
# Fairburn Road Corridor Plan


DOUGLASVILLE
GEORGIA

AECOM

**April 30, 2020**

# ACKNOWLEDGMENTS

DOUGLASVILLE
GEORGIA

**CITY MAYOR**
Rochelle Robinson

**CITY COUNCIL**
Terry Miller, Ward 1
Nycole Miller, Ward 2
Mark Adams, Ward 2
LaShun Burr Danley, Ward 3
Sam Davis, Ward 3
Chris Watts, Ward 4
Howard Estes, Ward 5

**CITY MANAGER**
Marcia Hampton

**ECONOMIC DEVELOPMENT**
April McKown

**PUBLIC WORKS**
Greg Roberts

**CITY PLANNING**
Michelle Wright

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# 01

# EXECUTIVE SUMMARY

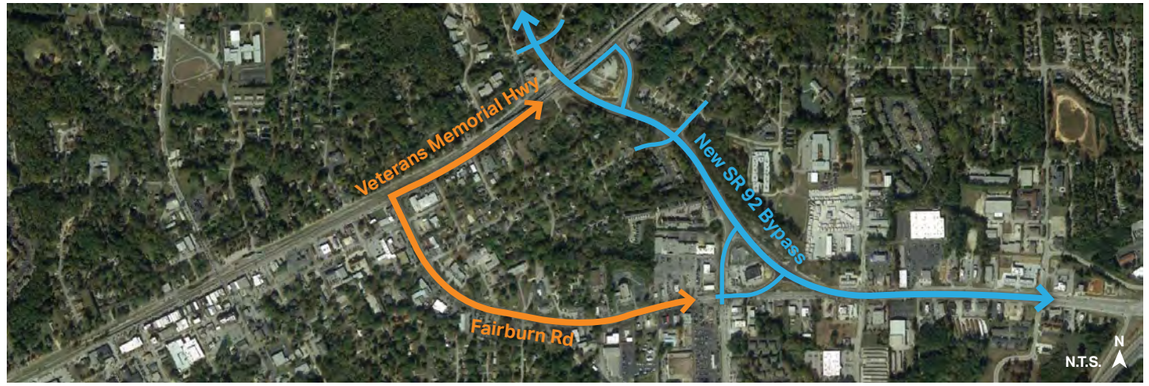
1.1 Vision
1.2 Program

# 1.1 VISION

In 2019, the City of Douglasville's Mayor, City Council, City Manager and Staff began the process of reimagining the City's transportation infrastructure by embarking on the Fairburn Road, currently State Route 92, Complete Street Conversion and Shared Use Path Project. AECOM was retained to develop a scoping/document, draft concept report and concept layout for this project. This project was funded utilizing local funds. The City intends to seek Federal Funds for the implementation of this project.

The overarching vision is to promote health and wellness, economic redevelopment and environmental stewardship through this new vision for Fairburn Road, currently State Route 92, through the conversion of Fairburn Road into a Complete Street Project. A Complete Street is a transportation facility that strives to balance the need of all users, not just automobiles. Additionally, this portion of Fairburn Road has the potential to create a new and unique 'Gateway' into town through streetscape improvements including street trees, site furniture, specialty paving and pedestrian scale decorative lighting. Further, this is a continuation of the original intent of the State Route 92 Bypass project as stated below in the approved concept report:

> *Department of Transportation*
> *State of Georgia*
> *Office of Program Delivery*
> *Revised Project Concept Report*
> *Project Numbers: CSSTP-0006-00(900), CSSTP-0006-00(901), STP00-0186-01(011)*
> *County: Douglas*
> *P. I. Numbers: 0006900, 0006901, 720970*
> *State Route Number: SR 92*
>
> *"The Douglasville Livable Centers Initiative (LCI) Study Report (May 2001) proposes to divert traffic from the downtown area to make it more livable. The realignment of SR 92 is recommended in the LCI plan and is considered essential for the success of a more livable downtown. This goal would also be reached by building more pedestrian sidewalks and bicycle paths that link other areas of the City to the downtown area. The proposed projects are consistent with the City of Douglasville's 1994 and 2004 Comprehensive Plan goals, policies and statements."*




**Road Identification Map**



The project limits would begin just west of the new SR 92 Bypass, therefore diverting a significant amount of traffic. The limits start at the Hospital Drive/Fairburn Road intersection and head in a westerly direction terminating at the intersection of Veterans Memorial Highway for approximately 1.9 miles. The proposed shared use path project starts at the Fairburn Road/Veterans Memorial Highway intersection and heads in a north easterly direction for approximately .62 miles along the southside of Veterans Memorial Highway connecting the new State Route 92 Bypass's shared use path which has been constructed.

By working with GDOT, the City intends to get this portion of Fairburn Road/State Route 92 designated as a local street or "off system" facility once the new State Route 92 bypass is opened.

As part of this study, a traffic analysis was conducted which utilized forecasts from the currently under construction SR 92 widening and bypass projects. The 92 widening and bypass project documentation contained two forecasts, one with an existing year of 2010 and another with existing year of 2011. Both the 2010 and 2011 forecasts were reviewed and evaluated. The 2010 forecast approximated 63% of the SR 92 traffic would divert from the existing SR 92 route onto the new bypass and the 2011 forecast approximated only a 40% diversion. This difference in diversion makes a large difference in the projected volumes on Fairburn Rd in the build scenario but has a minimal effect on the volumes on Dallas Hwy. Because of the drastic changes to the area being constructed as part of the SR 92 bypass and widening project, including closing and re-locating some of the railroad crossings in downtown Douglasville, AECOM in agreement with the City of Douglasville chose to utilize a diversion closer to the assumptions contained within the 2010 forecast. Based on our analysis, once the SR 92 bypass is opened, the projected traffic on this portion of Fairburn Road would fall within the acceptable range for a road diet conversion project. The resulting traffic forecast used for this project can be found in Appendix.

Another key component for the successful transformation of Fairburn Road will be land use and zoning. In addition to this document's analysis of the existing land use adjacent to the project's limits, the City will continue to further evaluate and refine land use and zoning so future land redevelopment opportunities promote and encourage a walkable context. To promote walkability, some of the techniques the City is looking to implement include placing future buildings closer to the ROW, consolidating curb cuts, utilizing on street parking, placing parking in the rear of the buildings and improving streetscape elements.

**Fairburn Road**


**Veterans Memorial Hwy**

# 1.1 VISION

Additionally, the City advertised and held a Public Information Open House on September 18th, 2019 from 4:30pm to 8:00pm to obtain public comment. The project was well received by the attendees. As the project advances, additional public outreach efforts are anticipated.

Within the project limits, Fairburn Road is currently a 5 and 6 lane section, with limited pedestrian facilities and an abundance of curb cuts and a posted speed limit of 35 mph. Within the project limits, the proposed typical section is a 2 to 3 lane section with on street parking, protected/buffered dedicated bike lanes, a furniture zone and sidewalks on both sides of the street. The shared use path along the southern side of Veteran's Memorial Highway will be offset from the travel lane approximately 5' and will be 10' in width. At the time of this study, the temporary lanes were still in place along Veteran's Memorial Highway as construction was not complete for the bypass. We used the proposed or built lane configurations for the shared use path concept alignment.

A separate study was conducted on Church Street from Fairburn Road to the future town center at Club Drive. This section of Church Street has tremendous potential serving as a multi-modal gateway/streetscape to the new town center.

Working closely with GDOT, the Atlanta Regional Commission and the Citizens of Douglasville, the City of Douglasville is eager to take the next steps in moving this project closer to reality. The City clearly understands that transformational projects such as the Fairburn Road Conversion Project require close coordination with GDOT, the Atlanta Regional Commission (ARC) and public support in order to make it a reality. The City, in close coordination with their consultant, has produced a Vision for Fairburn Road and associated Scoping Document and Concept Layout to lay the groundwork for the next phases of Fairburn Road promoting a safe multi-modal corridor which serves as a gateway into downtown promoting health and wellness, environmental stewardship and potential redevelopment opportunities through transportation infrastructure improvements.

**Public Meeting on Sept. 18th, 2019**

**Preferred Typical Section Hand Drawing**

**City of Douglasville Welcome Center**

**Preferred Illustrative Typical Section Rendering**



## Need and Purpose

Through this Fairburn Road Corridor Plan Study, the city of Douglasville is embarking on a plan to revise and transform the Fairburn Road Corridor from Veterans Memorial Hwy to the new SR 92. This serves as both an extension of the downtown Douglasville feel and vernacular and also an introduction of a new gateway upon arrival into the city. This project seeks to not only improve upon the city's aesthetics and urban form enhancement opportunities, but also to further allow for alternative transportation modes promoting healthy active lifestyles.

## Strategies

- Provide shared-use path from Veterans Memorial Hwy to the new SR 92.
- New streetscape that accommodates street life and building with facades at building - to line along right-of-way.
- Community input and stakeholder.
- Create a walkable / bikeable environment.
- Create a streetscape design that allows for and encourages economic developments.
- Create a unique gateway experience.


**Veterans Memorial Hwy**

# 1.2 PROGRAM

## Multi-Modal Transportation

### Shared-Use Path/Multi-Use Trail

A multi-modal facility located outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier. A shared-used path/ multi-use trail is either within the highway right-of-way or within an independent alignment. Shared-use paths are used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users.

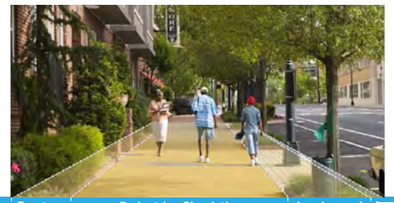
## Bicycling-Specific

### Cycle Track

An exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. There are both one-way and two-way cycle tracks.

## Pedestrian-Specific

### Sidewalk



The portion of a right-of-way designed for preferential or exclusive use by pedestrians.

| | Frontage Zone | Pedestrian Circulation Zone | Landscape/ Furniture Zone | Curb Zone |
|---|---|---|---|---|
| Urban Core | 2' - 10' | 10' - 12' | 4' - 6' | 6" |
| Urban | 2' - 10' | 8' - 10' | 4' - 8' | 6" |
| Suburban | 2' - 10' | 6' - 8' | 4' - 10' | 6" |
| Rural Town | 2' - 10' | 5' - 8' | 4' - 6' | 6" |



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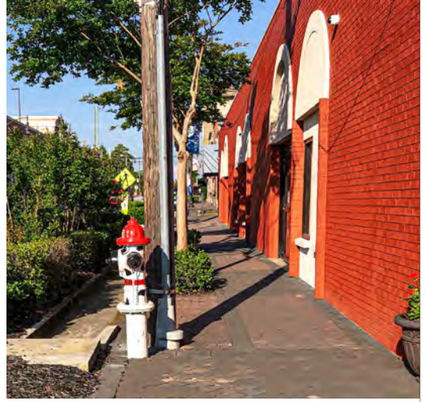



# 02

# INTRODUCTION

2.1 Background
2.2 Goals and Objectives
2.3 Process
2.4 Project Limits

# 2.1 BACKGROUND

AECOM is preparing the conceptual design of existing Fairburn Road/SR 92 from Hospital Drive to Veterans Memorial Hwy/SR 8. The City intends to convert this section of Fairburn Road to a local street/off system facility once the new SR 92 alignment is operational.

AECOM intends this segment to serve multiple functions through careful design, such as multi-modal transportation corridors, gateways into town from both the south and north, and catalysts for potential economic redevelopment.



**1 O'NEAL PLAZA**
Douglasville is committed to creating spaces where people love to play.

**2 ASSETS: ALLEYWAYS**
Historic Downtown Douglasville has many alleyways that are perfect for pedestrian activity.

**3 COMMERCIAL**
Downtown Douglasville has many retails that are pedestrian friendly.

**4 PEDESTRIAN PLAZA**
Douglasville's new plaza across from the conference center displays a commitment to place.



# 2.2 GOALS AND OBJECTIVES

## Goals

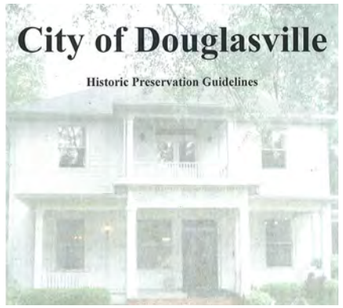
The future condition of Fairburn Road has multiple benefits and goals as listed below.

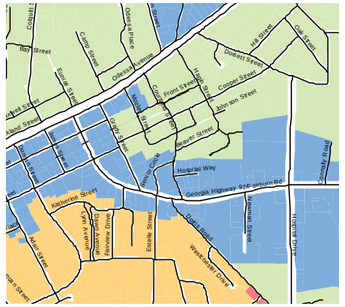
| CONNECTIVITY | ECONOMY | SAFETY | HEALTH | ENVIRONMENT |
|---|---|---|---|---|
| Fill gaps in the pedestrian network | Robust active transportation facilities | Allow people of all ages to use streets safely | Promote healthy lifestyle | Improve air and water quality |
| **OBJECTIVES** | **OBJECTIVES** | **OBJECTIVES** | **OBJECTIVES** | **OBJECTIVES** |
| Complete existing infrastructure | Reduce transportation costs | Eliminate conflicts among all modes | Encourage physical activity every day | Reduce the amount of air pollutants |
| Ensure accessibility wherever facilities exist | Increase real estate value | Reduce motor vehicle crashes and fatalities | Promote active commuting | Save valuable green space from development |
| People can assume connectivity | Reduce external costs to the city | Increase perception of safety for all road users | Lower risk of heart disease and cancer | Reduce traffic congestion and noise pollution |
| Provide people paths to nearby destinations | Encourage shopping among local customers | | Improve mental well-being | Reduce greenhouse gas emissions |

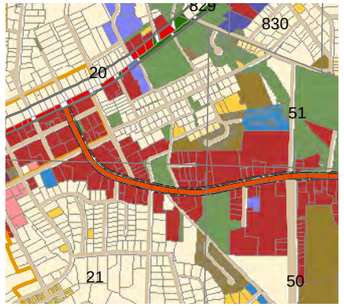
# 2.3 PROCESS

## I. Research

- Understand the Client's goals.
- Set goals and objectives.
- Conduct a series of site visits to observe the behaviors of all modes of transportation and identify the City's unique characteristics.
- Research prior planning studies including existing and proposed zoning and future land use adjacent to Fairburn Road.




## II. Analysis

- Analyze existing conditions from Fairburn Road to Veterans Memorial Hwy.
- Analyze topography of Douglasville and area around Fairburn Road.
- Prepare a figure ground analysis of the existing conditions showing building context.
- Conduct a traffic analysis using 2011 traffic projections developed by GDOT.
- Prepare typical sections and driveway consolidation opportunities.





# 2.3 PROCESS

## III. Design

- Prepare conceptual design and graphics depicting recommended improvements including cycle track, sidewalk and shared use path.
- Identify one block of Church Street as a Shared Street.

## IV. Estimation

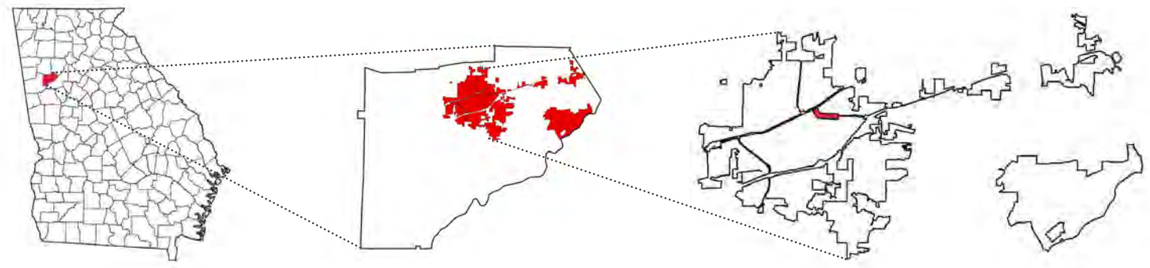
- Prepare a concept level itemized cost estimate for Fairburn Road Improvements.

**ROADWAY** ** Example only*

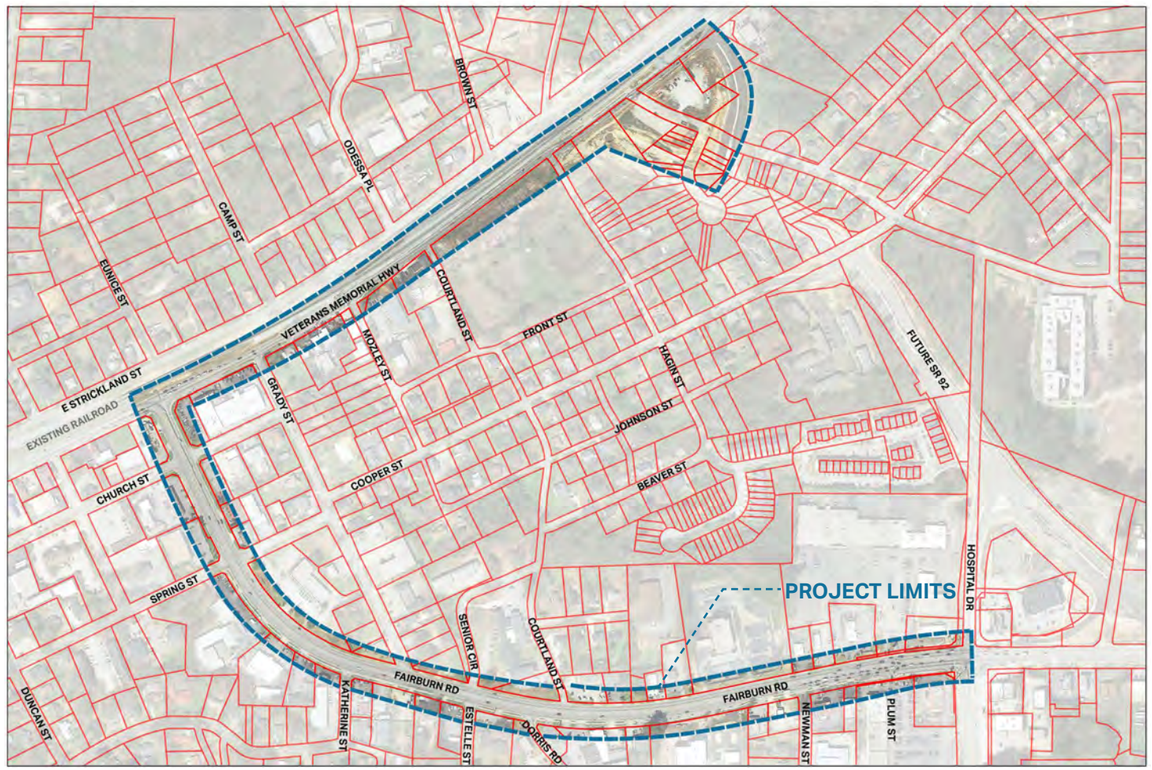
| Quantity | Units | Unit Price | Item Description |
|---|---|---|---|
| 1.00 | LS | $ 369,252.83 | TRAFFIC CONTROL - PI 0009835 |
| 2.00 | AC | $ 1,000.00 | TEMPORARY GRASSING |
| 10.00 | TN | $ 250.00 | MULCH |
| 2.00 | EA | $ 1,900.00 | CONSTRUCTION EXIT |
| 9000.00 | LF | $ 0.90 | MAINT OF TEMP SILT FENCE, TP C |
| 2.00 | EA | $ 720.00 | MAINT OF CONST EXIT |
| 2.00 | EA | $ 500.00 | WATER QUALITY MONITORING AND SAMPLING |
| 12.00 | MO | $ 800.00 | WATER QUALITY INSPECTIONS |
| 9000.00 | LF | $ 3.50 | TEMPORARY SILT FENCE, TYPE C |
| 1.00 | LS | $ 1,176,800.00 | GRADING COMPLETE - PI 0009835 |
| 7321.00 | TN | $ 35.00 | GR AGGR BASE CRS, INCL MATL |
| 2072.81 | TN | $ 89.00 | RECYL AC 25MM SP,GP1/2,BM&HL |
| 777.30 | TN | $ 115.00 | RECYL AC 12.5MM SP,GP2,BM&HL |
| 1623.15 | TN | $ 90.00 | RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL |
| 768.00 | GL | $ 3.00 | TACK COAT |
| 51819.40 | SY | $ 4.30 | MILL ASPH CONC PVMT,VARB DEPTH |
| 4604.00 | LF | $ 18.00 | CONC CURB & GUTTER/ 8X30TP2 |
| 11145.00 | LF | $ 71.00 | STM DR PIPE 24,H 10-15 |
| 18.00 | EA | $ 1,600.00 | Adjust Manhole to Grade |
| 1000.00 | LF | $ 2.40 | BARRIER FENCE (ORANGE), 4 FT |
| 12.00 | EA | $ 100.00 | THERM PVMT MARK, ARROW, TP 1 |
| 1.70 | LM | $ 2,100.00 | THERMO SOLID TRAF ST, 5 IN, WH |
| 1.70 | LM | $ 2,100.00 | THERMO SOLID TRAF ST, 5 IN YE |
| 42.00 | EA | $ 2,900.00 | CATCH BASIN, GP 1 |
| 9.00 | EA | $ 3,200.00 | DROP INLET, GP 1 |
| 2.00 | AC | $ 1,250.00 | PERMANENT GRASSING |
| 8.00 | TN | $ 150.00 | AGRICULTURAL LIME |
| 8.00 | TN | $ 700.00 | FERTILIZER MIXED GRADE |
| 500.00 | LB | $ 4.20 | FERTILIZER NITROGEN CONTENT |
| | | | **SUB TOTAL** |

# 2.4 PROJECT LIMITS

The project limits start at the Hospital Drive/Fairburn Road intersection and head in a westerly direction terminating at the intersection of  Veterans Memorial Highway for approximately 1.9 miles. The proposed shared use path project starts at the Fairburn Road/Veterans Memorial Highway intersection and heads in a north easterly direction for approximately 0.62 miles along the southside of Veterans Memorial Highway connecting the new State Route 92 Bypass's shared use path which has been constructed.



**Georgia** **Douglas County** **City of Douglasville**



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# 03

# DESIGN ANALYSIS

3.1 History of Douglasville
3.2 Existing Conditions
3.3 Topographic Analysis
3.4 Existing Zoning and Future Land Use
3.5 Figure - Ground Diagram
3.6 Traffic Analysis
3.7 Opportunities and Constraints
3.8 Typical Sections
3.9 Driveway Consolidation Opportunities

# 3.1 HISTORY OF DOUGLASVILLE

## The City and Transportation

Located at a natural rise in the topography, Douglasville was originally known as “Skint Chestnut”. The name derived from a large tree used by Native Americans as a landmark, which was stripped of its bark so as to be more conspicuous. The Town of Douglasville was established by the Georgia General Assembly on February 25, 1875. Before Interstate 20, the railroad was the only connection Douglas County had to Atlanta.  Although there is a rich history beyond what is highlighted in this document, our goal is to provide a snapshot of the City of Douglasville, GA, post “Skint Chestnut,” and focus more on the railroad and modern day Douglasville.

**Main St**

**Norfolk Southern Railway**


**Main St**

**Lois Cotton Mills**

**Main St**

**Main St**



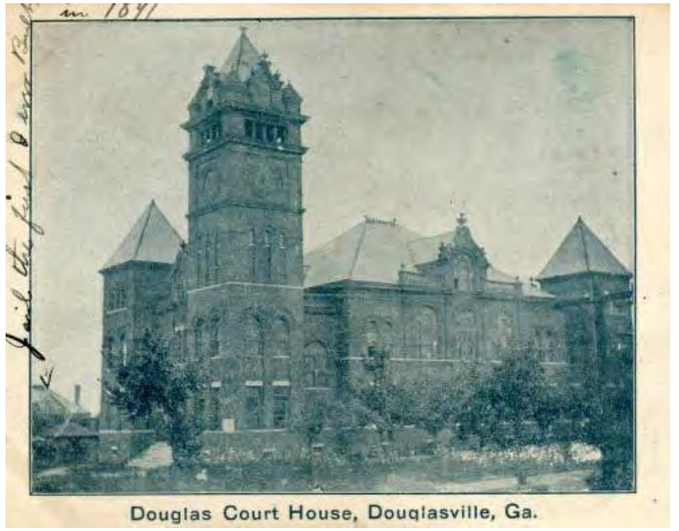
# 3.1 HISTORY OF DOUGLASVILLE

Like many towns in Georgia, Douglasville was originally established as a commerce stop due to the active railroad line running though the City. At this time, the railroad was a sign of prosperity and was also the social hub, where citizens could pick up mail and goods. The train industry provided employment opportunities and access to other jobs in places with tremendous growth such as Atlanta and Birmingham.

Railroads have historically fostered many economic and transportation benefits to a city. However, from an urban design perspective, railroad beds often create barriers to connectivity within a city, town or community. This physical barrier has often transcended into our cultures and communities’ economies, creating divisions both physically, socially and economically. Modern Douglasville is a good example where the railroad is that line which bifurcates two areas of the City. Railroads are essential in moving large amounts of goods through our country at a very efficient rate. Our country needs railroads to continue to prosper; therefore we must form partnerships with the railroad, and we must invest in both sides of the City equally, so both have the same amenities and opportunities.

In 2019, the City of Douglasville’s elected and appointed leaders and staff clearly saw the benefit in investing in both sides of the railroad. The two sides of the railroad can continue to be different, as differences are the ingredients in which cities create their unique qualities. City Staff and Citizens have carefully thought about and planned for the Dallas Hwy Area, as well as for both the Fairburn Road Complete Street Conversion Project and the Pedestrian and Bicycle Action Plans.  These thorough project plans create a future vision for Douglasville others will admire and want to emulate. Over time, the successful implementation of these projects in the City will foster thoughtful prosperity and growth for all and for future generations to come.

*https://www.douglasvillega.gov/our-city/city-history*




**Court House, built 1896**

**Old Cotton Mill Site**

## Main Street Program, City of Douglasville

Once this segment of Fairburn Road becomes a local off system facility, the City envisions converting the roadway corridor into a local Main Street, an extension from downtown. The City currently has a Main Street program, as depicted below.

**O'Neal Plaza**

**O'Neal Plaza**


**Event Space**

**Conference Center**


**Veterans Memorial Hwy**



3.2 EXISTING CONDITIONS

"City of Douglasville is a designated Main Street Community and adheres to the Main Street Four-Point Approach.™ The Main Street Approach advocates a return to community self-reliance, local empowerment, and the rebuilding of traditional commercial districts based on their unique assets: distinctive architecture, a pedestrian-friendly environment, personal service, local ownership, and a sense of community.

There are four distinct points that address all the needs of the program.

- Organization
- Design
- Economic Vitality
- Promotion

The Main Street Professional manages the Main Street program and reports monthly to the Department of Community Affairs.

Douglasville's Downtown Development Authority (DDA) Board members guide policy, funding, and planning for the Main Street program. Typically, our volunteers represent business and property owners, residents, city officials, financial institutions, schools, religious institutions, civic groups, preservationists, media, etc."

Further information can be found on the Main Street Program's website listed below:

*https://www.douglasvillega.gov/government/city-departments/community-development-department/main-street-program*


**Existing Conditions Aerial of Project Limits**

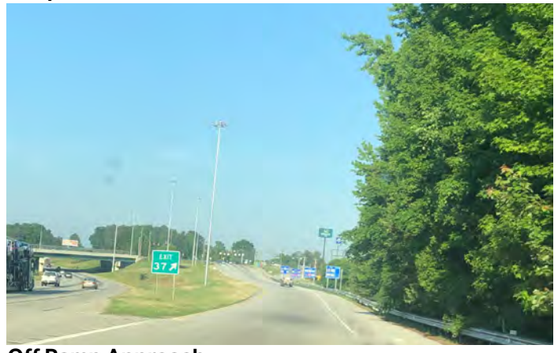
## Fairburn Road

Fairburn Road is an important link between downtown Douglasville and the new SR 92. The corridor currently fluctuates through several different cross-sectional configurations between Cotillion Drive and Peeler Road including 5, 6, and 7-lane sections (with auxiliary lanes frequently added and dropped). Lane widths vary between 10 and 12 feet throughout the corridor. Pedestrian facilities only exist on southern side of Fairburn Road and are interrupted by numerous curb cuts. Pedestrian facilities are disconnected and nonexistent in many places. Bicycle facilities currently do not exist.

**Hospital Dr**

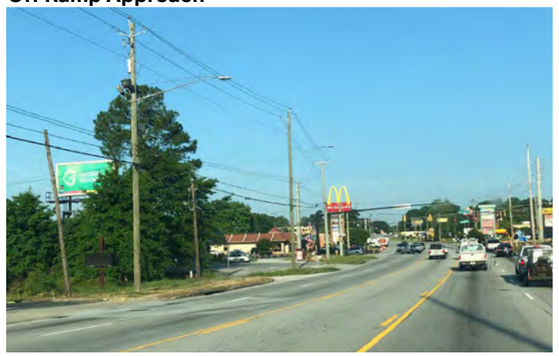
**Hospital Dr**

**East-side**



**Off Ramp Approach**


**West-side**


**West-side**





## Veterans Memorial Hwy

The proposed shared use path project starts at the Fairburn Road/Veterans Memorial Highway intersection and heads in a north easterly direction for approximately .62 miles along the southside of Veterans Memorial Highway connecting to the newly constructed State Route 92 Bypass's shared use path. Initial coordination conducted with Norfolk Southern determined that the north-side of Veteran's Memorial Highway, State Route 8, was not a feasible alternative due to the existing topography and frequency of train activity. The purpose of this portion of the project is to provide a shared use path connection to the constructed 10' wide shared use path along the new SR 92 bypass.


**Westbound**


**Eastbound**


**Railroad Bank**

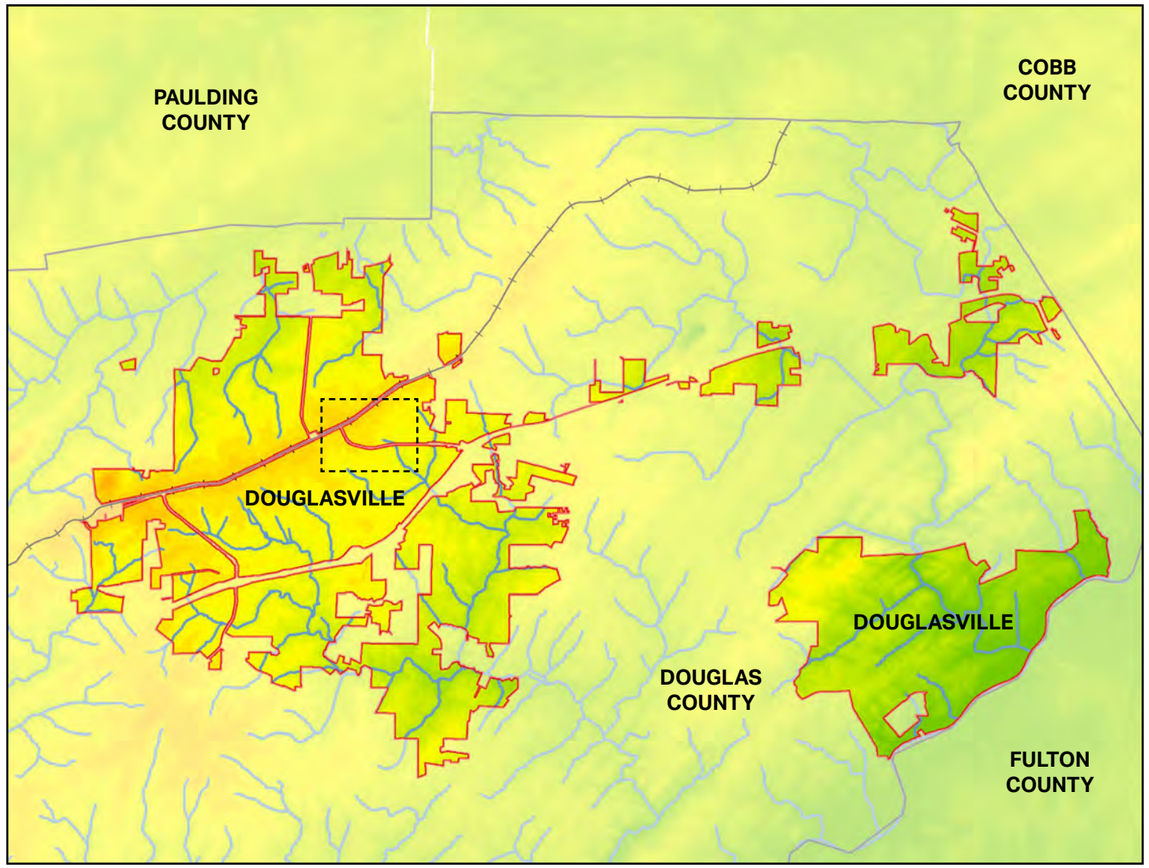

**Railroad Bank**


**Intersection**

**Intersection**

## Elevation - City of Douglasville

The elevation of Douglasville ranges from approximately 1300' to 720'. The elevation range was based on available GIS and Aerial Information.




**Legend**

- Douglas County
- City of Douglasville
- Project Area
- Streams
- Railroad
- High 1312 ft
- Low 720 ft

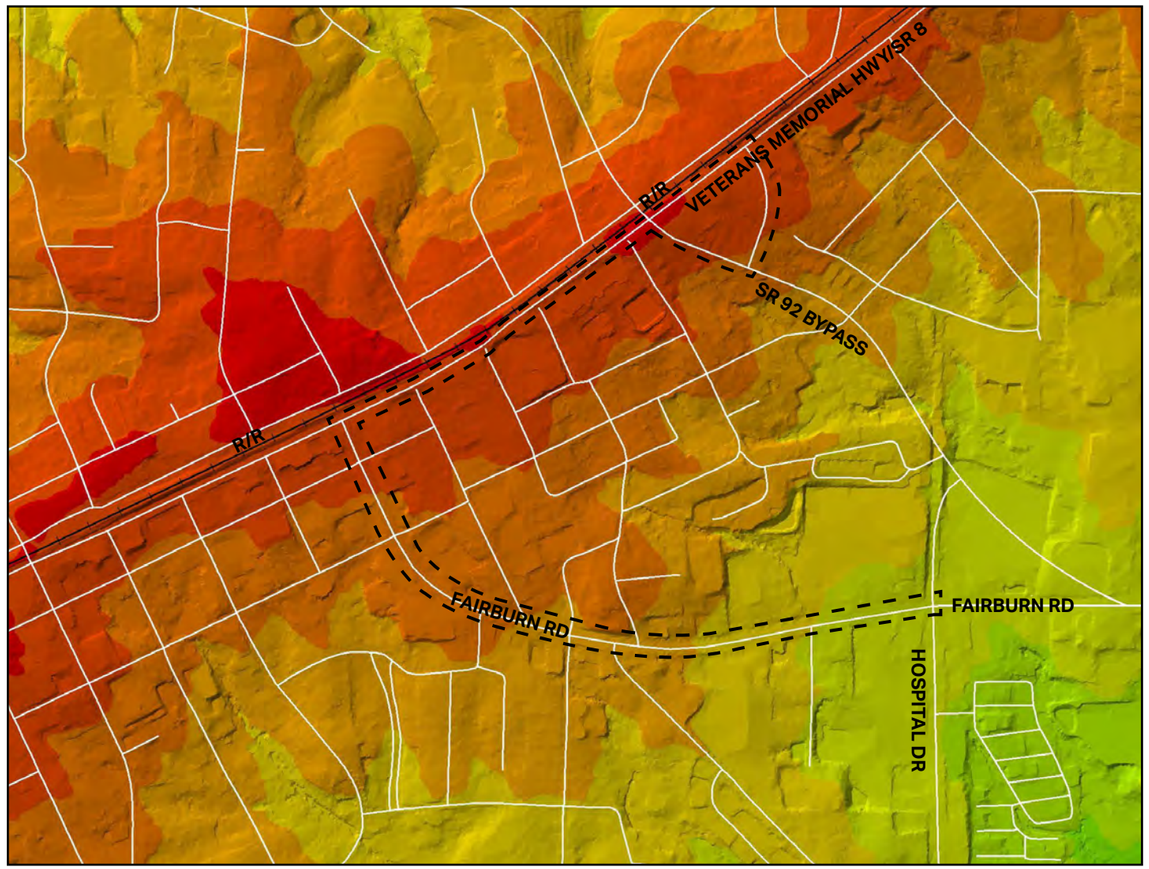
*All data and associated maps are prepared using County Provided GIS and are approximate only.*





## Elevation - Fairburn Road

The downtown area is primarily situated on a small gridded street network utilizing primarily ridge lines. The elevation ranges from approximately 1205' to 1080' along the road centerline, aligning within the project limits. The elevation range was based on available GIS and Aerial Information.



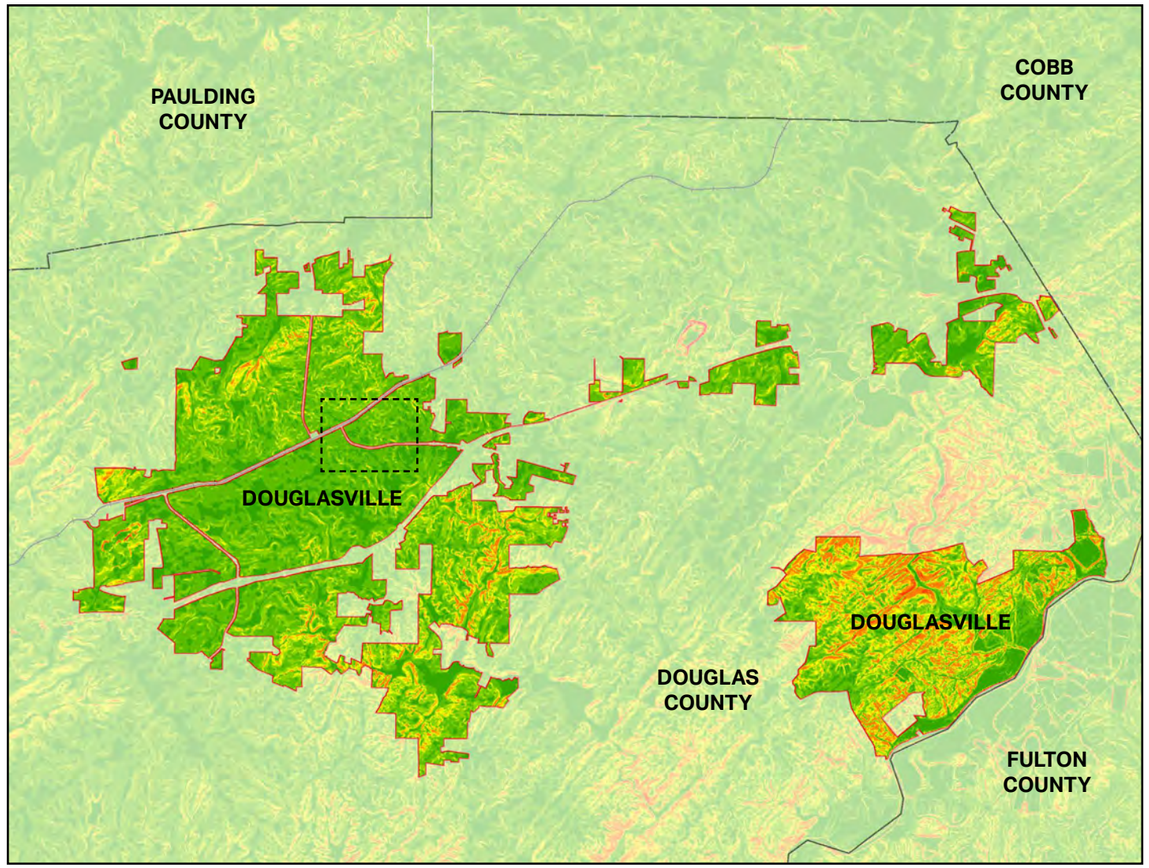

**Legend**

- City Streets
- Railroad
- Project Limits
- 1209 ft - 1236 ft
- 1181 ft - 1208 ft
- 1153 ft - 1180 ft
- 1125 ft - 1152 ft
- 1097 ft - 1124 ft
- 1069 ft - 1096 ft
- 1041 ft - 1068 ft
- 1013 ft - 1040 ft
- 985 ft - 1012 ft
- 957 ft - 984 ft

*All data and associated maps are prepared using County Provided GIS and are approximate only.*

## Slope - City of Douglasville

The slope range was based on available GIS and Aerial Information.




**Legend**

- Douglas County
- City of Douglasville
- Project Area
- Railroad
- 0% - 2.0%
- 2.1% - 5.0%
- 5.1% - 8.0%
- 8.1% - 10.0%
- 10.1% - 12.0%
- 12.1% - 15.0%
- 15.1% - 18.0%
- 18.1% - 20.0%
- 20.1% - 25.0%

*All data and associated maps are prepared using County Provided GIS and are approximate only.*





## Slope - Fairburn Road

Fairburn Road has an existing roadway centerline profile slope averaging approximately 4%. The proposed shared use path which follows along the southern side of Veteran's Memorial Highway/SR 8 is approximately 2%.


**Legend**

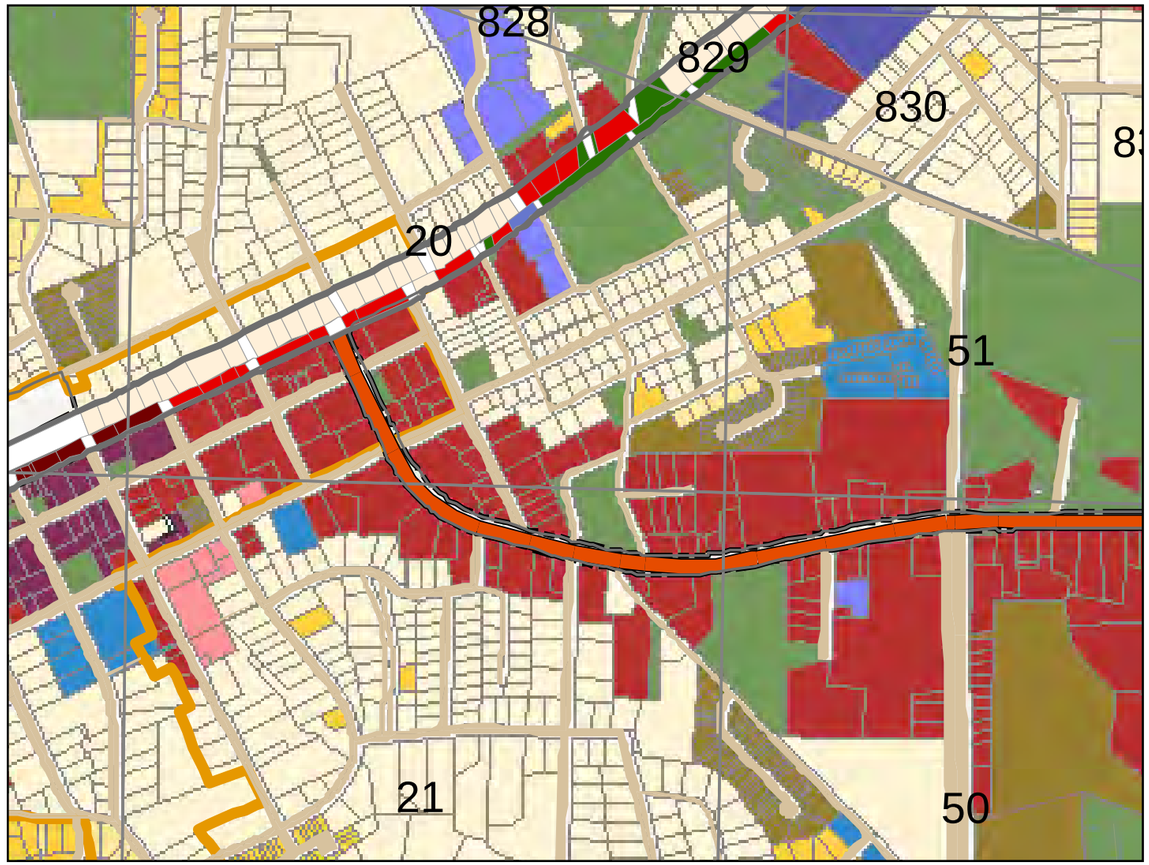
- City Streets
- Railroad
- Project Limits
- 0% - 2.0%
- 2.1% - 5.0%
- 5.1% - 8.0%
- 8.1% - 10.0%
- 10.1% - 12.0%
- 12.1% - 15.0%
- 15.1% - 18.0%
- 18.1% - 20.0%
- 20.1% - 25.0%

*All data and associated maps are prepared using County Provided GIS and are approximate only.*

# 3.4 EXISTING ZONING

## 2019

A key component of the Vision for the conversion of Fairburn Road is promoting Land Use that attracts more pedestrian scaled developments. These developments promote safe walking and cycling environments, offering live, work and play opportunities for all ages and abilities. Fairburn Road is bound by “General Commercial” zoning. General Commercial Zoning encourages more car-centric style developments with large building setbacks and parking lot requirements. This type of zoing promotes large areas of impervious services instead of the desired pedestrian-scaled developments.




**Zoning Code**

- R-2 Single Family Residential Detached
- R-3 Single Family Residential Detached
- R-4 Single Family Residential Detached
- PRD Planned Residential Development
- PUD Planned Unit Development
- O-I Office-Institutional
- NC Neighborhood Commercial
- CBD Central Business Districts
- RMP Regional Marketplace
- GC General Commercial
- O-D Office Distribution
- LI Light Industrial
- HI Heavy Industrial
- PSP Public - Semi Public

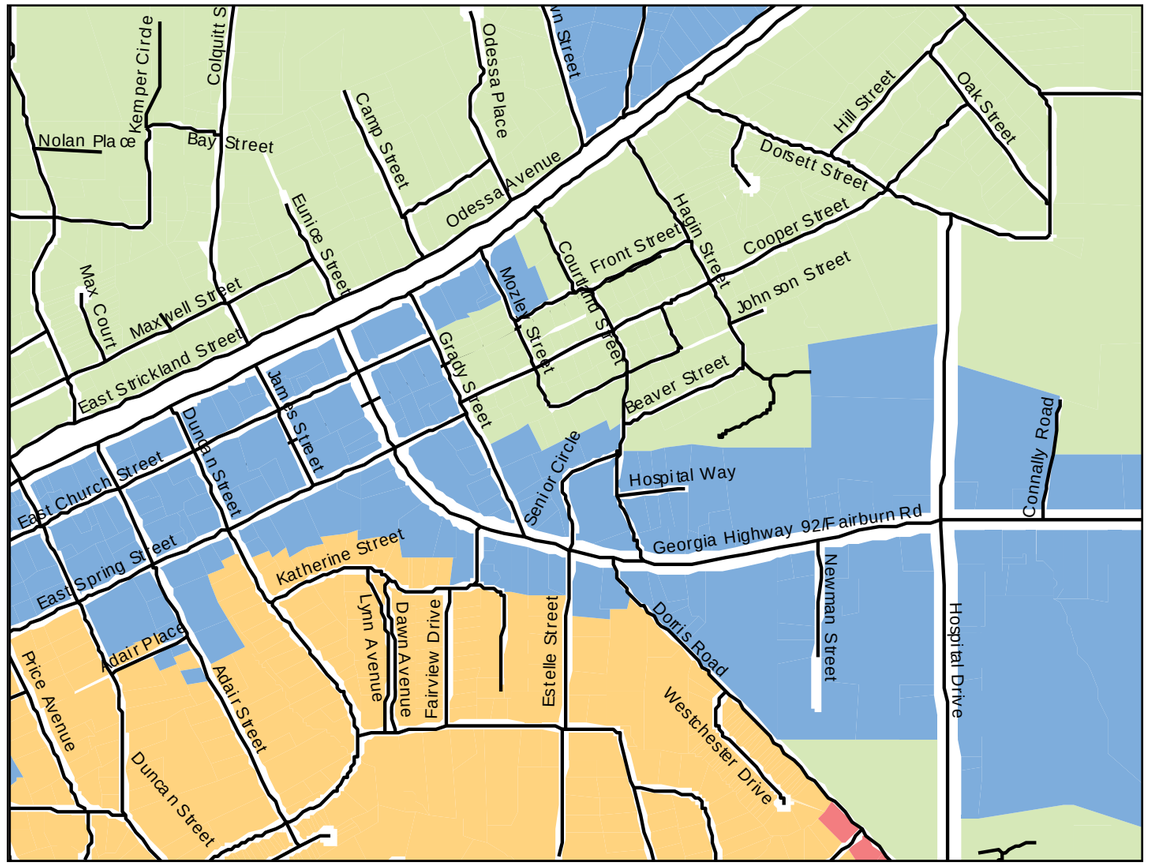
*Source: City of Douglasville Zoning Map,*
*Retrieved from: https://www.douglasvillega.gov/home/showdocument?id=76*



# 3.4 FUTURE LAND USE

## 2024

The City of Douglasville’s Future Land Use Map shows Fairburn Road bounded on each side by “Community Activity Center” Zoning, which includes low to mid-rise office buildings and department stores.




**Legend**

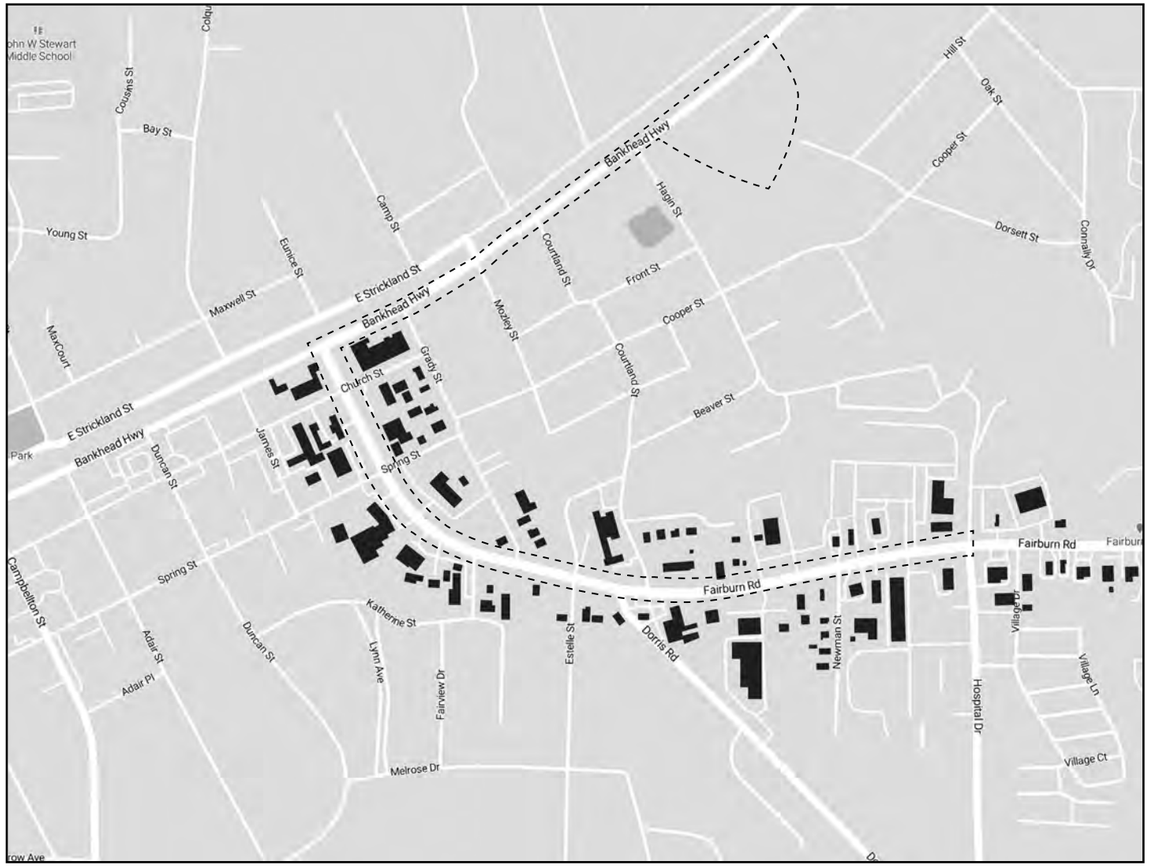
- Regional Activity Center
- Medium-Density Residential
- Mixed-Use Design
- Community Activity Center

*Source: City of Douglasville Future Land Use Map,*
*Retrieved from: https://www.douglasvillega.gov/home/showdocument?id=92*

# 3.5 FIGURE-GROUND DIAGRAM

## Fairburn Road's Existing Urban Fabric

Below, shaded in black, are the existing buildings along Fairburn Road. Currently, the buildings and the road lack a physical and visual relationship.




**Legend**

Project Limits

Building Footprint

*Source: Google Map*



# 3.6 TRAFFIC ANALYSIS

## Purpose

The purpose of the traffic analysis is to summarize the traffic study results for the soon to be abandoned portion of SR 92 through downtown Douglasville, GA. Included in this section are a summary of the traffic forecasting efforts, a lane call analysis, and turn bay needs for each intersection.

## Traffic Forecasting Efforts

This project utilized forecasts from the currently under construction SR 92 widening and bypass projects. The 92 widening and bypass project documentation contained two forecasts, one with an existing year of 2010 and another with existing year of 2011. The 2011 forecast was initially used as the basis of this project's forecast. The SR 92 bypass and widening project forecasted a no-build scenario along the current route of SR 92, but this traffic study did not include many of the intersections on Dallas Hwy and Fairburn Road; therefore, estimation of the build scenario for these intersections was made.

This estimation was performed by assuming that the side street and mainline left turn and right turn traffic remained the same in the no-build and build condition. The through traffic along these corridors was then adjusted based on the diversion the forecast assumed would go onto the new bypass in the build scenario. However, a comparison of the traffic diversions assumed for the 2010 forecast and the 2011 forecast found that they were drastically different.

The 2010 forecast approximated 63% of the SR 92 traffic would divert from the existing SR 92 route onto the new bypass. The 2011 forecast approximated only a 40% diversion. This difference in diversion makes a large difference in the projected volumes on Fairburn Rd in the build scenario but has a minimal effect on the volumes on Dallas Hwy. Because of the drastic changes to the area being constructed as part of the SR 92 bypass and widening project, including closing and relocating some of the railroad crossings in downtown Douglasville, AECOM in agreement with the City of Douglasville chose to utilize a diversion closer to the assumptions contained within the 2010 forecast. The resulting forecast used for this project can be found in Appendix 6.1.

## Lane Call Analysis

The traffic forecast for this project was only developed for the design year (2037) of the build scenario of the SR 92 bypass and widening project. From this information AECOM developed what is unofficially referred to as an "Lane Call Analysis" wherein traffic is projected out from the opening year to the design year using the proposed growth rates from the traffic forecasting methodology memo. This provides an approximate volume on each segment of the roadways in question for each year between the opening and design years. These volumes can be compared to planning level volume thresholds obtained from FDOT for Class I State Signalized Arterials and a determination of the number of lanes needed on each segment for each year can be made. The results of this study are shown graphically on the next two pages. A color code of green means that only a 2-lane section is needed, yellow means a 4-lane section is needed, and red indicates a 6-lane section is needed to carry the indicated traffic.

The lane call analysis tables on the next two pages demonstrate that, based on the derived forecast, Dallas Highway from SR 92 to Strickland St would continue to only require a 2-lane section through the design year of 2037. Furthermore, Fairburn Road from E Broad St to Hospital Dr would only need to be a 2-lane section, and the segment of Fairburn Road between Hospital Dr and SR 92 would need to be a 4-lane section.

# 3.7 OPPORTUNITIES AND CONSTRAINTS

## Opportunities

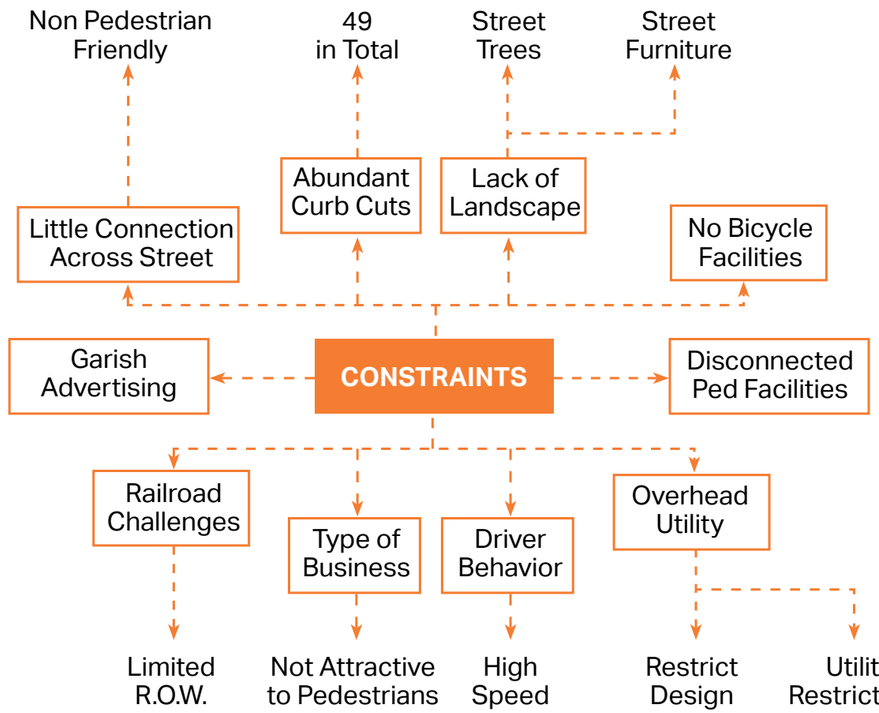

**Gateway Opportunities**

**Wide Roadway**



# 3.7 OPPORTUNITIES AND CONSTRAINTS

## Constraints

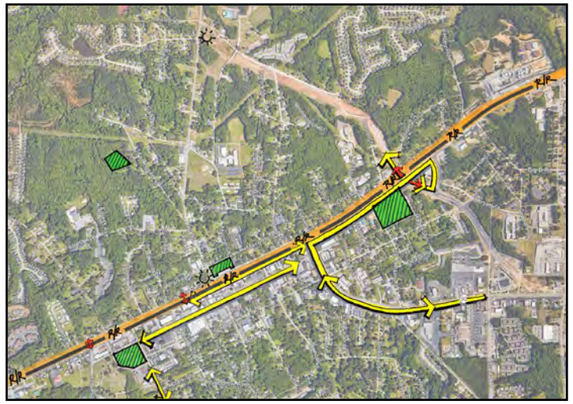



**Abundant Curb Cuts**

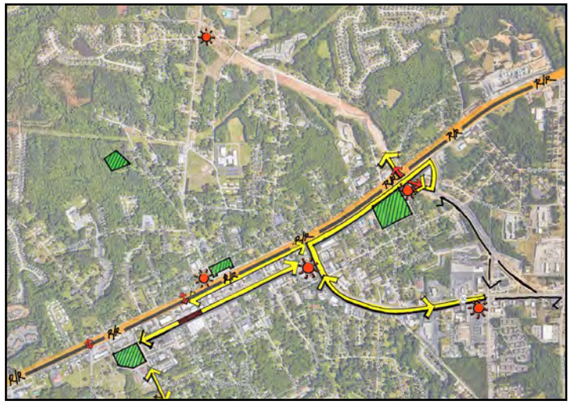
**Overhead Utility**

## Process

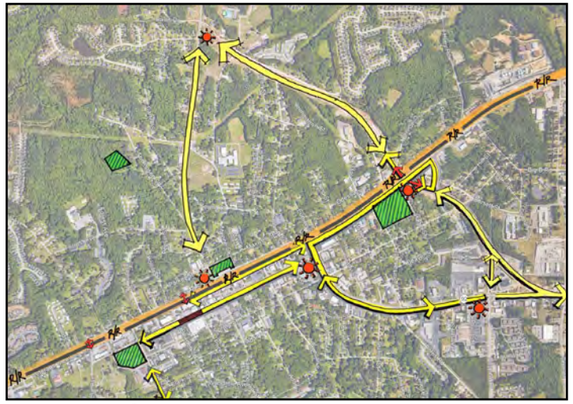
Concept Diagrams showing potential gateway opportunities, short and long term connectivity and redevelopment opportunities.



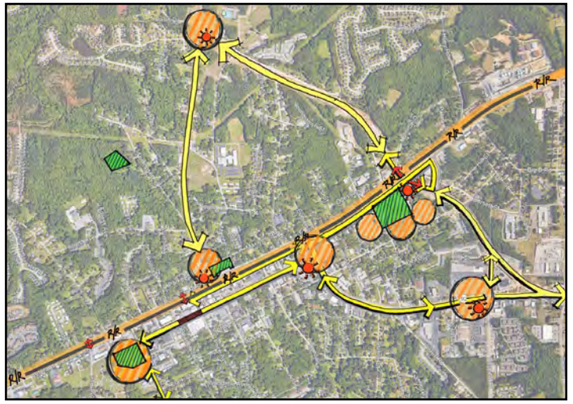
**Short Term Connections**



**Gateway Opportunities**



**Long Term Connections**



**Potential Nodes**

**Legend**

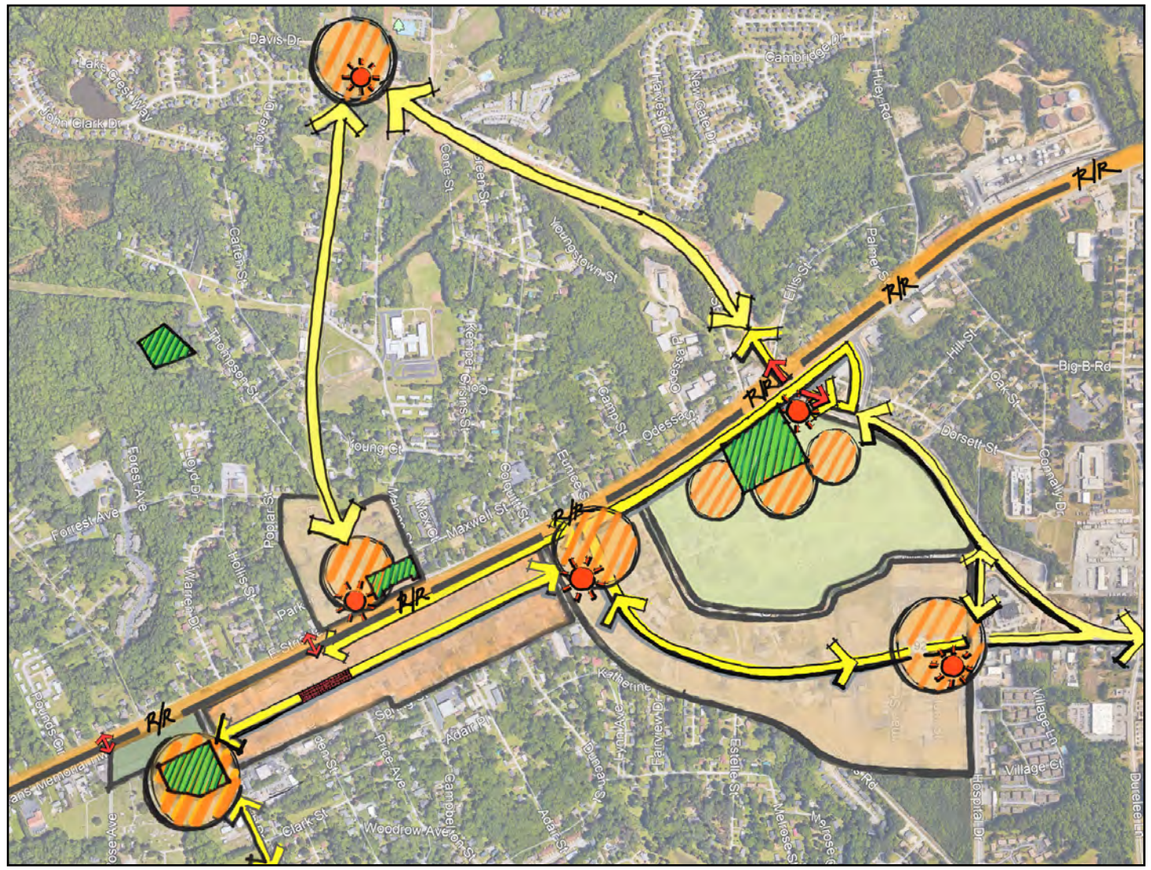
- Existing Green Space
- Potential Nodes
- Gateway Opportunities
- Road Connections
- Proposed Crossing
- R/R Existing Railroad



3.7 OPPORTUNITIES AND CONSTRAINTS

## Summary

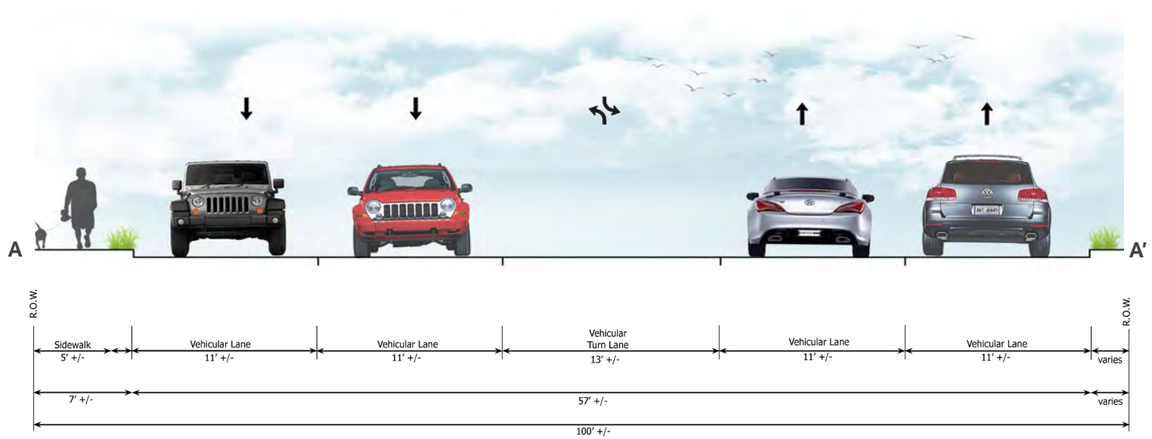
Fairburn Road is an important link between downtown Douglasville and the new SR 92. Several neighborhoods are located along Fairburn Road, which currently lacks connectivity to many of these facilities. Density of commercial and service uses, as well as the presence of worn paths in the sidewalk gaps, indicate pedestrian activity and the need for pedestrian improvements along the corridor.




**Legend**

- Existing Green Space
- Potential Nodes
- Gateway Opportunities
- Road Connections
- Proposed Crossing
- R/R Existing Railroad

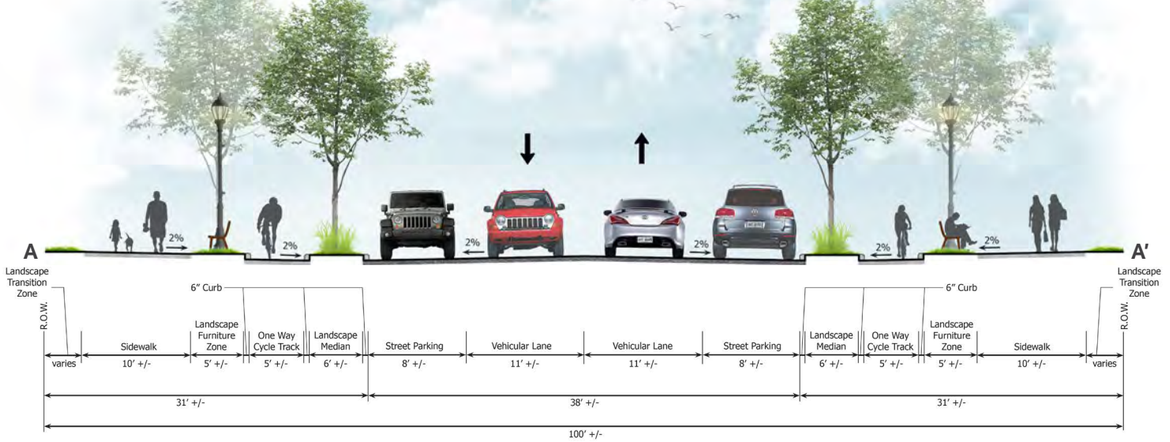
# 3.8 EXISTING CONDITIONS TYPICAL SECTION


EXISTING CONDITIONS TYPICAL SECTION N.T.S.



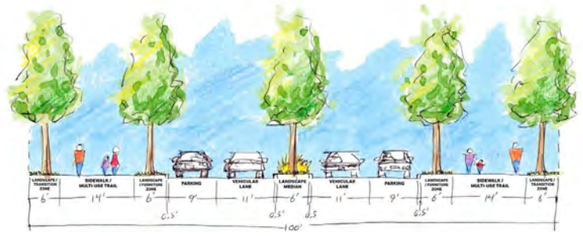
# 3.8 PREFERRED TYPICAL SECTION




PREFERRED TYPICAL SECTION N.T.S.

# 3.8 CONCEPTUAL TYPICAL SECTIONS

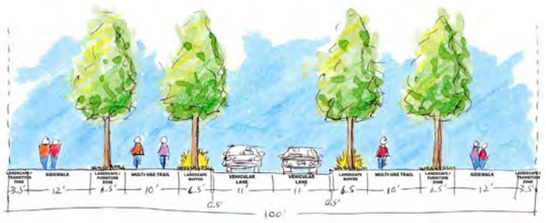
During the conceptual development phase, numerous typical sections were explored.



**CONCEPTUAL TYPICAL SECTION A**

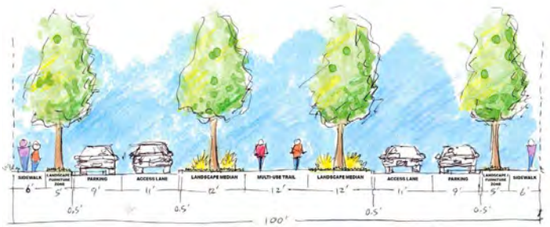
**CONCEPTUAL TYPICAL SECTION B**

**CONCEPTUAL TYPICAL SECTION C**



**CONCEPTUAL TYPICAL SECTION D**

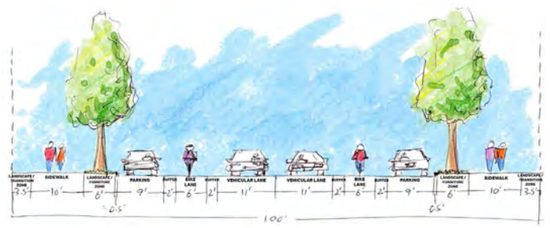
**CONCEPTUAL TYPICAL SECTION E**



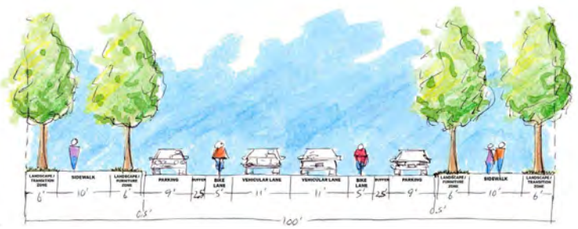
**CONCEPTUAL TYPICAL SECTION F**



# 3.8 CONCEPTUAL TYPICAL SECTIONS



**CONCEPTUAL TYPICAL SECTION G**



**CONCEPTUAL TYPICAL SECTION H**

**CONCEPTUAL TYPICAL SECTION I**

**CONCEPTUAL TYPICAL SECTION J**

**CONCEPTUAL TYPICAL SECTION K**

**PREFERRED TYPICAL SECTION**

**CONCEPTUAL TYPICAL SECTION L**

# 3.9 DRIVEWAY CONSOLIDATION OPPORTUNITIES


*Disclaimer: This plan is for conceptual design only and should not be relied on as representations of the final detail of design.

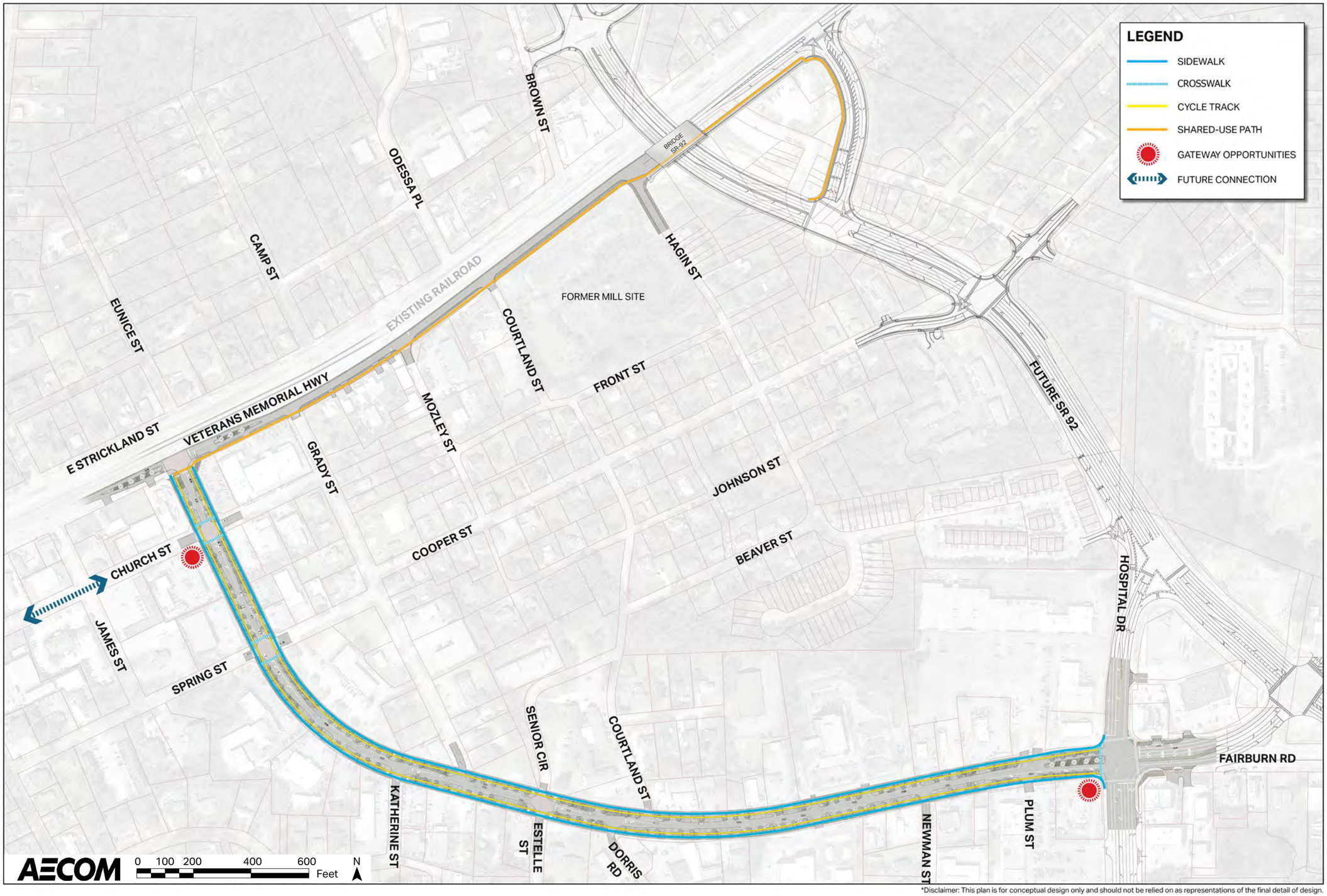



# 04

# CORRIDOR PLAN

4.1 Multi-modal Diagram
4.2 Overall Plan
4.3 Enlargement

# 4.1 MULTI-MODAL DIAGRAM

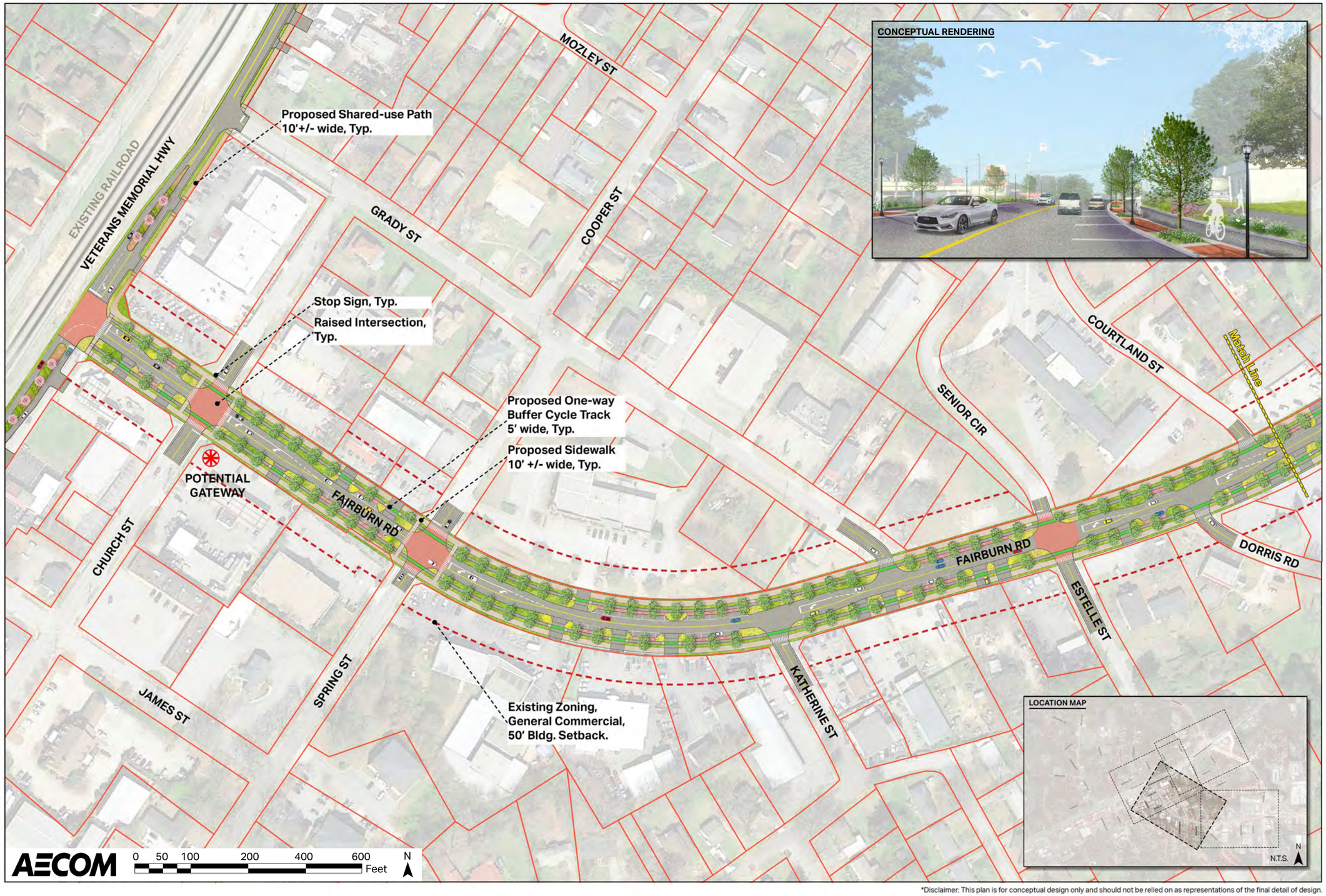



*Disclaimer: This plan is for conceptual design only and should not be relied on as representations of the final detail of design.

# 4.2 OVERALL PLAN

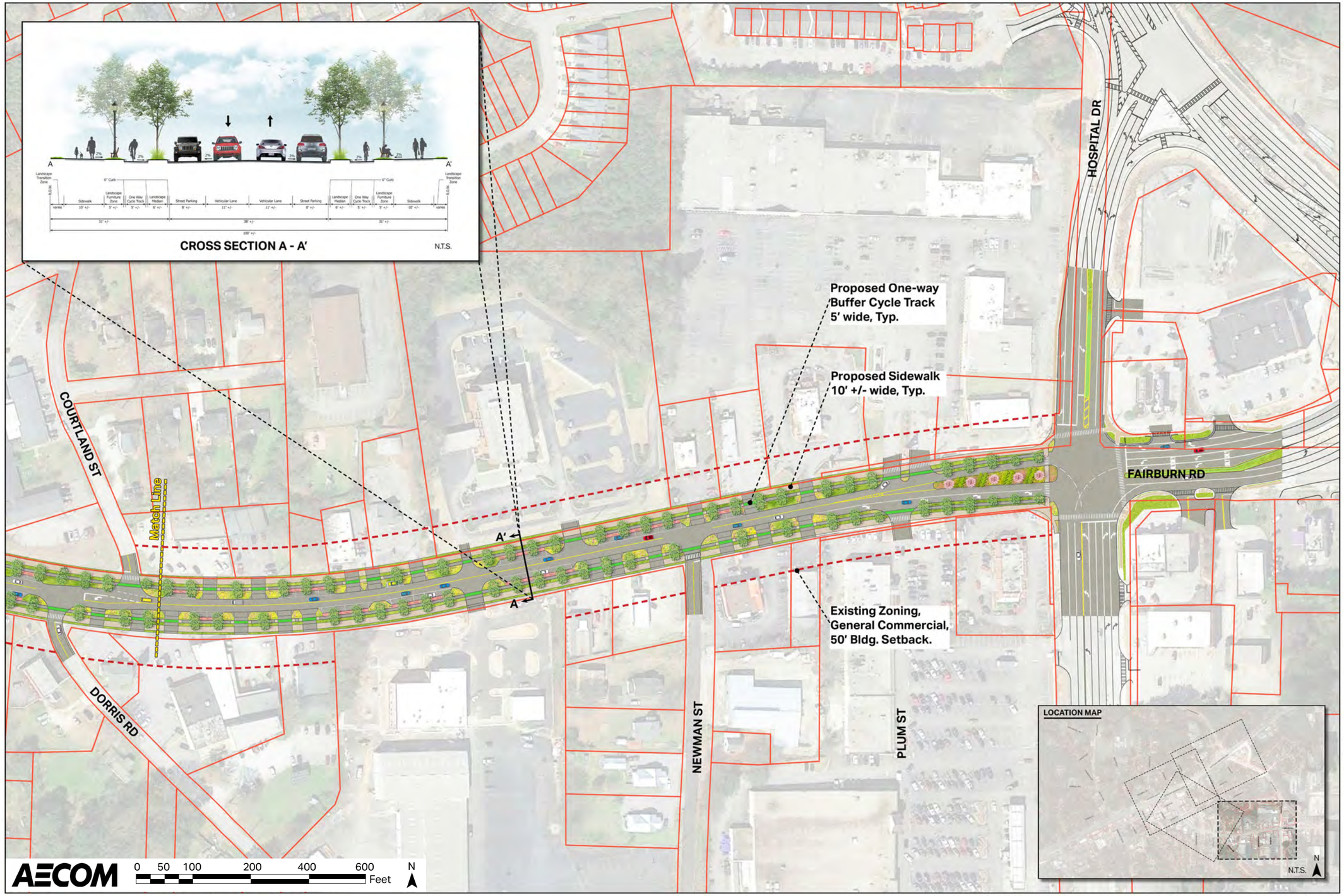

*Disclaimer: This plan is for conceptual design only and should not be relied on as representations of the final detail of design.

# 4.3 ENLARGEMENT - FAIRBURN ROAD



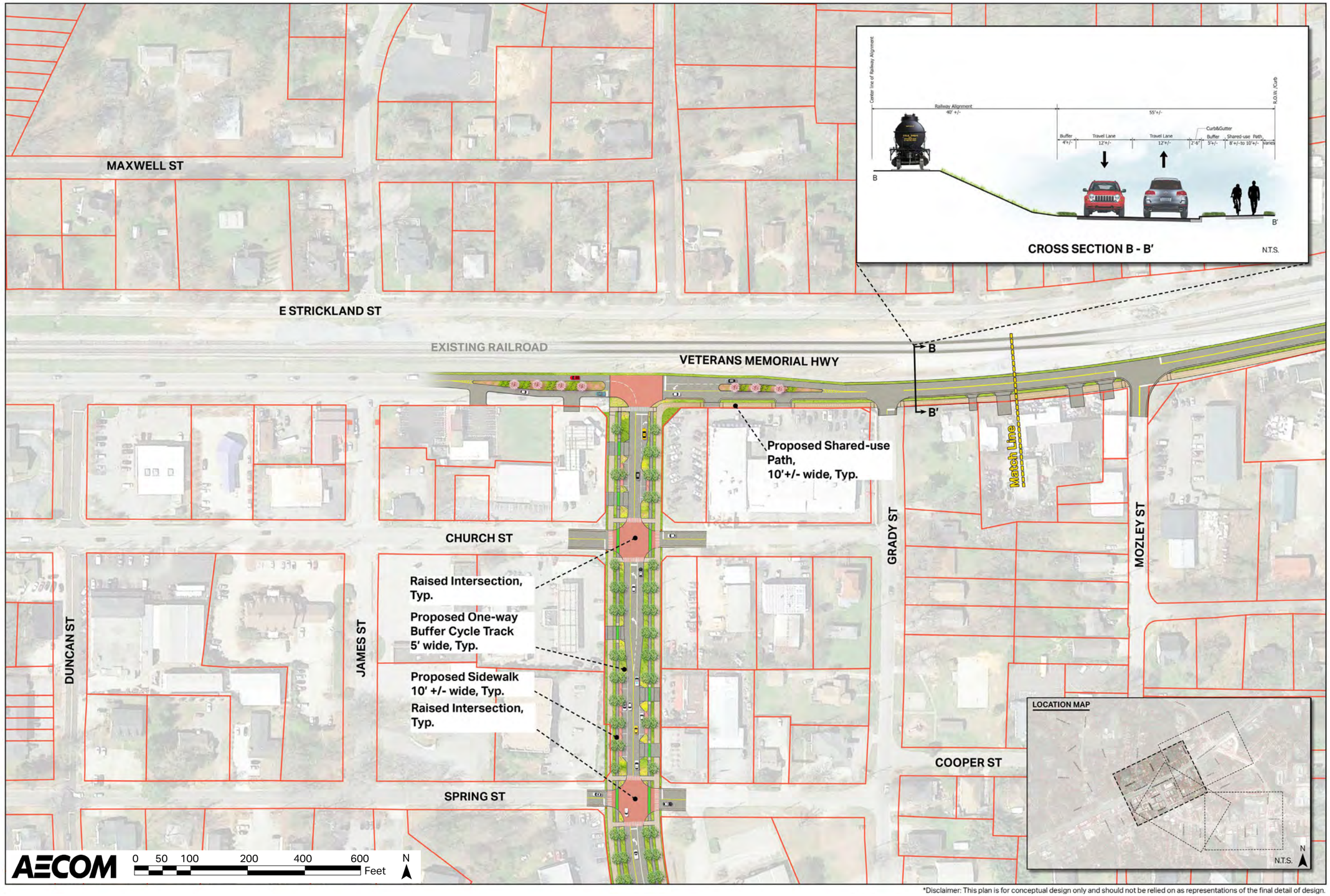

*Disclaimer: This plan is for conceptual design only and should not be relied on as representations of the final detail of design.

# 4.3 ENLARGEMENT - FAIRBURN ROAD



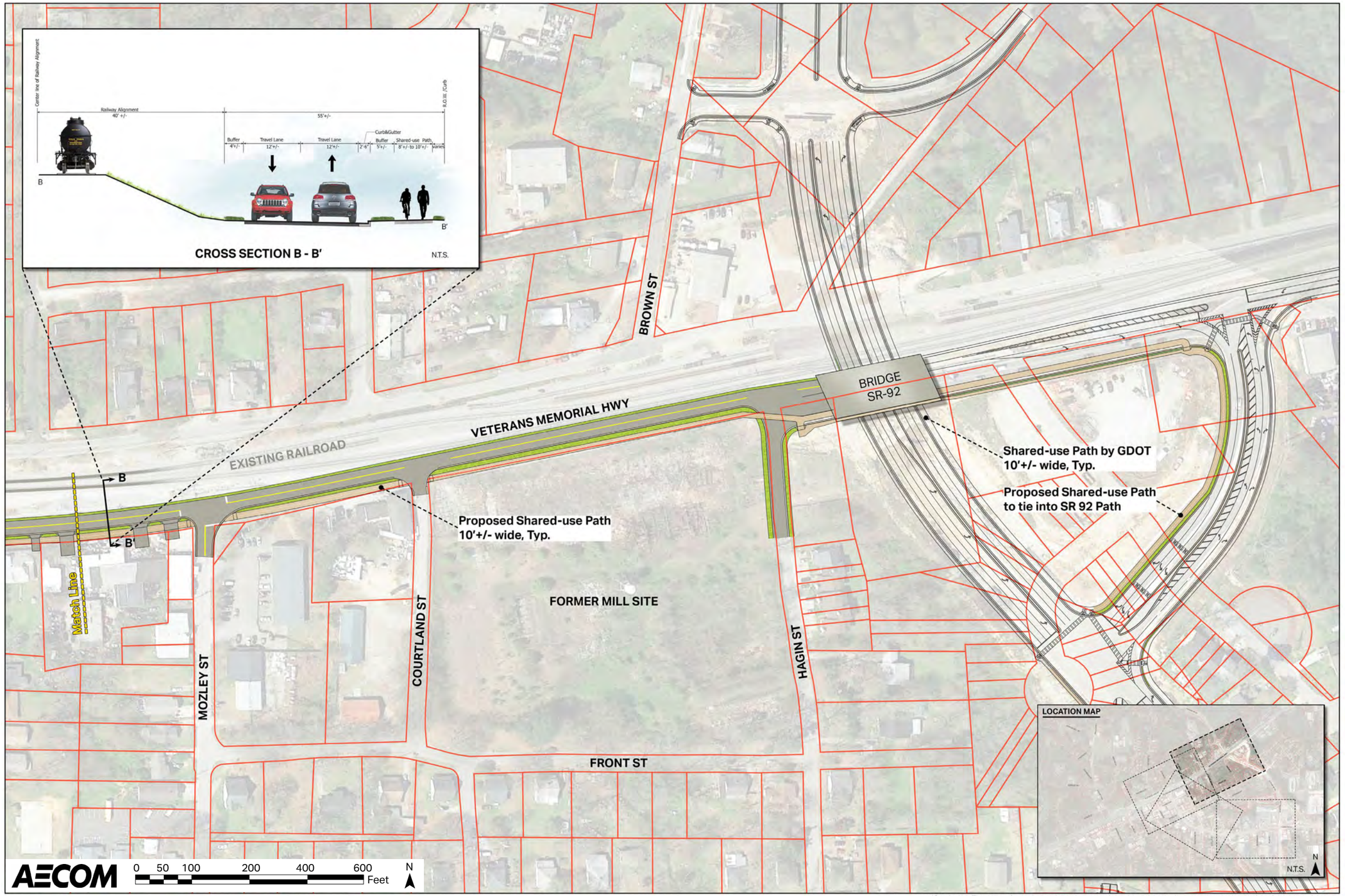

*Disclaimer: This plan is for conceptual design only and should not be relied on as representations of the final detail of design.

# 4.3 ENLARGEMENT - VETERANS MEMORIAL HWY

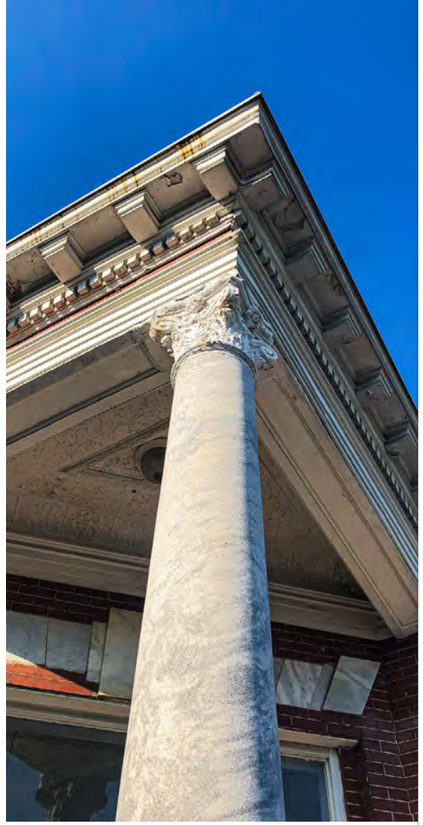



*Disclaimer: This plan is for conceptual design only and should not be relied on as representations of the final detail of design.

# 4.3 ENLARGEMENT - VETERANS MEMORIAL HWY




*Disclaimer: This plan is for conceptual design only and should not be relied on as representations of the final detail of design.



# 05

# FUNDING AND ESTIMATION

## 5.1 Cost Estimate

# 5.1 COST ESTIMATE

## Fairburn Road

| ROADWAY | | | | | | |
|---|---|---|---|---|---|---|
| **Line #** | **Item #** | **Quantity** | **Units** | **Unit Price** | **Item Description** | **Total Cost** |
| | 150-1000 | 1.00 | LS | $ **369,252.83** | TRAFFIC CONTROL - PI 0009835 | $369,252.83 |
| | 163-0232 | 2.00 | AC | $ **1,000.00** | TEMPORARY GRASSING | $2,000.00 |
| | 163-0240 | 10.00 | TN | $ **250.00** | MULCH | $2,500.00 |
| | 163-0300 | 2.00 | EA | $ **1,900.00** | CONSTRUCTION EXIT | $3,800.00 |
| | 165-0030 | 9000.00 | LF | $ **0.90** | MAINT OF TEMP SILT FENCE, TP C | $8,100.00 |
| | 165-0101 | 2.00 | EA | $ **720.00** | MAINT OF CONST EXIT | $1,440.00 |
| | 167-1000 | 2.00 | EA | $ **500.00** | WATER QUALITY MONITORING AND SAMPLING | $1,000.00 |
| | 167-1500 | 12.00 | MO | $ **800.00** | WATER QUALITY INSPECTIONS | $9,600.00 |
| | 171-0030 | 9000.00 | LF | $ **3.50** | TEMPORARY SILT FENCE, TYPE C | $31,500.00 |
| | 210-0100 | 1.00 | LS | $ **1,176,800.00** | GRADING COMPLETE - PI 0009835 | $1,176,800.00 |
| | 310-1101 | 7321.00 | TN | $ **35.00** | GR AGGR BASE CRS, INCL MATL | $256,235.00 |
| | 402-3121 | 2072.81 | TN | $ **89.00** | RECYL AC 25MM SP,GP1/2,BM&HL | $184,480.09 |
| | 402-3130 | 777.30 | TN | $ **115.00** | RECYL AC 12.5MM SP,GP2,BM&HL | $89,389.50 |
| | 402-3190 | 1623.15 | TN | $ **90.00** | RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL | $146,083.50 |
| | 413-0750 | 768.00 | GL | $ **3.00** | TACK COAT | $2,304.00 |
| | 432-5010 | 51819.40 | SY | $ **4.30** | MILL ASPH CONC PVMT,VARB DEPTH | $222,823.42 |
| | 441-6222 | 4604.00 | LF | $ **18.00** | CONC CURB & GUTTER/ 8X30TP2 | $82,872.00 |
| | 550-1240 | 11145.00 | LF | $ **71.00** | STM DR PIPE 24,H 10-15 | $791,295.00 |
| | 611-8050 | 18.00 | EA | $ **1,600.00** | Adjust Manhole to Grade | $28,800.00 |
| | 643-8200 | 1000.00 | LF | $ **2.40** | BARRIER FENCE (ORANGE), 4 FT | $2,400.00 |
| | 653-0110 | 12.00 | EA | $ **100.00** | THERM PVMT MARK, ARROW, TP 1 | $1,200.00 |
| | 653-2501 | 1.70 | LM | $ **2,100.00** | THERMO SOLID TRAF ST, 5 IN, WH | $3,570.00 |
| | 653-2502 | 1.70 | LM | $ **2,100.00** | THERMO SOLID TRAF ST, 5 IN YE | $3,570.00 |
| | 668-1100 | 42.00 | EA | $ **2,900.00** | CATCH BASIN, GP 1 | $121,800.00 |
| | 668-2100 | 9.00 | EA | $ **3,200.00** | DROP INLET, GP 1 | $28,800.00 |
| | 700-6910 | 2.00 | AC | $ **1,250.00** | PERMANENT GRASSING | $2,500.00 |
| | 700-7000 | 8.00 | TN | $ **150.00** | AGRICULTURAL LIME | $1,200.00 |
| | 700-8000 | 8.00 | TN | $ **700.00** | FERTILIZER MIXED GRADE | $5,600.00 |
| | 700-8100 | 500.00 | LB | $ **4.20** | FERTILIZER NITROGEN CONTENT | $2,100.00 |
| | | | | | **SUB TOTAL** | **$3,583,015.34** |

| | STREETSCAPE | | | | | |
|---|---|---|---|---|---|---|
| **Line #** | **Item #** | **Quantity** | **Units** | **Unit Price** | **Item Description** | **Total Cost** |
| | 402-3190 | 365 | TN | $ 90.00 | RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL | $ 32,850.00 |
| | 413-0750 | 293 | GL | $ 3.00 | TACK COAT | $ 879.00 |
| | 310-1101 | 3254 | TN | $ 35.00 | GR AGGR BASE CRS, INCL MATL | $ 113,890.00 |
| | 441-5002 | 13284 | LF | $ 22.50 | CONC HEADER CURB, 6, TP 2 | $ 298,890.00 |
| | 900-0039 | 6823 | SF | $ 15.50 | BRICK PAVER | $ 105,756.50 |
| | 900-0045 | 759 | SY | $ 7.50 | MORTAR SET BED BRICK PAVERS, 1 1/2". | $ 5,692.50 |
| | 441-0105 | 7316 | SY | $ 49.50 | CONC SIDEWALK, 5 IN. | $ 362,142.00 |
| | 441-0108 | 541 | SY | $ 70.00 | CONC SIDEWALK, 8 IN. | $ 37,870.00 |
| | 681-4120 | 200 | EA | $ 6,800.00 | LT STD, 12' MH, POST TOP | $ 1,360,000.00 |
| | 700-9300 | 12267 | SY | $ 20.00 | CYNODON DACTYLON 'TIFTON 10' | $ 245,340.00 |
| | 702-9025 | 12267 | SY | $ 7.92 | LANDSCAPE MULCH | $ 97,154.64 |
| | 708-1000 | 1363 | CY | $ 50.00 | PLANT TOPSOIL (4 in depth) | $ 68,150.00 |
| | | 271 | EA | $ 750.00 | TREES | $ 203,250.00 |
| | | 28683 | EA | $ 5.00 | GROUNDCOVER | $ 143,415.00 |
| | 754-5000 | 28 | EA | $ 2,500.00 | 6' BENCH | $ 70,000.00 |
| | 754-6000 | 10 | EA | $ 1,200.00 | BICYCLE RACK | $ 12,000.00 |
| | 754-4000 | 16 | EA | $ 2,200.00 | WASTE RECEPTACLE UNIT | $ 35,200.00 |
| | | 1 | LS | $ 40,000.00 | GATEWAY FEATURE | $ 40,000.00 |
| | 643-8405 | 1110 | LF | $ 45.00 | FENCE, SPECIAL DESIGN - | $ 49,950.00 |
| | 670-1590 | 5094 | LF | $ 75.00 | CONCRETE CAP | $ 382,050.00 |
| | 500-3201 | 849 | CY | $ 395.00 | CLASS B CONCRETE, RETAINING WALL | $ 335,355.00 |
| | 999-9500 | 15281 | SF | $ 50.00 | GRANITE FACING | $ 764,050.00 |
| | | | | | **SUB TOTAL** | **$4,763,884.64** |

| ALLOWANCES -% of TOTAL CONSTRUCTION | | | | | |
|---|---|---|---|---|---|
| Erosion Control | | 0.30% | | | $ 25,040.70 |
| Traffic Striping | | 0.10% | | | $ 8,346.90 |
| Drainage | | 1.50% | | | $ 125,203.50 |
| Misc. | | 1.00% | | | $ 83,469.00 |
| Utilities | | 7.00% | | | $ 584,283.00 |
| | | | | **SUB TOTAL** | **$826,343.10** |
| | | | | | |
| | | | | **O&P 15%** | **$ 1,375,986.46** |
| | | | | **CONTINGENCY 20%** | **$ 1,834,648.61** |
| | | | | **TOTAL** | **$12,383,878.15** |

**NOTES:**

# Engineering , Inspection and Design Costs are not included in total costs.
# Project Management Costs are not included in the total costs.
# All Items quantities and associated costs are based on concept plans and are approximate only and subject to change based on fluctuations in the construction market and further detailed design.
# Cost Estimate does not include property acquisitions or utility relocation costs.

# 5.1 COST ESTIMATE

## East of Veterans Memorial Hwy's Shared Use Path

| SHARED USE PATH | | | | | |
|---|---|---|---|---|---|
| **Item #** | **Quantity** | **Units** | **Unit Price** | **Item Description** | **Total Cost** |
| 150-1000 | 1 | LS | **$ 35,614.23** | TRAFFIC CONTROL | $35,614.23 |
| 163-0300 | 2 | EA | **$ 1,900.00** | CONSTRUCTION EXIT | $3,800.00 |
| 165-0101 | 2 | EA | **$ 800.00** | MAINT OF CONST EXIT | $1,600.00 |
| 167-1000 | 2 | EA | **$ 500.00** | WATER QUALITY MONITORING AND | $1,000.00 |
| 167-1500 | 18 | MO | **$ 800.00** | WATER QUALITY INSPECTIONS | $14,400.00 |
| 210-0100 | 1 | LS | **$ 182,700.00** | GRADING COMPLETE - PI 0009835 | $182,700.00 |
| 310-1101 | 745 | TN | **$ 35.00** | GR AGGR BASE CRS, INCL MATL | $26,075.00 |
| 441-0108 | 2402 | SY | **$ 55.00** | Conc Sidewalk, 8" | $132,097.78 |
| 441-6222 | 6205 | LF | **$ 18.00** | CONC CURB & GUTTER/ 8X30TP2 | $111,690.00 |
| 681-4120 | 81 | EA | $ 6,800.00 | LT STD, 12' MH, POST TOP | $ 550,800.00 |
| 700-9300 | 1735 | SY | $ 20.00 | CYNODON DACTYLON 'TIFTON 10' | $ 34,700.00 |
| 702-9025 | 1735 | SY | $ 7.92 | LANDSCAPE MULCH | $ 13,741.20 |
| 708-1000 | 193 | CY | $ 50.00 | PLANT TOPSOIL (4 in depth) | $ 9,650.00 |
| | | | | **SUB TOTAL** | $ 1,117,868.21 |

| ALLOWANCES -% OF TOTAL CONSTRUCTION | | | |
|---|---|---|---|
| Erosion Control | 8% | 0.75% | $8,384.01 |
| Traffic Striping | 2% | 0.20% | $2,235.74 |
| Drainage | 8% | 8.00% | $89,429.46 |
| Misc | 1% | 1.00% | $11,178.68 |
| Utilities | 10% | 10.00% | $111,786.82 |
| | | **SUB TOTAL** | $223,014.71 |

| | | | |
|---|---|---|---|
| **O&P** | **15%** | $ | 201,132.44 |
| **CONTINGENCY** | **20%** | $ | 308,403.07 |
| | **TOTAL** | $ | 1,850,418.43 |

**NOTES:**

# Engineering , Inspection and Design Costs are not included in total costs.
# Project Management Costs are not included in the total costs.
# All Items quantities and associated costs are based on concept plans and are approximate only and subject to change based on fluctuations in the construction market and further detailed design.
# Cost Estimate does not include property acquisitions or utility relocation costs.



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# 06

# APPENDIX

6.1 Traffic Analysis
6.2 Church Street Gateway/Streetscape/
Shared Street Concept

# 6.1 TRAFFIC ANALYSIS

## Lane Call Analysis

### Fairburn Road from E Broad St to SR 92

| | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| E Broad St | | | | | | | | | | | | | | | | | | | | | |
| | 3231 | 3289 | 3347 | 3407 | 3467 | 3529 | 3592 | 3656 | 3721 | 3788 | 3855 | 3924 | 3994 | 4065 | 4137 | 4211 | 4286 | 4363 | 4440 | 4519 | 4600 |
| Church St | | | | | | | | | | | | | | | | | | | | | |
| | 7410 | 7542 | 7677 | 7813 | 7953 | 8094 | 8239 | 8385 | 8535 | 8687 | 8842 | 8999 | 9160 | 9323 | 9489 | 9658 | 9830 | 10005 | 10184 | 10365 | 10550 |
| E Spring St | | | | | | | | | | | | | | | | | | | | | |
| | 11168 | 11367 | 11569 | 11776 | 11985 | 12199 | 12416 | 12638 | 12863 | 13092 | 13326 | 13563 | 13805 | 14051 | 14301 | 14556 | 14815 | 15079 | 15348 | 15622 | 15900 |
| Katherine St | | | | | | | | | | | | | | | | | | | | | |
| | 12116 | 12332 | 12552 | 12775 | 13003 | 13235 | 13471 | 13711 | 13955 | 14204 | 14457 | 14715 | 14977 | 15244 | 15515 | 15792 | 16073 | 16360 | 16651 | 16948 | 17250 |
| Grady St | | | | | | | | | | | | | | | | | | | | | |
| | 11730 | 11939 | 12152 | 12368 | 12589 | 12813 | 13041 | 13274 | 13510 | 13751 | 13996 | 14245 | 14499 | 14758 | 15021 | 15288 | 15561 | 15838 | 16120 | 16408 | 16700 |
| Estelle St | | | | | | | | | | | | | | | | | | | | | |
| | 12397 | 12618 | 12843 | 13072 | 13305 | 13542 | 13783 | 14029 | 14279 | 14533 | 14792 | 15056 | 15324 | 15597 | 15875 | 16158 | 16446 | 16739 | 17037 | 17341 | 17650 |
| Dorris Rd | | | | | | | | | | | | | | | | | | | | | |
| | 12292 | 12511 | 12734 | 12961 | 13192 | 13427 | 13666 | 13909 | 14157 | 14410 | 14666 | 14928 | 15194 | 15465 | 15740 | 16021 | 16306 | 16597 | 16893 | 17194 | 17500 |
| Courtland St | | | | | | | | | | | | | | | | | | | | | |
| | 11484 | 11689 | 11897 | 12109 | 12325 | 12544 | 12768 | 12995 | 13227 | 13463 | 13703 | 13947 | 14195 | 14448 | 14706 | 14968 | 15235 | 15506 | 15782 | 16064 | 16350 |
| Newman St | | | | | | | | | | | | | | | | | | | | | |
| | 11940 | 12153 | 12370 | 12590 | 12815 | 13043 | 13275 | 13512 | 13753 | 13998 | 14247 | 14501 | 14760 | 15023 | 15290 | 15563 | 15840 | 16123 | 16410 | 16702 | 17000 |
| Hospital Dr | | | | | | | | | | | | | | | | | | | | | |
| | 15171 | 15442 | 15717 | 15997 | 16282 | 16572 | 16868 | 17168 | 17474 | 17786 | 18103 | 18425 | 18754 | 19088 | 19428 | 19774 | 20127 | 20485 | 20850 | 21222 | 21600 |
| SR 92 | | | | | | | | | | | | | | | | | | | | | |

| | | |
|---|---|---|
| Growth Rate | 1.78% | |
| # of Lanes | Threshold | |
| 2 lanes | 17700 | |
| 4 lanes | 17700 | |
| 6 lanes | 39800 | |



## Lane Call Analysis

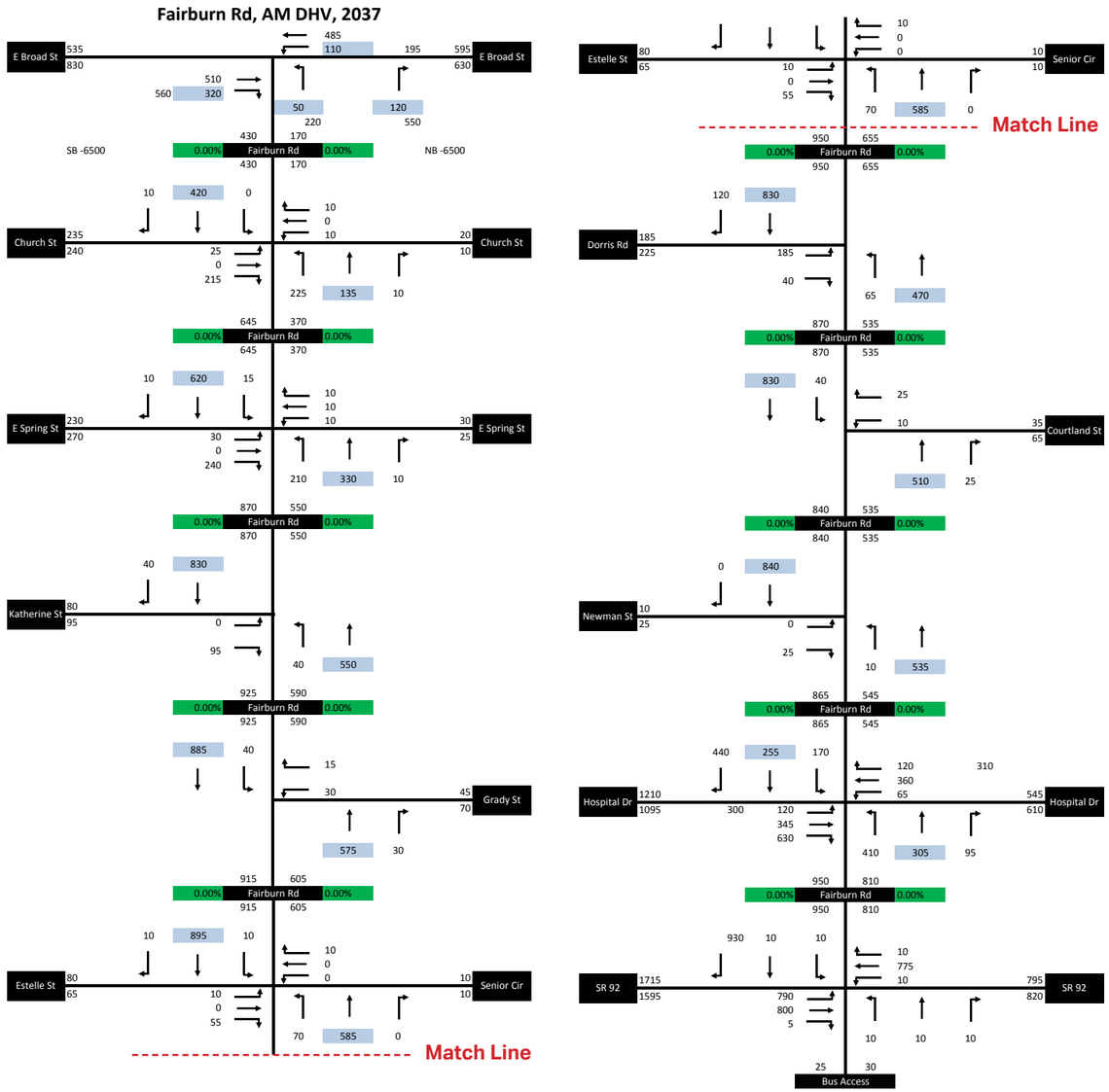
### Dallas Highway from SR 92 to Strickland St

| | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 92 | | | | | | | | | | | | | | | | | | | | | |
| | 11033 | 11199 | 11368 | 11539 | 11712 | 11889 | 12068 | 12249 | 12434 | 12621 | 12811 | 13004 | 13199 | 13398 | 13600 | 13804 | 14012 | 14223 | 14437 | 14654 | 14875 |
| John Clark and Davis Dr | | | | | | | | | | | | | | | | | | | | | |
| | 11256 | 11425 | 11597 | 11771 | 11949 | 12128 | 12311 | 12496 | 12684 | 12875 | 13069 | 13266 | 13466 | 13668 | 13874 | 14083 | 14295 | 14510 | 14728 | 14950 | 15175 |
| Upshaw Mill Rd | | | | | | | | | | | | | | | | | | | | | |
| | 11256 | 11425 | 11597 | 11771 | 11949 | 12128 | 12311 | 12496 | 12684 | 12875 | 13069 | 13266 | 13466 | 13668 | 13874 | 14083 | 14295 | 14510 | 14728 | 14950 | 15175 |
| Lincoln St | | | | | | | | | | | | | | | | | | | | | |
| | 11367 | 11538 | 11712 | 11888 | 12067 | 12248 | 12433 | 12620 | 12810 | 13003 | 13198 | 13397 | 13599 | 13803 | 14011 | 14222 | 14436 | 14653 | 14874 | 15098 | 15325 |
| Thompson St | | | | | | | | | | | | | | | | | | | | | |
| | 11552 | 11726 | 11903 | 12082 | 12264 | 12448 | 12636 | 12826 | 13019 | 13215 | 13414 | 13616 | 13820 | 14028 | 14240 | 14454 | 14672 | 14892 | 15117 | 15344 | 15575 |
| W. Forrest Ave | | | | | | | | | | | | | | | | | | | | | |
| | 11923 | 12103 | 12285 | 12470 | 12657 | 12848 | 13041 | 13237 | 13437 | 13639 | 13844 | 14053 | 14264 | 14479 | 14697 | 14918 | 15143 | 15370 | 15602 | 15837 | 16075 |
| Kendrick St | | | | | | | | | | | | | | | | | | | | | |
| | 12146 | 12328 | 12514 | 12702 | 12894 | 13088 | 13285 | 13485 | 13687 | 13893 | 14103 | 14315 | 14530 | 14749 | 14971 | 15196 | 15425 | 15657 | 15893 | 16132 | 16375 |
| Ridge Ave | | | | | | | | | | | | | | | | | | | | | |
| | 12628 | 12818 | 13011 | 13207 | 13405 | 13607 | 13812 | 14020 | 14231 | 14445 | 14662 | 14883 | 15107 | 15335 | 15565 | 15800 | 16037 | 16279 | 16524 | 16773 | 17025 |
| Parker St | | | | | | | | | | | | | | | | | | | | | |
| | 12702 | 12893 | 13087 | 13284 | 13484 | 13687 | 13893 | 14102 | 14314 | 14530 | 14749 | 14971 | 15196 | 15425 | 15657 | 15892 | 16132 | 16374 | 16621 | 16871 | 17125 |
| Strickland St | | | | | | | | | | | | | | | | | | | | | |

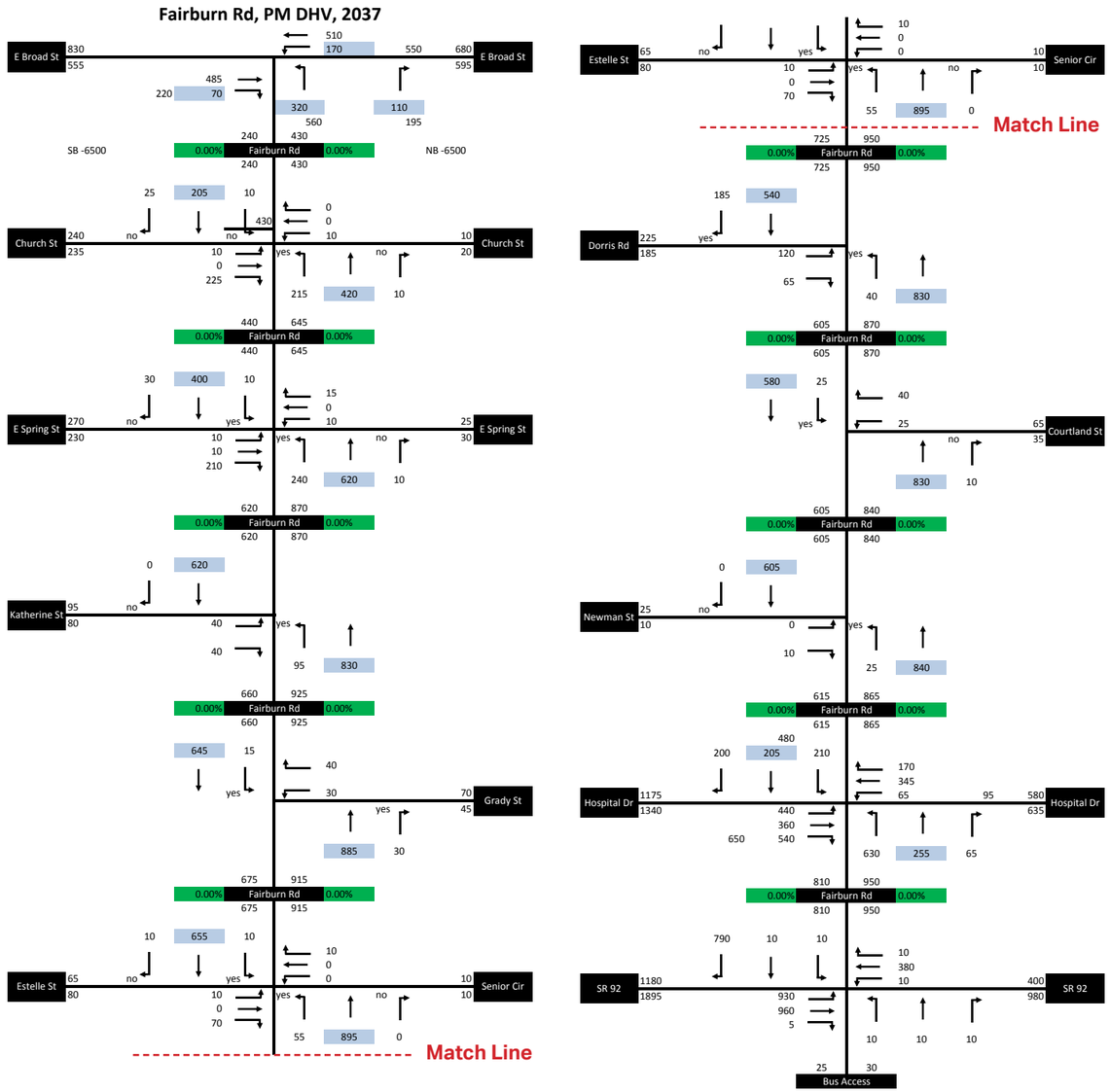
| | | |
|---|---|---|
| Growth Rate | 1.51% | |
| # of Lanes | Threshold | |
| 2 lanes | 17700 | |
| 4 lanes | 17700 | |
| 6 lanes | 39800 | |

# 6.1 TRAFFIC ANALYSIS

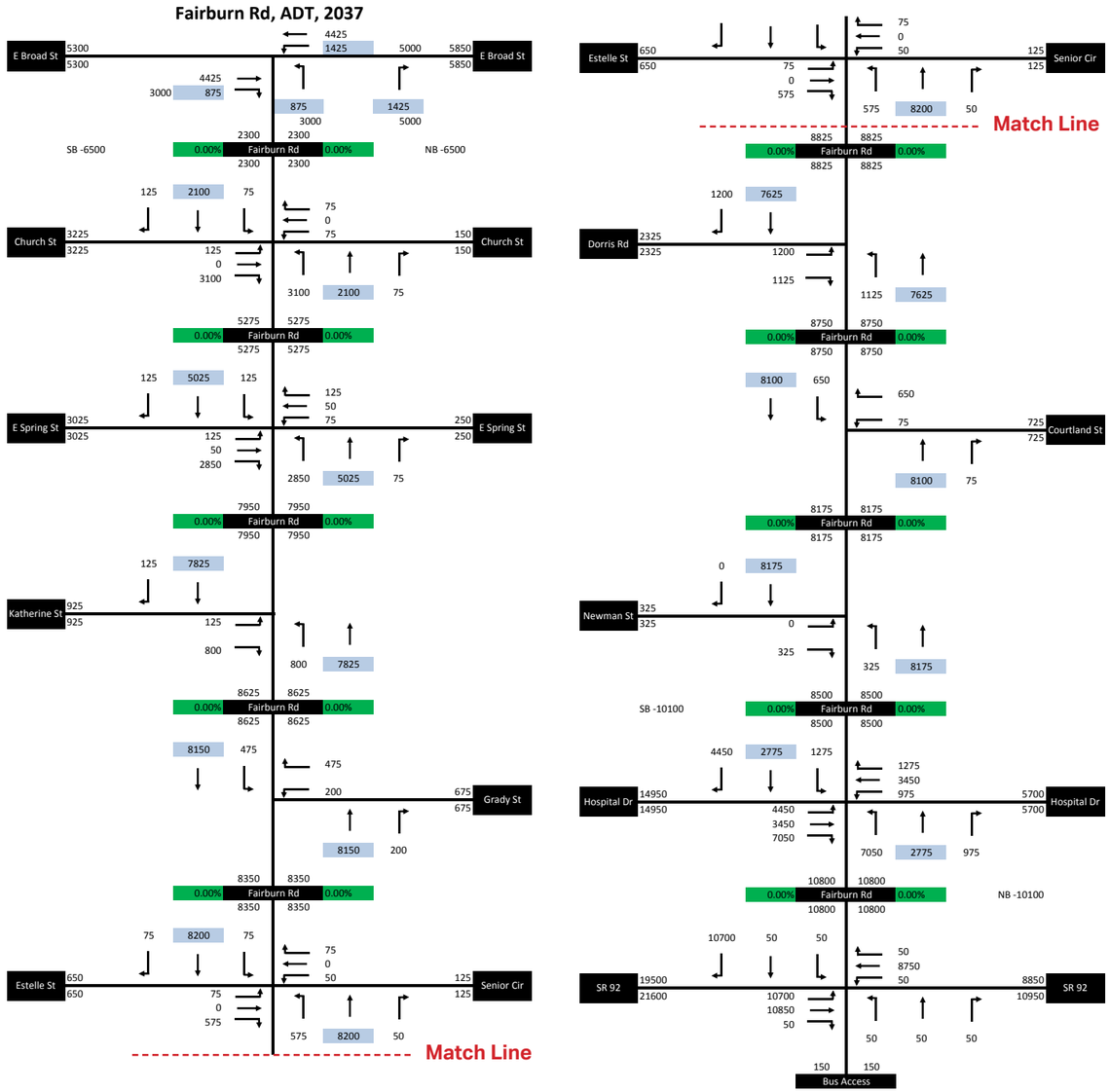
## Traffic Forecast - Fairburn Rd, AM DHV, 2037




## Traffic Forecast - Fairburn Rd, PM DHV, 2037



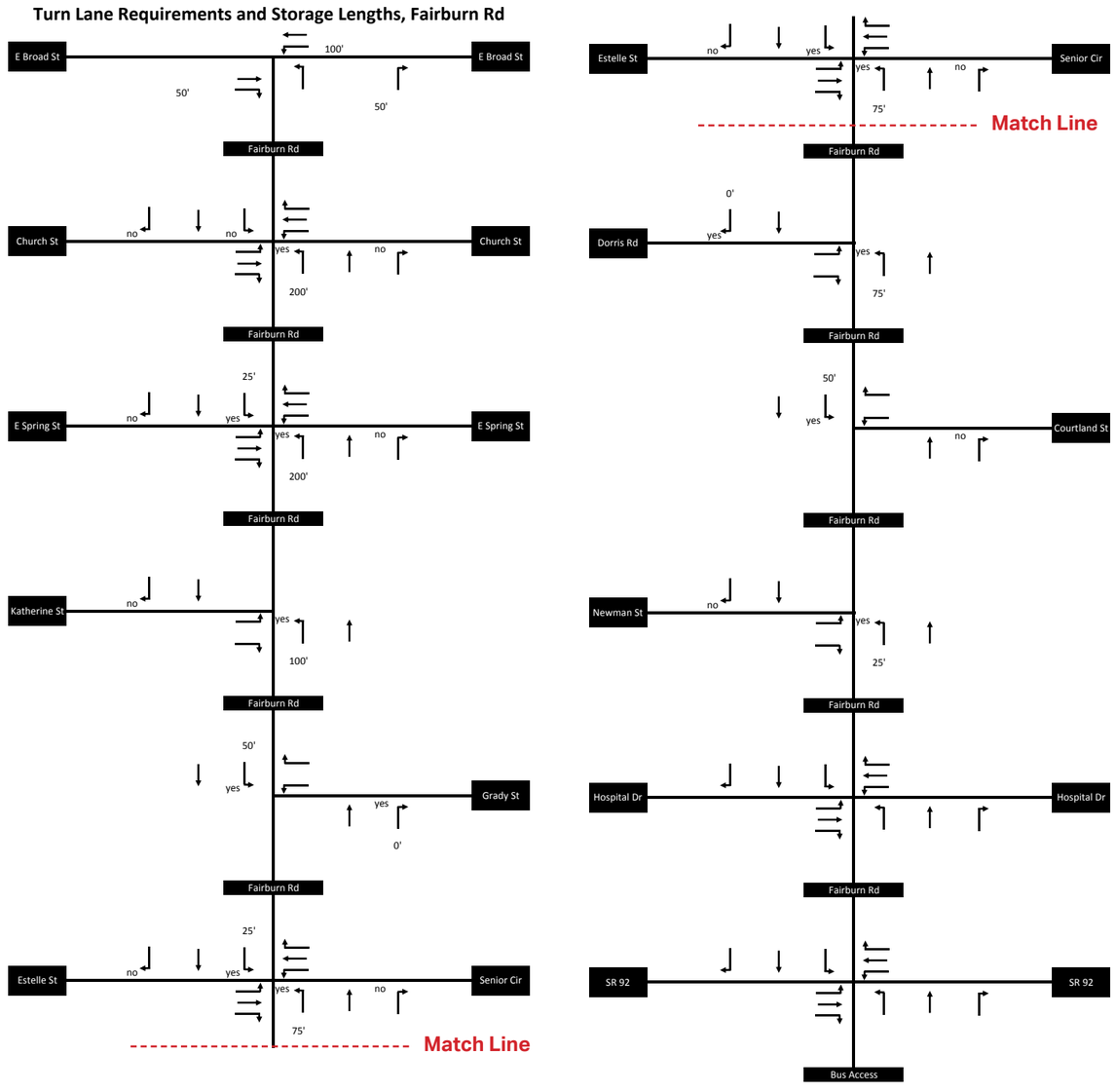
## Traffic Forecast - Fairburn Rd, ADT, 2037



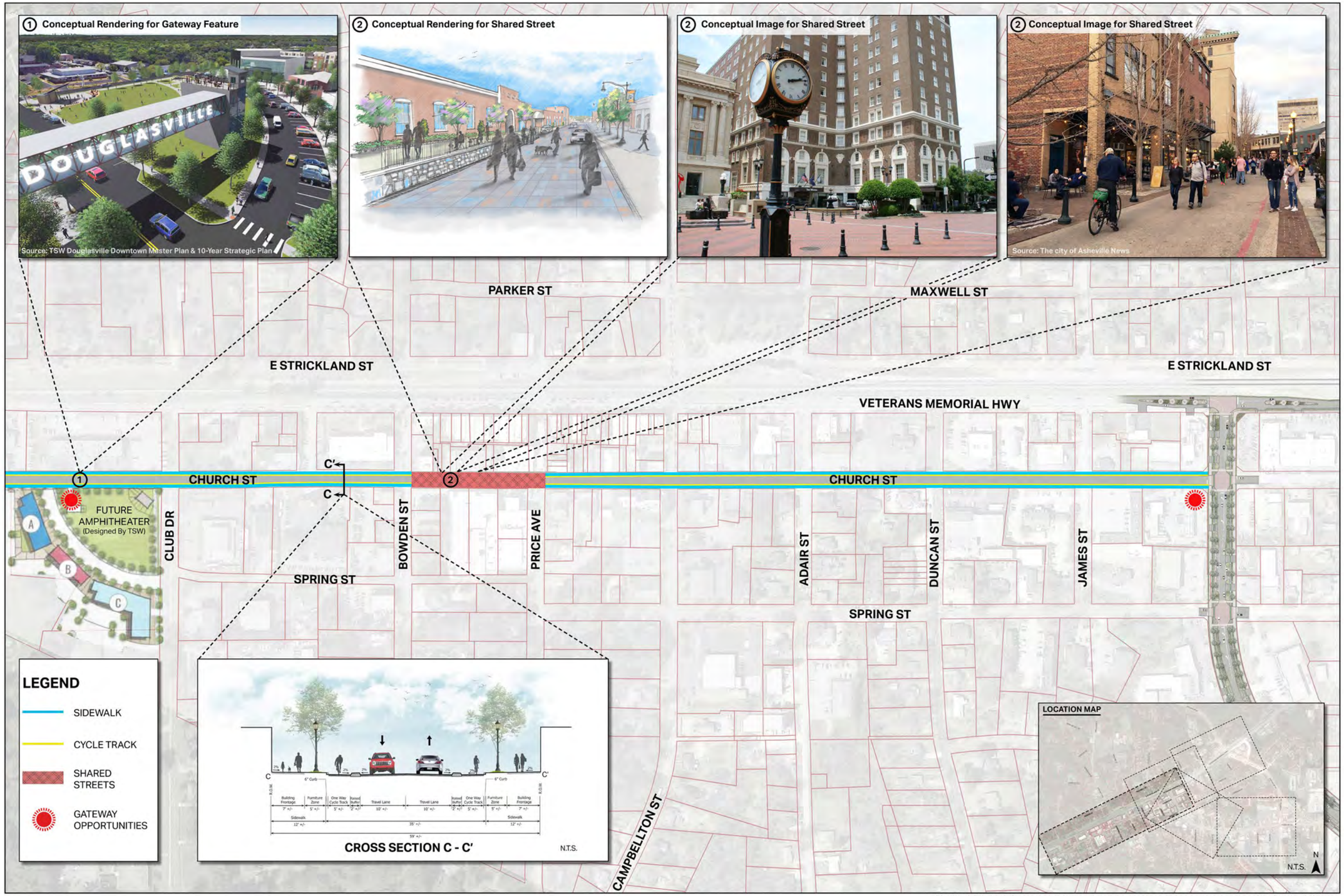





## Turn Lane Requirements and Storage Lengths



# 6.2 CHURCH STREET GATEWAY / STREETSCAPE / SHARED STREET CONCEPT




*Disclaimer: This plan is for conceptual design only and should not be relied on as representations of the final detail of design.