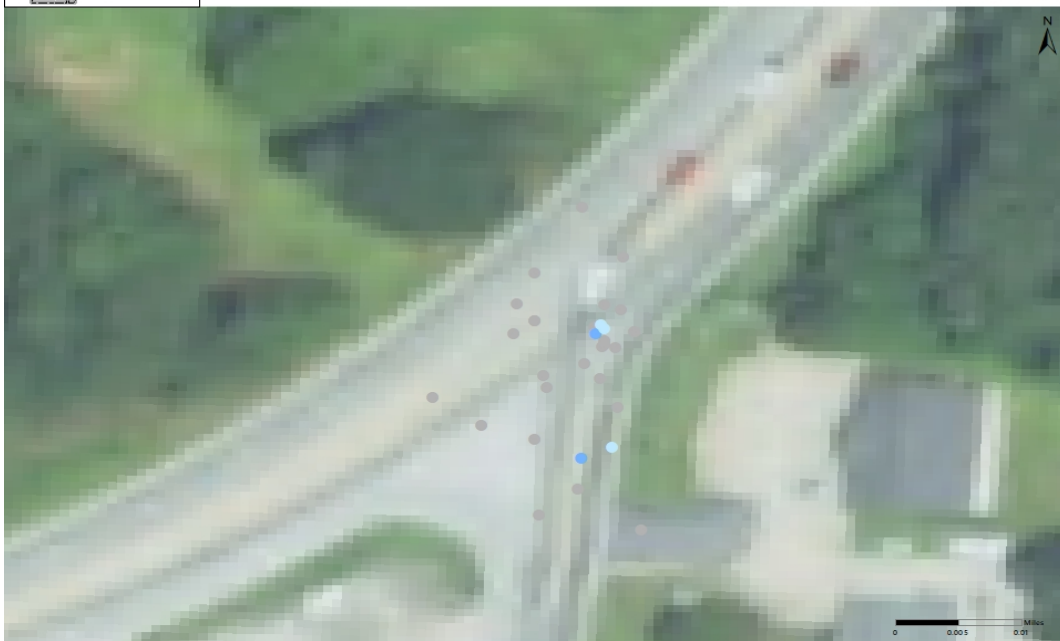
**Crashes by Manner of Collision**



**Crash Severity**



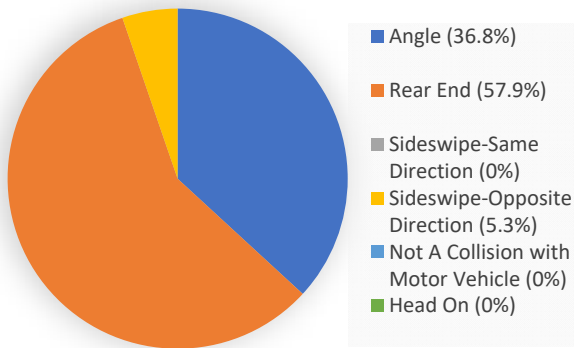
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



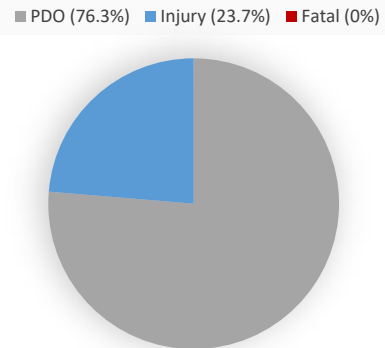
# Kings Hwy at Central Church Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	3	6	2	2
	Rear End	3	4	6	4	5
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	1	1	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	0	0	0	0
Total Crashes		4	7	13	7	7
Total Non-Fatal Injury Crashes		0	2	5	0	2
Total Injuries		0	2	6	0	2
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



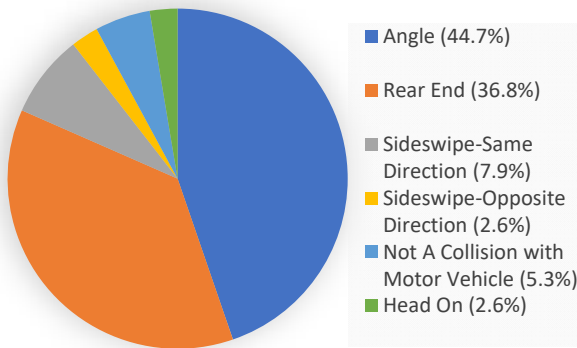
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



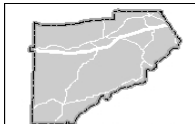
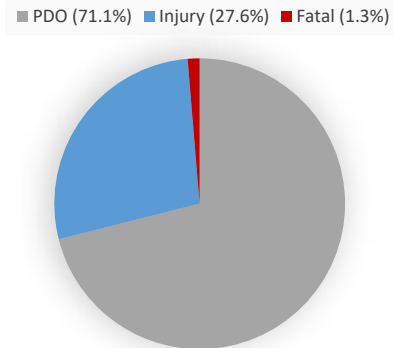
# Bill Arp Rd at Wenona St

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	3	8	10	11
	Rear End	8	7	4	4	5
	Sideswipe-Same Direction	0	2	1	2	1
	Sideswipe-Opposite Direction	0	0	0	1	1
	Not A Collision with Motor Vehicle	1	1	0	2	0
	Head On	1	0	1	0	0
Total Crashes		12	13	14	19	18
Total Non-Fatal Injury Crashes		3	2	5	5	6
Total Injuries		5	3	10	7	12
Total Fatality Crashes		0	0	0	0	1
Total Fatalities		0	0	0	0	1
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

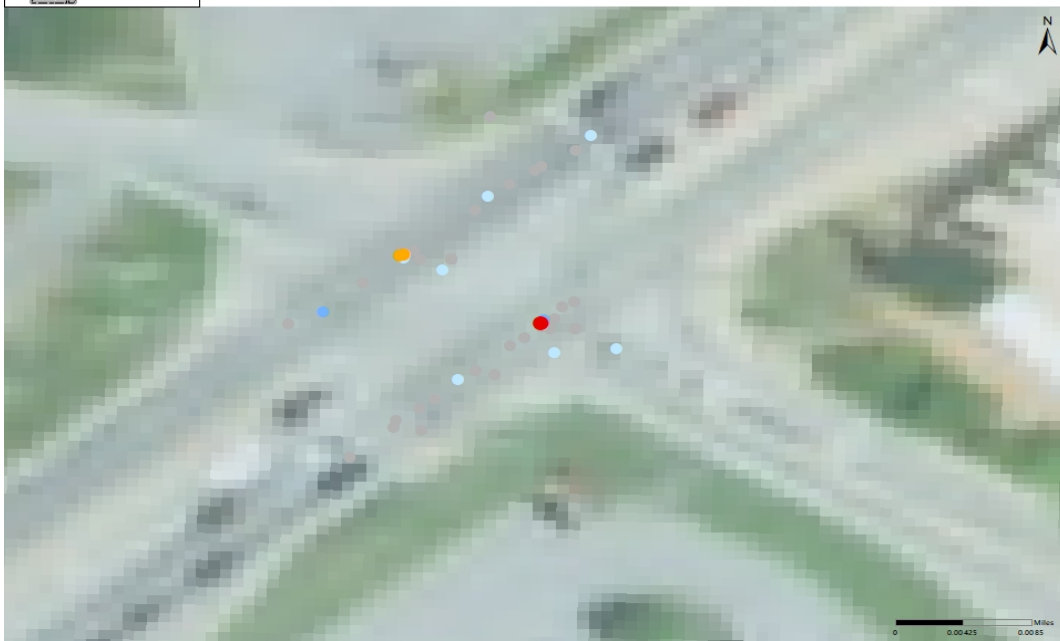
**Crashes by Manner of Collision**



**Crash Severity**



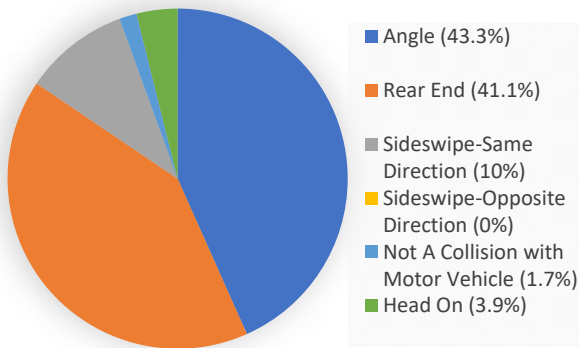
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



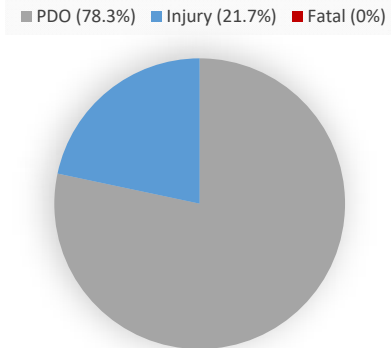
# Bill Arp Rd at Stewart Pkwy/W. Stewart Mill Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	6	11	18	19	24
	Rear End	7	11	23	17	16
	Sideswipe-Same Direction	4	1	4	1	8
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	0	0	1	1
	Head On	3	1	2	1	0
Total Crashes		21	24	47	39	49
Total Non-Fatal Injury Crashes		3	5	11	6	14
Total Injuries		3	6	19	9	19
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	1	0

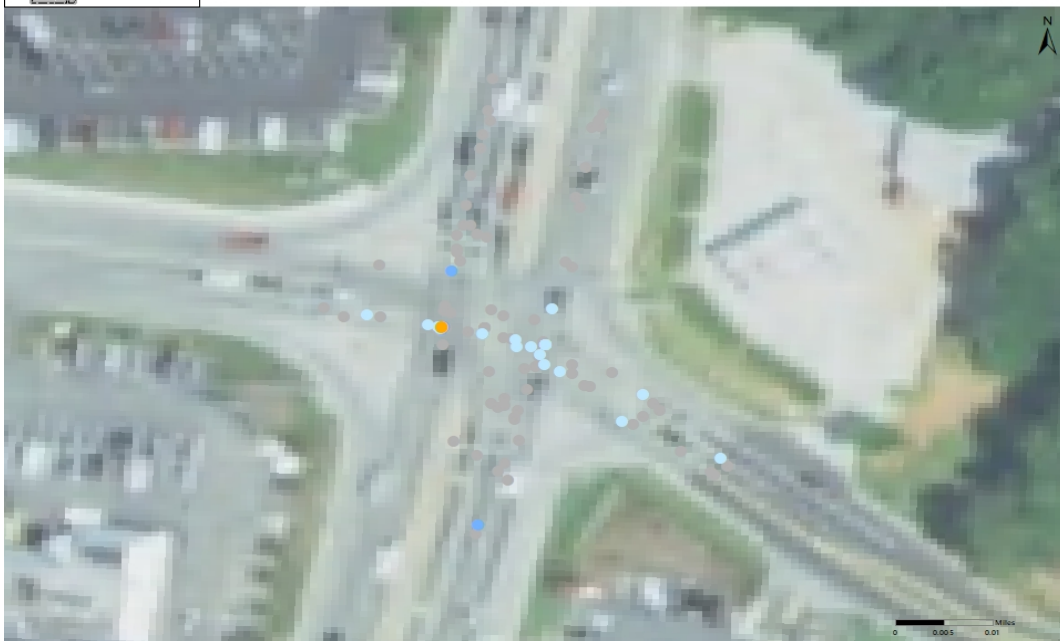
**Crashes by Manner of Collision**



**Crash Severity**



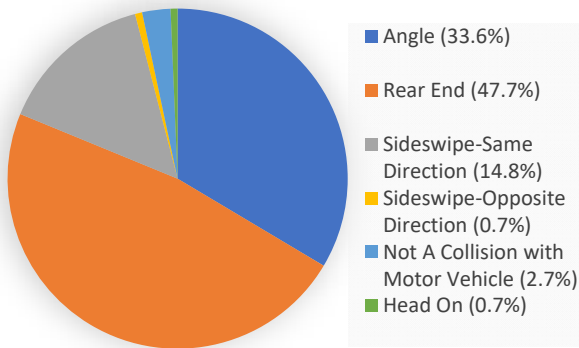
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



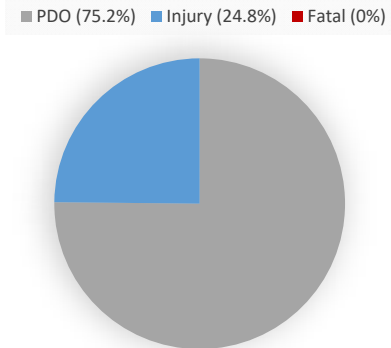
# Bill Arp Rd at Arbor Pkwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	6	10	22	11
	Rear End	13	9	12	19	18
	Sideswipe-Same Direction	5	4	2	7	4
	Sideswipe-Opposite Direction	1	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	3	1
	Head On	0	0	0	0	1
Total Crashes		20	19	24	51	35
Total Non-Fatal Injury Crashes		4	5	6	15	7
Total Injuries		13	5	13	20	15
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	1	0
Pedestrian Related Crashes		0	0	0	0	0

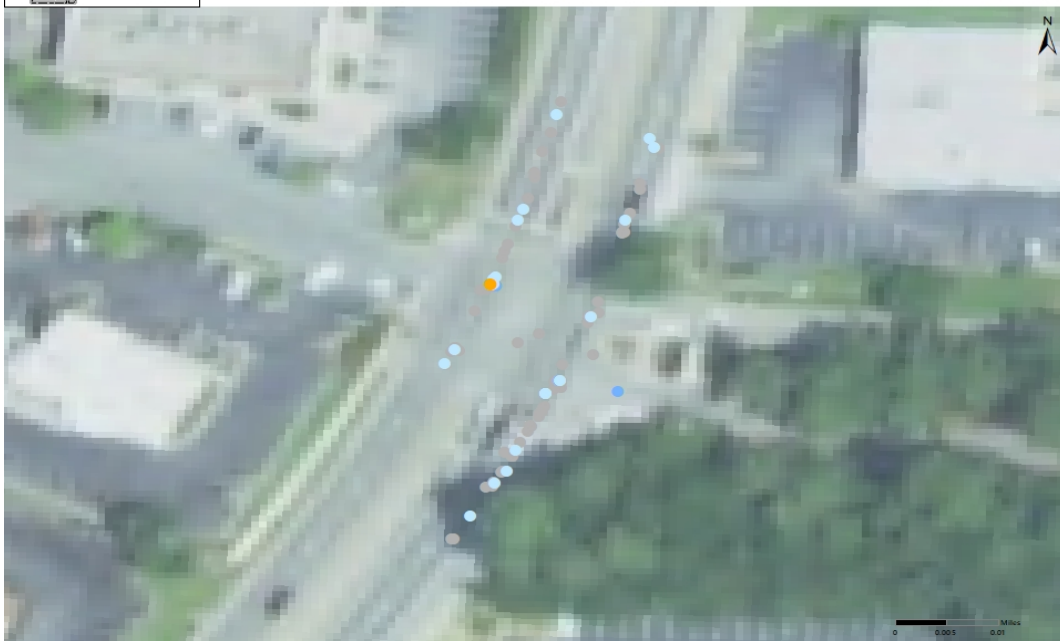
**Crashes by Manner of Collision**



**Crash Severity**



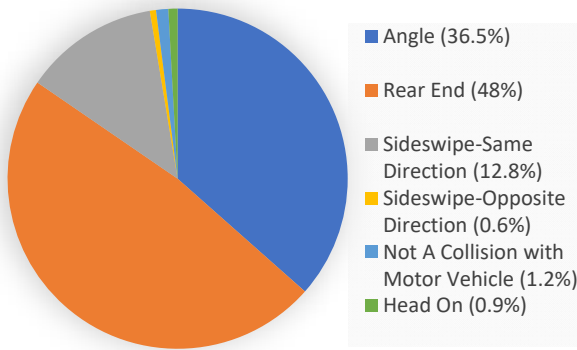
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



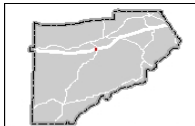
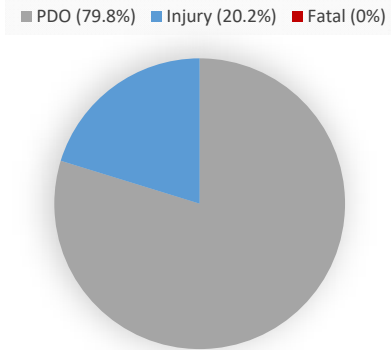
# I-20 EB Ramps at Bill Arp Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	20	30	50	66	85
	Rear End	66	55	68	78	63
	Sideswipe-Same Direction	15	16	16	16	25
	Sideswipe-Opposite Direction	0	2	1	1	0
	Not A Collision with Motor Vehicle	0	3	0	2	3
	Head On	2	2	0	1	1
Total Crashes		103	108	135	164	177
Total Non-Fatal Injury Crashes		20	17	30	35	37
Total Injuries		40	20	40	47	53
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	1	0

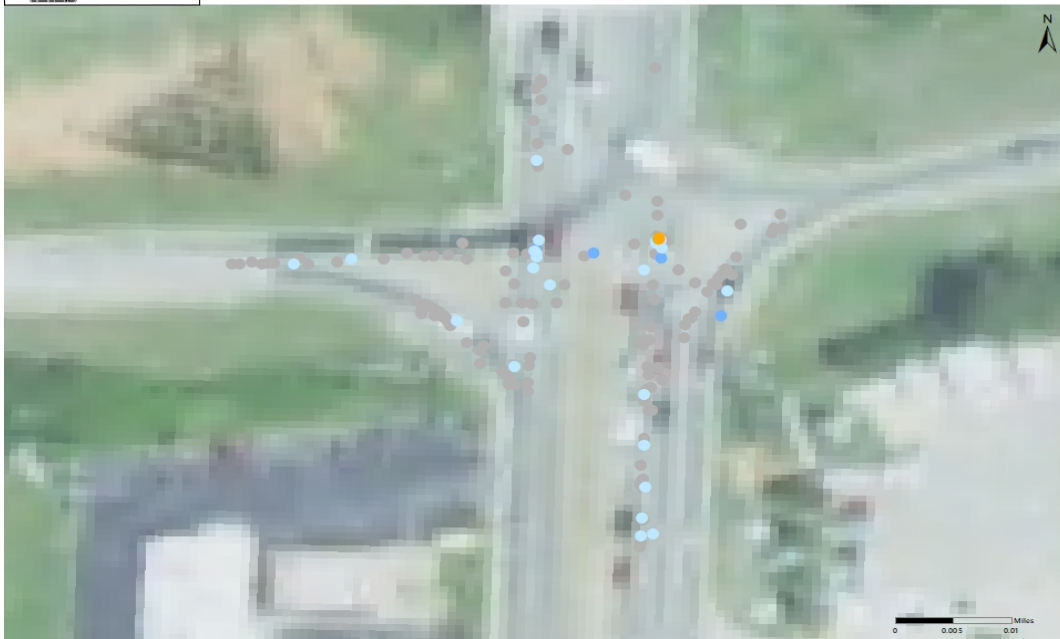
**Crashes by Manner of Collision**



**Crash Severity**



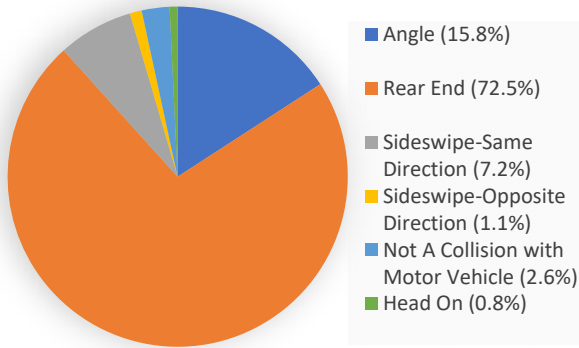
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



# I-20 WB Ramps at Bill Arp Rd

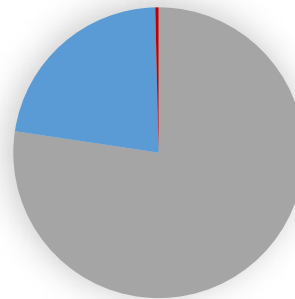
Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	6	6	9	18
	Rear End	37	39	36	43	37
	Sideswipe-Same Direction	2	2	5	5	5
	Sideswipe-Opposite Direction	0	1	0	0	2
	Not A Collision with Motor Vehicle	3	0	0	2	2
	Head On	0	0	0	1	1
Total Crashes		45	48	47	60	65
Total Non-Fatal Injury Crashes		11	7	8	15	18
Total Injuries		14	11	8	20	20
Total Fatality Crashes		0	1	0	0	0
Total Fatalities		0	2	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**

■ PDO (77.4%) ■ Injury (22.3%) ■ Fatal (0.4%)



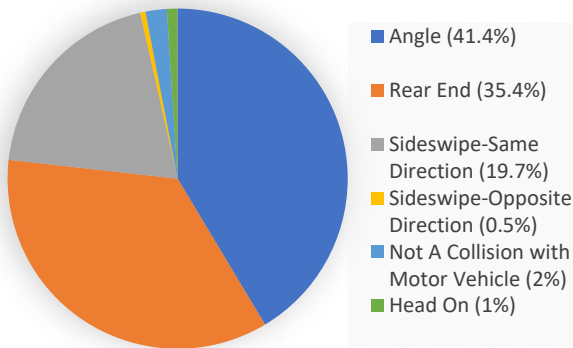
● Fatality  
● Incapacitating Injury  
● Visible Injury  
● Non-Visible Injury  
● Property Damage Only



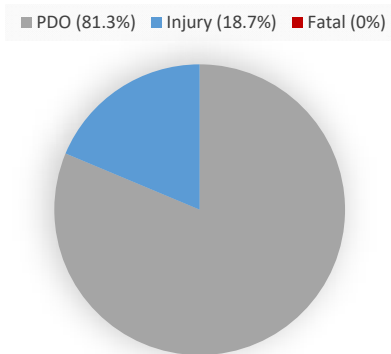
# Bill Arp Rd at Concourse Pkwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	11	14	22	19	16
	Rear End	15	18	14	9	14
	Sideswipe-Same Direction	5	6	13	9	6
	Sideswipe-Opposite Direction	0	0	1	0	0
	Not A Collision with Motor Vehicle	0	0	2	0	2
	Head On	0	0	0	1	1
Total Crashes		31	38	52	38	39
Total Non-Fatal Injury Crashes		6	6	8	9	8
Total Injuries		9	8	10	13	10
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	1	0	1

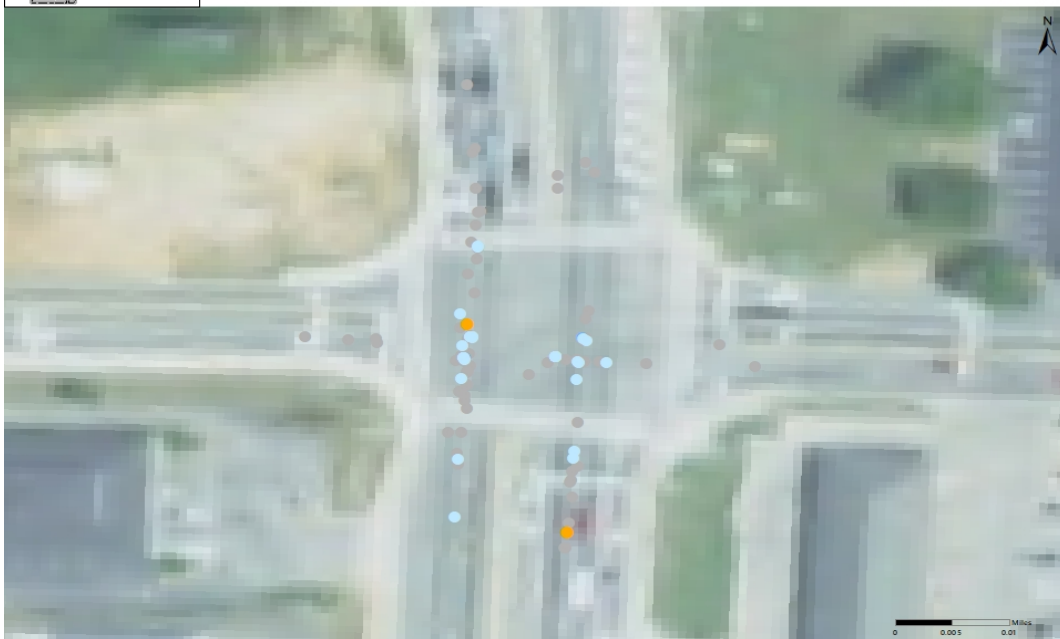
**Crashes by Manner of Collision**



**Crash Severity**



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

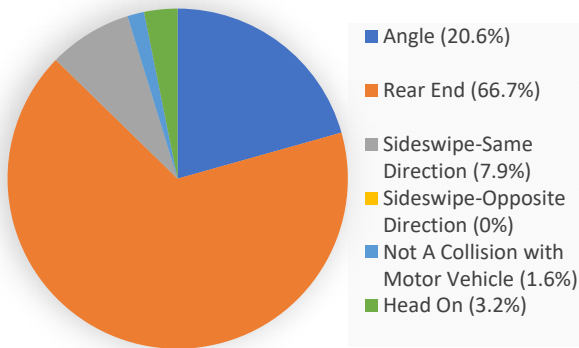




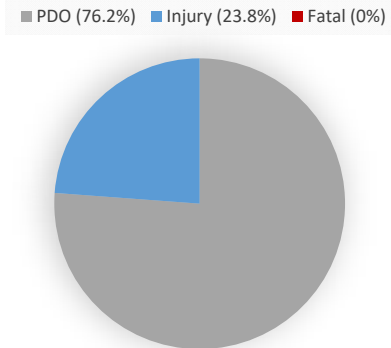
# SR 8/Veterans Memorial Hwy at Bill Arp Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	1	2	6	3
	Rear End	7	3	8	11	13
	Sideswipe-Same Direction	0	0	2	2	1
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	1	0	0
	Head On	0	0	1	0	1
Total Crashes		8	4	14	19	18
Total Non-Fatal Injury Crashes		2	1	2	5	5
Total Injuries		2	1	3	10	8
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

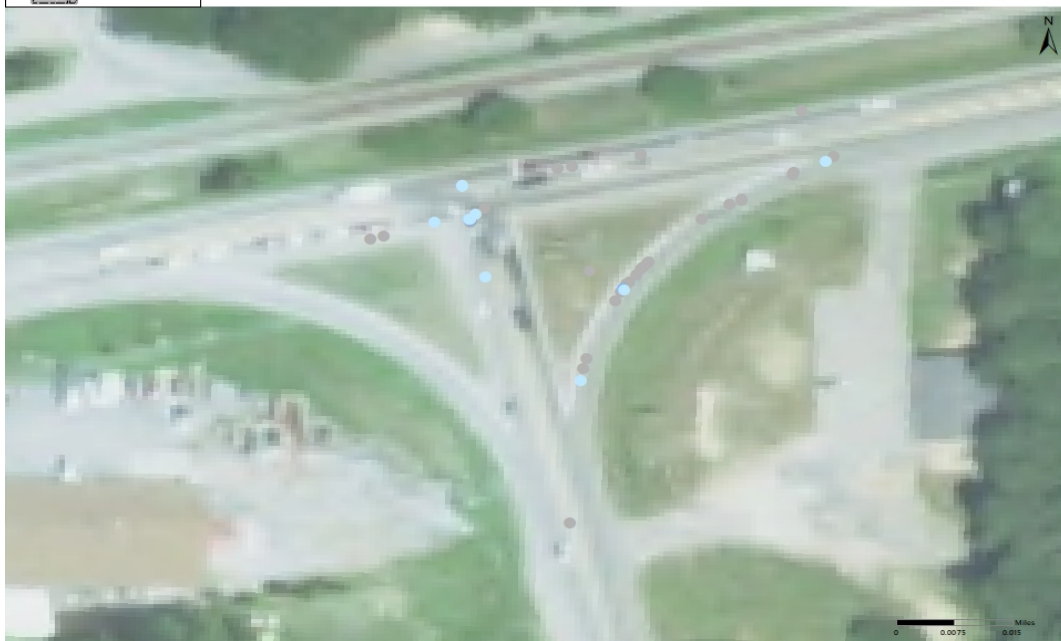
**Crashes by Manner of Collision**



**Crash Severity**



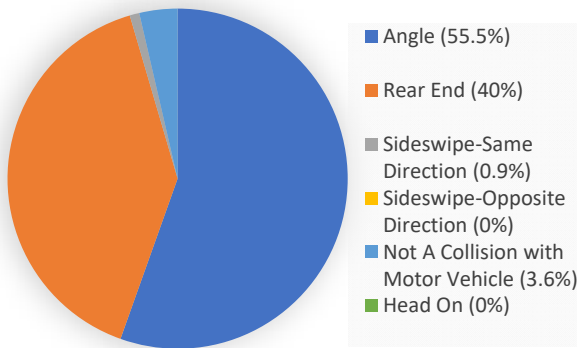
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



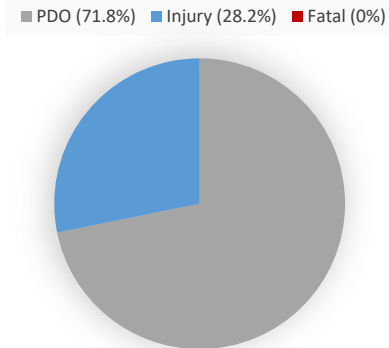
# SR 8/Veterans Memorial Hwy at Bright Star Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	6	11	12	28
	Rear End	7	8	11	6	12
	Sideswipe-Same Direction	1	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	2	0	2
	Head On	0	0	0	0	0
Total Crashes		12	14	24	18	42
Total Non-Fatal Injury Crashes		1	6	8	5	11
Total Injuries		1	9	15	5	16
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



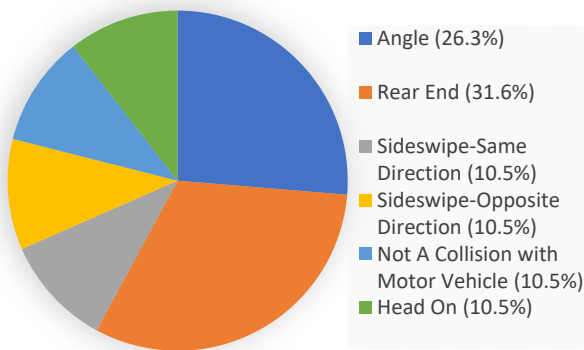
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



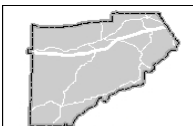
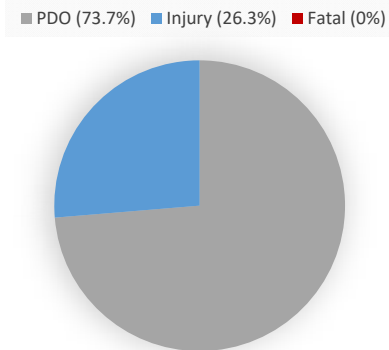
# Stewart Mill Rd at Yancey Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	1	0	2	1
	Rear End	0	3	0	1	2
	Sideswipe-Same Direction	1	0	0	0	1
	Sideswipe-Opposite Direction	0	0	1	0	1
	Not A Collision with Motor Vehicle	0	0	1	0	1
	Head On	1	0	0	0	1
Total Crashes		3	4	2	3	7
Total Non-Fatal Injury Crashes		1	2	0	0	2
Total Injuries		1	3	0	0	4
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



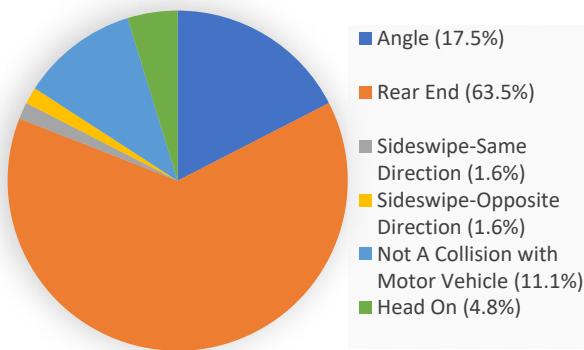
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



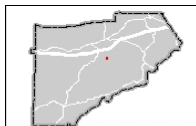
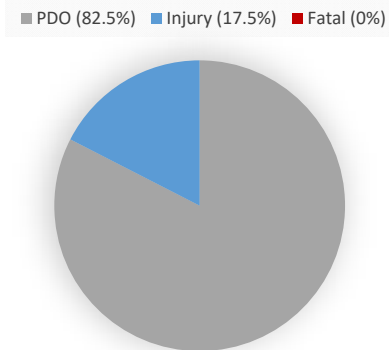
# Stewart Mill Rd at Reynolds Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	4	0	4	0
	Rear End	7	12	9	6	6
	Sideswipe-Same Direction	0	0	0	0	1
	Sideswipe-Opposite Direction	0	0	0	1	0
	Not A Collision with Motor Vehicle	1	2	1	1	2
	Head On	1	1	0	1	0
Total Crashes		12	19	10	13	9
Total Non-Fatal Injury Crashes		3	5	1	1	1
Total Injuries		4	9	1	1	1
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

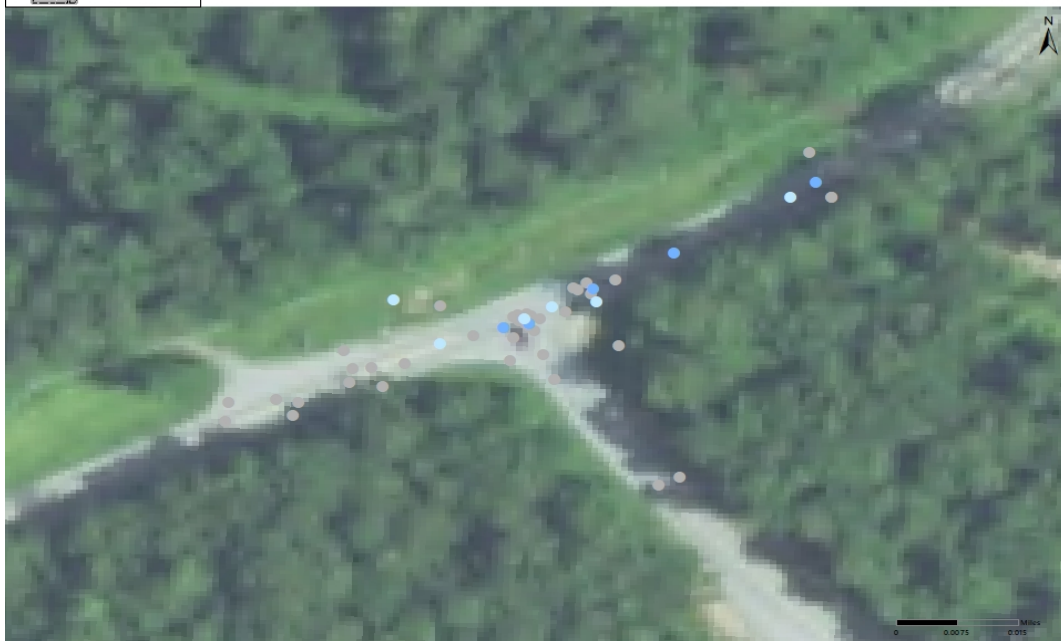
**Crashes by Manner of Collision**



**Crash Severity**



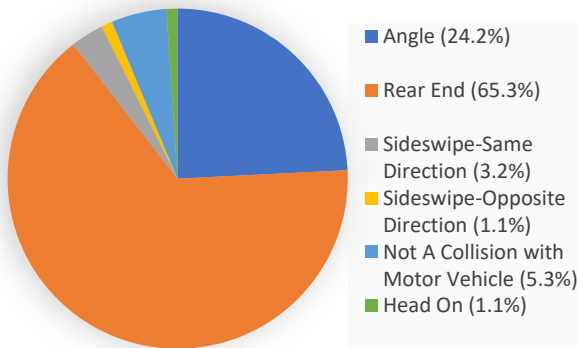
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



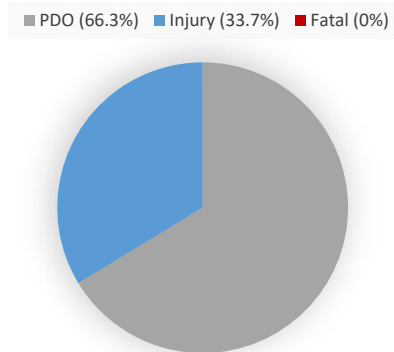
# SR 92/SR 154 at Hwy 166

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	4	1	5	10
	Rear End	6	8	13	13	22
	Sideswipe-Same Direction	0	0	0	3	0
	Sideswipe-Opposite Direction	0	0	1	0	0
	Not A Collision with Motor Vehicle	1	2	1	0	1
	Head On	0	0	0	0	1
Total Crashes		10	14	16	21	34
Total Non-Fatal Injury Crashes		4	5	4	7	12
Total Injuries		4	6	5	16	14
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



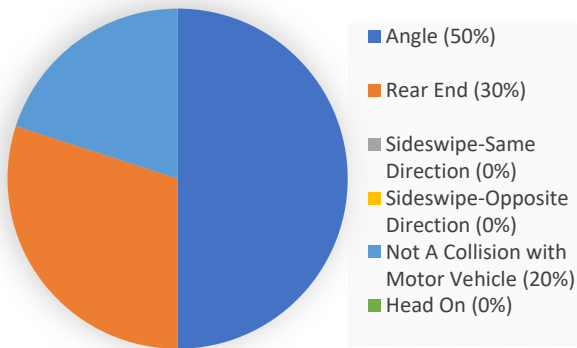
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



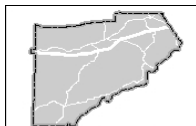
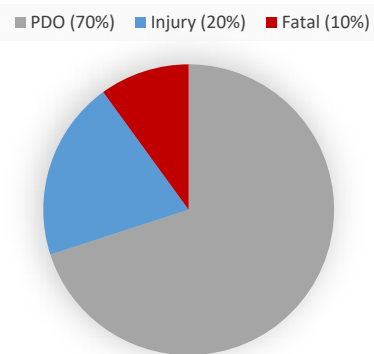
# SR 92/SR 154 at Anneewakee Falls Pkwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	0	2	0	2
	Rear End	0	1	2	0	0
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	1	0	1
	Head On	0	0	0	0	0
Total Crashes		1	1	5	0	3
Total Non-Fatal Injury Crashes		0	0	1	0	1
Total Injuries		0	0	3	0	2
Total Fatality Crashes		1	0	0	0	0
Total Fatalities		1	0	0	0	0
Bicycle Related Crashes		0	0	1	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



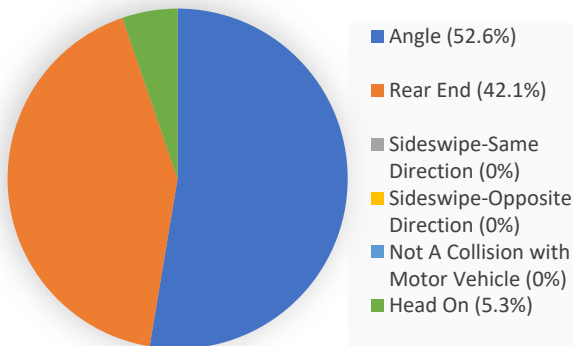
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



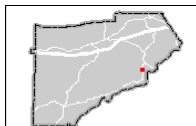
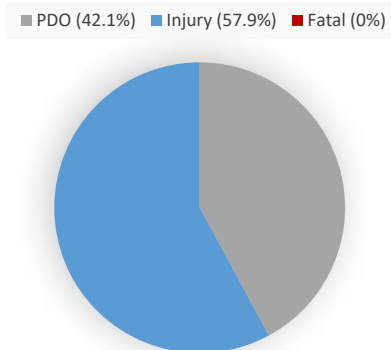
# SR 92/SR 154 at Highland Hill Pkwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	1	2	1	3
	Rear End	0	3	0	2	3
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	0	0	1	0
Total Crashes		3	4	2	4	6
Total Non-Fatal Injury Crashes		3	1	1	3	3
Total Injuries		4	1	1	3	6
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

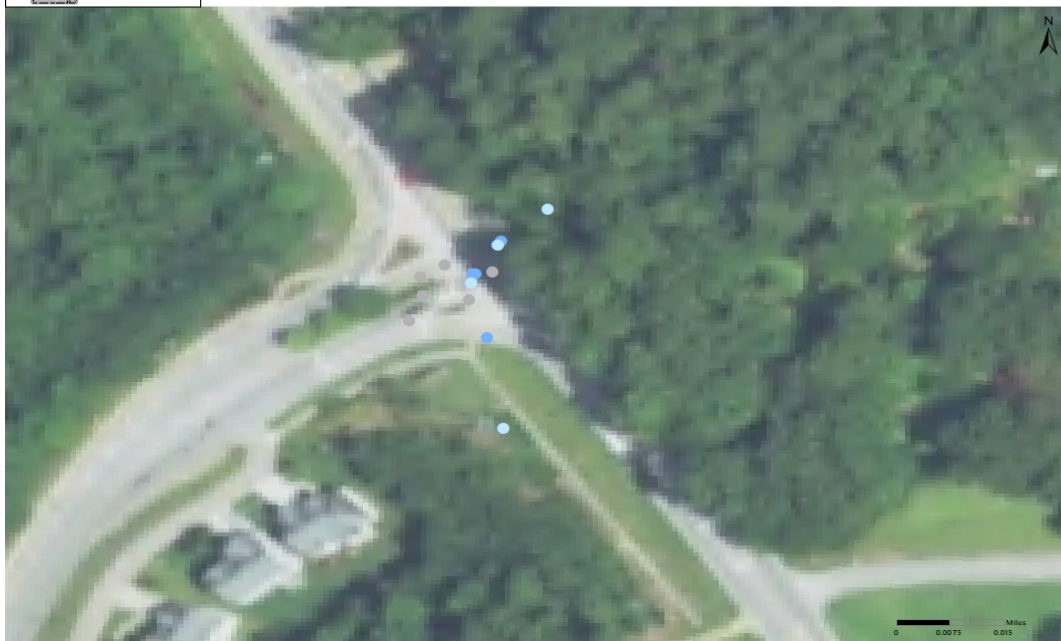
**Crashes by Manner of Collision**



**Crash Severity**



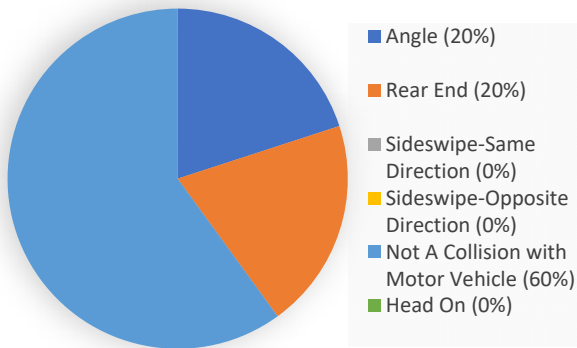
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



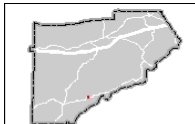
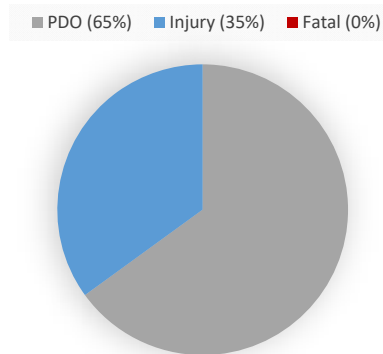
# Hwy 166 at Big A Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	0	2	1	1
	Rear End	0	1	1	1	1
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	4	4	1	2
	Head On	0	0	0	0	0
Total Crashes		1	5	7	3	4
Total Non-Fatal Injury Crashes		0	2	3	1	1
Total Injuries		0	3	3	4	1
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

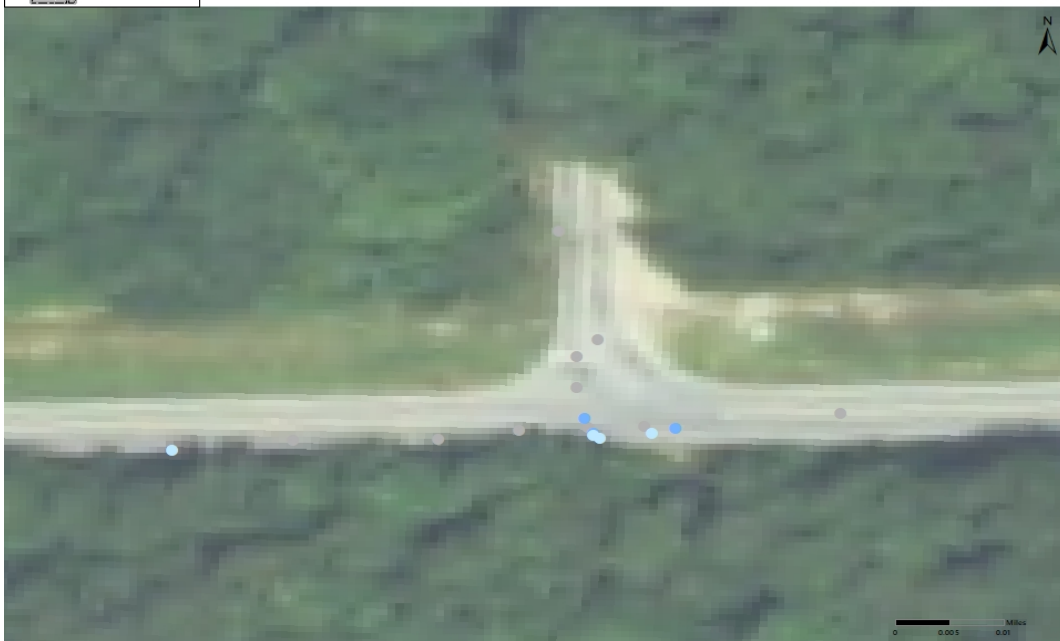
**Crashes by Manner of Collision**



**Crash Severity**



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

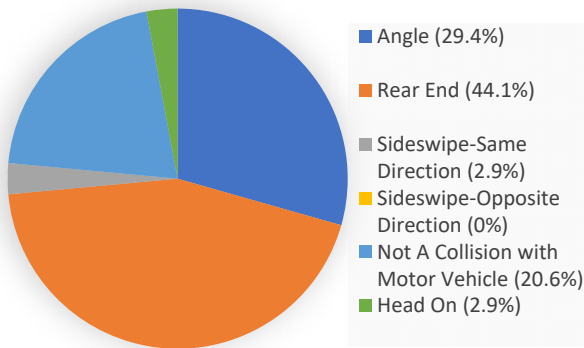




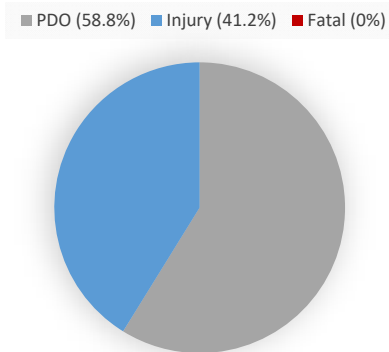
# Hwy 166 at Chapel Hill Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	2	3	0	2
	Rear End	3	4	3	3	2
	Sideswipe-Same Direction	0	0	0	1	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	3	1	0	2	1
	Head On	0	0	0	0	1
Total Crashes		9	7	6	6	6
Total Non-Fatal Injury Crashes		2	4	3	4	1
Total Injuries		4	5	5	5	2
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



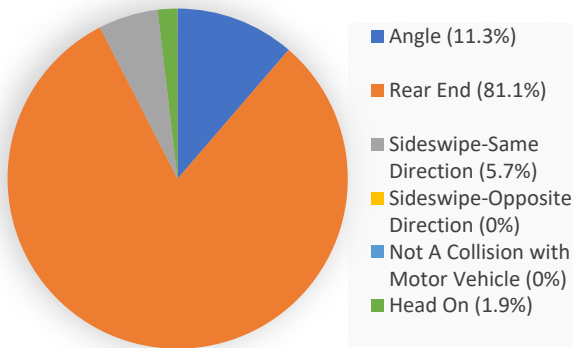
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



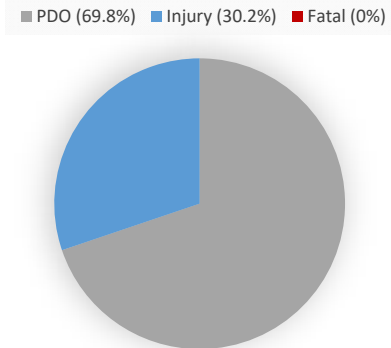
# Chapel Hill Rd at Dorsett Shoals Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	1	1	2	0
	Rear End	4	6	15	8	10
	Sideswipe-Same Direction	1	0	1	0	1
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	0	0	1	0
Total Crashes		7	7	17	11	11
Total Non-Fatal Injury Crashes		4	0	5	6	1
Total Injuries		5	0	5	7	1
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

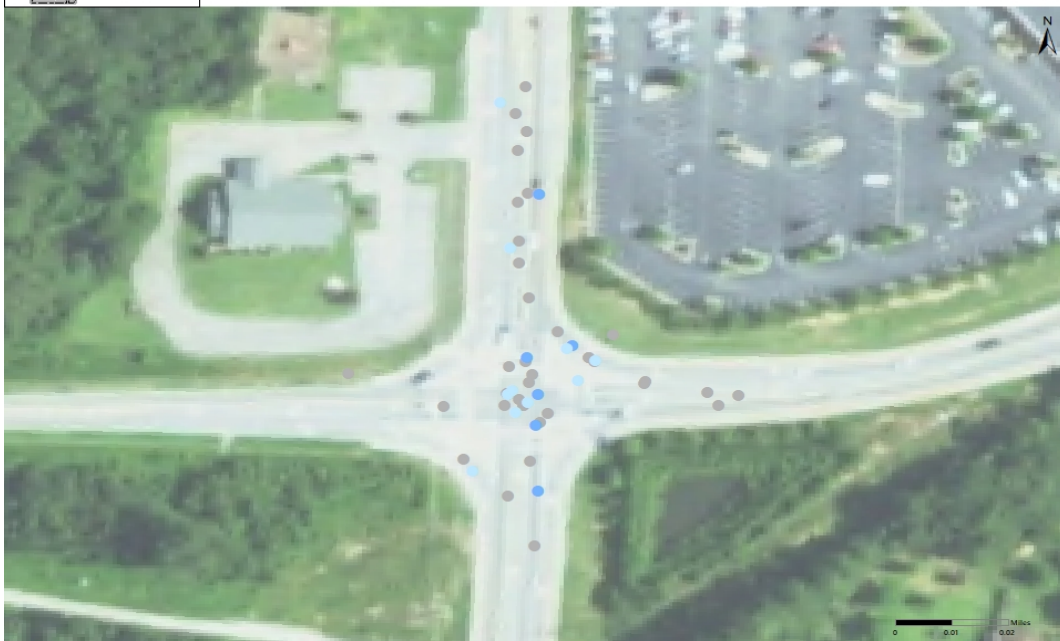
**Crashes by Manner of Collision**



**Crash Severity**



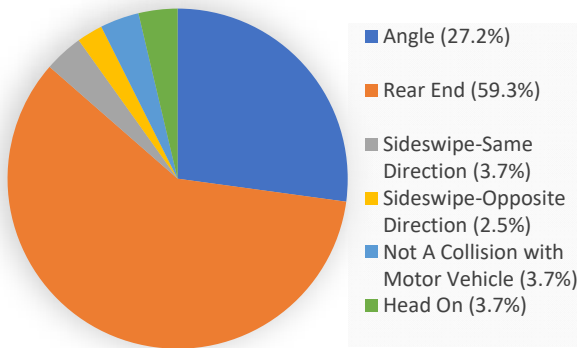
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



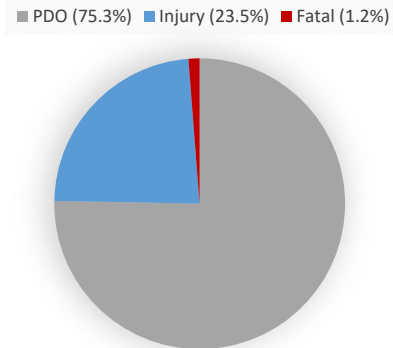
# Chapel Hill Rd at Central Church Rd/Bomar Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	5	2	6	3	6
	Rear End	11	10	15	6	6
	Sideswipe-Same Direction	0	0	1	2	0
	Sideswipe-Opposite Direction	0	1	1	0	0
	Not A Collision with Motor Vehicle	0	2	0	1	0
	Head On	2	0	1	0	0
Total Crashes		18	15	24	12	12
Total Non-Fatal Injury Crashes		6	4	5	0	4
Total Injuries		9	7	8	0	5
Total Fatality Crashes		0	0	1	0	0
Total Fatalities		0	0	1	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	1	0	0	0

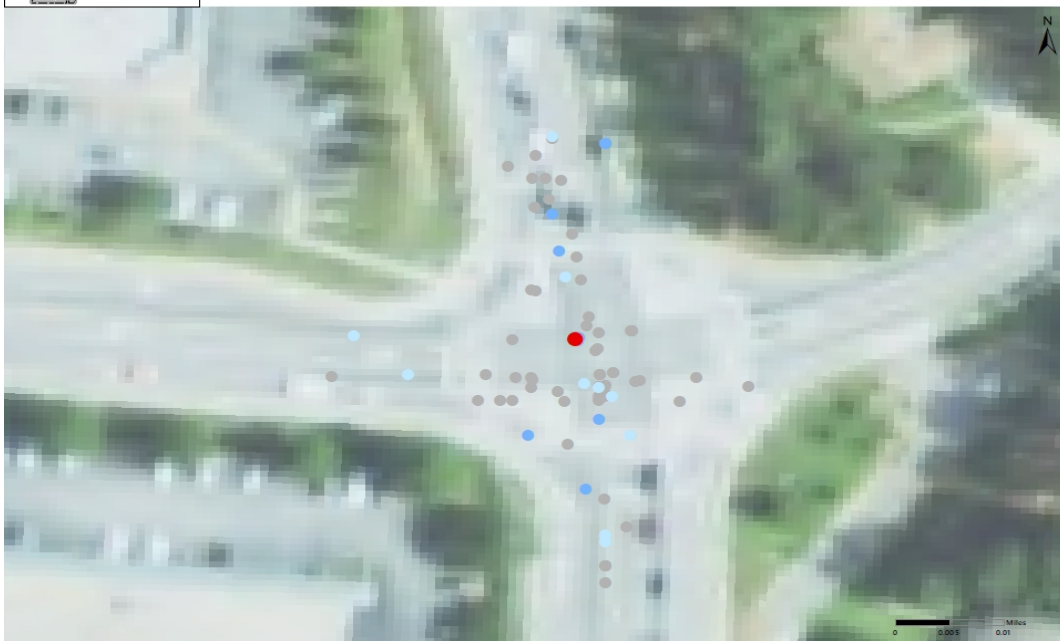
**Crashes by Manner of Collision**



**Crash Severity**



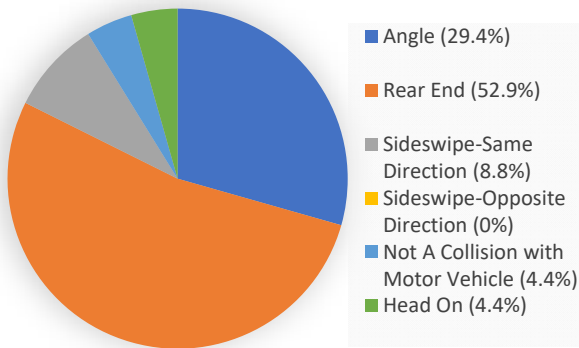
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



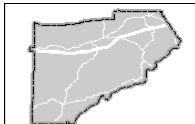
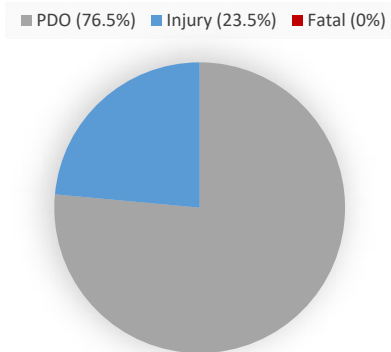
# Chapel Hill Rd at Stewart Mill Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	3	2	7	4
	Rear End	6	6	7	10	7
	Sideswipe-Same Direction	1	1	4	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	2	1
	Head On	1	0	2	0	0
Total Crashes		12	10	15	19	12
Total Non-Fatal Injury Crashes		5	1	5	3	2
Total Injuries		13	1	8	3	3
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



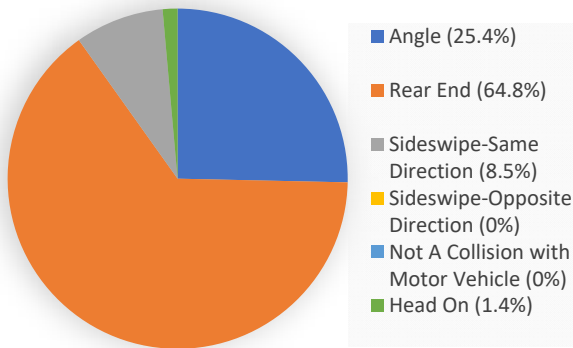
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



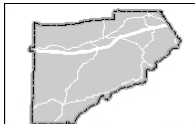
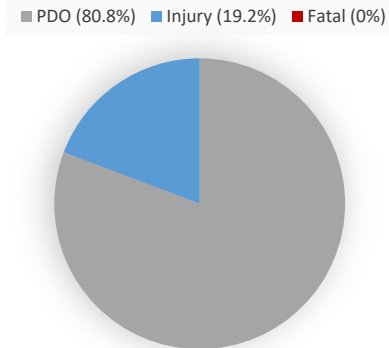
# Chapel Hill Rd at Arbor Place Blvd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	9	7	6	16	16
	Rear End	25	23	34	29	27
	Sideswipe-Same Direction	4	4	4	3	3
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	0	0	2	1
Total Crashes		38	34	44	50	47
Total Non-Fatal Injury Crashes		6	8	9	9	9
Total Injuries		7	9	11	16	14
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

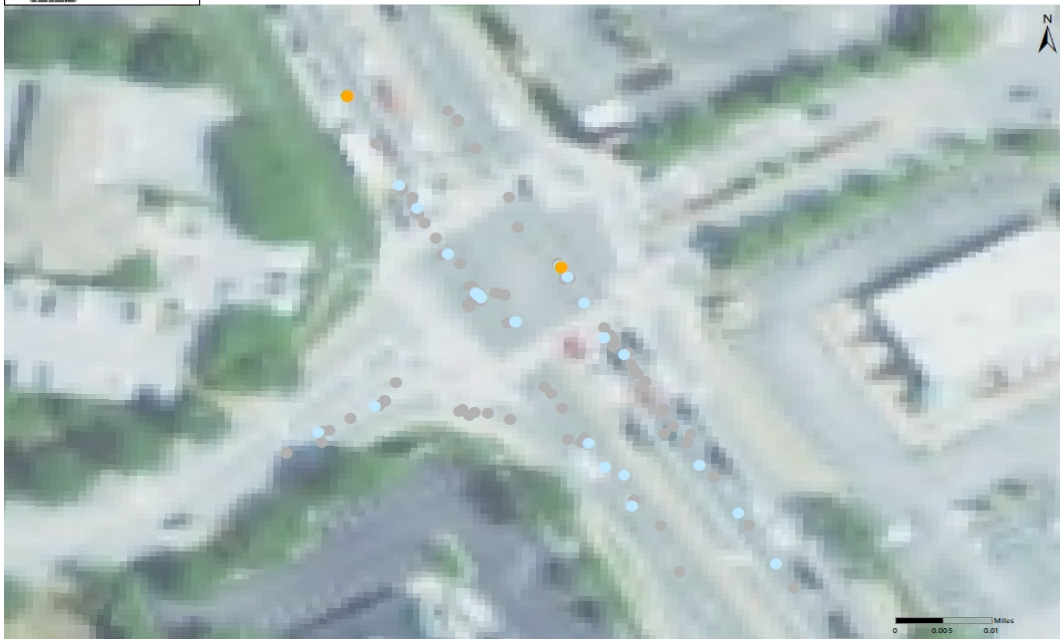
**Crashes by Manner of Collision**



**Crash Severity**



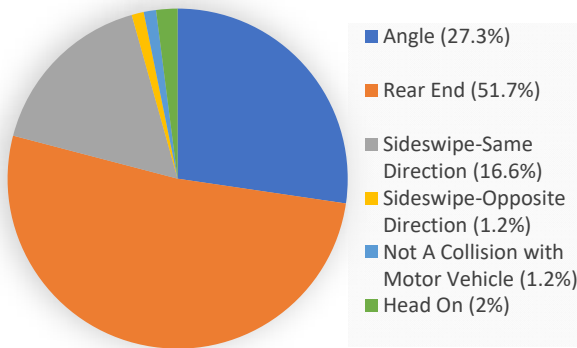
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



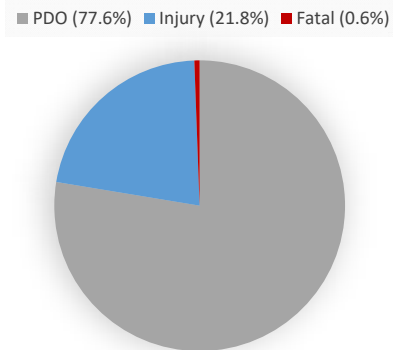
# Chapel Hill Rd at Douglas Blvd/Timber Ridge Dr

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	18	16	24	16	20
	Rear End	47	34	28	37	32
	Sideswipe-Same Direction	16	8	7	14	12
	Sideswipe-Opposite Direction	1	2	1	0	0
	Not A Collision with Motor Vehicle	3	0	0	1	0
	Head On	3	0	0	3	1
Total Crashes		88	60	60	71	65
Total Non-Fatal Injury Crashes		21	21	9	14	10
Total Injuries		31	31	13	21	14
Total Fatality Crashes		2	0	0	0	0
Total Fatalities		2	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

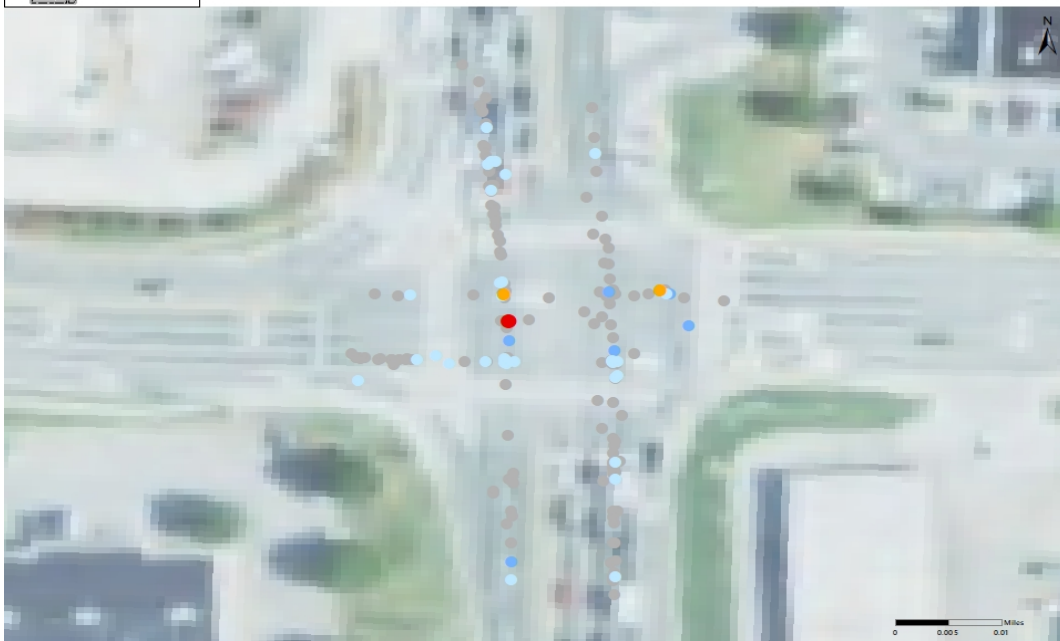
**Crashes by Manner of Collision**



**Crash Severity**



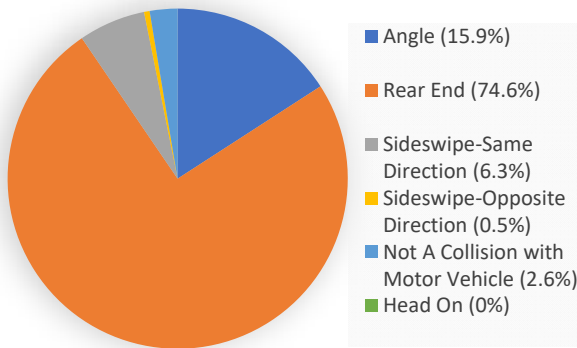
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



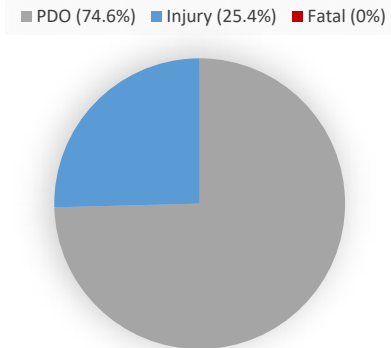
# I-20 EB at Chapel Hill Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	8	4	6	5	7
	Rear End	25	27	35	22	32
	Sideswipe-Same Direction	5	1	2	2	2
	Sideswipe-Opposite Direction	0	1	0	0	0
	Not A Collision with Motor Vehicle	0	0	1	0	4
	Head On	0	0	0	0	0
Total Crashes		38	33	44	29	45
Total Non-Fatal Injury Crashes		11	10	8	7	12
Total Injuries		21	15	10	7	19
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

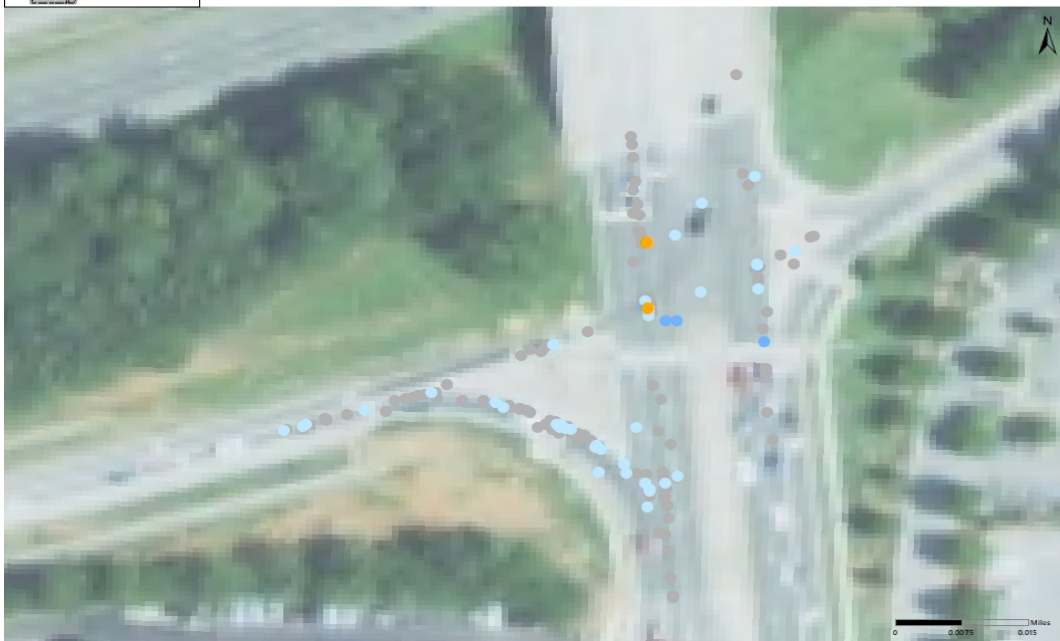
**Crashes by Manner of Collision**



**Crash Severity**



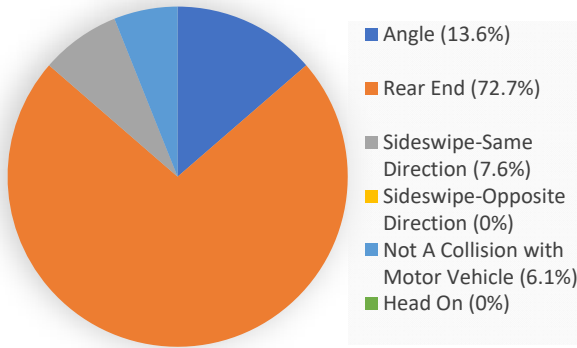
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



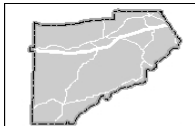
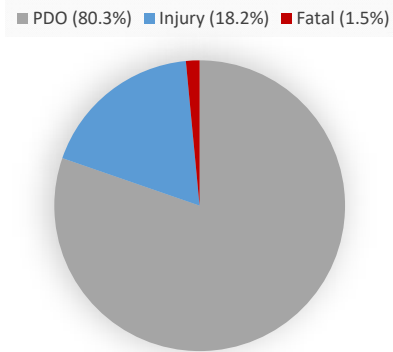
# I-20 WB at Chapel Hill Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	2	2	2	1
	Rear End	21	8	6	8	5
	Sideswipe-Same Direction	2	2	0	0	1
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	2	1	0	1	0
	Head On	0	0	0	0	0
Total Crashes		27	13	8	11	7
Total Non-Fatal Injury Crashes		4	2	2	4	0
Total Injuries		8	2	2	6	0
Total Fatality Crashes		1	0	0	0	0
Total Fatalities		2	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

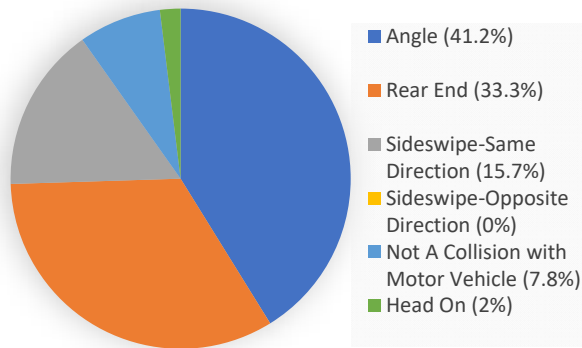




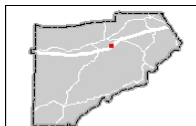
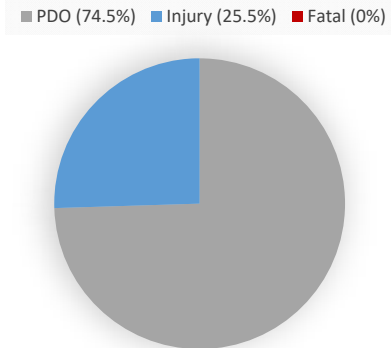
# Prestley Mill Rd at Hospital Dr

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	2	4	4	7
	Rear End	4	5	6	0	2
	Sideswipe-Same Direction	0	3	2	1	2
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	2	0	0	1	1
	Head On	0	0	0	0	1
Total Crashes		10	10	12	6	13
Total Non-Fatal Injury Crashes		4	2	4	0	3
Total Injuries		6	3	4	0	7
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



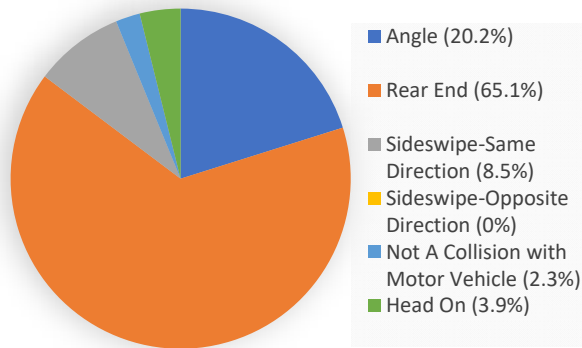
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



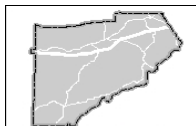
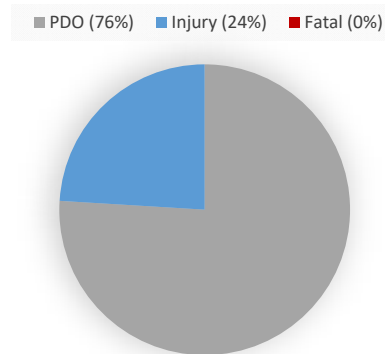
# SR 8/Veterans Memorial Hwy at Campbellton St

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	4	9	6	6
	Rear End	14	13	17	23	17
	Sideswipe-Same Direction	0	2	4	1	4
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	0	0	0	2
	Head On	1	0	0	2	2
Total Crashes		17	19	30	32	31
Total Non-Fatal Injury Crashes		5	4	7	7	8
Total Injuries		5	8	10	12	10
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	1	0
Pedestrian Related Crashes		1	0	0	0	0

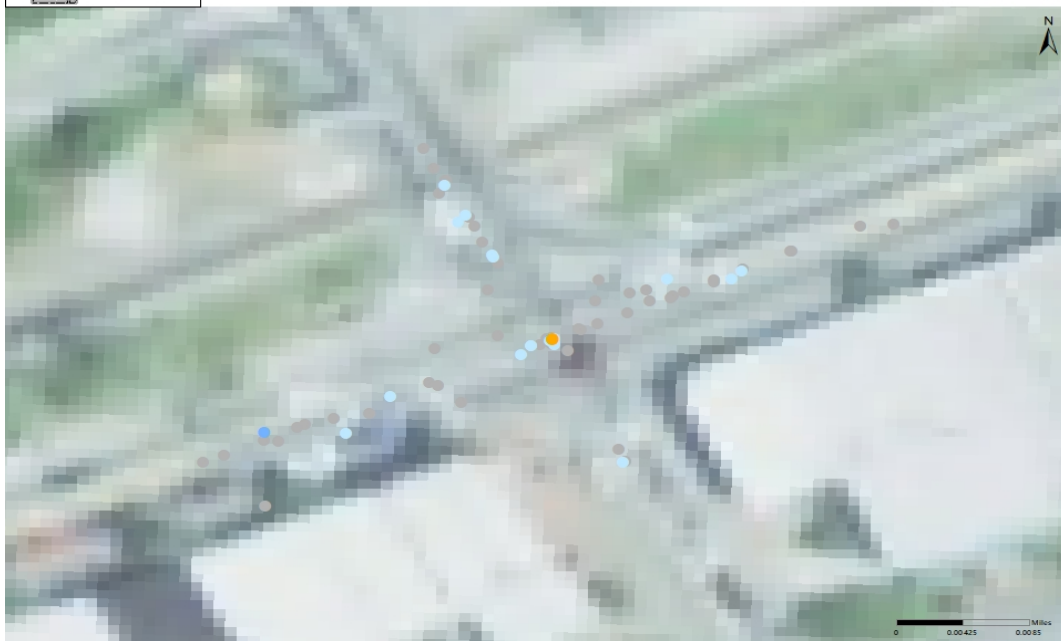
**Crashes by Manner of Collision**



**Crash Severity**



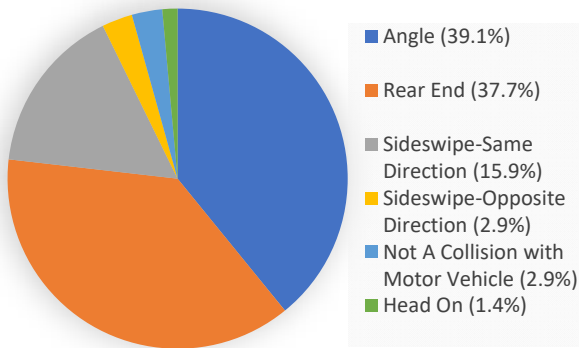
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



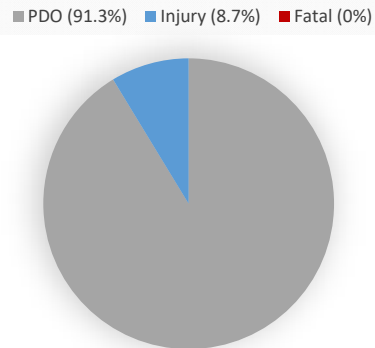
# SR 92 at E. Strickland St

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	8	6	2	4	7
	Rear End	6	1	3	10	6
	Sideswipe-Same Direction	1	3	3	3	1
	Sideswipe-Opposite Direction	0	0	1	1	0
	Not A Collision with Motor Vehicle	0	2	0	0	0
	Head On	1	0	0	0	0
Total Crashes		16	12	9	18	14
Total Non-Fatal Injury Crashes		1	0	2	2	1
Total Injuries		2	0	2	2	1
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

### Crashes by Manner of Collision



### Crash Severity



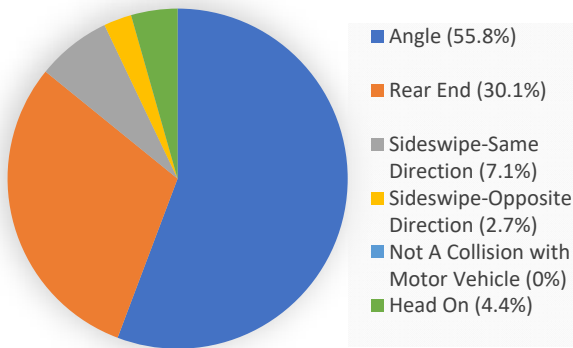
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



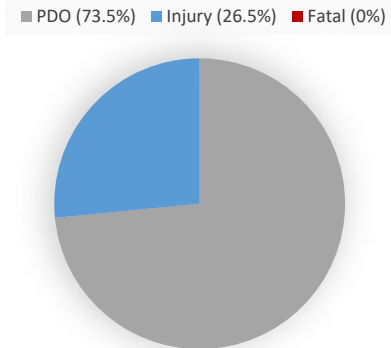
# SR 92 at Parker St

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	9	5	14	19	16
	Rear End	8	7	5	9	5
	Sideswipe-Same Direction	1	1	4	1	1
	Sideswipe-Opposite Direction	1	1	1	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	1	0	0	4	0
Total Crashes		20	14	24	33	22
Total Non-Fatal Injury Crashes		5	3	4	13	5
Total Injuries		14	3	4	18	9
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

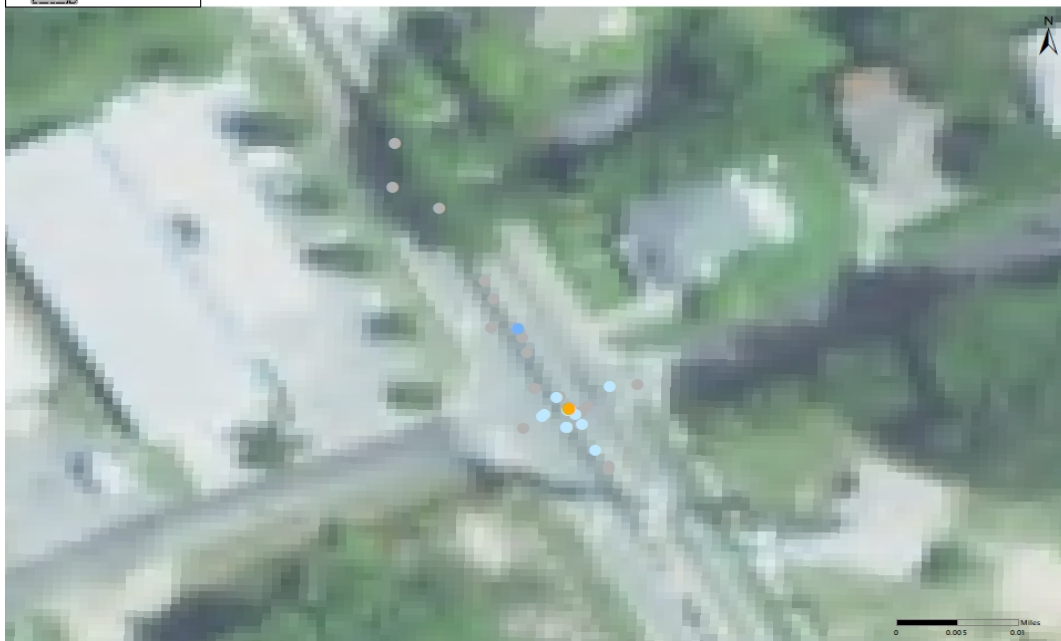
**Crashes by Manner of Collision**



**Crash Severity**



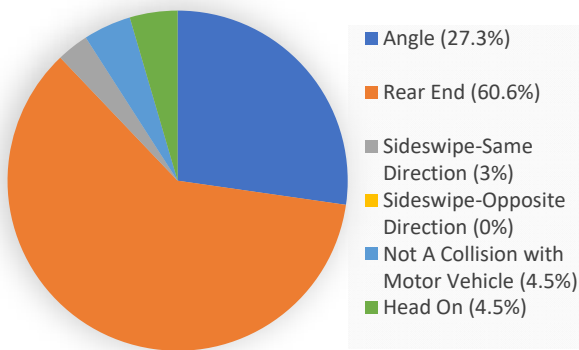
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



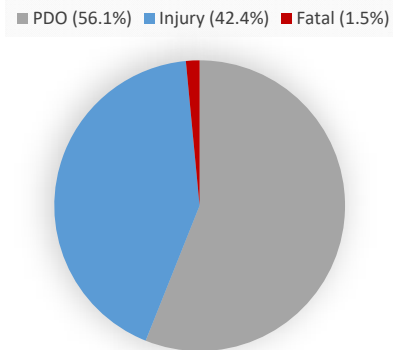
# SR 92 at Malone Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	2	5	7	2
	Rear End	1	6	4	17	12
	Sideswipe-Same Direction	1	0	0	0	1
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	2	0	1	0
	Head On	0	2	0	1	0
Total Crashes		4	12	9	26	15
Total Non-Fatal Injury Crashes		2	5	5	9	7
Total Injuries		5	8	6	14	17
Total Fatality Crashes		1	0	0	0	0
Total Fatalities		1	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	1	0	0	0

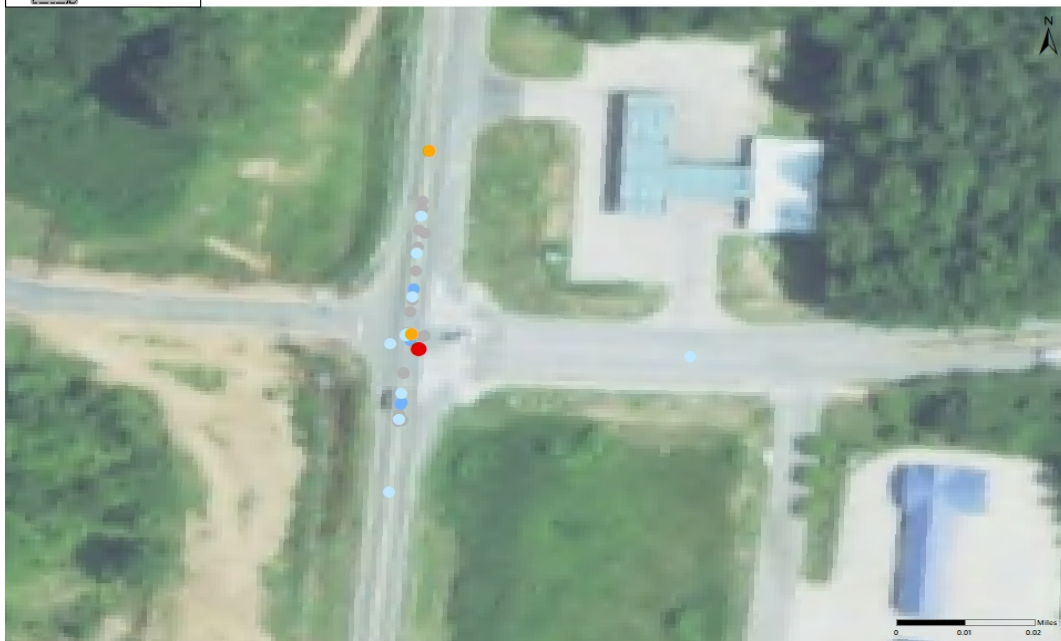
**Crashes by Manner of Collision**



**Crash Severity**



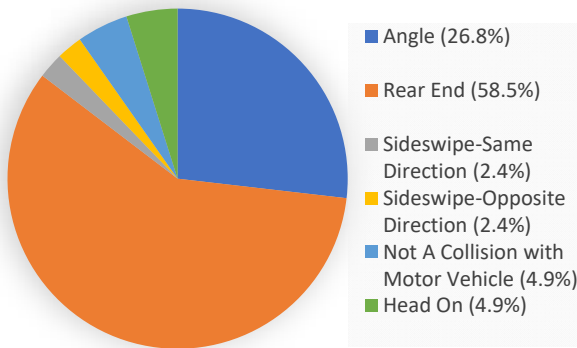
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



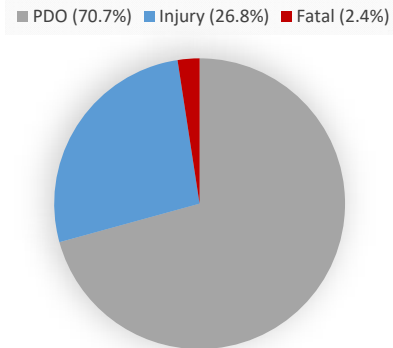
# SR 92 at Cave Springs Rd/Maroney Mill Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	2	3	1	2
	Rear End	5	4	6	5	4
	Sideswipe-Same Direction	1	0	0	0	0
	Sideswipe-Opposite Direction	0	1	0	0	0
	Not A Collision with Motor Vehicle	1	1	0	0	0
	Head On	0	1	0	0	1
Total Crashes		10	9	9	6	7
Total Non-Fatal Injury Crashes		5	3	0	1	2
Total Injuries		8	3	0	1	4
Total Fatality Crashes		1	0	0	0	0
Total Fatalities		1	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

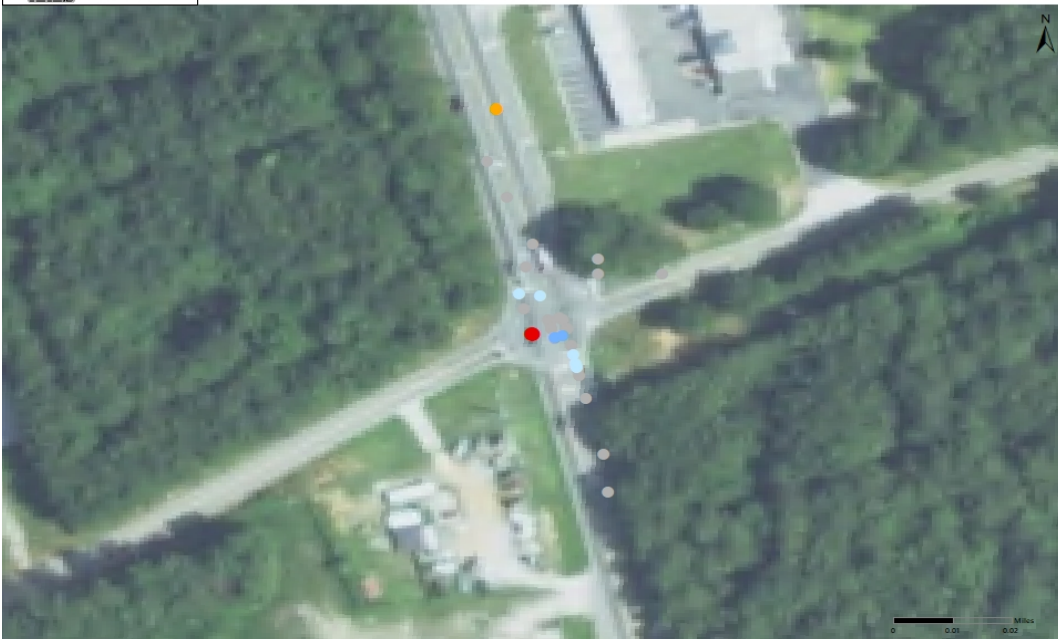
**Crashes by Manner of Collision**



**Crash Severity**



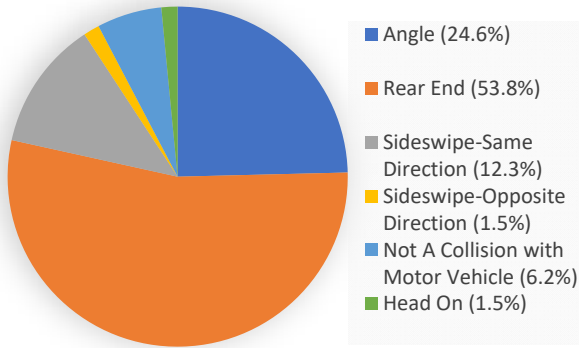
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



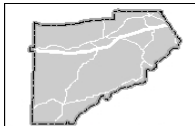
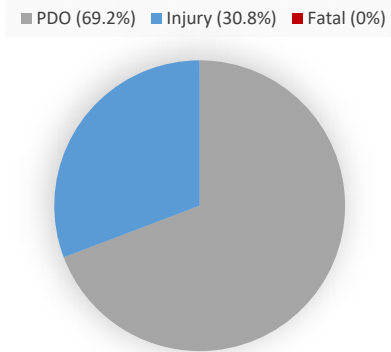
# US 8/Veterans Memorial Hwy at SR 92

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	6	3	1	2
	Rear End	11	6	4	4	10
	Sideswipe-Same Direction	1	0	1	4	2
	Sideswipe-Opposite Direction	0	1	0	0	0
	Not A Collision with Motor Vehicle	2	0	2	0	0
	Head On	0	1	0	0	0
Total Crashes		18	14	10	9	14
Total Non-Fatal Injury Crashes		6	6	3	3	2
Total Injuries		7	10	3	3	2
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



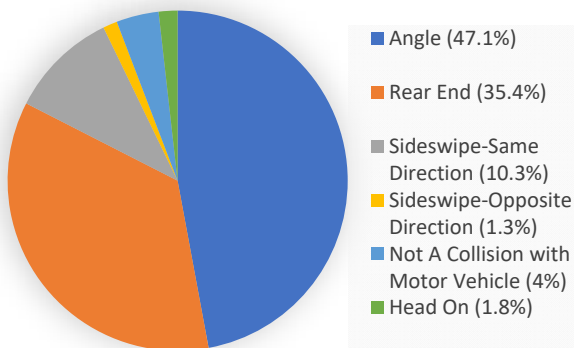
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



# SR 92 at Hosptial Dr

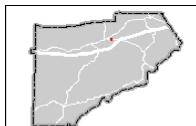
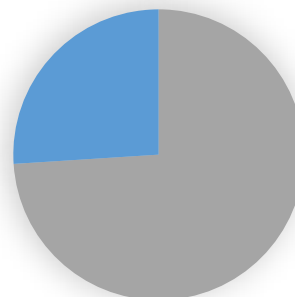
Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	18	12	20	19	36
	Rear End	8	17	12	18	24
	Sideswipe-Same Direction	7	4	5	2	5
	Sideswipe-Opposite Direction	0	1	0	0	2
	Not A Collision with Motor Vehicle	3	1	2	1	2
	Head On	0	1	2	0	1
Total Crashes		36	36	41	40	70
Total Non-Fatal Injury Crashes		13	9	12	9	15
Total Injuries		24	13	24	12	24
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		2	0	0	0	2

**Crashes by Manner of Collision**

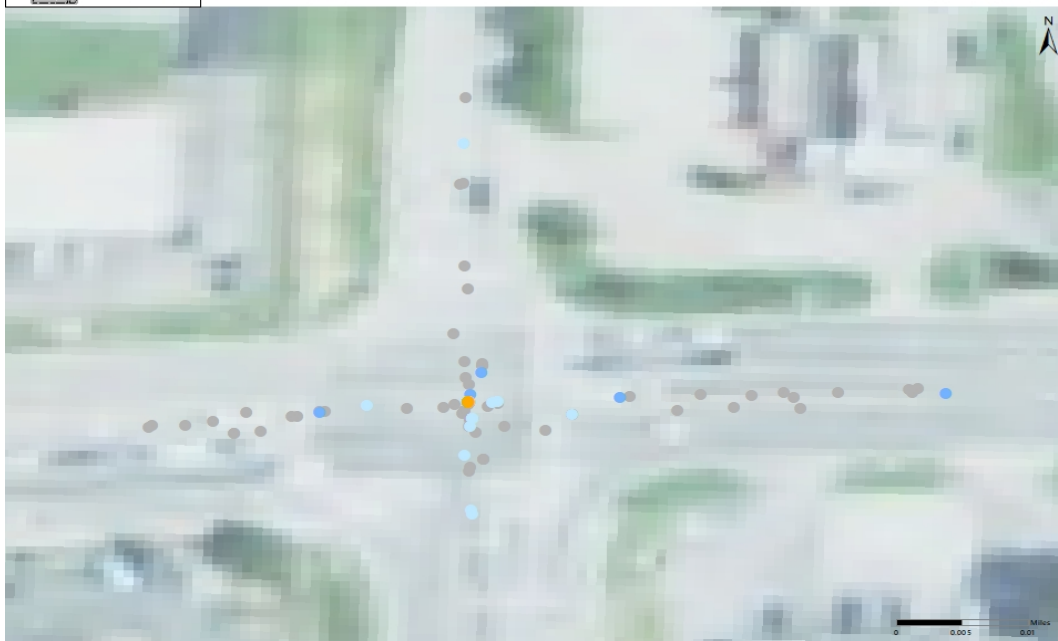


**Crash Severity**

■ PDO (74%) ■ Injury (26%) ■ Fatal (0%)



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

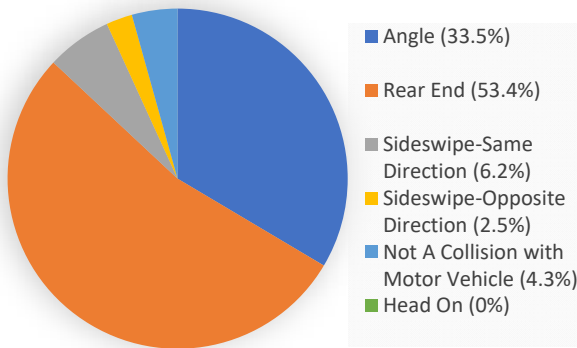




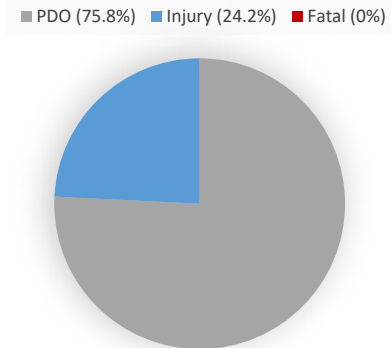
# SR 92 at Durelee Lane

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	13	10	9	16	6
	Rear End	11	12	14	23	26
	Sideswipe-Same Direction	2	3	0	3	2
	Sideswipe-Opposite Direction	0	0	0	2	2
	Not A Collision with Motor Vehicle	2	2	1	1	1
	Head On	0	0	0	0	0
Total Crashes		28	27	24	45	37
Total Non-Fatal Injury Crashes		6	8	8	11	6
Total Injuries		8	13	12	17	9
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		1	1	1	0	0

**Crashes by Manner of Collision**



**Crash Severity**



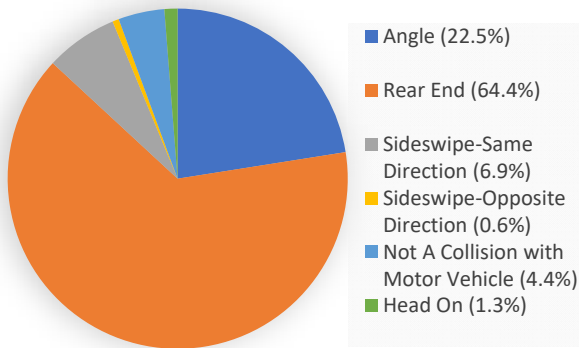
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



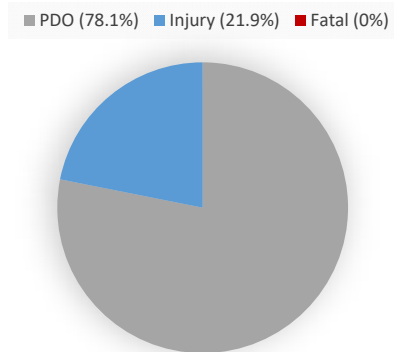
# SR 92 at Cherokee Blvd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	5	4	6	9	12
	Rear End	19	17	27	21	19
	Sideswipe-Same Direction	2	1	2	3	3
	Sideswipe-Opposite Direction	0	0	1	0	0
	Not A Collision with Motor Vehicle	1	1	3	1	1
	Head On	0	0	0	1	1
Total Crashes		27	23	39	35	36
Total Non-Fatal Injury Crashes		8	6	7	5	9
Total Injuries		11	11	9	6	16
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	2	0	0

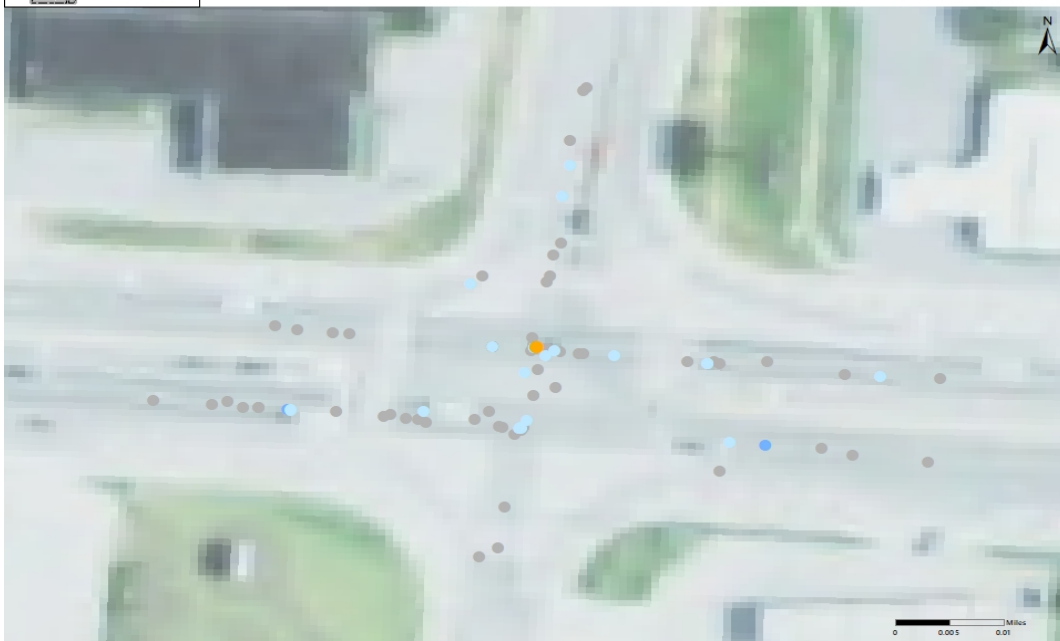
**Crashes by Manner of Collision**



**Crash Severity**



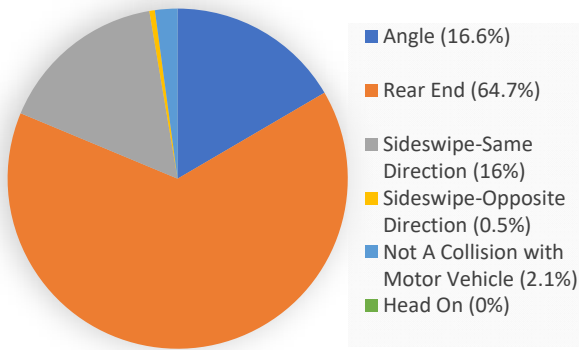
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



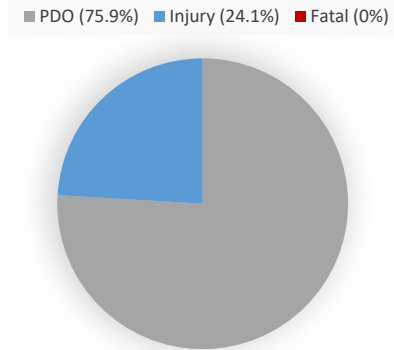
# I-20 WB at SR 92

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	5	4	3	9	10
	Rear End	21	18	24	31	27
	Sideswipe-Same Direction	6	4	10	3	7
	Sideswipe-Opposite Direction	1	0	0	0	0
	Not A Collision with Motor Vehicle	1	1	0	2	0
	Head On	0	0	0	0	0
Total Crashes		34	27	37	45	44
Total Non-Fatal Injury Crashes		8	6	10	11	10
Total Injuries		11	10	15	11	13
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



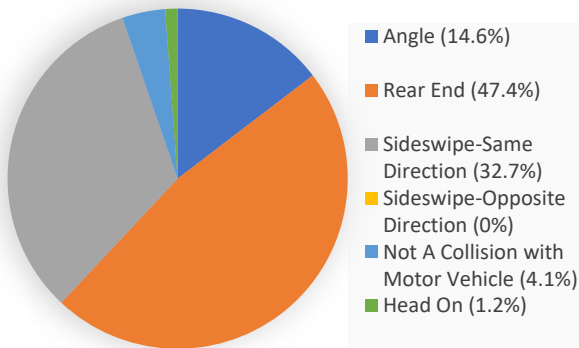
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



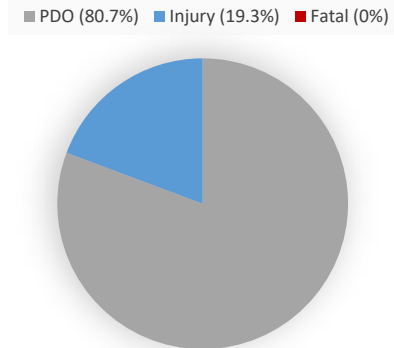
# I-20 EB at SR 92

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	4	11	4	4
	Rear End	21	13	17	14	16
	Sideswipe-Same Direction	8	11	10	16	11
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	3	2	2
	Head On	0	0	1	0	1
Total Crashes		31	28	42	36	34
Total Non-Fatal Injury Crashes		7	5	10	5	6
Total Injuries		11	8	15	6	7
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



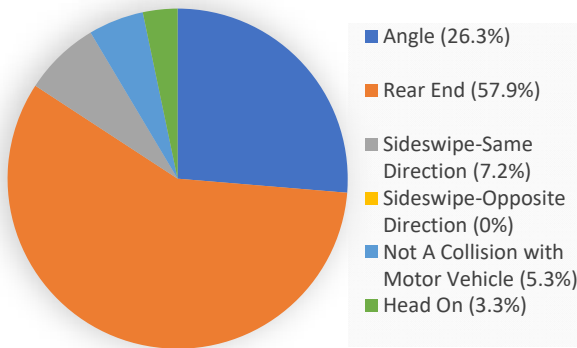
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



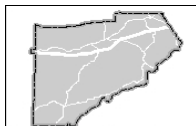
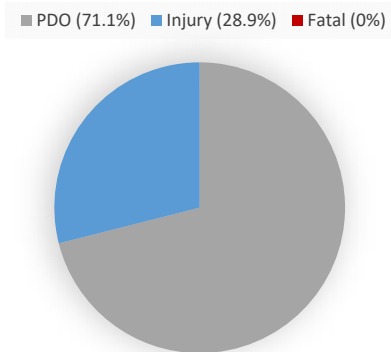
# SR 92 at Shawnee Trail

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	6	3	7	11	13
	Rear End	26	13	17	19	13
	Sideswipe-Same Direction	1	2	1	4	3
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	2	0	3	2	1
	Head On	1	1	0	1	2
Total Crashes		36	19	28	37	32
Total Non-Fatal Injury Crashes		10	6	7	10	11
Total Injuries		13	7	13	17	18
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		1	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



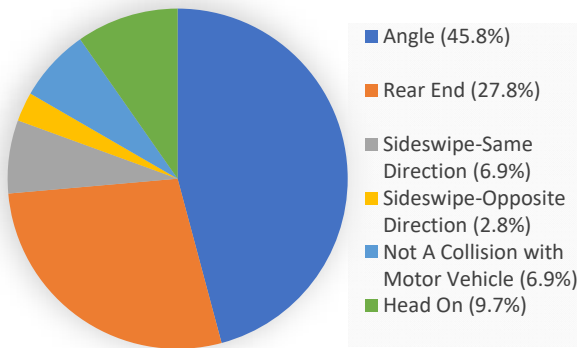
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



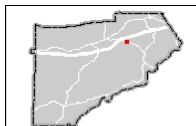
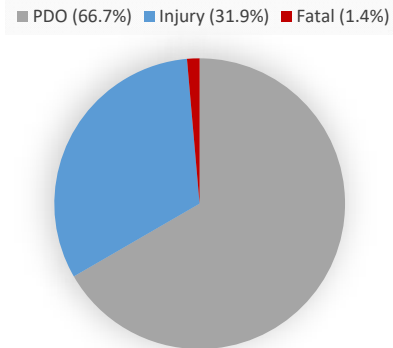
# SR 92 at Midway Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	6	10	4	7	6
	Rear End	5	1	7	3	4
	Sideswipe-Same Direction	1	0	2	1	1
	Sideswipe-Opposite Direction	0	0	0	0	2
	Not A Collision with Motor Vehicle	1	2	0	2	0
	Head On	0	1	1	2	3
Total Crashes		13	14	14	15	16
Total Non-Fatal Injury Crashes		4	7	3	6	3
Total Injuries		6	10	5	7	9
Total Fatality Crashes		1	0	0	0	0
Total Fatalities		1	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		1	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



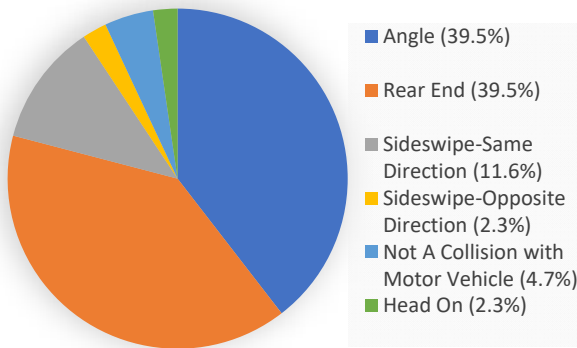
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



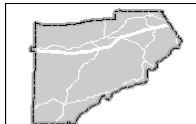
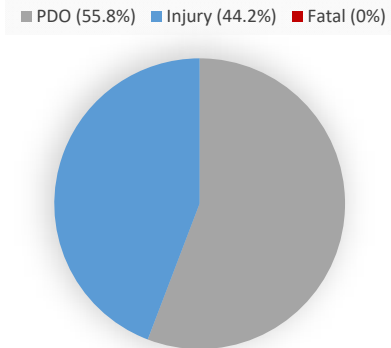
# SR 92 at Pope Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	3	4	4	3
	Rear End	5	5	0	2	5
	Sideswipe-Same Direction	1	2	0	0	2
	Sideswipe-Opposite Direction	0	0	0	1	0
	Not A Collision with Motor Vehicle	0	0	1	0	1
	Head On	1	0	0	0	0
Total Crashes		10	10	5	7	11
Total Non-Fatal Injury Crashes		5	4	1	6	3
Total Injuries		13	6	1	9	4
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



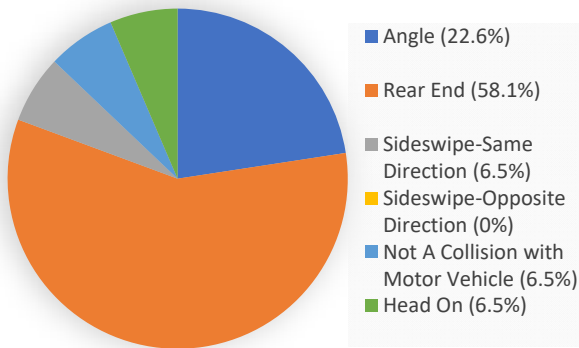
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



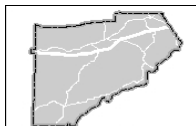
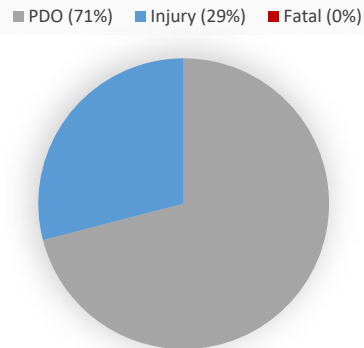
# SR 92 at Bomar Rd/Mack Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	3	0	0	0
	Rear End	3	4	3	5	3
	Sideswipe-Same Direction	0	0	0	0	2
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	1	0	1	0
	Head On	0	0	1	1	0
Total Crashes		7	8	4	7	5
Total Non-Fatal Injury Crashes		2	4	1	2	0
Total Injuries		5	8	2	2	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

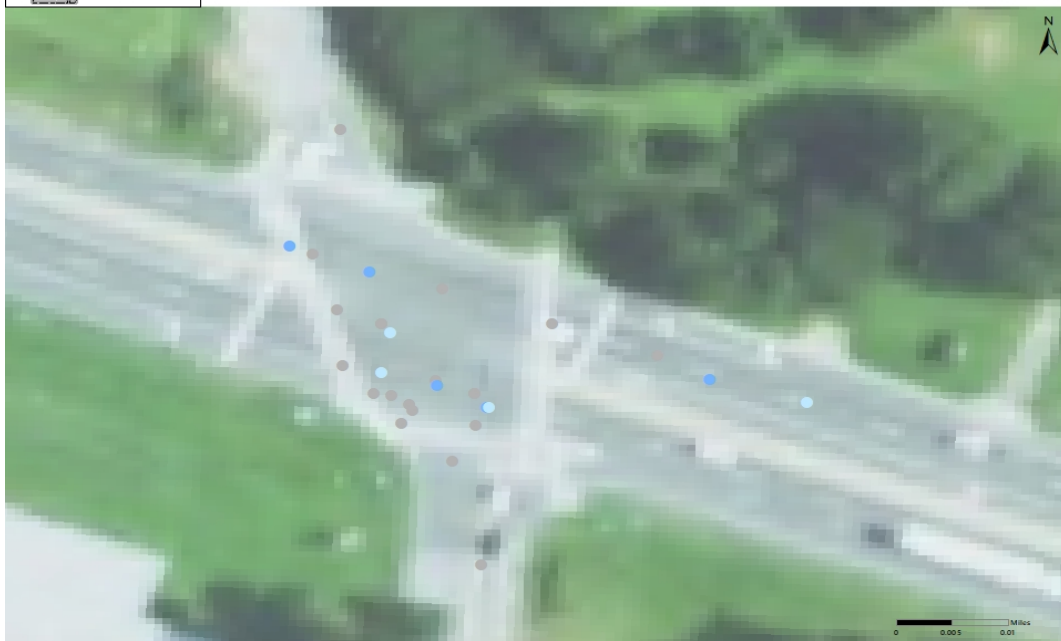
**Crashes by Manner of Collision**



**Crash Severity**



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

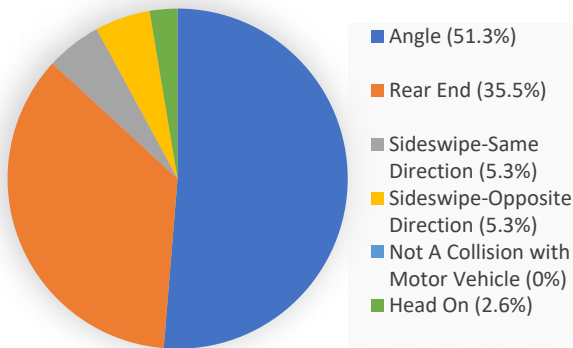




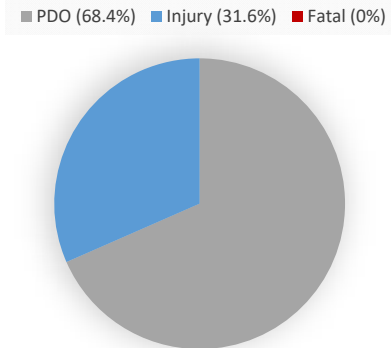
# SR 92 at Lee Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	5	1	4	15	14
	Rear End	6	7	2	4	8
	Sideswipe-Same Direction	2	1	0	1	0
	Sideswipe-Opposite Direction	1	0	0	2	1
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	1	0	0	1	0
Total Crashes		15	9	6	23	23
Total Non-Fatal Injury Crashes		5	3	0	7	9
Total Injuries		10	4	0	12	26
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



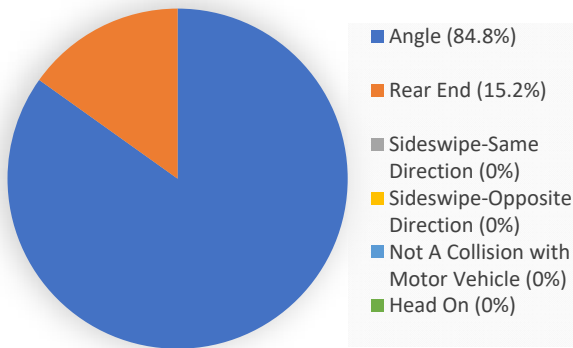
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



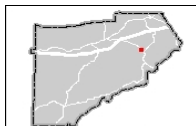
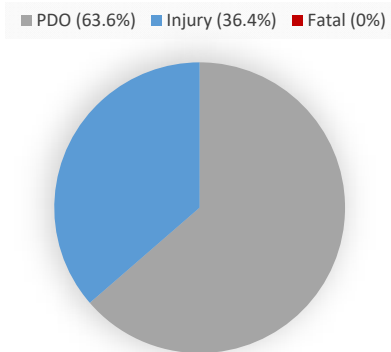
# SR 92 at Lake Monroe Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	6	7	8	4
	Rear End	0	2	3	0	0
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	0	0	0	0
Total Crashes		3	8	10	8	4
Total Non-Fatal Injury Crashes		2	2	4	3	1
Total Injuries		3	2	5	3	1
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



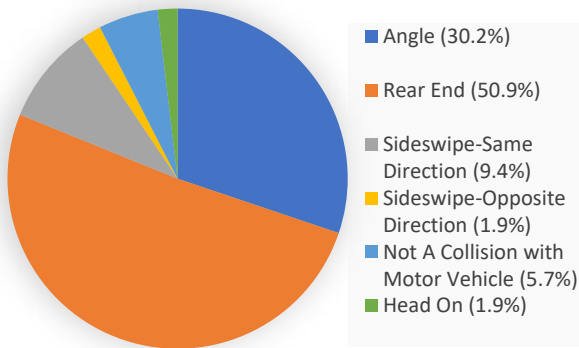
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



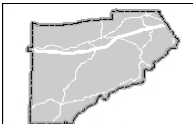
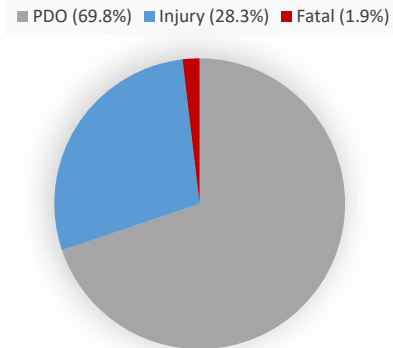
# SR 92 at Mt. Vernon Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	1	6	2	3
	Rear End	7	4	2	3	11
	Sideswipe-Same Direction	1	0	0	2	2
	Sideswipe-Opposite Direction	0	0	0	0	1
	Not A Collision with Motor Vehicle	1	0	1	1	0
	Head On	0	0	0	0	1
Total Crashes		13	5	9	8	18
Total Non-Fatal Injury Crashes		3	3	3	2	4
Total Injuries		4	4	3	2	6
Total Fatality Crashes		0	0	1	0	0
Total Fatalities		0	0	1	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



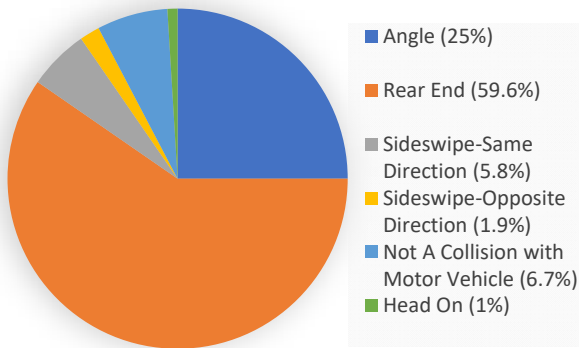
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



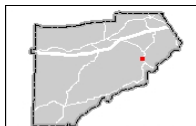
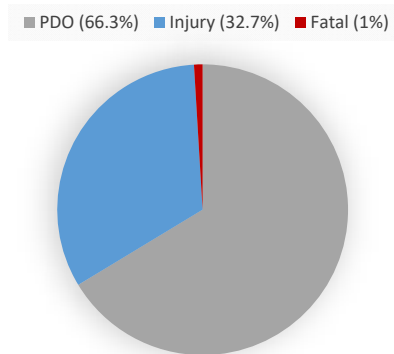
# SR 92 at Anneewakee Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	9	8	3	3
	Rear End	9	19	14	11	9
	Sideswipe-Same Direction	1	0	3	1	1
	Sideswipe-Opposite Direction	0	0	0	2	0
	Not A Collision with Motor Vehicle	3	1	3	0	0
	Head On	0	0	0	0	1
Total Crashes		16	29	28	17	14
Total Non-Fatal Injury Crashes		5	15	8	2	4
Total Injuries		6	17	15	3	5
Total Fatality Crashes		1	0	0	0	0
Total Fatalities		1	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		1	1	0	0	0

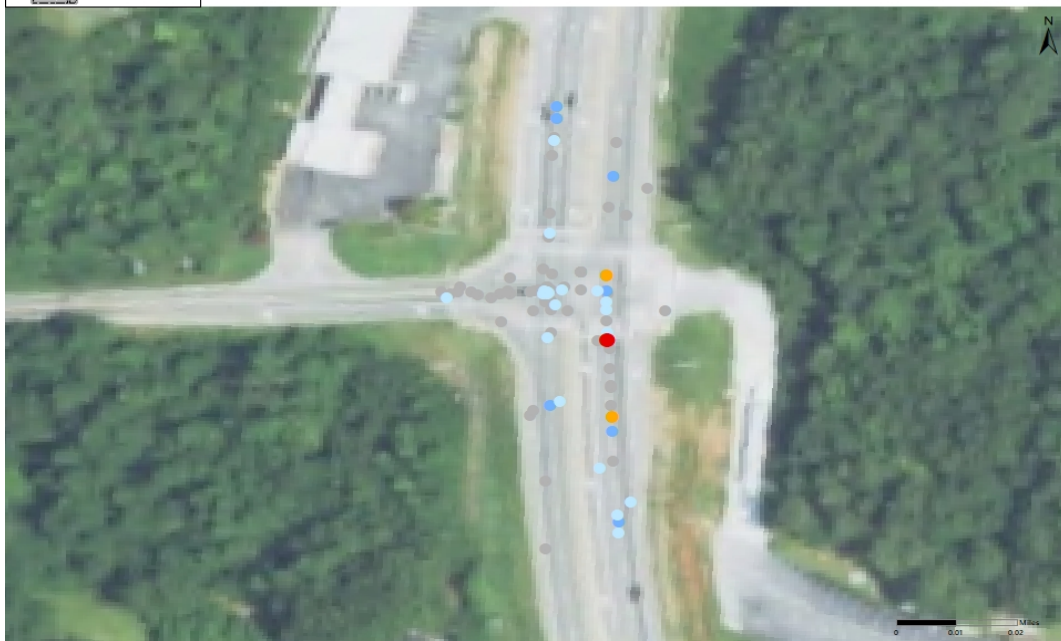
**Crashes by Manner of Collision**



**Crash Severity**



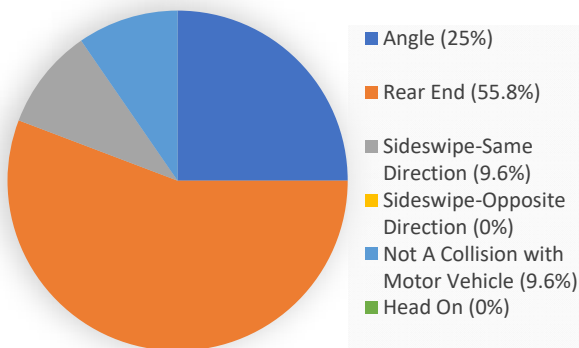
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



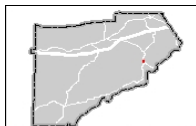
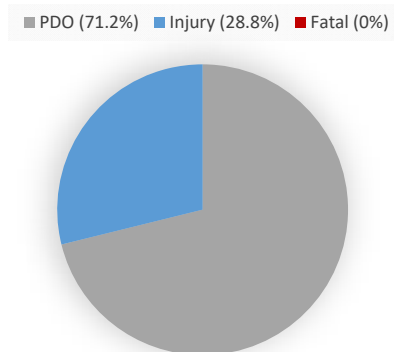
# SR 92 at Riverside Pkwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	3	1	3	4
	Rear End	2	3	4	11	9
	Sideswipe-Same Direction	1	1	0	0	3
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	3	0	0	1
	Head On	0	0	0	0	0
Total Crashes		6	10	5	14	17
Total Non-Fatal Injury Crashes		1	1	1	8	4
Total Injuries		1	2	1	10	5
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



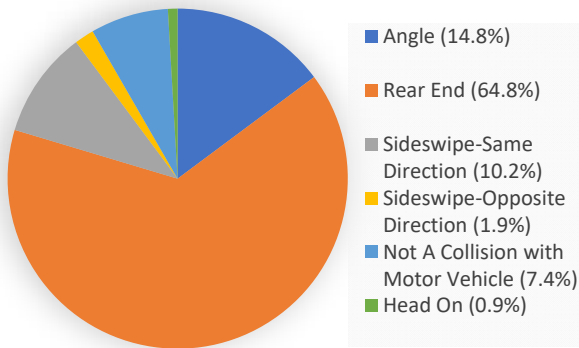
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



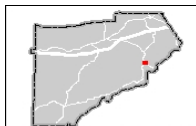
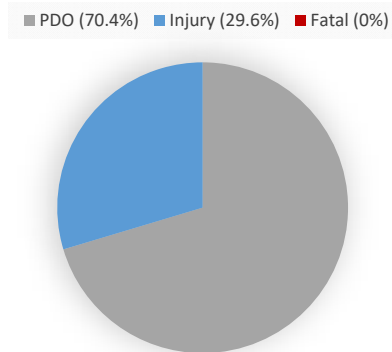
# SR 92 at Fairburn Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	2	5	3	6
	Rear End	14	10	13	16	17
	Sideswipe-Same Direction	0	4	1	4	2
	Sideswipe-Opposite Direction	1	0	0	1	0
	Not A Collision with Motor Vehicle	3	4	0	1	0
	Head On	0	0	0	0	1
Total Crashes		18	20	19	25	26
Total Non-Fatal Injury Crashes		4	7	5	9	7
Total Injuries		7	12	6	14	10
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



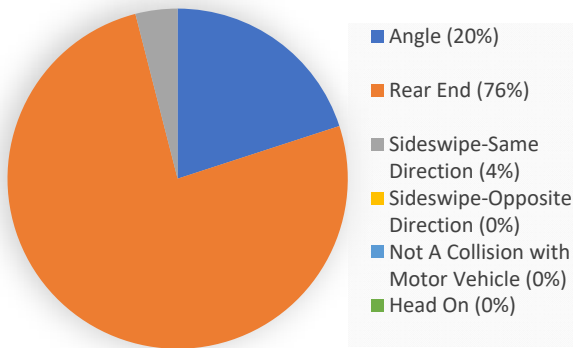
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



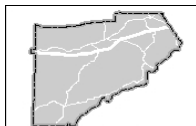
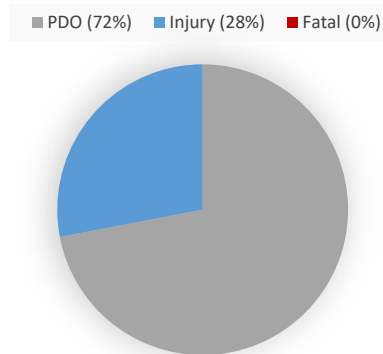
# SR 8/Veterans Memorial Hwy at Durelee Lane

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	0	1	1	2
	Rear End	4	3	6	3	3
	Sideswipe-Same Direction	0	0	1	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	0	0	0	0
Total Crashes		5	3	8	4	5
Total Non-Fatal Injury Crashes		1	0	3	1	2
Total Injuries		3	0	3	1	3
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



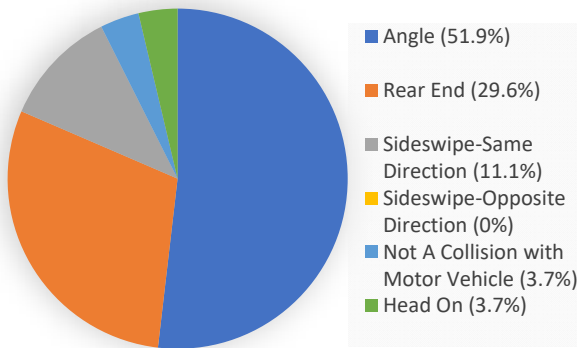
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



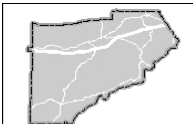
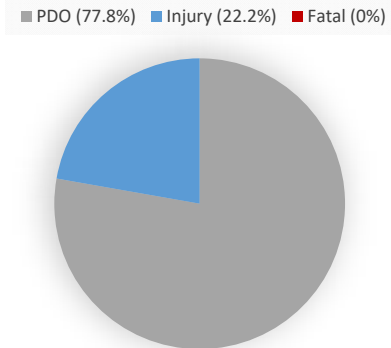
# SR 8/Veterans Memorial Hwy at McIntosh Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	6	6	2	0
	Rear End	0	2	2	2	2
	Sideswipe-Same Direction	0	0	1	1	1
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	1	0	0
	Head On	0	0	0	0	1
Total Crashes		0	8	10	5	4
Total Non-Fatal Injury Crashes		0	1	2	1	2
Total Injuries		0	2	4	2	3
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

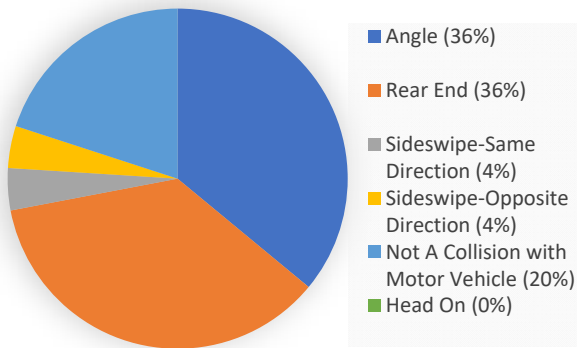




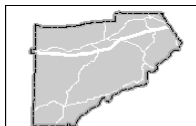
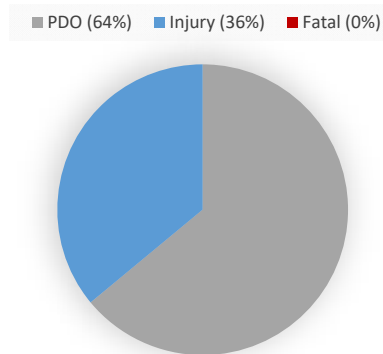
# SR 8/Veterans Memorial Hwy at Municipal Pkwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	1	3	1	2
	Rear End	1	2	1	0	5
	Sideswipe-Same Direction	0	0	0	1	0
	Sideswipe-Opposite Direction	0	1	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	3	2
	Head On	0	0	0	0	0
Total Crashes		3	4	4	5	9
Total Non-Fatal Injury Crashes		2	1	1	1	4
Total Injuries		2	1	1	3	5
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

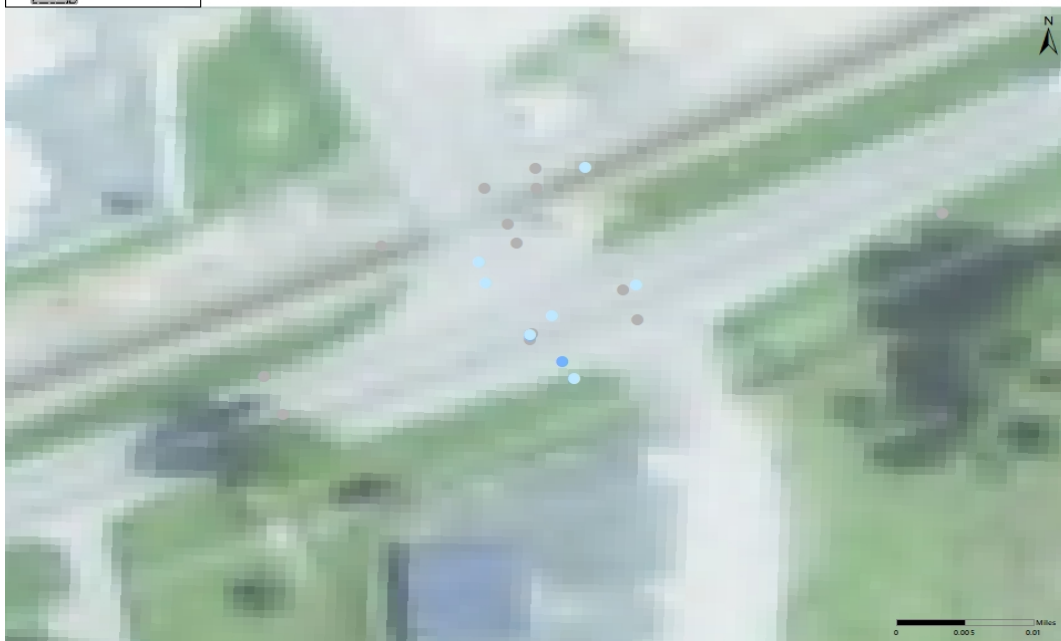
**Crashes by Manner of Collision**



**Crash Severity**



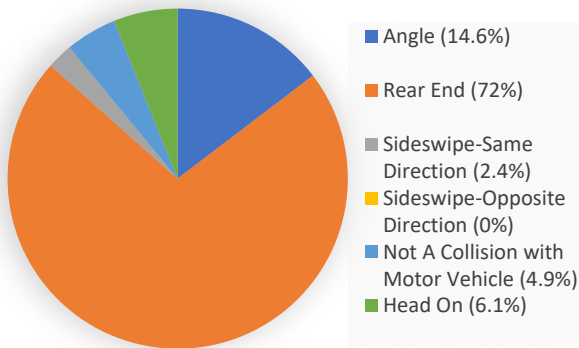
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



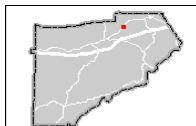
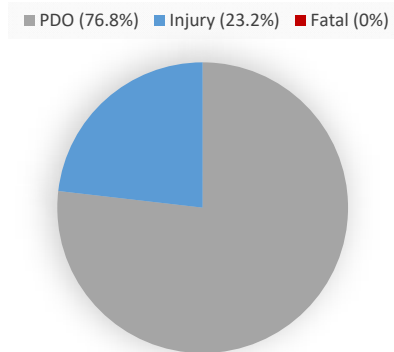
# SR 8/Veterans Memorial Hwy at Burnt Hickory Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	1	3	4	2
	Rear End	9	7	17	12	14
	Sideswipe-Same Direction	1	0	0	1	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	3	0	0	0	1
	Head On	0	0	1	0	4
Total Crashes		15	8	21	17	21
Total Non-Fatal Injury Crashes		3	4	5	3	4
Total Injuries		7	7	9	6	5
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

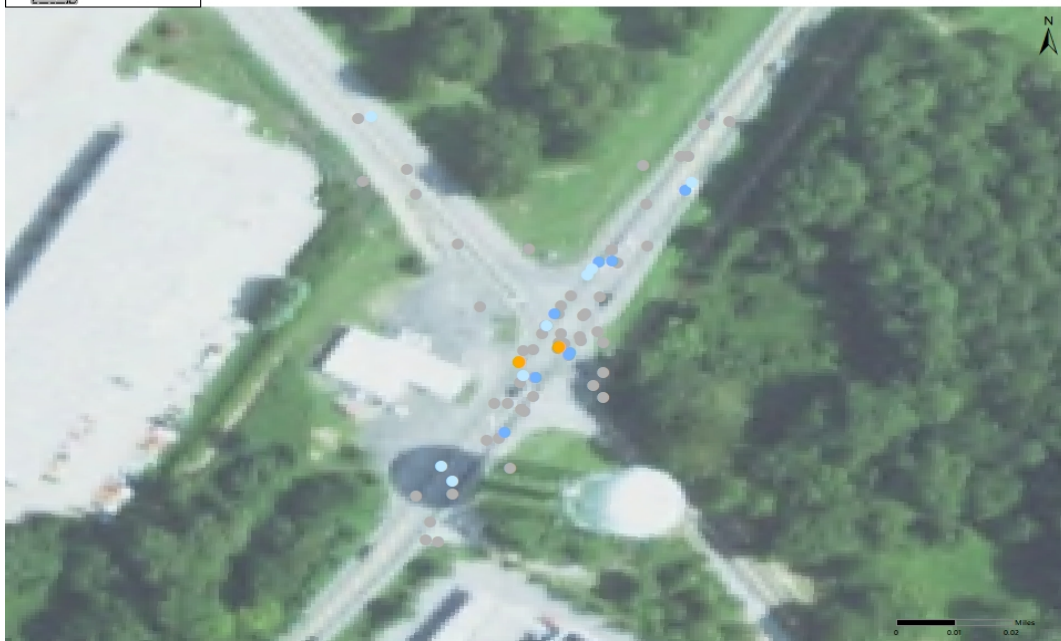
**Crashes by Manner of Collision**



**Crash Severity**



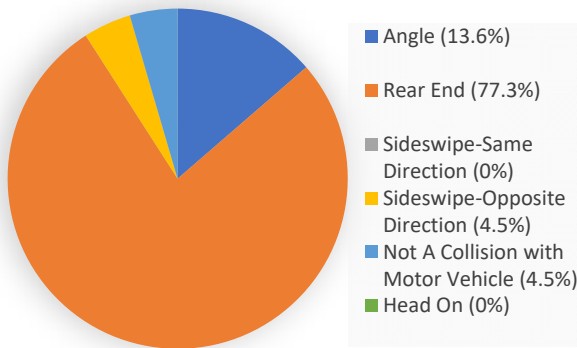
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



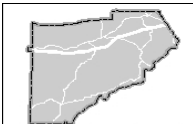
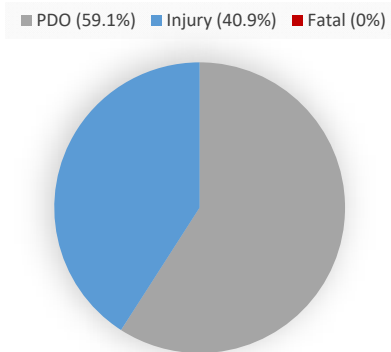
# SR 8/Veterans Memorial Hwy at Old Beulah Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	1	0	0	1
	Rear End	3	2	4	6	2
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	1
	Not A Collision with Motor Vehicle	0	0	1	0	0
	Head On	0	0	0	0	0
Total Crashes		4	3	5	6	4
Total Non-Fatal Injury Crashes		2	2	2	3	0
Total Injuries		4	3	2	4	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

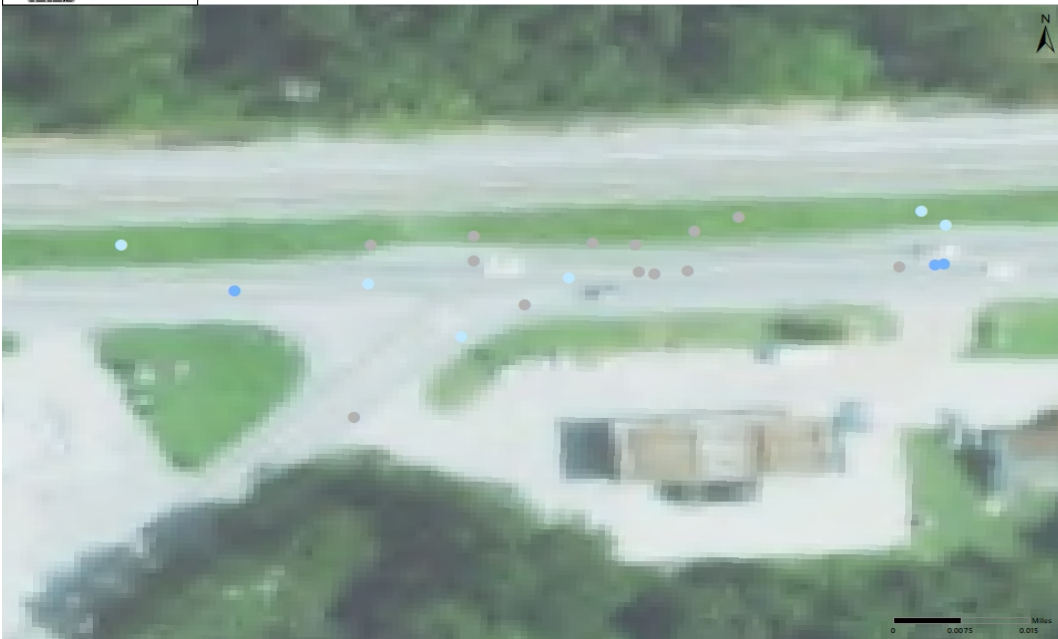
**Crashes by Manner of Collision**



**Crash Severity**



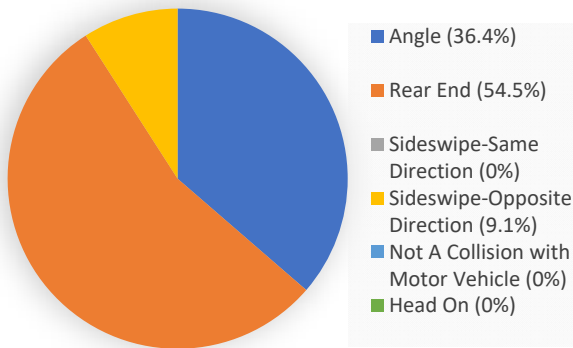
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



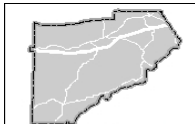
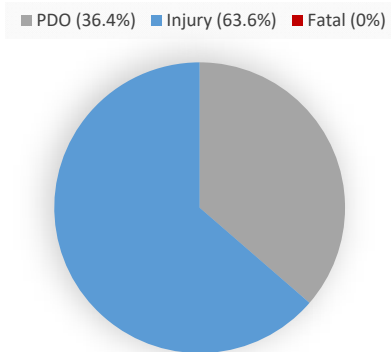
# SR 8/Veterans Memorial Hwy at County Line Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	1	0	0	0
	Rear End	1	3	1	1	0
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	1	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	0	0	0	0
Total Crashes		5	4	1	1	0
Total Non-Fatal Injury Crashes		2	4	0	1	0
Total Injuries		2	6	0	1	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



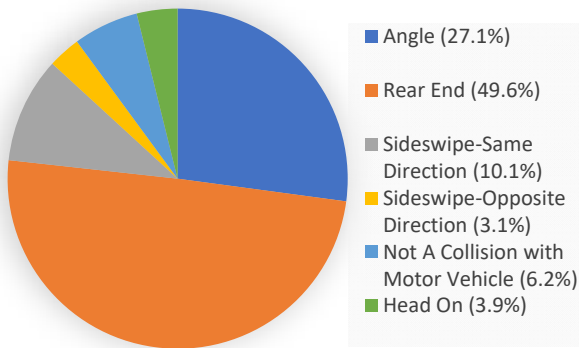
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



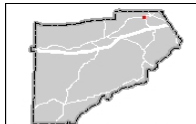
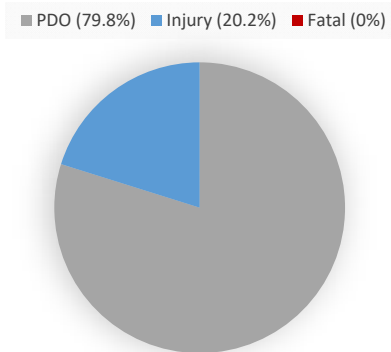
# SR 8/Veterans Memorial Hwy at S. Sweetwater Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	3	8	16	8
	Rear End	5	10	13	16	20
	Sideswipe-Same Direction	2	4	3	2	2
	Sideswipe-Opposite Direction	0	0	2	0	2
	Not A Collision with Motor Vehicle	0	1	3	2	2
	Head On	2	1	0	0	2
Total Crashes		9	19	29	36	36
Total Non-Fatal Injury Crashes		5	5	4	4	8
Total Injuries		6	6	6	5	10
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

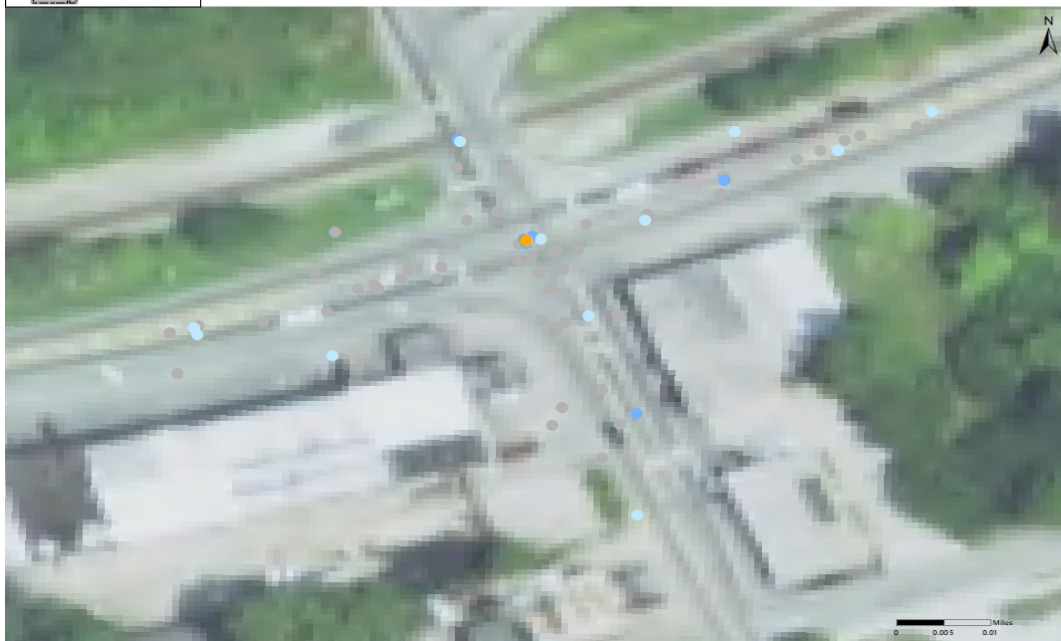
**Crashes by Manner of Collision**



**Crash Severity**



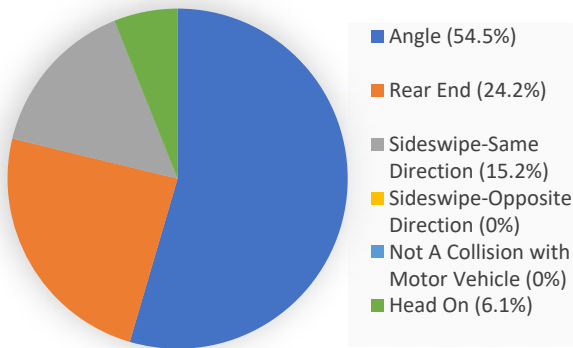
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



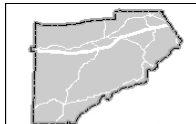
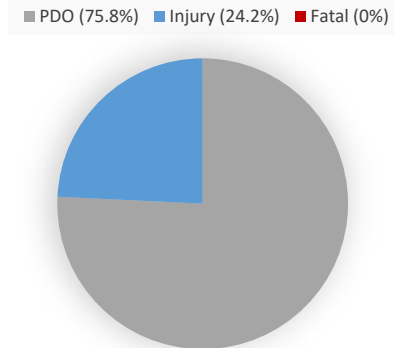
# SR 8/Veterans Memorial Hwy at Bowden St

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	2	6	4	3
	Rear End	1	1	1	3	2
	Sideswipe-Same Direction	1	1	2	1	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	2	0	0	0	0
Total Crashes		7	4	9	8	5
Total Non-Fatal Injury Crashes		1	1	3	1	2
Total Injuries		2	1	3	1	2
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



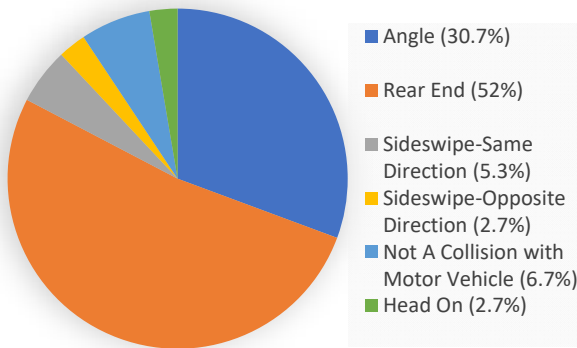
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



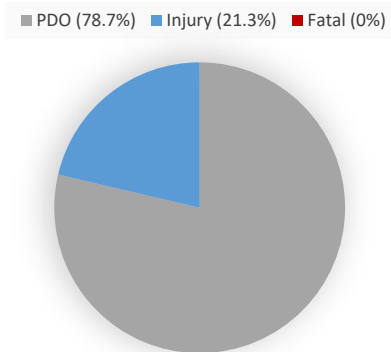
# Lee Rd at E. County Line Rd/Ambassador Dr

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	2	4	6	11
	Rear End	2	6	14	8	9
	Sideswipe-Same Direction	0	1	0	2	1
	Sideswipe-Opposite Direction	0	0	0	0	2
	Not A Collision with Motor Vehicle	0	0	1	4	0
	Head On	0	2	0	0	0
Total Crashes		2	11	19	20	23
Total Non-Fatal Injury Crashes		0	4	4	3	5
Total Injuries		0	6	10	6	6
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

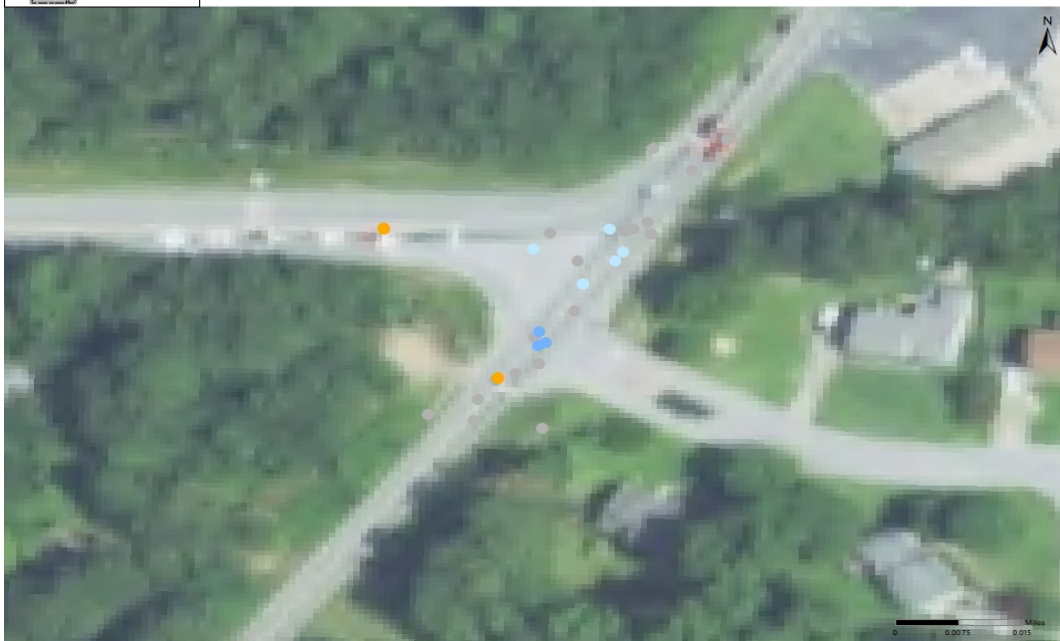
**Crashes by Manner of Collision**



**Crash Severity**



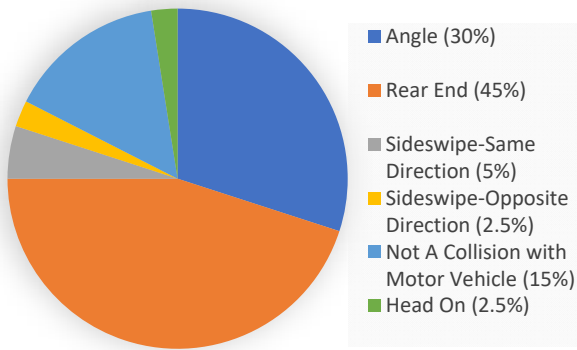
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



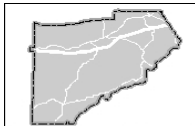
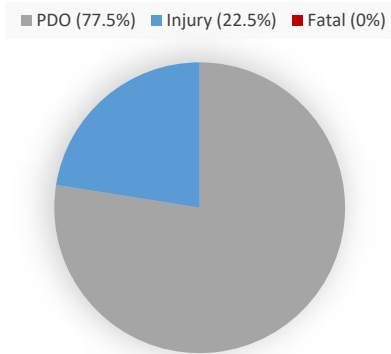
# Lee Rd at Monier Ave

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	2	1	5	1
	Rear End	6	3	4	3	2
	Sideswipe-Same Direction	0	0	1	1	0
	Sideswipe-Opposite Direction	0	0	0	0	1
	Not A Collision with Motor Vehicle	3	1	1	1	0
	Head On	0	0	0	1	0
Total Crashes		12	6	7	11	4
Total Non-Fatal Injury Crashes		5	1	0	3	0
Total Injuries		6	1	0	9	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

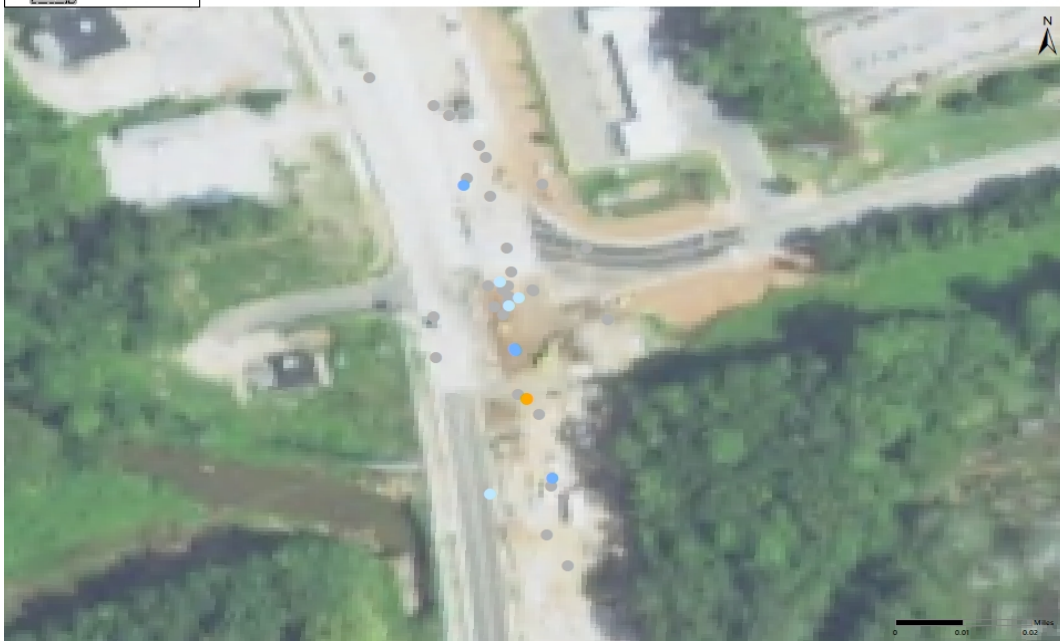
**Crashes by Manner of Collision**



**Crash Severity**



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

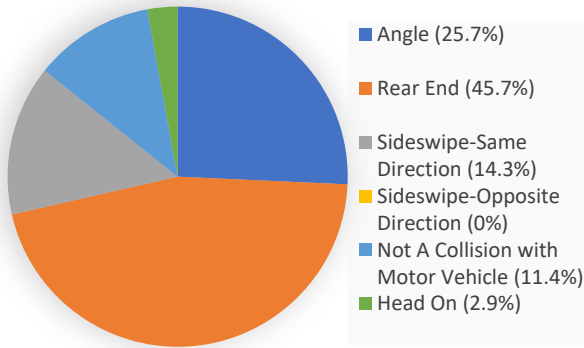




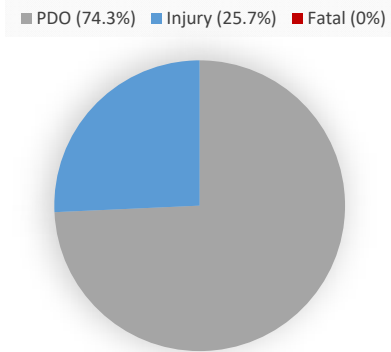
# I-20 EB Ramps at Lee Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	4	0	1	1
	Rear End	5	5	3	1	2
	Sideswipe-Same Direction	1	2	1	1	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	1	0	0	2
	Head On	1	0	0	0	0
Total Crashes		11	12	4	3	5
Total Non-Fatal Injury Crashes		3	4	1	0	1
Total Injuries		4	6	1	0	1
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



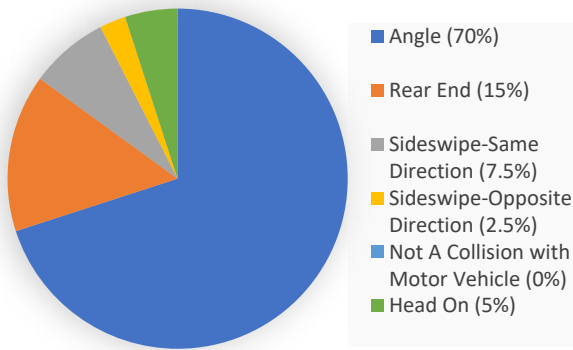
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



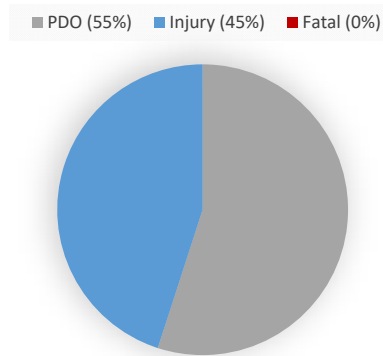
# I-20 WB Ramps at Lee Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	10	7	8	3
	Rear End	2	0	1	2	1
	Sideswipe-Same Direction	0	1	0	1	1
	Sideswipe-Opposite Direction	1	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	1	1	0	0
Total Crashes		3	12	9	11	5
Total Non-Fatal Injury Crashes		0	6	3	7	2
Total Injuries		0	7	5	10	9
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



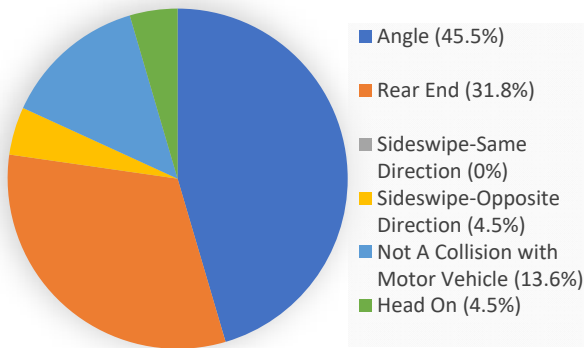
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



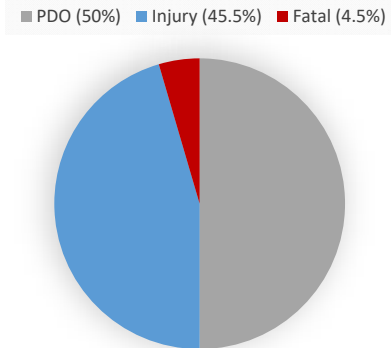
# Lee Rd at Vulcan Dr

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	3	2	1	1
	Rear End	1	1	1	1	3
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	1
	Not A Collision with Motor Vehicle	0	2	1	0	0
	Head On	1	0	0	0	0
Total Crashes		5	6	4	2	5
Total Non-Fatal Injury Crashes		1	3	3	1	2
Total Injuries		3	3	4	2	8
Total Fatality Crashes		0	1	0	0	0
Total Fatalities		0	1	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



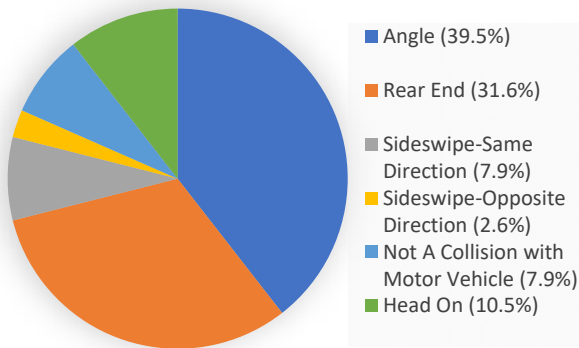
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



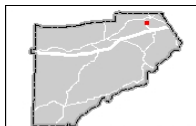
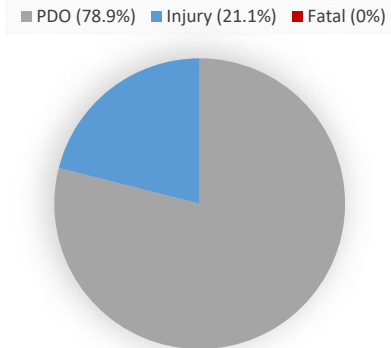
# S. Sweetwater Rd at Skyview Dr/Jr. High Dr

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	7	2	1	3
	Rear End	3	2	2	3	2
	Sideswipe-Same Direction	0	0	0	2	1
	Sideswipe-Opposite Direction	0	0	0	0	1
	Not A Collision with Motor Vehicle	1	1	0	0	1
	Head On	0	0	1	1	2
Total Crashes		6	10	5	7	10
Total Non-Fatal Injury Crashes		1	2	2	1	2
Total Injuries		1	2	4	2	5
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		1	0	0	0	0

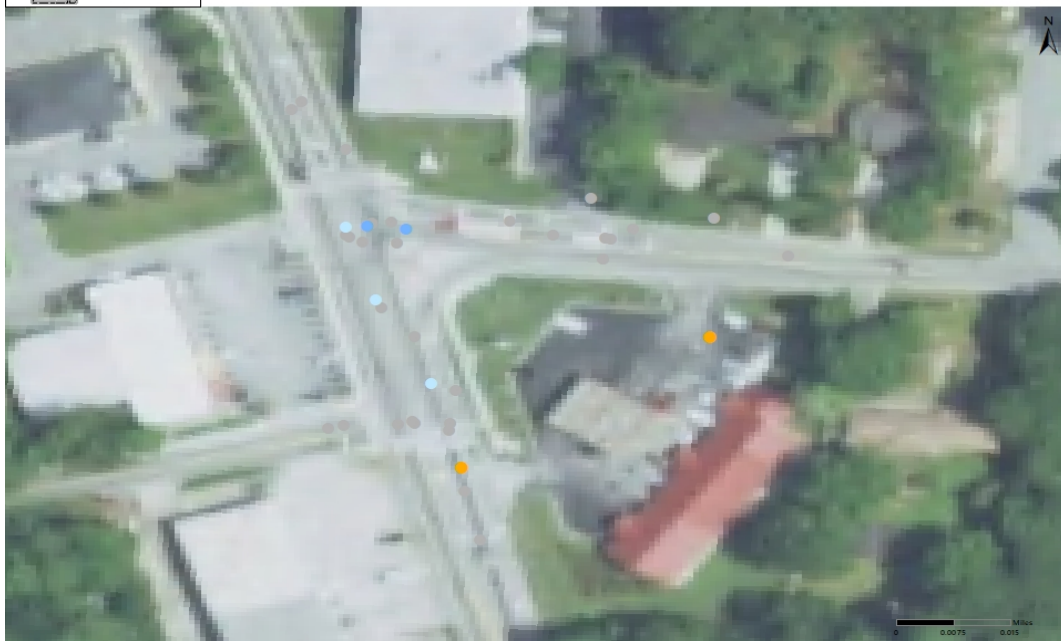
**Crashes by Manner of Collision**



**Crash Severity**



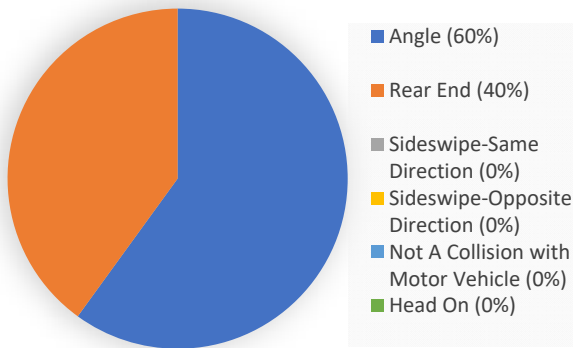
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



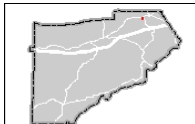
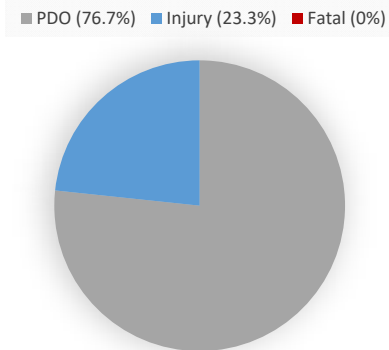
## S. Sweetwater Rd at Cooper St/Mark Turner Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	3	1	7	4
	Rear End	1	2	1	4	4
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	0	0	0	0
Total Crashes		4	5	2	11	8
Total Non-Fatal Injury Crashes		0	0	2	2	3
Total Injuries		0	0	3	2	4
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

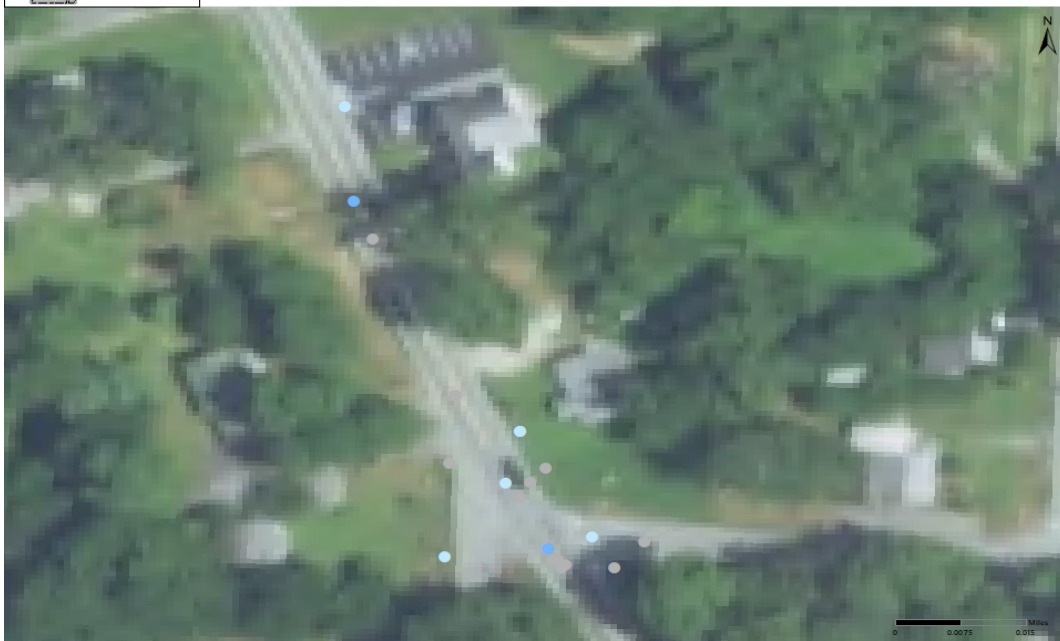
**Crashes by Manner of Collision**



**Crash Severity**



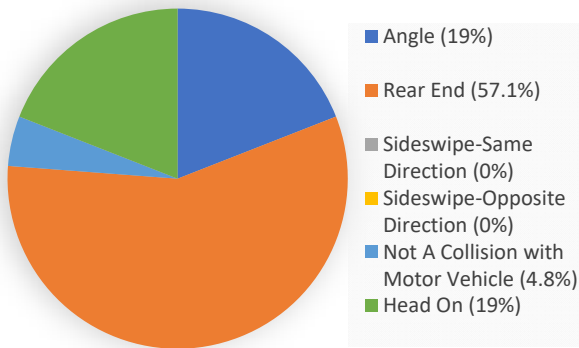
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



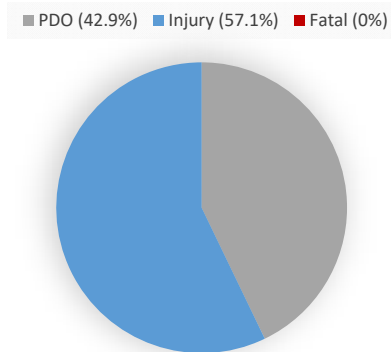
## S. Sweetwater Rd at Lee Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	0	3	0	1
	Rear End	2	4	2	2	2
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	1	0	0	0
	Head On	1	1	0	1	1
Total Crashes		3	6	5	3	4
Total Non-Fatal Injury Crashes		0	5	3	2	2
Total Injuries		0	6	3	3	2
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	1	0	0	0

Crashes by Manner of Collision



Crash Severity



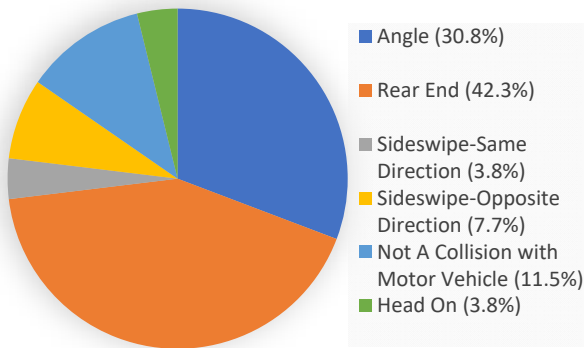
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



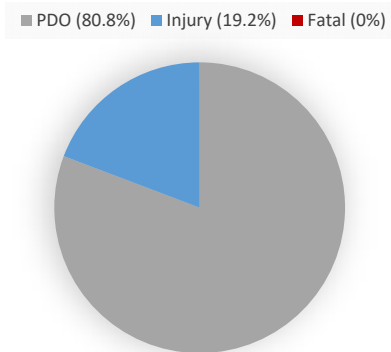
# Mt. Vernon Rd at Blairs Bridge Rd/Monier Ave

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	1	2	1	1
	Rear End	2	1	3	4	1
	Sideswipe-Same Direction	0	1	0	0	0
	Sideswipe-Opposite Direction	0	0	1	0	1
	Not A Collision with Motor Vehicle	1	1	0	0	1
	Head On	0	1	0	0	0
Total Crashes		6	5	6	5	4
Total Non-Fatal Injury Crashes		2	1	2	0	0
Total Injuries		3	2	4	0	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

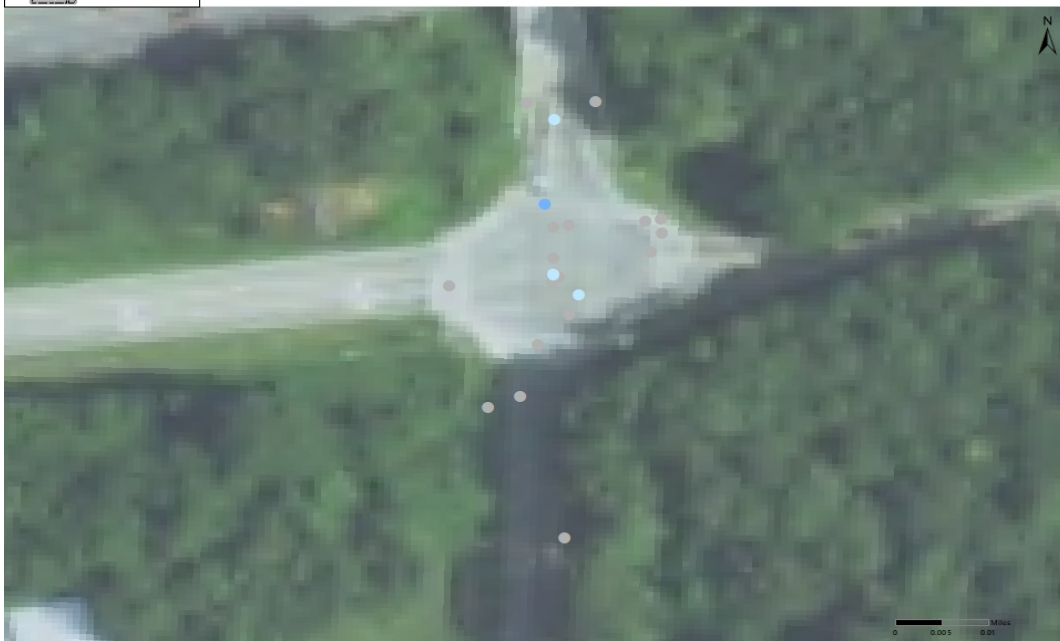
**Crashes by Manner of Collision**



**Crash Severity**



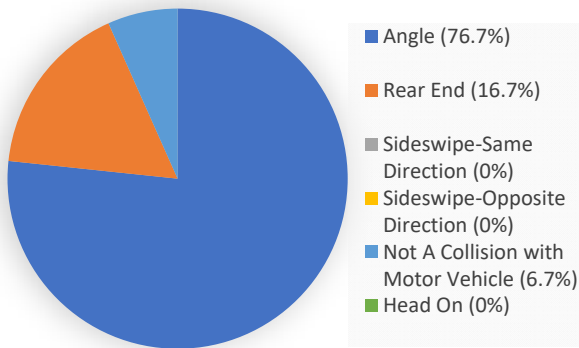
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



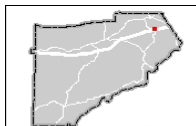
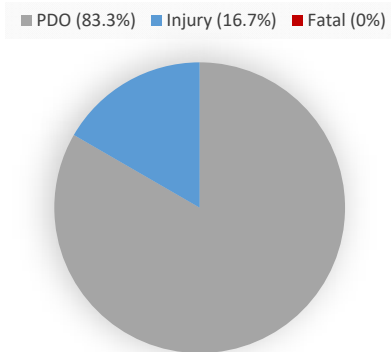
# S. Sweetwater Rd at Mt. Vernon Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	3	4	5	6	5
	Rear End	0	0	4	0	1
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	0	1	0	0
	Head On	0	0	0	0	0
Total Crashes		4	4	10	6	6
Total Non-Fatal Injury Crashes		1	0	1	0	3
Total Injuries		1	0	1	0	5
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

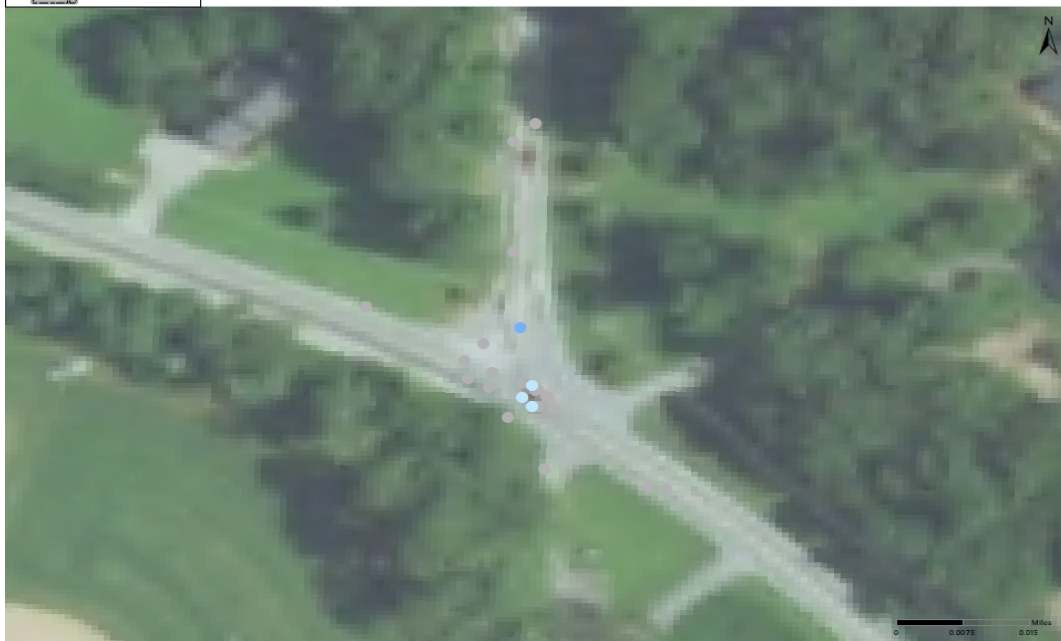
**Crashes by Manner of Collision**



**Crash Severity**



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

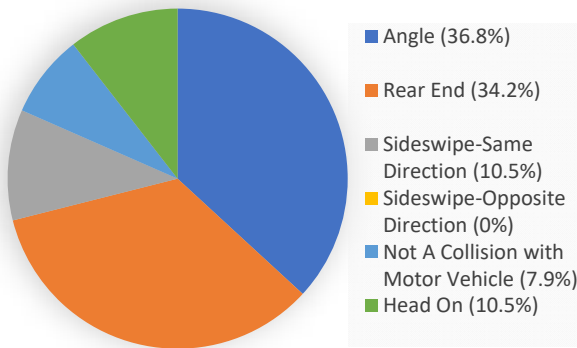




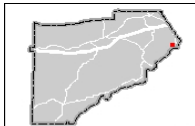
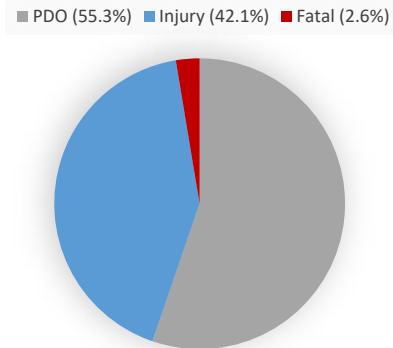
# Riverside Pkwy at Rock House Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	7	2	2	3
	Rear End	2	1	2	4	4
	Sideswipe-Same Direction	1	1	0	2	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	3	0	0	0	0
	Head On	1	0	1	1	1
Total Crashes		7	9	5	9	8
Total Non-Fatal Injury Crashes		1	6	1	4	4
Total Injuries		1	7	1	4	4
Total Fatality Crashes		0	0	1	0	0
Total Fatalities		0	0	1	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	1	1	0	0

Crashes by Manner of Collision



Crash Severity



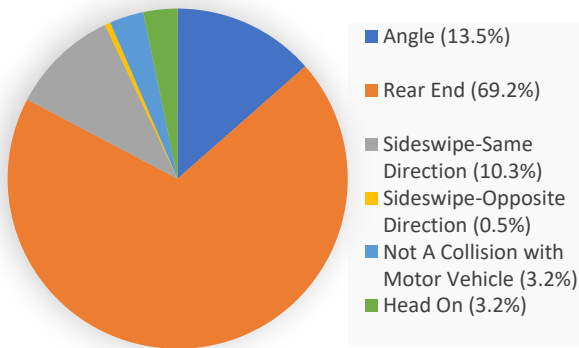
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



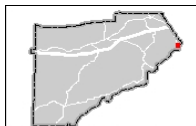
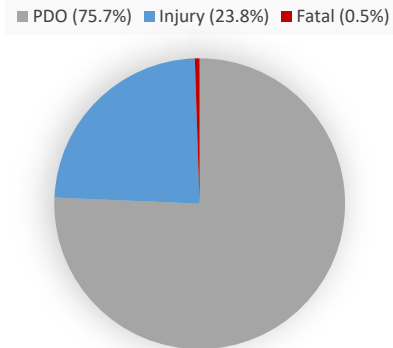
# SR 6/Thornton Rd at Riverside Pkwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	3	3	11	4
	Rear End	30	30	22	18	28
	Sideswipe-Same Direction	1	4	2	7	5
	Sideswipe-Opposite Direction	0	0	1	0	0
	Not A Collision with Motor Vehicle	2	1	1	2	0
	Head On	2	1	0	1	2
Total Crashes		39	39	29	39	39
Total Non-Fatal Injury Crashes		12	9	8	9	6
Total Injuries		20	10	12	13	8
Total Fatality Crashes		0	0	0	0	1
Total Fatalities		0	0	0	0	1
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	1	0	0

**Crashes by Manner of Collision**



**Crash Severity**



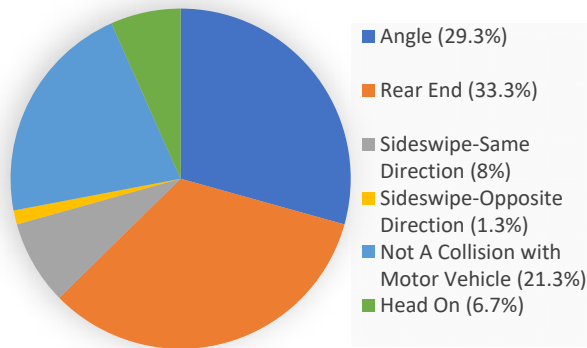
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



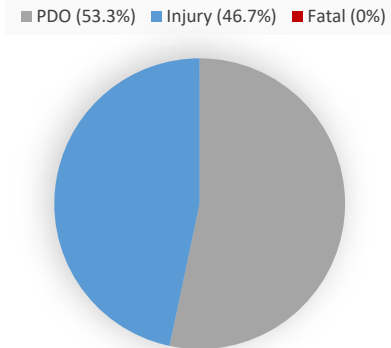
# SR 6/Thornton Rd at Douglas Hills Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	4	3	7	6
	Rear End	1	3	11	5	5
	Sideswipe-Same Direction	1	0	4	0	1
	Sideswipe-Opposite Direction	0	0	0	0	1
	Not A Collision with Motor Vehicle	5	2	2	7	0
	Head On	2	1	0	1	1
Total Crashes		11	10	20	20	14
Total Non-Fatal Injury Crashes		5	7	10	7	6
Total Injuries		6	9	12	8	7
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	1	2	0

**Crashes by Manner of Collision**



**Crash Severity**



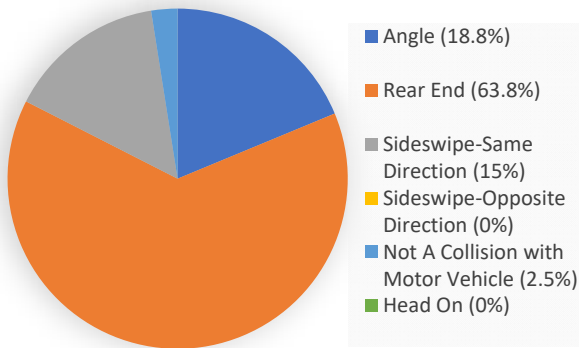
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



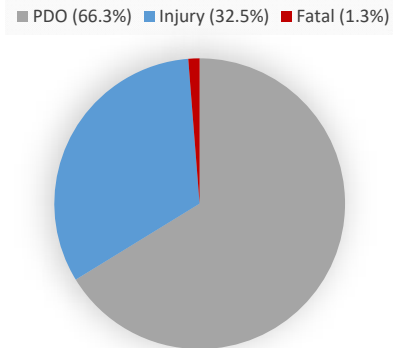
# SR 6/Thornton Rd at Factory Shoals Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	2	1	4	5	3
	Rear End	5	8	13	14	11
	Sideswipe-Same Direction	2	2	1	5	2
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	1	0	0	0
	Head On	0	0	0	0	0
Total Crashes		10	12	18	24	16
Total Non-Fatal Injury Crashes		4	3	7	6	6
Total Injuries		10	3	9	7	9
Total Fatality Crashes		0	1	0	0	0
Total Fatalities		0	1	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	1	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



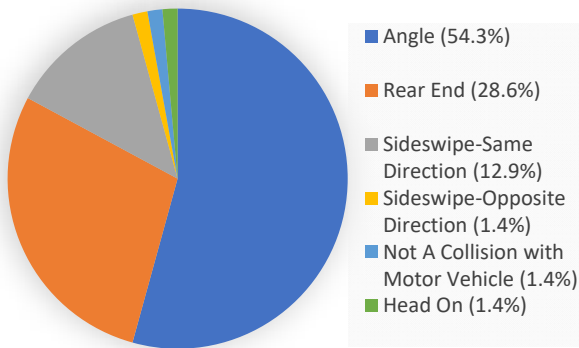
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



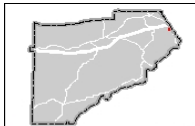
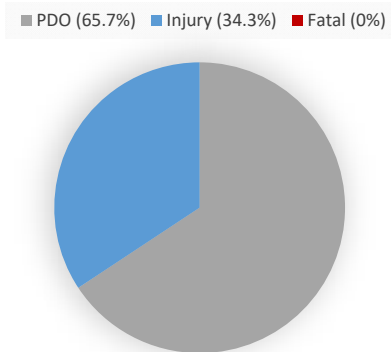
## SR 6/Thornton Rd at Bob Arnold Blvd/Interstate W Pkwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	6	6	5	16	5
	Rear End	3	2	7	3	5
	Sideswipe-Same Direction	2	3	1	1	2
	Sideswipe-Opposite Direction	0	0	0	1	0
	Not A Collision with Motor Vehicle	0	1	0	0	0
	Head On	0	0	0	0	1
Total Crashes		11	12	13	21	13
Total Non-Fatal Injury Crashes		4	4	4	9	3
Total Injuries		5	4	6	11	3
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

### Crashes by Manner of Collision



### Crash Severity



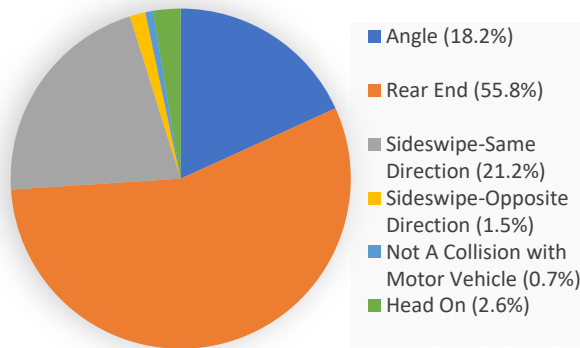
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



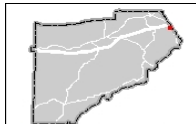
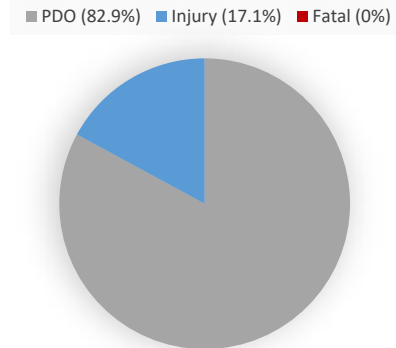
# SR 6/Thornton Rd at Blairs Bridge Rd/Interstate W Pk

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	5	5	10	15	14
	Rear End	26	38	34	29	23
	Sideswipe-Same Direction	9	12	6	19	11
	Sideswipe-Opposite Direction	0	1	0	0	3
	Not A Collision with Motor Vehicle	0	0	1	0	1
	Head On	3	1	3	0	0
Total Crashes		43	57	54	63	52
Total Non-Fatal Injury Crashes		4	13	8	12	9
Total Injuries		7	17	21	22	11
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



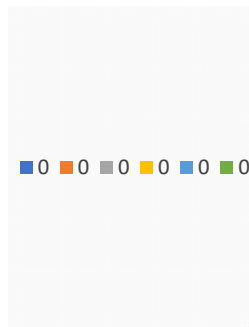
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



**####**

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	0	0	0	0
	Rear End	0	0	0	0	0
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	0	0	0	0
Total Crashes		0	0	0	0	0
Total Non-Fatal Injury Crashes		0	0	0	0	0
Total Injuries		0	0	0	0	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**

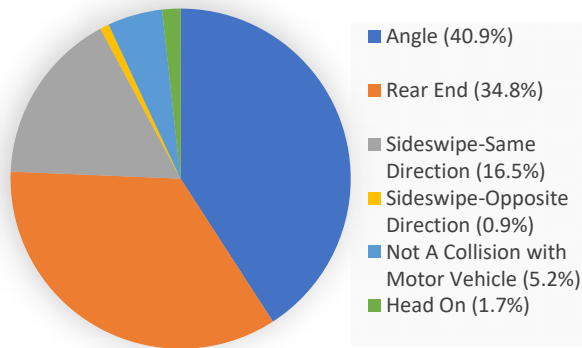


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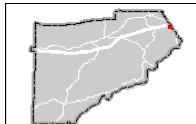
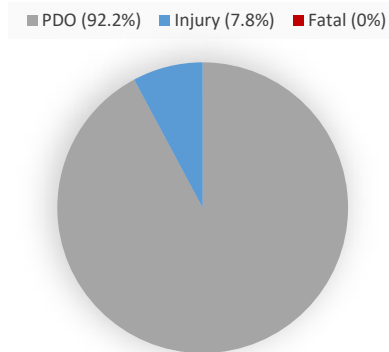
# SR 6/Thornton Rd at W. Point Ct

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	0	1	1	28	17
	Rear End	1	5	5	15	14
	Sideswipe-Same Direction	2	1	3	11	2
	Sideswipe-Opposite Direction	0	0	0	1	0
	Not A Collision with Motor Vehicle	1	0	1	3	1
	Head On	0	0	0	0	2
Total Crashes		4	7	10	58	36
Total Non-Fatal Injury Crashes		0	1	1	3	4
Total Injuries		0	2	2	3	5
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	1	0

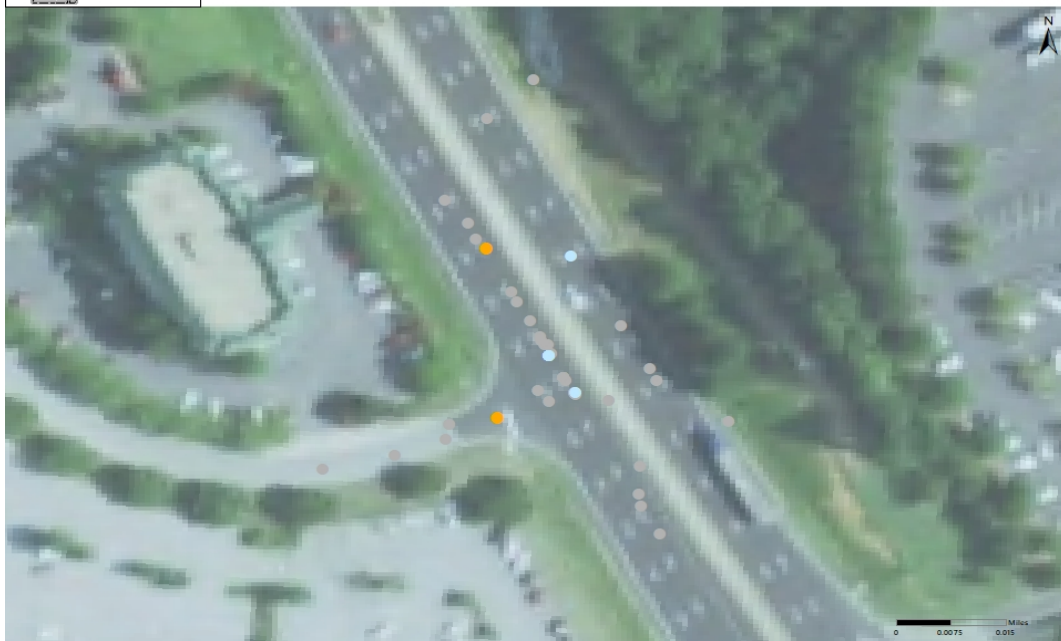
**Crashes by Manner of Collision**



**Crash Severity**



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

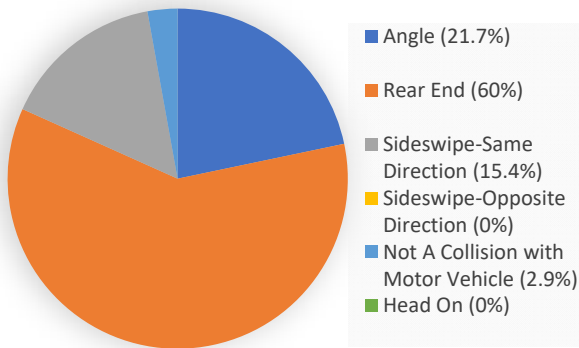




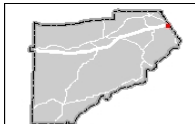
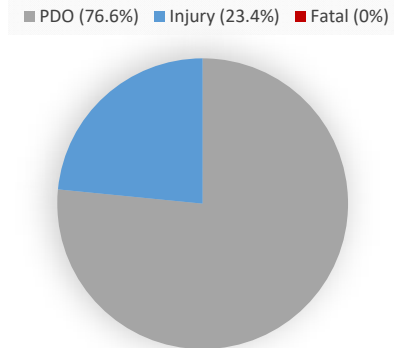
# I-20 EB Ramps at SR 6/Thornton Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	7	7	10	12	2
	Rear End	24	36	17	15	13
	Sideswipe-Same Direction	3	6	9	5	4
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	2	0	1	2
	Head On	0	0	0	0	0
Total Crashes		34	51	36	33	21
Total Non-Fatal Injury Crashes		8	14	6	10	3
Total Injuries		10	17	10	13	4
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



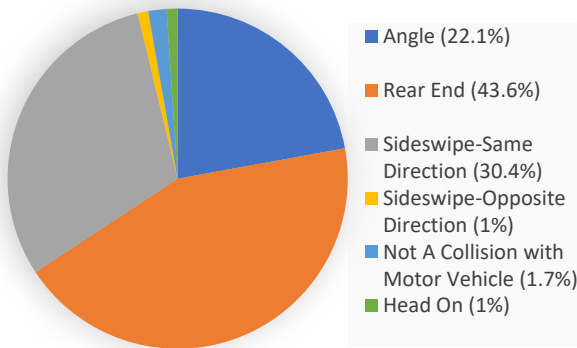
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



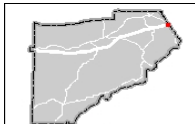
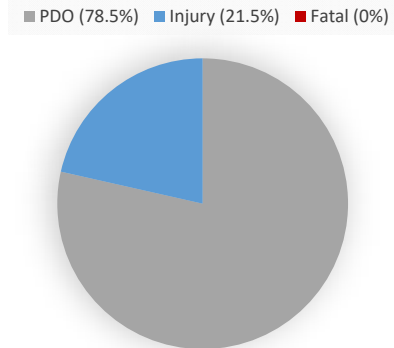
# I-20 WB Ramps at SR 6/Thornton Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	13	13	13	11	14
	Rear End	24	23	30	27	22
	Sideswipe-Same Direction	14	22	20	17	15
	Sideswipe-Opposite Direction	0	2	0	1	0
	Not A Collision with Motor Vehicle	2	0	1	1	1
	Head On	1	0	0	2	0
Total Crashes		54	60	64	59	52
Total Non-Fatal Injury Crashes		16	10	11	17	8
Total Injuries		22	12	12	26	10
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		1	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



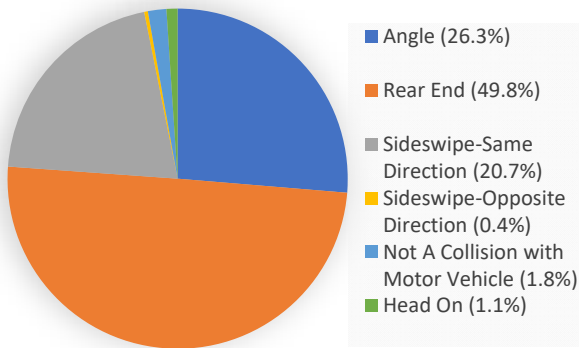
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



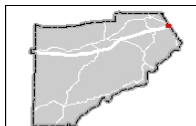
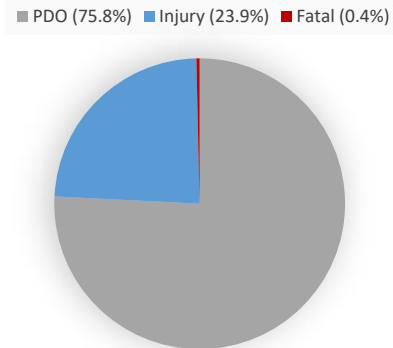
# SR 6/Thornton Rd at N. Blairs Bridge Rd/Blair Way

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	10	24	10	13	18
	Rear End	23	34	29	33	23
	Sideswipe-Same Direction	9	11	15	16	8
	Sideswipe-Opposite Direction	0	0	0	1	0
	Not A Collision with Motor Vehicle	2	1	1	0	1
	Head On	1	2	0	0	0
Total Crashes		45	72	55	63	50
Total Non-Fatal Injury Crashes		17	18	10	11	12
Total Injuries		35	23	19	15	16
Total Fatality Crashes		0	0	0	0	1
Total Fatalities		0	0	0	0	1
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		2	0	0	0	1

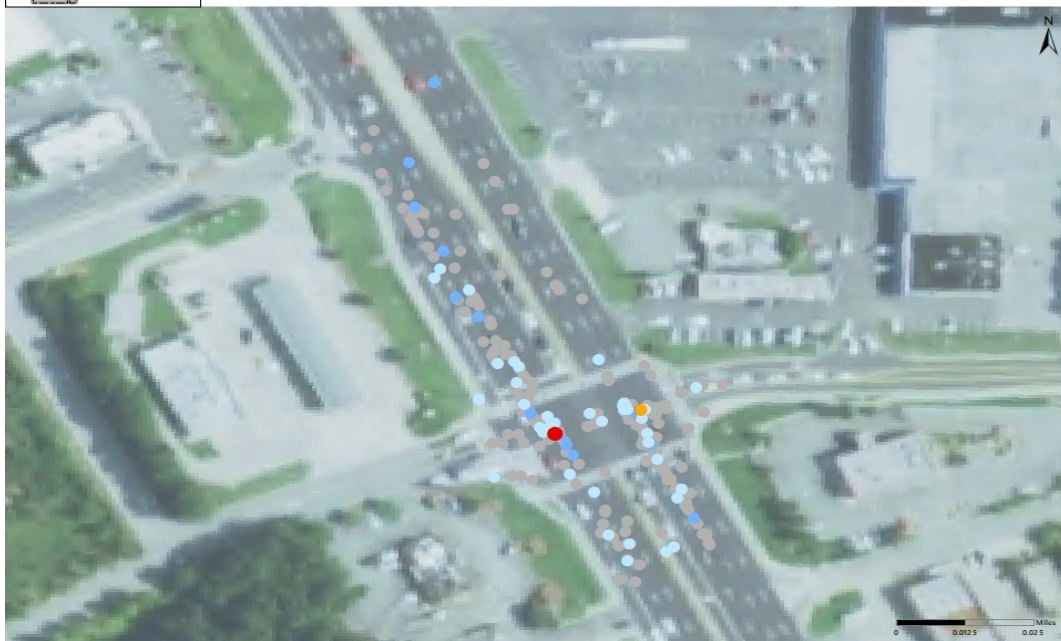
**Crashes by Manner of Collision**



**Crash Severity**



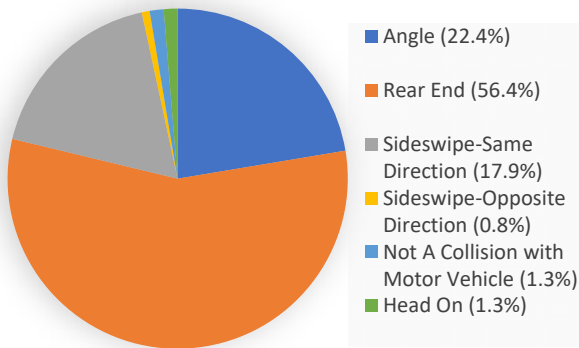
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



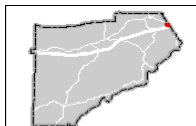
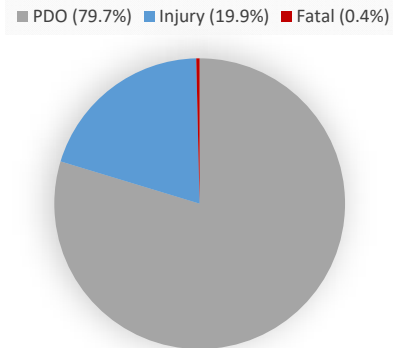
# SR 6/Thornton Rd at Skyview Dr

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	21	37	24	26	11
	Rear End	69	85	58	53	35
	Sideswipe-Same Direction	18	19	15	25	18
	Sideswipe-Opposite Direction	1	1	0	1	1
	Not A Collision with Motor Vehicle	1	3	0	1	2
	Head On	1	1	2	2	1
Total Crashes		111	146	99	108	68
Total Non-Fatal Injury Crashes		26	36	16	18	10
Total Injuries		36	50	30	28	12
Total Fatality Crashes		1	0	0	1	0
Total Fatalities		1	0	0	1	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	1	0	1	1

**Crashes by Manner of Collision**



**Crash Severity**



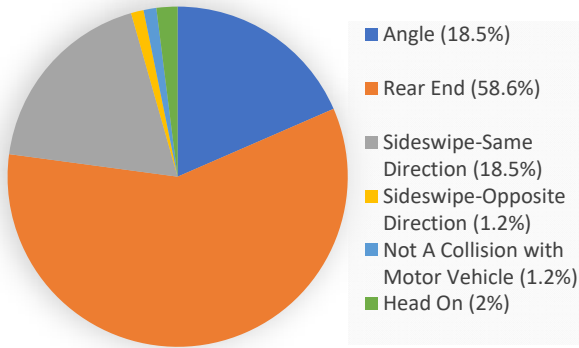
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



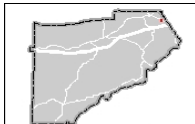
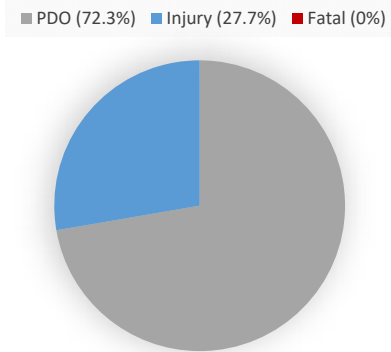
# SR 6/Thornton Rd at Waterway Circle/W. Corporate C

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	10	8	13	9	6
	Rear End	29	25	24	36	32
	Sideswipe-Same Direction	6	5	8	16	11
	Sideswipe-Opposite Direction	0	1	0	1	1
	Not A Collision with Motor Vehicle	2	0	0	0	1
	Head On	2	1	2	0	0
Total Crashes		49	40	47	62	51
Total Non-Fatal Injury Crashes		17	16	11	15	10
Total Injuries		32	24	27	25	17
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		1	0	0	0	0

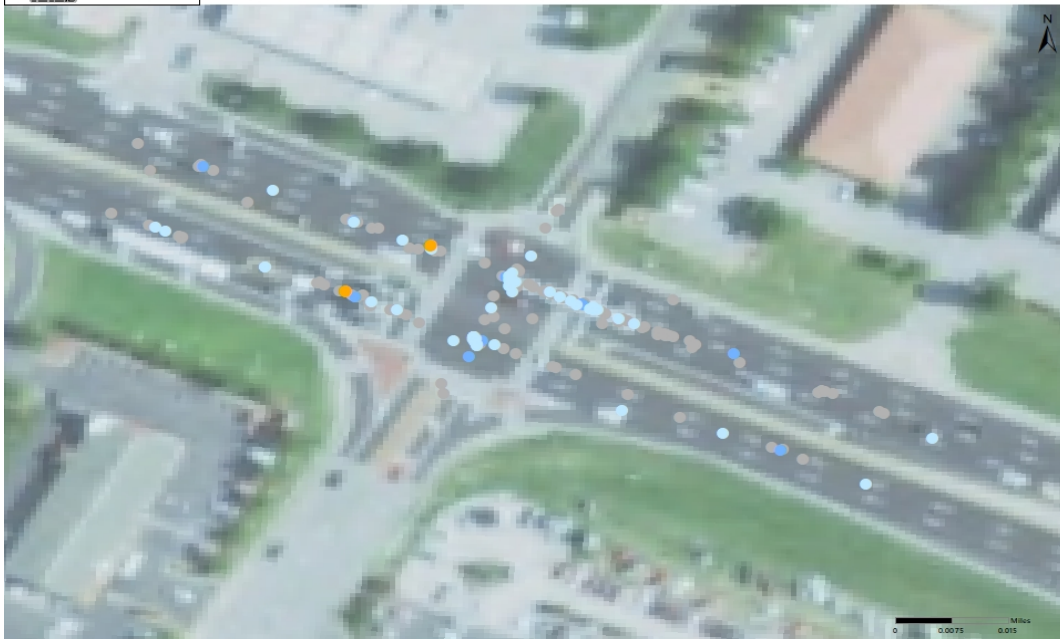
**Crashes by Manner of Collision**



**Crash Severity**



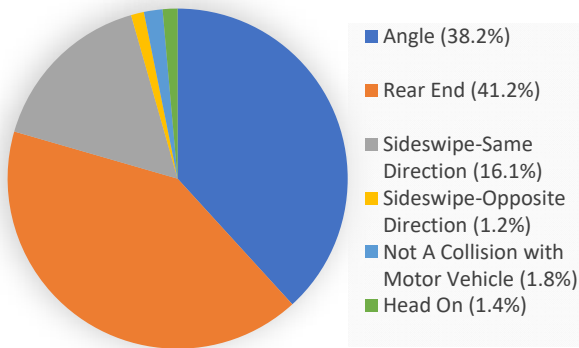
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



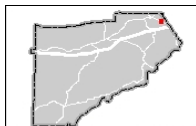
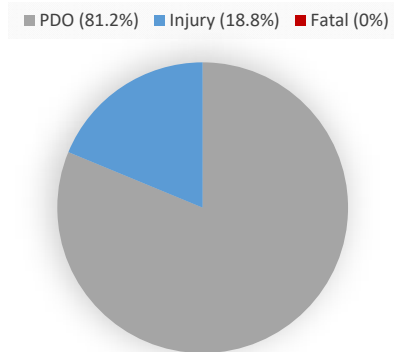
# SR 6/Thornton Rd at Maxham Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	33	62	49	35	37
	Rear End	53	54	47	42	37
	Sideswipe-Same Direction	14	26	18	14	19
	Sideswipe-Opposite Direction	0	2	0	2	3
	Not A Collision with Motor Vehicle	1	3	2	3	1
	Head On	3	2	1	2	0
Total Crashes		104	149	117	98	97
Total Non-Fatal Injury Crashes		21	25	22	22	16
Total Injuries		26	37	35	37	21
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	1	1	1

**Crashes by Manner of Collision**



**Crash Severity**



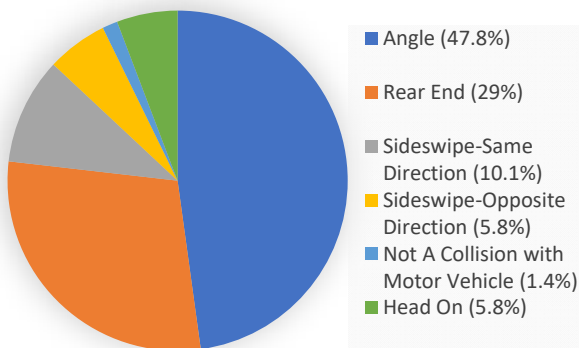
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



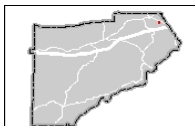
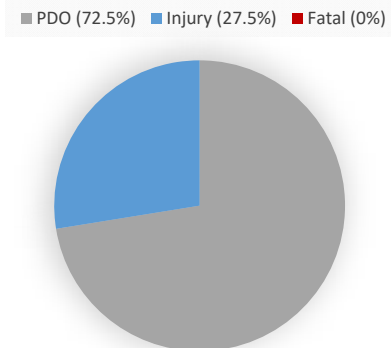
# Maxham Rd at Westfork Dr

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	9	7	5	7	5
	Rear End	9	7	1	1	2
	Sideswipe-Same Direction	2	2	2	0	1
	Sideswipe-Opposite Direction	2	1	0	1	0
	Not A Collision with Motor Vehicle	0	0	0	0	1
	Head On	2	1	1	0	0
Total Crashes		24	18	9	9	9
Total Non-Fatal Injury Crashes		2	4	3	6	4
Total Injuries		2	5	3	7	6
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

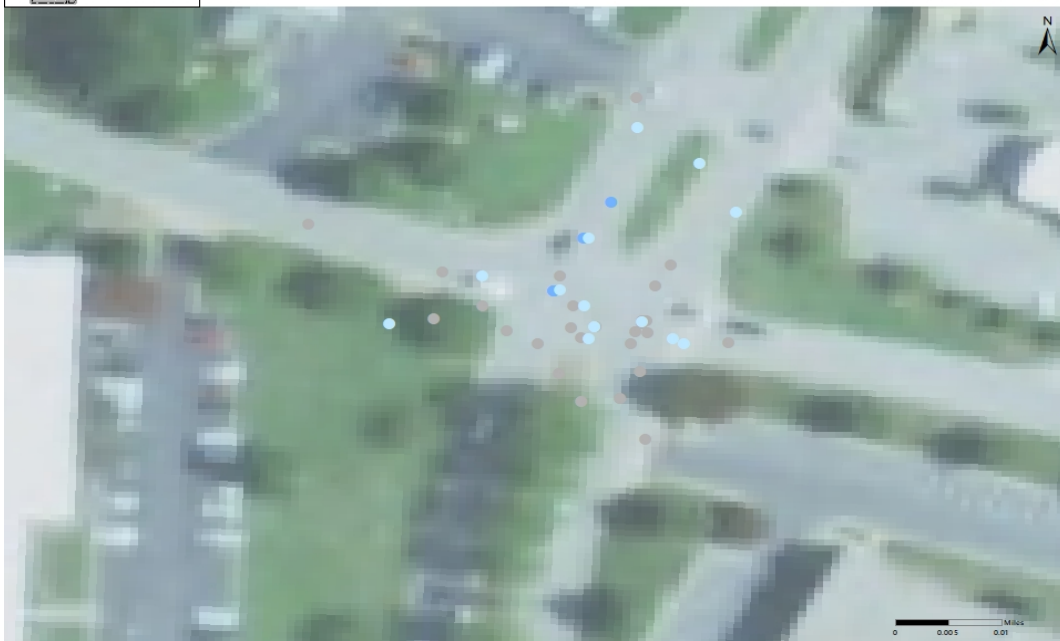
**Crashes by Manner of Collision**



**Crash Severity**



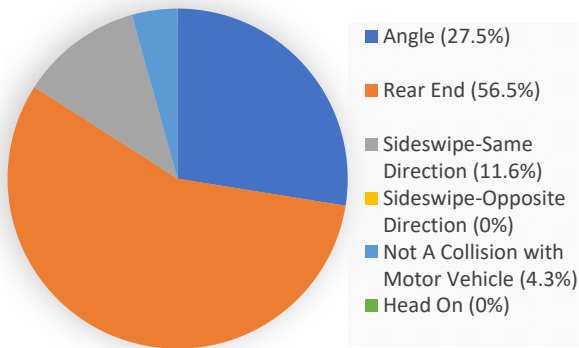
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



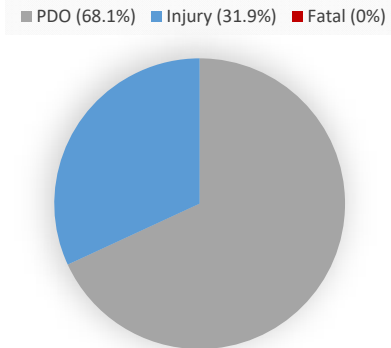
# Maxham Rd at Tee Terrace Pkwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	6	4	5	0	4
	Rear End	12	7	8	9	3
	Sideswipe-Same Direction	2	1	2	0	3
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	1	0	1	0	1
	Head On	0	0	0	0	0
Total Crashes		21	12	16	9	11
Total Non-Fatal Injury Crashes		7	4	5	2	4
Total Injuries		12	4	7	2	4
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	1

Crashes by Manner of Collision



Crash Severity



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only

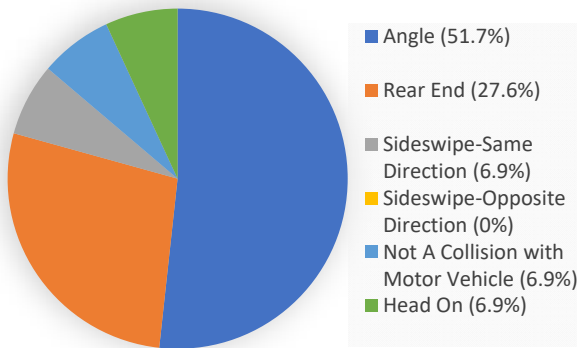




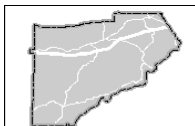
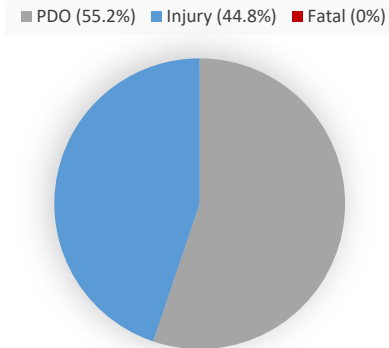
# Maxham Rd at Emery Circle/Quality Way

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	7	2	1	1
	Rear End	2	3	0	0	3
	Sideswipe-Same Direction	0	1	1	0	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	2
	Head On	0	1	1	0	0
Total Crashes		6	12	4	1	6
Total Non-Fatal Injury Crashes		5	5	0	0	3
Total Injuries		8	6	0	0	5
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	1

**Crashes by Manner of Collision**



**Crash Severity**



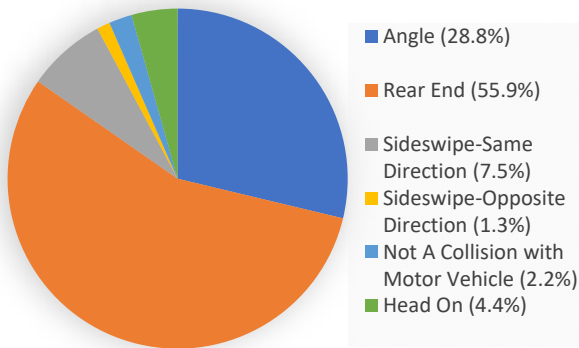
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



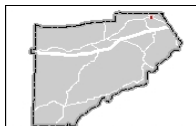
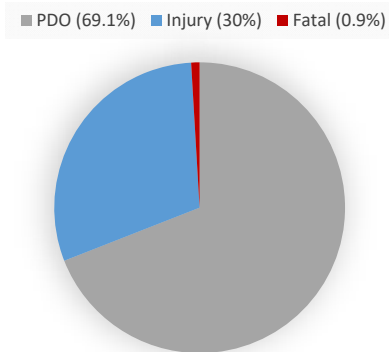
# SR 6/Thornton Rd at SR 8/Veterans Memorial Hwy

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	14	18	17	24	19
	Rear End	31	48	31	33	36
	Sideswipe-Same Direction	3	5	3	8	5
	Sideswipe-Opposite Direction	1	0	0	1	2
	Not A Collision with Motor Vehicle	2	1	2	2	0
	Head On	2	4	2	3	3
Total Crashes		53	76	55	71	65
Total Non-Fatal Injury Crashes		21	24	19	18	14
Total Injuries		35	43	32	36	29
Total Fatality Crashes		1	0	0	0	2
Total Fatalities		1	0	0	0	2
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



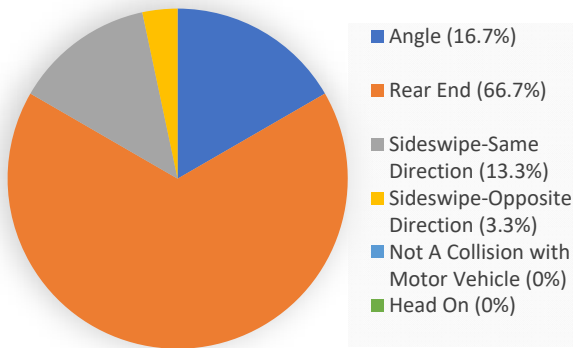
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



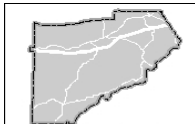
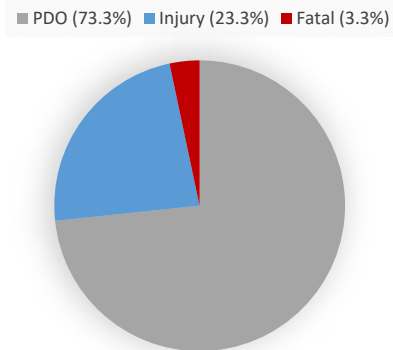
# SR 6/Thornton Rd at Westfork Blvd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	2	1	1	0
	Rear End	4	4	3	3	6
	Sideswipe-Same Direction	1	1	0	1	1
	Sideswipe-Opposite Direction	1	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	0	0	0
	Head On	0	0	0	0	0
Total Crashes		7	7	4	5	7
Total Non-Fatal Injury Crashes		2	1	2	1	1
Total Injuries		6	1	3	4	2
Total Fatality Crashes		1	0	0	0	0
Total Fatalities		1	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

**Crashes by Manner of Collision**



**Crash Severity**



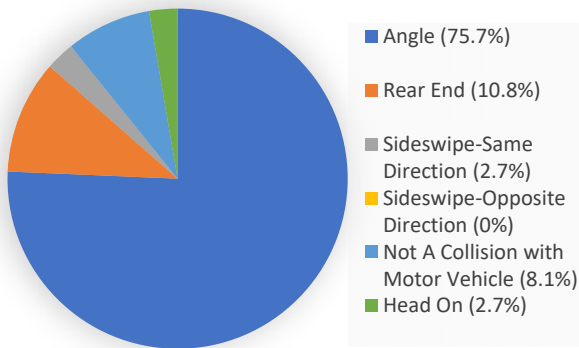
- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



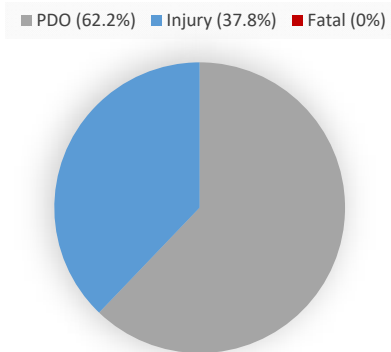
# Kings Hwy at Dorsett Shoals Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	4	5	4	9	6
	Rear End	0	1	1	1	1
	Sideswipe-Same Direction	0	0	0	1	0
	Sideswipe-Opposite Direction	0	0	0	0	0
	Not A Collision with Motor Vehicle	0	2	1	0	0
	Head On	1	0	0	0	0
Total Crashes		5	8	6	11	7
Total Non-Fatal Injury Crashes		4	2	3	3	2
Total Injuries		8	2	4	4	4
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

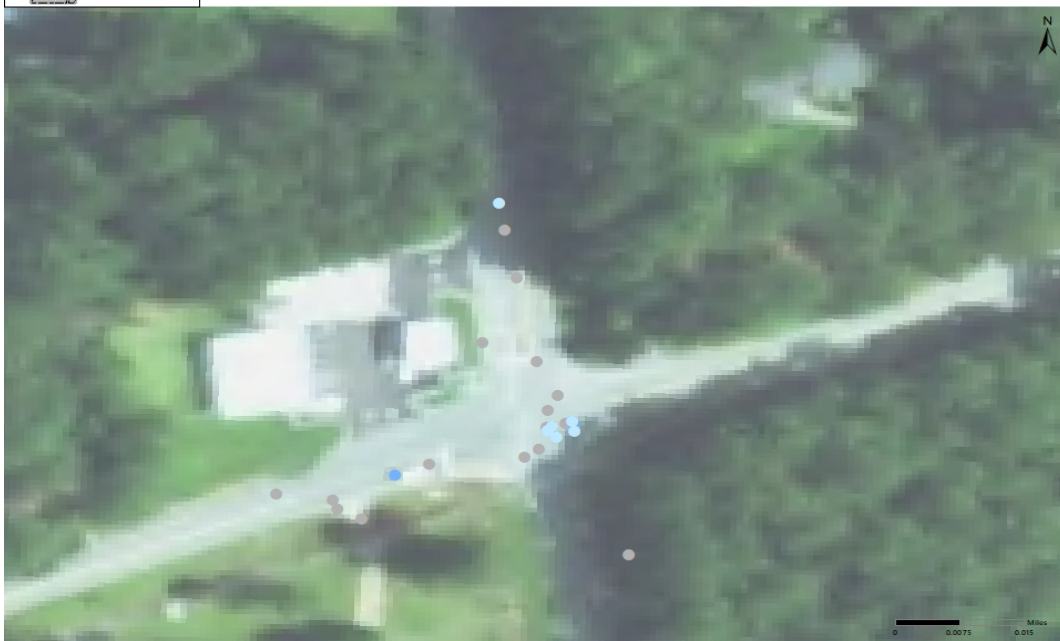
Crashes by Manner of Collision



Crash Severity



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



# **Appendix B**

**SR 5 (Bill Arp Road from US 78  
to Central Church Road)**

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – SR 5

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## Introduction

This memorandum documents a supplemental operational corridor study of the SR 5 corridor as part of the Douglas County Comprehensive Plan (CTP). This process includes focus on and analysis of critical intersections in the corridor to identify existing and long term safety and operational needs and potential infrastructure recommendations to address those needs.

This corridor study focuses on critical intersections (identified and selected in consultation with the broader CTP team and Douglas County staff) as indicated in Table 1.

Table 1 – SR 5 Corridor Critical Intersections

Intersection
US 78 at SR 5
SR 5 at Bright Star Connector
SR 5 at Concourse Pkwy
SR 5 at I-20 WB Ramps
SR 5 at I-20 EB Ramps
SR 5 at Douglas Blvd
SR 5 at Arbor Pkwy
SR 5 at Stewart Pkwy
SR 5 at Kings Hwy
SR 5 at Central Church Rd

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – SR 5

### Existing Conditions

#### Data Collection

Due, in part, to traffic reductions as a result of the Covid-19 pandemic, pre-existing traffic counts were utilized as the basis of the analysis to understand Existing Conditions. These counts included typical weekday AM and PM peak hour turning movement volumes at the critically identified intersections. As indicated in Table 2, these counts were largely conducted in the year 2019 and were indexed to estimate year 2020 non-Covid-19 conditions.

Table 2 – SR 5 Corridor Critical Intersections

Intersection	Year of Count
US 78 at SR 5	2020 (Pre COVID 19)
SR 5 at Bright Star Connector	2019
SR 5 at Concourse Pkwy	2019
SR 5 at I-20 WB Ramps	2019
SR 5 at I-20 EB Ramps	2019
SR 5 at Douglas Blvd	2019
SR 5 at Arbor Pkwy	2019
SR 5 at Stewart Pkwy	2019
SR 5 at Kings Hwy	2019
SR 5 at Central Church Rd	2019

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – SR 5

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### Operational Analysis

The resulting AM and PM traffic volumes were analyzed using Synchro software, an industry standard program that also utilizes standard reference Highway Capacity Manual (HCM) Version 6 methodologies. This approach yields Level of Service (LOS) which is used to reflect levels of congestion as it correlates to average control delay (the delay experienced at each intersection due to traffic control devices) as indicated in Table 3 below. The results of the existing operational analysis are provided in Table 4 and indicate a corridor that is generally able to accommodate traffic demand at peak time using the LOS criteria, which typically consider LOS D or better as a goal.

Table 3 – Level of Service and Average Control Delay Correlation

LOS	Average Control Delay (seconds per vehicle)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

Table 4 – Existing Conditions Level of Service Results

Intersection	AM		PM	
	LOS	Delay	LOS	Delay
US 78 at SR 5	B	18.3	B	18.1
SR 5 at Bright Star Connector	C	21.7	C	28.3
SR 5 at Concourse Pkwy	B	17.1	C	21
SR 5 at I-20 WB Ramps	C	22.6	D	37.8
SR 5 at I-20 EB Ramps	C	27.8	B	12.2
SR 5 at Douglas Blvd	C	34	D	53.7
SR 5 at Arbor Pkwy	B	13.9	B	18.1
SR 5 at Stewart Pkwy	C	21.7	C	22.8
SR 5 at Kings Hwy	B	10.7	B	11.1
SR 5 at Central Church Rd	C	20.2	C	33.5



# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – SR 5

### Crash Analysis

Additionally, a historical crash analysis was conducted at each of the corridor critical intersections to understand any patterns or safety issues that could potentially be addressed via design initiatives. These crash results are summarized in Table 5 through 14.

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	1	1	3	9	3	17	22.4%
Head On	0	0	1	0	1	2	2.6%
Rear End	10	4	8	11	16	49	64.5%
Sideswipe-Same Direction	0	0	2	2	2	6	7.9%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Not A Collision with Motor Vehicle	0	0	1	1	0	2	2.6%
Other/Unspecified	0	0	0	0	0	0	0.0%
<b>Total Crashes</b>	<b>11</b>	<b>5</b>	<b>15</b>	<b>23</b>	<b>22</b>	<b>76</b>	<b>100.0%</b>
Crashes with Injuries	3	1	2	6	5	17	22.4%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	0	0	0	1	0	1	1.3%

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	1	1	2	2	1	7	23.3%
Head On	0	0	0	0	0	0	0.0%
Rear End	5	2	2	5	6	20	66.7%
Sideswipe-Same Direction	1	0	0	1	0	2	6.7%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Not A Collision with Motor Vehicle	0	0	1	0	0	1	3.3%
Other/Unspecified	0	0	0	0	0	0	0.0%
<b>Total Crashes</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>7</b>	<b>30</b>	<b>100.0%</b>
Crashes with Injuries	1	1	1	1	2	6	20.0%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	0	0	0	0	0	0	0.0%

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – SR 5

**Table 7 - Crash Analysis Years 2015-2019: SR 5 at Concourse Pkwy**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	13	15	23	30	27	108	42.4%
Head On	0	0	0	1	1	2	0.8%
Rear End	18	19	14	12	23	86	33.7%
Sideswipe-Same Direction	5	7	13	11	7	43	16.9%
Sideswipe-Opposite Direction	0	0	1	1	2	4	1.6%
Not A Collision with Motor Vehicle	0	0	2	0	3	5	2.0%
Other/Unspecified	0	2	2	2	1	7	2.7%
<b>Total Crashes</b>	<b>36</b>	<b>43</b>	<b>55</b>	<b>57</b>	<b>64</b>	<b>255</b>	<b>100.0%</b>
Crashes with Injuries	7	7	9	10	8	41	16.1%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	2	0	1	3	1.2%
Heavy Vehicle Crashes	1	0	1	0	1	3	1.2%

**Table 8 - Crash Analysis Years 2015-2019: SR 5 at I-20 WB Ramps**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	9	6	6	10	20	51	15.9%
Head On	0	0	0	1	1	2	0.6%
Rear End	50	40	42	50	41	223	69.7%
Sideswipe-Same Direction	4	3	7	8	7	29	9.1%
Sideswipe-Opposite Direction	0	1	0	0	3	4	1.3%
Not A Collision with Motor Vehicle	3	2	0	3	2	10	3.1%
Other/Unspecified	0	1	0	0	0	1	0.3%
<b>Total Crashes</b>	<b>66</b>	<b>53</b>	<b>55</b>	<b>72</b>	<b>74</b>	<b>320</b>	<b>100.0%</b>
Crashes with Injuries	16	8	12	17	18	71	22.2%
Crashes with Fatalities	1	1	0	0	1	3	0.9%
Bike Crashes	1	0	0	0	0	1	0.3%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	2	2	1	3	4	12	3.8%

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – SR 5

**Table 9 - Crash Analysis Years 2015-2019: SR 5 at I-20 EB Ramps**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	1	1	3	9	3	17	22.4%
Head On	0	0	1	0	1	2	2.6%
Rear End	10	4	8	11	16	49	64.5%
Sideswipe-Same Direction	0	0	2	2	2	6	7.9%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Not A Collision with Motor Vehicle	0	0	1	1	0	2	2.6%
Other/Unspecified	0	0	0	0	0	0	0.0%
<b>Total Crashes</b>	<b>11</b>	<b>5</b>	<b>15</b>	<b>23</b>	<b>22</b>	<b>76</b>	<b>100.0%</b>
Crashes with Injuries	11	10	13	17	18	69	90.8%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	0	1	0	2	1	4	5.3%

**Table 10 - Crash Analysis Years 2015-2019: SR 5 at Douglas Blvd**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	14	24	40	55	70	203	38.3%
Head On	2	1	0	0	0	3	0.6%
Rear End	45	31	49	67	46	238	44.9%
Sideswipe-Same Direction	12	15	13	15	19	74	14.0%
Sideswipe-Opposite Direction	0	1	1	1	1	4	0.8%
Not A Collision with Motor Vehicle	0	2	0	2	2	6	1.1%
Other/Unspecified	1	0	0	1	0	2	0.4%
<b>Total Crashes</b>	<b>74</b>	<b>74</b>	<b>103</b>	<b>141</b>	<b>138</b>	<b>530</b>	<b>100.0%</b>
Crashes with Injuries	10	14	25	25	27	101	19.1%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	1	0	1	0.2%
Heavy Vehicle Crashes	0	2	1	3	5	11	2.1%

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – SR 5

**Table 11 - Crash Analysis Years 2015-2019: SR 5 at Arbor Pkwy**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	3	6	10	24	13	56	32.4%
Head On	0	0	0	0	1	1	0.6%
Rear End	16	12	14	21	21	84	48.6%
Sideswipe-Same Direction	5	4	3	8	4	24	13.9%
Sideswipe-Opposite Direction	1	0	0	0	0	1	0.6%
Not A Collision with Motor Vehicle	0	0	0	3	2	5	2.9%
Other/Unspecified	1	1	0	0	0	2	1.2%
<b>Total Crashes</b>	<b>26</b>	<b>23</b>	<b>27</b>	<b>56</b>	<b>41</b>	<b>173</b>	<b>100.0%</b>
Crashes with Injuries	6	6	7	15	8	42	24.3%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	1	0	1	0.6%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	0	0	0	0	0	0	0.0%

**Table 12 - Crash Analysis Years 2015-2019: SR 5 at Stewart Pkwy**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	10	18	25	25	35	113	43.1%
Head On	4	1	3	1	1	10	3.8%
Rear End	11	16	26	33	22	108	41.2%
Sideswipe-Same Direction	4	1	7	4	10	26	9.9%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Not A Collision with Motor Vehicle	1	0	0	2	1	4	1.5%
Other/Unspecified	0	0	0	1	0	1	0.4%
<b>Total Crashes</b>	<b>30</b>	<b>36</b>	<b>61</b>	<b>66</b>	<b>69</b>	<b>262</b>	<b>100.0%</b>
Crashes with Injuries	6	6	12	10	18	52	19.8%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	1	0	1	0.4%
Heavy Vehicle Crashes	0	0	1	0	0	1	0.4%

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – SR 5

**Table 13 - Crash Analysis Years 2015-2019: SR 5 at Kings Hwy**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	2	1	5	5	6	19	35.8%
Head On	0	0	0	2	0	2	3.8%
Rear End	4	5	5	2	8	24	45.3%
Sideswipe-Same Direction	0	0	1	3	2	6	11.3%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Not A Collision with Motor Vehicle	1	0	0	0	1	2	3.8%
Other/Unspecified	0	0	0	0	0	0	0.0%
<b>Total Crashes</b>	<b>7</b>	<b>6</b>	<b>11</b>	<b>12</b>	<b>17</b>	<b>53</b>	<b>100.0%</b>
Crashes with Injuries	0	1	2	4	1	8	15.1%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	0	0	0	0	1	1	1.9%

**Table 14 - Crash Analysis Years 2015-2019: SR 5 at Central Church Rd**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	0	0	1	5	1	7	16.7%
Head On	0	0	1	0	0	1	2.4%
Rear End	4	3	5	9	6	27	64.3%
Sideswipe-Same Direction	1	0	0	1	1	3	7.1%
Sideswipe-Opposite Direction	1	0	1	0	0	2	4.8%
Not A Collision with Motor Vehicle	0	0	0	0	2	2	4.8%
Other/Unspecified	0	0	0	0	0	0	0.0%
<b>Total Crashes</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>15</b>	<b>10</b>	<b>42</b>	<b>100.0%</b>
Crashes with Injuries	1	0	2	6	6	15	35.7%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	0	0	0	0	0	0	0.0%

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – SR 5

## Needs Assessment

### Growth Rates

In order to anticipate future traffic demand, potential growth rate sources were reviewed and analyzed for application. As Table 15 below summarizes, an annual compounded growth rate of 1.15% was selected for use along the SR 5 corridor. This rate reflects an averaging of applying historical rates (1.38%) and using the CTP travel demand model as a guide for how traffic may grow (0.91%). Additionally, this 1.15% rate is very similar to a theoretical scenario where the historical rate would be used for short-term growth followed by use of the model based rate for longer-term growth. As a result, the annual 1.15% compounded growth rate was determined to be reasonable and appropriate and was applied to the existing turning movement data to anticipate traffic volumes for the future years of 2030 and 2050.

Table 15 – Growth Rate Analysis

Historical Growth Rate	Model Growth Rate	Average	10 Years Historic and 10 Years TDM'	5 Years Historic and 15 Years TDM'	Selected Growth Rate
1.38%	0.91%	1.15%	1.14%	1.03%	1.15%

### Anticipated Future Conditions

Those traffic volumes were analyzed again utilizing Synchro software to determine LOS and average control delay for the years 2030 and 2050. In an initial theoretical “No-Build” scenario, the analysis assumes that no infrastructure improvements are implemented along the corridor in order to specifically identify where existing infrastructure cannot accommodate future traffic demand. The results of this scenario are provided in Table 16 and indicate that while most intersections are anticipated to continue to operate at LOS D or better conditions, there are a handful of locations that are likely to degrade to the point where future infrastructure improvements may be appropriate.

Table 16 – No-Build Operational Analysis Results

Intersection	Year 2030				Year 2050			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
US 78 at SR 5	C	22.2	C	23.3	C	24.9	D	46.7
SR 5 at Bright Star Connector	C	22.3	C	30.2	C	26	D	38.5
SR 5 at Concourse Pkwy	B	16.9	B	19.4	B	19.2	C	30.9
SR 5 at I-20 WB Ramps	C	22.7	D	49.1	C	28.7	F	99.3
SR 5 at I-20 EB Ramps	E	58.8	B	15.7	F	119.3	C	33.6
SR 5 at Douglas Blvd	D	43.1	E	56.8	F	85	F	97.2
SR 5 at Arbor Pkwy	B	13.2	B	19.8	B	16.9	C	24.1
SR 5 at Stewart Pkwy	D	36.8	C	26.5	D	50.6	E	57.4
SR 5 at Kings Hwy	B	11.4	B	13.5	C	16.5	D	25.6
SR 5 at Central Church Rd	D	35.1	C	29.7	C	32.9	D	51.6

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – SR 5

### Summary of Intersection Needs

Based on these results, as well as review of the existing crash data, several intersection needs were identified throughout the corridor as depicted in Table 17.

Table 17 – Intersection Needs Assessment

Intersection	General Needs Assessment	AM Peak Hour Congested Movements	PM Peak Hour Congested Movements
US 78 at SR 5	Operates Acceptably as a Whole in AM and PM Peak Hours	NBR	NBR
SR 5 at Bright Star Connector	Operates Acceptably as a Whole in AM and PM Peak Hours	All Movements Operate Acceptably	EB and WB Approaches
SR 5 at Concourse Pkwy	Operates Acceptably as a Whole in AM and PM Peak Hours	All Movements Operate Acceptably	EB and WB Approaches; Critical Conflict of NBT and WBL
SR 5 at I-20 WB Ramps	Intersection Fails in the PM Peak Hour	All Movements Operate Acceptably	SBT, NBL, and WBR
SR 5 at I-20 EB Ramps	Intersection Fails in the AM Peak Hour	NBR, EBR, and SBL	All Movements Operate Acceptably
SR 5 at Douglas Blvd	Intersection Operates at LOS E in AM and Fails in PM Peak Hour	NBR, NBT, EBL	EBL, WBL, WBT, NBL, NBT, NBR, SBL
SR 5 at Arbor Pkwy	Operates Acceptably as a Whole in AM and PM Peak Hours	All Movements Operate Acceptably	All Movements Operate Acceptably
SR 5 at Stewart Pkwy	Operates at LOS E in the PM Peak Hour	WBR	EBL, WBT, WBR, NBL
SR 5 at Kings Hwy	Operates Acceptably in the AM and PM Peak Hours	All Movements Operate Acceptably	All Movements Operate Acceptably
SR 5 at Central Church Rd	Operates Acceptably as a Whole in AM and PM Peak Hours	All Movements Operate Acceptably	All Movements Operate Acceptably

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – SR 5

## Alternatives Analysis

The needs assessment results were used to develop up to 3 alternatives for further analysis and testing as indicated in Table 18 below.

Table 18 – Alternatives Development

Intersection	Alternative 1	Alternative 2	Alternative 3
US 78 at SR 5	Provide Overlap Phase for NBR Movement	Provide Free Flow Movement for NBR Movement	
SR 5 at Bright Star Connector	No Build		
SR 5 at Concourse Pkwy	Restrict NBL Movement at This Location to U Turn at Rose Ave (Minimize Weaving)		
SR 5 at I-20 WB Ramps	Install Dual WBR Turn Lanes	Install Contraflow Turn Lane for NBL Movement South of the Interchange to Accommodate Queue Lengths	
SR 5 at I-20 EB Ramps	Install Channelized Free Flow Turn Lane for NBR Movement	Install Contraflow Turn Lane for SBL Movement North of the Interchange to Accommodate Queue Lengths	Install Dual Right Turn Lanes for EBR Movement
SR 5 at Douglas Blvd	Install NBR and SBR Turn Lanes	Install Dual WBL Turn Lanes and Dual SBL Turn Lanes	Install Dual Left Turn Lanes for SBL, WBL, and EBL Movements
SR 5 at Arbor Pkwy	No Build		
SR 5 at Stewart Pkwy	Install Dual NBL Turn Lanes	Install Dual WBR Turn Lanes	
SR 5 at Kings Hwy	Channelize NBR Turn Lane with a Porkchop Island		
SR 5 at Central Church Rd	No Build		

These three alternatives were analyzed for conditions in the year 2050 as indicated in Table 19. Additionally, a scenario was analyzed where each of the alternatives at each location were consolidated into a single alternative.



# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – SR 5

Table 19 – Year 2050 Alternatives Analysis

Intersection	Alternative 1				Alternative 2				Alternative 3				Consolidated Alternative			
	AM		PM		AM		PM		AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
US 78 at SR 5	C	20.2	C	24	C	21.8	C	34.5	-	-	-	-	-	-	-	-
SR 5 at Bright Star Connector	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 5 at Concourse Pkwy	B	11.5	C	26.7	-	-	-	-	-	-	-	-	-	-	-	-
SR 5 at I-20 WB Ramps	C	22.8	E	55.5	-	-	-	-	-	-	-	-	-	-	-	-
SR 5 at I-20 EB Ramps	D	39.8	B	19.6	-	-	-	-	F	93	B	13.7	-	-	-	-
SR 5 at Douglas Blvd	D	46.3	D	44.6	E	68	E	65.6	E	74.9	E	57.5	D	39.2	D	39.3
SR 5 at Arbor Pkwy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 5 at Stewart Pkwy	D	51.4	D	50.9	C	29.3	D	52.3	-	-	-	-	C	29.9	D	46.2
SR 5 at Kings Hwy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 5 at Central Church Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – SR 5

### Recommendations

Based on the alternatives analysis, final recommendations of improvements for consideration for improvement were made as described in Table 20 below.

Table 20 Recommendations

Intersection	Selected Alternative	Recommendation	Year 2050			
			AM		PM	
			LOS	Delay	LOS	Delay
US 78 at SR 5	1	Provide Overlap Phase for NBR Movement	C	20.2	C	24
SR 5 at Bright Star Connector	N/A	N/A	C	24.4	C	34.7
SR 5 at Concourse Pkwy	1	Restrict NBL Movement at This Location to U Turn at Rose Ave (Minimize Weaving)	B	11.5	C	26.7
SR 5 at I-20 WB Ramps	Consolidated (1)	Install Dual WBR Turn Lanes; Install Contraflow Turn Lane for NBL Movement South of the Interchange to Accommodate Queue Lengths	C	22.8	E	55.5
SR 5 at I-20 EB Ramps	Consolidated (1)	Install Channelized Free Flow Turn Lane for NBR Movement; Install Contraflow Turn Lane for SBL Movement North of the Interchange to Accommodate Queue Lengths	D	39.8	B	19.6
SR 5 at Douglas Blvd	Consolidated	Install NBR and SBR Turn Lanes; Install Dual WBL Turn Lanes and Dual SBL Turn Lanes	D	46.3	D	44.6
SR 5 at Arbor Pkwy	N/A	N/A	B	18.8	B	19.3
SR 5 at Stewart Pkwy	Consolidated	Install Dual NBL Turn Lanes; Install Dual WBR Turn Lanes	C	29.9	D	46.2
SR 5 at Kings Hwy	1	Channelize NBR Turn Lane with a Porkchop Island	C	16.5	D	25.6
SR 5 at Central Church Rd	N/A	N/A	C	34.6	C	34.1

# **Appendix C**

**Lee Road Extension (Bomar  
Road/Central Church  
Road/Bright Star Road) - SR 92  
(Fairburn Road) to US 78**

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – LEE ROAD EXTENSION

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## Introduction

This memorandum documents a supplemental operational corridor study of the Lee Road extension corridor as part of the Douglas County Comprehensive Plan (CTP). This emerging corridor will eventually form a connected East-West route, south of I-20 and includes a new location extension of Lee Road (being studied and designed through a separate effort) as well as existing alignments along Bomar Road, Central Church Road, and Bright Star Road. This process includes focus on and analysis of critical intersections in the corridor to identify existing and long term safety and operational needs and potential infrastructure recommendations to address those needs.

This corridor study focuses on critical intersections (identified and selected in consultation with the broader CTP team and Douglas County staff) as indicated in Table 1. In the case of this particular corridor, this includes intersections separately studied along SR 5 and Chapel Hill Road in other corridor analyses as part of this CTP. For convenience, results associated with those locations are reproduced as part of this memorandum as well.

Table 1 – Chapel Hill Road Corridor Critical Intersections

Intersection
Lee Road and SR 92
Bomar Road at Chapel Hill Road*
Central Church Road at SR 5*
Bright Star Road and Douglas Blvd

*\*denotes location studied as part of Chapel Hill Road and SR 5 corridor studies*

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – LEE ROAD EXTENSION

## Existing Conditions

### Data Collection

Due, in part, to traffic reductions as a result of the Covid-19 pandemic, pre-existing traffic counts were utilized as the basis of the analysis to understand Existing Conditions. These counts included typical weekday AM and PM peak hour turning movement volumes at the critically identified intersections. As indicated in Table 2, these counts were largely conducted in the year 2019 and were indexed to estimate year 2020 non-Covid-19 conditions. One location had counts conducted in August 2020 and was scaled up by 1.1 percent to adjust for any decrease in traffic associated with Covid-19.

Table 2 – Chapel Hill Road Corridor Critical Intersections

Intersection	Year of Count
Lee Road and SR 92	2019
Bomar Road at Chapel Hill Road	2019
Central Church Road at SR 5	2019
Bright Star Road and Douglas Blvd	2019

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – LEE ROAD EXTENSION

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## Operational Analysis

The resulting AM and PM traffic volumes were analyzed using Synchro software, an industry standard program that also utilizes standard reference Highway Capacity Manual (HCM) Version 6 methodologies. This approach yields Level of Service (LOS) which is used to reflect levels of congestion as it correlates to average control delay (the delay experienced at each intersection due to traffic control devices) as indicated in Table 3 below. The results of the existing operational analysis are provided in Table 4 and indicate a corridor that is generally able to accommodate traffic demand at peak time using the LOS criteria, which typically consider LOS D or better as a goal.

Table 3 – Level of Service and Average Control Delay Correlation

LOS	Average Control Delay (seconds per vehicle)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

Table 4 – Existing Conditions Level of Service Results

Intersection	AM		PM	
	LOS	Delay	LOS	Delay
Lee Road and SR 92	B	19.9	C	28.6
Bomar Road at Chapel Hill Road	C	28.2	C	23.7
Central Church Road at SR 5	C	20.2	C	33.5
Bright Star Road and Douglas Blvd	A	8.8	C	20.2

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – LEE ROAD EXTENSION

### Crash Analysis

Additionally, a historical crash analysis was conducted at each of the corridor critical intersections to understand any patterns or safety issues that could potentially be addressed via design initiatives. These crash results are summarized in Table 5 through 8.

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	5	3	5	20	17	50	42.4%
Head On	1	1	0	1	1	4	3.4%
Rear End	15	8	5	8	11	47	39.8%
Sideswipe-Same Direction	3	1	0	1	2	7	5.9%
Sideswipe-Opposite Direction	1	0	0	2	1	4	3.4%
Not A Collision with Motor Vehicle	0	0	0	3	1	4	3.4%
Other/Unspecified	0	0	0	1	1	2	1.7%
<b>Total Crashes</b>	<b>25</b>	<b>13</b>	<b>10</b>	<b>36</b>	<b>34</b>	<b>118</b>	<b>100.0%</b>
Crashes with Injuries	6	6	1	8	13	34	28.8%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	1	1	0.8%
Heavy Vehicle Crashes	1	0	1	1	0	3	2.5%

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	5	3	9	9	14	40	30.1%
Head On	3	0	1	0	1	5	3.8%
Rear End	17	12	19	10	12	70	52.6%
Sideswipe-Same Direction	0	1	2	3	2	8	6.0%
Sideswipe-Opposite Direction	0	1	1	1	1	4	3.0%
Not A Collision with Motor Vehicle	2	2	0	1	1	6	4.5%
Other/Unspecified	0	0	0	0	0	0	0.0%
<b>Total Crashes</b>	<b>27</b>	<b>19</b>	<b>32</b>	<b>24</b>	<b>31</b>	<b>133</b>	<b>100.0%</b>
Crashes with Injuries	7	4	7	3	6	27	20.3%
Crashes with Fatalities	0	0	1	0	0	1	0.8%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	1	0	0	0	1	0.8%
Heavy Vehicle Crashes	0	0	0	0	0	0	0.0%

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – LEE ROAD EXTENSION

**Table 7 - Crash Analysis Years 2015-2019: SR 5 at Central Church Rd**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	0	0	1	5	1	7	16.7%
Head On	0	0	1	0	0	1	2.4%
Rear End	4	3	5	9	6	27	64.3%
Sideswipe-Same Direction	1	0	0	1	1	3	7.1%
Sideswipe-Opposite Direction	1	0	1	0	0	2	4.8%
Not A Collision with Motor Vehicle	0	0	0	0	2	2	4.8%
Other/Unspecified	0	0	0	0	0	0	0.0%
<b>Total Crashes</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>15</b>	<b>10</b>	<b>42</b>	<b>100.0%</b>
Crashes with Injuries	1	0	2	6	6	15	35.7%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	0	0	0	0	0	0	0.0%

**Table 8 - Crash Analysis Years 2015-2019: Bright Star Rd at Douglas Blvd**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	2	4	9	9	4	28	36.4%
Head On	5	1	1	2	2	11	14.3%
Rear End	7	4	8	4	6	29	37.7%
Sideswipe-Same Direction	1	0	1	0	0	2	2.6%
Sideswipe-Opposite Direction	0	1	0	1	2	4	5.2%
Not A Collision with Motor Vehicle	1	1	0	0	0	2	2.6%
Other/Unspecified	0	1	0	0	0	1	1.3%
<b>Total Crashes</b>	<b>16</b>	<b>12</b>	<b>19</b>	<b>16</b>	<b>14</b>	<b>77</b>	<b>100.0%</b>
Crashes with Injuries	4	4	5	6	3	22	28.6%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	1	1	0	0	0	2	2.6%



# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – LEE ROAD EXTENSION

## Needs Assessment

### Growth Rates

In order to anticipate future traffic demand, potential growth rate sources were reviewed and analyzed for application. As Table 9 below summarizes, an annual compounded growth rate of 1.12% was selected for use along the Lee Road extension corridor (excepting locations that cross the Chapel Hill Road and SR 5 corridors which are documented in separate memorandum for those corridors). This rate reflects an averaging of applying historical rates (1.21%) and using the CTP travel demand model as a guide for how traffic may grow (1.03%). Additionally, this 1.12% rate yields the same as a theoretical scenario where the historical rate would be used for short-term growth followed by use of the model based rate for longer-term growth. As a result, the annual 1.12% compounded growth rate was determined to be reasonable and appropriate and was applied to the existing turning movement data to anticipate traffic volumes for the future years of 2030 and 2050.

Table 9 – Growth Rate Analysis

Historical Growth Rate	Model Growth Rate	Average	10 Years Historic and 10 Years TDM'	5 Years Historic and 15 Years TDM'	Selected Growth Rate
1.21%	1.03%	1.12%	1.12%	1.07%	1.12%

### Anticipated Future Conditions

Those traffic volumes were analyzed again utilizing Synchro software to determine LOS and average control delay for the years 2030 and 2050. In an initial theoretical “No-Build” scenario, the analysis assumes that no infrastructure improvements are implemented along the corridor in order to specifically identify where existing infrastructure cannot accommodate future traffic demand. The results of this scenario are provided in Table 10 and indicate that while most intersections are anticipated to continue to operate at LOS D or better conditions, there are a handful of locations that are likely to degrade to the point where future infrastructure improvements may be appropriate. Additionally, a second scenario was run – a theoretical “No-Build Plus” scenario that assumes that following planned widenings from the Atlanta region’s Transportation Plan.

- DO-252A – Widening to 4 lanes (2 additional in each direction) on Chapel Hill Road from Central Church Road to Stewarts Mill Road
- DO-252B – Widening to 4 lanes (2 additional in each direction) on Chapel Hill Road from Dorsett Shoals Road to SR 166
- DO-003 – Widening to 4 lanes (2 additional in each direction) on the South Douglas Loop Phase 3 (i.e. the Lee Road extension)
- DO-004 – Widening to 4 lanes (2 additional in each direction) on the South Douglas Loop Phase 2 (i.e. the Lee Road extension)

The results of the “No-Build Plus” scenario are indicated in Table 11 and indicate some additional improvement in LOS at the affected locations.

**DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN  
CORRIDOR STUDIES – LEE ROAD EXTENSION**

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# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – LEE ROAD EXTENSION

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Table 10 – No-Build Operational Analysis Results

Intersection	Year 2030				Year 2050			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Lee Road and SR 92	C	22.7	D	43.7	C	32.8	F	91.3
Bomar Road at Chapel Hill Road	D	35.1	C	30.2	E	66.3	E	62.4
Central Church Road at SR 5	D	35.1	C	29.7	C	32.9	D	51.6
Bright Star Road and Douglas Blvd	B	10.9	C	31.4	C	26.6	F	87.4

Table 11 – No-Build Plus Operational Analysis Results

Intersection	Year 2030				Year 2050			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Lee Road and SR 92	n/a	n/a	n/a	n/a	E	57.9	E	57.5
Bomar Road at Chapel Hill Road	n/a	n/a	n/a	n/a	D	42.1	C	31.6
Central Church Road at SR 5	n/a	n/a	n/a	n/a	C	34.6	C	34.1
Bright Star Road and Douglas Blvd	n/a	n/a	n/a	n/a	B	11.6	C	26.6

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – LEE ROAD EXTENSION

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## Summary of Intersection Needs

Based on these results, as well as review of the existing crash data, several intersection needs were identified throughout the corridor as depicted in Table 12. Note that these improvements are in addition to the widenings associated with DO-252A, DO-252B, DO-003, and DO-004.

Table 12 – Intersection Needs Assessment

Intersection	General Needs Assessment	AM Peak Hour Congested Movements	PM Peak Hour Congested Movements
Lee Road and SR 92	Intersection Operates at LOS E in the AM and PM Peak Hours	WBR along Lee Rd	NBT and SBL
Bomar Road at Chapel Hill Road	Operates Acceptably as a Whole in AM and PM Peak Hours	EBR	WBT/R
Central Church Road at SR 5	Operates Acceptably as a Whole in AM and PM Peak Hours	All Movements Operate Acceptably	All Movements Operate Acceptably
Bright Star Road and Douglas Blvd	Operates Acceptably as a Whole in AM and PM Peak Hours	EBL	EBL

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – LEE ROAD EXTENSION

## Alternatives Analysis

The needs assessment results were used to develop up to 3 alternatives for further analysis and testing as indicated in Table 13 below. Note that these improvements are in addition to the widenings associated with DO-252A, DO-252B, DO-003, and DO-004.

Table 13 – Alternatives Development

Intersection	Alternative 1	Alternative 2	Alternative 3
Lee Road and SR 92	Provide Overlap Phase for WBR Movement along Lee Rd		
Bomar Road at Chapel Hill Road	Install WBR Turn Lane	Access Management/Designalizing at the Intersection of Chapel Hill Rd and Willow Ridge Rd	
Central Church Road at SR 5	No-Build		
Bright Star Road and Douglas Blvd	Install SBL Turn Lane And Maintain it After Widening Project, Either Remove Access to West Intersection Leg Or Install NBL Turn Lane		

These three alternatives were analyzed for conditions in the year 2050 as indicated in Table 14. Additionally, a scenario was analyzed where each of the alternatives at each location were consolidated into a single alternative.

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – LEE ROAD EXTENSION

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Table 14 – Year 2050 Alternatives Analysis

Intersection	Alternative 1				Alternative 2				Alternative 3				Consolidated Alternative			
	AM		PM		AM		PM		AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Lee Road and SR 92	D	35.6	E	57.2	-	-	-	-	-	-	-	-	D	35.6	E	57.2
Bomar Road at Chapel Hill Road	C	24.4	C	26	-	-	-	-	-	-	-	-	-	-	-	-
Central Church Road at SR 5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bright Star Road and Douglas Blvd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – LEE ROAD EXTENSION

## Recommendations

Based on the alternatives analysis, final recommendations of improvements for consideration for improvement were made as described in Table 15 below. Note that these improvements are in addition to the widenings associated with DO-252A, DO-252B, DO-003, and DO-004.

Table 15 Recommendations

Intersection	Selected Alternative	Recommendation	Year 2050			
			AM		PM	
			LOS	Delay	LOS	Delay
Lee Road and SR 92	1	Provide Overlap Phase for WBR Movement along Lee Rd	D	35.6	E	57.2
Bomar Road at Chapel Hill Road	Consolidated (1)	Install WBR Turn Lane; Access Management/Designalizing at the Intersection of Chapel Hill Rd and Willow Ridge Rd	C	24.4	C	26
Central Church Road at SR 5	N/A	N/A	C	34.6	C	34.1
Bright Star Road and Douglas Blvd	1	Install SBL Turn Lane and Maintain it After Widening Project, Either Remove Access to West Intersection Leg Or Install NBL Turn Lane	B	13.6	D	35.4

# **Appendix D**

**Chapel Hill Road - Hospital  
Drive to SR 166**



# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CHAPEL HILL ROAD

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## Introduction

This memorandum documents a supplemental operational corridor study of the Chapel Hill Road corridor as part of the Douglas County Comprehensive Plan (CTP). This process includes focus on and analysis of critical intersections in the corridor to identify existing and long term safety and operational needs and potential infrastructure recommendations to address those needs.

This corridor study focuses on critical intersections (identified and selected in consultation with the broader CTP team and Douglas County staff) as indicated in Table 1.

Table 1 – Chapel Hill Road Corridor Critical Intersections

Intersection
Campbellton St. at Hospital Dr.
Chapel Hill Rd at I-20 EB Ramps
Chapel Hill Rd at Douglas Blvd
Chapel Hill Rd at Stewart Mill Rd
Chapel Hill Rd at Chapel Crossing Rd
Chapel Hill Rd at Bomar Rd
Chapel Hill Rd at Anneewakee Rd
SR 166 at Chapel Hill Rd

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CHAPEL HILL ROAD

## Existing Conditions

### Data Collection

Due, in part, to traffic reductions as a result of the Covid-19 pandemic, pre-existing traffic counts were utilized as the basis of the analysis to understand Existing Conditions. These counts included typical weekday AM and PM peak hour turning movement volumes at the critically identified intersections. As indicated in Table 2, these counts were largely conducted in the year 2019 and were indexed to estimate year 2020 non-Covid-19 conditions. One location had counts conducted in August 2020 and was scaled up by 1.1 percent to adjust for any decrease in traffic associated with Covid-19.

Table 2 – Chapel Hill Road Corridor Critical Intersections

Intersection	Year of Count
Campbellton St. at Hospital Dr.	2019
Chapel Hill Rd at I-20 EB Ramps	2019
Chapel Hill Rd at Douglas Blvd	2019
Chapel Hill Rd at Stewart Mill Rd	2019
Chapel Hill Rd at Chapel Crossing Rd	2019
Chapel Hill Rd at Bomar Rd	2019
Chapel Hill Rd at Anneewakee Rd	2019
SR 166 at Chapel Hill Rd	August 2020

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – CHAPEL HILL ROAD

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### Operational Analysis

The resulting AM and PM traffic volumes were analyzed using Synchro software, an industry standard program that also utilizes standard reference Highway Capacity Manual (HCM) Version 6 methodologies. This approach yields Level of Service (LOS) which is used to reflect levels of congestion as it correlates to average control delay (the delay experienced at each intersection due to traffic control devices) as indicated in Table 3 below. The results of the existing operational analysis are provided in Table 4 and indicate a corridor that is generally able to accommodate traffic demand at peak time using the LOS criteria, which typically consider LOS D or better as a goal.

Table 3 – Level of Service and Average Control Delay Correlation

LOS	Average Control Delay (seconds per vehicle)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

Table 4 – Existing Conditions Level of Service Results

Intersection	AM		PM	
	LOS	Delay	LOS	Delay
Campbellton St. at Hospital Dr.	B	13.5	C	21
Chapel Hill Rd at I-20 EB Ramps	C	27.3	B	14.7
Chapel Hill Rd at Douglas Blvd	C	33.6	C	28.5
Chapel Hill Rd at Stewart Mill Rd	C	22.9	C	25.3
Chapel Hill Rd at Chapel Crossing Rd	A	9.7	B	13.3
Chapel Hill Rd at Bomar Rd	C	28.2	C	23.7
Chapel Hill Rd at Anneewakee Rd	C	31.1	C	28.4
SR 166 at Chapel Hill Rd	C	21.9	D	27.6

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – CHAPEL HILL ROAD

### Crash Analysis

Additionally, a historical crash analysis was conducted at each of the corridor critical intersections to understand any patterns or safety issues that could potentially be addressed via design initiatives. These crash results are summarized in Table 5 through 12.

**Table 5 - Crash Analysis Years 2015-2019: Campbellton St at Hospital Dr**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	2	2	1	0	3	8	15.7%
Head On	0	0	0	0	0	0	0.0%
Rear End	8	2	2	9	4	25	49.0%
Sideswipe-Same Direction	4	1	4	1	4	14	27.5%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Not A Collision with Motor Vehicle	1	1	1	0	0	3	5.9%
Other/Unspecified	0	0	0	0	1	1	2.0%
<b>Total Crashes</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>10</b>	<b>12</b>	<b>51</b>	<b>100.0%</b>
Crashes with Injuries	0	0	2	2	1	5	9.8%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	0	0	0	0	0	0	0.0%

**Table 6 - Crash Analysis Years 2015-2019: Chapel Hill Rd at I-20 EB Ramps**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	10	10	10	6	7	43	17.6%
Head On	0	0	0	0	0	0	0.0%
Rear End	31	30	42	26	41	170	69.4%
Sideswipe-Same Direction	7	2	5	2	5	21	8.6%
Sideswipe-Opposite Direction	0	1	0	0	0	1	0.4%
Not A Collision with Motor Vehicle	1	0	2	0	6	9	3.7%
Other/Unspecified	0	0	1	0	0	1	0.4%
<b>Total Crashes</b>	<b>49</b>	<b>43</b>	<b>60</b>	<b>34</b>	<b>59</b>	<b>245</b>	<b>100.0%</b>
Crashes with Injuries	13	14	13	9	16	65	26.5%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	2	0	0	0	0	2	0.8%

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CHAPEL HILL ROAD

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	20	19	25	34	44	142	29.6%
Head On	4	0	0	3	1	8	1.7%
Rear End	53	43	40	51	46	233	48.5%
Sideswipe-Same Direction	17	10	12	25	21	85	17.7%
Sideswipe-Opposite Direction	1	2	1	0	2	6	1.3%
Not A Collision with Motor Vehicle	2	0	0	1	0	3	0.6%
Other/Unspecified	0	0	0	2	1	3	0.6%
<b>Total Crashes</b>	<b>97</b>	<b>74</b>	<b>78</b>	<b>116</b>	<b>115</b>	<b>480</b>	<b>100.0%</b>
Crashes with Injuries	21	24	12	17	13	87	18.1%
Crashes with Fatalities	1	0	0	0	0	1	0.2%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	1	1	1	1	1	5	1.0%

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	5	7	4	12	11	39	26.7%
Head On	1	0	2	0	0	3	2.1%
Rear End	9	11	17	17	21	75	51.4%
Sideswipe-Same Direction	3	5	6	4	3	21	14.4%
Sideswipe-Opposite Direction	0	0	0	0	1	1	0.7%
Not A Collision with Motor Vehicle	1	0	0	2	2	5	3.4%
Other/Unspecified	0	1	0	1	0	2	1.4%
<b>Total Crashes</b>	<b>19</b>	<b>24</b>	<b>29</b>	<b>36</b>	<b>38</b>	<b>146</b>	<b>100.0%</b>
Crashes with Injuries	6	2	6	4	7	25	17.1%
Crashes with Fatalities	0	0	0	0	1	1	0.7%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	1	1	0.7%
Heavy Vehicle Crashes	0	1	0	0	0	1	0.7%

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – CHAPEL HILL ROAD

**Table 9 - Crash Analysis Years 2015-2019: Chapel Hill Rd at Chapel Crossing Rd**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	1	0	2	0	2	5	15.6%
Head On	1	0	0	0	0	1	3.1%
Rear End	5	4	5	6	5	25	78.1%
Sideswipe-Same Direction	0	0	0	0	0	0	0.0%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Not A Collision with Motor Vehicle	0	0	0	1	0	1	3.1%
Other/Unspecified	0	0	0	0	0	0	0.0%
<b>Total Crashes</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>32</b>	<b>100.0%</b>
Crashes with Injuries	3	1	3	3	1	11	34.4%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	1	0	0	0	0	1	3.1%
Heavy Vehicle Crashes	0	0	0	0	0	0	0.0%

**Table 10 - Crash Analysis Years 2015-2019: Chapel Hill Rd at Central Church Rd/Bomar Rd**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	5	3	9	9	14	40	30.1%
Head On	3	0	1	0	1	5	3.8%
Rear End	17	12	19	10	12	70	52.6%
Sideswipe-Same Direction	0	1	2	3	2	8	6.0%
Sideswipe-Opposite Direction	0	1	1	1	1	4	3.0%
Not A Collision with Motor Vehicle	2	2	0	1	1	6	4.5%
Other/Unspecified	0	0	0	0	0	0	0.0%
<b>Total Crashes</b>	<b>27</b>	<b>19</b>	<b>32</b>	<b>24</b>	<b>31</b>	<b>133</b>	<b>100.0%</b>
Crashes with Injuries	7	4	7	3	6	27	20.3%
Crashes with Fatalities	0	0	1	0	0	1	0.8%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	1	0	0	0	1	0.8%
Heavy Vehicle Crashes	0	0	0	0	0	0	0.0%

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CHAPEL HILL ROAD

**Table 11 - Crash Analysis Years 2015-2019: Chapel Hill Rd at Anneewakee Rd**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	2	1	1	2	0	6	10.5%
Head On	0	0	0	1	0	1	1.8%
Rear End	5	5	12	10	14	46	80.7%
Sideswipe-Same Direction	1	0	1	0	1	3	5.3%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Not A Collision with Motor Vehicle	0	0	0	1	0	1	1.8%
Other/Unspecified	0	0	0	0	0	0	0.0%
<b>Total Crashes</b>	<b>8</b>	<b>6</b>	<b>14</b>	<b>14</b>	<b>15</b>	<b>57</b>	<b>100.0%</b>
Crashes with Injuries	4	0	4	6	1	15	26.3%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	0	0	0	0	0	0	0.0%

**Table 12 - Crash Analysis Years 2015-2019: Chapel Hill Rd at SR 166**

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	3	2	3	0	3	11	29.7%
Head On	0	0	0	0	1	1	2.7%
Rear End	4	4	3	3	2	16	43.2%
Sideswipe-Same Direction	0	0	0	1	1	2	5.4%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Not A Collision with Motor Vehicle	3	1	0	2	1	7	18.9%
Other/Unspecified	0	0	0	0	0	0	0.0%
<b>Total Crashes</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>37</b>	<b>100.0%</b>
Crashes with Injuries	2	4	3	4	1	14	37.8%
Crashes with Fatalities	0	0	0	0	0	0	0.0%
Bike Crashes	0	0	0	0	0	0	0.0%
Ped Crashes	0	0	0	0	0	0	0.0%
Heavy Vehicle Crashes	3	0	0	1	1	5	13.5%

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CHAPEL HILL ROAD

## Needs Assessment

### Growth Rates

In order to anticipate future traffic demand, potential growth rate sources were reviewed and analyzed for application. As Table 13 below summarizes, an annual compounded growth rate of 1.03% was selected for use along the Chapel Hill Road corridor. This rate reflects use of a historical growth rate as all other sources of data indicate relatively growth rates there were determined to be unreasonably low. As a result, the annual 1.03% compounded growth rate was determined to be reasonable and appropriate and was applied to the existing turning movement data to anticipate traffic volumes for the future years of 2030 and 2050.

Table 13 – Growth Rate Analysis

Historical Growth Rate	Model Growth Rate	Average	10 Years Historic and 10 Years TDM'	5 Years Historic and 15 Years TDM'	Selected Growth Rate
1.03%	0.58%	0.81%	0.80%	0.69%	1.03%

### Anticipated Future Conditions

Those traffic volumes were analyzed again utilizing Synchro software to determine LOS and average control delay for the years 2030 and 2050. In an initial theoretical “No-Build” scenario, the analysis assumes that no infrastructure improvements are implemented along the corridor in order to specifically identify where existing infrastructure cannot accommodate future traffic demand. The results of this scenario are provided in Table 14 and indicate that while most intersections are anticipated to continue to operate at LOS D or better conditions, there are a handful of locations that are likely to degrade to the point where future infrastructure improvements may be appropriate. Additionally, a second scenario was run – a theoretical “No-Build Plus” scenario that assumes that following planned widenings from the Atlanta region’s Transportation Plan.

- DO-252A – Widening to 4 lanes (2 additional in each direction) on Chapel Hill Road from Central Church Road to Stewarts Mill Road
- DO-252B – Widening to 4 lanes (2 additional in each direction) on Chapel Hill Road from Dorsett Shoals Road to SR 166
- DO-003 – Widening to 4 lanes (2 additional in each direction) on the South Douglas Loop Phase 3 (i.e. the Lee Road extension)
- DO-004 – Widening to 4 lanes (2 additional in each direction) on the South Douglas Loop Phase 2 (i.e. the Lee Road extension)

The results of the “No-Build Plus” scenario are indicated in Table 15 and indicate some additional improvement in LOS at the affected locations.



# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – CHAPEL HILL ROAD

Table 14 – No-Build Operational Analysis Results

Intersection	Year 2030				Year 2050			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Campbellton St. at Hospital Dr.	B	14.8	C	21.1	B	16.6	C	28
Chapel Hill Rd at I-20 EB Ramps	C	33	C	22.3	E	58.1	C	33.6
Chapel Hill Rd at Douglas Blvd	D	41.3	D	39	E	79.7	E	76.5
Chapel Hill Rd at Stewart Mill Rd	C	26.7	C	32.6	C	33.4	D	54.6
Chapel Hill Rd at Chapel Crossing Rd	B	14.1	A	9.6	B	14.8	C	20.8
Chapel Hill Rd at Bomar Rd	D	35.1	C	30.2	E	66.3	E	62.4
Chapel Hill Rd at Anneewakee Rd	D	41.9	D	39.1	F	89.1	F	85.3
SR 166 at Chapel Hill Rd	D	30.8	E	43.3	F	104.8	F	180.4

Table 15 – No-Build Plus Operational Analysis Results

Intersection	Year 2030				Year 2050			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Campbellton St. at Hospital Dr.	n/a	n/a	n/a	n/a	B	16.9	C	28.4
Chapel Hill Rd at I-20 EB Ramps	n/a	n/a	n/a	n/a	E	57.8	D	35.5
Chapel Hill Rd at Douglas Blvd	n/a	n/a	n/a	n/a	E	78.7	E	74.2
Chapel Hill Rd at Stewart Mill Rd	n/a	n/a	n/a	n/a	C	33.9	E	60.6
Chapel Hill Rd at Chapel Crossing Rd	n/a	n/a	n/a	n/a	A	9.3	A	8.1
Chapel Hill Rd at Bomar Rd	n/a	n/a	n/a	n/a	D	42.1	C	31.6
Chapel Hill Rd at Anneewakee Rd	n/a	n/a	n/a	n/a	D	45.3	D	47.3
SR 166 at Chapel Hill Rd	n/a	n/a	n/a	n/a	F	84.7	F	98.6

*Note: Locations that are not planned for widening may have slightly different LOS and delay results when compared to the “No-Build” scenario due to use of optimized signal cycles, timings, and offsets.*

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – CHAPEL HILL ROAD

### Summary of Intersection Needs

Based on these results, as well as review of the existing crash data, several intersection needs were identified throughout the corridor as depicted in Table 16. Note that these improvements are in addition to the widenings associated with DO-252A, DO-252B, DO-003, and DO-004.

Table 16 – Intersection Needs Assessment

Intersection	General Needs Assessment	AM Peak Hour Congested Movements	PM Peak Hour Congested Movements
Campbellton St. at Hospital Dr.	Operates Acceptably as a Whole in AM and PM Peak Hours	EBL	All Movements Operate Acceptably
Chapel Hill Rd at I-20 EB Ramps	Operates at LOS E in AM Peak Hour	EB Approach Operates at an E	All Movements Operate Acceptably
Chapel Hill Rd at Douglas Blvd	Intersection Operates at LOS E in Both AM and PM Peak Hours	EBT, WBL, WBR, NBT, SBL	EBL, WBR, NBL, SBT
Chapel Hill Rd at Stewart Mill Rd	Operates at LOS E in PM Peak Hour	All Movements Operate Acceptably	EBL, SBT, SBR
Chapel Hill Rd at Chapel Crossing Rd	Operates Acceptably as a Whole in AM and PM Peak Hours	All Movements Operate Acceptably	All Movements Operate Acceptably
Chapel Hill Rd at Bomar Rd	Operates Acceptably as a Whole in AM and PM Peak Hours	EBR	WBT/R
Chapel Hill Rd at Anneewakee Rd	Operates Acceptably as a Whole in AM and PM Peak Hours	WBR	EBR
SR 166 at Chapel Hill Rd	Intersection Fails in the AM and PM Peak Hour	SBL	SBL

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CHAPEL HILL ROAD

## Alternatives Analysis

The needs assessment results were used to develop up to 3 alternatives for further analysis and testing as indicated in Table 17 below. Note that these improvements are in addition to the widenings associated with DO-252A, DO-252B, DO-003, and DO-004.

Table 17 – Alternatives Development

Intersection	Alternative 1	Alternative 2	Alternative 3
Campbellton St. at Hospital Dr.	No Build		
Chapel Hill Rd at I-20 EB Ramps	Extend NBR Turn Lane 100' to Avoid Lane Starving		
Chapel Hill Rd at Douglas Blvd	Install Dual WBR Turn Lanes	Install Dual SBL Turn Lanes	
Chapel Hill Rd at Stewart Mill Rd	Install EBR Turn Lane	Install NBL Dual Left Turn Lane	
Chapel Hill Rd at Chapel Crossing Rd	No Build		
Chapel Hill Rd at Bomar Rd	Install WBR Turn Lane	Access Management/Designalizing at the Intersection of Chapel Hill Rd and Willow Ridge Rd	
Chapel Hill Rd at Anneewakee Rd	Install Dual WBR Turn Lanes	Install Dual SBL Turn Lanes	
SR 166 at Chapel Hill Rd	Install TWLTL with Left and Right Turn Lanes along SR 166	Install Unsignalized High T with Left and Right Turn Lanes along SR 166	Install Single Lane Roundabout

These three alternatives were analyzed for conditions in the year 2050 as indicated in Table 18. Additionally, a scenario was analyzed where each of the alternatives at each location were consolidated into a single alternative.

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN

## CORRIDOR STUDIES – CHAPEL HILL ROAD

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Table 18 – Year 2050 Alternatives Analysis

Intersection	Alternative 1				Alternative 2				Alternative 3				Consolidated Alternative			
	AM		PM		AM		PM		AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Campbellton St. at Hospital Dr.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chapel Hill Rd at I-20 EB Ramps	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chapel Hill Rd at Douglas Blvd	E	70.3	E	67.8	E	63.1	E	72.7	-	-	-	-	E	60.7	E	66.5
Chapel Hill Rd at Stewart Mill Rd	C	33.6	E	58.7	C	33.9	E	60.6	-	-	-	-	C	32.4	D	43.7
Chapel Hill Rd at Chapel Crossing Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chapel Hill Rd at Bomar Rd	C	24.4	C	26	-	-	-	-	-	-	-	-	-	-	-	-
Chapel Hill Rd at Annewakee Rd	D	44.8	C	30	D	39.3	D	39.4	-	-	-	-	D	38.9	C	33.5
SR 166 at Chapel Hill Rd	C	22.4	C	17.5	C	22.4	C	17.5	A	7.2	B	12	-	-	-	-

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CHAPEL HILL ROAD

## Recommendations

Based on the alternatives analysis, final recommendations of improvements for consideration for improvement were made as described in Table 19 below. Note that these improvements are in addition to the widenings associated with DO-252A, DO-252B, DO-003, and DO-004.

Table 19 Recommendations

Intersection	Selected Alternative	Recommendation	Year 2050			
			AM		PM	
			LOS	Delay	LOS	Delay
Campbellton St. at Hospital Dr.	N/A	N/A	B	16.9	C	28.4
Chapel Hill Rd at I-20 EB Ramps	1	Extend NBR Turn Lane 100' to Avoid Lane Starving	E	57.8	D	35.5
Chapel Hill Rd at Douglas Blvd	Consolidated	Install Dual WBR Turn Lanes; Install Dual SBL Turn Lanes	E	60.7	E	66.5
Chapel Hill Rd at Stewart Mill Rd	Consolidated	Install EBR Turn Lane; Install NBL Dual Left Turn Lane	C	32.4	D	43.7
Chapel Hill Rd at Chapel Crossing Rd	N/A	N/A	A	9.3	A	8.1
Chapel Hill Rd at Bomar Rd	Consolidated (1)	Install WBR Turn Lane; Access Management/Designalizing at the Intersection of Chapel Hill Rd and Willow Ridge Rd	C	24.4	C	26
Chapel Hill Rd at Anneewakee Rd	Consolidated	Install Dual WBR Turn Lanes; Install Dual SBL Turn Lanes	D	38.9	C	33.5
SR 166 at Chapel Hill Rd	1	Install TWLTL with Left and Right Turn Lanes along SR 166	C	22.4	C	17.5

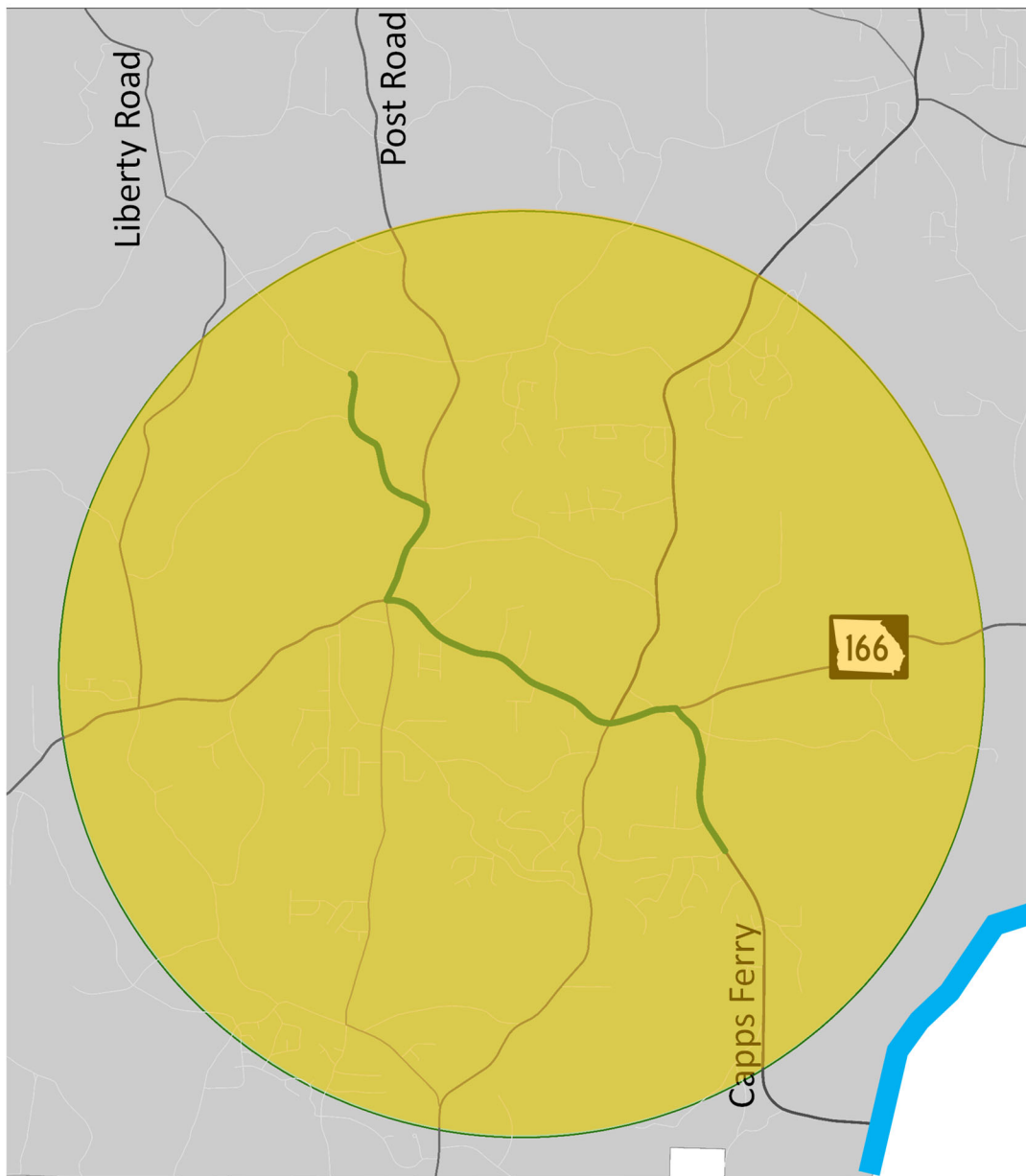
# **Appendix E**

**Capps Ferry Road to SR 5 (Bill  
Arp Road) Area**

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CAPPS FERRY ROAD AREAWIDE ANALYSIS

## Introduction

This memorandum documents a supplemental subarea analysis prepared as part of the Douglas County Comprehensive Transportation Plan (CTP) to research the relative viability of additional roadway connections in the southwestern part of the County. As envisioned, these connections would provide direct access from Capps Ferry Road (the western most crossing of the Chattahoochee River in Douglas County) to either Post or Liberty Roads, both of which have access to I-20. Currently, motorists utilizing Capps Ferry Road seeking to access I-20 must turn onto SR 166 in order to access either Post or Liberty Roads as depicted in the route highlighted in green in the image below.

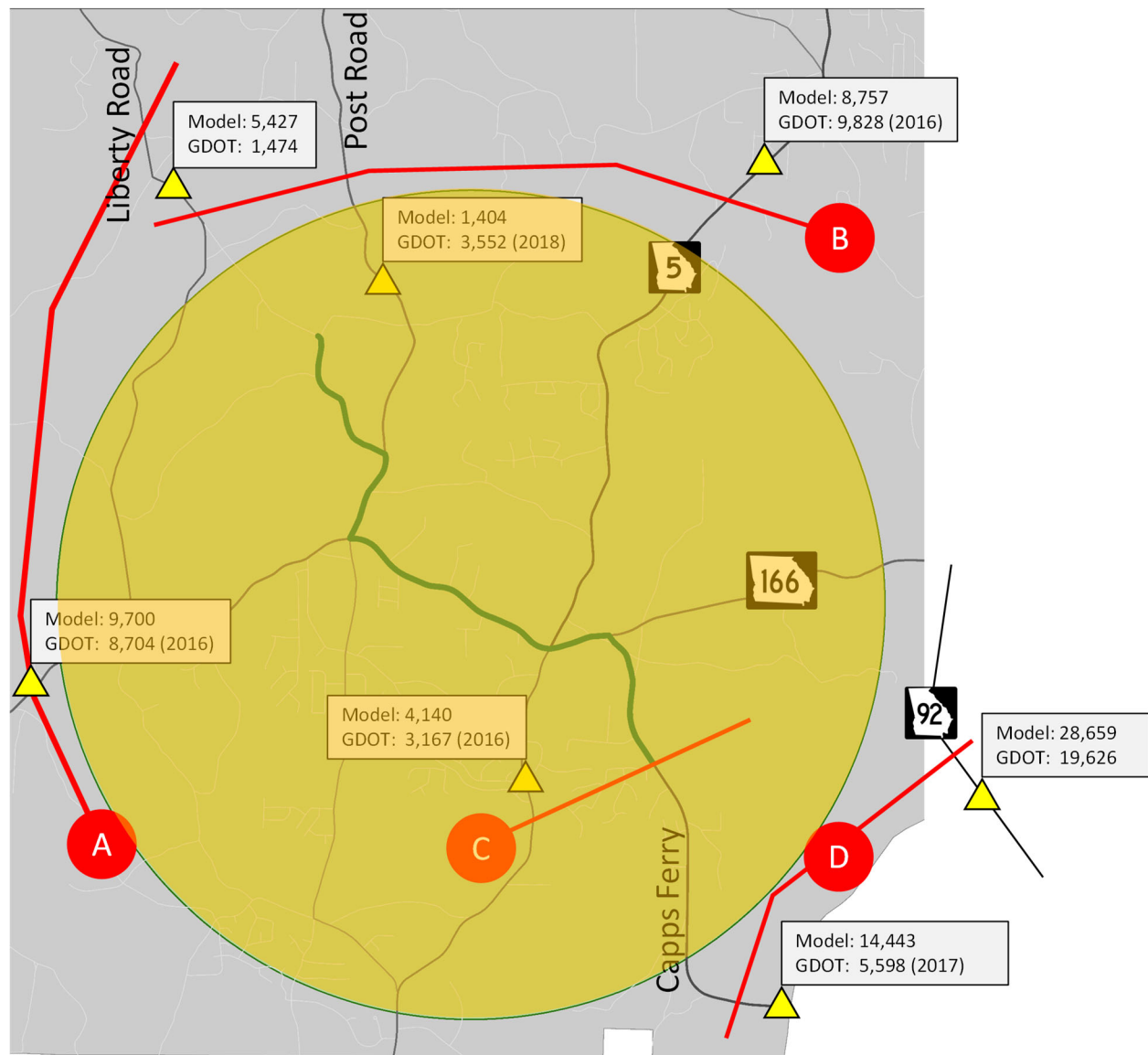


# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CAPPS FERRY ROAD AREAWIDE ANALYSIS

## Travel Demand Modeling

The Atlanta Regional Commission (ARC) Travel Demand Model (TDM) was utilized to determine the potential traffic demand that constructing new location roadway to provide direct connectivity. In the first part of this analysis, the travel demand model's predictive capabilities were analyzed comparing traffic volumes produced by an existing conditions travel demand model to actual traffic counts conducted by the Georgia Department of Transportation (GDOT). With the inherent understanding that a travel demand model should not be expected to replicate field conditions at any given location, this process was prepared using a series of 'screenlines' to understand the model's predictive capabilities for understanding traffic flows moving in various different directions in the surrounding area as depicted in the image below.

### SCREENLINE LOCATIONS





# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CAPP'S FERRY ROAD AREAWIDE

## ANALYSIS

This comparison was then utilized to determine the overall differential between the model and actual conditions throughout the immediate surrounding area and by screenline location as indicated in Table 1, which demonstrates that the model tends to under-predict travel flows in this part of Douglas County, with the exception most notably of locations on Liberty Road where the model overpredicts traffic flow significantly.

Table 1 – Existing Travel Demand Model to Existing Counts Analysis

### SCREENLINE A (EAST-WEST TRAVEL)

Location	2015 Model	GDOT Count	2015 Differential
SR 166, West of Tyree Road	9,700	8,704	89.7%
Liberty Road, South of Helton Road	5,427	1,474	27.2%
Overall	15,127	10,178	67.3%

### SCREENLINE B (NORTH-SOUTH TRAVEL TO I-20)

Location	2015 Model	GDOT Count	2015 Differential
SR 5, South of Big A Road	8,757	9,828	112.2%
Post Road, North of Banks Mill	1,401	3,552	253.5%
Liberty Road, South of Helton Road	5,427	1,474	27.2%
Overall	15,585	14,854	95.3%

### SCREENLINE C (NORTH-SOUTH TRAVEL TO THE SOUTH)

Location	2015 Model	GDOT Count	2015 Differential
SR 5, South of SR 166	4,160	3,167	76.1%
Capps Ferry Road at River	14,443	5,998	41.5%
Overall	18,603	9,165	49.3%

### SCREENLINE D (RIVER CROSSINGS)

Location	2015 Model	GDOT Count	2015 Differential
SR 92 at River	28,659	19,626	68.5%
Capps Ferry Road at River	14,443	5,998	41.5%
Overall	43,102	25,624	59.4%

<b>ALL LOCATIONS</b>	<b>72,547</b>	<b>52,349</b>	<b>72.2%</b>
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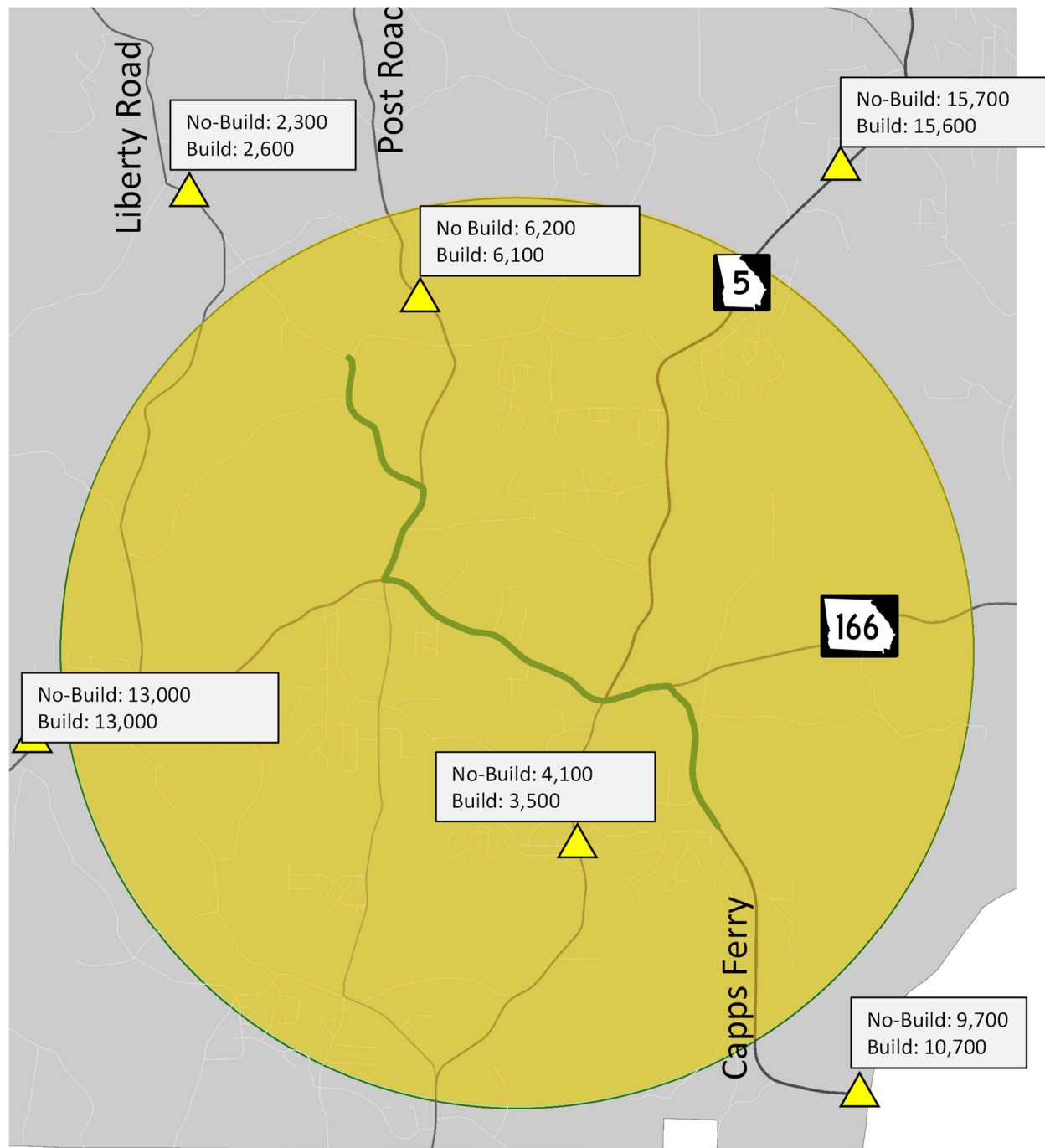
# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CAPPS FERRY ROAD AREAWIDE ANALYSIS

In the next step, model runs were prepared reflecting two future scenarios:

- A 2050 No-Build where the proposed enhanced connectivity is not implemented
- A 2050 Build where the proposed enhanced connectivity IS implemented.

The limited difference in volumes in each scenario immediately suggests that the impact of any new locations will be limited in this area with limited latent demand existing.

## NO-BUILD AND BUILD MODEL COMPARISON



# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CAPPS FERRY ROAD AREAWIDE ANALYSIS

Nonetheless, the differences between these scenarios were utilized to develop manually adjusted year 2050 volumes. This was prepared by using the differentials between the existing model and actual conditions and applying them to the No-Build and Build model volumes as shown in Table 2. As the model does not predict significant differences in volumes at these locations between the No-Build and Build scenarios, the resulting forecasts similarly show limited differences. However, the application of the differential to the model volumes results in adjusted future year volumes that account for inherent limitations in the model's predictive capabilities.

Table 2 – Forecasting Process and Adjusted Year 2050 No-Build and Build Volumes

## SCREENLINE A (EAST-WEST TRAVEL)

Location	2015 Model	GDOT Count	2015 Differential
SR 166, West of Tyree Road	9,700	8,704	89.7%
Liberty Road, South of Helton Road	5,427	1,474	27.2%
Overall	15,127	10,178	67.3%

2050 No Build Model	2050 Build Model
14484	14442
8487	9508
22,971	23,950

2050 No Build	2050 Build
13,000	13,000
2,300	2,600

## SCREENLINE B (NORTH-SOUTH TRAVEL TO I-20)

Location	2015 Model	GDOT Count	2015 Differential
SR 5, South of Big A Road	8,757	9,828	112.2%
Post Road, North of Banks Mill	1,401	3,552	253.5%
Liberty Road, South of Helton Road	5,427	1,474	27.2%
Overall	15,585	14,854	95.3%

2050 No Build Model	2050 Build Model
13973	13853
2455	2403
8487	9508
24915	25764

2050 No Build	2050 Build
15,700	15,600
6,200	6,100
2,300	2,600

## SCREENLINE C (NORTH-SOUTH TRAVEL TO THE SOUTH)

Location	2015 Model	GDOT Count	2015 Differential
SR 5, South of SR 166	4,160	3,167	76.1%
Capps Ferry Road at River	14,443	5,998	41.5%
Overall	18,603	9,165	49.3%

2050 No Build Model	2050 Build Model
5425	4666
23384	25785
28,809	30,451

2050 No Build	2050 Build
4,100	3,500
9,700	10,700

## SCREENLINE D (RIVER CROSSINGS)

Location	2015 Model	GDOT Count	2015 Differential
SR 92 at River	28,659	19,626	68.5%
Capps Ferry Road at River	14,443	5,998	41.5%
Overall	43,102	25,624	59.4%

2050 No Build Model	2050 Build Model
41467	40966
23384	25785
64,851	66,751

2050 No Build	2050 Build
28,400	28,100
9,700	10,700

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CAPPS FERRY ROAD AREAWIDE

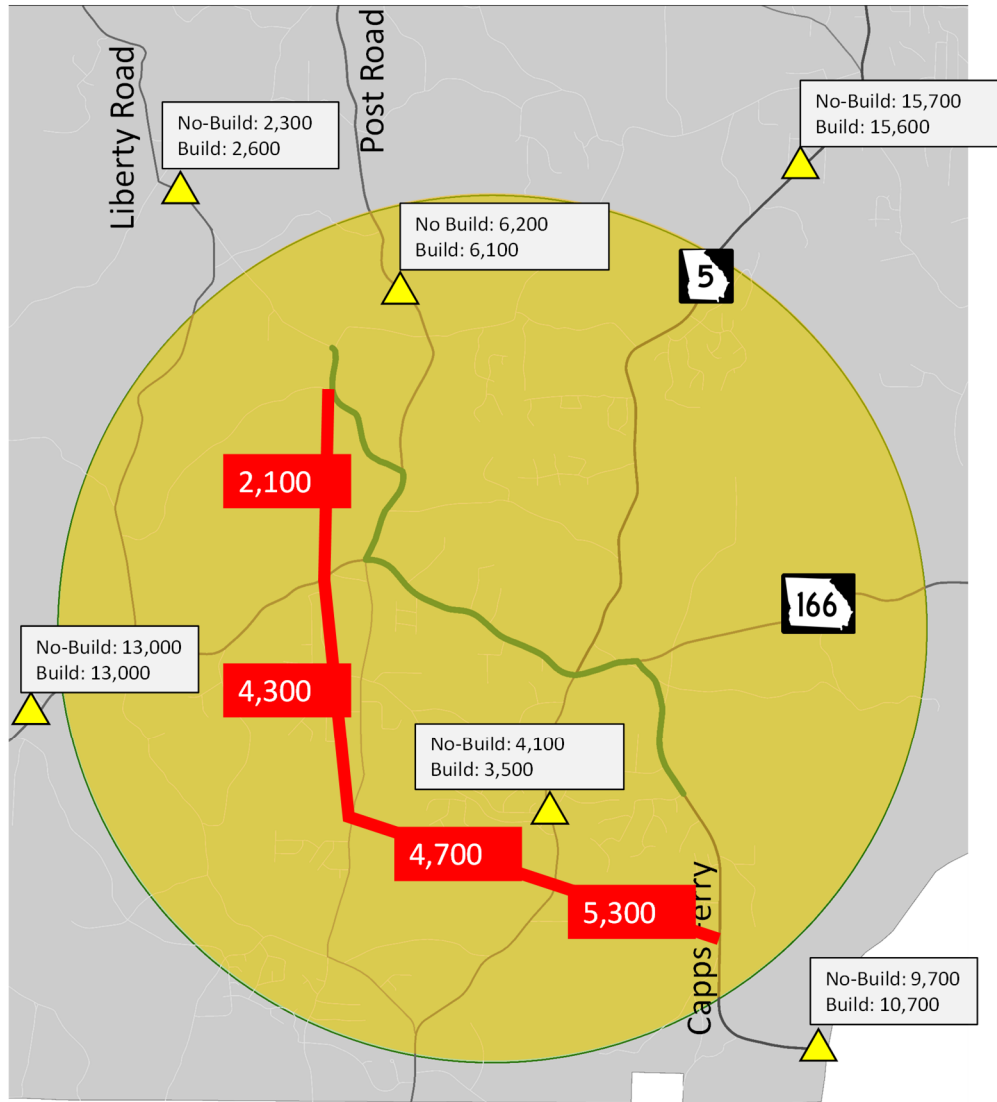
## ANALYSIS

This process reveals that in the year 2050, Liberty Road will still be carrying only a modest amount of traffic regardless of scenarios (2,300 in No-Build and 2,600 in Build). As a result, manual forecasting for the new location as depicted in Table 3 and the subsequent image, applied the differential from this location (the closest tie-in point to the new location) revealing that any direct connectivity will similarly only attract a modest amount of traffic, which is further solidified by considering the amount of anticipated traffic on Capps Ferry Road at the Chattahoochee River crossing is only 10,700 vehicles a day even in the Build scenario. In effect, roughly half of these vehicles would divert to the new location but the volumes along the new locations would decrease as one travels further north before tying into the similar low volume Liberty Road.

Table 3 – New Location Forecasting

Location	2015 Model	GDOT Count	2015 Differential	2050 No Build Model	2050 Build Model	2050 No Build	2050 Build
Liberty Road to SR 166					7729		2100
SR 166 to Winston Road					16008		4300
Winston Road to SR 5					17435		4700
SR 5 to Capps Ferry					19346		5300

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CAPPS FERRY ROAD AREAWIDE ANALYSIS



# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CAPP'S FERRY ROAD AREAWIDE ANALYSIS

## Manual Forecasting Method

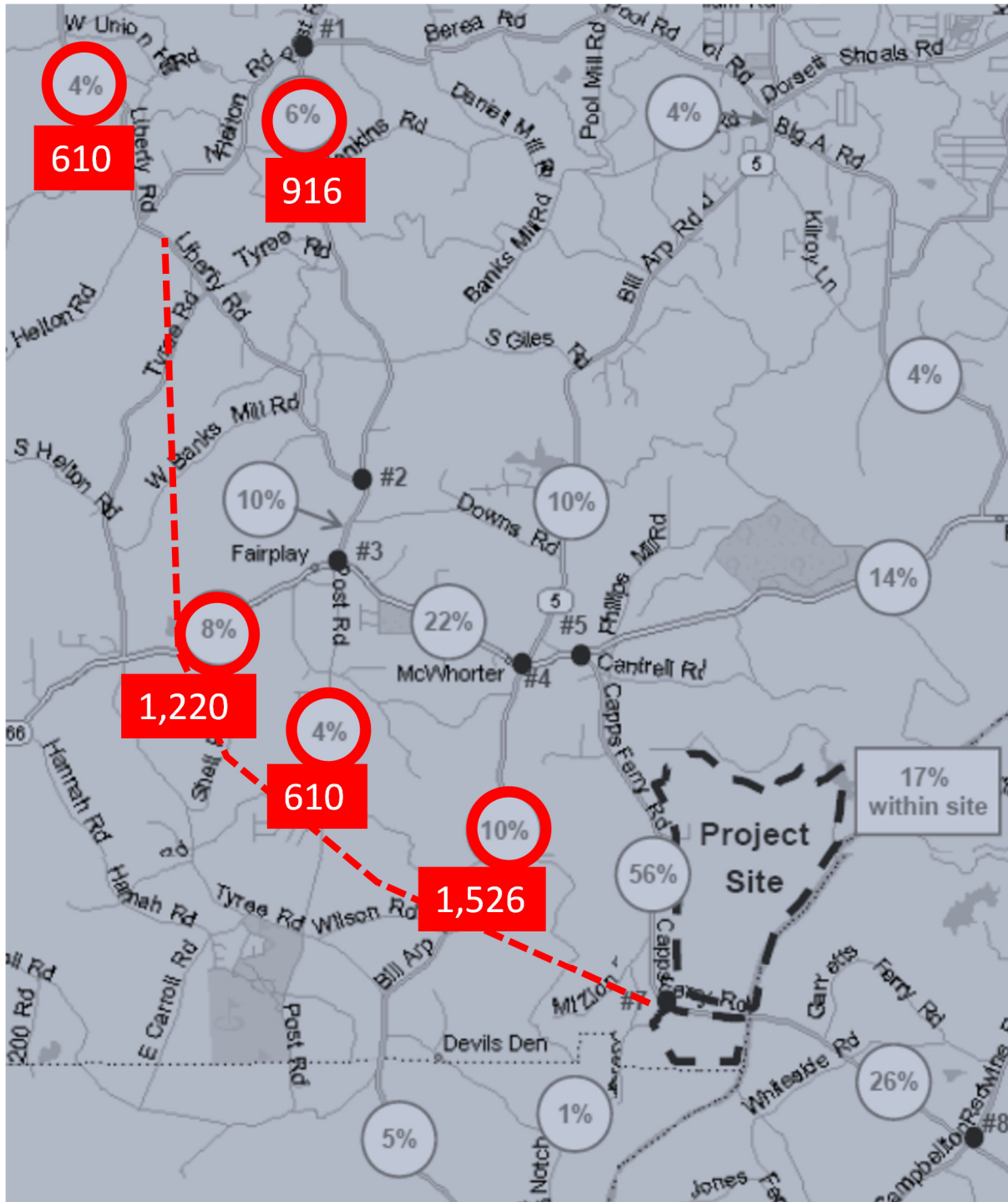
A separate independent method of forecasting potential traffic along the new location was also prepared utilizing previously forecasted traffic from the Foxhall DRI as a basis. While this DRI was prepared in 2008, it included forecasting for the year 2020 including a prediction that Capps Ferry Road would carry 5,700 vehicles a day which is reasonably accurate compared to the most recent GDOT count at that location in 2017 of 5,600 vehicles a day. Based on this accuracy, the DRI was considered a reasonably credible source to understand potential traffic flow in this area.

The image below indicates the forecasting prepared in that DRI to understand the increase in traffic that the development itself would create. As the resort component of the development has largely been implemented, the non-resort components which have not yet been implemented (the residential and commercial elements) are highlighted to predict that an additional 15,262 daily vehicles (in and out of the development) may still be generated.

Table 2 Foxhall Resort and Sporting Club DRI Gross Trip Generation							
Land Use	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
<b>Build-Out (Year 2020)</b>							
921 Residential Homes	270	3,406	3,406	103	365	397	213
843 Resort Units	260	1,332	1,332	90	45	90	129
300 Hotel Rooms	310	1,156	1,156	98	62	94	83
300 Resort Hotel Rooms	330	1,156	1,156	57	22	54	72
140,000 SF Shopping Center	820	4,225	4,225	117	75	375	407
<b>Total</b>		<b>11,275</b>	<b>11,275</b>	<b>465</b>	<b>569</b>	<b>1,010</b>	<b>904</b>

# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CAPPS FERRY ROAD AREAWIDE ANALYSIS

These volumes were manually adjusted onto the potential new location utilizing the non-resort traffic distribution prepared as part of the DRI, as shown in the series of images below. The first image shows the initial forecasting of non-resort traffic to surrounding locations using the DRI distribution process. The second image shows those volumes being manually and cumulatively forecasted onto the new location. While this forecast is limited in showing just the impact of potential future non-resort traffic, it also implies the relatively small amount of regionally oriented traffic that would use the facility.

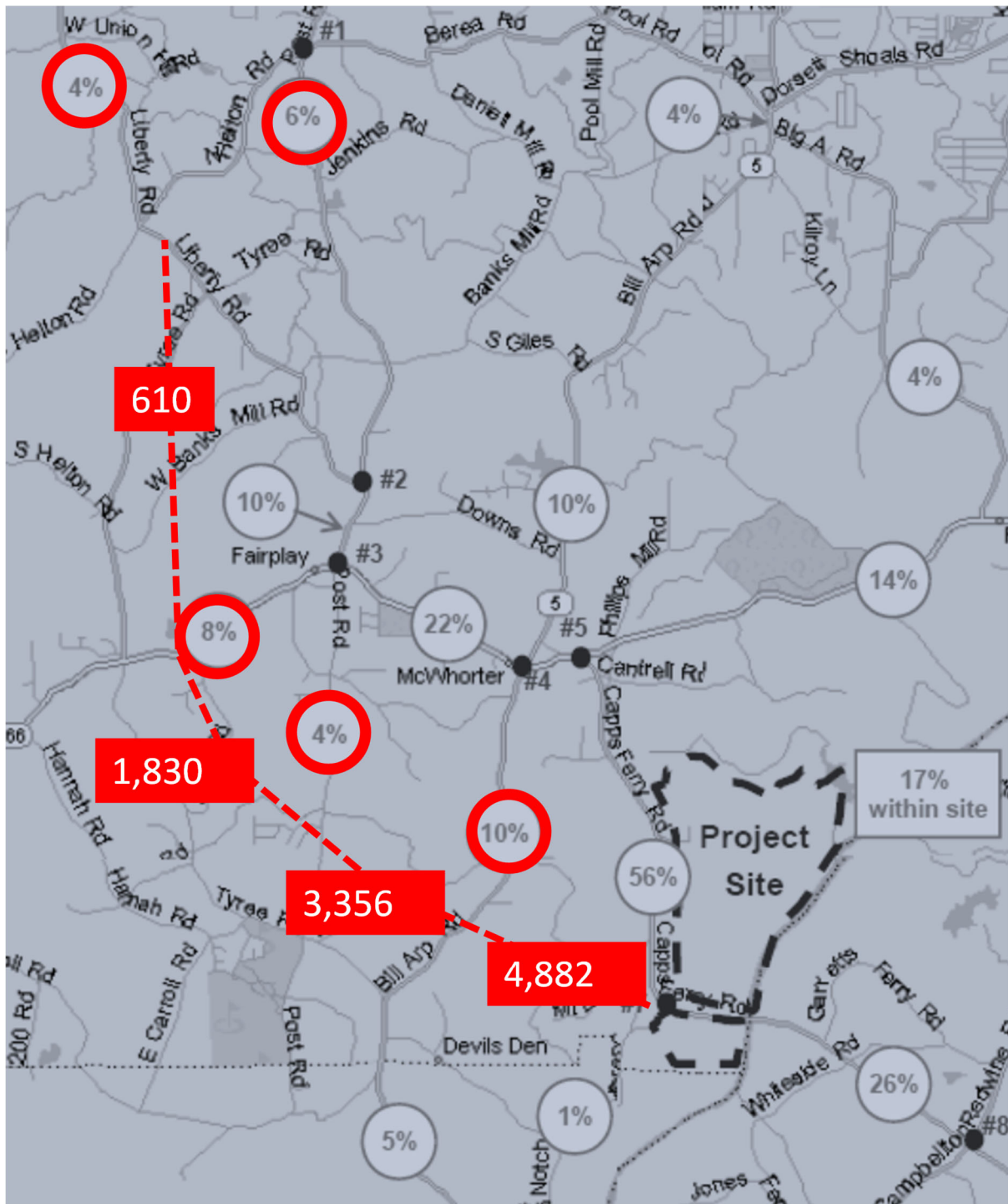


**DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN  
CORRIDOR STUDIES – CAPPS FERRY ROAD AREAWIDE  
ANALYSIS**

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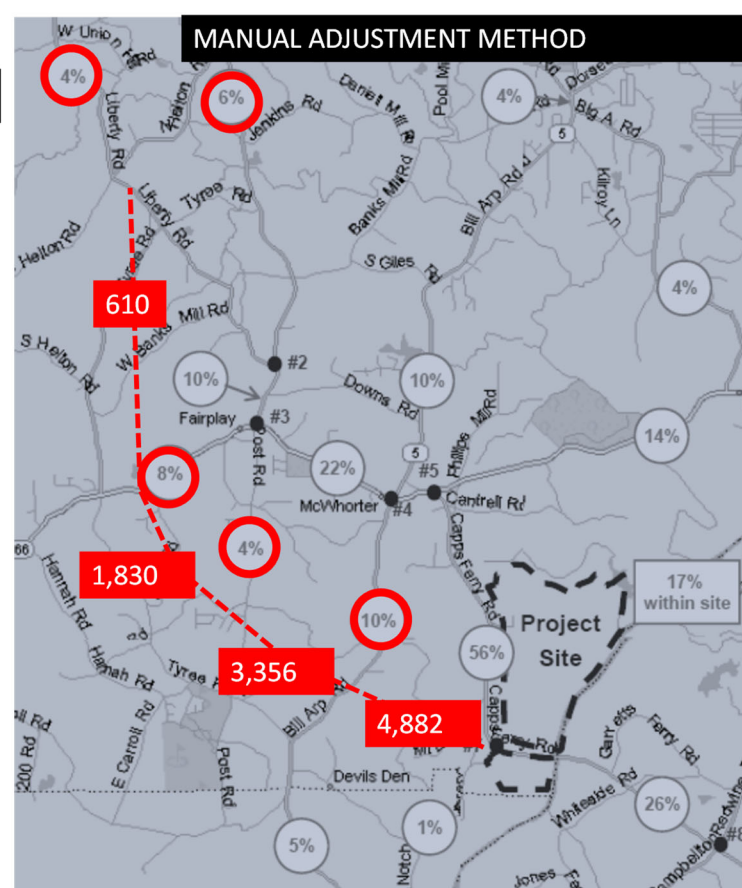
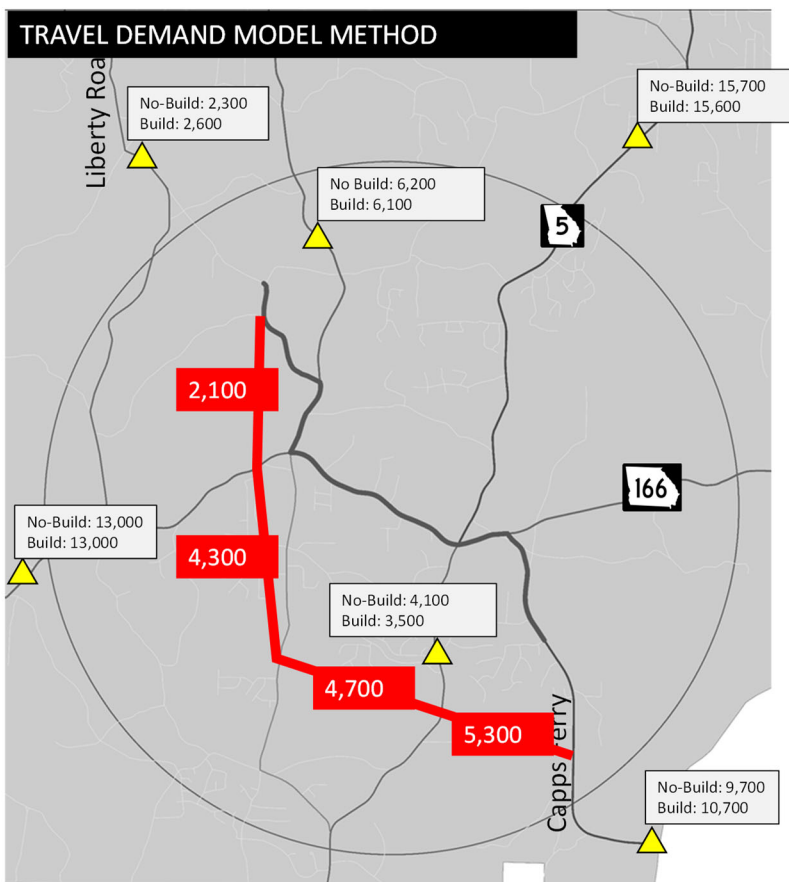
# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CAPPS FERRY ROAD AREAWIDE ANALYSIS



# DOUGLAS COMPREHENSIVE TRANSPORTATION PLAN CORRIDOR STUDIES – CAPPS FERRY ROAD AREAWIDE ANALYSIS

## Conclusions

Both forecasting analysis methods reveal that the new location is likely to accommodate only modest traffic volumes. While some inherent forecasting errors are to be expected with a speculative analysis such as this, both scenarios reveal that the new location is unlikely to attract a volume that would potentially justify the costs of construction and right-of-way and both methods, though independent of each other in methodology reveal similar phenomenon as indicated in the image below. As a result, the areawide analysis concludes that spot improvements along SR 166 locations to enhance the existing route for such travelers is likely to be a much more cost effective strategy to accommodating traffic flows from Capps Ferry Road to I-20.



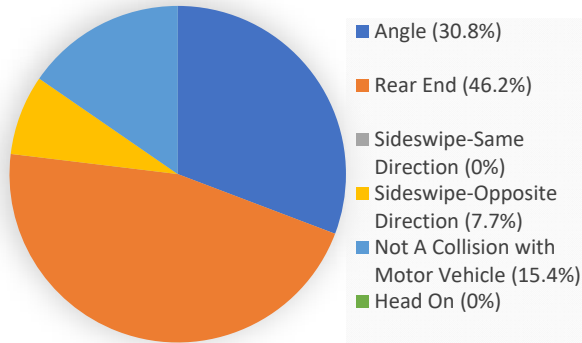
**Douglas County CTP  
Capps Ferry at SR 166 Analysis - PM Peak Hour Analysis**

	<b>Delay</b>	<b>LOS</b>	<b>V/C</b>
Existing	23.2	C	0.69
2050 No Build	157.4	F	1.26
2050 Roundabout	10.4	B	0.60

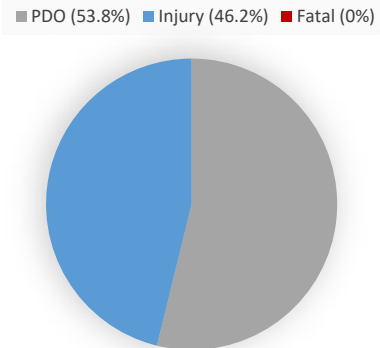
# Hwy 166 at Capps Ferry Rd

Segment Summary		Year				
		2015	2016	2017	2018	2019
Manner of Collision	Angle	1	1	0	2	0
	Rear End	0	1	3	2	0
	Sideswipe-Same Direction	0	0	0	0	0
	Sideswipe-Opposite Direction	1	0	0	0	0
	Not A Collision with Motor Vehicle	0	0	1	1	0
	Head On	0	0	0	0	0
Total Crashes		2	2	4	5	0
Total Non-Fatal Injury Crashes		1	1	1	3	0
Total Injuries		1	3	2	3	0
Total Fatality Crashes		0	0	0	0	0
Total Fatalities		0	0	0	0	0
Bicycle Related Crashes		0	0	0	0	0
Pedestrian Related Crashes		0	0	0	0	0

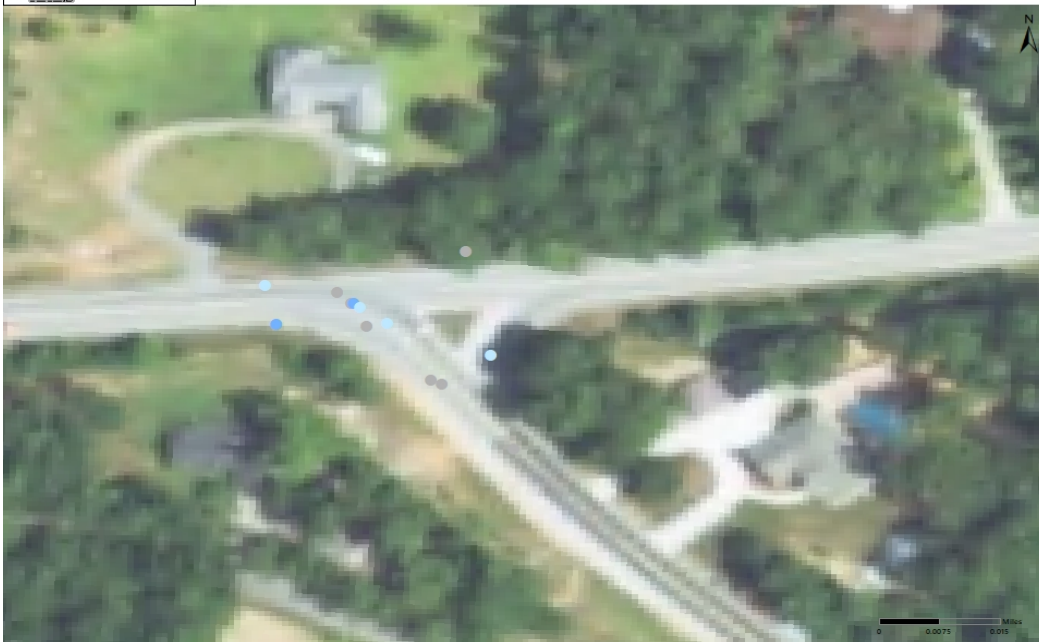
**Crashes by Manner of Collision**



**Crash Severity**



- Fatality
- Incapacitating Injury
- Visible Injury
- Non-Visible Injury
- Property Damage Only



**Appendix F**  
**Regional Transportation Plan**  
**Douglas County**

**The Atlanta Region's Plan  
FY 2020-2025 Transportation Improvement Program and RTP - Sorted by ARC Project Number**

<b>AR-139-2021</b>	<b>GDOT SURFACE TRANSPORTATION PROGRAM (NHS) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2021</b>	Jurisdiction	Regional	Existing	Planned	Length (mi.)	Network Year
0015507		Sponsor	GDOT	N/A	N/A	N/A	TBD
<b>Programmed</b>		Service Type	Roadway / Operations & Safety	Analysis			LCI <input type="checkbox"/>
				Exempt from Air Quality Analysis (40 CFR 93)			Flex <input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	2021	National Highway Performance Program (NHPP)	\$8,948,800	\$2,237,200	\$0,000	\$0,000	<b>\$11,186,000</b>
			<b>\$8,948,800</b>	<b>\$2,237,200</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$11,186,000</b>

<b>AR-140</b>	<b>SR 140 WIDENING</b>	Jurisdiction	Regional - North	Existing	Planned	Length (mi.)	Network Year
0013890	FROM RUCKER ROAD IN ROSWELL TO ARNOLD MILL ROAD IN CHEROKEE COUNTY	Sponsor	GDOT	2	4	3.7	2040
<b>Long Range</b>		Service Type	Roadway / General Purpose Capacity	Analysis			LCI <input type="checkbox"/>
				In the Region's Air Quality Conformity Analysis			Flex <input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	LR 2031-2040	Transportation Funding Act (HB 170)	\$0,000	\$98,284,000	\$0,000	\$0,000	<b>\$98,284,000</b>
			<b>\$0,000</b>	<b>\$98,284,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$98,284,000</b>

<b>AR-176</b>	<b>SR 61 (VILLA RICA PARKWAY) WIDENING</b>	Jurisdiction	Regional - West	Existing	Planned	Length (mi.)	Network Year
0007864	FROM PUNKINTOWN ROAD IN CARROLL COUNTY TO DALLAS-NEBO ROAD IN PAULDING COUNTY	Sponsor	GDOT	2	4	8.8	2050
<b>Long Range</b>		Service Type	Roadway / General Purpose Capacity	Analysis			LCI <input type="checkbox"/>
				In the Region's Air Quality Conformity Analysis			Flex <input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	LR 2031-2040	Transportation Funding Act (HB 170)	\$0,000	\$118,684,227	\$0,000	\$0,000	<b>\$118,684,227</b>
			<b>\$0,000</b>	<b>\$118,684,227</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$118,684,227</b>

**The Atlanta Region's Plan  
FY 2020-2025 Transportation Improvement Program and RTP - Sorted by ARC Project Number**

<b>AR-300</b>	<b>SR 140 OPERATIONAL AND SAFETY IMPROVEMENTS IN CHEROKEE COUNTY AND NORTHERN FULTON COUNTY</b>	Jurisdiction	Multi-County	Existing	Planned	Length (mi.)	Network Year
TBD	FROM I-575 TO SR 9 (ALPHARETTA HIGHWAY)	Sponsor	GDOT	2	2	N/A	TBD
<b>Long Range</b>		Service Type	Roadway / Operations & Safety	Analysis			LCI <input type="checkbox"/>
				Exempt from Air Quality Analysis (40 CFR 93)			Flex <input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	LR 2026-2030	General Federal Aid - 2026-2050	\$16,000,000	\$4,000,000	\$0,000	\$0,000	\$20,000,000
			<b>\$16,000,000</b>	<b>\$4,000,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$20,000,000</b>

<b>AR-301</b>	<b>US 78 OPERATIONAL AND SAFETY IMPROVEMENTS IN DOUGLAS COUNTY</b>	Jurisdiction	Multi-County	Existing	Planned	Length (mi.)	Network Year
TBD	FROM SR 6 (THORNTON ROAD) TO MIDWAY ROAD	Sponsor	Douglas County	2	2	5.3	TBD
<b>Long Range</b>		Service Type	Roadway / Operations & Safety	Analysis			LCI <input type="checkbox"/>
				Exempt from Air Quality Analysis (40 CFR 93)			Flex <input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	LR 2031-2040	General Federal Aid - 2026-2050	\$16,000,000	\$4,000,000	\$0,000	\$0,000	\$20,000,000
			<b>\$16,000,000</b>	<b>\$4,000,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$20,000,000</b>

<b>AR-302</b>	<b>SR 85 OPERATIONAL AND SAFETY IMPROVEMENTS</b>	Jurisdiction	Multi-County	Existing	Planned	Length (mi.)	Network Year
TBD	FROM SR 92 IN FAYETTE COUNTY TO SR 16 IN COWETA COUNTY	Sponsor	GDOT	2	2	N/A	TBD
<b>Long Range</b>		Service Type	Roadway / Operations & Safety	Analysis			LCI <input type="checkbox"/>
				Exempt from Air Quality Analysis (40 CFR 93)			Flex <input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	LR 2026-2030	General Federal Aid - 2026-2050	\$12,000,000	\$3,000,000	\$0,000	\$0,000	\$15,000,000
			<b>\$12,000,000</b>	<b>\$3,000,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$15,000,000</b>

**The Atlanta Region's Plan  
FY 2020-2025 Transportation Improvement Program and RTP - Sorted by ARC Project Number**

<b>AR-ML-610</b>	<b>I-75 SOUTH EXPRESS LANES</b>	Jurisdiction	Regional - Southeast	Existing	Planned	Length (mi.)	Network Year
0013919	FROM C.W. GRANT PARKWAY TO SR 138	Sponsor	GDOT	0	2	10.6	2040
<b>Long Range</b>		Service Type	Roadway / Express Lanes	Analysis			LCI <input type="checkbox"/>
				In the Region's Air Quality Conformity Analysis			Flex <input type="checkbox"/>

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2026-2030	General Federal Aid - 2026-2050	\$10,035,970	\$2,508,993	\$0,000	\$0,000	<b>\$12,544,963</b>
ROW		LR 2026-2030	General Federal Aid - 2026-2050	\$20,903,213	\$5,225,803	\$0,000	\$0,000	<b>\$26,129,016</b>
CST		LR 2031-2040	General Federal Aid - 2026-2050	\$120,630,516	\$30,157,629	\$0,000	\$0,000	<b>\$150,788,145</b>
CST		LR 2031-2040	Public Private Partnership	\$0,000	\$0,000	\$0,000	\$123,372,118	<b>\$123,372,118</b>
				<b>\$151,569,699</b>	<b>\$37,892,425</b>	<b>\$0,000</b>	<b>\$123,372,118</b>	<b>\$312,834,242</b>

<b>AR-ML-800</b>	<b>I-20 WEST EXPRESS LANES</b>	Jurisdiction	Regional - West	Existing	Planned	Length (mi.)	Network Year
0013916	FROM I-285 WEST TO SR 92 (FAIRBURN ROAD)	Sponsor	GDOT	0	2	10.5	2040
<b>Long Range</b>		Service Type	Roadway / Express Lanes	Analysis			LCI <input type="checkbox"/>
				In the Region's Air Quality Conformity Analysis			Flex <input type="checkbox"/>

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	National Highway Performance Program (NHPP)	<del>\$800,000</del>	<del>\$200,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<b>\$1,000,000</b>
PE		LR 2026-2030	General Federal Aid - 2026-2050	\$33,288,000	\$8,322,000	\$0,000	\$0,000	<b>\$41,610,000</b>
ROW		LR 2026-2030	General Federal Aid - 2026-2050	\$7,736,000	\$1,934,000	\$0,000	\$0,000	<b>\$9,670,000</b>
ROW		LR 2031-2040	General Federal Aid - 2026-2050	\$7,736,000	\$1,934,000	\$0,000	\$0,000	<b>\$9,670,000</b>
CST		LR 2031-2040	General Federal Aid - 2026-2050	\$571,704,000	\$142,926,000	\$0,000	\$0,000	<b>\$714,630,000</b>
CST		LR 2041-2050	General Federal Aid - 2026-2050	\$231,898,153	\$57,974,538	\$0,000	\$0,000	<b>\$289,872,691</b>
				<b>\$853,162,153</b>	<b>\$213,290,538</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$1,066,452,691</b>



**The Atlanta Region's Plan  
FY 2020-2025 Transportation Improvement Program and RTP - Sorted by ARC Project Number**

<b>DO-003</b>	<b>SOUTH DOUGLAS LOOP - PHASE 3 (WIDENING/NEW ALIGNMENT)</b>	Jurisdiction	Douglas County	Existing	Planned	Length (mi.)	Network Year
N/A	FROM INTERSECTION OF BRIGHT STAR ROAD AND I-20 WEST TO INTERSECTION OF CHAPEL HILL ROAD AND CENTRAL CHURCH ROAD (FOLLOWING ALIGNMENT OF BRIGHT STAR ROAD AND CENTRAL CHURCH ROAD)	Sponsor	TBD	2	4	3.7	2040
<b>Long Range</b>		Service Type	Roadway / General Purpose Capacity		Analysis	LCI	<input type="checkbox"/>
					In the Region's Air Quality Conformity Analysis	Flex	<input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	LR 2031-2040	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$30,000,000	\$0,000	\$30,000,000
			<b>\$0,000</b>	<b>\$0,000</b>	<b>\$30,000,000</b>	<b>\$0,000</b>	<b>\$30,000,000</b>

<b>DO-004</b>	<b>SOUTH DOUGLAS LOOP - PHASE 2 (WIDENING/NEW ALIGNMENT)</b>	Jurisdiction	Douglas County	Existing	Planned	Length (mi.)	Network Year
N/A	FROM FROM INTERSECTION OF CHAPEL HILL ROAD AND CENTRAL CHURCH ROAD / BOMAR ROAD TO INTERSECTION OF LEE ROAD EXTENSION AND BOMAR ROAD (SEE DO-017)	Sponsor	Douglas County	2	4	2.5	2030
<b>Long Range</b>		Service Type	Roadway / General Purpose Capacity		Analysis	LCI	<input type="checkbox"/>
					In the Region's Air Quality Conformity Analysis	Flex	<input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	LR 2026-2030	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$20,000,000	\$0,000	\$20,000,000
			<b>\$0,000</b>	<b>\$0,000</b>	<b>\$20,000,000</b>	<b>\$0,000</b>	<b>\$20,000,000</b>

<b>DO-016</b>	<b>US 78 (BANKHEAD HIGHWAY) WIDENING</b>	Jurisdiction	Douglas County	Existing	Planned	Length (mi.)	Network Year
N/A	FROM SOUTH SWEETWATER ROAD TO SR 6 (THORNTON ROAD)	Sponsor	Douglas County	2	4	1.1	2050
<b>Long Range</b>		Service Type	Roadway / General Purpose Capacity		Analysis	LCI	<input type="checkbox"/>
					In the Region's Air Quality Conformity Analysis	Flex	<input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	LR 2041-2050	General Federal Aid - 2026-2050	\$20,040,000	\$5,010,000	\$0,000	\$0,000	\$25,050,000
			<b>\$20,040,000</b>	<b>\$5,010,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$25,050,000</b>

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<b>DO-017</b>	<b>SOUTH DOUGLAS LOOP - PHASE 1 (LEE ROAD EXTENSION/NEW ALIGNMENT)</b>	Jurisdiction	Douglas County	Existing	Planned	Length (mi.)	Network Year
N/A	FROM SR 92 (FAIRBURN ROAD) TO BOMAR ROAD	Sponsor	Douglas County	0	4	1	2050
<b>Long Range</b>		Service Type	Roadway / General Purpose Capacity	Analysis			LCI <input type="checkbox"/>
				In the Region's Air Quality Conformity Analysis			Flex <input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	LR 2041-2050	General Federal Aid - 2026-2050	\$20,040,000	\$5,010,000	\$0,000	\$0,000	\$25,050,000
			<b>\$20,040,000</b>	<b>\$5,010,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$25,050,000</b>

<b>DO-019</b>	<b>SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING</b>	Jurisdiction	Douglas County	Existing	Planned	Length (mi.)	Network Year
721770-	FROM OLD LOWER RIVER ROAD IN DOUGLAS COUNTY TO SR 70 IN FULTON COUNTY	Sponsor	GDOT	2	4	3.4	2040
<b>Long Range</b>		Service Type	Roadway / General Purpose Capacity	Analysis			LCI <input type="checkbox"/>
				In the Region's Air Quality Conformity Analysis			Flex <input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total	
PE	AUTH	1992	STP - Urban (>200K) (ARC)	\$1,282,335	\$320,584	\$0,000	\$0,000	\$1,602,919
PE	AUTH	2016	Transportation Funding Act (HB 170)	\$0,000	\$500,000	\$0,000	\$0,000	\$500,000
PE		LR 2026-2030	Transportation Funding Act (HB 170)	\$0,000	\$1,500,000	\$0,000	\$0,000	\$1,500,000
ALL		LR 2031-2040	Transportation Funding Act (HB 170)	\$0,000	\$32,953,312	\$0,000	\$0,000	\$32,953,312
			<b>\$1,282,335</b>	<b>\$35,273,896</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$36,556,231</b>	

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<b>DO-022</b>	<b>LEE ROAD / SOUTH SWEETWATER ROAD WIDENING</b>	Jurisdiction	Douglas County	Existing	Planned	Length (mi.)	Network Year
0013563	FROM VULCAN DRIVE TO SKYVIEW DRIVE AND OPERATIONAL IMPROVEMENTS FROM SKYVIEW DRIVE TO US 78 (BANKHEAD HIGHWAY) TO I-20 WEST	Sponsor	Douglas County	2	4	1.9	2030
<b>Programmed</b>		Service Type	Roadway / General Purpose Capacity	Analysis			LCI <input type="checkbox"/>
				In the Region's Air Quality Conformity Analysis			Flex <input type="checkbox"/>

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Urban (>200K) (ARC)	\$453,600	\$0,000	\$113,400	\$0,000	\$567,000
ROW	AUTH	2020	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$5,155,348	\$0,000	\$5,155,348
CST		2022	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$11,339,308	\$0,000	\$11,339,308
				<b>\$453,600</b>	<b>\$0,000</b>	<b>\$16,608,056</b>	<b>\$0,000</b>	<b>\$17,061,656</b>

<b>DO-220A</b>	<b>LEE ROAD: SEGMENT 2 - WIDENING</b>	Jurisdiction	Douglas County	Existing	Planned	Length (mi.)	Network Year
0004428	FROM SR 92 (FAIRBURN ROAD) TO MONIER AVENUE	Sponsor	Douglas County	2	4	2.5	2030
<b>Programmed</b>		Service Type	Roadway / General Purpose Capacity	Analysis			LCI <input type="checkbox"/>
				In the Region's Air Quality Conformity Analysis			Flex <input type="checkbox"/>

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2004	State Bonds	\$0,000	\$532,770	\$0,000	\$0,000	\$532,770
PE	AUTH	2004	STP - Statewide Flexible (GDOT)	\$438,653	\$109,663	\$0,000	\$0,000	\$548,316
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	\$40,000	\$10,000	\$0,000	\$0,000	\$50,000
ROW	AUTH	2010	STP - Statewide Flexible (GDOT)	\$5,040,000	\$1,260,000	\$0,000	\$0,000	\$6,300,000
ROW	AUTH	2012	STP - Statewide Flexible (GDOT)	\$4,930,645	\$1,232,661	\$1,936,694	\$0,000	\$8,100,000
CST		2021	Transportation Funding Act (HB 170)	\$0,000	\$3,950,300	\$0,000	\$0,000	\$3,950,300
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$6,400,000	\$0,000	\$10,627,613	\$0,000	\$17,027,613
				<b>\$16,849,298</b>	<b>\$7,095,394</b>	<b>\$12,564,307</b>	<b>\$0,000</b>	<b>\$36,508,999</b>

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<b>DO-252A</b>	<b>CHAPEL HILL ROAD WIDENING</b>	Jurisdiction	Douglas County	Existing	Planned	Length (mi.)	Network Year
N/A	FROM CENTRAL CHURCH ROAD TO STEWARTS MILL ROAD	Sponsor	Douglas County	2	4	2.4	2030
<b>Long Range</b>		Service Type	Roadway / General Purpose Capacity	Analysis			LCI <input type="checkbox"/>
				In the Region's Air Quality Conformity Analysis			Flex <input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	LR 2026-2030	General Federal Aid - 2026-2050	\$12,640,000	\$0,000	\$3,160,000	\$0,000	\$15,800,000
			<b>\$12,640,000</b>	<b>\$0,000</b>	<b>\$3,160,000</b>	<b>\$0,000</b>	<b>\$15,800,000</b>

<b>DO-252B</b>	<b>CHAPEL HILL ROAD WIDENING</b>	Jurisdiction	Douglas County	Existing	Planned	Length (mi.)	Network Year
N/A	FROM DORSETT SHOALS ROAD TO SR 166	Sponsor	Douglas County	2	4	2.9	2040
<b>Long Range</b>		Service Type	Roadway / General Purpose Capacity	Analysis			LCI <input type="checkbox"/>
				In the Region's Air Quality Conformity Analysis			Flex <input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	LR 2031-2040	General Federal Aid - 2026-2050	\$4,800,000	\$0,000	\$1,200,000	\$0,000	\$6,000,000
			<b>\$4,800,000</b>	<b>\$0,000</b>	<b>\$1,200,000</b>	<b>\$0,000</b>	<b>\$6,000,000</b>

<b>DO-298</b>	<b>CHC REGIONAL GREENWAY TRAIL - DOUGLAS COUNTY EXTENSION</b>	Jurisdiction	Douglas County	Existing	Planned	Length (mi.)	Network Year
0012877	FROM BOUNDARY OF WATERS PARK TO SWEETWATER CREEK STATE PARK	Sponsor	Douglas County	N/A	N/A	N/A	TBD
<b>Programmed</b>		Service Type	Last Mile Connectivity / Sidepaths and Trails	Analysis			LCI <input type="checkbox"/>
				Exempt from Air Quality Analysis (40 CFR 93)			Flex <input type="checkbox"/>

Status	Year	Fund Type	Federal	State	Local	Bonds	Total	
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	\$1,300,000	\$0,000	\$325,000	\$0,000	\$1,625,000
ROW		2023	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$2,688,000	\$0,000	\$2,688,000
CST		2024	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$20,858,697	\$0,000	\$20,858,697
			<b>\$1,300,000</b>	<b>\$0,000</b>	<b>\$23,871,697</b>	<b>\$0,000</b>	<b>\$25,171,697</b>	

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<b>DO-299</b>	<b>SR 6 (THORNTON ROAD) TRUCK FRIENDLY LANES</b>	Jurisdiction	Cobb County,Douglas County	Existing	Planned	Length (mi.)	Network Year
0010821	FROM I-20 WEST IN DOUGLAS COUNTY TO SR 6 SPUR (GARRETT ROAD) IN COBB COUNTY	Sponsor	GDOT	Var	Var	5.2	2030
<b>Programmed</b>		Service Type	<b>Roadway / Operations &amp; Safety</b>	Analysis			LCI <input type="checkbox"/>
				In the Region's Air Quality Conformity Analysis			Flex <input type="checkbox"/>

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2015	National Highway System	\$800,000	\$200,000	\$0,000	\$0,000	\$1,000,000
PE	AUTH	2017	National Highway Performance Program (NHPP)	\$1,319,835	\$329,959	\$0,000	\$0,000	\$1,649,794
ROW		2024	Transportation Funding Act (HB 170)	\$0,000	\$6,000,000	\$0,000	\$0,000	\$6,000,000
UTL		LR 2026-2030	Transportation Funding Act (HB 170)	\$0,000	\$2,000,000	\$0,000	\$0,000	\$2,000,000
CST		LR 2026-2030	Transportation Funding Act (HB 170)	\$0,000	\$35,654,850	\$0,000	\$0,000	\$35,654,850
				<b>\$2,119,835</b>	<b>\$44,184,809</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$46,304,644</b>

<b>DO-300</b>	<b>RIVERSIDE PARKWAY BRIDGE UPGRADE</b>	Jurisdiction	Douglas County	Existing	Planned	Length (mi.)	Network Year
0015072	AT SWEETWATER CREEK	Sponsor	City of Douglasville	2	2	0.4	TBD
<b>Programmed</b>		Service Type	<b>Roadway / Bridge Upgrade</b>	Analysis			LCI <input type="checkbox"/>
				Exempt from Air Quality Analysis (40 CFR 93)			Flex <input type="checkbox"/>

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$80,660	\$0,000	\$20,165	\$0,000	\$100,825
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$530,321	\$0,000	\$193,948	\$0,000	\$724,269
				<b>\$610,981</b>	<b>\$0,000</b>	<b>\$214,113</b>	<b>\$0,000</b>	<b>\$825,094</b>

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<b>DO-303</b>	<b>DALLAS HIGHWAY CORRIDOR IMPROVEMENTS</b>	Jurisdiction	Douglas County	Existing	Planned	Length (mi.)	Network Year
N/A	FROM FROM BROWN STREET/NEW SR 92 RELOCATION PROJECT TO MCCARLEY RAILROAD CROSSING	Sponsor	City of Douglasville	2	2	1	TBD
<b>Programmed</b>		Service Type	<b>Last Mile Connectivity / Sidepaths and Trails</b>	Analysis			LCI <input type="checkbox"/>
				Exempt from Air Quality Analysis (40 CFR 93)			Flex <input type="checkbox"/>

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$200,000	\$0,000	\$50,000	\$0,000	\$250,000
ROW		2023	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$500,000	\$0,000	\$500,000
UTL		2025	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$250,000	\$0,000	\$250,000
CST		2025	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$6,250,000	\$0,000	\$6,250,000
				<b>\$200,000</b>	<b>\$0,000</b>	<b>\$7,050,000</b>	<b>\$0,000</b>	<b>\$7,250,000</b>

<b>DO-450</b>	<b>DOUGLAS COUNTY FIXED ROUTE PUBLIC BUS SERVICE (OPERATING ASSISTANCE)</b>	Jurisdiction	Douglas County	Existing	Planned	Length (mi.)	Network Year
0016367		Sponsor	Douglas County	N/A	N/A	N/A	TBD
<b>Programmed</b>		Service Type	<b>Transit / Operations &amp; Maintenance</b>	Analysis			LCI <input type="checkbox"/>
				Exempt from Air Quality Analysis (40 CFR 93)			Flex <input checked="" type="checkbox"/>

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	\$1,600,000	\$0,000	\$400,000	\$0,000	\$2,000,000
CST	AUTH	2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	\$1,600,000	\$0,000	\$400,000	\$0,000	\$2,000,000
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	\$1,600,000	\$0,000	\$400,000	\$0,000	\$2,000,000
				<b>\$4,800,000</b>	<b>\$0,000</b>	<b>\$1,200,000</b>	<b>\$0,000</b>	<b>\$6,000,000</b>

# **Appendix G**

## **Needs Consolidation**

# **Public Input Needs**



## Public Input Projects

#	Project Description	Action
1	Round-about at Hwy 5, Banks Mill, Pool Rd should be pushed as it has been talked about over 10 years with nothing to show for it.	Included as CTP-64
2	Capps Ferry intersection @ Hwy 166 greatly needs improvement/light/turn lanes	Addressed by CTP-3
3	Post Road intersection @ Hwy 166, although in Splost doubt we will be able to address unless Splost is renewed. Needs turn lanes/light/other	Addressed by CTP-53
4	Need a left turn lane travelling west into Fairplay park	Included as CTP-65
5	Need a left turn lane traveling south onto Alexander Pwy	Included as CTP-66
6	Mason Creek @ Hwy 5 needs turn lanes and arrow light	Included as CTP-67
7	Berea Road @ Hwy 5 needs turn lane traveling north onto Berea as well as decel and accel lanes	Included as CTP-68
8	DE of Douglas Blvd @ Bright Star needs a thru lane traveling south to allow traffic to flow	Addressed by CTP-58
9	4-way stop @ Cowan Mill and Bright Star needs revamping	Included as CTP-69
10	John West @ Hwy 8 – although in Splost may not be addressed unless Splost renewed	Addressed by CTP-52
11	Bright Star @ I 20 – need ramps onto I-20	Addressed as part of GDOT's Express Lanes Project
12	Bright Star Road needs sidewalks	Addressed by CTP-90 and CTP-91
13	Central Church Rd between Bright Star and Hwy 5 needs sidewalks	Addressed by CTP-58
14	Left Turn lane on Ephesus onto Post Road	Included as CTP-70
15	Add bus route to Senior Complex on Connors Road on fixed route	To be evaluated as part of Transit Assessment
16	Should change bus service to Dial-a-ride system	To be evaluated as part of Transit Assessment

# **Corridor and Areawide Study Needs**

SR 5 (Bill Arp Road from US 78 to Central Church Road)

Intersection	Recommended Improvement	Needs Consolidation Notes
US 78 at SR 5	Provide Overlap Phase for NBR Movement	Addressed by CTP-41 and CTP-42
SR 5 at Bright Star Connector	N/A	N/A
SR 5 at Concourse Pkwy	Restrict NBL Movement at This Location to U Turn at Rose Ave (Minimize Weaving)	Addressed by CTP-51
SR 5 at I-20 WB Ramps	Install Dual WBR Turn Lanes; Install Contraflow Turn Lane for NBL Movement South of the Interchange to Accommodate Queue Lengths	Included as CTP-76
SR 5 at I-20 EB Ramps	Install Channelized Free Flow Turn Lane for NBR Movement; Install Contraflow Turn Lane for SBL Movement North of the Interchange to Accommodate Queue Lengths	Included as CTP-77
SR 5 at Douglas Blvd	Install NBR and SBR Turn Lanes; Install Dual WBL Turn Lanes and Dual SBL Turn Lanes	Included as CTP-78
SR 5 at Arbor Pkwy	N/A	N/A
SR 5 at Stewart Pkwy	Install Dual NBL Turn Lanes; Install Dual WBR Turn Lanes	
SR 5 at Kings Hwy	Channelize NBR Turn Lane with a Porkchop Island	Addressed by CTP-31
SR 5 at Central Church Rd	N/A	N/A

Lee Road Extension (Bomar Road/Central Church Road/Bright Star Road) - SR 92 (Fairburn Road) to US 78

Intersection	Recommended Improvement	Needs Consolidation Notes
Lee Road and SR 92	Provide Overlap Phase for WBR Movement along Lee Rd	Included as CTP-74
Bomar Road at Chapel Hill Road	Install WBR Turn Lane; Access Management/Designalizing at the Intersection of Chapel Hill Rd and Willow Ridge Rd	Addressed by CTP-57
Central Church Road at SR 5	N/A	N/A
Bright Star Road and Douglas Blvd	Install SBL Turn Lane and Maintain it After Widening Project, Either Remove Access to West Intersection Leg Or Install NBL Turn Lane	Included as CTP-75

Chapel Hill Road - Hospital Drive to SR 166

Intersection	Recommended Improvement	Needs Consolidation Notes
Campbellton St. at Hospital Dr.	N/A	N/A
Chapel Hill Rd at I-20 EB Ramps	Extend NBR Turn Lane 100' to Avoid Lane Starving	Addressed by CTP-55
Chapel Hill Rd at Douglas Blvd	Install Dual WBR Turn Lanes; Install Dual SBL Turn Lanes	Included as CTP-71
Chapel Hill Rd at Stewart Mill Rd	Install EBR Turn Lane; Install NBL Dual Left Turn Lane	Included as CTP-72
Chapel Hill Rd at Chapel Crossing Rd	N/A	N/A
Chapel Hill Rd at Bomar Rd	Install WBR Turn Lane; Access Management/Designalizing at the Intersection of Chapel Hill Rd and Willow Ridge Rd	Addressed by CTP-57
Chapel Hill Rd at Anneewakee Rd	Install Dual WBR Turn Lanes; Install Dual SBL Turn Lanes	Included as CTP-73
SR 166 at Chapel Hill Rd	Install TWLTL with Left and Right Turn Lanes along SR 166	Addressed by CTP-54

Capps Ferry Road to SR 5 (Bill Arp Road) Area

Intersection	Recommended Improvement	Needs Consolidation Notes
SR 166 (Duncan Memorial Highway) at Capps Ferry Road	Roundabout	Addressed by CTP-4

# **Active Transportation Needs**

### Active Transportation Needs

#	Roadway	From	To	Description	Comments
1	Mirror Lake Blvd	Conners Rd	US 78	Sidewalk on both sides of Road.	Addressed by CTP-17
2	US 78	Mirror Lake Blvd	Tyson Rd	Sidewalk on both sides of Road.	Included ad CTP-80
3	US 78	Conners Rd	John West Rd	Sidewalk on both sides of Road.	Included as CTP-81
4	Post Rd	US 78	E Union Hill Rd	Sidewalk on both sides of Road.	Included as CTP-82
5	Ephesus Church Rd	Liberty Rd	Post Rd	Sidewalk on both sides of Road.	Included as CTP-83
6	Liberty Rd	Ephesus Church Rd	N Helton Rd	Sidewalk on both sides of Road.	Included as CTP-84
7	Pool Rd	Johnston Rd	Bill Arp Rd	Sidewalk on both sides of Road.	Included as CTP-85
8	Bill Arp Rd	Ansbury Park Way	Banks Mill Rd	Sidewalk on both sides of Road.	Included as CTP-86
9	Bill Arp Rd	Banks Mill Rd	Bright Star Rd	Sidewalk on both sides of Road.	Included as CTP-87
10	Big A Rd	Bill Ap Rd	Kings Hwy	Sidewalk on both sides of Road.	Included as CTP-88
11	Kings Hwy	Bill Arp Rd	Big A Rd	Sidewalk on both sides of Road.	Included as CTP-89
12	Bright Star Rd	US 78	Douglas Blvd	Sidewalk on both sides of Road.	Included as CTP-90
13	Bright Star Rd	Douglas Blvd	Bill Arp Rd	Sidewalk on both sides of Road.	Included as CTP-91
14	Bill Arp Rd	Bright Star Rd	Kings Hwy	Sidewalk on both sides of Road.	Included as CTP-92
15	Bill Arp Rd	Kings Hwy	Douglas Blvd	Sidewalk on both sides of Road.	Addressed by CTP-31
16	Douglas Blvd	Bright Star Rd	Chapel Hill Rd	Sidewalk on both sides of Road.	Addressed by CTP-6 and CTP-7
17	W Stewart Mill Rd	Bill Arp Rd	Stewart Mill Rd	Sidewalk on both sides of Road.	Included as CTP-93



#	Roadway	From	To	Description	Comments
18	Central Church Rd	Bright Star Rd	Chapel Hill Rd	Sidewalk on both sides of Road.	Addressed by CTP-58
19	Stewart Mill Rd	Central Church Rd	Chapel Hill Rd	Sidewalk on both sides of Road.	Included as CTP-94
20	SR 166/Duncan Memorial Hwy	Post Rd	Bill Arp Rd	Sidewalk on both sides of Road.	Included as CTP-95
21	US 78	Bright Star Rd	Dallas Hwy	Sidewalk on both sides of Road.	Included as CTP-96 (from Rose Avenue to Dallas Highway included in the City of Douglasville CTP)
22	Bill Arp Rd	US 78	Douglas Blvd	Sidewalk on both sides of Road.	Addressed by CTP-33
23	Rose Ave	Bill Arp Rd	W Strickland St	Sidewalk on both sides of Road.	Included as CTP-97
24	Chicago Ave/Cedar Mountain Rd	N Flat Rock Rd	W Strickland St	Sidewalk on both sides of Road.	Included as CTP-98
25	W Strickland St/Mozley St	Rose Ave	US 78	Sidewalk on both sides of Road.	Existing sidewalk on the North side - South side: railroad
26	Dallas Hwy	Cave Springs Rd	US 78	Sidewalk on both sides of Road.	Covered by current widening
27	Campbellton St	US 78	Hospital Dr	Sidewalk on both sides of Road.	Included as CTP-99
28	Campbellton St/Chapel Hill Rd	Hospital Dr	Stewart Mill Rd	Sidewalk on both sides of Road.	Included as CTP-100
29	Chapel Hill Rd	Central Church Rd	Anneewakee Rd	Sidewalk on both sides of Road.	Included in CTP-63
30	Chapel Hill Rd	Stewart Mill Rd	Central Church Rd	Sidewalk on both sides of Road.	Included in CTP-60
31	Anneewakee Rd	Chapel Hill Rd	Simon Rd	Sidewalk on both sides of Road.	Included as CTP-101
32	Chapel Hill Rd	Anneewakee Rd	W Chapel Hill Rd	Sidewalk on both sides of Road.	Addressed by CTP-61
33	Malone Rd	Dallas Hwy	McIntosh Rd	Mostly North side of Road	Included as CTP-102

#	Roadway	From	To	Description	Comments
34	McIntosh Rd	Malone Rd	US 78	Sidewalk on both sides of Road.	Included as CTP-103
35	Hospital Dr	Campbellton St	Dorris Rd	Sidewalk on both sides of Road.	Included CTP-104
36	Hospital Dr	Fairburn Rd	Dorris Rd	Sidewalk on both sides of Road.	Existing sidewalks
37	Dorris Rd	Fairburn Rd	Hospital Dr	Sidewalk on both sides of Road.	Included in City of Douglasville CTP
38	Dorris Rd	Hospital Dr	Southern Terminus	Sidewalk on both sides of Road.	Existing sidewalks
39	US 78	Dallas Hwy	Durelee Ln	Sidewalk on both sides of Road.	Included in City of Douglasville CTP
40	Fairburn Rd	US 78	Durelee Ln	Sidewalk on both sides of Road.	Included in City of Douglasville CTP
41	Durelee Ln	Fairburn Rd	Dorris Rd	Sidewalk on both sides of Road.	Included as CTP-105
42	Durelee Ln	US 78	Fairburn Rd	Sidewalk on both sides of Road.	Included as CTP-106
43	Pope Rd	Slater Mill Rd	Fairburn Rd	Sidewalk on both sides of Road.	Included as CTP-107
44	Fairburn Rd	Durelee Ln	Pope Rd	Sidewalk on both sides of Road.	Included as CTP-108 (from Slater Mill Road to Pope Road)
45	Fairburn Rd	Pope Rd	Lee Rd	Sidewalk on both sides of Road.	Included as CTP-109
46	Fairburn Rd	Lee Rd	Anneewakee Rd	Sidewalk on both sides of Road.	Included as CTP-110
47	Fairburn Rd	Anneewakee Rd	Fulton County Line	Sidewalk on both sides of Road.	Addressed by CTP-8
48	Hwy 92	Fairburn Rd	SR 166/Duncan Memorial	Sidewalk on both sides of Road.	Included as CTP-111
49	Riverside Pkwy	Fairburn Rd	Thornton Rd	Sidewalk on both sides of Road.	Included as CTP-112
50	Midway Rd/S Burnt Hickory Rd	Fairburn Rd	Maroney Mill Rd	Sidewalk on both sides of Road.	Included as CTP-113

#	Roadway	From	To	Description	Comments
51	US 78	Durelee Ln	Maroney Mill Rd	Sidewalk on both sides of Road.	Included as CTP-114
52	County Line Rd	Fairburn Rd	Lee Rd	Sidewalk on both sides of Road.	Included as CTP-115
53	Lee Rd	Fairburn Rd	S Sweetwater Rd	Sidewalk on both sides of Road.	Addressed by CTP-14
54	Mt Vernon Rd	Huckleberry Ln	Lee Rd	Sidewalk on both sides of Road.	Included as CTP-116 (to Monier Avenue - from Lee Road to Monier Ave addressed by CTP-24)
55	Cedar Terrace Rd	Lee Rd	Mt Vernon Rd	Sidewalk on both sides of Road.	Included as CTP-117
56	Monier Blvd/Blairs Bridge Rd	Lee Rd	Thornton Rd	Sidewalk on both sides of Road.	Included as CTP-118
57	US 78	Harper St	Thornton Rd	Sidewalk on both sides of Road.	Included as CTP-119 (Harper St to S Sweetwater Rd (South side) - S Sweetwater Rd to Thornton Rd addressed by CTP-59)
58	S Sweetwater Rd	Lee Rd	US 78	Sidewalk on both sides of Road.	Addressed by CTP-25
59	Thornton Rd	Humphries Hill Rd	Blaires Bridgel Rd	Sidewalk on both sides of Road.	Included as CTP-120
60	US 78	Thornton Rd	Cobb County Line	Sidewalk on both sides of Road.	Included as CTP-121
61	Maxham Rd	Thornton Rd	Cobb County Line	Sidewalk on both sides of Road.	Addressed by CTP-18

# **Appendix H**

## **Revenue Forecast**

## Douglas Comprehensive Transportation Plan

### Revenue Forecasts - SPLOST

Data Sources: Douglas County and City of Douglasville

Assumed Growth Rate	1.02
Douglas County Share	72%
Other	28%
Assumed Share of SPLOST for Transportation - City	51%
Assumed Share of SPLOST for Transportation - County	45%

	Historical SPLOST Revenues				
	Total Projected 2017-2023	2017-2020	2020-2021	2021-2022	2022-2023
Total SPLOST Revenues	\$147,000,000	\$95,000,000.00	\$17,250,000.00	\$17,350,000.00	\$17,400,000.00
County Share	\$105,840,000	\$68,400,000	\$12,420,000	\$12,492,000	\$12,528,000
Remaining	\$41,160,000	\$26,600,000	\$4,830,000	\$4,858,000	\$4,872,000

	Historical SPLOST Revenues for Transportation (51%)				
	Total Projected 2017-2023	2017-2020	2020-2021	2021-2022	2022-2023
Total SPLOST Revenues	\$72,500,400	\$46,854,000	\$8,507,700	\$8,557,020	\$8,581,680
County Share	\$53,978,400	\$34,884,000	\$6,334,200	\$6,370,920	\$6,389,280
Remaining	\$18,522,000	\$11,970,000	\$2,173,500	\$2,186,100	\$2,192,400

	Projected SPLOST Revenue for Transportation				
	2024	2025	2026	2027	2028
Total SPLOST Revenues	\$8,753,314	\$8,798,039	\$8,973,999	\$9,153,479	\$9,336,549
County Share	\$6,517,066	\$6,517,066	\$6,647,407	\$6,780,355	\$6,915,962
Remaining	\$2,236,248	\$2,280,973	\$2,326,592	\$2,373,124	\$2,420,587

	2029	2030	2031	2032	2033
	Total SPLOST Revenues	\$9,523,280	\$9,713,745	\$9,908,020	\$10,106,181
County Share	\$7,054,281	\$7,195,367	\$7,339,274	\$7,486,060	\$7,635,781
Remaining	\$2,468,998	\$2,518,378	\$2,568,746	\$2,620,121	\$2,672,523

	2034	2035	2036	2037	2038
	Total SPLOST Revenues	\$10,514,471	\$10,724,760	\$10,939,255	\$11,158,040
County Share	\$7,788,497	\$7,944,267	\$8,103,152	\$8,265,215	\$8,430,519
Remaining	\$2,725,974	\$2,780,493	\$2,836,103	\$2,892,825	\$2,950,682

	2039	2040	2041	2042	2043
	Total SPLOST Revenues	\$11,608,825	\$11,841,002	\$12,077,822	\$12,319,378
County Share	\$8,599,130	\$8,771,112	\$8,946,534	\$9,125,465	\$9,307,974
Remaining	\$3,009,695	\$3,069,889	\$3,131,287	\$3,193,913	\$3,257,791

	2044	2045	2046	2047	2048
	Total SPLOST Revenues	\$12,817,081	\$13,073,422	\$13,334,891	\$13,601,589
County Share	\$9,494,134	\$9,684,017	\$9,877,697	\$10,075,251	\$10,276,756
Remaining	\$3,322,947	\$3,389,406	\$3,457,194	\$3,526,338	\$3,596,865

	2049	2050
	Total SPLOST Revenues	\$14,151,093
County Share	\$10,482,291	\$10,691,937
Remaining	\$3,668,802	\$3,742,178

	Total Projections for Transportation		
	2020-2030	2020-2050	2026-2050
Total SPLOST Revenues	\$89,898,805	\$321,301,092	\$287,439,888
County Share	\$66,721,904	\$238,131,005	\$212,918,436
Remaining	\$23,176,901	\$83,170,087	\$74,521,453

## Federal and State Revenue Projections

### Roadway

#### Federal

General Federal Aid - 2026-2050 \$ 73,520,000

#### State

General State Funding \$ 14,020,000

Transportation Funding Act (HB 170) \$ 72,108,162

**ROADWAY TOTAL \$ 159,648,162**

**Local Match (from RTP) \$ 109,718,479**

**TOTAL ROADWAY FUNDING \$ 269,366,641**

**Total Local Match \$ 132,880,750**

Roadway \$ 109,718,479

Transit \$ 23,162,271

TOTAL FEDERAL - ROADWAY AND TRANSIT \$ 198,897,234

Total SPLOST Revenues **\$287,439,888**

Remaining \$154,559,138

### Transit

#### Federal

	TOTAL	Capital	Operations
Section 5307	\$ 34,230,758	\$ 16,430,764	\$ 17,799,994
Section 5339	\$ 5,018,315	\$ 5,018,315	\$ -
CMAQ	\$ -	\$ -	\$ -
<b>TRANSIT TOTAL</b>	<b>\$ 39,249,072</b>	<b>\$ 21,449,078</b>	<b>\$ 17,799,994</b>
<b>Needed Local Match</b>	<b>\$ 23,162,271</b>	<b>\$ 5,362,277</b>	<b>\$ 17,799,994</b>
<b>TOTAL Transit Funding</b>	<b>\$ 62,411,343</b>	<b>\$ 26,811,355</b>	<b>\$ 35,599,988</b>

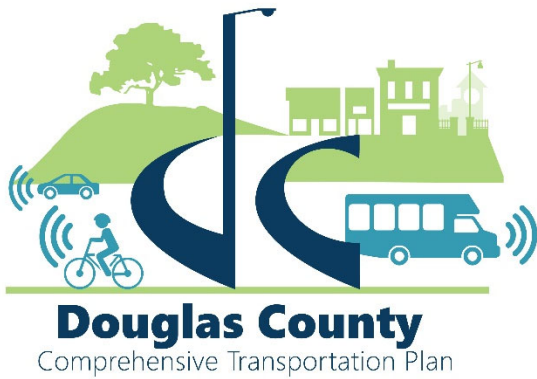
## Transit Revenue Forecast

Capital Funding				Operations Funding			
Sec 5307	Sec 5339	CMAQ	Local	Sec 5307	Sec 5339	CMAQ	Local
\$ 576,000	\$ 175,923	\$ -	\$ 187,981	\$ 624,000	\$ -	\$ -	\$ 624,000
\$ 581,760	\$ 177,682	\$ -	\$ 189,861	\$ 630,240	\$ -	\$ -	\$ 630,240
\$ 587,578	\$ 179,459	\$ -	\$ 191,759	\$ 636,542	\$ -	\$ -	\$ 636,542
\$ 593,453	\$ 181,254	\$ -	\$ 193,677	\$ 642,908	\$ -	\$ -	\$ 642,908
\$ 599,388	\$ 183,066	\$ -	\$ 195,614	\$ 649,337	\$ -	\$ -	\$ 649,337
\$ 605,382	\$ 184,897	\$ -	\$ 197,570	\$ 655,830	\$ -	\$ -	\$ 655,830
\$ 611,436	\$ 186,746	\$ -	\$ 199,546	\$ 662,389	\$ -	\$ -	\$ 662,389
\$ 617,550	\$ 188,613	\$ -	\$ 201,541	\$ 669,012	\$ -	\$ -	\$ 669,012
\$ 623,725	\$ 190,499	\$ -	\$ 203,556	\$ 675,703	\$ -	\$ -	\$ 675,703
\$ 629,963	\$ 192,404	\$ -	\$ 205,592	\$ 682,460	\$ -	\$ -	\$ 682,460
\$ 636,262	\$ 194,328	\$ -	\$ 207,648	\$ 689,284	\$ -	\$ -	\$ 689,284
\$ 642,625	\$ 196,272	\$ -	\$ 209,724	\$ 696,177	\$ -	\$ -	\$ 696,177
\$ 649,051	\$ 198,234	\$ -	\$ 211,822	\$ 703,139	\$ -	\$ -	\$ 703,139
\$ 655,542	\$ 200,217	\$ -	\$ 213,940	\$ 710,170	\$ -	\$ -	\$ 710,170
\$ 662,097	\$ 202,219	\$ -	\$ 216,079	\$ 717,272	\$ -	\$ -	\$ 717,272
\$ 668,718	\$ 204,241	\$ -	\$ 218,240	\$ 724,445	\$ -	\$ -	\$ 724,445
\$ 675,405	\$ 206,284	\$ -	\$ 220,423	\$ 731,689	\$ -	\$ -	\$ 731,689
\$ 682,159	\$ 208,346	\$ -	\$ 222,627	\$ 739,006	\$ -	\$ -	\$ 739,006
\$ 688,981	\$ 210,430	\$ -	\$ 224,853	\$ 746,396	\$ -	\$ -	\$ 746,396
\$ 695,871	\$ 212,534	\$ -	\$ 227,102	\$ 753,860	\$ -	\$ -	\$ 753,860
\$ 702,829	\$ 214,659	\$ -	\$ 229,373	\$ 761,399	\$ -	\$ -	\$ 761,399
\$ 709,858	\$ 216,806	\$ -	\$ 231,666	\$ 769,013	\$ -	\$ -	\$ 769,013
\$ 716,956	\$ 218,974	\$ -	\$ 233,983	\$ 776,703	\$ -	\$ -	\$ 776,703
\$ 724,126	\$ 221,164	\$ -	\$ 236,323	\$ 784,470	\$ -	\$ -	\$ 784,470
\$ 731,367	\$ 223,376	\$ -	\$ 238,686	\$ 792,314	\$ -	\$ -	\$ 792,314
\$ 738,681	\$ 225,609	\$ -	\$ 241,073	\$ 800,238	\$ -	\$ -	\$ 800,238
							\$ -
<b>\$16,430,764</b>	<b>\$5,018,315</b>	<b>\$ -</b>	<b>\$5,362,277</b>	<b>\$17,799,994</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$17,799,994</b>

# **Appendix I**

## **Public Survey**





Thank you for your interest in the Douglas County Comprehensive Transportation Plan (CTP) 2050 Update. Because the CTP is a plan that will guide major long-term transportation investments in Douglas County, it is important that our residents and workers provide input into the process.

The following survey will take approximately 5 to 10 minutes to complete.

**1. Below are some of the transportation challenges and opportunities in Douglas County. Please rate each in terms of importance to your household:**

Transportation Challenges/Opportunities	Priority			
	High	Medium	Low	Not Important
a) Construct new roadways where needed to improve connectivity				
b) Widening major roadways corridors to allow more vehicles				
c) Improving key intersections, adding turn lanes, and traffic signals when warranted				
d) Road maintenance, resurfacing, striping, signage				
e) Beautification of our existing roads such as improved landscaping, decorative mast arms/light poles, or underground utilities				
f) Making our roadways safer				
g) Adding more sidewalks				
h) Adding more bicycle lanes, multi-use trails, and other bike facilities				
i) Add street lighting				

j) New bus service that would serve locations within Douglas County				
k) Add more transit amenities such as improved pedestrian connectivity to bus stops (sidewalks, crosswalks, etc.), improved bus stops, and bus shelters				
l) Better access to express commuter bus service to the Atlanta area				
m) Minimizing conflicts between heavy truck and personal vehicles				
n) Minimizing conflicts between freight trains and roadways				
o) Maintain the character of our rural roadways and neighborhoods				
p) Transportation projects that promote economic development				
q) Maximizes the use of emerging technologies (e.g., electric vehicle charging stations, intelligent transportation systems integration, etc.)				
r) Preserve the environment				

**2. Please identify specific locations where you think these types of improvements are needed:**

<b>Improvement Type</b>	<b>Location</b>
Widening Existing Roadways	
New Roadways/Connections	
Sidewalks	
Transit	

**3. Every potential transportation project in the CTP will be evaluated by the same criteria (“performance measures”). Please select up to five criteria below that you think are most important:**

- How much the project will improve traffic congestion?
- High crash location: would the project make a dangerous part of a road, sidewalk, or trail safer?
- Incentivizes economic development within the County

- Improves connections between community facilities: does the project make it easier to get a to a city, medical centers, schools, shopping areas, or work?
- Impact on streams, historic facilities, state parks: is the project likely going to have negative impacts on unique environmental or historic places?
- Population served by project: how many people will benefit from the project?
- Improvement to the bicycle/pedestrian environment: if it's a bike/pedestrian project, does it connect with existing trails or schools?
- Project is part of the National Highway System or a freight corridor: is the project regionally important does it improve the movement of goods?

**4. In which community do you live?**

- Austell
- Douglasville
- Villa Rica
- Unincorporated Douglas County
- I do not live in Douglas County

**5. Where do you commute to work (before COVID-19)?**

- Austell
- Douglasville
- Villa Rica
- Unincorporated Douglas County
- Atlanta/Fulton County
- Cobb County
- Other counties
- I work from home
- I do not work/Not applicable

**6. What is your age group?**

- 18 or younger
- 19 – 29
- 30 – 39
- 40 – 49
- 50 – 59
- 60 – 69
- 70 or older

**7. How do you identify yourself? (Can select more than one)**

- White/Caucasian
- Black/African-American
- Latino/Hispanic
- Asian/Pacific Islander
- Native American
- Other

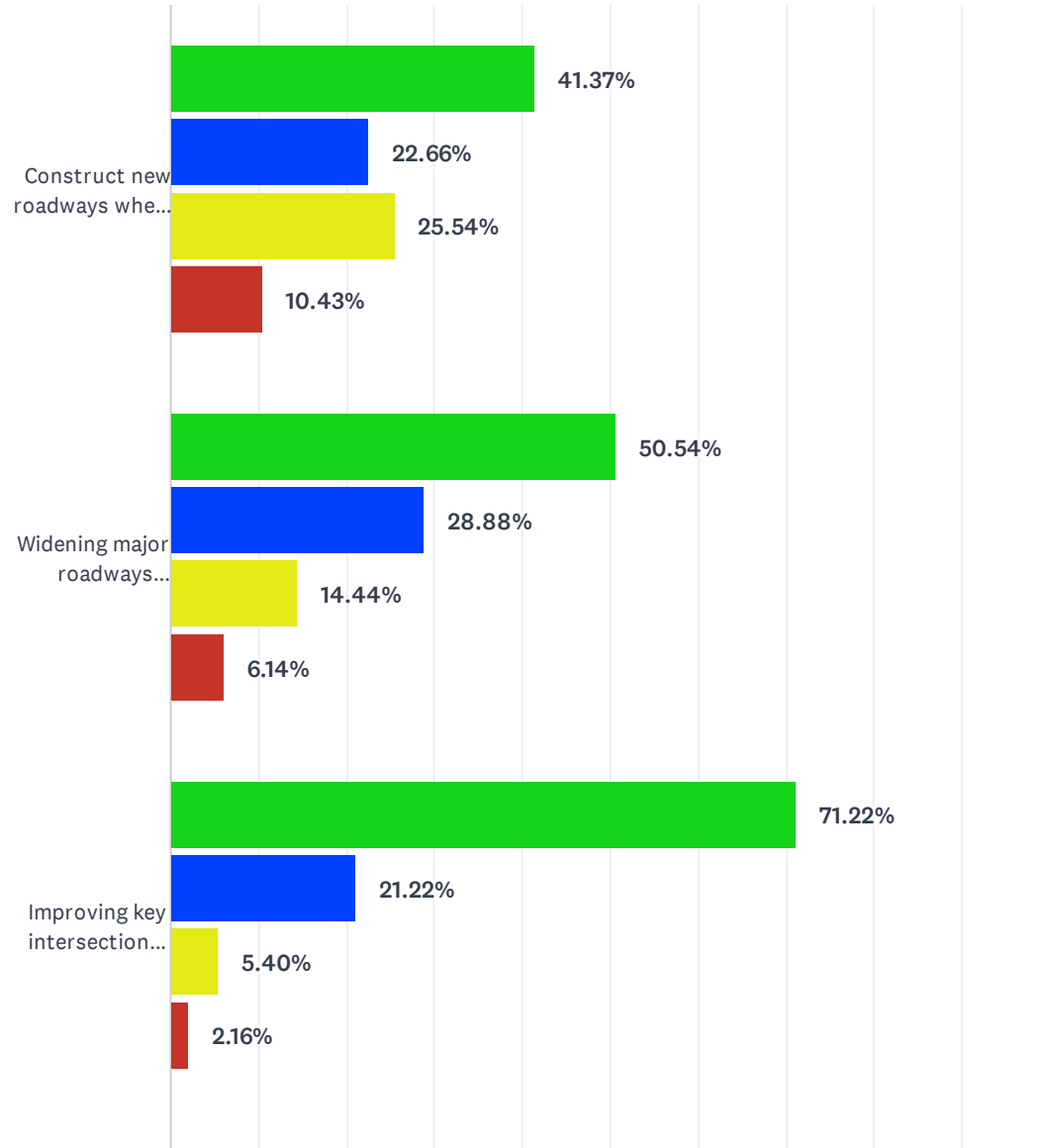
**8. What improvements are needed to transit services in the county?**

**9. Please use the space below to add other comments or input.**

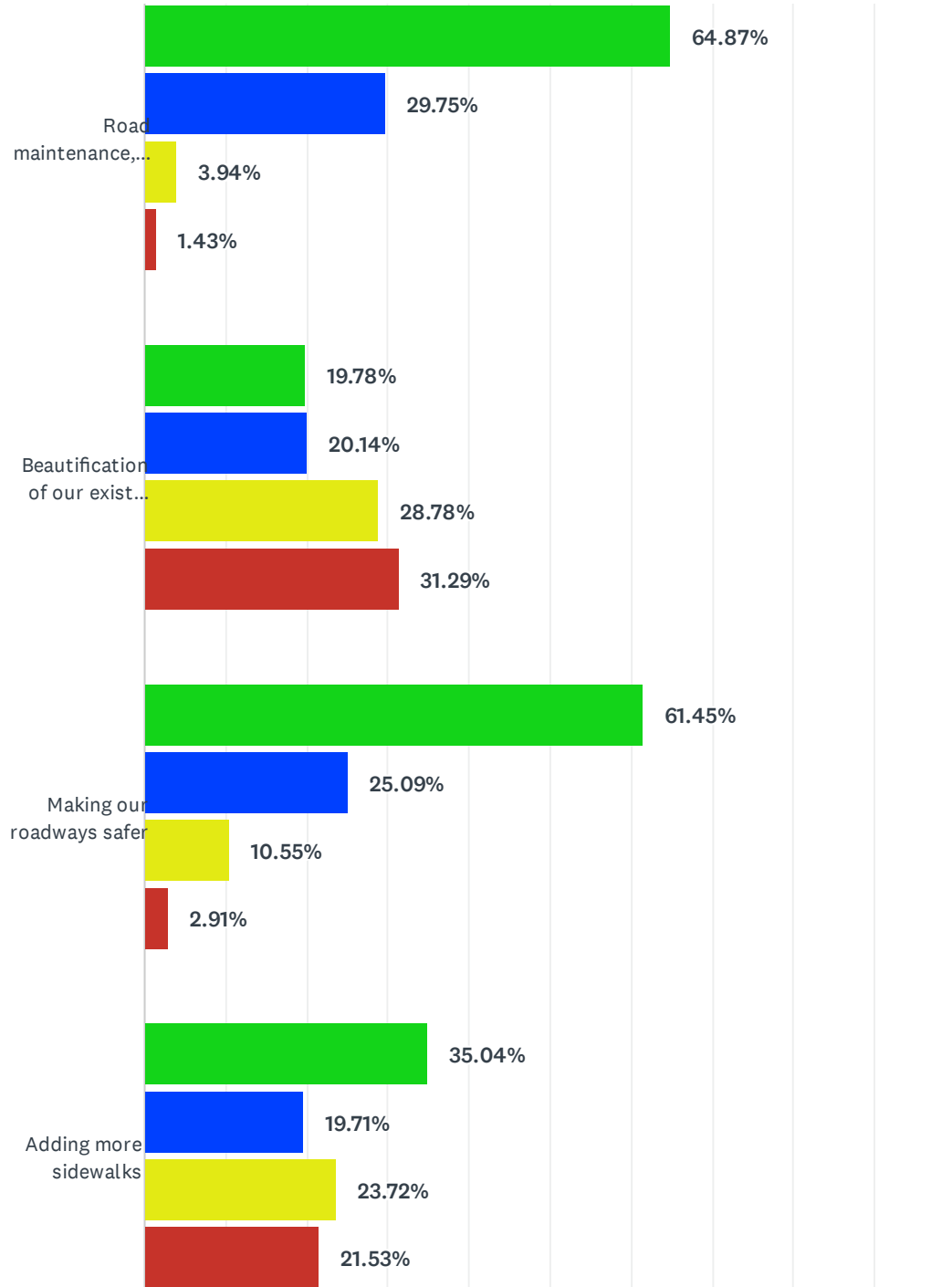
Thank you for your time!

**Q1** Below are some of the transportation challenges and opportunities in Douglas County. Please rate each in terms of importance to your household:

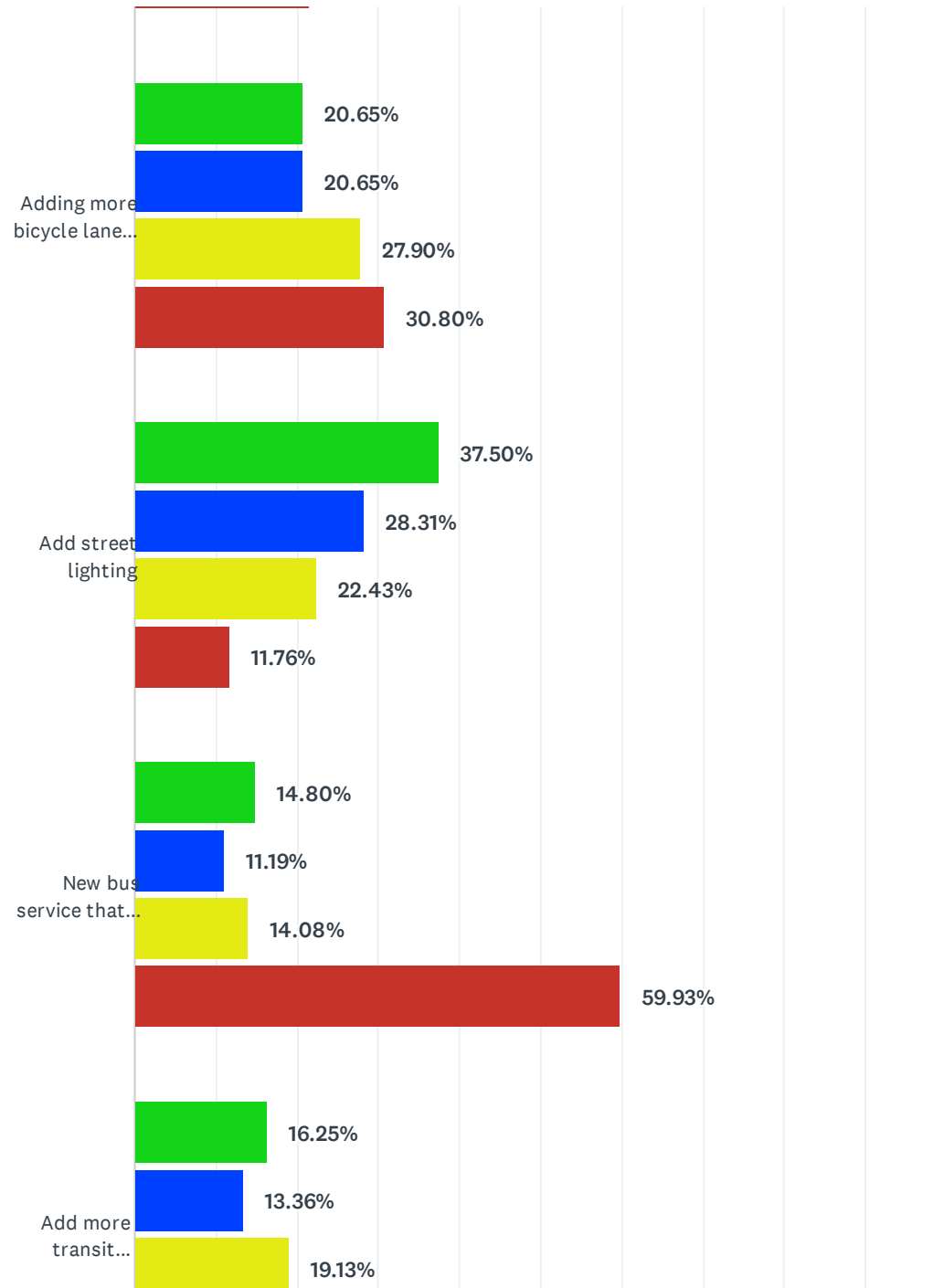
Answered: 279 Skipped: 0



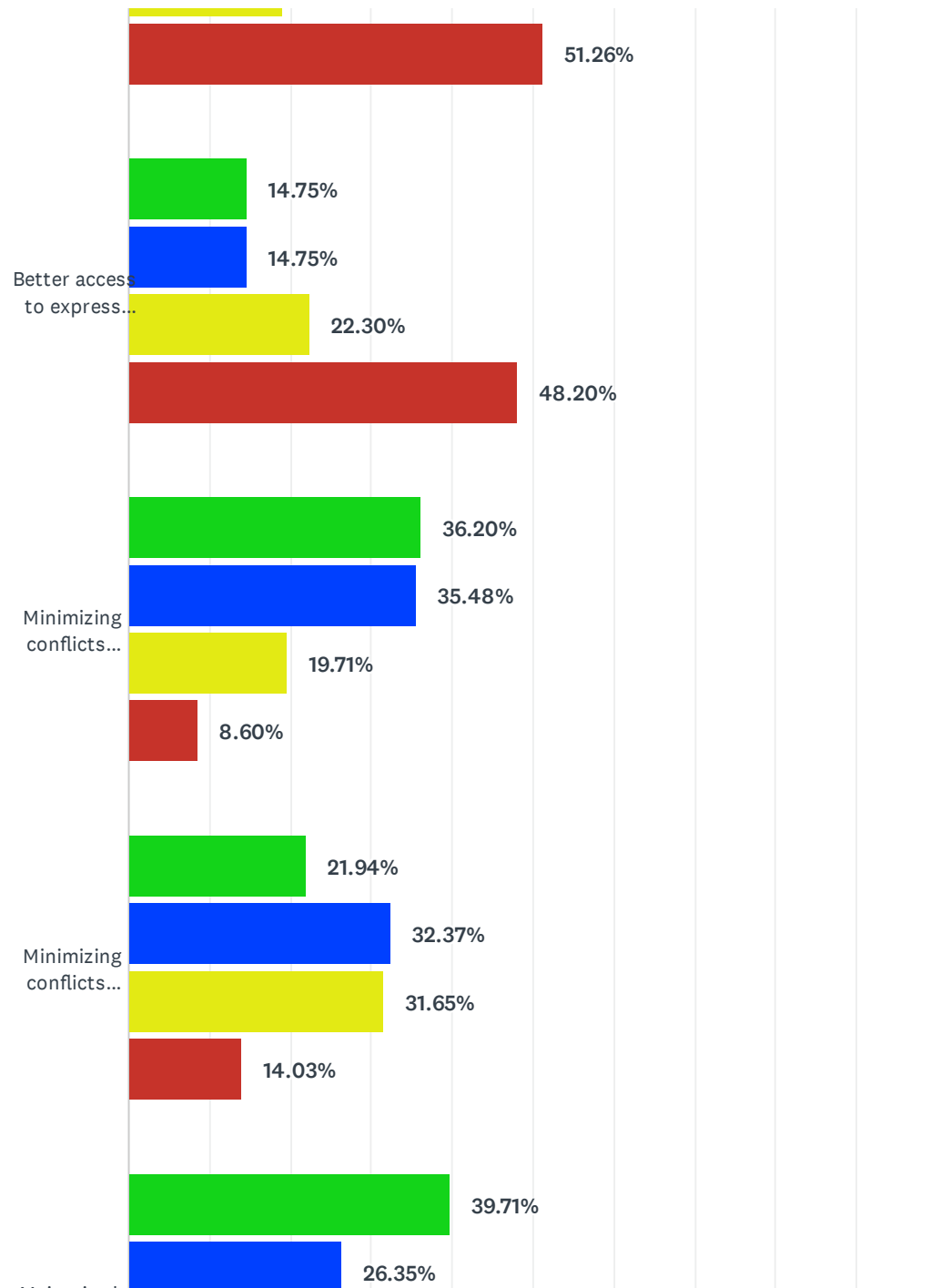
# Douglas County Comprehensive Transportation Plan (CTP) - Public Survey



# Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

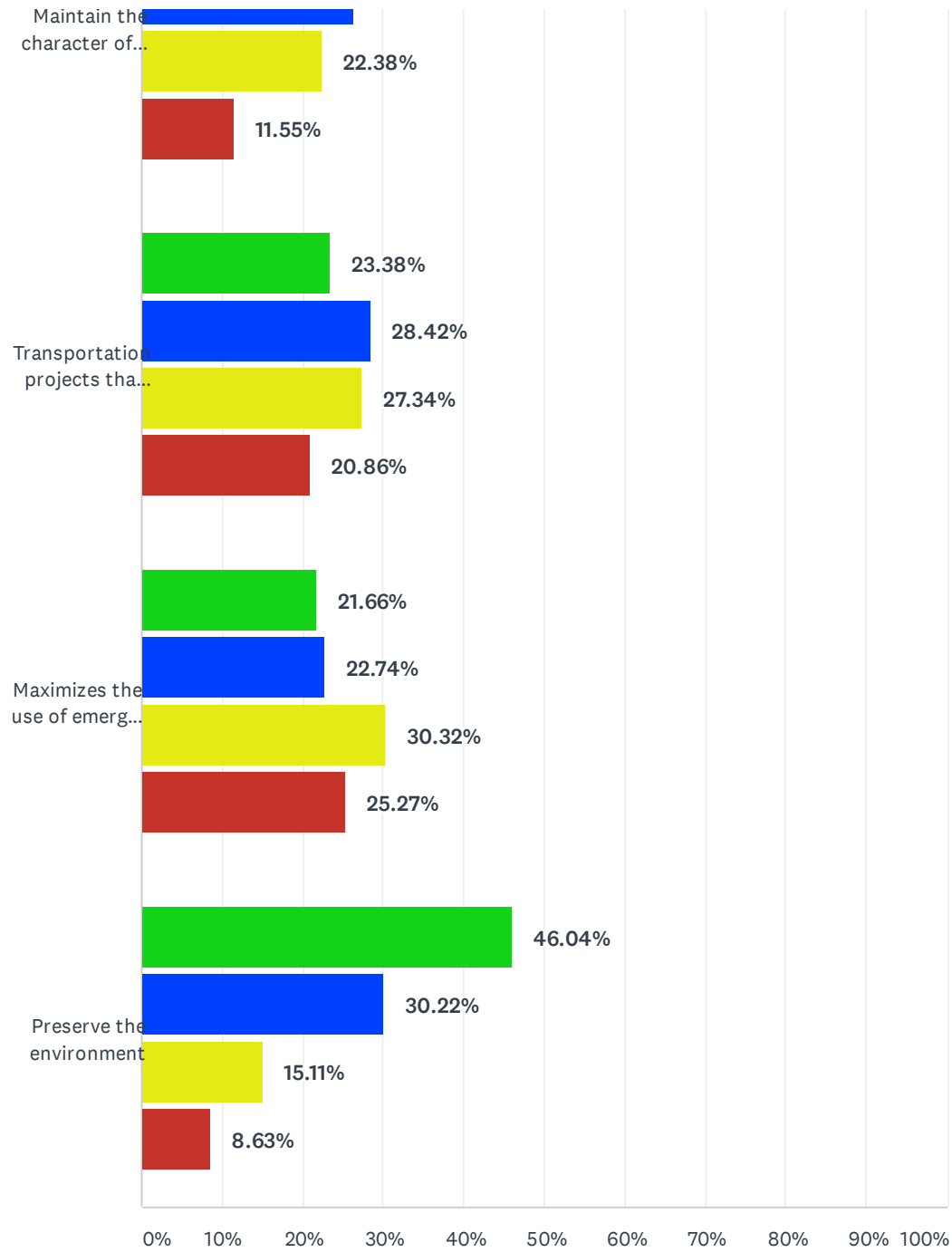


# Douglas County Comprehensive Transportation Plan (CTP) - Public Survey





# Douglas County Comprehensive Transportation Plan (CTP) - Public Survey



Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

 HIGH    MEDIUM    LOW    NOT IMPORTANT

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

	HIGH	MEDIUM	LOW	NOT IMPORTANT	TOTAL
Construct new roadways where needed to improve connectivity	41.37% 115	22.66% 63	25.54% 71	10.43% 29	278
Widening major roadways corridors to allow more vehicles	50.54% 140	28.88% 80	14.44% 40	6.14% 17	277
Improving key intersections, adding turn lanes, and traffic signals when warranted	71.22% 198	21.22% 59	5.40% 15	2.16% 6	278
Road maintenance, resurfacing, striping, signage	64.87% 181	29.75% 83	3.94% 11	1.43% 4	279
Beautification of our existing roads such as improved landscaping, decorative mast arms/light poles, or underground utilities	19.78% 55	20.14% 56	28.78% 80	31.29% 87	278
Making our roadways safer	61.45% 169	25.09% 69	10.55% 29	2.91% 8	275
Adding more sidewalks	35.04% 96	19.71% 54	23.72% 65	21.53% 59	274
Adding more bicycle lanes, multi-use trails, and other bike facilities	20.65% 57	20.65% 57	27.90% 77	30.80% 85	276
Add street lighting	37.50% 102	28.31% 77	22.43% 61	11.76% 32	272
New bus service that would serve locations within Douglas County	14.80% 41	11.19% 31	14.08% 39	59.93% 166	277
Add more transit amenities such as improved pedestrian connectivity to bus stops (sidewalks, crosswalks, etc.), improved bus stops, and bus shelters	16.25% 45	13.36% 37	19.13% 53	51.26% 142	277
Better access to express commuter bus service to the Atlanta area	14.75% 41	14.75% 41	22.30% 62	48.20% 134	278
Minimizing conflicts between heavy truck and personal vehicles	36.20% 101	35.48% 99	19.71% 55	8.60% 24	279
Minimizing conflicts between freight trains and roadways	21.94% 61	32.37% 90	31.65% 88	14.03% 39	278
Maintain the character of our rural roadways and neighborhoods	39.71% 110	26.35% 73	22.38% 62	11.55% 32	277
Transportation projects that promote economic development	23.38% 65	28.42% 79	27.34% 76	20.86% 58	278
Maximizes the use of emerging technologies (e.g., electric vehicle charging stations, intelligent transportation	21.66%	22.74%	30.32%	25.27%	

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

systems integration, etc.)	60	63	84	70	277
Preserve the environment	46.04%	30.22%	15.11%	8.63%	
	128	84	42	24	278

**Q2** Please identify (describe) specific locations where you think these types of improvements are needed:

Answered: 279 Skipped: 0

ANSWER CHOICES	RESPONSES	
Widening Existing Roadways	89.25%	249
New Roadways/Connections	55.20%	154
Sidewalks	70.25%	196
Transit	59.50%	166

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

#	WIDENING EXISTING ROADWAYS	DATE
1	Lee Road	1/22/2021 3:26 PM
2	Highway 5 I-20 intersection	1/22/2021 12:43 PM
3	Lee Road	1/22/2021 12:38 PM
4	Bomar rd (Northeast) in front of Mt. Carmel Elementary school. There needs to be a wider and longer turn lane for commuter traffic in the morning to turn right onto Fairburn Rd. The wait time at the traffic light is too long. The lanes should be shifted over to accommodate this because it's very bottlenecked in the morning. Mt. Carmel needs to add a car rider lane behind the school building that you can access from Fairburn rd and allows parents to circle around the school instead of sitting on Bomar rd and blocking traffic from turning onto Bomar Rd in the morning and afternoon. Also the turn lane in front of the Publix on Fairburn and Lee Rd needs to be extended and turn light needs to hold longer to allow more cars to turn onto Lee Rd.	1/22/2021 10:21 AM
5	Widening Lee Road	1/22/2021 10:13 AM
6	Fix pot holes in the roads in Lithia Springs GA	1/21/2021 8:45 PM
7	Chapel Hill Rd is a a nightmare. Sadly, it is inevitable some homeowners will have to sacrifice their homes because of the unfettered building of low income housing at the turn of the century. :-(	1/21/2021 6:56 PM
8	Highway 5	1/21/2021 5:55 PM
9	Where needed.	1/21/2021 3:50 PM
10	None	1/21/2021 2:42 PM
11	Highway 5/Highway 92	1/21/2021 2:22 PM
12	Douglasville	1/21/2021 1:58 PM
13	I would like for the road in from of Mt. Carmel elementary (Bomar Rd) to be widened to accommodate traffic that needs to make a right hand turn onto Fairburn Rd. Commuters currently have to wait for at least 2 light changes to cycle through before traffic moves enough for you to turn. Please complete the extension of this turn lane to improve the commuting time of residents.	1/21/2021 1:43 PM
14	Lee Road in Lithia Springs	1/21/2021 11:15 AM
15	Chapel Hill Road, Riverside Pkwy, Highway 5, Douglas Blvd	1/21/2021 9:38 AM
16	Hwy 5 (Bill Arp rd)	1/21/2021 9:17 AM
17	Lee Road	1/21/2021 8:55 AM
18	Main arteries in the county	1/20/2021 7:05 PM
19	I20 eastbound toward Alabama. Bankhead hwy around turning traffic areas	1/20/2021 6:49 PM
20	highway 5	1/19/2021 5:50 PM
21	Presley Mill Rd over I-20 (room for sidewalks or bike path)	1/19/2021 4:53 PM
22	Ga.5 intersection with Douglas Blvd	1/19/2021 4:31 PM
23	Chapel hill road: highway 5	1/19/2021 4:15 PM
24	Chapel Hill Rd. all the way to Hwy 166	1/19/2021 2:26 PM
25	Connors Road	1/19/2021 1:31 PM
26	Chapel Hill Rd, Bright Star Rd	1/19/2021 8:53 AM
27	Chapel Hill Road	1/18/2021 10:56 AM
28	Yancey	1/18/2021 9:37 AM
29	Skyview rd	1/17/2021 3:57 PM
30	Hwy 78,	1/17/2021 1:36 PM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

31	Veterans Memorial	1/15/2021 6:56 PM
32	Hwy 92, chapel hill rd	1/15/2021 5:43 PM
33	Turn lane from 5 to Douglas blvd	1/15/2021 2:19 PM
34	Riverside Parkway	1/15/2021 1:58 PM
35	Highway 5 south of Central Church Rd	1/15/2021 8:06 AM
36	Hwy 5 and Douglas Blvd	1/14/2021 4:14 PM
37	Chapel Hill between Stewart Mill and 166	1/14/2021 2:58 PM
38	?	1/14/2021 12:13 PM
39	Lee Rd!!!!!!!	1/14/2021 11:53 AM
40	n/a	1/14/2021 11:48 AM
41	HWY 5 south of Douglasville, Bright Star Rd, Central Church Rd	1/14/2021 11:24 AM
42	Chapel hill 78 hey,Stewart mill	1/14/2021 11:22 AM
43	Where does the money come from?	1/14/2021 9:53 AM
44	Mann Road	1/14/2021 9:51 AM
45	HWY 5	1/14/2021 9:26 AM
46	Chapel Hill Road, Highway 92 from boundary waters to river road.	1/14/2021 9:23 AM
47	Lee Road, Chapel Hill Road	1/14/2021 9:16 AM
48	Chapel Hill Road area	1/14/2021 8:19 AM
49	Lee Road	1/14/2021 8:19 AM
50	Bill Arp and Chapel Hills Rd	1/14/2021 7:56 AM
51	Post Road	1/14/2021 7:23 AM
52	All major streets(post road, chapel hill)/local highways (166)	1/14/2021 6:30 AM
53	Hey 92	1/14/2021 5:58 AM
54	Hey 5 and douglas blvd	1/14/2021 5:46 AM
55	None	1/14/2021 3:28 AM
56	Highway 5, especially at Douglas Blvd	1/14/2021 12:51 AM
57	Highway 5	1/14/2021 12:49 AM
58	Highway 5. Bright star rd.	1/14/2021 12:15 AM
59	No it takes forever in this county	1/14/2021 12:01 AM
60	Fairburn and Bankhead	1/13/2021 11:57 PM
61	Hwy 5	1/13/2021 11:21 PM
62	Chapel Hill	1/13/2021 11:00 PM
63	Bright Star	1/13/2021 10:16 PM
64	Highway 92	1/13/2021 10:05 PM
65	Hey 5	1/13/2021 10:05 PM
66	Chapel Hill and Campbellton, Post rd, Bankhead wty	1/13/2021 10:03 PM
67	Hey 5 & Douglas blvd	1/13/2021 9:55 PM
68	Chapel hill rd	1/13/2021 9:51 PM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

69	Chapel Hill road down to highway 166.	1/13/2021 9:30 PM
70	Veterans Memorial	1/13/2021 9:18 PM
71	Flat Rock road to North Douglas Elementary school	1/13/2021 9:05 PM
72	None	1/13/2021 9:04 PM
73	No where	1/13/2021 8:47 PM
74	Dorsett Shoals, Stewart Mill Rd, Rose Ave, Anneewakee Rd	1/13/2021 8:41 PM
75	Major intersections on hwy 5	1/13/2021 8:18 PM
76	Chapel Hill road	1/13/2021 8:15 PM
77	On Highway five	1/13/2021 7:45 PM
78	Chapel hill rd	1/13/2021 7:43 PM
79	Chapel Hill Rd, shopping plaza exit areas	1/13/2021 7:12 PM
80	Hwy 5	1/13/2021 6:54 PM
81	Chapel hill, hey 5	1/13/2021 6:42 PM
82	Lee rd	1/13/2021 6:22 PM
83	Hwy 5	1/13/2021 6:02 PM
84	highway 78,	1/13/2021 5:58 PM
85	Chapel Hill Road	1/13/2021 5:44 PM
86	Bankhead Hwy between Thornton Rd and Douglasville city restaurants	1/13/2021 4:45 PM
87	Chapel Hill Rd	1/13/2021 4:17 PM
88	Hwy 5/ Douglas Blvd, Chapel Hill Rd	1/13/2021 2:44 PM
89	None	1/13/2021 2:21 PM
90	HWY 5	1/13/2021 2:09 PM
91	Hwy 5 in the Bill Arp community up to Central Church Road	1/13/2021 2:08 PM
92	Hwy 5 at Douglas Blvd	1/13/2021 2:08 PM
93	Chapel hill highway 5	1/13/2021 1:43 PM
94	Chapel hill road	1/13/2021 1:36 PM
95	Burnt hickory	1/13/2021 1:22 PM
96	hwy 5	1/13/2021 1:03 PM
97	Highway 5	1/13/2021 1:03 PM
98	No where	1/13/2021 12:49 PM
99	Fairburn Road from 92 (Old Lower River Road) to Fulton Industrial	1/13/2021 12:35 PM
100	Not needed	1/13/2021 12:34 PM
101	Bright Star	1/13/2021 12:25 PM
102	Don't know	1/13/2021 12:09 PM
103	Fairburn Rd. Corridor	1/13/2021 12:03 PM
104	Lee Road-I20 to 92, Hwy 92S. extend 4 lane to South Fulton Pkwy	1/13/2021 12:02 PM
105	At the intersection of HWY 5 and Douglas BLVD. oops, to late, you blew your chance at that.	1/13/2021 12:01 PM
106	Liberty Road	1/13/2021 11:48 AM



Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

107	Interstate access and exits.	1/13/2021 11:48 AM
108	Highway 5, central church to 166	1/12/2021 10:41 PM
109	Campbellton Rd, Rose Ave, Chicago Ave	1/12/2021 9:18 PM
110	Chapel Hill	1/12/2021 12:59 PM
111	Kings Hwy from Central Church Rd. south to Yeager Middle School - a turn lane should be added for school traffic	1/12/2021 11:17 AM
112	Douglas boulevard/hwy 5	1/12/2021 7:49 AM
113	None	1/12/2021 7:44 AM
114	Highway 5	1/10/2021 6:00 PM
115	Hwy 5 and Douglas Blvd.	1/9/2021 12:32 PM
116	Chapel Hill Road	1/9/2021 4:20 AM
117	Chapel Hill Road	1/8/2021 10:48 PM
118	Chapel Hill Rd	1/8/2021 10:38 PM
119	Intersection of hwy 5 and douglas blvd	1/8/2021 5:12 PM
120	Hwy 5	1/8/2021 2:19 PM
121	Chapel hill rd	1/8/2021 2:19 PM
122	Finish what we have started. Hospitaldrive 92.	1/8/2021 2:13 PM
123	N/a	1/8/2021 2:52 AM
124	None	1/7/2021 2:25 PM
125	Chapel Hill road south to Dorsett Shoals Road	1/7/2021 1:21 PM
126	Chapel hill rd	1/7/2021 10:02 AM
127	Hwy 92/Fairburn Rd. Lee Road	1/7/2021 9:51 AM
128	Chapel Hill Road	1/7/2021 8:36 AM
129	NA	1/7/2021 8:34 AM
130	the 120 widening to the state line is taking way too long and is extremely dangerous	1/7/2021 8:10 AM
131	Highway 5, 166	1/7/2021 8:02 AM
132	Bright Star Road	1/5/2021 11:15 AM
133	Chapel Hill Rd	1/5/2021 6:03 AM
134	Not sure	1/5/2021 1:58 AM
135	hwy 92 & bankhead	1/4/2021 4:24 PM
136	Veterans Memorial Highway from Thornton Rd West to Douglasville	1/4/2021 2:28 PM
137	None	1/4/2021 1:19 PM
138	Douglas Blvd Hwy 5	1/4/2021 10:03 AM
139	Improve markings to be easy for self-driving cars.	1/2/2021 6:58 PM
140	Chapel Hill Road	1/2/2021 5:07 PM
141	Hwy 5	1/2/2021 12:50 PM
142	None	1/1/2021 11:56 PM
143	Hwy. 5. North & South	1/1/2021 2:38 PM
144	No specific area in mind	1/1/2021 9:24 AM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

145	At the corner of Bill ARP & Douglas Blvd where the new Starbucks is being built.	1/1/2021 9:21 AM
146	Highway 5	12/31/2020 10:18 PM
147	Veterans Memorial- Thornton Rd. up to Fairburn Rd.	12/31/2020 9:51 PM
148	Highway 5	12/31/2020 9:07 PM
149	nope	12/31/2020 8:21 PM
150	hwy 5	12/31/2020 8:18 PM
151	STOP SPENDING MONEY WE DON'T HAVE!	12/31/2020 6:35 PM
152	Hwy 5/Douglas blvd	12/31/2020 6:24 PM
153	Hwy 5 at I-20 to Douglas Boulevard; Bright Star Rd @Douglas Blvd	12/31/2020 6:05 PM
154	I20	12/31/2020 5:42 PM
155	Stewart and Central	12/31/2020 2:17 PM
156	Not always the answer, nor possible, but commercial (shopping areas) are needing more access to reduce congestion.	12/31/2020 1:09 PM
157	Brightstar rd from hwy 78 to hwy 5	12/31/2020 1:00 PM
158	Hwy 5 and Douglas blvd	12/31/2020 12:48 PM
159	Timber Ridge Drive from start to Chapel Hill Road; At all major intersections; highway 5 and into/out of Walmart plaza; and 92 towards Boundary Waters Park	12/31/2020 12:15 PM
160	Hey 5 and douglas blvd	12/31/2020 12:15 PM
161	Yes	12/31/2020 10:53 AM
162	Hwy 5	12/31/2020 10:25 AM
163	bright star	12/31/2020 9:25 AM
164	Chapel Hill and Hwy 5	12/31/2020 9:20 AM
165	Highway 5 and Douglas Blvd intersection, chapel hill road exits up to church Forster shoals rd	12/31/2020 9:05 AM
166	Hwy 5	12/31/2020 8:55 AM
167	Bankhead, Chapel Hill Rd	12/31/2020 8:51 AM
168	Highway 5/Chapel Hill/ Downtown Douglasville	12/31/2020 8:43 AM
169	Highway 5 and Chapel Hill Toad	12/31/2020 8:15 AM
170	Highway 5	12/31/2020 8:08 AM
171	Our roads are good. We just need to maintain them. Too many pot holes.	12/31/2020 7:58 AM
172	Hwy 5	12/31/2020 7:52 AM
173	Hwy 92 & Hwy 154 junction	12/31/2020 7:34 AM
174	Highway 5	12/31/2020 7:34 AM
175	PLEASE Widen Riverside Pkwy	12/30/2020 10:08 PM
176	Highway 5	12/30/2020 9:55 PM
177	Riverside Parkway between Fairburn and Thornton Road	12/30/2020 9:31 PM
178	Riverside Parkway (entirety)	12/30/2020 9:22 PM
179	Riverside Drive between Thornton Rd & Fairburn	12/30/2020 9:19 PM
180	Congestion is becoming a problem for the growing area	12/30/2020 8:50 PM
181	Riverside Parkway	12/30/2020 8:38 PM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

182	Riverside Parkway & I20	12/30/2020 6:07 PM
183	Chapel hill Road	12/30/2020 4:23 PM
184	Highway 5, Douglas Blvd, Chapel Hill	12/30/2020 3:11 PM
185	1	12/30/2020 2:33 PM
186	Hwy 5 from Walmart to W Stewart Mill (even wider than now)	12/30/2020 2:17 PM
187	-	12/30/2020 1:54 PM
188	Hwy 5, Chapel Hill Road	12/30/2020 11:47 AM
189	Downtown Douglasville (Bankhead hwy)	12/30/2020 12:31 AM
190	Thornton road	12/29/2020 11:35 PM
191	Hwy 78	12/29/2020 10:19 PM
192	Highway 5 and Chapel Hill roads desperately need to be widened!	12/29/2020 9:32 PM
193	92	12/29/2020 9:21 PM
194	N/A	12/29/2020 7:20 PM
195	Hwy 5 Douglas Blvd turn lane progress needs to be made!	12/29/2020 4:58 PM
196	hwy 5 at douglas blvd north bound lane	12/29/2020 4:45 PM
197	92 Fairburn Rd	12/29/2020 3:37 PM
198	Chapel Hill Rd and Highway 5	12/29/2020 2:44 PM
199	Hwy 5 at Douglas Blvd, Bankhead Hwy	12/29/2020 2:40 PM
200	Chapel Hill south towards the chapel Hill fire station.	12/29/2020 1:55 PM
201	Hwy 5	12/29/2020 1:31 PM
202	Chapel hill road and Highway 5	12/29/2020 1:20 PM
203	Highway 5, Douglas Boulevard	12/29/2020 12:46 PM
204	Highway 5 and Douglas Blvd	12/29/2020 12:44 PM
205	Riverside Parkway	12/29/2020 12:15 PM
206	Chapel hill road	12/28/2020 10:38 AM
207	Veterans Memorial Highway	12/28/2020 10:32 AM
208	HWY 5, Chapel Hill Road, Douglas Blvd	12/28/2020 8:41 AM
209	Many	12/24/2020 2:55 PM
210	Highway 5 below Central Church Rd	12/24/2020 2:09 PM
211	highway 78	12/24/2020 12:46 PM
212	Chapel hill ,	12/24/2020 12:06 PM
213	HWY 92 between Malone and Maloney Mill	12/24/2020 8:34 AM
214	Veterans	12/23/2020 6:02 AM
215	Connecting roads to new by-pass & Hwy 92	12/22/2020 2:58 PM
216	Chapel hill road from 166 to kohls	12/20/2020 7:29 AM
217	Lee Rd	12/17/2020 9:03 PM
218	Hey 5, hwy 78	12/17/2020 6:04 PM
219	Chapel Hill Road	12/17/2020 11:11 AM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

220	Poole Road off of Exit 26-too many tree roots ruining road and we need sidewalks everywhere. It would improve health and reduce doctor visits.	12/17/2020 10:15 AM
221	Highway 5 and Douglas Blvd, Chapel Hill Road, Burnt Hickory and Bankhead, Highway 5, Fairburn Rd and Vansant	12/17/2020 9:30 AM
222	Bright Star	12/17/2020 8:41 AM
223	Bright Star Rd., Bank head Hwy.,	12/17/2020 8:23 AM
224	Highway 5 @ Douglas Blvd	12/17/2020 8:02 AM
225	Lee road	12/17/2020 7:34 AM
226	East side	12/17/2020 7:15 AM
227	Highway 5, Chapel Hill Road/Douglas Blvd Intersection to Target, Veterans Memorial Hwy	12/11/2020 2:51 PM
228	Chapel Hill Rd	12/11/2020 8:54 AM
229	Highway 5	12/11/2020 8:45 AM
230	Riverside and 92	12/10/2020 3:57 PM
231	Hwy 5 north of Dog River	12/10/2020 11:24 AM
232	Highway 92/166, lee rd, hwy 78 veterans memorial	12/10/2020 10:28 AM
233	Chapel Hill Roaf	12/10/2020 10:17 AM
234	Areas between Douglas and Paulding Counties	12/10/2020 9:32 AM
235	Highway 5	12/10/2020 9:10 AM
236	Chapel Hill Road, Lee Road	12/10/2020 9:00 AM
237	Hwy 5,	12/10/2020 8:52 AM
238	Thornton Rd	12/10/2020 8:19 AM
239	Chapel Hill Road	12/10/2020 8:15 AM
240	Highway 5	12/10/2020 7:50 AM
241	Chapel hill road at least down to Kroger	12/10/2020 7:49 AM
242	Hwy 5 & Douglas Blvd. - Highway 5 & Concourse Pkwy	12/10/2020 7:48 AM
243	Downtown Douglasville and hwy 92 across the tracks	12/10/2020 7:47 AM
244	nowhere	12/10/2020 7:26 AM
245	hwy 5 & 20	12/4/2020 11:43 AM
246	aa	12/4/2020 6:41 AM
247	Hey 5 at Doug blvd and I20	12/3/2020 7:42 PM
248	Douglas County	12/3/2020 7:40 PM
249	Chapel Hill area	12/3/2020 7:22 PM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

#	NEW ROADWAYS/CONNECTIONS	DATE
1	Thornton Road	1/25/2021 8:03 AM
2	NA	1/22/2021 2:10 PM
3	Connecting Hwy 5 and Chapel Hill Road	1/22/2021 12:38 PM
4	Near the mall, Highway 5	1/22/2021 11:48 AM
5	There needs to be a connection at Bright Star. It should have some on ramp and exit ramps to help mitigate the traffic on Hwy 5.	1/22/2021 10:21 AM
6	Let's just FINISH the Hwy 92 North project, shall we.	1/21/2021 6:56 PM
7	Where needed.	1/21/2021 3:50 PM
8	None	1/21/2021 2:42 PM
9	Winston	1/21/2021 1:58 PM
10	It would be great to have an exit and off ramp coming off Bright Star Rd. This would help alleviate the road congestion on Hwy 5 and Chapel Hill Rd.	1/21/2021 1:43 PM
11	Lee Rd extension thru to Kings Hwy	1/21/2021 11:15 AM
12	Riverside	1/21/2021 9:38 AM
13	Fairburn to Chapel Hill Road	1/21/2021 8:55 AM
14	Wherever repairs are necessary	1/20/2021 7:05 PM
15	None.	1/19/2021 4:53 PM
16	No sure??	1/19/2021 4:15 PM
17	Villa Rica	1/19/2021 1:31 PM
18	Dorris Rd (at Cedar Mtn) to Hwy 78 or even to I-20	1/19/2021 8:53 AM
19	I20 ramps at Bright Start Rd	1/18/2021 10:56 AM
20	More convenient exit/entrance to I-20	1/17/2021 3:57 PM
21	N/A	1/15/2021 6:56 PM
22	N/a	1/15/2021 2:19 PM
23	Lee Road to Chapel Hill	1/15/2021 1:58 PM
24	None	1/15/2021 8:06 AM
25	None	1/14/2021 2:58 PM
26	?	1/14/2021 12:13 PM
27	n/a	1/14/2021 11:48 AM
28	Bright Star / I-20 access	1/14/2021 11:24 AM
29	How do we pay for it ?	1/14/2021 9:53 AM
30	Lee Road Extension, Chapel Hill extension over the Chattahoochee river	1/14/2021 9:23 AM
31	Lee Road to Chapel Hill Road	1/14/2021 9:16 AM
32	Area near Wal Mart (con	1/14/2021 8:19 AM
33	Near Arbor Place mall shopping	1/14/2021 8:12 AM
34	Chapel hill	1/14/2021 5:58 AM
35	None	1/14/2021 3:28 AM
36	More east west routes	1/14/2021 12:51 AM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

37	More routes around the main roads.	1/14/2021 12:15 AM
38	Fix the old roads first	1/14/2021 12:01 AM
39	Finish 92	1/13/2021 11:00 PM
40	Bright star access to I-20 would relieve hwy 5 congestion	1/13/2021 10:16 PM
41	Winston area	1/13/2021 10:05 PM
42	Stewart Miil and Reynolds needs turn lanes	1/13/2021 9:51 PM
43	None	1/13/2021 9:18 PM
44	Bright Star to extend north end under rail road tracks	1/13/2021 9:05 PM
45	None	1/13/2021 9:04 PM
46	No where	1/13/2021 8:47 PM
47	Alternate routes like bright star road and pacing roads like Florence road that cut through to caps ferry	1/13/2021 8:18 PM
48	I 20 backups on and off ramps at Chapel Hill .	1/13/2021 8:15 PM
49	Don't need Any more	1/13/2021 7:45 PM
50	None	1/13/2021 7:43 PM
51	Traffic light on Burnt Hickory Road	1/13/2021 7:12 PM
52	Finish the crap you have already started	1/13/2021 6:42 PM
53	None	1/13/2021 6:22 PM
54	Hwy 5 to Chapel Hill	1/13/2021 6:02 PM
55	Fix existing first	1/13/2021 5:44 PM
56	92 and Bankhead feeding into Fairburn needs to get finished asap	1/13/2021 4:45 PM
57	None	1/13/2021 2:21 PM
58	Chapel Hill Road NEEDS to be widened	1/13/2021 2:08 PM
59	None	1/13/2021 2:08 PM
60	Access to I20 from Bright Star	1/13/2021 1:37 PM
61	???	1/13/2021 1:03 PM
62	No where	1/13/2021 12:49 PM
63	The intersection of Bankhead HWY, Sweetwater, and Temple St	1/13/2021 12:34 PM
64	Don't know	1/13/2021 12:09 PM
65	Timber Ridge from Chapel Hill to 92, Lee Road-92 to Chapel Hill	1/13/2021 12:02 PM
66	REPAIR THE BRIDGE TO RE-OPEN HIGH POINT ROAD TO CONNECT THRU TO DORRIS ROAD	1/13/2021 11:59 AM
67	none	1/13/2021 11:48 AM
68	Bright Star Road and I 20	1/12/2021 12:59 PM
69	Entrance/Exit Ramp for Bright Star Rd/I-20. Traffic Light at Dorsett Shoals and Bill Arp Rd./Hwy 5 intersection - or move forward with the rumored round-a-bout.	1/12/2021 11:17 AM
70	NONE	1/12/2021 7:44 AM
71	Douglas boulevard	1/9/2021 4:20 AM
72	continue lee rd. extension west of town	1/8/2021 2:19 PM
73	None needed. Reduce taxes!	1/8/2021 2:13 PM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

74	N/a	1/8/2021 2:52 AM
75	None	1/7/2021 2:25 PM
76	None	1/7/2021 1:21 PM
77	Lee Road	1/7/2021 9:51 AM
78	A road that cuts from Lee Road/Highway 92 that connects to Chapel Hill Road	1/7/2021 8:36 AM
79	NA	1/7/2021 8:34 AM
80	I20 along side the highway	1/7/2021 8:10 AM
81	Post, Pool, Big A, Dorset Shoals, highway, capps ferry road and 166 5	1/7/2021 8:02 AM
82	n/a	1/5/2021 6:03 AM
83	Not sure	1/5/2021 1:58 AM
84	hwy 92 & bankhead	1/4/2021 4:24 PM
85	S/No Sweetwater intersection at Veterans Memorial Hwy needs turning lights and turn lanes	1/4/2021 2:28 PM
86	None	1/4/2021 1:19 PM
87	Put Level 2 EV chargers at all public parking spaces	1/2/2021 6:58 PM
88	None	1/1/2021 11:56 PM
89	No specific area in mind	1/1/2021 9:24 AM
90	N/a	1/1/2021 9:21 AM
91	Not needed	12/31/2020 10:18 PM
92	nope	12/31/2020 8:21 PM
93	STOP SPENDING MONEY WE DON'T HAVE!	12/31/2020 6:35 PM
94	None	12/31/2020 6:05 PM
95	None	12/31/2020 5:42 PM
96	Alternatives for bottle neck areas	12/31/2020 2:17 PM
97	Between Bankhead and Fairburn;	12/31/2020 12:15 PM
98	Divert some traffic off of or around hwy 5	12/31/2020 12:15 PM
99	South end of Lee Road	12/31/2020 10:23 AM
100	none	12/31/2020 9:25 AM
101	Finish 92 Interchange	12/31/2020 9:20 AM
102	Thru streets to connect hwy 5 with chapel hill rd with Fairburn rd to lee rd	12/31/2020 8:55 AM
103	None	12/31/2020 8:51 AM
104	Highway 5 and Paulding County	12/31/2020 8:43 AM
105	Chapel Hill Road	12/31/2020 8:15 AM
106	Cross town between highway 5 and highway 92	12/31/2020 8:08 AM
107	Don't need more roadways. Use what we have. Waste of tax dollar s.	12/31/2020 7:58 AM
108	All railroad crossing should have an overpass/underpass	12/31/2020 7:34 AM
109	Thornton Rd@Riverside; Fairburn Rd @ Riverside;	12/30/2020 9:22 PM
110	Lee Road to Chapel Hill Rd	12/30/2020 9:19 PM
111	Roads bring business and communities which is an economic priority	12/30/2020 8:50 PM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

112	No	12/30/2020 4:23 PM
113	Highway 5, Chapel Hill	12/30/2020 3:11 PM
114	not sure	12/30/2020 2:17 PM
115	-	12/30/2020 1:54 PM
116	Bright Star Road and I-20	12/30/2020 11:47 AM
117	New access to chapel hill and hwy 5	12/30/2020 12:31 AM
118	Thornton rd	12/29/2020 11:35 PM
119	Better access to Marta Train / Bus Stations	12/29/2020 10:19 PM
120	Hwy 5 and 78 area, hwy 5 and Douglas blvd	12/29/2020 9:23 PM
121	None	12/29/2020 4:58 PM
122	none	12/29/2020 4:45 PM
123	Highway 5 Douglas Blvd	12/29/2020 3:37 PM
124	Douglas Blvd Highway 5	12/29/2020 2:44 PM
125	between highway 5 and chapel hill	12/29/2020 1:20 PM
126	Hwy 5 Douglas blvd intersection needs help	12/29/2020 12:37 PM
127	Sweetwater Master Plan area	12/29/2020 12:15 PM
128	Various	12/28/2020 10:32 AM
129	nowhere	12/24/2020 12:46 PM
130	South baggett road	12/24/2020 12:06 PM
131	The intersection of Hwy 92 across the train tracks at Broad Street/78 is disastrous.	12/24/2020 8:34 AM
132	Lee rd extension to chapel hill	12/23/2020 6:02 AM
133	See above	12/22/2020 2:58 PM
134	Alternative to get north of 78 if a train has bocked 92	12/20/2020 7:29 AM
135	none	12/17/2020 9:03 PM
136	Get hwy 78 traffic across 285 and fix bad intersections there	12/17/2020 6:04 PM
137	Fairburn Road	12/17/2020 11:11 AM
138	Exit 26, Need a way to walk/bike to Publix from Truck stop. 2-Chapel Hill Road exit EB, get rid of Rt. turn on red, make a complete stop with traffic light so more cars can get onto Chapel Hill.	12/17/2020 10:15 AM
139	Highway 78 and Fairburn Rd, Burnt Hickory and Highway 78	12/17/2020 9:30 AM
140	n/a	12/17/2020 8:02 AM
141	East side	12/17/2020 7:15 AM
142	Veterans Memorial, Lithia Springs	12/11/2020 2:51 PM
143	From Dorris Rd (at Cedar Mtn) to I-20	12/11/2020 8:54 AM
144	Access to I-20, Chapel Hill Rd. & Hwy 5	12/10/2020 11:24 AM
145	Bright Star & I-20	12/10/2020 10:17 AM
146	unknown	12/10/2020 9:32 AM
147	None	12/10/2020 8:52 AM
148	Fairburn Road near railroad tracks	12/10/2020 8:15 AM



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149	wherever it would improve traffic	12/10/2020 7:48 AM
150	nowhere	12/10/2020 7:26 AM
151	ss	12/4/2020 6:41 AM
152	166 all the way to 285; 78 bottleneck after 285	12/3/2020 7:42 PM
153	Douglas County	12/3/2020 7:40 PM
154	I20& hwy 5	12/3/2020 7:22 PM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

#	SIDEWALKS	DATE
1	everywhere	1/24/2021 2:32 PM
2	Lee Road	1/22/2021 3:26 PM
3	NA	1/22/2021 2:10 PM
4	Douglasville, near the shopping areas	1/22/2021 11:48 AM
5	Sidewalks are needed all over Douglas County especially in area where there are apartment dwellings and schools that are close to one another. The major shopping areas and centers should also have sidewalks so that one does not have to get in a car and drive a mile to visit another store. We should be able to park and walk to other stores and restaurants.	1/22/2021 10:21 AM
6	Along Fairburn Road	1/22/2021 10:13 AM
7	Too many sidewalks leading to NOWHERE now. Extend the ones we have to a school or store or nearest intersection before adding any more.	1/21/2021 6:56 PM
8	None	1/21/2021 2:42 PM
9	County Line and Lee Road	1/21/2021 2:27 PM
10	Entire County	1/21/2021 1:58 PM
11	There needs to be sidewalks connecting to all major shopping areas, especially down Chapel Hill Rd. I see more citizens walking these days and it's not safe especially for citizens in wheelchairs and motorized chairs.	1/21/2021 1:43 PM
12	All new housing areas	1/21/2021 11:15 AM
13	Lee Road	1/21/2021 8:55 AM
14	Prestley Mill Rd near hospital	1/21/2021 8:46 AM
15	Neighborhoods where sidewalks currently do not exist	1/20/2021 7:05 PM
16	none. most don't get used now	1/20/2021 6:49 PM
17	Central Church Rd, Cedar Mountain Rd, Cave Springs Rd, Presley Mill Rd, Chapel Hill Rd.	1/19/2021 4:53 PM
18	Highway 5. Get people out of the road	1/19/2021 4:15 PM
19	Villa Rica	1/19/2021 1:31 PM
20	Down Hwy 5 from Publix to neighborhoods	1/18/2021 10:56 AM
21	Major road ways	1/18/2021 9:37 AM
22	Skyview rd and M. Vernon toward our estate park.	1/17/2021 3:57 PM
23	S. Sweetwater Road	1/17/2021 11:30 AM
24	Widely needed across the county as a whole	1/15/2021 6:56 PM
25	N/a	1/15/2021 5:43 PM
26	N/a	1/15/2021 2:19 PM
27	Riverside Parkway	1/15/2021 1:58 PM
28	Cowan Mill Road, Bright Star Road, Mason Creek Road, Stewart Mill Road	1/15/2021 8:06 AM
29	Near schools so students can walk safely	1/14/2021 4:14 PM
30	None	1/14/2021 2:58 PM
31	Nowhere	1/14/2021 12:13 PM
32	Everywhere possible. Chapel Hill Road is most obvious	1/14/2021 11:48 AM
33	Prioritize by safety risk	1/14/2021 11:24 AM
34	Is money falling out of the sky?	1/14/2021 9:53 AM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

35	All over, we need our own Greenbelt	1/14/2021 9:51 AM
36	None	1/14/2021 9:23 AM
37	Fairburn Road, Lee Road, Chapel Hill Road	1/14/2021 9:16 AM
38	some areas on Highway 5	1/14/2021 8:19 AM
39	Chapel Hill	1/14/2021 8:12 AM
40	Add sidewalks in Corn Crib subdivision	1/14/2021 7:23 AM
41	Near/At all schools and major streets	1/14/2021 6:30 AM
42	Nowhere	1/14/2021 5:58 AM
43	None	1/14/2021 3:28 AM
44	Continue sidewalk from post office on Stewart Mill to park and ride	1/14/2021 12:51 AM
45	Not needed. We have plenty where are needed.	1/14/2021 12:15 AM
46	Around schools	1/14/2021 12:01 AM
47	Along Bankhead and Fairburn	1/13/2021 11:57 PM
48	Kings Hwy/queens Rd access to Yeager and Alexander schools	1/13/2021 10:16 PM
49	All of downtown douglasville	1/13/2021 10:05 PM
50	sidewalks back toward Winston. People live out here also	1/13/2021 10:05 PM
51	Chapel hill, Hw 5, Post, Liberty (South of I20),Fairburn,	1/13/2021 10:03 PM
52	Stewart Mill parkway and road	1/13/2021 9:55 PM
53	None	1/13/2021 9:51 PM
54	Douglas Blvd down to highway 5.	1/13/2021 9:30 PM
55	Downtown douglasville	1/13/2021 9:18 PM
56	On new roads	1/13/2021 9:05 PM
57	None	1/13/2021 9:04 PM
58	None	1/13/2021 8:47 PM
59	Chapel hill road, stewart mill road	1/13/2021 8:41 PM
60	All downtown areas	1/13/2021 8:18 PM
61	Unnecessary	1/13/2021 8:15 PM
62	Don't need anymore	1/13/2021 7:45 PM
63	None	1/13/2021 7:43 PM
64	Along Douglas blvd	1/13/2021 6:54 PM
65	DO NOT NEED MORE	1/13/2021 6:42 PM
66	None	1/13/2021 6:22 PM
67	Downtown Douglasville	1/13/2021 6:02 PM
68	Low	1/13/2021 5:44 PM
69	McKown Road, Burnt Hickory to Dollar General and Ingles	1/13/2021 4:45 PM
70	All throughout the county, but specifically in lower income areas where people are more likely to be walking, anyway, but need a safe way to do so	1/13/2021 2:21 PM
71	NO sidewalks	1/13/2021 2:08 PM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

72	None	1/13/2021 2:08 PM
73	None	1/13/2021 1:37 PM
74	Chapel hill	1/13/2021 1:36 PM
75	Timber ridge drive	1/13/2021 1:13 PM
76	hwy 5	1/13/2021 1:03 PM
77	None	1/13/2021 1:03 PM
78	No where	1/13/2021 12:49 PM
79	Every where	1/13/2021 12:43 PM
80	Lithia Springs (Specifically Sweetwater and Bankhead HWY)	1/13/2021 12:34 PM
81	None	1/13/2021 12:09 PM
82	any road within a mile of a school	1/13/2021 12:01 PM
83	I think in most places closer to Bill Arp.	1/13/2021 11:54 AM
84	none	1/13/2021 11:48 AM
85	developed areas	1/12/2021 10:41 PM
86	Fairburn Road (both sides of the interstate	1/12/2021 12:59 PM
87	Residential north of the tracks	1/12/2021 9:30 AM
88	Douglasville, Lithia Springs, Villa Rica	1/12/2021 9:29 AM
89	chapel hill road	1/12/2021 7:49 AM
90	NONE	1/12/2021 7:44 AM
91	Along major roads to keep pedestrians out of roadway.	1/9/2021 12:32 PM
92	Chapel hill road	1/9/2021 4:20 AM
93	Chapel Hill Road, Stewart Mill Road, Central Church, Hwy 5	1/8/2021 10:48 PM
94	Chapel Hill Rd, Stewart Mill Rd	1/8/2021 10:38 PM
95	Chapel Hill Rd, south of BioLife	1/8/2021 5:12 PM
96	Hwy 5, Chapel Hill neighborhoods	1/8/2021 2:19 PM
97	Fairburn rd.	1/8/2021 2:19 PM
98	None needed. Reduce taxes!	1/8/2021 2:13 PM
99	Villa Rica	1/8/2021 2:52 AM
100	Residential Neighborhoods	1/7/2021 2:25 PM
101	Along Chapel Hill Road	1/7/2021 1:21 PM
102	Chapel Hill Road	1/7/2021 8:36 AM
103	NA	1/7/2021 8:34 AM
104	none--too many walkers no anyways	1/7/2021 8:10 AM
105	Throughout Douglas County	1/7/2021 8:02 AM
106	Douglas Blvd. West side of Hwy 5	1/5/2021 11:15 AM
107	Rose Ave and Hwy 5	1/5/2021 6:03 AM
108	Not sure	1/5/2021 1:58 AM
109	hwy 92 & bankhead	1/4/2021 4:24 PM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

110	None	1/4/2021 1:19 PM
111	Provide along all busy roads	1/2/2021 6:58 PM
112	Chapel Hill Road	1/2/2021 5:07 PM
113	None	1/1/2021 11:56 PM
114	Highway 5 and Chapel Hill area	1/1/2021 9:24 AM
115	N/a	1/1/2021 9:21 AM
116	Downtown / Veterans Memorial / Rose Avenue / Church Street / Strickland Street	12/31/2020 10:59 PM
117	Highway 5 only where not available in business district	12/31/2020 10:18 PM
118	Douglas blvd, Stewart mill, chapel hill, Hwy 5	12/31/2020 9:07 PM
119	nope	12/31/2020 8:21 PM
120	STOP SPENDING MONEY WE DON'T HAVE!	12/31/2020 6:35 PM
121	Nowhere	12/31/2020 6:24 PM
122	Everywhere	12/31/2020 6:05 PM
123	None	12/31/2020 5:42 PM
124	Downtown	12/31/2020 2:27 PM
125	Stewart, Chapel Hill, Central	12/31/2020 2:17 PM
126	Between commercial/shopping/dining areas.	12/31/2020 1:09 PM
127	Chapel Hill, Douglas Blvd, Highway 5 and around every school	12/31/2020 12:15 PM
128	None	12/31/2020 12:15 PM
129	Chapel Hill - Stewart Mill	12/31/2020 10:25 AM
130	Riverside Parkway	12/31/2020 10:23 AM
131	not needed	12/31/2020 9:25 AM
132	Downtown Douglasville, City Limits	12/31/2020 9:20 AM
133	Everywhere there is not one	12/31/2020 8:55 AM
134	None	12/31/2020 8:51 AM
135	Surrounding areas of Cave Springs Road	12/31/2020 8:43 AM
136	Thornton Road	12/31/2020 8:25 AM
137	Who walks any where?	12/31/2020 8:15 AM
138	Near schools	12/31/2020 8:08 AM
139	Waste of tax dollars.	12/31/2020 7:58 AM
140	Throughout the city limits, at least	12/31/2020 7:34 AM
141	Kings Hwy, Alexander Rd. and Queens Rd.	12/31/2020 7:34 AM
142	Downtown, near schools	12/30/2020 10:13 PM
143	Riverside Pkwy; Blair Bridge; Lee Rd@Vulcan Drive; Lee Rd (Lithia springs high school to Publix shopping Ctr)	12/30/2020 9:22 PM
144	Chapel Hill Rd	12/30/2020 9:19 PM
145	Safe walk ways for exercise	12/30/2020 8:50 PM
146	No	12/30/2020 4:23 PM
147	Any where where there is thriving businesses and a lot of pedestrian activity	12/30/2020 3:11 PM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

148	Chapel Hill Rd (Target to Kroger) - always people walking on grass	12/30/2020 2:17 PM
149	-	12/30/2020 1:54 PM
150	Chappell Hill; Duncan St; Dorris Rd; Selman Dr; Rose Ave; Adair St; Melrose St; Estelle St; Spring St	12/29/2020 10:19 PM
151	N/a	12/29/2020 10:01 PM
152	None	12/29/2020 4:58 PM
153	down Douglas Blvd on one side. down hwy 5 on one side	12/29/2020 4:45 PM
154	none-this is NOT a walking county	12/29/2020 2:44 PM
155	don't need sidewaalks	12/29/2020 1:55 PM
156	none	12/29/2020 1:20 PM
157	Downtown Douglasville, along Highway 5, along 78	12/29/2020 12:46 PM
158	Spring Street; Downtown	12/29/2020 12:44 PM
159	Downtown Douglasville (Spring St)	12/29/2020 12:37 PM
160	Riverside Parkway	12/29/2020 12:15 PM
161	Maxham Road between Thornton & Old Alabama Road. Also Old Alabama between Maxham Rd & Love Street.	12/29/2020 9:21 AM
162	None	12/28/2020 10:38 AM
163	Various	12/28/2020 10:32 AM
164	Chapel Hill road	12/28/2020 8:41 AM
165	Hway 5 - Bright Star to Central Church Rd	12/24/2020 2:09 PM
166	everywhere	12/24/2020 12:46 PM
167	Everywhere bright star, hospital dr, veterans memorial, douglas blvd	12/24/2020 12:06 PM
168	Sidewalks for pedestrian traffic near schools should be prioritized, especially around Stewart Middle School.	12/24/2020 8:34 AM
169	All of Annewakee rd/ All of chapel hill rd/ all of Fairburn road/ Lee Road/ Riiverside Pkwy	12/24/2020 8:29 AM
170	Lithia springs	12/23/2020 6:02 AM
171	Chapel hill road, prestley mill rd, slater mill rd	12/20/2020 7:29 AM
172	Bright star road	12/17/2020 11:16 PM
173	IN SUBDIVISIONS	12/17/2020 9:03 PM
174	Fairburn road	12/17/2020 12:15 PM
175	Chapel Hill Road	12/17/2020 11:11 AM
176	Poole Road off of Exit 26 PLEASE, Make the road wider and get rid of all the trees and the roots ruining the road.	12/17/2020 10:15 AM
177	Along major roadways for walkers	12/17/2020 9:30 AM
178	Kings Highway	12/17/2020 8:41 AM
179	n/a	12/17/2020 8:02 AM
180	East and west county line road	12/17/2020 7:34 AM
181	Major roadways	12/17/2020 7:15 AM
182	Birght Star Rd	12/11/2020 2:51 PM
183	Main corridors	12/10/2020 3:57 PM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

184	Complete connections between all major thoroughfares	12/10/2020 11:24 AM
185	Not Important	12/10/2020 10:17 AM
186	N/A	12/10/2020 9:32 AM
187	Stewart Mill Rd, West Stewart Mill Road	12/10/2020 9:00 AM
188	Required in new construction	12/10/2020 8:52 AM
189	Lee Rd	12/10/2020 8:19 AM
190	Chapel Hill Road, Central Church Road	12/10/2020 8:15 AM
191	everywhere there currently are none, especially closer to schools so more kids can walk	12/10/2020 7:49 AM
192	Don't need. They are not used	12/10/2020 7:48 AM
193	nowhere	12/10/2020 7:26 AM
194	e	12/4/2020 6:41 AM
195	Douglas County	12/3/2020 7:40 PM
196	Hwy 78	12/3/2020 7:22 PM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

#	TRANSIT	DATE
1	No interest in having bus systems	1/22/2021 3:26 PM
2	Not Needed	1/22/2021 2:10 PM
3	From ATL to Douglasville	1/22/2021 12:38 PM
4	N/A	1/22/2021 10:21 AM
5	NONE!	1/21/2021 6:56 PM
6	None	1/21/2021 2:42 PM
7	N/A	1/21/2021 1:58 PM
8	Does not seem to be useful at this time	1/21/2021 11:15 AM
9	At this point, we are wasting a lot of money on low usage of existing bus service.	1/21/2021 8:59 AM
10	Lee Road	1/21/2021 8:55 AM
11	Near major arteries in the county, which can access smaller communities	1/20/2021 7:05 PM
12	More multi use bike paths. Connect to transit center.	1/19/2021 4:53 PM
13	Not needed.	1/19/2021 4:15 PM
14	To and from the airport and MARTA rail station.	1/17/2021 3:57 PM
15	Lithia Springs area and Douglasville	1/17/2021 11:30 AM
16	N/A	1/15/2021 6:56 PM
17	More routes	1/15/2021 5:43 PM
18	No transit	1/15/2021 2:19 PM
19	None	1/15/2021 8:06 AM
20	None	1/14/2021 2:58 PM
21	Seriously	1/14/2021 12:13 PM
22	Prioritize road improvements over transit projects.	1/14/2021 11:24 AM
23	How much profit is transit making now?	1/14/2021 9:53 AM
24	Post Rd, Chapel Hill Rd, Hwy 5, Fairburn,	1/14/2021 9:51 AM
25	None	1/14/2021 9:23 AM
26	Not interested, at this time	1/14/2021 8:19 AM
27	Chapel Hill Fairburn Bankhead	1/14/2021 8:12 AM
28	Nowhere	1/14/2021 5:58 AM
29	None	1/14/2021 3:28 AM
30	Bus to airport	1/14/2021 12:51 AM
31	King's highway	1/14/2021 12:49 AM
32	Not needed. This will just funnel crime in and easily out of the county.	1/14/2021 12:15 AM
33	No	1/14/2021 12:01 AM
34	We have Uber and Lyft. Private industry works here.	1/13/2021 10:16 PM
35	none	1/13/2021 10:05 PM
36	NONE!!!!	1/13/2021 10:03 PM
37	None	1/13/2021 9:55 PM



Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

38	None, waste of our taxes	1/13/2021 9:51 PM
39	N/A	1/13/2021 9:30 PM
40	None	1/13/2021 9:18 PM
41	Low interest	1/13/2021 9:05 PM
42	None	1/13/2021 9:04 PM
43	Get rid of the buses they are costing the county a fortune	1/13/2021 8:47 PM
44	South end of the county	1/13/2021 8:41 PM
45	Downtown and surrounding lower income communities	1/13/2021 8:18 PM
46	Unnecessary	1/13/2021 8:15 PM
47	Not interested in transit	1/13/2021 7:45 PM
48	None	1/13/2021 7:43 PM
49	GET RID OF THE DRAINING BUS SYSTEM NOBODY WANTED OR USES	1/13/2021 6:42 PM
50	None	1/13/2021 6:22 PM
51	Transportation for seniord	1/13/2021 6:02 PM
52	Na	1/13/2021 5:44 PM
53	None	1/13/2021 4:45 PM
54	Get rid of empty buses, use savings to repair roads.	1/13/2021 4:17 PM
55	No more buses	1/13/2021 2:21 PM
56	I need Dial-A-Ride--I have Meniere's Disease and cannot use Connect Douglas, even the FLEX option, as I live seven miles from Douglasville. If I have to go to the doctor in the afternoon, I have to spend \$12-14 to get to town.	1/13/2021 2:08 PM
57	None	1/13/2021 2:08 PM
58	None	1/13/2021 1:37 PM
59	outside of douglasvile city limits	1/13/2021 1:03 PM
60	None	1/13/2021 1:03 PM
61	No where	1/13/2021 12:49 PM
62	Not needed	1/13/2021 12:34 PM
63	None	1/13/2021 12:09 PM
64	Transit is not needed	1/13/2021 12:03 PM
65	If you are going to do it, make sure you have bus pull over spots as to not block the flow of traffic.	1/13/2021 12:01 PM
66	Bill Arp needs a connection bad.	1/13/2021 11:54 AM
67	none	1/13/2021 11:48 AM
68	The new Connect Douglas system needs to have stops for the city as well	1/12/2021 12:59 PM
69	Sorry, not a fan of transit in the suburbs. Just keep it in the city limits.	1/12/2021 11:17 AM
70	chapel hill,douglas boulevard, hwy 5	1/12/2021 7:49 AM
71	DISCONTINUE IT ALTOGETHER	1/12/2021 7:44 AM
72	All over douglasville	1/10/2021 6:00 PM
73	None	1/9/2021 12:32 PM
74	none	1/8/2021 2:19 PM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

75	None needed. Reduce taxes!	1/8/2021 2:13 PM
76	Villa Rica	1/8/2021 2:52 AM
77	None	1/7/2021 2:25 PM
78	None	1/7/2021 1:21 PM
79	I don't know	1/7/2021 8:36 AM
80	NA	1/7/2021 8:34 AM
81	We do not need busses or new transit.	1/7/2021 8:10 AM
82	we were doing good with the van rides to atlanta	1/7/2021 8:10 AM
83	More locations in County rural areas,	1/7/2021 8:02 AM
84	Kings Hwy	1/5/2021 6:03 AM
85	Does anyone ride these?	1/5/2021 1:58 AM
86	None	1/4/2021 1:19 PM
87	Eliminate routes and stops. Launch a ride hailing network.	1/2/2021 6:58 PM
88	None	1/1/2021 11:56 PM
89	No where	1/1/2021 2:38 PM
90	Winston/ Villa Rica area	1/1/2021 9:24 AM
91	N/a	1/1/2021 9:21 AM
92	Rail transportation to atlanta	12/31/2020 10:59 PM
93	Do not need this. Maintain the rural integrity of the county	12/31/2020 10:18 PM
94	nope	12/31/2020 8:21 PM
95	STOP SPENDING MONEY WE DON'T HAVE!	12/31/2020 6:35 PM
96	None	12/31/2020 6:24 PM
97	Not necessary	12/31/2020 6:05 PM
98	None	12/31/2020 5:42 PM
99	Bring Marta and Amtrack stops into Douglasville	12/31/2020 2:17 PM
100	The current Connect Douglas system does not provide transportation to ALL of Douglas County. It does not address the needs of Disabled citizens unless they live less than a mile off a fixed route. Please study and learn from Carroll County's smart and successful on-demand ride service that supports every person in the similarly rural county.	12/31/2020 1:09 PM
101	None	12/31/2020 12:15 PM
102	NONE	12/31/2020 10:25 AM
103	(Not sure how Covid will impact public transportation)	12/31/2020 10:23 AM
104	not needed	12/31/2020 9:25 AM
105	n/a	12/31/2020 9:20 AM
106	Marta station, more Xpress bus routes/times to Atlanta	12/31/2020 9:05 AM
107	Add bicycle lanes and trails like Carrollton ga.	12/31/2020 8:55 AM
108	None	12/31/2020 8:51 AM
109	Highway 5/Chapel Hill	12/31/2020 8:43 AM
110	Veterans Memorial	12/31/2020 8:25 AM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

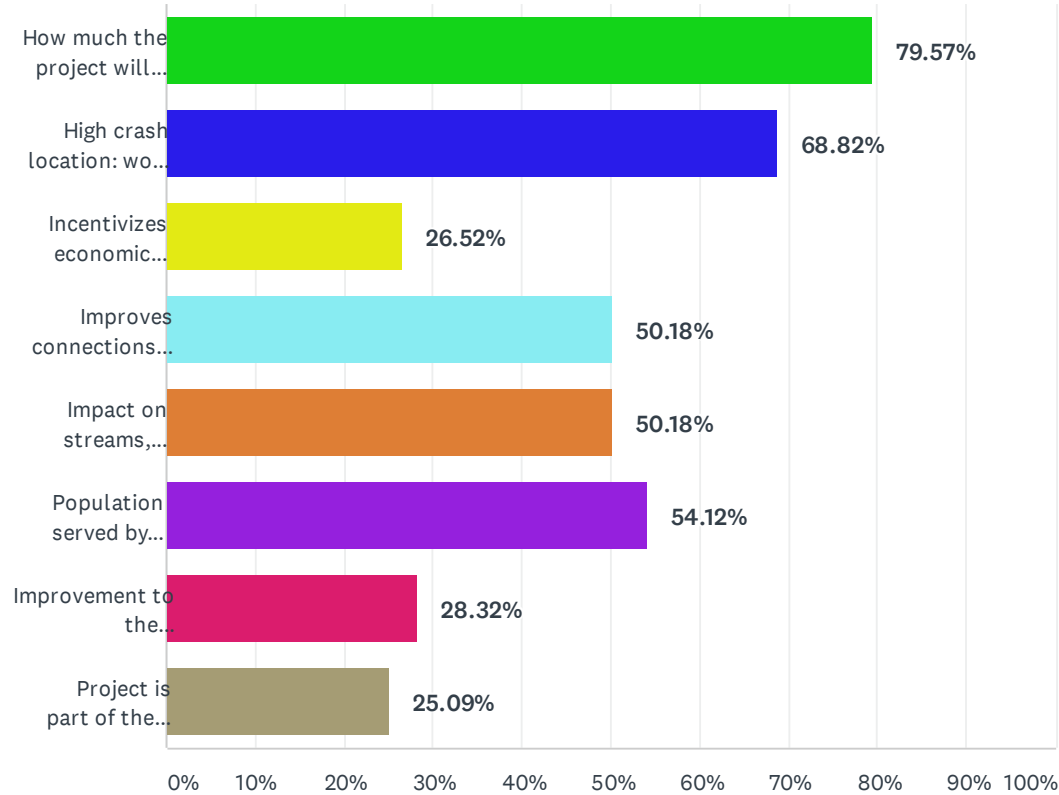
111	Not being used and big waste of money	12/31/2020 8:15 AM
112	Change set route busses to on demand service	12/31/2020 8:08 AM
113	We are rural. We don't need a bus system.	12/31/2020 7:58 AM
114	Direct route from Connect station to Marta station	12/31/2020 7:34 AM
115	Riverside Pkwy; Walmart@Thornton Rd	12/30/2020 9:22 PM
116	Build a Thornton Rd Xpress Station	12/30/2020 9:19 PM
117	More attractive commuting options	12/30/2020 8:50 PM
118	No	12/30/2020 4:23 PM
119	To the train station and local areas. Borden the servuce to the more rural areas.	12/30/2020 3:11 PM
120	Commuter lots north & south from I20	12/30/2020 2:17 PM
121	-	12/30/2020 1:54 PM
122	Bob Arnold blvd	12/29/2020 11:35 PM
123	N/a	12/29/2020 10:01 PM
124	More options for commuters between Dville and ATL. Express bus options are severely limited with no way to get to/from Douglsville btwn the hours of 9:00-3:00 and the weekends. This presents a major issue for those of us without cars who work in the city of Atlanta.	12/29/2020 9:32 PM
125	None	12/29/2020 4:58 PM
126	NONE	12/29/2020 4:45 PM
127	none-WASTEFUL bus routes already in place	12/29/2020 2:44 PM
128	Close the stupid bus system	12/29/2020 1:55 PM
129	none	12/29/2020 1:20 PM
130	Bike	12/29/2020 1:16 PM
131	N/A	12/29/2020 12:15 PM
132	The Thornton Road corridor to & from Douglas & Cobb County.	12/29/2020 9:21 AM
133	None	12/28/2020 10:38 AM
134	Major work areas	12/28/2020 10:32 AM
135	do not need it	12/28/2020 8:41 AM
136	not needed	12/24/2020 12:46 PM
137	Expanded accessibility to rapid bus transit between Douglasville and Atlanta.	12/24/2020 8:34 AM
138	Lithia springs	12/23/2020 6:02 AM
139	No improvement warranted. Now cost effective or needed for Douglas county's development.	12/22/2020 2:58 PM
140	System to connect to Atlanta/the holmes station	12/20/2020 7:29 AM
141	Downtown to shopping areas	12/17/2020 11:16 PM
142	none	12/17/2020 9:03 PM
143	Give us usage levels so we can be informed, then make suggestions for changes	12/17/2020 6:04 PM
144	Cross the tracks and further down Chapel hill and Hwy 5	12/17/2020 12:15 PM
145	none	12/17/2020 10:15 AM
146	None	12/17/2020 8:23 AM
147	n/a	12/17/2020 8:02 AM

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

148	We need more transit going into the city,	12/17/2020 7:34 AM
149	Connect more roads	12/17/2020 7:15 AM
150	Villa Rica	12/11/2020 2:51 PM
151	Throughout	12/10/2020 3:57 PM
152	Handicapped throughout county	12/10/2020 11:24 AM
153	Marta rail down I-20	12/10/2020 10:17 AM
154	General Expansion	12/10/2020 9:32 AM
155	reach further down Chicago Ave, further Chapel Hill Road	12/10/2020 9:00 AM
156	None, reduce buses to FLEX ONLY would be more economical and useful then current system in use.	12/10/2020 8:52 AM
157	everywhere	12/10/2020 8:15 AM
158	everywhere, but more options for Douglasville to Metro Atlanta work	12/10/2020 7:49 AM
159	none	12/10/2020 7:48 AM
160	None. We don't need anymore transit or expansion of bus route.	12/10/2020 7:47 AM
161	nowhere	12/10/2020 7:26 AM
162	None	12/4/2020 11:43 AM
163	e	12/4/2020 6:41 AM
164	Is it actually used...no recent reports...	12/3/2020 7:42 PM
165	Douglas County	12/3/2020 7:40 PM
166	Atlanta	12/3/2020 7:22 PM

Q3 Every potential transportation project in the CTP will be evaluated by the same criteria (“performance measures”). Please select up to five (5) criteria below that you think are most important:

Answered: 279 Skipped: 0

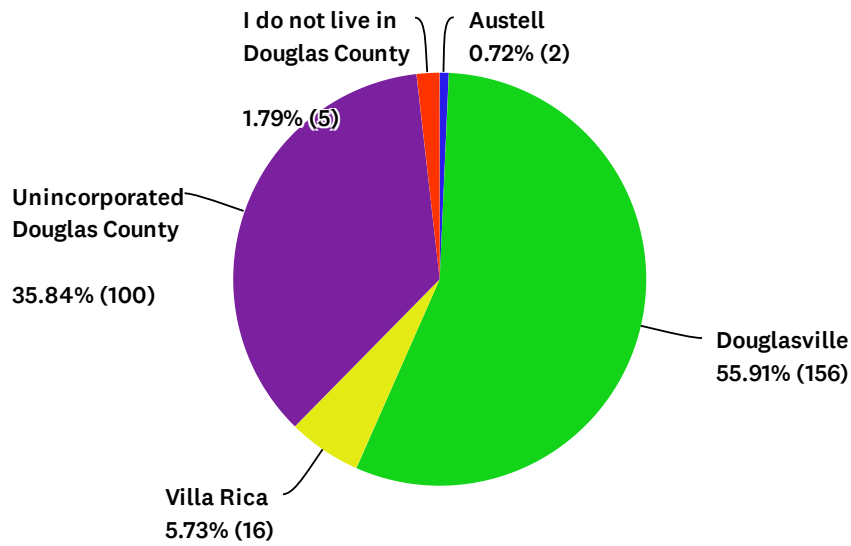


Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

ANSWER CHOICES	RESPONSES	
How much the project will improve traffic congestion?	79.57%	222
High crash location: would the project make a dangerous part of a road, sidewalk, or trail safer?	68.82%	192
Incentivizes economic development within the County	26.52%	74
Improves connections between community facilities: does the project make it easier to get a to a city, medical centers, schools, shopping areas, or work?	50.18%	140
Impact on streams, historic facilities, state parks: is the project likely going to have negative impacts on unique environmental or historic places?	50.18%	140
Population served by project: how many people will benefit from the project?	54.12%	151
Improvement to the bicycle/pedestrian environment: if it's a bike/pedestrian project, does it connect with existing trails or schools?	28.32%	79
Project is part of the National Highway System or a freight corridor: is the project regionally important does it improve the movement of goods?	25.09%	70
Total Respondents: 279		

## Q4 In which community do you live?

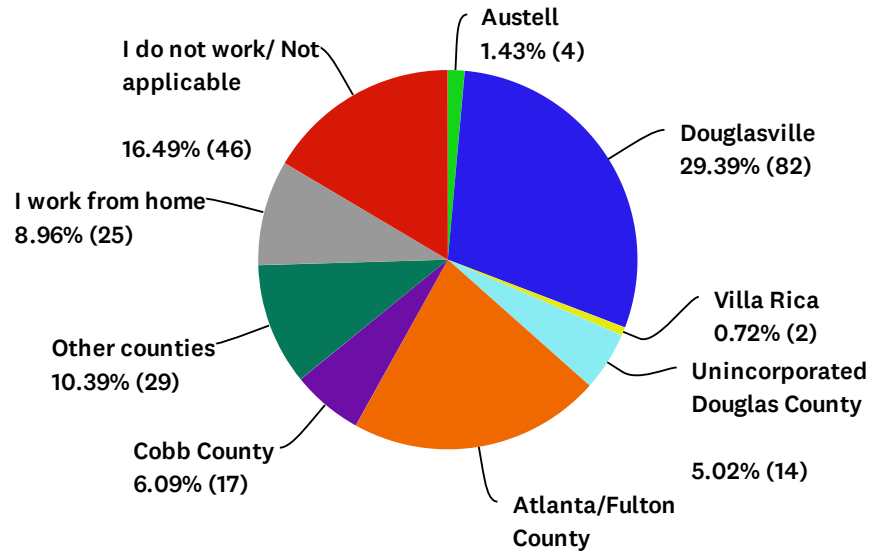
Answered: 279 Skipped: 0



ANSWER CHOICES	RESPONSES	
Austell	0.72%	2
Douglasville	55.91%	156
Villa Rica	5.73%	16
Unincorporated Douglas County	35.84%	100
I do not live in Douglas County	1.79%	5
TOTAL		279

## Q5 Where do you commute to work (before COVID-19)?

Answered: 279 Skipped: 0



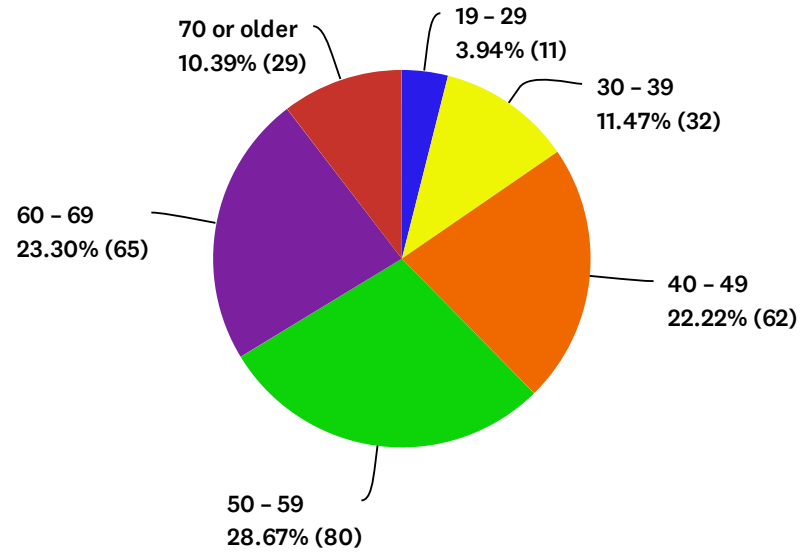


Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

ANSWER CHOICES	RESPONSES	
Austell	1.43%	4
Douglasville	29.39%	82
Villa Rica	0.72%	2
Unincorporated Douglas County	5.02%	14
Atlanta/Fulton County	21.51%	60
Cobb County	6.09%	17
Other counties	10.39%	29
I work from home	8.96%	25
I do not work/ Not applicable	16.49%	46
TOTAL		279

## Q6 What is your age group?

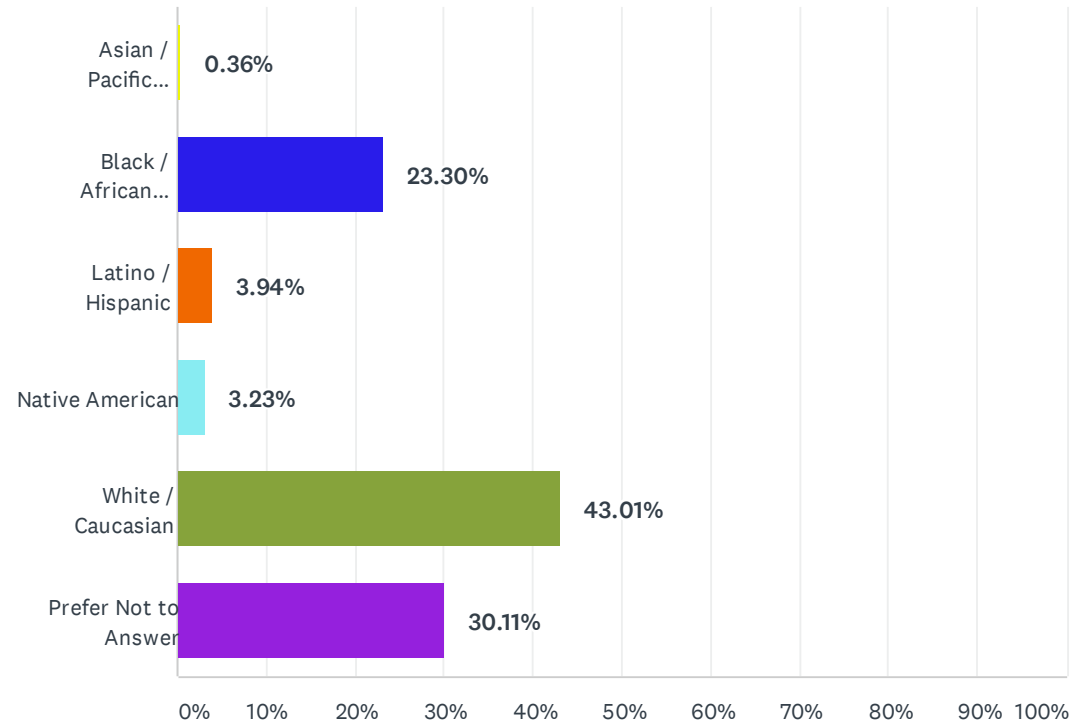
Answered: 279 Skipped: 0



ANSWER CHOICES	RESPONSES	
18 or younger	0.00%	0
19 - 29	3.94%	11
30 - 39	11.47%	32
40 - 49	22.22%	62
50 - 59	28.67%	80
60 - 69	23.30%	65
70 or older	10.39%	29
TOTAL		279

### Q7 How do you identify yourself? (You may select more than one option.)

Answered: 279 Skipped: 0



Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

ANSWER CHOICES	RESPONSES	
Asian / Pacific Islander	0.36%	1
Black / African American	23.30%	65
Latino / Hispanic	3.94%	11
Native American	3.23%	9
White / Caucasian	43.01%	120
Prefer Not to Answer	30.11%	84
Total Respondents: 279		

## Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

**Q8: What improvements are needed to transit services in the county?**

Answered 239  
Skipped 40

Respondent #	Response Date	Responses
1	Jan 25 2021 08:03 AM	none
2	Jan 24 2021 02:32 PM	rail service to downtown Atlanta
3	Jan 22 2021 03:26 PM	I don't want bus systems in Douglas
4	Jan 22 2021 12:43 PM	Commuter train from VR to Douglasville and Atlanta would serve more people with bus service to train station
5	Jan 22 2021 12:38 PM	A train line from here to Atlanta would be nice.
6	Jan 22 2021 10:21 AM	I don't utilize the transit system but it would be nice to use when I want to visit downtown Atlanta.
7	Jan 22 2021 10:13 AM	Unsure. I don't use the transit
8	Jan 21 2021 08:45 PM	N/A
9	Jan 21 2021 06:56 PM	D.C. does NOT need transit services. County Commissioners are acting like they are managing a highfalutin area.
10	Jan 21 2021 02:42 PM	The county does not need any transit service.
11	Jan 21 2021 02:27 PM	No comment
12	Jan 21 2021 02:22 PM	We need additional transit services all around town
13	Jan 21 2021 01:43 PM	Not sure what improvements are need to the transit services in the county. I have noticed that there aren't any transit shelter waiting spaces where I see pick-up signs. I think it would be nice for citizens to have this when the weather is not so great.
14	Jan 21 2021 11:15 AM	N/A to Douglas County Waste of taxpayer monies
15	Jan 21 2021 09:38 AM	None that I am aware of.
16	Jan 21 2021 08:59 AM	Existing bus service is a waste of time and money based on ridership.
17	Jan 21 2021 08:55 AM	Bus Routes leading from schools to neighborhoods in Douglas County on Lee Road
18	Jan 21 2021 08:46 AM	Don't use transit services
19	Jan 20 2021 07:05 PM	Add more bases and extend routes
20	Jan 20 2021 06:49 PM	Traffic congestion. Better markings of where the transit bus should stop or will be.
21	Jan 19 2021 04:53 PM	More pedestrian and bike connection to Xpress bus transit center. More multi use paths.
22	Jan 19 2021 04:31 PM	Get rid of wasted busses and routes
23	Jan 19 2021 04:15 PM	NONE. Stop wasting money on this.
24	Jan 19 2021 02:26 PM	Instead of having fixed routes for these buses. Douglas County should have the Dial-A-Ride option. Too much money wasted on empty buses.
25	Jan 19 2021 01:31 PM	Wider roads
26	Jan 18 2021 10:56 AM	I do not use the service
27	Jan 17 2021 03:57 PM	Sidewalk and bicycle lines
28	Jan 17 2021 11:30 AM	More stops
29	Jan 15 2021 06:56 PM	N/A

Q8 Excel - NEEDED IMPROVEMENTS TO TRANSIT

Respondent #	Response Date	Responses
30	Jan 15 2021 02:19 PM	Don't need the transit system
31	Jan 15 2021 08:06 AM	None
32	Jan 14 2021 02:58 PM	Buses are clogging the streets with no one getting on or off. They are also creating more pollution driving around empty. Get rid of the bus system
33	Jan 14 2021 11:53 AM	Stop them! I see empty buses just driving around in circles!
34	Jan 14 2021 11:48 AM	I would like better connections to the Marta Rail System. A bus system in DC to support those who cannot drive would be very helpful.
35	Jan 14 2021 11:24 AM	Low priority, road improvements are needed first.
36	Jan 14 2021 11:22 AM	Stop wasting money on stupid projects, bike lanes are useless , the bus system is worthless and empty
37	Jan 14 2021 09:53 AM	Get rid of Bus routes totally commissioner Robinson should be using buses instead of Uber,
38	Jan 14 2021 09:51 AM	We need sidewalks and a Marta system
39	Jan 14 2021 09:26 AM	Less people
40	Jan 14 2021 09:23 AM	Eliminate the new local bus. No riders and enormous waste of money.
41	Jan 14 2021 09:16 AM	I don't believe that we should have buses in Douglas County. However, if you are going to have them, there should be garbage cans and there needs to be people that empty those garbage cans and clean the areas around them at least once per week!
42	Jan 14 2021 08:19 AM	none, at this time
43	Jan 14 2021 08:19 AM	Shut down the buses.
44	Jan 14 2021 08:12 AM	Rail & bus
45	Jan 14 2021 07:23 AM	Availability
46	Jan 14 2021 06:30 AM	Need major transit system. Douglasville connect unable to support growth of county. Better commuter bus options
47	Jan 14 2021 05:58 AM	Stop tractor trailer s from driving on secondary roads
48	Jan 14 2021 05:46 AM	Get rid of the buses
49	Jan 14 2021 03:28 AM	None
50	Jan 14 2021 12:51 AM	Bus to airport. Service within the county is not needed at all. Way too many buses out there now based on ridership
51	Jan 14 2021 12:49 AM	I wish they would service kings highway and subdivisions off kings highway
52	Jan 14 2021 12:15 AM	Smarter traffic light. Highway 5 and Douglas Blvd is a death trap that tempts people to run the light since they can sit there for more then 3 rotations and not get through from all the people cutting in line.
53	Jan 14 2021 12:01 AM	None
54	Jan 13 2021 11:57 PM	Bike lanes/sidewalks
55	Jan 13 2021 11:00 PM	Don't need them
56	Jan 13 2021 10:16 PM	Stop wasting tax money on public transit. Uber, Lyft, and taxi vouchers could be used to provide services to the disabled and elderly. Bus was a complete waste.
57	Jan 13 2021 10:05 PM	Need to service the whole county not just a select few. Wife is disabled and not driving. She would have to walk 2.5 miles to use a bus

Q8 Excel - NEEDED IMPROVEMENTS TO TRANSIT

Respondent #	Response Date	Responses
58	Jan 13 2021 10:05 PM	Get rid of the buses. Add more sidewalks, replace old existing stop signs
59	Jan 13 2021 10:03 PM	NONE!!!!
60	Jan 13 2021 09:55 PM	Need less
61	Jan 13 2021 09:51 PM	None
62	Jan 13 2021 09:30 PM	Perhaps frequency of the current busses that serve downtown Atlanta. However, I don't use them so I don't know what the actual frequency may currently be...it may be sufficient. Remove the local Douglasville busses that continue to maintain a very low ridership. They truly are not needed in this community. The monies dedicated to their services would be of much greater use to another more beneficial project.
63	Jan 13 2021 09:18 PM	Services for disabled and elderly
64	Jan 13 2021 09:05 PM	None
65	Jan 13 2021 09:04 PM	Get rid of
66	Jan 13 2021 08:47 PM	Get the empty buses off the roads that no k e rides.
67	Jan 13 2021 08:41 PM	Serve elderly and disabled more
68	Jan 13 2021 08:18 PM	Marta to east Douglas county and bus service into the core Bankhead areas
69	Jan 13 2021 08:15 PM	None, the ones we have are not being used.
70	Jan 13 2021 07:45 PM	Do away with the bus is it only provide for part of the county. Waste of money. Every time I see one there's only one or two people on them
71	Jan 13 2021 07:43 PM	Buses should not stop in traffic in front of the mall. No one is riding the buses anyway.
72	Jan 13 2021 07:12 PM	Not sure
73	Jan 13 2021 06:42 PM	Get rid of the horrific bus system that is not being utilized. I watch bus drivers sit with their doors open playing on their phones. This is all over the county. I have yet to see someone get on or off a bus. I'm ashamed of all you county commissioners for going against YOUR voters. Shame on you all. Your meeting are embarrassing to us all.
74	Jan 13 2021 06:22 PM	None no one uses the ones we have now.
75	Jan 13 2021 06:02 PM	Transportation for senior citizens. Traffic signals don't seem to be timed correctly. Too much traffic backup and intersections blocked!!
76	Jan 13 2021 05:44 PM	None tried tried it does not work
77	Jan 13 2021 04:45 PM	I think we have a good transit system now
78	Jan 13 2021 04:17 PM	Get rid of the buses, they are empty 80% of the time and when the taxpayer grant runs out, it will all be on the taxpayers of Douglas County.
79	Jan 13 2021 02:44 PM	Eliminate the buses that are severely underutilized and unnecessary
80	Jan 13 2021 02:21 PM	Buses aren't needed. Sidewalks help the problems that buses were supposedly trying to solve: safe transportation for lower income people, minimizing traffic congestion
81	Jan 13 2021 02:09 PM	Douglas County already GROSSLY mismanages it's funds. If new projects are being proposed, it should be to maintain what we have without sending our taxes through the roof AGAIN.
82	Jan 13 2021 02:08 PM	Get rid of buses
83	Jan 13 2021 02:08 PM	Dial-A-Ride!!!!

Q8 Excel - NEEDED IMPROVEMENTS TO TRANSIT

Respondent #	Response Date	Responses
84	Jan 13 2021 01:43 PM	Get rid of costly bus systems
85	Jan 13 2021 01:37 PM	None, don't think we need them. Costs for maintaining are high and not proven that DC needs.
86	Jan 13 2021 01:36 PM	None
87	Jan 13 2021 01:22 PM	Properly timed light to improve traffic flow. Current projects completed in a timely manner.
88	Jan 13 2021 01:13 PM	None
89	Jan 13 2021 01:03 PM	We need a transit service that is available on call to take people outside of the county to medical facilities
90	Jan 13 2021 01:03 PM	I support NO transit services in Douglas county
91	Jan 13 2021 12:49 PM	If we have to have buses make them on call not regular routes.
92	Jan 13 2021 12:43 PM	All areas not just Douglasville
93	Jan 13 2021 12:35 PM	None
94	Jan 13 2021 12:34 PM	Maintenance, upkeep, and improvements to existing roadways and intersections; diversification of travel options such bike lanes and sidewalks; and clear, strategic implementation of changes
95	Jan 13 2021 12:09 PM	Cut out the buses because NOBODY rides on them.
96	Jan 13 2021 12:03 PM	The current transit service is a drain on the local economy. There are not enough riders to make it viable
97	Jan 13 2021 12:02 PM	None
98	Jan 13 2021 12:01 PM	Keep it simple. Government, at all levels, likes to overthink and thereby overspend. Keep it simple.
99	Jan 13 2021 11:59 AM	NONE
100	Jan 13 2021 11:54 AM	Need more bus routes, especially to Bill Arp/Villa Rica.
101	Jan 13 2021 11:48 AM	Stop wasting money on buses.
102	Jan 13 2021 11:48 AM	Bus service to all residents of Douglas County—not just a selected area.
103	Jan 12 2021 10:41 PM	insure people w/o cars can get to work and stores and medical services.
104	Jan 12 2021 12:59 PM	The services needs to have more stops in the city and from city facilities/work places
105	Jan 12 2021 11:17 AM	I've seen the negative impact of bus services in both Fulton and Cobb County. I do not support furthering this service with our tax dollars.
106	Jan 12 2021 09:30 AM	Actual signage and service information
107	Jan 12 2021 09:29 AM	Safe, wide sidewalks for the walking communities... connect the sidewalks currently with in Douglasville, Lithia Springs , Villa Rica. Provide parking and promote walking plazas and trails/walk ways.
108	Jan 12 2021 07:49 AM	NA
109	Jan 12 2021 07:44 AM	None, discontinue it altogether
110	Jan 10 2021 06:00 PM	More options
111	Jan 09 2021 12:32 PM	Don't need.
112	Jan 09 2021 04:20 AM	They need to be reallocated to an Uber style service instead of buses
113	Jan 08 2021 10:48 PM	Transit should be provided in areas that have population density and a demonstrated need for transit service. Additionally, high quality service should be provided... <input type="checkbox"/>



Q8 Excel - NEEDED IMPROVEMENTS TO TRANSIT

Respondent #	Response Date	Responses
114	Jan 08 2021 10:38 PM	None
115	Jan 08 2021 05:12 PM	Unknown
116	Jan 08 2021 02:19 PM	don't know
117	Jan 08 2021 02:19 PM	better services to atlanta
118	Jan 08 2021 02:13 PM	We need to cut taxes and not keep spending money taxpayers do not have.
119	Jan 08 2021 02:52 AM	More park and rides for commuter and bus services
120	Jan 07 2021 02:25 PM	Reduce development to reduce traffic, keep rural areas rural, preserve more land/natural habitats, stop making roads wider, repair what we are already have.
121	Jan 07 2021 01:21 PM	None, we have no major need for a transit service.
122	Jan 07 2021 10:02 AM	We don't need transit services. The empty buses should be removed from the county and the funds spent on necessary items, including road repairs.
123	Jan 07 2021 09:51 AM	Medical services - facilities within and outside county
124	Jan 07 2021 08:36 AM	I do not use transit services
125	Jan 07 2021 08:34 AM	Do away with them.
126	Jan 07 2021 08:10 AM	the buses are a waste of taxpayer money. they only serve a specific area not all areas
127	Jan 07 2021 08:02 AM	Connection to rural areas that are food deserts, access to medical care
128	Jan 05 2021 11:15 AM	We need to do away with the Douglas County Transit buses. Waste of Tax payers money. There are plenty of car owners in the County
129	Jan 05 2021 06:03 AM	More bus stops
130	Jan 04 2021 04:24 PM	more bus stops on bankhead hwy
131	Jan 04 2021 01:19 PM	None.NO TRANSIT. NO BUSES
132	Jan 02 2021 06:58 PM	Immediately replace all publicly owned toxic and noisy internal combustion vehicles, especially diesel buses. They were obsolete the day they were bought.
133	Jan 02 2021 05:07 PM	Express Bus or local bus service to the University of West Georgia and the Hightower Marta station, including weekend service
134	Jan 02 2021 12:50 PM	We don't need transit services
135	Jan 01 2021 11:56 PM	None
136	Jan 01 2021 02:38 PM	Remove. Waste. Creating mini Fulton/Dekalb.
137	Jan 01 2021 09:24 AM	More options for safe public transit to both help minimize traffic/ car congestion. Also better connect county with the city or other areas people often have to commute to
138	Jan 01 2021 09:21 AM	None
139	Dec 31 2020 10:59 PM	Transportation from D'Ville to Atlanta
140	Dec 31 2020 10:18 PM	None needed. We do NOT need bus service. Keep a Atlanta in Atlanta
141	Dec 31 2020 09:51 PM	Repaving of, popular and high traffic, roads. For example, Vulcan Rd. leading from the rock quarry to Lee Rd. The poor attempts to fill the potholes are pointless.

Q8 Excel - NEEDED IMPROVEMENTS TO TRANSIT

Respondent #	Response Date	Responses
142	Dec 31 2020 09:07 PM	More buses out of the county, to connect to MARTA, or to go to the airport. Buses that run these routes on weekends and holidays. LESS buses that run through the county during weekdays with no one on them.
143	Dec 31 2020 08:21 PM	get rid of it
144	Dec 31 2020 08:18 PM	reduce the buses to FLEX routes ONLY, this would serve all citizens and SAVE wasteful spending; which is \$7.5 Mil PLUS with the addition of the increased pay to the probate judge even before she took office. This is literally HIGHWAY ROBBERY!
145	Dec 31 2020 06:35 PM	better safer drivers, more ridership
146	Dec 31 2020 06:24 PM	None
147	Dec 31 2020 06:05 PM	None. The buses already drive around empty or they sit idling. Huge waste of money. Commuter buses to Atlanta are available. I recommend encouraging carpooling.
148	Dec 31 2020 05:42 PM	Defund them all and stop wasting tax money. <input type="checkbox"/> Turn them over to private enterprise.
149	Dec 31 2020 02:17 PM	Not knowledgeable enough to make an educated suggestion.
150	Dec 31 2020 01:09 PM	The current Connect Douglas system does not provide transportation to ALL of Douglas County. It is severely limited. It does not address the needs of Disabled citizens unless they live less than a mile off a fixed route. Please study and learn from Carroll County's smart and successful on-demand ride service that supports every person in the similarly rural county.
151	Dec 31 2020 01:00 PM	No preference
152	Dec 31 2020 12:48 PM	Timing of traffic lights
153	Dec 31 2020 12:15 PM	Stops where people can actually use them and a stop for Commissioner Robinson to use
154	Dec 31 2020 12:15 PM	None. Transit service is not needed
155	Dec 31 2020 10:53 AM	Better road
156	Dec 31 2020 10:25 AM	None
157	Dec 31 2020 09:25 AM	We do not need a transit service in our county.
158	Dec 31 2020 09:20 AM	n/a
159	Dec 31 2020 09:05 AM	Better commute options for individuals who work in Atlanta, Marta train station, more Xpress buses on route to Atlanta and from Atlanta.
160	Dec 31 2020 08:55 AM	I don't use public transportation.
161	Dec 31 2020 08:51 AM	Get rid of the idiots making the current decisions.
162	Dec 31 2020 08:43 AM	N/A
163	Dec 31 2020 08:25 AM	schedules
164	Dec 31 2020 08:15 AM	Better judgement in what is really needed in the county
165	Dec 31 2020 08:08 AM	Passenger train service. <input type="checkbox"/> Eliminate fixed route bus service, replace with an on demand service.
166	Dec 31 2020 07:58 AM	The transit system is a waste of tax dollars. Should disband it and return tax dollars to the county treasury. <input type="checkbox"/>

Q8 Excel - NEEDED IMPROVEMENTS TO TRANSIT

Respondent #	Response Date	Responses
167	Dec 31 2020 07:52 AM	Eliminate the bus service in its present Configuration; the system would be much more economically beneficial and better utilized with a flex system .. reference Carroll County
168	Dec 31 2020 07:34 AM	Sidewalks and Road upkeep
169	Dec 31 2020 07:34 AM	Rail service to Atlanta
170	Dec 30 2020 10:08 PM	Unsure
171	Dec 30 2020 09:55 PM	Do we really need bus services? What are the ridership numbers?
172	Dec 30 2020 09:22 PM	Sidewalks near transit stops, covered shelters; lighting @ stops and safe locations
173	Dec 30 2020 09:19 PM	Xpress Bus station on Thornton or Rail service to Atlanta from Thornton
174	Dec 30 2020 08:50 PM	Rail connected to Marta would be best, more commuting Bus stations to the city,
175	Dec 30 2020 08:38 PM	Widening main roads to 2 lanes- primarily Riverside Parkway. Repairing roads from truck damage.
176	Dec 30 2020 06:07 PM	lighting improvement, reduce traffic congestion, better synchronization of traffic lights, improving roads leading to I20 including widening exits
177	Dec 30 2020 04:23 PM	Better access to transit services for those with disabilities
178	Dec 30 2020 03:11 PM	Service to the Marta Station, grocery store and rural areas further out.
179	Dec 30 2020 02:17 PM	Financial improvements and offering changes to ensure that the system is profitable or runs at a break-even.
180	Dec 30 2020 11:47 AM	More transit services access throughout the county
181	Dec 30 2020 12:31 AM	We need EV charging stations
182	Dec 29 2020 11:35 PM	Better routes, timing and service
183	Dec 29 2020 10:19 PM	Easier commute to Cobb / Fulton counties. Connections to Marta Train and other community hubs.
184	Dec 29 2020 10:01 PM	0
185	Dec 29 2020 09:32 PM	Widen Highway 5 and Chapel Hill Rd. The amount of congestion on those two roads does not make sense given the population of the city
186	Dec 29 2020 09:23 PM	Review routes and connections to other systems
187	Dec 29 2020 09:21 PM	Get rid of Connect Douglas
188	Dec 29 2020 04:58 PM	It needs to be taken away. It is just costing taxpayers money. It is not needed. There are cheaper ways to serve those that truly need help.
189	Dec 29 2020 04:45 PM	GET RID OF THE LOCAL BUSES , KEEP ONLY THE ONES GOING TO ATLANTA
190	Dec 29 2020 02:44 PM	GET RID OF THEM--NOT NEEDED in our community. Create an on-demand transit for medical needs only
191	Dec 29 2020 02:40 PM	None what we currently have is minimally utilized
192	Dec 29 2020 01:55 PM	Close the bus system. I has to be losing money.
193	Dec 29 2020 01:31 PM	None. Existing roadways are too congested to have public transportation
194	Dec 29 2020 01:20 PM	The fixed route buses do not accommodate all districts and all citizens. Why is there a bus stop on a major highway at a busy intersection. Bus stops should be out of the way in parking lots so you don't impede traffic.
195	Dec 29 2020 01:16 PM	Less trucks

Q8 Excel - NEEDED IMPROVEMENTS TO TRANSIT

Respondent #	Response Date	Responses
196	Dec 29 2020 12:46 PM	Mixed use trails like the Greenbelt in Carrollton or the Beltline in Atlanta would be fantastic
197	Dec 29 2020 12:44 PM	More stops
198	Dec 29 2020 12:37 PM	More clear/updated bus schedules, more walking/running areas
199	Dec 29 2020 12:15 PM	Eliminate it
200	Dec 29 2020 09:21 AM	More routes from Douglas County into Cobb & Fulton to reduce congestion & to transport citizens who do not otherwise have transportation.
201	Dec 28 2020 10:38 AM	None
202	Dec 28 2020 10:32 AM	Bus service
203	Dec 28 2020 08:41 AM	none, close it down. its costing more than it worth. We are paying for something that no one uses while furloughs with in our county. Make your employees happy that live and work in the county
204	Dec 24 2020 12:46 PM	sidewalks
205	Dec 24 2020 12:06 PM	Not sure
206	Dec 24 2020 08:34 AM	Expanded transit to and from Atlanta.
207	Dec 24 2020 08:29 AM	I don't think any at this time. We have the local transit service that appears fully operational and capable of meeting county demands in conjunction with Uber and Lyft services.
208	Dec 23 2020 06:02 AM	Needs to connect to Marta directly. Need another system that services the whole county like dial a ride
209	Dec 22 2020 02:58 PM	None
210	Dec 20 2020 07:29 AM	More buses a more rigorous schedule. Connectivity to Atlanta
211	Dec 17 2020 11:16 PM	Easy access
212	Dec 17 2020 09:03 PM	i don't use it
213	Dec 17 2020 12:15 PM	Bus service to reach out to more people who need it. Across the track, down Chapel hill Rd and down Hwy 5
214	Dec 17 2020 11:11 AM	Sidewalks, sidewalks, sidewalks. This can be handled by impact taxes on business or increasing the property tax to all county residents. This is necessary to keep our kids safe and take the county to the next level!
215	Dec 17 2020 09:30 AM	Pick up and drop off locations where the population that doesn't drive can actually access the buses
216	Dec 17 2020 08:23 AM	Stop wasting money on the under utilized bus system. Should have first started with a Dial-A-Bus program similar to Carroll County. Then after a few years it could be reevaluated.
217	Dec 17 2020 08:02 AM	don't use so can't comment
218	Dec 17 2020 07:34 AM	we need to connect the Marta Train system only
219	Dec 17 2020 07:15 AM	Time to move to different parts of the county. Too many transfers.
220	Dec 11 2020 02:51 PM	less overlapping routes, more route access in Winston and Villa Rica
221	Dec 11 2020 08:54 AM	More Express Bus locations or a Light Rail into Atlanta Metro.
222	Dec 11 2020 08:45 AM	We don't need buses
223	Dec 10 2020 03:57 PM	Better integration of vehicle, bike, trail traffic
224	Dec 10 2020 11:24 AM	Safe and more accessible throughout the county, esp for handicapped/disabled
225	Dec 10 2020 10:28 AM	Need better information on stop times

Q8 Excel - NEEDED IMPROVEMENTS TO TRANSIT

Respondent #	Response Date	Responses
226	Dec 10 2020 10:17 AM	Marta rail down I-20
227	Dec 10 2020 09:00 AM	Need to cover wider areas down 92, Chicago Ave, down Chapel Road, down Fairburn Rd. It would be nice if high schoolers could catch the bus to a job
228	Dec 10 2020 08:52 AM	Since we have to have bus routes now, change them to flex routes making them much more economical; by helping to reduce the county's \$1.7 million debt AND serving a greater number of residents in need of this service throughout the whole community of Douglas County.
229	Dec 10 2020 08:15 AM	We need increased ability to commute to Atlanta via public transportation. We also need more easily accessible public transportation within Douglasville/Douglas County.
230	Dec 10 2020 07:50 AM	None
231	Dec 10 2020 07:49 AM	More access to get to other locations in Metro Atlanta. I worked in Dekalb county and it would have taken me four different changes to get to work if used public transportation, and up to 3 hours one way.
232	Dec 10 2020 07:48 AM	Don't use so I don't know.
233	Dec 10 2020 07:47 AM	None.
234	Dec 10 2020 07:26 AM	stop the senseless bus system
235	Dec 04 2020 11:43 AM	Remove them.
236	Dec 04 2020 06:41 AM	tt
237	Dec 03 2020 07:42 PM	Evaluate after vaccines and people are back at work
238	Dec 03 2020 07:40 PM	Better bus routes and how to get around, accessible to Marta & Cobb County & better ways to pay the fare (electronic payment)
239	Dec 03 2020 07:22 PM	NA

Douglas County Comprehensive Transportation Plan (CTP) - Public Survey

**Q9: Please use the space below to add other comments or input.**

Answered 136  
 Skipped 143

Respondent #	Response Date	Responses
1	Jan 22 2021 10:21 AM	I have lived in Douglas County over 30 years and I have seen the growth of the County explode. It is a nice place to work and live. I would like us to be able to start working from a place that is proactive and not reactive. We always seem to be behind in planning for the future of the county which hurts us long term.
2	Jan 22 2021 10:13 AM	n/a
3	Jan 21 2021 02:42 PM	The more the county tries to be like Fulton county it will have crime like it.
4	Jan 21 2021 02:27 PM	No comment
5	Jan 21 2021 01:43 PM	Please review some of the traffic light signals that hold entirely too long or either too short of time. Fairburn road is a busy corridor and the light signals at Lee Rd. near Publix and Fairburn intersection need to be regulated better. Especially the turn lane signals.
6	Jan 21 2021 11:15 AM	Major improvements should be listed publicly and thorough vetting should be done to determine the effective use of tax monies The Comissioners investigation as to cost be made with regard to the fiscal year's budget. Th Board of Comissioners totally wasted a lot of tax payer money on personnelly vett ed
7	Jan 21 2021 09:38 AM	It is imperative that the roads which are full of potholes, sinkholes and torn-up lanes be repaved immediately.
8	Jan 21 2021 08:59 AM	Our commissioners waste so much money on needless projects and staffing.
9	Jan 21 2021 08:55 AM	Please add sidewalks on Lee Road from I-20 to Fairburn Road.
10	Jan 21 2021 08:46 AM	Please look at foot traffic and add sidewalks for safety.
11	Jan 20 2021 06:49 PM	Almost every day down the Brightstar connector we see people walking down or on their bike on the road, not using the sidewalk on either side, not using the sidewalk on Douglas blvd, nor on Chapel Hill. Every time we are out in Douglas we see this, so why keep adding or working on sidewalks. Learn from the Icey road disaster from years ago and make big trucks stay off the roads, or very least wear chains, & always keep right. Crack down on illegal car modifications. A 15-17 mile drive should not take 40 minutes, and that's with no accidents

Q9 DATA Excel - ANY OTHER COMMENTS

Respondent #	Response Date	Responses
12	Jan 19 2021 04:15 PM	The bus transit is a colossal waste of money. It should be disbanded.
13	Jan 17 2021 03:57 PM	Since we have one on Google main server to add free or low cost municipalWI-FI
14	Jan 15 2021 06:56 PM	We have a MAJOR litter problem that is extremely disconcerting. I don't know if there's anything within the transit plan that will help to mitigate this issue, but needs serious and immediate attention.
15	Jan 15 2021 02:19 PM	Worl to repair existing roads before building new ones
16	Jan 14 2021 04:14 PM	Who thought adding a Starbucks at Hwy 5 and Douglas Blvd was a good idea? Didn't anyone learn anything from the traffic nightmare at the Starbucks on Chapel Hill.
17	Jan 14 2021 02:58 PM	Contracts with Uber or Lyft and providing citizens in need with ride credit for those services could provide much more efficient travel solutions with less pollution and lower cost to the county
18	Jan 14 2021 11:53 AM	What happened to the money the Fed Gov gave us for Lee Rd widening? Guess you blew it too a long with all of our tax dollars!
19	Jan 14 2021 11:48 AM	Let's please protect our green spaces and emphasize recreational opportunities in Douglas County!
20	Jan 14 2021 11:24 AM	The HWY 5/Douglas Blvd intersection needs more land. New or reconstructed business are compounding the problem. More lanes are needed. Southbound is better, the other directions are bad. Limiting cross traffic turns within 200 ft of the intersection would help.
21	Jan 14 2021 09:53 AM	Get our government back to providing basic government services too much government makes too much waste
22	Jan 14 2021 09:23 AM	None.
23	Jan 14 2021 09:16 AM	Please do not put bus shelters. They will encourage homeless people to congregate and sleep there!
24	Jan 14 2021 08:12 AM	If you do not have a car, you are limited
25	Jan 14 2021 05:46 AM	The commissioners need to stop putting themselves first and start putting the community they work for first.
26	Jan 14 2021 03:28 AM	You have overdeveloped and overpopulated rural Douglas County
27	Jan 14 2021 12:51 AM	Ridiculous improvements at hwy 5 & douglas Blvd. Still a huge puddles by McDonald's. Too many driveways close to intersections throughout the county. Add a median from Applebee's to the park and ride. Add left turn arrow on Douglas Blvd at park and ride. Do things right the first time!

Q9 DATA Excel - ANY OTHER COMMENTS

Respondent #	Response Date	Responses
28	Jan 14 2021 12:15 AM	Stop letting under the table deals waste resources just to do useless road work that makes traffic worse. Like removing right hand turns and the death trap remodel of 166 that was fine for many years. Walk ways out in around elementary schools where they're not even allowed to walk to and from school. Majority of the roadwork done is done during core work hours and the workers have no concern of the traffic jams they cause. Road rage because of these decisions has become much worse and this is coming from someone who has lived in this county for 36 years.
29	Jan 13 2021 11:57 PM	Street lights on all main roads and congested roads
30	Jan 13 2021 10:16 PM	Banks Mill, pool Rd, 5, and Dorsett shoals must receive improvements.
31	Jan 13 2021 10:05 PM	Fix aging roadways, signs, better timing of lights at intersections, more sidewalks. Maybe a pedestrian bridge over the railroad tracks?
32	Jan 13 2021 09:55 PM	Traffic lights need to be in sync on all major roads
33	Jan 13 2021 09:18 PM	Stop paying for empty buses
34	Jan 13 2021 09:05 PM	Need right turn lane, hwy 5 north at Douglas Blvd.
35	Jan 13 2021 09:04 PM	Just fix the problems we have!!! Major roads need resurfacing
36	Jan 13 2021 08:47 PM	Fix the roads we have and stop trying to build something we do not need just so you can spend tax dollars.
37	Jan 13 2021 08:41 PM	NA
38	Jan 13 2021 08:18 PM	Would love to see Florence rd paved as I use it to cut through to Capps ferry and into Atlanta. Carrol county paved the little five notch portion several years ago.
39	Jan 13 2021 07:45 PM	Our basic roads are in horrible condition. So we don't need sidewalks we don't need bicycle trails. We need our roads taken care of it's like driving down a dirt road with potholes all in it. All over Douglasville
40	Jan 13 2021 07:43 PM	The intersection at hwy 5 and Douglas blvd is horrible.
41	Jan 13 2021 07:12 PM	Fix pot holes, repkace missing signs, erect leaning signs. Create teams to focus in OIT holes and sign issues
42	Jan 13 2021 06:42 PM	You all should resign. You are all horrible "leaders" and comparing yourselves to GOD is unacceptable
43	Jan 13 2021 06:22 PM	The commissioners n9to stop wasting money on the bus system that is not productive.
44	Jan 13 2021 06:02 PM	I moved here from Cobb county and first thing I noticed was lack of streetlights and traffic signals not timed properly
45	Jan 13 2021 05:44 PM	None
46	Jan 13 2021 04:45 PM	On more bikes on roads. I travel to Roswell frequently specifically the Martin Landing Chattahoochee River area. It is a mess with cars and bikes sharing the same two lane roads. Very dangerous for all.



Q9 DATA Excel - ANY OTHER COMMENTS

Respondent #	Response Date	Responses
47	Jan 13 2021 02:21 PM	We have been asking for sidewalks for years. Stop thinking of how you can make money, and think about how you can actually serve the citizens.
48	Jan 13 2021 02:09 PM	Sad to see how money is mismanaged and DC government employees are getting paid out the ears why money is mismanaged and our public servants are furloughed. It is a damn shame.
49	Jan 13 2021 02:08 PM	I think Douglas County is spending our tax money on the wrong projects
50	Jan 13 2021 01:03 PM	Entirely to much building in Douglas county with no concern to road wides
51	Jan 13 2021 12:34 PM	At the risk of rehashing old business, there were so many issues with the way the bus system was implemented that had little to do with the buses themselves. We have clear and present needs here in Lithia Springs that are not being met. I would like to not only see that remedied but also clear communication in the long term strategy of those fixes. I also do not want to see wider roadways because that encourages more traffic. Roadways will always fill to capacity, so the only way to provide traffic relief would be to diversify transportation options.
52	Jan 13 2021 12:09 PM	STOP WASTING TAXPAYER MONEY!!!!!!
53	Jan 13 2021 12:01 PM	Focus on repaving. Fairburn Rd needs to be resurfaced. There's a huge pothole on the side of Lee Rd. just north of the storage place. Old Chestnut Log Rd needs repaving.( The entire subdivision was repaved, that road was forgotten about) Old Lee Rd needs work done. The left turn lane from Fairburn Rd onto Lee Rd. needs to be expanded by at least 100 yard. Lee Rd needs to be expanded from Fairburn Rd to past the north entrance of the Publix shopping plaza to include left hand turn lanes from Lee Rd in that plaza.
54	Jan 13 2021 11:48 AM	Stop wasting taxpayers money on buses.
55	Jan 13 2021 11:48 AM	Dirt roads need to be widened and paved in all parts of the county. Some are only one lane wide. Almost impossible to meet an incoming care safely.
56	Jan 12 2021 11:17 AM	Please focus on the current roads and their upkeep. The potholes seem to be increasing rapidly.
57	Jan 12 2021 09:30 AM	Fill pot holes! Macintosh Road and 78 by the tracks, Ellis Street and Huey Road And just pave the roads in residential areas by the tracks
58	Jan 12 2021 09:29 AM	Perhaps less widening of roads and focus on generating more arteries to distribute traffic
59	Jan 12 2021 07:44 AM	Stop spending so frivolously. Taxes are too high already.

Q9 DATA Excel - ANY OTHER COMMENTS

Respondent #	Response Date	Responses
60	Jan 08 2021 10:38 PM	We desperately need better signal timing on highway 5, wider Chapel Hill Rd, sidewalks and bicycle lanes and trails
61	Jan 08 2021 05:12 PM	More continuous sidewalks please
62	Jan 08 2021 02:13 PM	There was a 20% increase in property taxes this year. Surveys about ways to spend money during a pandemic when people are scrapping by does not send a good message.
63	Jan 07 2021 10:02 AM	Too much spending on unnecessary things in the county. Roads are already not being maintained due to "lack of funds "
64	Jan 07 2021 09:51 AM	Completion of Lee Rd Conn would remove traffic from neighborhood streets
65	Jan 07 2021 08:34 AM	More emphasis (money) needs to be allocated for keeping our community safe and not trying to grow our community.
66	Jan 05 2021 06:03 AM	N/A
67	Jan 05 2021 01:58 AM	More bike trails, playgrounds and outdoor space is much needed to keep families. The green space is totally lacking in Douglasville.
68	Jan 04 2021 04:24 PM	PLEASE FINISH THE NEW PART OF HWY 92!!!!!!!
69	Jan 04 2021 10:03 AM	We do not want to become like Fulton or Dekalb
70	Jan 02 2021 06:58 PM	Judging by the survey, you are clueless about EVs.
71	Jan 01 2021 11:56 PM	Get rid of the buses. Waste of tax payer money.
72	Jan 01 2021 09:24 AM	N/a
73	Dec 31 2020 10:18 PM	Quit blowing money on frivolous projects. Use the money to fix our roads and not just patch them up!!
74	Dec 31 2020 09:51 PM	A better technique needs to be acquired to fill potholes where repaving is not necessary.
75	Dec 31 2020 09:07 PM	Too many driveway openings are allowed on busy roads. Put one entrance to a shopping center and provide connectivity within the shopping center. The Burlington shopping center is an example. Concrete Medians are needed on Douglas blvd from Lowe's to Home Depot. I prefer to shop out of this county because the traffic is so bad.
76	Dec 31 2020 08:21 PM	quit wasting our tax dollars
77	Dec 31 2020 08:18 PM	Only spend what you have not what you WISH you had. Directed specifically to District 2 Commissioner in charge of the FINANCE Committee! STAY WITHIN YOUR MEANS!!!!!!!
78	Dec 31 2020 06:35 PM	STOP SPENDING MONEY WE DON'T HAVE!
79	Dec 31 2020 06:05 PM	I would like to see the Hwy 92 project completed. If Douglasville officials have any influence with the state, please let them know that this is a concern. Tht project has been under way for years and is still not complete.

Q9 DATA Excel - ANY OTHER COMMENTS

Respondent #	Response Date	Responses
80	Dec 31 2020 05:42 PM	You people think money grows on trees. Find ways to spend less and save for the future.
81	Dec 31 2020 02:17 PM	Increase traffic light flow rates in current areas and time of day congestion areas.
82	Dec 31 2020 01:09 PM	The current Connect Douglas sytem does not provide transportation to ALL of Douglas County. It does not address the needs of Disabled citizens unless they live less than a mile off a fixed route. Please study and learn from Carroll County's smart and successful on-demand ride service that supports every person in the similarly rural county.
83	Dec 31 2020 01:00 PM	There are several key corridors and intersections that cause much congestion. Douglas Blvd at Hwy 5 is a disaster, and the recent work has not helped to alleviate Douglas Blvd backups. Also, Brightstar Rd at Douglas Blvd causes backups. Finally, I-20 from Thornton to Lee rd needs relief but is likely outside the scope of this effort. Thanks for allowing input.
84	Dec 31 2020 10:53 AM	None
85	Dec 31 2020 10:23 AM	Thank you. Please continue to pursue a positive, long term vision.
86	Dec 31 2020 09:25 AM	maintain the roads and bridges we have. stop with the waste of money on the "beautification" or the exit/on ramps. Use our money wisely and stop wasting it.
87	Dec 31 2020 09:20 AM	I don't see a huge use for mass transit, although everyone is always talking about it. I just want to see the "right" growth for the area and it done smartly.
88	Dec 31 2020 09:05 AM	Thank you for asking got our input!
89	Dec 31 2020 08:51 AM	What good is this survey when our elected officials will iPhone them and do what best suits their own agenda?
90	Dec 31 2020 08:25 AM	Build some sidewalks
91	Dec 31 2020 08:15 AM	Douglas County is beginning to look very run down and not a desirable place to live.
92	Dec 31 2020 07:58 AM	We are a rural county and we don't need more big government. Too many tax dollars have been wasted on this transit system. Only a few people utilize the system and it is not profitable. Transit dollars should be used to resurface our roads. Plain and simple.
93	Dec 31 2020 07:52 AM	Putting things in place that put the county in further debt is not beneficial to the citizens of Douglas County. It puts us in a financial bind which we are already in having a debt of \$1.7 million plus because of the additional monies added for the new probate judge. I Can't Spend more than I bring in why can the county do this? Because it's not their money but mine?

Q9 DATA Excel - ANY OTHER COMMENTS

Respondent #	Response Date	Responses
94	Dec 30 2020 10:13 PM	Add bike paths, sidewalks, and walking paths for the community
95	Dec 30 2020 10:08 PM	PLEASE by all means please please please widen Riverside Pkwy and NO MORE WAREHOUSES
96	Dec 30 2020 09:55 PM	No new taxes!
97	Dec 30 2020 09:22 PM	Riverside Parkway is in desperate need of revamping; the tractor trailers create an unsafe roadway for motorists. The intersection @ Thornton Rd needs widening to accommodate large trucks turning onto and leaving parkway. In addition, this intersection needs enhanced lighting @ night for visibility purposes. The roadway needs to be widen for safe turns from traveling east to turn left onto Thornton Rd.
98	Dec 30 2020 09:19 PM	Widen Riverside Drive and put a traffic light at Fairburn Road at Riverside Dr.
99	Dec 30 2020 08:38 PM	With so many trucks in the area and increased residential areas we need two lane roads to allow a better flow of traffic.
100	Dec 30 2020 06:07 PM	see above
101	Dec 30 2020 03:11 PM	Douglas County is growing and moving forward so it's a must that roadways improve as well as transportation. This will happen no matter the opposition so lets grow together to enhance.
102	Dec 29 2020 10:01 PM	Repair roads that are currently here and spend money wisely in traffic flow. Period. it's not brain surgery.
103	Dec 29 2020 09:23 PM	Improve all parks and amenities.
104	Dec 29 2020 09:21 PM	DC is declining
105	Dec 29 2020 04:45 PM	LISTEN TO WHAT THE PEOPLE WANT NOT WHAT THE BOC WANTS
106	Dec 29 2020 03:37 PM	Need passing lanes on 92 to get around trucks
107	Dec 29 2020 01:55 PM	Get rid of all Douglas County Commissioners except for Ann Guider.
108	Dec 29 2020 01:31 PM	The new bus service doesn't service the overwhelming majority of the county. Carroll county has a service that picks you up anywhere instead of running the same routes that don't help at all.
109	Dec 29 2020 01:20 PM	The roads need to be the main priority. Too much traffic.
110	Dec 29 2020 01:16 PM	Improve intersection of riverside dr and Thornton rd
111	Dec 29 2020 12:44 PM	Need more mixed use trails in and around the downtown area of Douglasville
112	Dec 29 2020 12:37 PM	NA

Q9 DATA Excel - ANY OTHER COMMENTS

Respondent #	Response Date	Responses
113	Dec 29 2020 09:21 AM	Please, please paint yellow stripes on the shoulder of the road leading from Maxham turning right onto Old Alabama Rd! Most drivers treat this small section of shoulder as a right turn lane when in fact it comes to an abrupt end just before a bus stop on Old Alabama Rd. I frequently see near misses in this spot. Drivers need to realize this is NOT. A turn lane!
114	Dec 24 2020 02:09 PM	There has been a significant increase in commercial traffic on Hwy 5. Needs either a turning lane or an added lane. Hwy 166 needs lighting.
115	Dec 24 2020 12:46 PM	no bus service needed
116	Dec 24 2020 12:06 PM	Several intersections need improvements such as bright star,hwy 5, veterans memorial intersection,also the John west, veterans memorial, and north and south baggett road needs improving and
117	Dec 24 2020 08:34 AM	I would say that prioritizing minority communities that do not have access to transportation is a priority. Increasing transit accessibility and improving pedestrian through ways should be high on the committee's list.
118	Dec 24 2020 08:29 AM	Sidewalks would be very important in the communities and possibly encourage more people to take walks and exercise knowing they have safe places to walk free of vehicle intrusion.
119	Dec 20 2020 07:29 AM	N/a
120	Dec 17 2020 11:16 PM	Streets Interesting sweet potato side dish 1 lbs potatoes 1 inch cubes 2 c frozen green beans 1 can black beans rinsed and drained 1 can vegetable broth or chicken broth 1 onion 2 tap Caribbean jerk seasoning 1tsp thyme Salt 1/4 1tsp cinnamon Street/roads in residential areas of county are in poor condition.
121	Dec 17 2020 10:15 AM	We need improvements on Poole road, exit 26. The tree roots are ruining the road and we have to try to avoid them increasing the risk of a crash. There are limited sidewalks and they are UNEVEN. I want to run outside but can't because cars have almost hit me several times, especially where there are no sidewalks up to Mirror Lake road. We want to be healthier but it's hard when we don't have access to good sidewalks.
122	Dec 17 2020 08:41 AM	We really need a right turn lane from HWY 5 N onto Douglas Blvd E. I see they are currently building there but I don't see any work being done to the sidewalk/lane. If it is not in the plans I hope that gets corrected soon.
123	Dec 17 2020 07:34 AM	I spend to much time in traffic, getting to work in the morning and even more time in the evening trying to get home

Q9 DATA Excel - ANY OTHER COMMENTS

Respondent #	Response Date	Responses
124	Dec 17 2020 07:15 AM	Increase ridership
125	Dec 10 2020 03:57 PM	County wide trail system and bike ways
126	Dec 10 2020 11:24 AM	Avoid the use of confusing and unfamiliar features such as roundabouts, jug handles, etc
127	Dec 10 2020 10:28 AM	Traffic is becoming a big issue in the county. It is at a point to where I will avoid going out at certain times. I will also avoid certain areas at certain times and will avoid a particular business because it is hard to get into or out of the location due to traffic congestion. Hwy 5 at Douglas blvd is the worst intersection in the county. Veterans Memorial needs to be widened because if there is ever an accident on I20 cars and trucks are moved to this surface street and traffic is unmoved for hours rendering the county effectively shutdown.
128	Dec 10 2020 10:17 AM	County is inept in programming traffic signals. At meeting years ago promise made to fix timing of stop lights on Chapel Hill Toad at Central Church and Willow Ridge; never done, no turn arrow, no control for fire station. Also, turn lanes on Chapel Hill never installed. New turn lane off I-20 onto Hwy 5 useless as installed; traffic still has to stop.
129	Dec 10 2020 09:00 AM	I'm glad to see D'VILLE with transportation. It gives people without a car a way to still get to work
130	Dec 10 2020 08:52 AM	Just because something has a grant doesn't mean we need the service. Not everyone has access to the internet or newspapers to get information. Everyone DOES get good old mail. Unfortunately most citizens don't know what is happening in DC until it is to late to TRY and voice their opinions/choices for something in this county. Just as they have done using mass mailings for ballot requests the county would benefit more from doing this with public meetings and ANY large projects(housing/townhouses/apartments/warehouses/manufacturing purposed. Just because it adds to the "tax base" does not mean it's what is good for or wanted by the citizens Despite what some county commissioners think what the county should become with only selected Portions of the county giving info. Mass mailings of this type would give you all of the counties the opportunity to contribute information equally and after all isn't equality in this county some thing we're trying to have?
131	Dec 10 2020 07:50 AM	None

Q9 DATA Excel - ANY OTHER COMMENTS

Respondent #	Response Date	Responses
132	Dec 10 2020 07:49 AM	Any transportation plans must consider environmental impact. If we add more sidewalks people can walk and bike ride easier. Maybe we then don't need as much widening of roads for vehicles and it's healthier for the community
133	Dec 10 2020 07:48 AM	Traffic lights need to be sycronized to improve traffic flow especially on Hwy 5 at I20
134	Dec 04 2020 06:41 AM	cc
135	Dec 03 2020 07:42 PM	Go ahead and start Marta part, it isn't going to get cheaper by waiting
136	Dec 03 2020 07:40 PM	I love in Lithia Springs. It wasn't an option. Thank you for holding this meeting.

# **Appendix J**

## **Public Survey**



Douglas County  
Comprehensive Transportation Plan

# Second Public Meeting

June 3, 2021



# AUDIENCE INSTRUCTIONS

- Event Time: **6:00pm – 7:30pm**
- Please use the **Q&A Section** to submit your project specific questions or comments. We will address as many questions/comments as time will allow.
- Your input is welcomed. Please participate in the **POLL QUESTIONS!**
- If you miss any details during the presentation, it will be posted on Douglas County CTP's project website.
- For additional information on the Douglas County CTP project visit, **[www.DouglasCountyCTP.com](http://www.DouglasCountyCTP.com)**



# TODAY'S AGENDA

- Introductions
- Meeting Objective
- Project Update
- Needs Identification
- Next Steps



# PROJECT TEAM INTRODUCTIONS



# Project Team

- Director of Transportation: Miguel Valentin
- County Project Manager: Jack Burnside
- Project Manager: Fabricio Ponce
- Highway Team Lead: David Pickworth
- Transit Team Lead: Jonathan Webster
- Project Team Member: Katrina Highsmith
- Project Team Member: Rachel Stanley
- Project Team Member: Michael Kray



# MEETING OBJECTIVE



# WHAT IS A CTP & WHY IS IT IMPORTANT?

- **CTP = Comprehensive Transportation Plan**
- **Creates a roadmap** for how Douglas County will invest in all modes of transportation over next 30 years
- Makes it easier to compete for **federal and state funding**, which can help Douglas County's local dollars go further
- **Opportunity to collaborate** with local, regional & state partners
- **It's about time!** Last CTP was updated in 2009.
- **To hear from you!** Will engage residents and stakeholders in shaping future of Douglas County



# MEET THE TEAM



Atlanta Regional Commission





# Meeting Objective

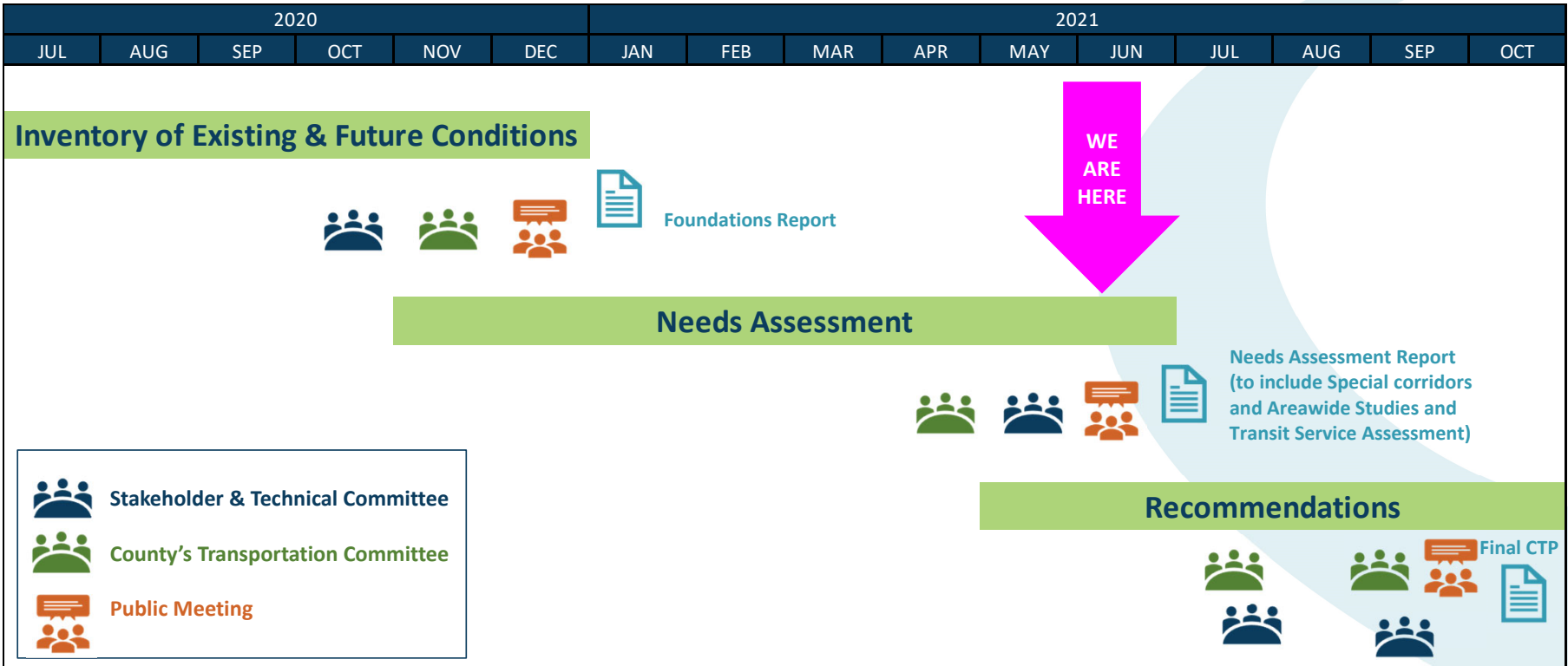
- Provide Project status update
- Present identified Needs for different CTP categories
- Compare Needs against current Revenue Forecasts
- Project Prioritization Process
- Next Steps



# PROJECT UPDATE



# WORK PLAN & SCHEDULE



# NEEDS IDENTIFICATION



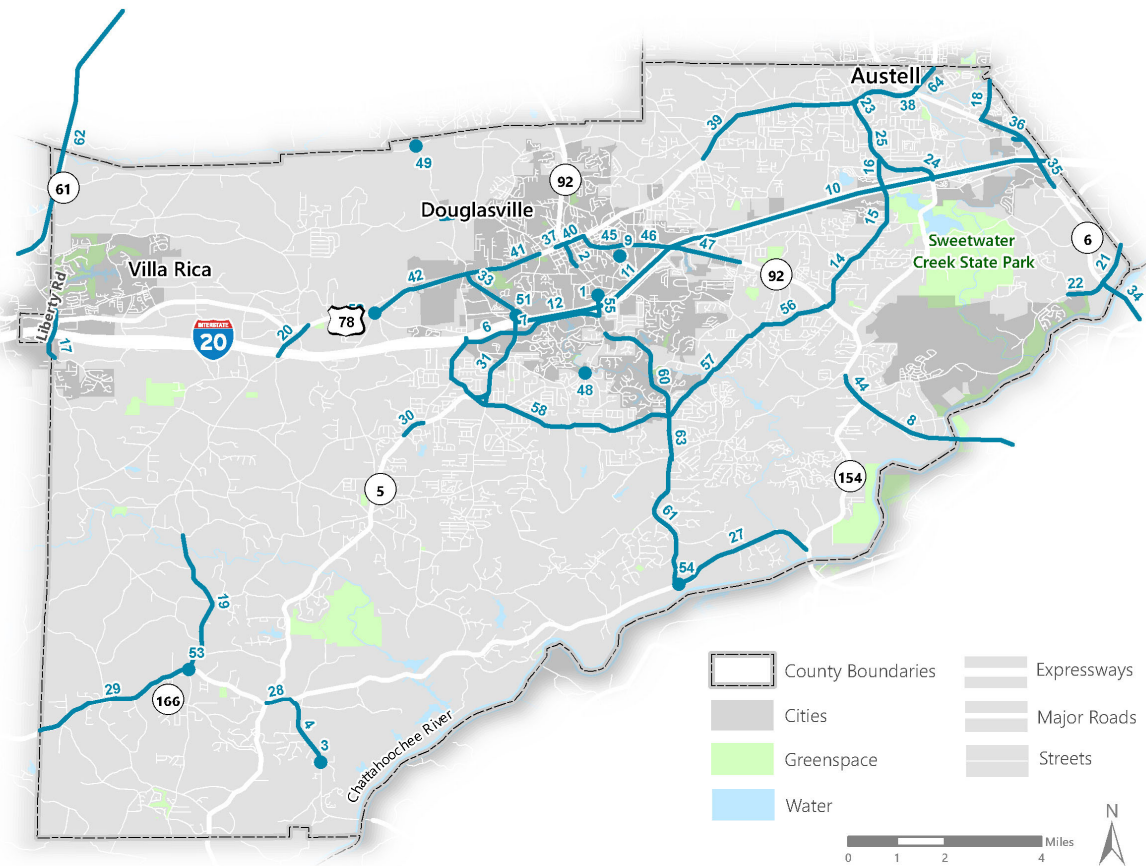
# NEEDS IDENTIFIED

- Roadways
- Maintenance
- Freight
- Active Transportation
- Corridor & Areawide Studies Specifics
- Funding
- Transit



# ROADWAY NEEDS

- Safety Improvements
- Operational Improvements
- Road Widening
- New Roads

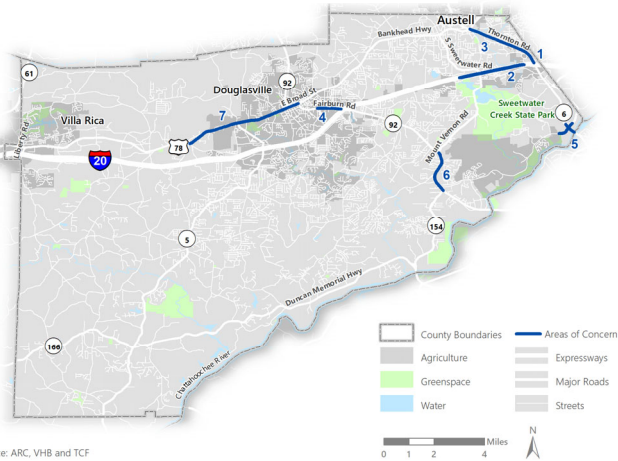


## ROADWAY NEEDS - Maintenance

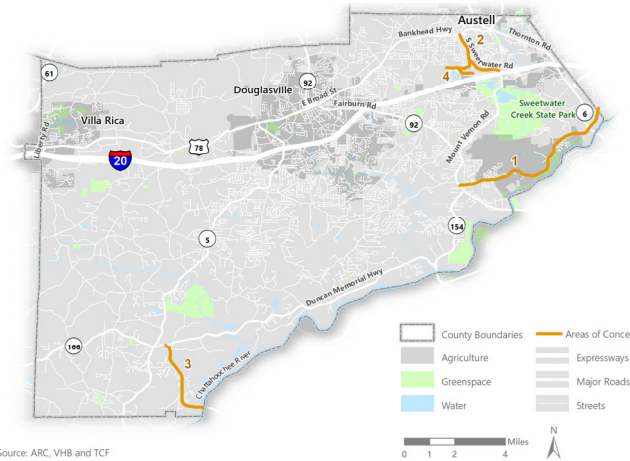
- 700 miles of roads (approx.)
- Currently:
  - \$3M/year
  - 16 to 20 miles/year
- Entire County: 40 years
- Ideally, maintenance every 10 to 20 years
- More robust maintenance program is needed

# FREIGHT NEEDS

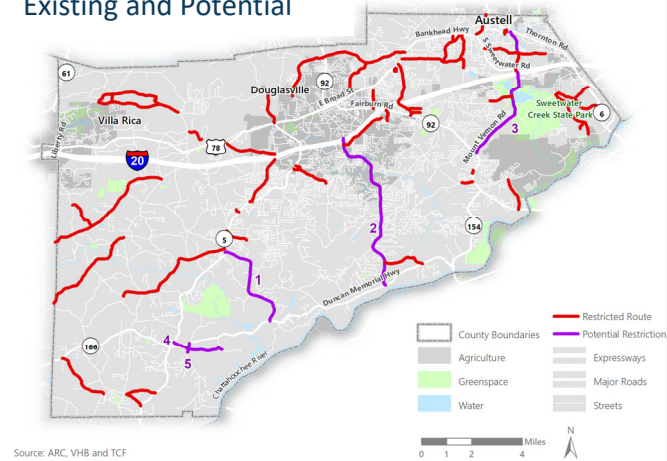
### Freight Crash Areas of Concern



### Community-Freight Conflict Areas



### Zone Prohibiting Trucks with more than six wheels Existing and Potential





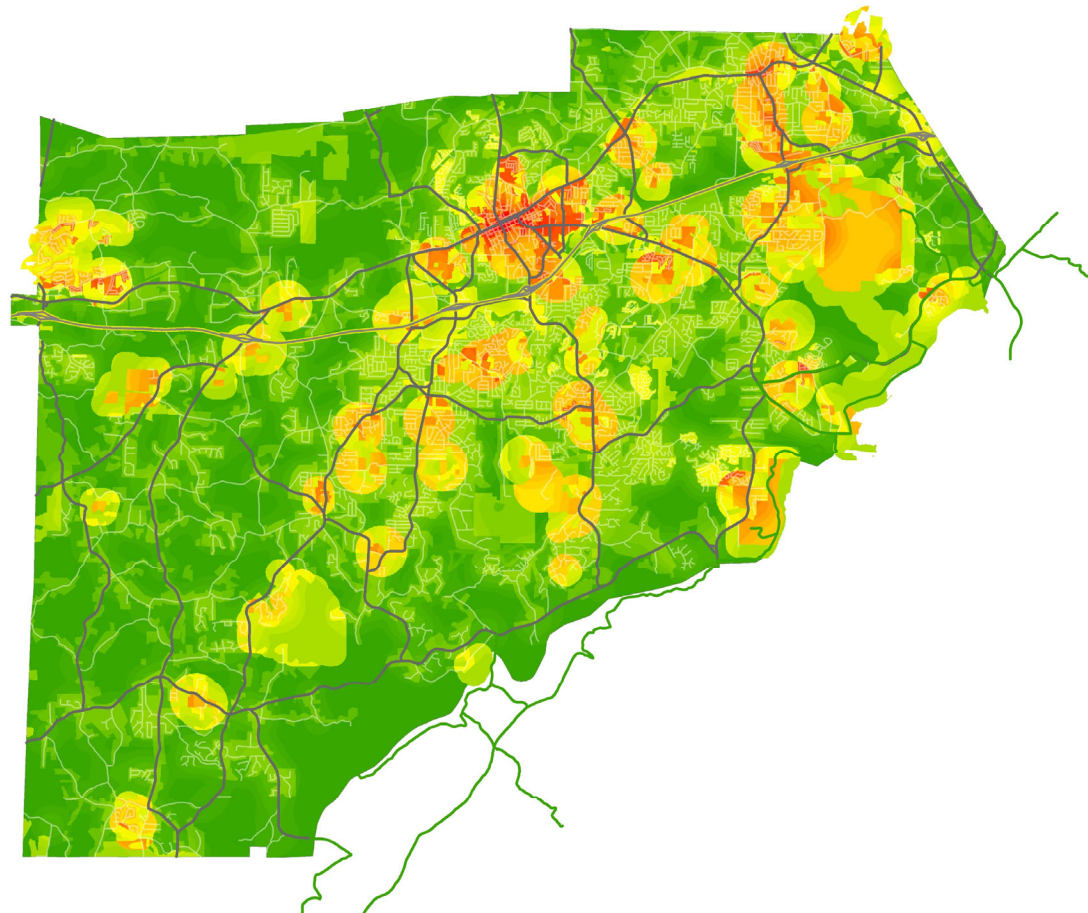
# Walking Propensity

## Methodology

- Intersection Density
- Land Use
- Pedestrian Crashes
- Schools and Parks

## Planned Connections

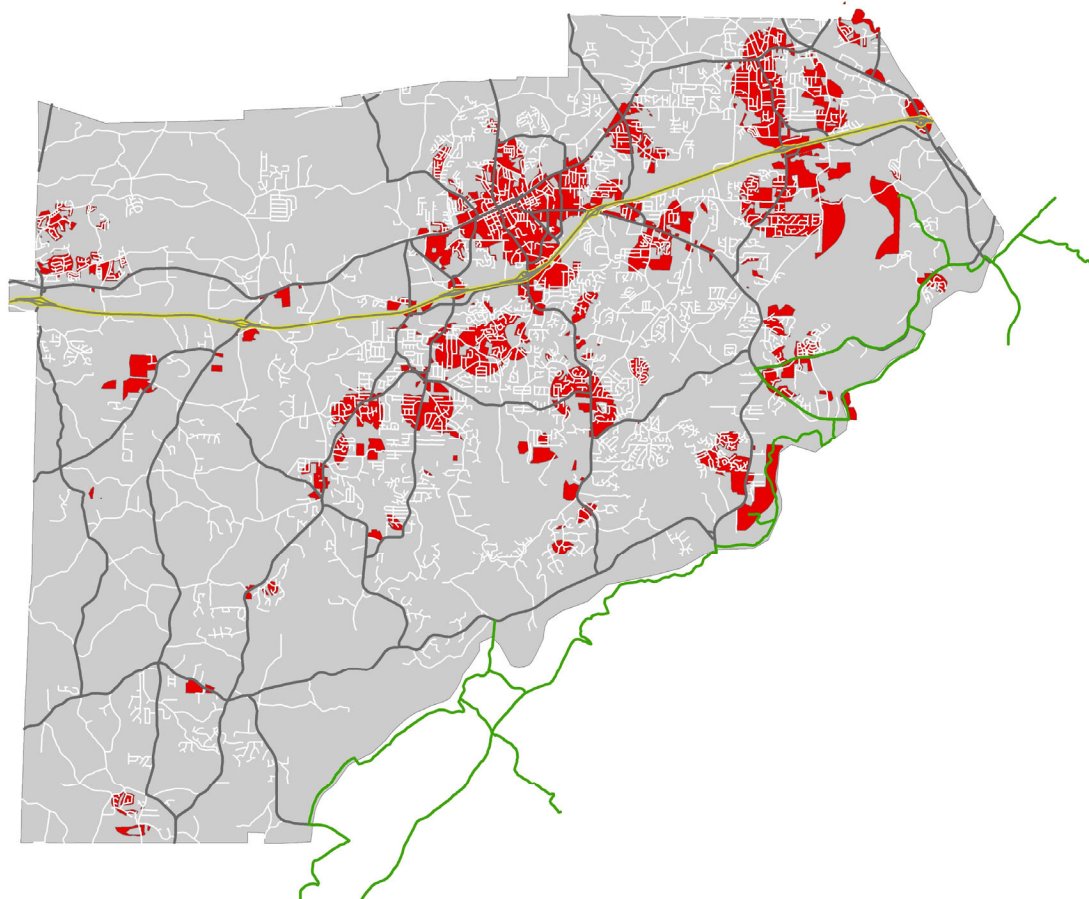
- Chattahoochee Riverlands Trail
- Sweetwater Creek State Park Trail



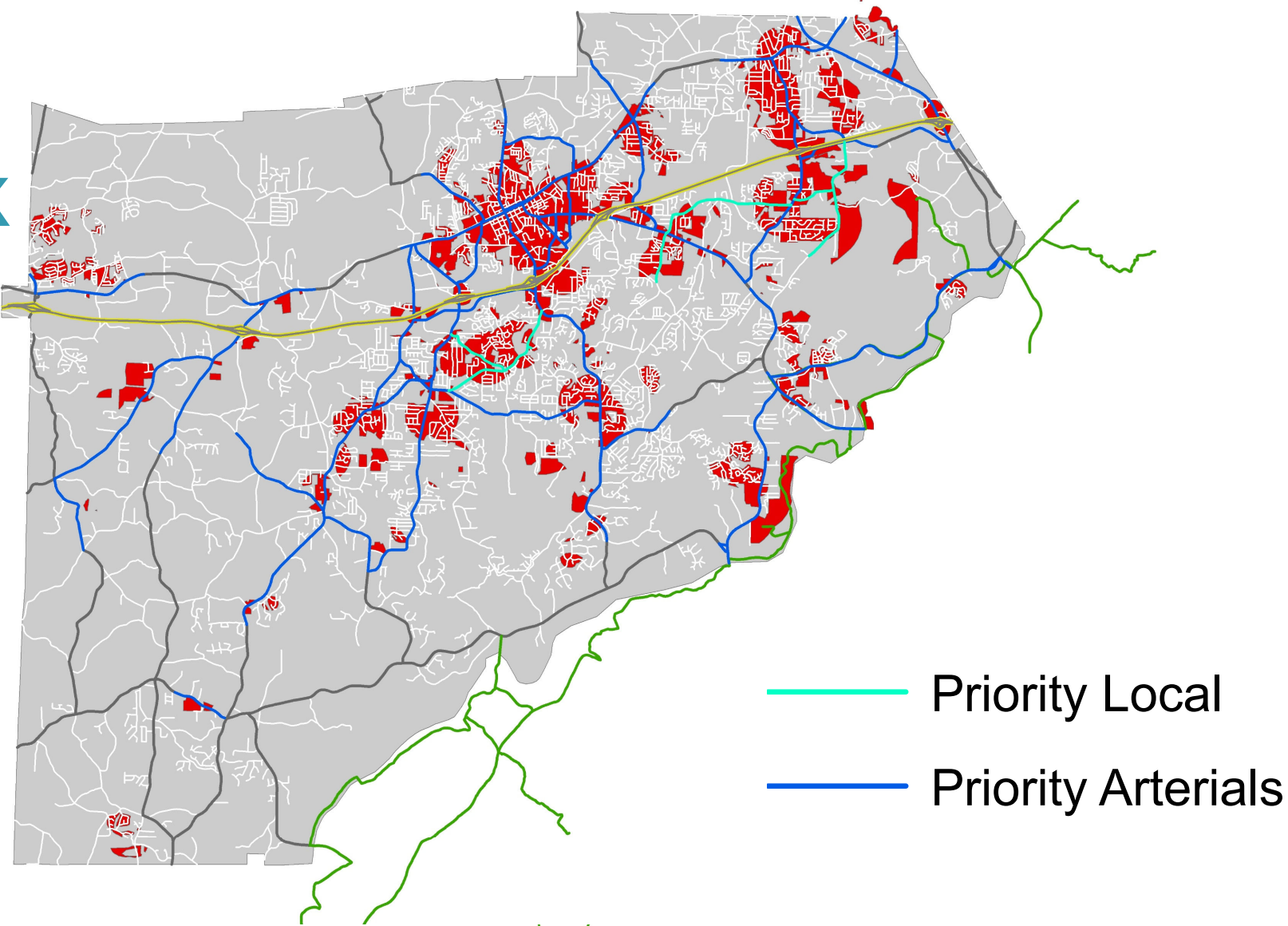
# High Propensity Areas

## Initial Observations


- Heaviest walking demand in Downtown Douglasville
- West Douglas county shows little walking demand
- Concentrated sidewalk investments (in high demand areas) could have big impact




# SIDEWALK NEEDS



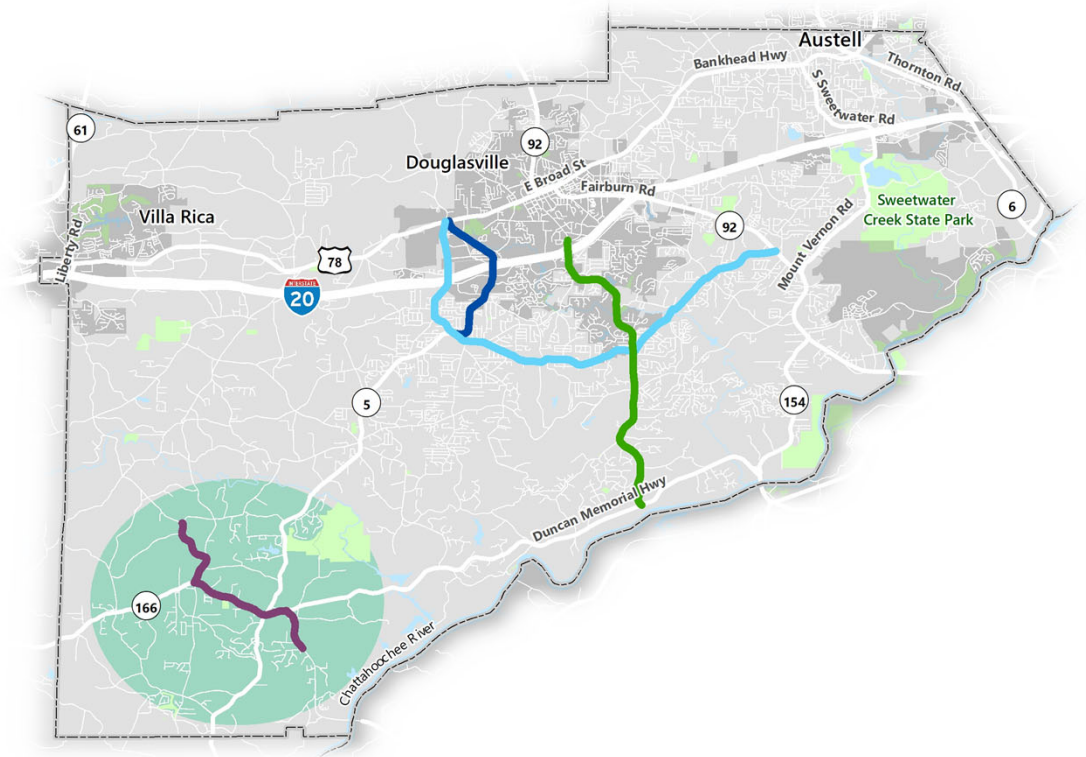
# CORRIDOR & SUBAREA STUDIES

 Lee Road Extension Corridor  
US 78/SR 8 to SR 92/Fairburn Road

 SR 5 Corridor  
US 78/SR 8 to Central Church Road

 Chapel Hill Road Corridor  
Hospital Drive to SR 166/Duncan Memorial Highway

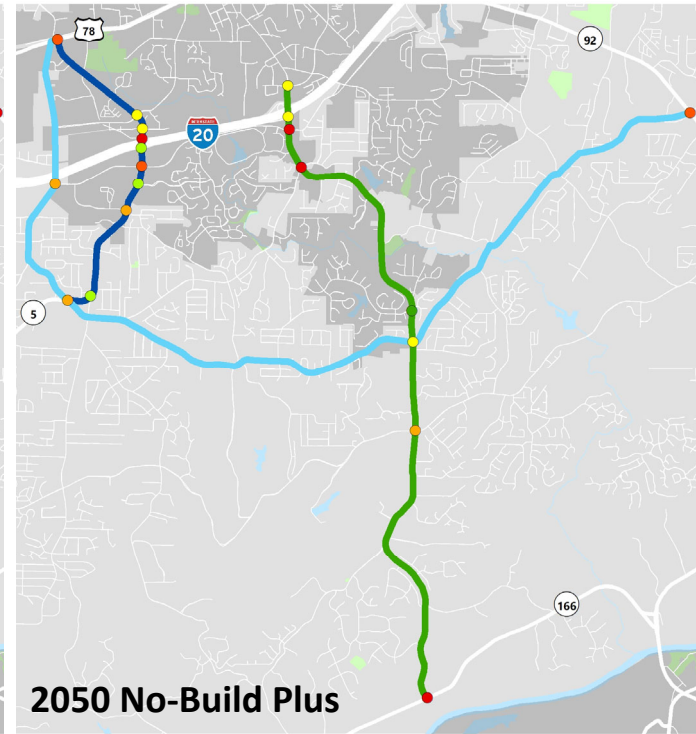
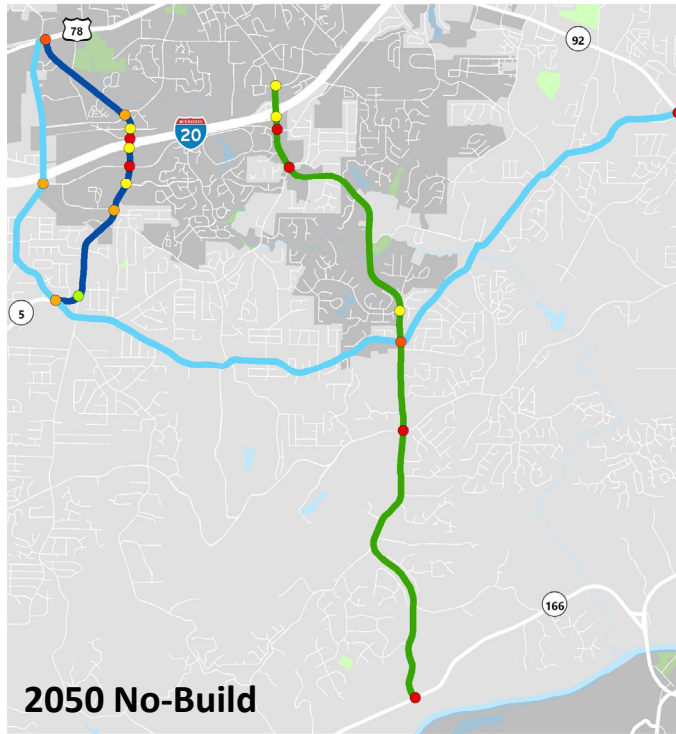
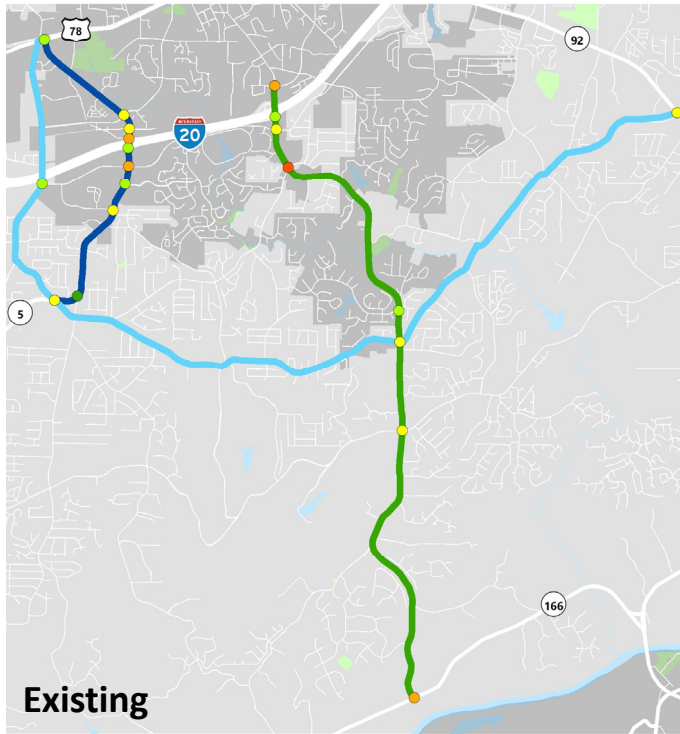
 Capps Ferry to Liberty Road Sub-Area



# CORRIDOR STUDIES PROCESS



# CORRIDOR STUDIES INITIAL FINDINGS



PM Level of Service

- |     |     |     |
|-----|-----|-----|
| ● A | ● C | ● E |
| ● B | ● D | ● F |



# CORRIDOR STUDIES INITIAL FINDINGS

Planned Long Term Widening on each of the three corridors address some of the anticipated operational deficiencies. Locations that will likely need additional improvements include:

## LEE ROAD EXTENSION

- SR 92

## SR 5

- US 78
- I-20 RAMPS
- DOUGLAS BLVD.

## CHAPEL HILL

- DOUGLAS BLVD
- STEWART MILL ROAD

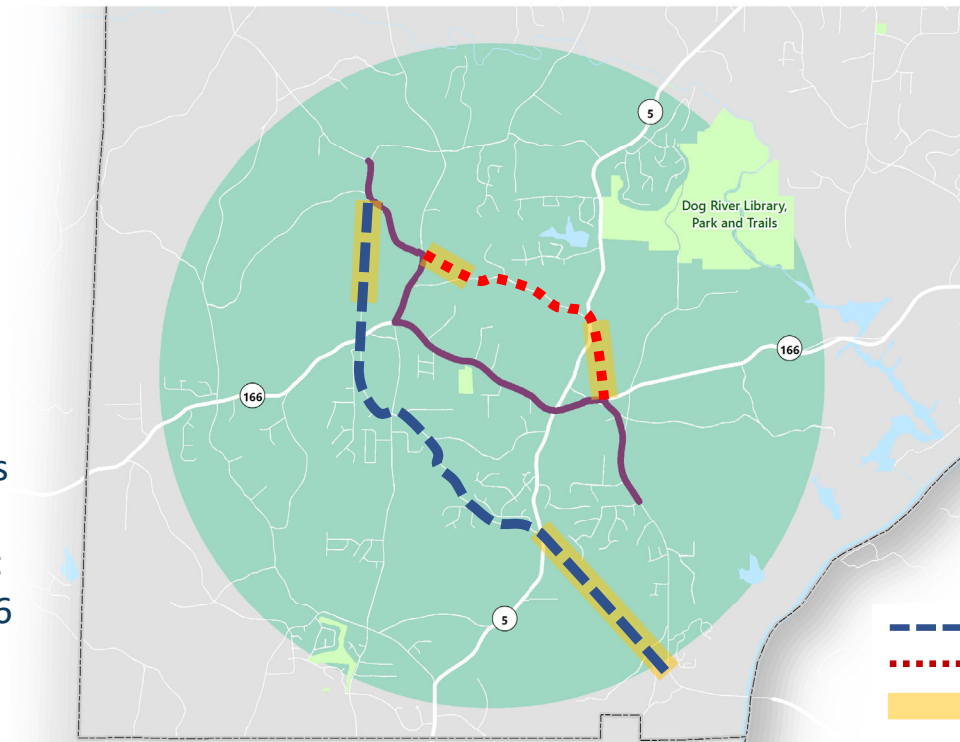
# SUBAREA STUDY FINDINGS

## Two Analysis Methods

1. Sketch Travel Demand Modeling
2. Review of Foxhall DRI forecasts

## Conclusions

- New alignment likely to attract less than 10,000 vpd.
- Most effective for spot improvements to address:
  - Most critical: NBL/EBR at Capps Ferry @ SR 166
  - Other potential improvements:
    - SBL/WBR at SR 5 @ SR 166
    - SBL/WBR at Post Road @ SR 166

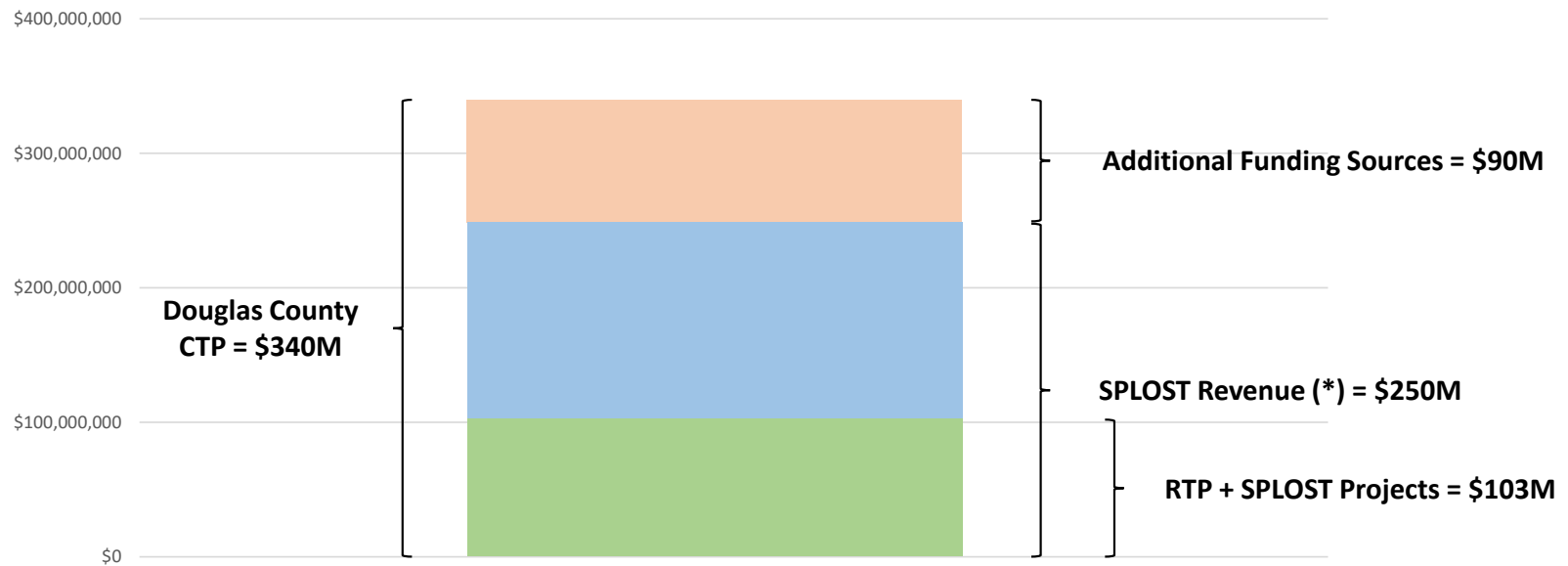


- Potential Alignment #1
- Potential Alignment #2
- New Location Areas



# COST ESTIMATES – REVENUE FORECAST

LOCAL FUNDS – Through 2050

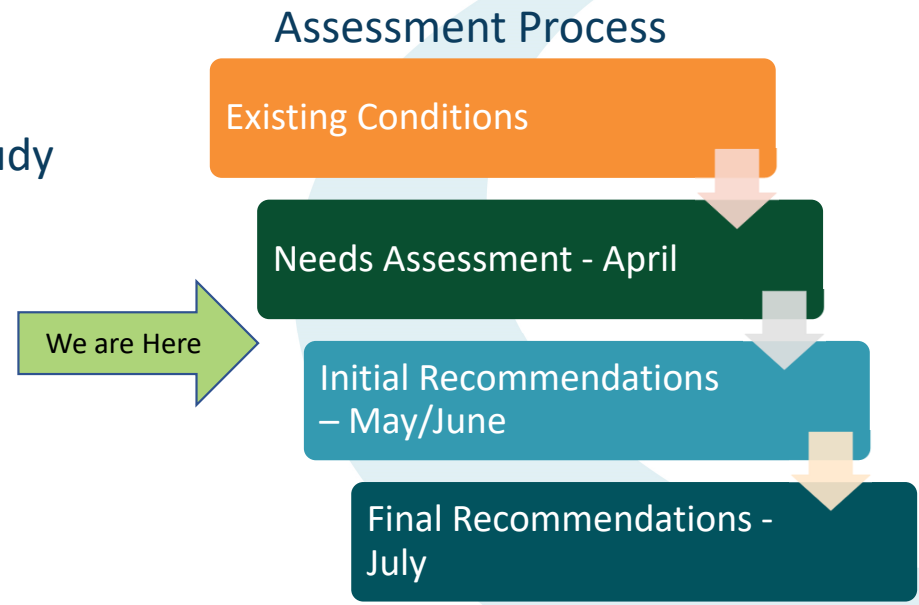


(\*) It assumes SPLOST continues to 2050

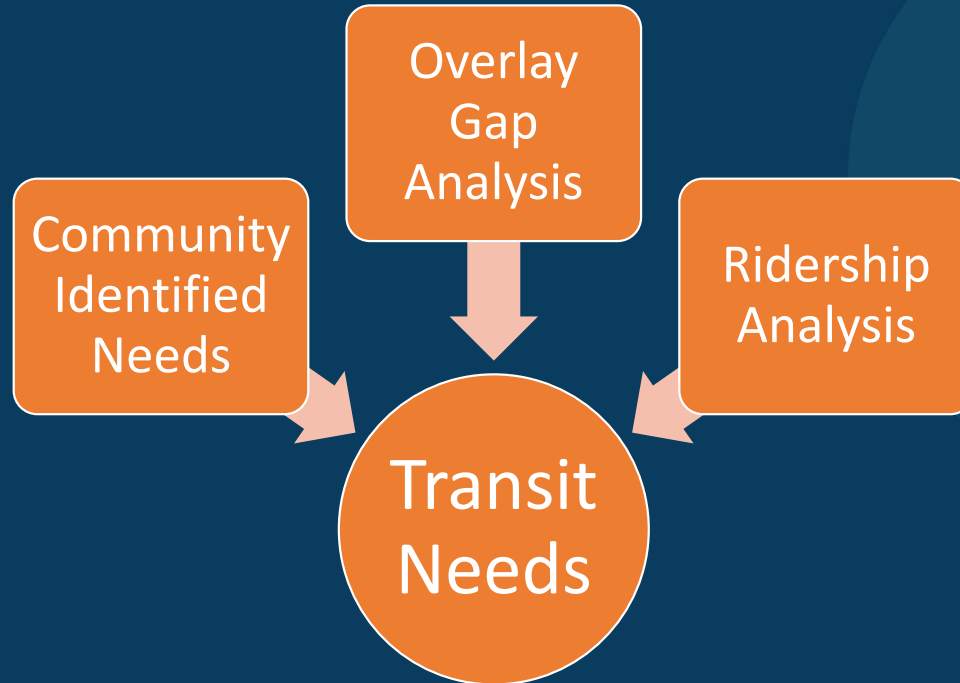


# TRANSIT SERVICES ASSESSMENT

- Special focus of Douglas County CTP Update
- Update to the 2016 Transportation Services Study
- Assessment of current transit needs:
  - Existing route coverage
  - Service to different population groups
  - Ridership and productivity
  - Service span
  - Regional transit connections
  - Transit amenities
- Assessment process and schedule



# OVERVIEW OF TRANSIT NEEDS



## COMMUNITY IDENTIFIED NEEDS – GENERAL THEMES

- Improvements to the existing transit offerings
- Countywide demand-response service
- Fixed-route improvements & additional service
- Fixed-route perception
- Post COVID-19 assessment
- Additional Regional connections
- Last-mile/first-mile connections



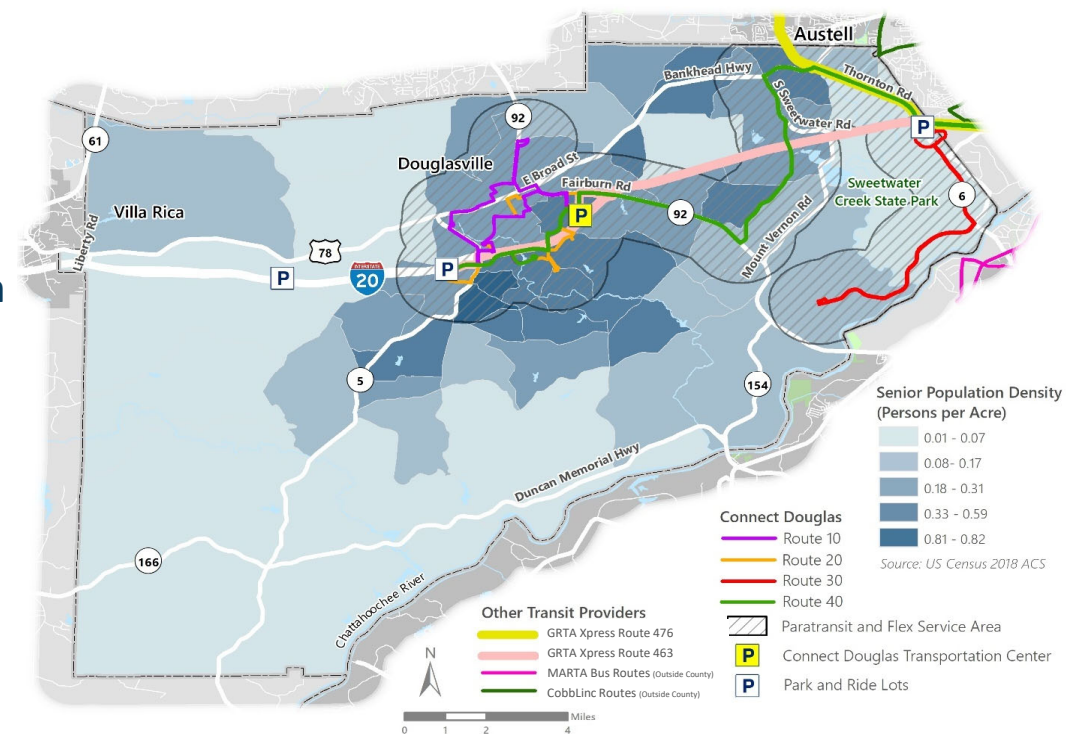
## COMMUNITY IDENTIFIED NEEDS – COUNTYWIDE ON-DEMAND

- West Douglas: demand-response service preferred
- Services for all Douglas County residents
- Better serve elderly and disabled persons
- On-demand service that does not require an advanced reservation (Uber/Lyft type)



# OVERLAY GAP ANALYSIS

- Existing transit services - population – employment - demographic data
- Service Assessment:
  - Existing population and employment centers
  - Projected population and employment growth
  - Transit reliant population groups
    - Seniors
    - Disabled individuals
    - Low-income households
    - Zero-car households

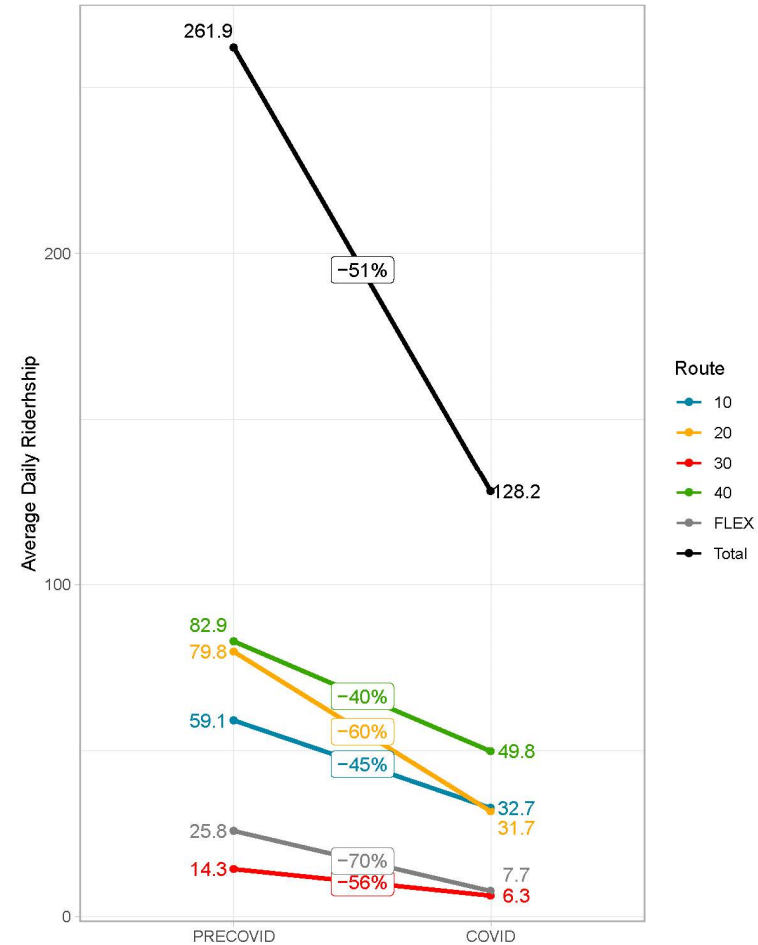


# RIDERSHIP ANALYSIS – COVID-19 IMPACTS

- Average daily ridership on Connect Douglas has declined by 51 % due to the COVID-19 pandemic
- Largest decline seen in Flex service (-71%) and lowest in Route 40 (-40%)
- Eight months of service before COVID-19 impacts on ridership
- Typically allow for two years of service before conducting a transit assessment

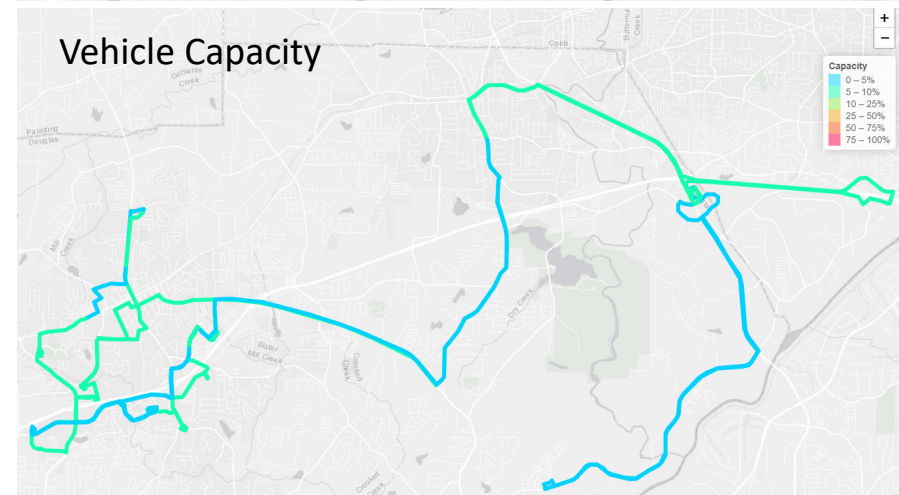
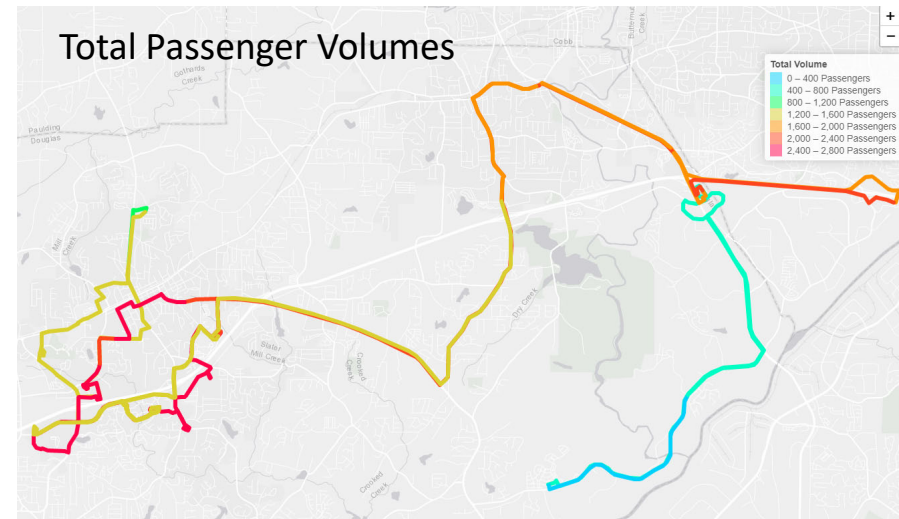


Douglas Connect Average Daily Ridership PRECOVID vs COVID



# RIDERSHIP ANALYSIS – FIXED ROUTE

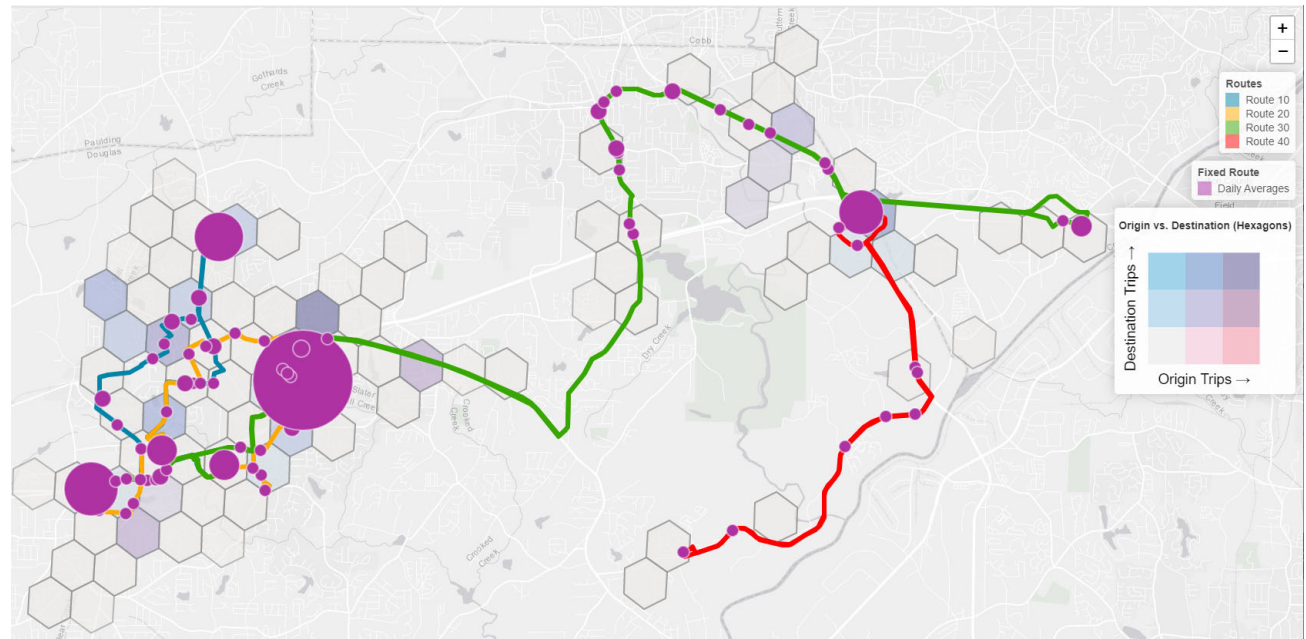
- Data visualization tool – [https://vhb-transportation.shinyapps.io/Douglas\\_Connect/](https://vhb-transportation.shinyapps.io/Douglas_Connect/).
- Analyzed Pre-COVID and COVID impacted
- Highest ridership on Route 20 and lowest on Route 30
- Systemwide low passenger loads and low vehicle capacity use





# RIDERSHIP ANALYSIS – BUS STOP AND FLEX SERVICE

- Daily average bus stop activity (ons/off)
- Heatmap of Flex trip origins and destinations
- Filter Flex trips by trip purpose and mobility status
- Utilize data tool to identify service recommendations to increase ridership and improve system efficiency



# TRANSIT NEEDS OVERVIEW

- Consider expanding transit offerings to serve more county residents
- Improve service to transit reliant population groups (disabled, seniors, low-income persons)
- Improve regional transit connections and seamless fare system integration
- Evaluate service improvements to fixed-route bus (expanded route network, improved headways, bus stop amenities, route modifications)



# Prioritization Process



# Poll Question #1 - Which option would be your 1<sup>st</sup> priority, 2<sup>nd</sup>, and 3<sup>rd</sup>?

1. Improving key intersections, adding turn lanes, and traffic signals when warranted
2. Road maintenance, resurfacing, striping, signage
3. Making our roadways safer
4. Widening major roadways corridors to allow more vehicles
5. Preserve the environment



## Poll Question #2 - Which option would be your 1<sup>st</sup> priority, 2<sup>nd</sup>, and 3<sup>rd</sup>?

1. Highway 5
2. Chapel Hill Road
3. Highway 92
4. Lee Road
5. Highway 78

## Poll Question #3 - Which option would be your 1<sup>st</sup> priority, 2<sup>nd</sup>, and 3<sup>rd</sup>?

1. Improve traffic congestion
2. High crash locations
3. Incentivizes Economic Development
4. Improves connections between community facilities
5. The project likely going to have negative impacts on unique environmental or historic places
6. How many people will benefit from the project
7. Improvement to the bicycle/pedestrian environment
8. Project is part of the National Highway System or a freight corridor



# NEXT STEPS



## WHAT'S NEXT?

- Needs Assessment Report
- Project Prioritization
- Funding Scenarios & Strategies
  - Transportation Committee - July 2021
  - Stakeholder & Technical Committee Meeting – August 2021
- Recommendations
  - Transportation Committee - August 2021
  - Stakeholder & Technical Committee Meeting – September 2021
  - Third Public Meeting – September/October 2021





# COMMENTS/QUESTIONS



2021

**Douglas County CTP Public Meeting – Event Summary Report**



**Douglas County**  
Comprehensive Transportation Plan

Katrina Highsmith  
THE COLLABORATIVE FIRM  
6/17/2021

# EVENT SUMMARY REPORT

## Virtual Public Meeting

Thursday, June 3, 2021 - 6:00 PM

### TABLE OF CONTENTS

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## OVERVIEW

Douglas County is updating its Comprehensive Transportation Plan (CTP) for the first time since 2009. The CTP will accomplish these stated goals:

- Create a roadmap for how Douglas County will invest in all modes of transportation over next 30 years
- Make it easier to compete for federal and state funding, which can help Douglas County
- Ensure the County's local dollars go further
- Provide opportunities to collaborate with local, regional & state partners

## OUTREACH ACTIVITIES

The Collaborative Firm (TCF) coordinated the 2<sup>nd</sup> virtual community meeting using the Zoom Webinar platform, which enabled community members to watch and listen to a live presentation about the future transportation priorities of the county. TCF coordinated and managed event registration which included questions that assessed the location and travel patterns of the registrants. For the live webinar presentation, TCF provided audience guidelines to manage event expectations, setup and launched poll questions, and facilitated the question-and-answer segment of the meeting.

To increase public awareness and encourage participation, TCF conducted the following outreach activities for the live meeting:

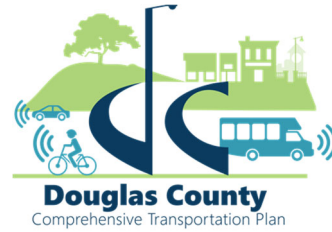
- Created promotional materials (event flyer, social media content)
- Connected with community partners throughout the county and cities (Austell, Douglasville, Villa Rica) to request support with promoting the meeting via message boards, email newsletter, and social media platforms
- Distributed the meeting information on TCF social media platforms (Facebook, Twitter, and LinkedIn)
- Teamed with Douglas County Communications to livestream the meeting on Facebook
- Drafted and distributed an event press release to local media outlet (Douglas County Sentinel)

## **PRESENTERS & FACILITATORS**

### **PRESENTERS:**

**MIGUEL VALENTIN**

Director of Department of Transportation



**FABRICIO PONCE**

VHB, Project Manager



**DAVID PICKWORTH**

VHB

**MICHAEL KRAY**

POND



### **FACILITATORS:**

**KATRINA HIGHSMITH**

The Collaborative Firm



**RACHEL STALEY**

The Collaborative Firm

## REGISTRATION & ATTENDEE REPORTS

This event was presented using Zoom Webinar. In comparison to the first community meeting held on December 3, 2021, a total of 53 people registered and 35 participated in the live meeting (32 online and 3 by phone). The second virtual community meeting held on June 3, 2022, was comprised of 58 registrants, of which 34 participated in the live meeting (30 online and 4 by phone).

Questions were asked to registrants during the registration process to gauge general information about the audience. Shown below are the registration questions and a summary of the responses received from event registration data.

**Q1: In what CITY do you reside?**

CITY - Total Registrants	#
Atlanta	10
Auburn	1
Austell	2
Carrollton	1
Douglasville	20
Duluth	1
East Point	2
Fort Washington	1
Johns Creek	1
Kennesaw	1
Lawrenceville	1
Lilburn	1
Lithia Springs	4
Madison	1
Marietta	1
Palmetto	1
Peachtree Corners	1
Rex	1
Smyrna	2
Snellville	1

Somerset	1
Tyrone	1
Villa Rica	2
TOTAL	58

- Most registrants live in the City of Douglasville.

**Q2: Do you work INSIDE or OUTSIDE Douglas County?**

RESPONSE OPTIONS:	#
I work INSIDE Douglas County.	25
I work OUTSIDE Douglas County.	36
TOTAL	61

- Over half of the registrants work outside Douglas County. **Three registrants answered they lived inside and outside Douglas County resulting in 61 total responses.**

**Q3: In what COUNTY do you reside?**

RESPONSES RECEIVED:	#
Austell	1
Carroll	1
Cobb	4
DeKalb	1
Douglas	26
Fayette	1
Forsyth	1
Fulton	10
Gwinnett	4
Madison	1
Paulding	1
Somerset, NJ	1
Other	6

**Q4: How long is your commute (one way)?**

<b>RESPONSE OPTIONS:</b>	<b>#</b>
15-30 minutes	18
30-60 minutes	17
Less than 15 minutes	19
More than 60 minutes	4

- Commute times varied with most registrants mostly commuting between less than 15 minutes up to 60 minutes one way.



# EXHIBT A: PRESENTATION

## EVENT AGENDA

- I. Introductions
- II. Meeting Objective
- III. Project Update
- IV. Needs Identification
- V. Next Steps



A copy of the presentation can be accessed here: [Project Resources \(douglascountycctp.com\)](http://douglascountycctp.com)

## EXHIBIT B: POLL QUESTIONS

### ***Now... Let's Hear From You!***

During the presentation, attendees were invited to participate and answer several polling questions for the purpose of encouraging real-time feedback on the county's prioritization process. Participation was optional and not all attendees responded to every question. Below are the questions and summaries of the responses that were provided.

**Poll Question -“Based on the responses below, which option would be your 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> priority for the county?”**

Most attendees selected *improving key intersections, adding turn lanes, and traffic signals when warranted* as their first priority; *road maintenance, resurfacing, striping, signage* as their second priority; and, *widening major roadways/corridors to allow more vehicles and making our roadways safer* were fairly close as their third priorities for the county.

Douglas County  
Comprehensive Transportation Plan

Based on the responses below, which option would be your 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> priority for the county?

1. Improving key intersections, adding turn lanes, and traffic signals when warranted
2. Road maintenance, resurfacing, striping, signage
3. Making our roadways safer
4. Widening major roadways corridors to allow more vehicles
5. Preserve the environment



**Poll Question -“Based on the responses below, which option would be your 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> priority for the county?”**

Most attendees selected Chapel Hill Road as their first priority, Highway 5 as their second, and Lee Road as their third priority for the county.

Based on the responses below, which option would be your 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> priority for the county?

1. Highway 5
2. Chapel Hill Road
3. Highway 92
4. Lee Road
5. Highway 78



**Poll Question -“Based on the responses below, which option would be your 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> priority for the county?”**

Most attendees selected *improve traffic congestion* as their first priority, *high crash locations* as their second, and *improvement to the bicycle/pedestrian environment* as their third priority for the county.

Based on the responses below, which option would be your 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> priority for the county?

1. Improve traffic congestion
2. High crash locations
3. Incentivizes Economic Development
4. Improves connections between community facilities
5. The project likely going to have negative impacts on unique environmental or historic places
6. How many people will benefit from the project
7. Improvement to the bicycle/pedestrian environment
8. Project is part of the National Highway System or a freight corridor



## EXHIBIT C: QUESTIONS AND ANSWERS

Attendees were encouraged to post questions throughout the meeting using the Q&A feature. Listed below are the questions that were posted. The Commissioners in attendance were allowed to speak to ask their questions in lieu of posting. Most questions received live responses during the meeting which can be heard via the meeting recording link.

#	Question	Asker Name	Answer(s)			
1	I'm an on duty firefighter and missed the beginning of the meeting. Is there a way to watch from beginning?	Michael Farmer	Live answered	Hi Michael. Thank you for your service. Yes, the recording of the meeting will be available on Douglas County Happenings Facebook page and the presentation will be available on <a href="http://www.DouglasCountyCTP.com">www.DouglasCountyCTP.com</a> .	Thanks	You are welcome.
2	The presentation did not mention EV charging stations as a part of the project. Is that something that is being considered?	Jeffery Murfree	Live answered			

## EXHIBIT D: MEDIA COVERAGE

### **DOUGLAS COUNTY CTP – 6/3/21 Public Meeting Media Coverage**

The Collaborative Firm (TCF) partnered with several entities to help promote the public meeting. Listed below are links to media coverage (stories and event postings) for the event, as of June 7, 2021. The screenshots from some events show public comments and reactions to the postings.

#### **PRESS CLIPPINGS**

- [Douglas County Sentinel](#)
  - Press Release

#### **CALENDAR LISTINGS**

- [The ATL Airport Chamber](#)
  - Calendar Listing
- [Eventbrite](#)
  - Calendar Listing

#### **SOCIAL MEDIA POSTINGS**

- [Douglas County Happenings - Facebook.com](#)
- [City of Austell – Facebook](#)
- [City of Douglasville- Facebook](#)
- [City of Austell- Instagram](#)

**Douglas County Happenings** Like Search ...

**Related Pages**

- Douglasville Beer Fest** Event Like
- Atlanta Traffic Network** Local & Travel Website Like
- Brad Barnes - Candidate ...** Political Candidate Like

**Add Your Business to Facebook**  
 Showcase your work, create ads and connect with customers or supporters.  
 Create Page

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**Douglas County Happenings was live.** June 3 at 6:01 PM · 🌐

Douglas County CTP Virtual Public Meeting June 3, 2021

2 🤔 5 Comments 3 Shares

Like Comment Share

o [Facebook Post on June 3, 2021 at 6:01 PM](#)

- 5 Comments
- 3 Shares
- 2 Reactions

**Douglas County Happenings** Like Search ...

post content.

- Page created - June 14, 2010
- Page manager location: United States

**Related Pages**

- Douglasville Beer Fest** Event Like
- Atlanta Traffic Network** Local & Travel Website Like
- Brad Barnes - Candidate ...** Political Candidate Like

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 Showcase your work, create ads and connect with customers or supporters.

**Douglas County Happenings was live.** June 3 at 6:31 PM · 🌐

Douglas County CTP Meeting June 3, 2021

**COST ESTIMATES – REVENUE FORECAST**

LOCAL FUNDS – Through 2050



4 🤔 Like 🤔 1 Share

o [Facebook Post on June 3, 2021 at 6:31 PM](#)

- 1 Share
- 4 Reactions

 Douglas County Happenings Like Search More

**Related Pages**

-  Douglasville Beer Fest Event Like
-  Atlanta Traffic Network Local & Travel Website Like
-  Brad Barnes - Candidate ... Political Candidate Like

**Add Your Business to Facebook**  
Showcase your work, create ads and connect with customers or supporters.  
[Create Page](#)

 Douglas County Happenings  
June 3 at 5:45 PM · Public

Reminder tonight at 6:00 p.m.



**YOU'RE INVITED!**

**VIRTUAL COMMUNITY MEETING #2**  
THURSDAY, JUNE 3, 2021  
6:00PM - 7:30PM


**Douglas County**  
Comprehensive Transportation Plan

Join us for the second Community Meeting for the Douglas County Comprehensive Transportation Plan (CTP). Help us identify the future transportation priorities of the county!




**REGISTER TODAY!** [www.DouglasCountyCTP.com](http://www.DouglasCountyCTP.com)  
OR Join By Phone: Dial +1 253 215 8782 Webinar ID 810 4771 2943

This CTP will produce a 30-year vision.


- [Facebook Post on June 3, 2021 at 5:45 PM](#)
  - 2 Reactions

 Douglas County Happenings Like Search More

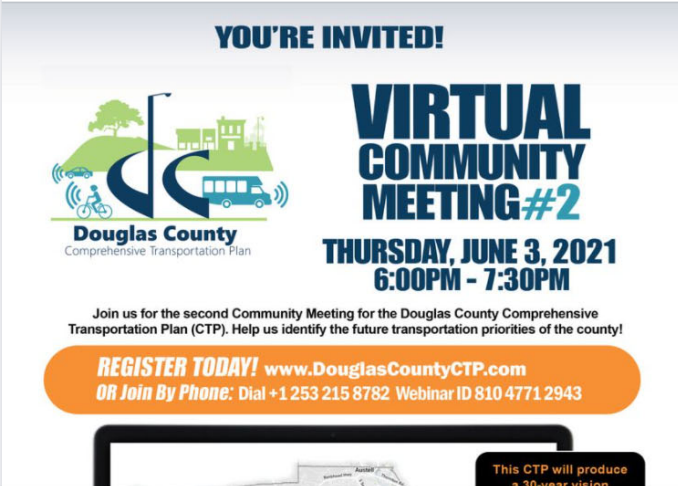
**Related Pages**

-  Douglasville Beer Fest Event Like
-  Atlanta Traffic Network Local & Travel Website Like
-  Brad Barnes - Candidate ... Political Candidate Like

**Add Your Business to Facebook**  
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[Create Page](#)

 Douglas County Happenings  
May 28 at 4:06 PM · Public

<https://www.celebratedouglascounty.com/CivicAlerts.aspx...> ✓



**YOU'RE INVITED!**

**VIRTUAL COMMUNITY MEETING #2**  
THURSDAY, JUNE 3, 2021  
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This CTP will produce a 30-year vision.

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- [Facebook Post on May 28th, 2021 at 4:06 PM](#)
  - 1 Comment
  - 9 Shares
  - 2 Reactions





Like



### Related Pages



Douglasville Beer Fest  
Event

Like



Atlanta Traffic Network  
Local & Travel Website

Like



Brad Barnes - Candidate ...  
Political Candidate

Like

### Add Your Business to Facebook

Showcase your work, create ads and connect with customers or supporters.

Create Page



Douglas County Happenings  
May 25 at 8:55 AM · 🌐

Virtual Public Event:

Stop What You Are Doing and Resister Today!!... See More

**YOU'RE INVITED!**



**VIRTUAL COMMUNITY MEETING #2**  
**THURSDAY, JUNE 3, 2021**  
**6:00PM - 7:30PM**

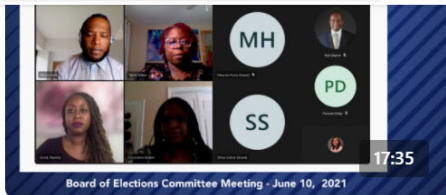
Join us for the second Community Meeting for the Douglas County Comprehensive Transportation Plan (CTP). Help us identify the future transportation priorities of the county!

**REGISTER TODAY!** [www.DouglasCountyCTP.com](http://www.DouglasCountyCTP.com)  
**OR Join By Phone:** Dial +1 253 215 8782, Webinar ID 810 4771 2943

- [Facebook Post on May 25th, 2021 at 8:55 AM](#)
  - 3 Comments
  - 1 Reaction



Like



BOE Committee Meeting-June 10, 2021

331 Views · 6 days ago

### Page Transparency

See All

Facebook is showing information to help you better understand the purpose of a Page. See actions taken by the people who manage and post content.

Page created - June 14, 2010

Page manager location: United States



Douglas County Happenings  
May 12 · 🌐

**YOU'RE INVITED!**



**VIRTUAL COMMUNITY MEETING #2**  
**THURSDAY, JUNE 3, 2021**  
**6:00PM - 7:30PM**

Join us for the second Community Meeting for the Douglas County Comprehensive Transportation Plan (CTP). Help us identify the future transportation priorities of the county!

**REGISTER TODAY!** [www.DouglasCountyCTP.com](http://www.DouglasCountyCTP.com)  
**OR Join By Phone:** Dial +1 253 215 8782, Webinar ID 810 4771 2943



This CTP will produce a 30-year vision for multi-modal

- [Facebook Post on May 12, 2021](#)
  - 2 Shares
  - 2 Reactions



**City of Douglasville - Government** Send Message Like Search More

Page created - August 18, 2009  
 Page manager location: United States

**Related Pages**

- Douglasville Beer Fest** Event Like
- Kennesaw/Big Shanty Fe...** Just For Fun Like
- City of Whitesburg, GA** Government Organization Like

**Add Your Business to Facebook**

[City of Douglasville-Facebook Post on June 3, 2021 at 1:57 PM](#)

- 8 Shares
- 2 Reactions

---

**City of Douglasville - Government** June 3 at 1:57 PM More

You're invited to attend the 2nd Virtual Community Meeting regarding the Douglas County Comprehensive Transportation Plan (CTP) hosted by [Douglas County Happenings](#). The meeting will provide an update on the project's progress and will also include opportunit... [See More](#)

**DOUGLASCOUNTYCTP.COM**  
**Get Involved**  
 Information on how to get involved and other public involvement opportunities for the Douglas County Comprehensive Transportation Plan...

2 8 Shares

Like Comment Share



# VIRTUAL COMMUNITY MEETING #2

**THURSDAY, JUNE 3, 2021  
6:00PM - 7:30PM**

Join us for the second Community Meeting for the Douglas County Comprehensive Transportation Plan (CTP). Help us identify the future transportation priorities of the county!

**REGISTER TODAY!** [www.DouglasCountyCTP.com](http://www.DouglasCountyCTP.com)  
OR Join By Phone: Dial +1 253 215 8782 Webinar ID 810 4771 2943



3 likes

cityofaustell The Douglas County Comprehensive Transportation Plan (CPT) effects the Austell area. If you'd like to learn more about how, attend the information meetings, and complete the online survey.

June 1

- [City of Austell– Home \(Instagram\)](#)
  - Instagram Post on November 20, 2020
    - 3 Likes

EXHIBT E:  
EVENT RECORDINGS

A **recording** of the event can be viewed here:

[Douglas Comprehensive Transportation Meeting - June 3, 2021](#)

More information about the project is available on the **project website**:

[www.DouglasCountyCTP.com](http://www.DouglasCountyCTP.com).

# **Appendix K**

## **Transportation Needs - Revenue Forecast Comparison**

**Needs - Local Revenue Comparison<sup>(1)</sup>**

<b>Identified Needs</b>	<b>\$</b>	<b>Notes</b>
Roadways (inclusive of local match for RTP projects)	\$330,039,445	
Projects already funded in current SPLOST	\$13,052,637	
Balance of Roadway Projects (local funding)	\$316,986,808	
Active Transportation	\$99,191,697	
Roadway Maintenance	\$210,000,000	Assumes every road is repaved every 15 years
Transit	\$78,786,233	Assumes local funding covers current CMAQ and no additional State or Federal funds
<b>Total</b>	<b>\$704,964,738</b>	
<b>Local Revenue</b>		
<b>SPLOST (2023-2050)</b>	<b>\$232,341,847</b>	Assumes SPLOST is renewed through 2050
<b>Identified Needs - Local Revenue Difference</b>	<b>\$472,622,891</b>	

(1) Assumes no additional State or Federal funds to the ones identified in the RTP are allocated to Douglas County