



MAYOR & COUNCIL WORK SESSION AGENDA

Holt-Bishop Justice Center, Municipal Courtroom, 101 Main Street

February 3, 2026 | 10:00 AM

Review of the Agenda (Mayor Leslie McPherson)

B. Governing Body (Mayor Leslie McPherson)

1. Safe Streets 4 All (SS4A) Presentation — Adoption of Safety Plan (Alex Simmons, Keck & Wood)
2. Appointment of Planning & Zoning Commission Member, Ward 4
3. Appointment of Planning & Zoning Commission Member, Ward 5
4. Sumter Local Government Consulting - Executive Search Services for City Manager (Nicole Smith, City Attorney)
5. Housing Authority Appointment (Mayor Leslie McPherson)

C. Building Development Tracy Jarvis, Director

1. Development Update (Nic Griffin, Deputy Building Development Director)

D. Parks, Recreation & Leisure Services (Tracie Ivey, Director)

1. West Georgia Regional Library System MOU for Book Lockers (Rachel Linn, Library Manager)

E. Community Development (Consultant Brecca Carter, Interim Director)

1. Rezoning request submitted by CHI/Acquisition, L.P., to rezone the subject property from Commercial Medium-Density (C2) to Industrial Low-Density (I1). The property is located at 700 Edge Road, within Land Lots 143 and 146 of District 4, also known as Parcel Number 01460250013, and is located within Douglas County, GA, Ward 5. The total property size is approximately 29.79 ± acres. **This is a Public Hearing.** (Shaun Myers, Planning and Zoning Administrator)
2. Variance request by Prime Construction, for a reduction in the required minimum parking lot landscaping buffers, in accordance with *Sec. 7.05 - Landscaping Standards - Parking Area Landscaping*. For the property located at 182 and 190 Edge Road, Land Lot 160, District 6, also known as Parcel Numbers: V06 0070125 and V06 0070135. The property lot size is 1.24 +/- acres. The subject property is zoned Commercial Low Density (C1) located within Carroll County, GA, Ward 5. **This is a Public Hearing.** (Shaun Myers, Planning and Zoning Administrator)

F. Finance (Amanda Long, Interim Finance Director)

1. Write off Customer Receivables (Amanda Long, Interim Director)

G. Executive Session

1. Pursuant to the attorney-client privilege and as provided by Georgia Code section 50-14-2(1), a meeting otherwise required to be open was closed to the public in order to consult and meet with legal counsel pertaining to pending or

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities are required to contact the City Clerk at 678-840-1229 10 business days before the scheduled meeting to allow the City to make reasonable accommodations for those persons.

potential litigation, settlement, claims, administrative proceedings, or other judicial actions brought or to be brought by or against the agency or any officer or employee or in which the agency or any officer or employee may be directly involved.



COLLABORATION BY DESIGN



City of Villa Rica Safety Action Plan

City Council Work Session
February 3, 2026

AGENDA

1. Welcome and Introductions
2. Project Purpose
3. The Problem
4. The Shift
5. The Plan
 - Establish Leadership & Goals
 - Analyze Safety Data
 - Engagement & Collaboration
 - Establish HIN & Emphasis Areas
 - Identify Strategies
 - Prioritize & Incorporate Strategies
 - Evaluate & Update The Plan
6. Next Steps
7. Discussion/Questions

1 Welcome and Introductions



**The City of Villa Rica
obtained a U.S.
Department of
Transportation Safe
Streets and Roads for
All (SS4A) grant to:**

- Review and evaluate existing regional and local safety related policies, plans, and guidelines
- Determine and recommend target safety goals
- Develop a program of projects and strategies targeted at improving safety
- Prioritize projects based on project readiness, funding, economic benefit analysis, equity, safety and other relevant factors

All Crashes by Year, 2014-2024



Fatal/Serious Injury Crashes, 2014-2024



Safe System Approach

1. Death/Serious Injury is Unacceptable
2. Humans Make Mistakes
3. Humans Are Vulnerable
4. Responsibility is Shared
5. Redundancy is Crucial
6. Safety is Proactive

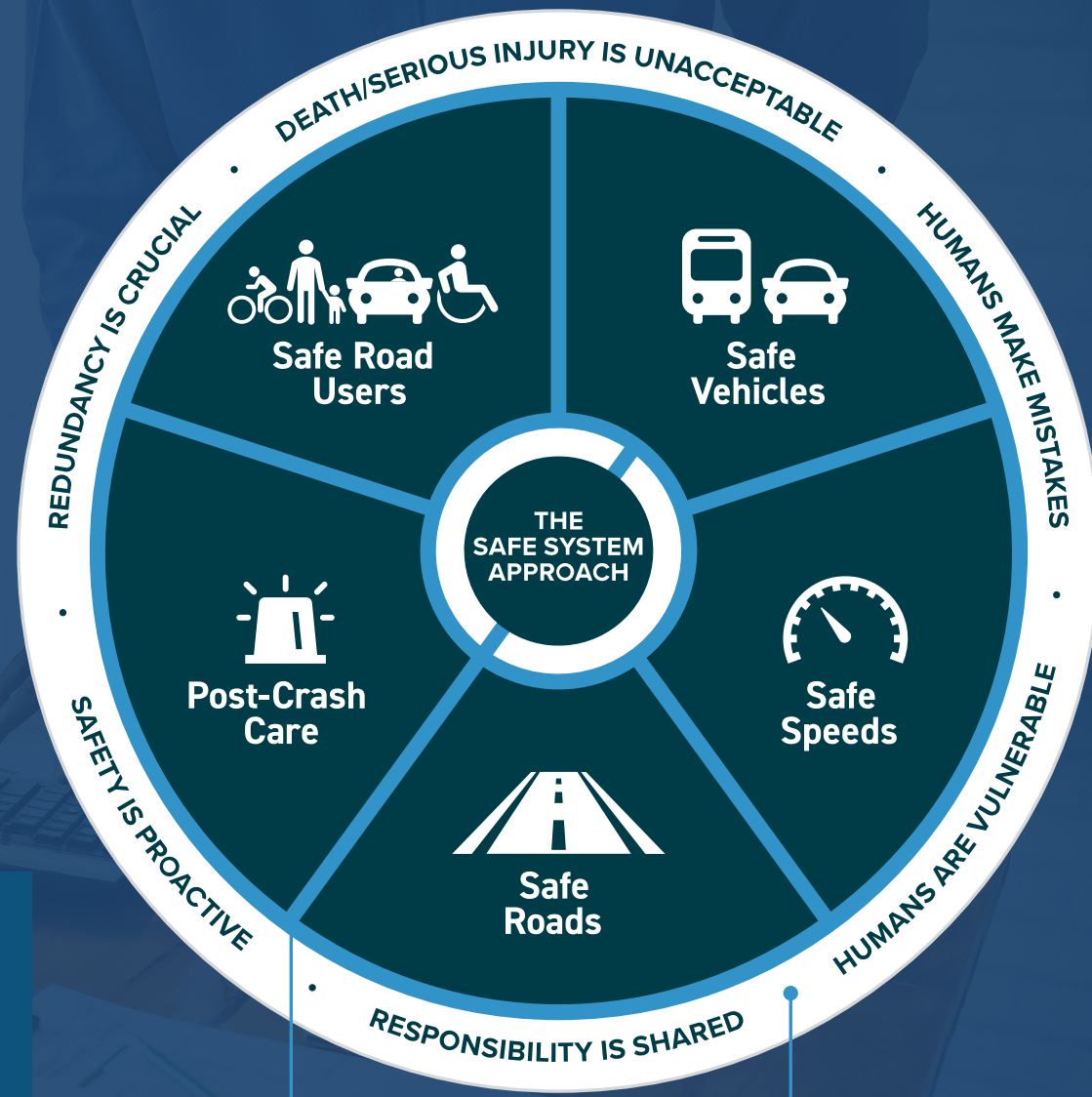
Traditional approach

Prevent crashes
 Improve human behavior
 Control speeding
 Individuals are responsible
 React based on crash history



Safe System approach

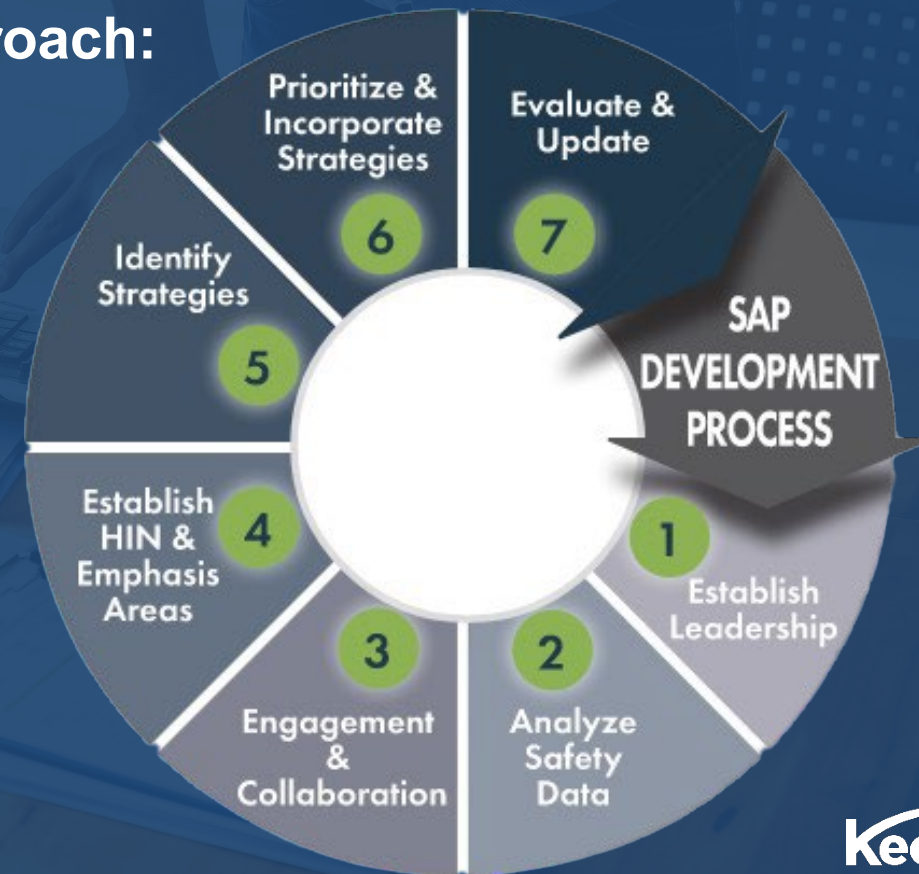
Prevent death and serious injuries
 Design for human mistakes/limitations
 Reduce system kinetic energy
 Share responsibility
 Proactively identify and address risks



5 Safe System Elements

6 Safe System Principles

- **Create a Citywide Safety Action Plan**
 - **Incorporate the 7 key tasks from the SAP Development Process**
- **Provide framework focused on real world, readily implementable solutions**
- **Incorporate all 5 Es and the Safe System Approach:**
 - **Engineering**
 - **Education**
 - **Emergency Medical Response**
 - **Enforcement**
 - **Equity**



Establish Leadership & Goals

First	Last	Email	Organization	Title
Jennifer	Hallman	jhallman@villarica.gov	City	Interim City Manager/CFO
Mark	Teal	teale2.consulting@gmail.com	City	City Consultant
Leanne	Wilkins	lwilkins@villarica.gov	City	Deputy City Clerk
Hal	Burch	hburch@villarica.gov	City	Public Works Director
Jeremy	Dukes	jdukes@villarica.gov	City	Street Supervisor
Tracy	Jarvis	tjarvis@villarica.gov	City	Building Development Director
Nic	Griffin	dgriffin@villarica.gov	City	Building Development Deputy Director
Tracie	Ivey	taivey@villarica.gov	City	Director of Parks & Rec
Theresa	Campbell	tcampbell@villarica.gov	City	City Clerk
John	Bain	jbain@villarica.gov	City	Interim Deputy City Manager
Brecca	Carter	bcarter@villarica.gov	City	Interim Director - Community Development Department
Matthew	Momtahan	mmomtahan@villarica.gov	City Council	Transportation Subcommittee
Steve	Lujan	slujan@villarica.gov	Police	Captain
Mike	Bettikofer	mbettikofer@villarica.gov	Police	Lieutenant
Gary	Thomas	wgainfo@tanner.org	EMS	VP at Tanner/ West Ga Ambulance
David	Harmon	dharmon@carrollcountyga.gov	Carroll County	Fire Marshall
Clint	Chance	cchance@carrollcountyga.gov	Carroll County	District Commissioner
Mark	Alcaez	malcaez@douglascountyga.gov	Douglas County	County Commissioner
Suleman	Rana	srana@douglascountyga.gov	Douglas County	DOT Director
Stephanie	Wagner	swagner@threeriversrc.com	Three Rivers RPC	Regional Planner
Shawn	Myers	smyers@villarica.gov	City	Planning and Zoning Administrator

Villa Rica SAP – Primary Stakeholders

Establish Leadership & Goals

Goal 1

- Better understand factors affecting roadway user safety in the City of Villa Rica by engaging the local community, key stakeholders, and others in the region.

Goal 2

- Implement a data-driven approach, complemented by public input, to pinpoint where and why fatal/serious injury crashes and near misses occur, identify locations that feel unsafe, and recognize high-risk areas prone to future crashes.

Goal 3

- Promote a culture of safety throughout the community and within different departments at the City.

Goal 4

- Prioritize roadway safety actions and programmatic investment recommendations to advance Villa Rica's Vision Zero goals.

Goal 5

- Aid in the development, prioritization, and implementation of future roadway safety improvement projects.

Villa Rica's Leadership Commitment

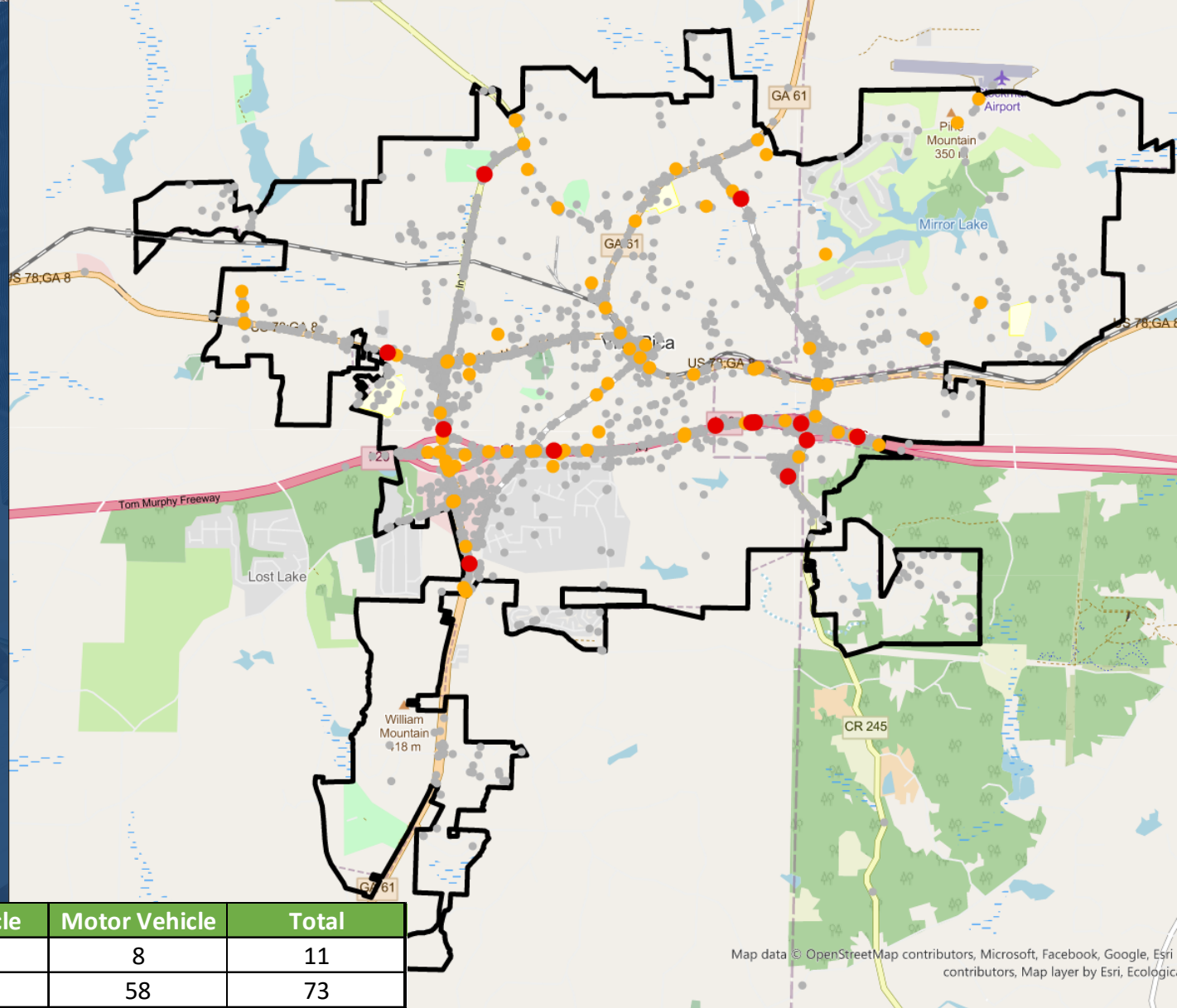
- The City is committed to the goal of zero fatal injury crashes on city-maintained roadways by 2035.
- The City is committed to reducing serious injury crashes on city-maintained roadways by 5% each year in an effort to eliminate all serious injury crashes by 2050.

Adopted December 9th, 2025

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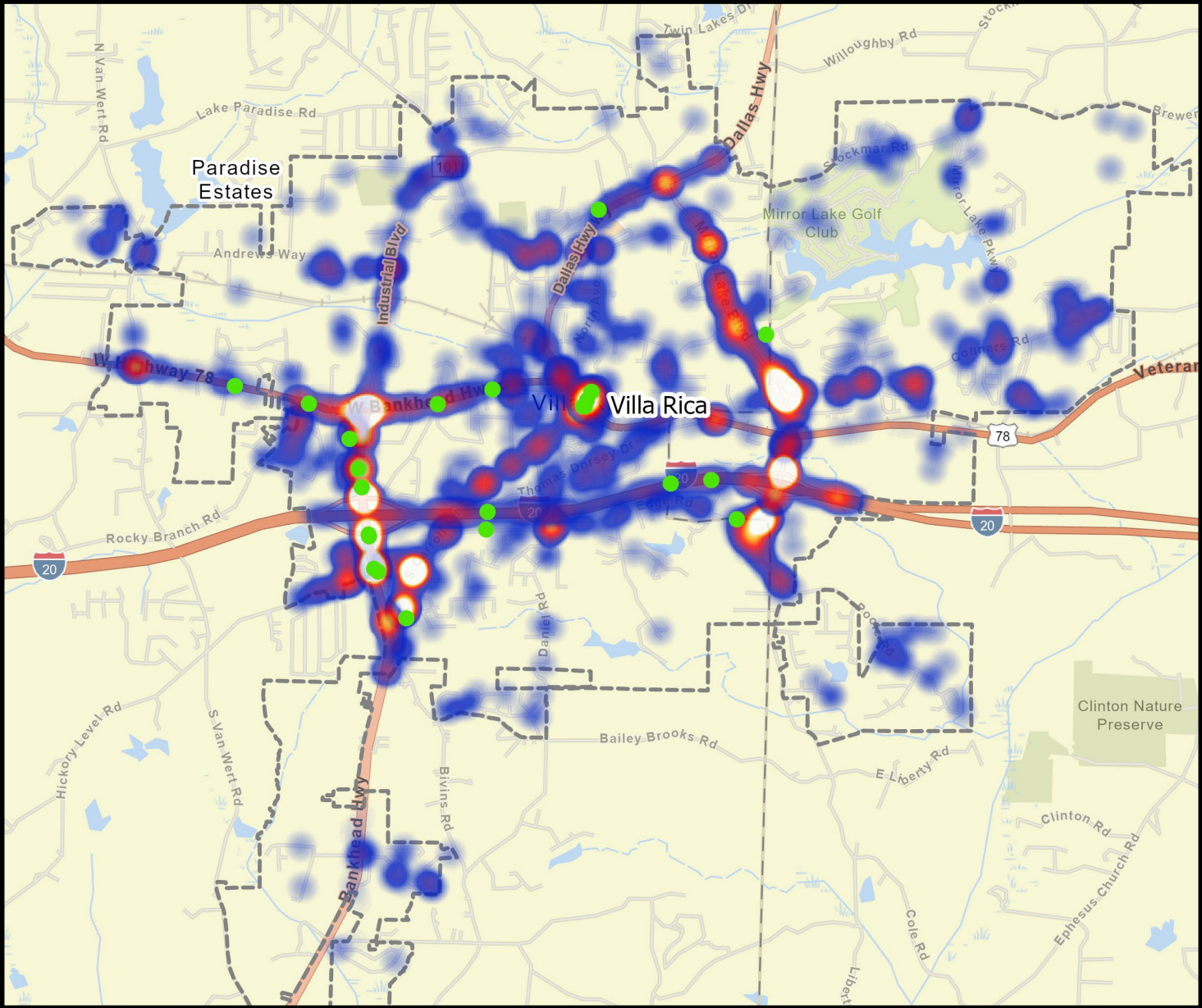
Analyze Safety Data

- Over a 5-year period (2020-2024):
 - 4,214 Crashes
 - 11 Fatalities
 - 73 Serious Injuries
- City-maintained Roadways:
 - 1,037 Crashes
 - 3 Fatalities
 - 20 Serious Injuries

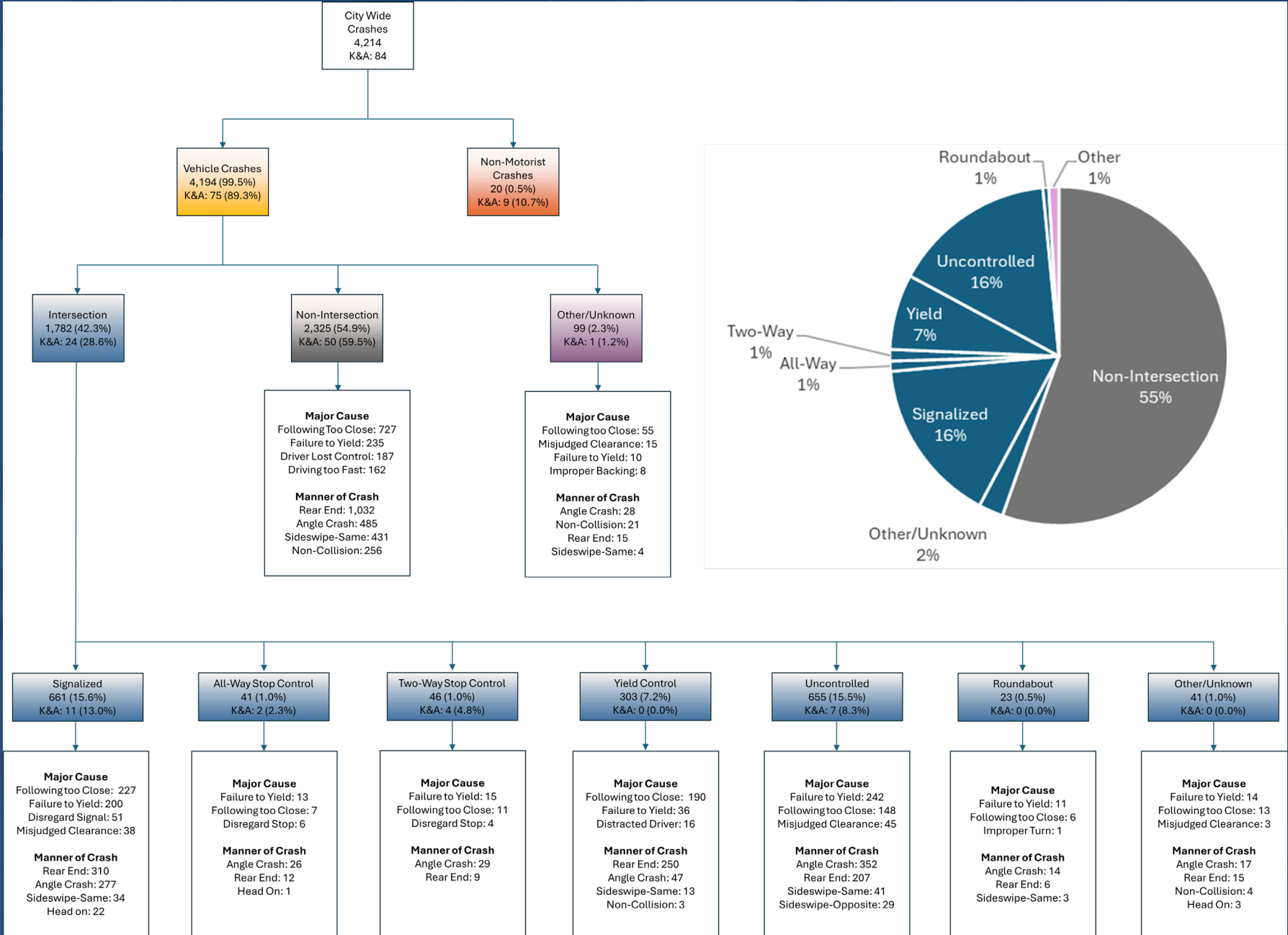


Injury Severity	Bicycle	Pedestrian	Motorcycle	Motor Vehicle	Total
Fatal (K)	0	1	2	8	11
Incapacitating (A)	0	4	11	58	73
Non-Incapacitating (B)	0	4	7	244	255
Not visible but complaints of pain (C)	2	2	12	629	645
Uninjured (O)	2	1	7	3220	3230
Total	4	12	39	4159	4214
KSI Rate	0.0%	41.7%	33.3%	1.6%	2.0%

5 Analyze Safety Data



5 Analyze Safety Data



5 Analyze Safety Data

Crash Analysis Report Highlights:

- Crash Trends
- Crash Causation
- Crash Behaviors
- Roadway Characteristics
- Environmental Characteristics
- Land Use & Context
- Characteristics
- Development of High Injury

Behavioral Cause	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
Disregard Other Traffic Control	12	0.3%	1	1.2%	8.3%
Disregard Police - Evasion	12	0.3%	1	1.2%	8.3%
Driver Condition	46	1.1%	5	6.0%	10.9%
Driver Lost Control	151	3.6%	9	10.7%	6.0%
Exceeding Speed Limit	22	0.5%	4	4.8%	18.2%
Failure to Yield	277	6.6%	10	11.9%	3.6%
Following Too Close	503	11.9%	6	7.1%	1.2%
Improper Passing	31	0.7%	3	3.6%	9.7%
Other Unit Contributed to Crash	767	18.2%	9	10.7%	1.2%
Parked Improperly	13	0.3%	2	2.4%	15.4%
Reckless Driving	11	0.3%	3	3.6%	27.3%
Too Fast for Conditions	184	4.4%	9	10.7%	4.9%
No Contributing Factors	1263	30.0%	0	0.0%	0.0%
Under the Influence (U.I.)	58	1.4%	1	1.2%	1.7%
Changed Lanes Improperly	89	2.1%	2	2.4%	2.2%
Improper Turn	38	0.9%	1	1.2%	2.6%
Improper Backing	51	1.2%	0	0.0%	0.0%
Misjudged Clearance	141	3.3%	3	3.6%	2.1%
Wrong Side of Road	39	0.9%	2	2.4%	5.1%
Other	506	12.0%	13	15.5%	2.6%
Total	4214	100.0%	84	100%	2.2%



City of Villa Rica Safety Action Plan Crash Analysis Report

October 2025



5 Engagement & Collaboration



Villa Rica Safety Action Plan

Overview What is a Safety Action Plan? Why is this Plan Important? How Will We Get There? Public Involvement Survey



Survey

Please take a few minutes to complete the NEW Villa Rica Safety Action Plan survey to help identify safety issues in the area. Click the link or scan the QR code below!

[Take Survey](#)

What is a Safety Action Plan?

A Safety Action Plan is a strategic roadmap designed to identify, address, and mitigate traffic safety issues within a specific area. The plans identify the most significant roadway safety concerns in a community and outline the projects and strategies to address them. Safety Action Plans not only assist local practitioners in understanding crash trends within their jurisdiction, but they also define a locally focused plan for practitioners to make informed, prioritized safety decisions. This comprehensive plan includes data analysis, public engagement, and the development of targeted strategies to improve road safety for all users.

Project Initiations

February - March 2025

Data Analysis

March - July 2025

Public Meeting #1

July 17th | 6:00-7:30 PM

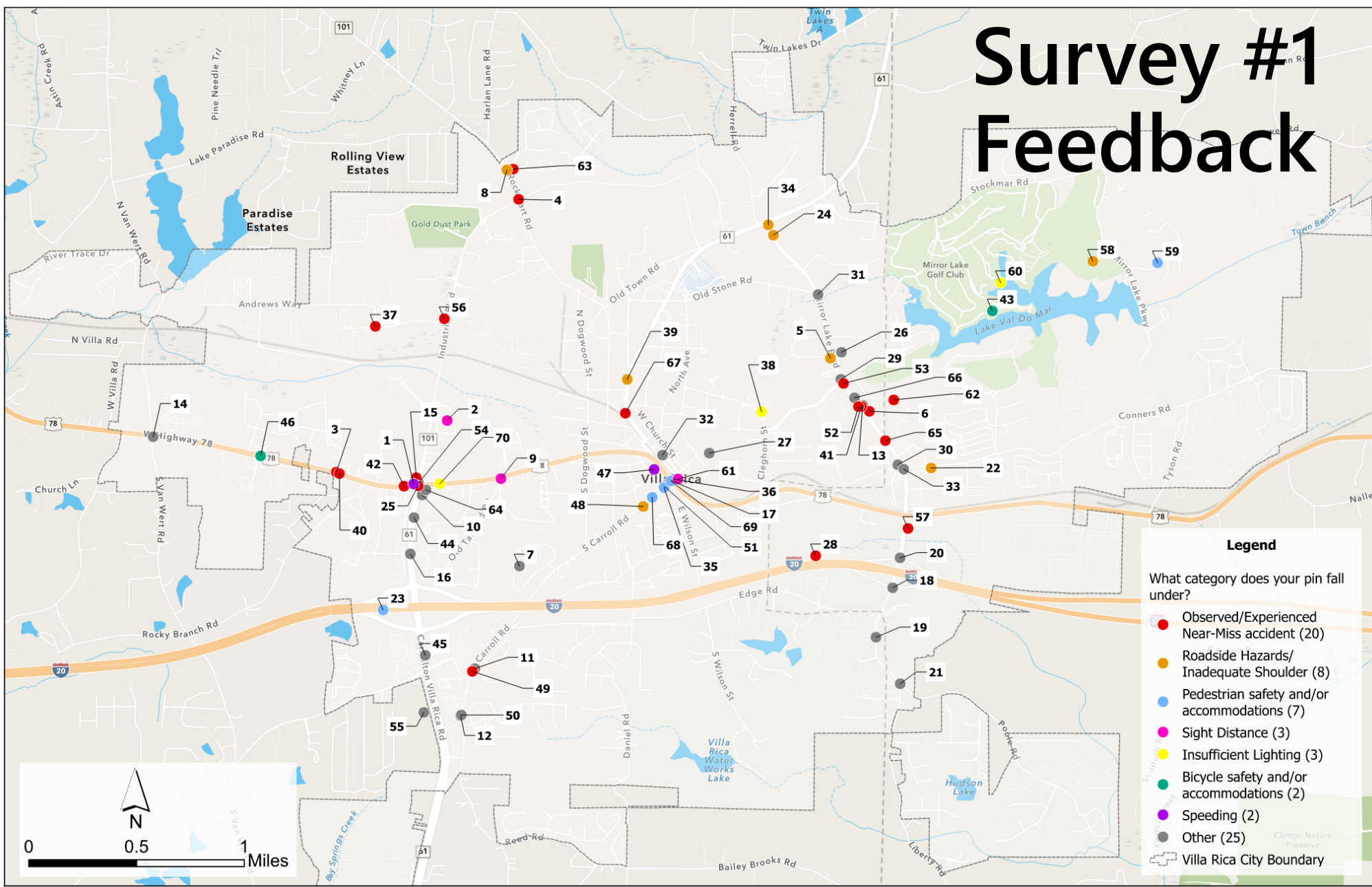
Public Meeting #2

October 28 | 6:00-7:30 PM

Targeted Strategies

June - August 2025

Survey #1 Feedback



Engagement & Collaboration



Legend

What category does your pin fall under?

- Dangerous Intersection (24)
 - Dangerous Roadway Segment (10)
 - Pedestrian and/or Bicycle Safety (2)
 - Roadside Hazards/ Inadequate Shoulders (2)
 - Speeding (2)
 - Sight Distance (1)
 - Other (6)
-  Villa Rica City Boundary

28- There has been to many fatal, or near fatal crashes here. This will only get worse with the new freight wear house being built.

26- Low visibility caused by the trees and brush.

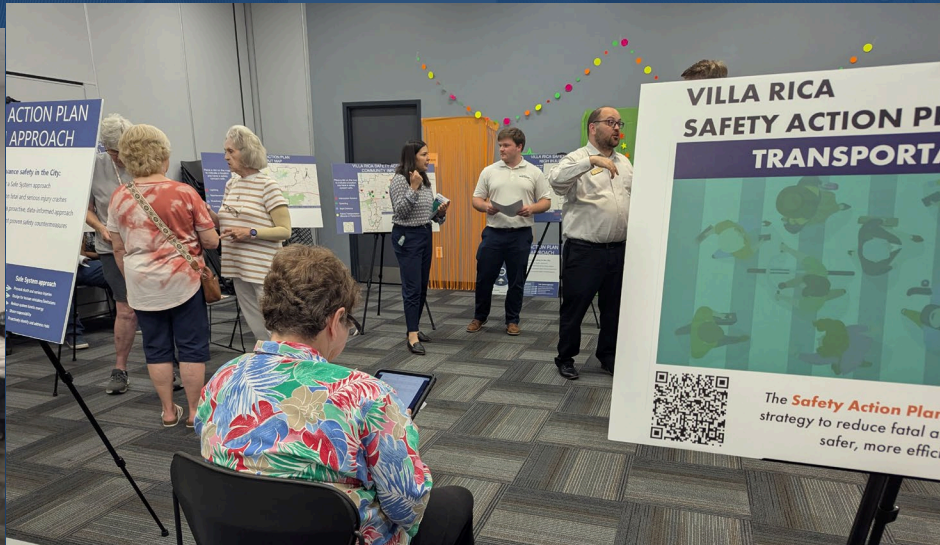
Due to the high flow of traffic and drivers doing excessive speeds, making left turns at this intersection is dangerous.

25- People have been killed at this intersection due to low visibility caused by the trees and brush and speeding. Due to the high flow of traffic and drivers doing excessive speeds, making left turns at this intersection is dangerous.

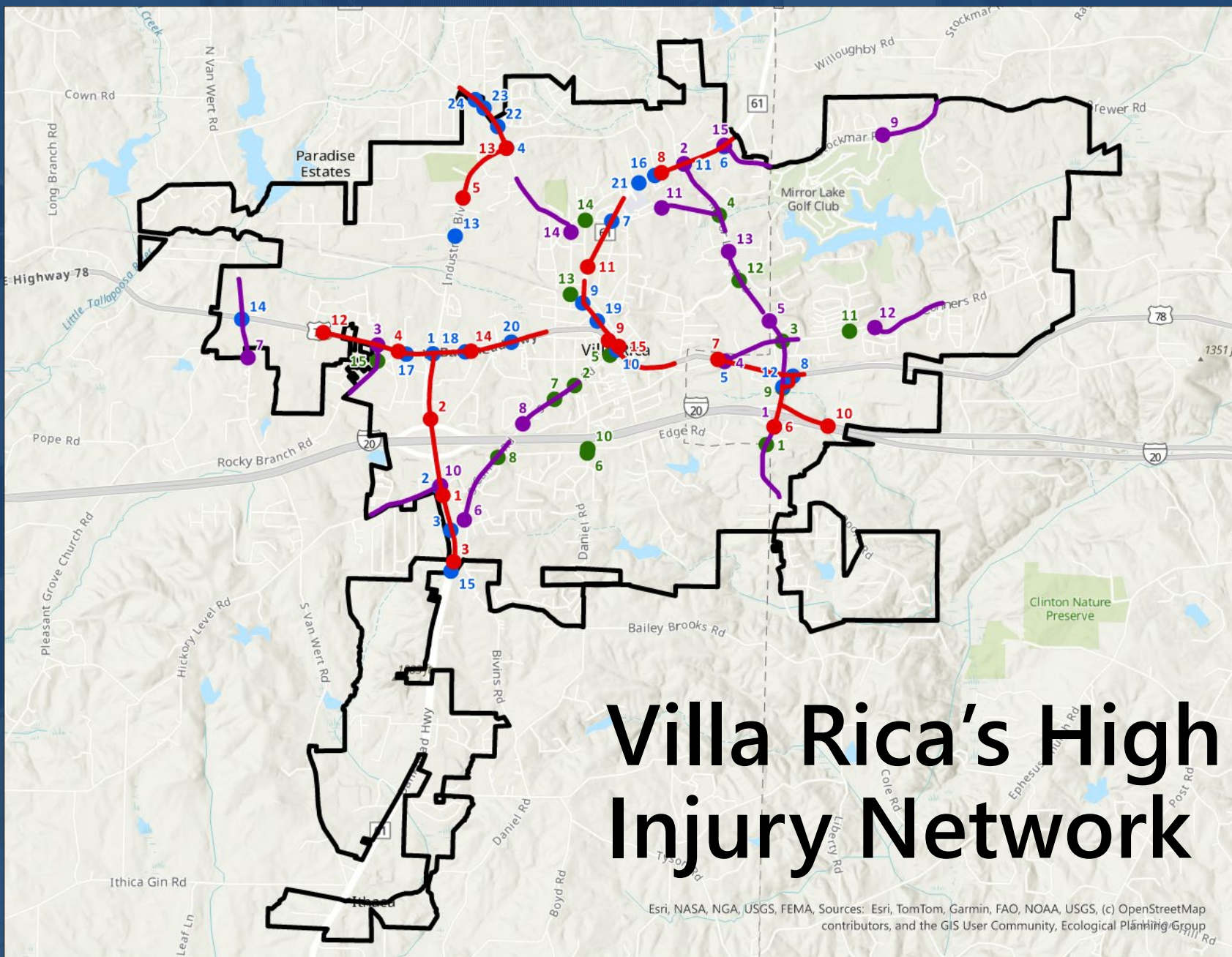
24- The 101-bypass is putting 4 lanes of ongoing traffic in front of our community will make left turns dangerous. The speed limit in front of the Reid Plantation community is too high. There is no plan for residence of Reid Plantation to make left...

42- Proceeding south on industrial blvd after going thru the new roundabout, the road leading south over the railroad tracks is dangerous due to large trucks trying to turn into and out of the businesses.

5 Engagement & Collaboration



Establish HIN & Emphasis Areas



- Key Facts for HIN:
 - 2451 of 4214 crashes occur along the HIN (58%)
 - 77 of 84 fatal and serious injury crashes occur along the HIN (91%)

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Establish HIN & Emphasis Areas

Intersection	Blended ePDO	Typical ePDO	Crashes	KABCO Severity				
				K	A	B	C	O
Liberty Road at Edge Road	336.0	155.8	25.0	0	1	1	3	20
South Carroll Road at Spring Street	318.0	155.0	7.0	0	1	2	2	2
Mirror Lake Boulevard at Conners Road	185.0	133.2	46.0	0	0	3	7	36
Old Stone Road at Punkintown Road	99.0	54.2	15.0	0	0	1	5	9
South Carroll Road at West Wilson Street	43.0	22.3	15.0	0	0	0	2	13
Daniel Road at Berry Drive	35.0	31.5	8.0	0	0	1	1	6
South Carroll Road at South Dogwood Street	35.0	14.3	7.0	0	0	0	2	5
South Carroll Road at Berry Drive	34.0	30.5	6.0	0	0	1	1	4
Liberty Road at Liberty Road Ramp	34.0	30.5	6.0	0	0	1	1	4
Daniel Road at Edge Road	20.0	9.7	6.0	0	0	0	1	5
Conners Road at Southlake Parkway	20.0	9.7	6.0	0	0	0	1	5
Shoreline Parkway at Punkintown Road	10.0	10.0	10.0	0	0	0	0	10
Main Street at Jones Street	6.0	6.0	6.0	0	0	0	0	6
Old Stone Road at Walker Street	5.0	6.0	6.0	0	0	0	0	6
Rocky Branch Road at Topaz Lane	5.0	5.0	5.0	0	0	0	0	5

Segment	Blended ePDO	Typical ePDO	Crashes	KABCO Severity				
				K	A	B	C	O
Liberty Road from I-20 EB Ramp to Poole Road	787.0	792.8	67.0	1	1	7	8	50
Conners Road from US 78 to Garnet Drive	760.0	372.0	54.0	0	2	4	10	38
South Van Wert Road from Church Road to North of FBC	606.0	259.5	26.0	0	2	1	4	19
Stockmar Road from Gold Creek Drive to Airport	557.0	248.3	5.0	0	2	2	1	0
Liberty Road from CubeSmart Driveway to Loop Road	482.0	307.0	105.0	0	0	6	21	78
South Carroll Road from Tolbert to I-20	404.0	296.8	96.0	0	0	7	15	74
South Carroll Road from I-20 to Spring Street	404.0	258.0	23.0	0	1	6	3	13
Punkintown Road from SR 61 to Old Stone Road	358.0	511.8	21.0	1	0	1	5	14
Old Stone Road from Punkintown Road to Nugget	357.0	156.2	18.0	0	1	1	5	11
Rockmart Road from 3rd Street to Old Towne Road	336.0	145.5	11.0	0	1	1	4	5
Rocky Branch Road from US 78 to Sapphire Street	311.0	493.8	14.0	1	0	1	2	10
Conners Road from Grayton Loop past Carrington Parkway	307.0	154.3	10.0	0	1	2	1	6
Stockmar Road from SR 61 to west of Shoreline Parkway	272.0	122.8	3.0	0	1	1	0	1
Mirror Lake Boulevard from Chadwick Place to CubeSmart	244.0	150.8	48.0	0	0	3	11	34
Northeast Hickory Level Road from SR 61 to Ridgeside Drive	155.0	159.2	44.0	0	0	5	3	36

Establish HIN & Emphasis Areas

Category	Safety Emphasis Areas	Villa Rica (Local Only)			Villa Rica (State Maintained)		
		K&A Crashes	% of Total	Rank	K&A Crashes	% of Total	Rank
Drivers	Older Driver Related (55-64)	5	6.7%	5	12	7.6%	5
	Older Driver Related (65+)	4	5.3%	7	8	5.1%	9
	Distracted Driver (Confirmed or Suspected)	14	18.7%	2	17	10.8%	2
	Aggressive/Speed Related	4	5.3%	6	7	4.4%	10
	Improper Occupant Protection	8	10.7%	4	4	2.5%	13
	Young Adult Driver (Age 20-24)	0	0.0%	13	16	10.1%	3
	Young Driver (Age 15-19)	3	4.0%	9	8	5.1%	8
	Impaired Driver (Confirmed or Suspected)	1	1.3%	12	5	3.2%	12
Highway	Intersection Related	20	26.7%	1	43	27.2%	1
	Roadway Departure	9	12.0%	3	15	9.5%	4
Special Users	Pedestrian Related	3	4.0%	8	6	3.8%	11
	Bicycle Related	0	0.0%	14	0	0.0%	14
Vehicles	Motorcycle Related	2	2.7%	11	9	5.7%	6
	Large Truck Related	2	2.7%	10	8	5.1%	7

Key Emphasis Areas for Villa Rica:

- Intersection Related
- Distracted Driver
- Roadway Departure
- Improper Occupant Protection
- Older Driver Related

Category	Safety Emphasis Areas	Villa Rica (Local Only)			Georgia Statewide Totals		
		K&A Crashes	% of Total	Rank	K&A Crashes	% of Total	Rank
Drivers	Older Driver Related (55-64)	5	6.7%	5	7713	6.4%	6
	Older Driver Related (65+)	4	5.3%	7	6706	5.6%	7
	Distracted Driver (Confirmed or Suspected)	14	18.7%	2	14323	11.9%	2
	Aggressive/Speed Related	4	5.3%	6	5750	4.8%	8
	Improper Occupant Protection	8	10.7%	4	12650	10.5%	3
	Young Adult Driver (Age 20-24)	0	0.0%	13	8122	6.7%	5
	Young Driver (Age 15-19)	3	4.0%	9	4897	4.1%	9
	Impaired Driver (Confirmed or Suspected)	1	1.3%	12	4112	3.4%	11
Highway	Intersection Related	20	26.7%	1	31590	26.2%	1
	Roadway Departure	9	12.0%	3	12362	10.3%	4
Special Users	Pedestrian Related	3	4.0%	8	4161	3.5%	10
	Bicycle Related	0	0.0%	14	494	0.4%	14
Vehicles	Motorcycle Related	2	2.7%	11	4138	3.4%	12
	Large Truck Related	2	2.7%	10	3363	2.8%	13

Segment Risk Factors:

Risk Factor	Description
Adjusted ePDO	Follows same methodology as described ePDO calculation with the exception of fatal crash costs being reduced to match serious injury crashes.
Posted Speed Limit	More points will be assigned to roadways with a higher posted speed limit.
Access Density	Higher number of driveways and intersections can increase the potential for conflicts between vehicles traveling along the roadway and those trying to enter/exit. This risk factor is measured based on the number of intersections per mile.
Lane Departure Crashes	More points will be assigned to segments that have a higher rate of lane departure crashes.
Lighting	More points will be assigned to segments that have a higher rate of crashes with dark-not lighted conditions.
Roadway Shoulder Geometry	Segments with no or narrow shoulders, or obstructions close to the roadway, were assigned more points.
Pavement Condition	Pavement conditions was visually observed in the field, and more points are assigned to segments where pavement conditions are deteriorating.
Traffic Volume	Segments with higher AADTs will be assigned more points.
Public Feedback	Segments that have received public feedback (issues/concerns) will be assigned more points.
Vulnerable Roadway User Crashes	Segments where VRU crashes have occurred will be assigned more points.

Intersection Risk Factors:

Risk Factor	Description
Adjusted ePDO	Follows same methodology as described ePDO calculation with the exception of fatal crash costs being reduced to match serious injury crashes.
Posted Speed Limit (Highest Leg)	More points will be assigned to intersections with higher approach speed limits.
Intersection Alignment	Intersections with skewed alignment will be assigned more points.
Intersection Control	Intersections that are signalized or two-way stop controlled will be assigned more points.
Lighting	More points will be assigned to intersections that have a higher rate of crashes with dark-not lighted conditions.
Auxiliary Lanes	Intersections where auxiliary lanes are not present will be assigned more points.
Traffic Volume (Highest Leg)	Intersections with higher AADTs will be assigned more points.
Public Feedback	Intersections that have received public feedback (issues/concerns) will be assigned more points.
Vulnerable Roadway User Crashes	Intersections where VRU crashes have occurred will be assigned more points.

Identify Strategies

Potential Countermeasures:

INTERSECTIONS



Backplates with Reflective Borders



Corridor Access Management



Left- and Right-Turn Lanes at Two-Way Stop-Controlled Intersections



Reduced Left-Turn Conflict Intersections



Roundabouts



Systemic Application of Multiple Low Cost Countermeasures at Stop-Controlled Intersections



Yellow Change Intervals

ROADWAY DEPARTURE



Wider Edge Lines



Enhanced Delineation for Horizontal Curves



Longitudinal Rumble Strips and Stripes



SafetyEdgeSM



Roadside Design Improvements at Curves



Median Barriers

Intersection Related	
Countermeasure	Strategy
Visibility	Backplates with Retroreflective Borders
	Increase in low-cost countermeasure like signage
Systematic	Yellow Change Intervals
	Reduce Left-Turn Conflict Intersections
	Corridor Access Management
Geometry	Roundabouts
	Dedicated Left- and Right-Turn Lanes at Intersections

Roadway Departure	
Countermeasure	Strategy
Keep Vehicles on Roadway	Pavement Friction
	Rumble Strips
	Horizontal Curve Safety
	Nighttime Visibility
Provide for Safe Recovery	SafetyEdge
	Clear Zones
Reduce Crash Severity	Hardware Eligibility Letters
	Guidance & Policies
	Resources

Potential Countermeasures:

PEDESTRIAN/BICYCLIST



Crosswalk Visibility Enhancements



Bicycle Lanes



Rectangular Rapid Flashing Beacons



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacons



Road Diets (Roadway Reconfiguration)



Walkways

Potential Countermeasures:

Recommended Driver-Related Strategy	Older Driver	Distracted Driver	Aggressive/Speed Related	Improper Occupant Protections	Younger Drivers
Licensing Evaluations	X		X		
Driver Safety Courses	X				X
Medical Review Protocols	X				
Supply Hands Free Equipment		X			
Implement School Zone Equipment Upgrades			X		
Promote Proper Child Restraints				X	
Implement Post Licensing Education Programs					X
Education on New Vehicle Technology	X				X
Conduct High Visibility Enforcement		X	X	X	
Conduct Social Media Campaigns	X	X	X	X	X

Prioritize & Incorporate Strategies

Segment Scoring:

Segment	
Risk Factor	Points
Posted Speed Limit	0: Posted Speed less than or equal to 30 mph
	1: Posted Speed less than or equal to 35 mph
	2: Posted Speed less than or equal to 45 mph
	3: Posted Speed greater than 45 mph
Access Density	0: Less than 5 Access Points
	1: Between 5 and 15 Access Points
	2: Between 15 and 25 Access Points
	3: More than 25 Access Points
Lane Departure Crashes	0: Less than 5
	1: Between 5 and 10
	2: Between 10 and 20
	3: More than 20
Lighting	0: Sufficient Lighting
	1: Some Lighting on Roadway
	2: Only Commercial/Residential Lighting
	3: No Lighting Present
Roadway Shoulder Geometry	0: Clear and Flat Shoulder
	1: Minimal Shoulder
	2: Minimal Shoulder with Obstructions
	3: No Shoulder with or without Obstructions
Pavement Condition	0: Good
	1: Fair
	2: Need of Repair
Average Daily Traffic Volume	0: Less than 5,000
	1: 5,000 to 10,000
	2: 10,000 to 15,000
	3: More than 15,000
Public Feedback	0: No Feedback
	1: At least 1 Response/Comment
	2: More than 1 Response/Comment
Vulnerable Roadway User Crashes	0: None
	1: Less than 2
	2: More than 2
Adjusted ePDO	0: Less than 300
	1: Between 300 and 500
	2: Between 500 and 750
	3: Between 750 and 1000
	4: Greater than 1000

Intersection Scoring:

Intersection	
Risk Factor	Points
Posted Speed Limit (Highest Leg)	0: Posted Speed less than or equal to 30 mph
	1: Posted Speed less than or equal to 35 mph
	2: Posted Speed less than or equal to 45 mph
	3: Posted Speed greater than 45 mph
Intersection Alignment	0: Intersection close to 90 degrees
	2: T-Intersection with Skew
	3: 4-Leg Intersection with Skew
Intersection Control	0: AWSC
	1: TWSC and 4-Legs
	2: Signalized
Lighting	0: Sufficient Lighting
	1: Some Lighting on Roadway
	2: Only Commercial/Residential Lighting
	3: No Lighting Present
Auxiliary Lanes	0: Left and Right Turn Lanes Present
	1: Only Left Turns Present
	2: Only Right Turns Present
	3: No Auxiliary Lanes
Average Daily Traffic Volume (Highest Leg)	0: Less than 5,000
	1: 5,000 to 10,000
	2: 10,000 to 15,000
	3: More than 15,000
Public Feedback	0: No Feedback
	1: At least 1 Response/Comment
	2: More than 1 Response/Comment
Vulnerable Roadway User Crashes	0: None
	1: Less than 2
	2: More than 2
Adjusted ePDO	0: Less than 300
	1: Between 300 and 500
	2: Between 500 and 750
	3: Between 750 and 1000
	4: Greater than 1000

Prioritize & Incorporate Strategies

Local Intersections	Blended ePDO		Posted Speed Limit (Highest Leg)		Intersection Alignment		Intersection Control		Lighting		Auxiliary Lanes		Traffic Volume (Highest Leg)		Public Feedback		Vulnerable Roadway User Crashes		Total Score	Adjusted Ranking
	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score		
South Carroll Road at Spring Street	318.0	1	45	2	4-Leg Intersection with Skew	3	TWSC	1	Sufficient Lighting	0	No Auxiliary Lanes	3	10,100	2	No Feedback	0	0	0	12	1
South Carroll Road at Berry Drive	34.0	0	45	2	T-Intersection with Skew	2	TWSC	1	No Lighting Present	2	No Auxiliary Lanes	3	13,400	2	No Feedback	0	0	0	12	1
Liberty Road at Edge Road	336.0	1	40	2	4-Leg Intersection with Skew	3	Signalized	2	Some Lighting on Roadway	1	Left and Right Turn Lanes Present	0	7,830	1	At least 1 Response/Comment	1	0	0	11	3
South Carroll Road at South Dogwood Street	35.0	0	45	2	T-Intersection with Skew	2	TWSC	1	Some Lighting on Roadway	1	No Auxiliary Lanes	3	10,100	2	No Feedback	0	0	0	11	3
South Carroll Road at West Wilson Street	43.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	Some Lighting on Roadway	1	No Auxiliary Lanes	3	10,100	2	More than 1 Response/Comment	2	0	0	10	5
Main Street at Jones Street	6.0	0	30	0	T-Intersection with Skew	2	TWSC	1	Some Lighting on Roadway	1	No Auxiliary Lanes	3	13,710	2	No Feedback	0	0	0	9	6
Mirror Lake Boulevard at Conners Road	185.0	0	45	2	Intersection close to 90 degrees	0	Signalized	2	Sufficient Lighting	0	Left and Right Turn Lanes Present	0	22,876	3	No Feedback	0	0	0	7	7
Old Stone Road at Punkintown Road	99.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	Some Lighting on Roadway	1	No Auxiliary Lanes	3	N/A	0	At least 1 Response/Comment	1	0	0	7	7
Daniel Road at Edge Road	20.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	No Lighting Present	2	No Auxiliary Lanes	3	N/A	0	No Feedback	0	0	0	7	7
Daniel Road at Berry Drive	35.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	No Lighting Present	2	No Auxiliary Lanes	3	N/A	0	No Feedback	0	0	0	7	7
Shoreline Parkway at Punkintown Road	10.0	0	35	1	Intersection close to 90 degrees	0	Signalized	2	Some Lighting on Roadway	1	Left and Right Turn Lanes Present	0	N/A	0	More than 1 Response/Comment	2	0	0	6	11
Rocky Branch Road at Topaz Lane	5.0	0	25	0	Intersection close to 90 degrees	0	TWSC	1	Sufficient Lighting	0	No Auxiliary Lanes	3	N/A	0	More than 1 Response/Comment	2	0	0	6	11
Conners Road at Southlake Parkway	20.0	0	35	1	Intersection close to 90 degrees	0	AWSC	0	Some Lighting on Roadway	1	Only Right Turns Present	2	N/A	0	At least 1 Response/Comment	1	0	0	5	13
Old Stone Road at Walker Street	5.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	Sufficient Lighting	0	No Auxiliary Lanes	3	N/A	0	No Feedback	0	0	0	5	13

Prioritize & Incorporate Strategies

Local Segments	Blended ePDO		Posted Speed Limit		Access Density		Lane Departure Crashes		Lighting		Roadway Shoulder Geometry		Pavement Condition		Traffic Volume		Public Feedback		Vulnerable Roadway User Crashes		Total Score	Adjusted Ranking
	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score		
Liberty Road from I-20 EB Ramp to Poole Road	787.0	3	45	2	6	1	5	1	Some Lighting on Roadway	1	Minimal Shoulder	1	Fair	1	5440	1	At least 1 Response/Comment	1	0	0	12	1
Punkintown Road from SR 61 to Old Stone Road	358.0	1	35	1	8	1	7	1	Some Lighting on Roadway	1	Minimal Shoulder	1	Need of Repair	2	4970	0	More than 1 Response/Comment	2	0	0	10	2
Stockmar Road from SR 61 to west of Shoreline Parkway	272.0	0	40	2	6	1	1	0	No Lighting Present	2	Minimal Shoulder with Obstructions	2	Fair	1	N/A	0	At least 1 Response/Comment	1	0	0	9	3
Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	244.0	0	35	1	9	1	12	2	Sufficient Lighting	0	No Shoulder with or without Obstructions	3	Good	0	4571	0	More than 1 Response/Comment	2	0	0	9	3
South Van Wert Road from Church Road to North of FBC	606.0	2	45	2	4	0	1	0	No Lighting Present	2	Clear and Flat Shoulder	0	Good	0	2250	0	More than 1 Response/Comment	2	1	1	9	3
Stockmar Road from Gold Creek Drive to Airport	557.0	2	40	2	4	0	5	1	No Lighting Present	2	Minimal Shoulder	1	Good	0	N/A	0	At least 1 Response/Comment	1	0	0	9	3
Northeast Hickory Level Road from SR 61 to Ridgeside Drive	155.0	0	40	2	10	1	4	0	Some Lighting on Roadway	1	Minimal Shoulder with Obstructions	2	Fair	1	4571	0	At least 1 Response/Comment	1	0	0	8	7
Rockmart Road from 3rd Street to Old Towne Road	336.0	1	35	1	17	2	7	1	Sufficient Lighting	0	Minimal Shoulder with Obstructions	2	Fair	1	3670	0	No Feedback	0	0	0	8	7
South Carroll Road from Tolbert to I-20	404.0	1	45	2	7	1	7	1	Sufficient Lighting	0	Clear and Flat Shoulder	0	Good	0	9630	1	More than 1 Response/Comment	2	0	0	8	7
South Carroll Road from I-20 to Spring Street	404.0	1	45	2	21	2	3	0	Sufficient Lighting	0	Minimal Shoulder	1	Good	0	7620	1	No Feedback	0	0	0	7	10
Conners Road from Grayton Loop past Carrington Parkway	307.0	1	35	1	4	0	5	1	Sufficient Lighting	0	No Shoulder with or without Obstructions	3	Good	0	N/A	0	At least 1 Response/Comment	1	0	0	7	10
Liberty Road from CubeSmart Driveway to Loop Road	482.0	1	45	2	5	1	3	0	Sufficient Lighting	0	Clear and Flat Shoulder	0	Good	0	4571	0	More than 1 Response/Comment	2	0	0	6	12
Rocky Branch Road from US 78 to Sapphire Street	311.0	1	25	0	8	1	3	0	Some Lighting on Roadway	1	Minimal Shoulder	1	Fair	1	4970	0	At least 1 Response/Comment	1	0	0	6	12
Old Stone Road from Punkintown Road to Nugget Trail	357.0	1	25	0	13	1	4	0	Sufficient Lighting	0	Minimal Shoulder with Obstructions	2	Good	0	N/A	0	More than 1 Response/Comment	2	0	0	6	12
Conners Road from US 78 to Garnet Drive	760.0	3	35	1	12	1	0	0	Sufficient Lighting	0	Minimal Shoulder	1	Good	0	N/A	0	No Feedback	0	0	0	6	12

Prioritize & Incorporate Strategies

Local Segment Projects:

No.	Segment	Improvement	Estimated Cost	B/C Ratio
1	Liberty Road from I-20 EB Ramp to Poole Road	Signage and Traffic Calming	\$ 52,000	336.32
		Shoulder	\$ 196,040	87.00
2	Punkintown Road from SR 61 to Old Stone Road	Traffic Calming and Signage	\$ 15,600	124.80
		Auxiliary Lanes	\$ 390,000	8.98
		Rumble Strips	\$ 26,000	539.55
3	Rocky Branch Road from US 78 to Sapphire Street	Traffic Calming	\$ 6,500	1016.90
		Reduce Lane Widths	\$ 10,400	129.46
		Pedestrian Facilities	\$ 113,750	110.39
4	Conners Road from US 78 to Garnet Drive	Access Management and Channelized Right Turn Lanes	\$ 104,000	151.58
5	Liberty Road from CubeSmart Driveway to Loop Road	Access Management	\$ 52,000	104.78
		Channelized Concrete Island	\$ 10,400	1085.26
		RCUT	\$ 7,605	511.76
6	South Carroll Road from Tolbert Drive to I-20	Signage and Traffic Calming	\$ 44,200	233.77
		Intersection Realignment	\$ 1,500,000	1.64
7	South Van Wert Road from Church Road to north of FBC	Lighting and Sidewalk	\$ 239,200	26.04
		Reduce Lane Widths	\$ 13,000	54.33
		RIRO and Curb Extension	\$ 45,500	129.97
8	South Carroll Road from I-20 to Spring Street	Traffic Calming, Sight Distance	\$ 9,100	753.07
		Repave and Add Left-Turn Lane	\$ 237,900	10.44
		Roundabout	\$ 5,850,000	1.62
9	Stockmar Road from Gold Creek Drive to Airport	Rumble Strips	\$ 39,000	181.17
		Pedestrian Equipment	\$ 32,500	200.95
		Speed Feedback Signs	\$ 6,500	80.54
		Lighting and Signage	\$ 132,600	48.38
10	Hickory Level Road from SR 61 to Ridgeside Drive	Guardrail	\$ 39,000	109.42
		Rumble Strips	\$ 13,000	130.51
		Striping and Sight Distance	\$ 27,300	26.42
12	Conners Road from Grayton Loop past Carrington Parkway	Crosswalk and Signage	\$ 7,800	691.36
		Median Implementation	\$ 39,000	37.46
13	Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	Traffic Calming	\$ 6,500	296.36
		Signal Timing	\$ 19,500	33.55
		Rumble Strips	\$ 325,000	16.65
14	Rockmart Road from 3rd Street to Old Towne Road	RRFB	\$ 65,000	30.97
		Traffic Calming	\$ 13,000	149.00
		Rumble Strips and Sidewalk	\$ 323,700	17.18
15	Stockmar Road from SR 61 to west of Shoreline Parkway	Lighting	\$ 130,000	12.26

State Segment Projects:

No.	Segment	Improvement	Estimated Cost	B/C Ratio
1	SR 61/Dallas Highway from Hickory Level Road to I-20 WB Ramps	Protected Phase, Lighting, Sidewalk, Left-Turn Lane	\$ 356,200	299.63
		Flashing Yellow Arrow and Signage	\$ 175,500	178.35
3	SR 61/Carrollton Highway from Tolbert Drive to Hickory	Sidewalk	\$ 228,800	109.10
		Repave Segment	\$ 539,500	29.93
		Signal Adjustment	\$ 15,210	271.61
4	US 78/West Bankhead Highway from Wall Street to Park Ridge	Lighting	\$ 130,000	107.31
		Striping, Access Management	\$ 132,600	23.71
5	SR 101/Industrial Boulevard from Saber Parkway to Rockmart Road	Rumble Strips	\$ 71,500	447.87
		Rumble Strips	\$ 32,500	700.49
		Signalize Intersection	\$ 162,500	120.89
8	SR 61/Dallas Highway from McCurdy Road to Barber Drive	Roundabout	\$ 2,275,000	13.35
		Signage and Guardrail	\$ 83,200	132.63
		Roundabout Review	\$ 15,210	48.65
		Rumble Strips	\$ 32,500	327.26
		Auxiliary Left Turn Lanes	\$ 97,500	44.43
9	US 78/East Montgomery Street from S Candler Street to Cleghorn Street	Tighten Lanes, Traffic Calming	\$ 26,000	74.66
		Lighting	\$ 130,000	35.41
		Repave, Tighten Lanes, Access Management	\$ 292,500	7.72
		Turning Radius Improvement	\$ 21,840	302.01
		AWSC at Railroad, Left-Turn Phases	\$ 104,000	98.96
10	I-20 WB Exit Ramp at Liberty Road	Channelized Right-Turn Adjustment	\$ 13,000	727.68
11	SR 61/Dallas Highway from Northside Place to North Avenue	Rumble Strips	\$ 17,500	440.03
		Traffic Calming	\$ 7,000	527.96
		Roundabout	\$ 2,100,000	4.89
13	SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside	Repave Segment	\$ 105,000	43.84
		Lighting and Traffic Calming	\$ 136,500	106.81
		Rumble Strips	\$ 35,000	525.13
		Sight Distance and Alignment	\$ 988,000	15.22
		Auxiliary Turn Lanes	\$ 487,500	15.47

Local Intersection Projects:

No.	Intersection	Improvement	Estimated Cost	B/C Ratio
1	Liberty Road at Edge Road	Signage and Lighting Improvements	\$ 67,600	38.07
2	Daniel Road at Berry Drive	Striping and Signage	\$ 14,300	13.62
		Rumble Strips	\$ 32,500	20.30
3	Mirror Lake Boulevard at Conners Road	Signal and Pedestrian	\$ 235,300	9.40
		Alignment	\$ 32,500	215.62
4	Old Stone Road at Punkintown Road	Auxiliary Lanes	\$ 128,700	1.20
5	Daniel Road at Edge Road	Striping and Sight Distance	\$ 24,700	2.12
		Turning Radius and Guardrail	\$ 37,700	8.43
6	South Carroll Road at West Wilson Street	Traffic Calming	\$ 7,800	21.47
		Sight Distance	\$ 13,000	41.80
		Curb Extension	\$ 3,250	75.05
7	Shoreline Parkway at Punkintown Road	Signal Adjustments	\$ 13,000	3.14
		Auxiliary Lanes	\$ 97,500	1.32
8	South Carroll Road at South Dogwood Street	Alignment and Crosswalk	\$ 165,100	1.13
		Auxiliary Lanes	\$ 130,000	0.94
		Signage	\$ 2,600	27.64
9	South Carroll Road at Spring Street	Sidewalk and Sight Distance	\$ 66,300	59.81
		Alignment	\$ 227,500	15.91
10	South Carroll Road at Berry Drive	Striping	\$ 5,200	195.45
		Auxiliary Lanes	\$ 97,500	2.12
11	Main Street at Jones Street	Striping and Crosswalk	\$ 5,200	8.18
		RIRO	\$ 13,000	11.40
12	Old Stone Road at Walker Street	Striping	\$ 2,600	2.68
		AWSC	\$ 13,000	6.98
14	Conners Road at Southlake Parkway	Remove Accel Lane	\$ 26,000	6.74
		ADA Ramps	\$ 9,750	12.05
		Signage	\$ 2,600	16.61
15	Rocky Branch Road at Topaz Lane	Striping and Signage	\$ 6,500	3.86
		Sidewalk	\$ 65,000	1.99

State Intersection Projects:

No.	Intersection	Improvement	Estimated Cost	B/C Ratio
2	SR 61/Carrollton Villa Rica Highway at Hickory Level Road	Lighting and Pavement	\$ 529,100	55.31
		Striping and Signage	\$ 16,900	344.10
3	SR 61/Dallas Highway at Punkintown Road	Signage and Shoulder	\$ 1,183,000	2.69
		Rumble Strips	\$ 39,000	79.40
		Striping	\$ 13,000	23.54
5	SR 61/Carrollton Villa Rica Highway at South Carroll Road	Pedestrian and Crosswalk	\$ 40,300	271.00
		Lighting	\$ 130,000	62.52
9	Liberty Road at Loop Ramp	Signage and Intersection	\$ 11,700	318.68
		Extend Left-Turn Lane	\$ 97,500	17.29
10	SR 101/Industrial Boulevard at Industrial Court	Striping	\$ 6,500	12.63
		Lighting	\$ 65,000	13.57
		Signalized Intersection	\$ 15,210	112.25
		Curb and Shoulder	\$ 357,500	1.91
11	SR 61/Carrollton Villa Rica Highway at Tolbert Drive	RCUT	\$ 39,000	58.67
12	SR 61/Dallas Highway at Old Stone Road	RRFB	\$ 10,140	318.74
		Striping	\$ 338,000	2.18
		Turn Radius	\$ 650,000	4.88
13	SR 61/Dallas Highway at Stockmar Road	Striping	\$ 13,000	15.79
		Lighting	\$ 97,500	23.62
		Auxiliary Lanes	\$ 455,000	2.67
15	SR 61/Main Street at Cheeves Street	Pedestrian and RRFB	\$ 140,400	5.97
		Pavement	\$ 325,000	1.69
		Reflective/Flashing Truck Signage	\$ 26,000	5.43
16	SR 61/Dallas Highway at Main Street	Roundabout	\$ 455,000	9.47
		Alignment	\$ 812,500	1.95
17	SR 61/Dallas Highway at McCurdy Road	Striping and Signage	\$ 26,000	3.82
		Shoulder and Traffic Calming	\$ 325,000	3.02
18	US 78/Veterans Memorial Highway at Liberty Road Ramp	Traffic Calming and Alignment	\$ 26,000	138.57
		Shoulder and RPMs	\$ 266,500	5.27
		Install Cloverleaf	\$ 643,500	32.09
		Signalized Intersection	\$ 162,500	15.67
19	US 78/West Bankhead Highway at Park Ridge Drive	Pedestrian	\$ 100,000	6.68
		Access Management	\$ 130,000	10.47
20	US 78/West Bankhead Highway at Horace Luther Drive	Striping	\$ 13,000	5.72
		Striping	\$ 26,000	1.61
		RIRO	\$ 15,600	101.11
21	SR 61/Dallas Highway at Old Towne Road	Access Management	\$ 65,000	4.61
		Shoulder and Access Management	\$ 104,400	10.54

Evaluation of the Villa Rica SAP will take time and effort, but it is essential for continued improvements. The SAP was designed to help simplify and provide direction for achieving the most impactful results. **While agencies may at times be reluctant to conduct evaluations because they fear potential negative results, both positive and negative results can lead to positive change. Successful implementation of the SAP relies on being open to continual feedback and adjusting the plan as needed.** Evaluation provides this feedback and helps identify successful, as well as ineffective strategies, make warranted course corrections, and enhance the return on safety investments.

We Have the Plan....What's Next....

- Pursue Grants & Funding
- Identify Funding
- Coordinate with Adjacent Stakeholders
- Scope Projects
- Annual Reporting
 - Fatal & Serious Injuries
 - Emphasis Areas
- 5-Year Updates to SAP



Planning and Demonstration Grants

Planning and Demonstration Grants are used to develop, complete, or supplement an Action Plan.

Planning and Demonstration Grants also fund [supplemental safety planning activities](#) and [safety demonstration activities](#) in support of an Action Plan.

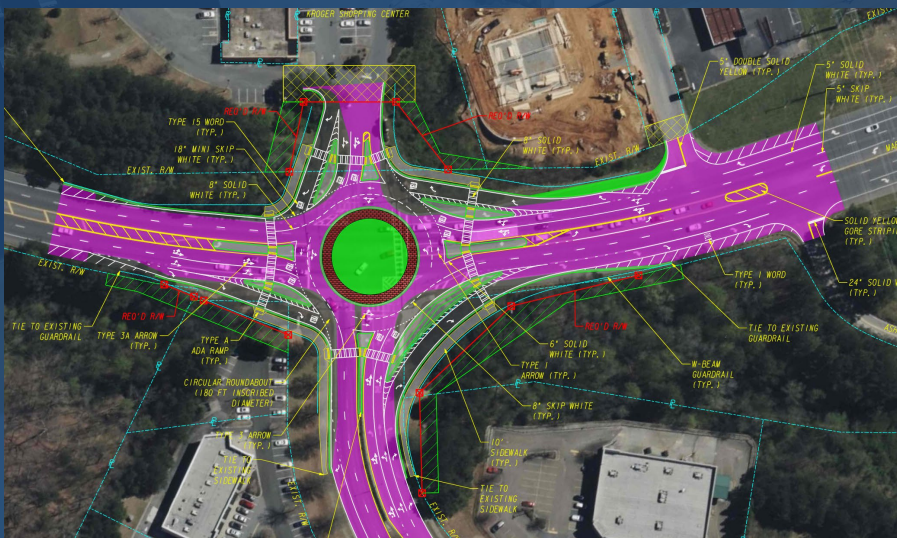
Implementation Grants

Implementation Grants are used to implement projects or strategies that are consistent with an existing Action Plan to address a roadway safety problem. Eligible projects and strategies can be **infrastructural**, **behavioral**, and/or **operational** activities.

Implementation Grants may also include [supplemental safety planning](#) and [safety demonstration activities](#) to inform an existing Action Plan, and project-level planning, design, and development activities.

Applicants must have an eligible [Action Plan](#) to apply for an Implementation Grant.

Potential applicants may submit their Action Plan(s) for [pre-application review](#) so that USDOT may affirm their eligibility to apply for an Implementation Grant.



Priority Level 1 Projects:

Priority Level	Segment	Improvement	Estimated Cost	B/C Ratio
1	Liberty Road from I-20 EB Ramp to Poole Road	Heavy-Truck Signage, Extra Parking and Traffic Calming	\$ 52,000	336.32
1	Punkintown Road from SR 61 to Old Stone Road	Center and Edge Rumble Strips	\$ 26,000	539.55
1	Rocky Branch Road from US 78 to Sapphire Street	Optical Speed Bars	\$ 6,500	1016.90
1	Liberty Road from I-20 EB Ramp to Poole Road	Improve Shoulder	\$ 196,040	87.00
1	Punkintown Road from SR 61 to Old Stone Road	Tighten Lanes on Punkintown, Add Wildlife Warning Signage	\$ 15,600	124.80
1	Liberty Road from CubeSmart Driveway to Loop Road	Channelized Concrete Island at RIRO	\$ 10,400	1085.26
1	South Carroll Road from I-20 to Spring Street	Optical Speed Bars, Improve Sight Distance, Speed Limit Evaluation	\$ 9,100	753.07
1	South Carroll Road from Tolbert Drive to I-20	Intersection Warning Signage, Optical Speed Bars, Concrete Channelized Right-Turn	\$ 44,200	233.77
1	Liberty Road from CubeSmart Driveway to Loop Road	Evaluate RCUT (Analysis Only)	\$ 7,605	511.76
1	Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	Optical Speed Bars	\$ 6,500	296.36
1	Punkintown Road from SR 61 to Old Stone Road	Auxiliary Turn Lanes at Old Stone Road and Town Creek Drive	\$ 390,000	8.98
1	Rocky Branch Road from US 78 to Sapphire Street	Reduce Lane Widths	\$ 10,400	129.46

Priority Level	Intersection	Improvement	Estimated Cost	B/C Ratio
1	South Carroll Road at Spring Street	Repave Sidewalk with ADA Ramps and Improve Sight Distance	\$ 66,300	59.81
1	South Carroll Road at Berry Drive	Improve Stop Bar Striping, Right-Turn Alignment	\$ 5,200	195.45
1	Liberty Road at Edge Road	Signal Ahead Signage and Lighting Improvements	\$ 67,600	38.07
1	Mirror Lake Boulevard at Conners Road	Improve Alignment of Right-Turns, Remove SBT Accel Lane	\$ 32,500	215.62
1	South Carroll Road at Spring Street	Improve Intersection Alignment and Access Management	\$ 227,500	15.91

Priority Level 2 Projects:

Priority Level	Segment	Improvement	Estimated Cost	B/C Ratio
2	Stockmar Road from Gold Creek Drive to Airport	Improve Pedestrian Equipment	\$ 32,500	200.95
2	Connors Road from Grayton Loop past Carrington Parkway	Relocate Crosswalk and Add Intersection Warning Signage	\$ 7,800	691.36
2	South Van Wert Road from Church Road to north of FBC	RIRO and Curb Extension	\$ 45,500	129.97
2	Rocky Branch Road from US 78 to Sapphire Street	Improve Pedestrian Facilities	\$ 113,750	110.39
2	Stockmar Road from Gold Creek Drive to Airport	Center and Edge Rumble Strips	\$ 39,000	181.17
2	Connors Road from US 78 to Garnet Drive	Access Management and Channelized Right Turn Lanes	\$ 104,000	151.58
2	Hickory Level Road from SR 61 to Ridgeside Drive	Center Rumble Strips	\$ 13,000	130.51
2	South Van Wert Road from Church Road to north of FBC	Reduce Lane Widths	\$ 13,000	54.33
2	Liberty Road from CubeSmart Driveway to Loop Road	Access Management	\$ 52,000	104.78
2	Hickory Level Road from SR 61 to Ridgeside Drive	Install Guardrail on South Side	\$ 39,000	109.42
2	Stockmar Road from Gold Creek Drive to Airport	Speed Feedback Signs	\$ 6,500	80.54

Priority Level	Intersection	Improvement	Estimated Cost	B/C Ratio
2	South Carroll Road at West Wilson Street	Curb Extension at Intersection	\$ 3,250	75.05
2	South Carroll Road at West Wilson Street	Clear Vegetation to improve Sight Distance	\$ 13,000	41.80
2	South Carroll Road at South Dogwood Street	Intersection Warning Signage	\$ 2,600	27.64
2	Mirror Lake Boulevard at Connors Road	Implement FYAs, Review Signal Timing, Add Pedestrian Facilities	\$ 235,300	9.40
2	South Carroll Road at Berry Drive	Add Northbound Right-Turn Lane	\$ 97,500	2.12
2	South Carroll Road at West Wilson Street	Optical Speed Bar	\$ 7,800	21.47
2	Daniel Road at Berry Drive	Edge Rumble Strips	\$ 32,500	20.30
2	Daniel Road at Berry Drive	Stop Bar Striping and No-Trucks Signage	\$ 14,300	13.62
2	South Carroll Road at South Dogwood Street	Improve Alignment and Add Crosswalk	\$ 165,100	1.13
2	South Carroll Road at South Dogwood Street	Add Northbound Left-Turn Lane	\$ 130,000	0.94

Priority Level 3 Projects:

Priority Level	Segment	Improvement	Estimated Cost	B/C Ratio
3	Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	Evaluate Signal Timing	\$ 19,500	33.55
3	Stockmar Road from SR 61 to west of Shoreline Parkway	Center and Edge Rumble Strips	\$ 49,400	68.17
3	Rockmart Road from 3rd Street to Old Towne Road	Optical Speed Bars	\$ 13,000	149.00
3	South Carroll Road from Tolbert Drive to I-20	Intersection Realignment	\$ 1,500,000	1.64
3	South Van Wert Road from Church Road to north of FBC	Improve Lighting, RRFB and Crosswalk near Church	\$ 239,200	26.04
3	Stockmar Road from Gold Creek Drive to Airport	Improve Lighting, Optical Speed Bars, Curvature Signage	\$ 132,600	48.38
3	Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	Edge Rumble Strips	\$ 325,000	16.65
3	Hickory Level Road from SR 61 to Ridgeside Drive	Improve Striping and Sight Distance on Cooley Way	\$ 27,300	26.42
3	South Carroll Road from I-20 to Spring Street	Repave and Add Left-Turn Lane	\$ 237,900	10.44
3	Stockmar Road from SR 61 to west of Shoreline Parkway	Improve Lighting	\$ 130,000	12.26
3	South Carroll Road from I-20 to Spring Street	Roundabout	\$ 5,850,000	1.62
3	Rockmart Road from 3rd Street to Old Towne Road	Install RRFB	\$ 65,000	30.97
3	Conners Road from Grayton Loop past Carrington Parkway	Median Implementation	\$ 39,000	37.46
3	Rockmart Road from 3rd Street to Old Towne Road	Edge Rumble Strips and Sidewalk	\$ 323,700	17.18

Priority Level	Intersection	Improvement	Estimated Cost	B/C Ratio
3	Conners Road at Southlake Parkway	Stop Ahead Signage	\$ 2,600	16.61
3	Main Street at Jones Street	RIRO	\$ 13,000	11.40
3	Conners Road at Southlake Parkway	Improve ADA Ramps	\$ 9,750	12.05
3	Main Street at Jones Street	Update Striping and Add Crosswalk on South Leg	\$ 5,200	8.18
3	Daniel Road at Edge Road	Improve Turning Radius and Install Guardrail	\$ 37,700	8.43
3	Conners Road at Southlake Parkway	Remove Accel Lane	\$ 26,000	6.74
3	Old Stone Road at Walker Street	AWSC	\$ 13,000	6.98
3	Daniel Road at Edge Road	Update Striping, Sight Distance Improvement, No Trucks Signage	\$ 24,700	2.12
3	Shoreline Parkway at Punkintown Road	Review Signal Timing	\$ 13,000	3.14
3	Shoreline Parkway at Punkintown Road	Add Westbound Left-Turn Lane	\$ 97,500	1.32
3	Rocky Branch Road at Topaz Lane	Update Striping, Add Intersection Warning Signage, Clear vegetation	\$ 6,500	3.86
3	Old Stone Road at Walker Street	Update Striping	\$ 2,600	2.68
3	Rocky Branch Road at Topaz Lane	Repave Sidewalk	\$ 65,000	1.99
3	Old Stone Road at Punkintown Road	Add Northbound Left-Turn Lane	\$ 227,500	0.68

**We appreciate the opportunity to work with
the City on the development of the City's
first Safety Action Plan!**



City of Villa Rica Safety Action Plan

January 2026



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1. INTRODUCTION

The Villa Rica Safety Action Plan (SAP) is a comprehensive, collaborative effort focused on significantly improving road safety for all users within the city. Recognizing that even a single traffic-related death is unacceptable, the City of Villa Rica is dedicated to moving closer to Vision Zero — eliminating all transportation-related fatalities and serious injuries on their roadways.

The SAP employs a data-driven approach, utilizing crash data and community feedback to identify high-risk areas, pinpoint emphasis areas and key risk factors, and present researched countermeasures. The SAP will encompass many focus areas, including pedestrian safety, bicycle infrastructure, traffic calming measures, signage and markings, and public education campaigns. By addressing these unique challenges, the plan aims to reduce traffic accidents, injuries, and fatalities through the safe system approach.

This plan is not static; it is an adaptable document that will evolve with the community's needs. Regular evaluation, stakeholder collaboration, and feedback from the community will ensure continuous improvement. The ultimate goal is to create a culture of safety, responsibility, and respect on Villa Rica's roads, making it a model city where all modes can travel confidently and without fear.

1.1. PURPOSE OF THE SAP

The City of Villa Rica's SAP, also known as a Local Road Safety Plan (LRSP), is a fundamental document for systematic, network-wide roadway safety improvements. Developed through a data-driven process, the SAP moves beyond traditional "black spot" analysis to prioritize safety enhancements along roadway segments and at intersections based on a comprehensive risk factor analysis.

1.1.1. CORE GOALS AND FOCUS:

The primary goals of Villa Rica's SAP are:

- GOAL 1: Community and Stakeholder Engagement: Better understand factors affecting roadway user safety in the City of Villa Rica by engaging the local community, key stakeholders, and others in the region.
- GOAL 2: Data-Driven Identification: Implement a data-driven approach, complemented by public input, to pinpoint where and why fatal/serious injury crashes and near misses occur, identify locations that feel unsafe, and recognize high-risk areas prone to future crashes.
- GOAL 3: Safety Culture: Promote a culture of safety throughout the community and within different departments across the City.
- GOAL 4: Vision Zero Prioritization: Prioritize roadway safety actions and programmatic investment recommendations to advance Villa Rica's Vision Zero goals.
- GOAL 5: Safer Roadways: Aid in the development, prioritization, and implementation of future roadway safety improvement projects.

1.1.2. KEY BENEFITS OF THE SAP:

Recognized by the Federal Highway Administration (FHWA) as a proven safety countermeasure, the SAP offers several significant advantages:

- Comprehensive Approach: It addresses all Five E's of safety: Engineering, Emergency response, Education, Enforcement, and Everyone.
- Inter-agency Coordination: It facilitates collaboration among various departments within the City, Douglas and Carroll Counties, GDOT, and other stakeholders in the region.

- **Funding Leverage:** The plan provides the necessary analytical results to successfully apply for and secure federal funding.

1.1.3. ALIGNMENT WITH FEDERAL INITIATIVES (SS4A):

The Villa Rica SAP serves as an Action Plan under the federal Infrastructure Investment and Jobs Act (IIJA), which created the Safe Streets and Roads for All (SS4A) discretionary grant program. The SS4A program, which initially included \$5 billion in funding, offers both Planning/Demonstration and Implementation grants.

- By adopting a community-informed and data-driven approach with a commitment to reducing roadway fatalities and serious injuries, the SAP aligns with the components required to apply for SS4A implementation funding.
- The plan provides clear guidance and investment choices aimed at reducing the number and severity of all crashes on the City's transportation system.

1.2. SAFE SYSTEM APPROACH

Achieving the goal of zero traffic deaths on Villa Rica's roadways requires adoption of the Safe System approach. This philosophy is grounded in the understanding that human error is inevitable and that the human body has limits on how much force it can withstand in a crash. Under a Safe System, mistakes should never result in a fatality.

The application of this approach involves proactively anticipating human error by designing and managing road infrastructure to minimize risk. When a mistake does lead to a crash, the system ensures the impact does not cause death or serious injury. Road design and management are therefore leveraged to promote safer speeds and control crash angles to lessen the severity of injuries.

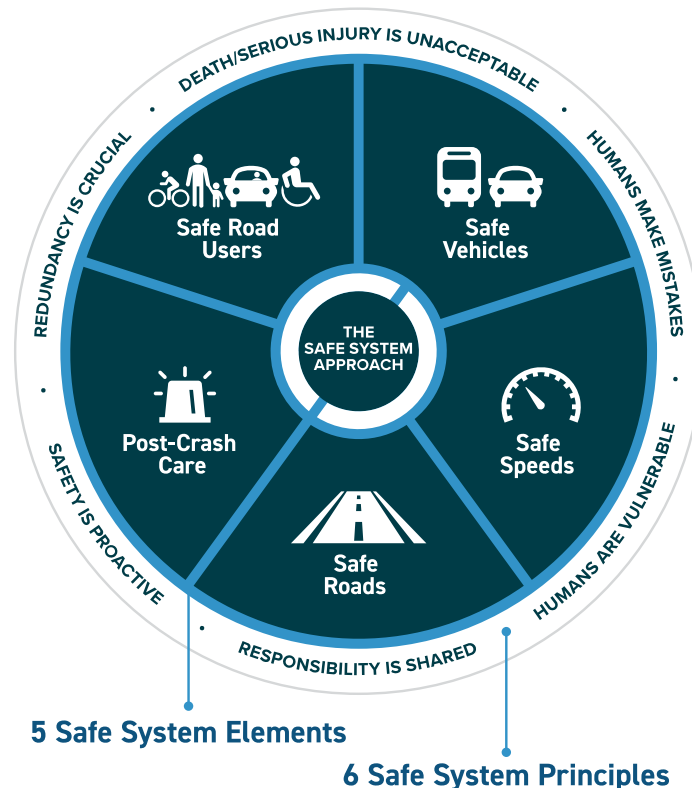


Figure 1.1 – Safe System Approach

A commitment to zero traffic deaths means addressing all safety aspects holistically through five Safe System elements, which together create layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

Fundamental to the success of the Safe System approach is a supportive safety culture that prioritizes safety in all road system investment decisions. Attaining the vision of zero deaths demands universal acceptance that fatalities and serious injuries are unacceptable and preventable.

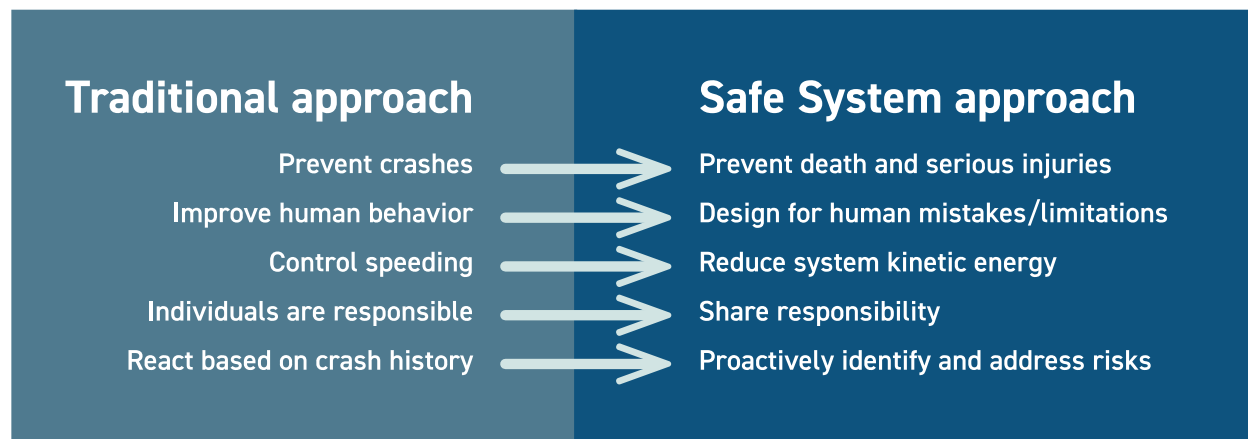


Figure 1.2 – Safety Approach

1.3. CITY OF VILLA RICA

The City of Villa Rica is located in eastern Georgia. It is located between both Carroll and Douglas County. The City, initially established in 1826 as Hixtown, was one of the first sites of the Georgia gold rush, which drew in prospectors temporarily before the gold-mining boom occurred near Dahlonega. According to the 2020 census, the population of Villa Rica is 16,970, which was created using the combined data of Carroll and Douglas County; the US Census estimates the 2022 population at 18,319.

Of the approximately 84.72 miles of roadway that is maintained by the City of Villa Rica, roughly 20 miles were selected for analysis of segments and intersections along them as part of the SAP. From 2020 to 2024 there were 4,412 crashes within the city, of which 85 crashes resulted in fatal and serious injuries.

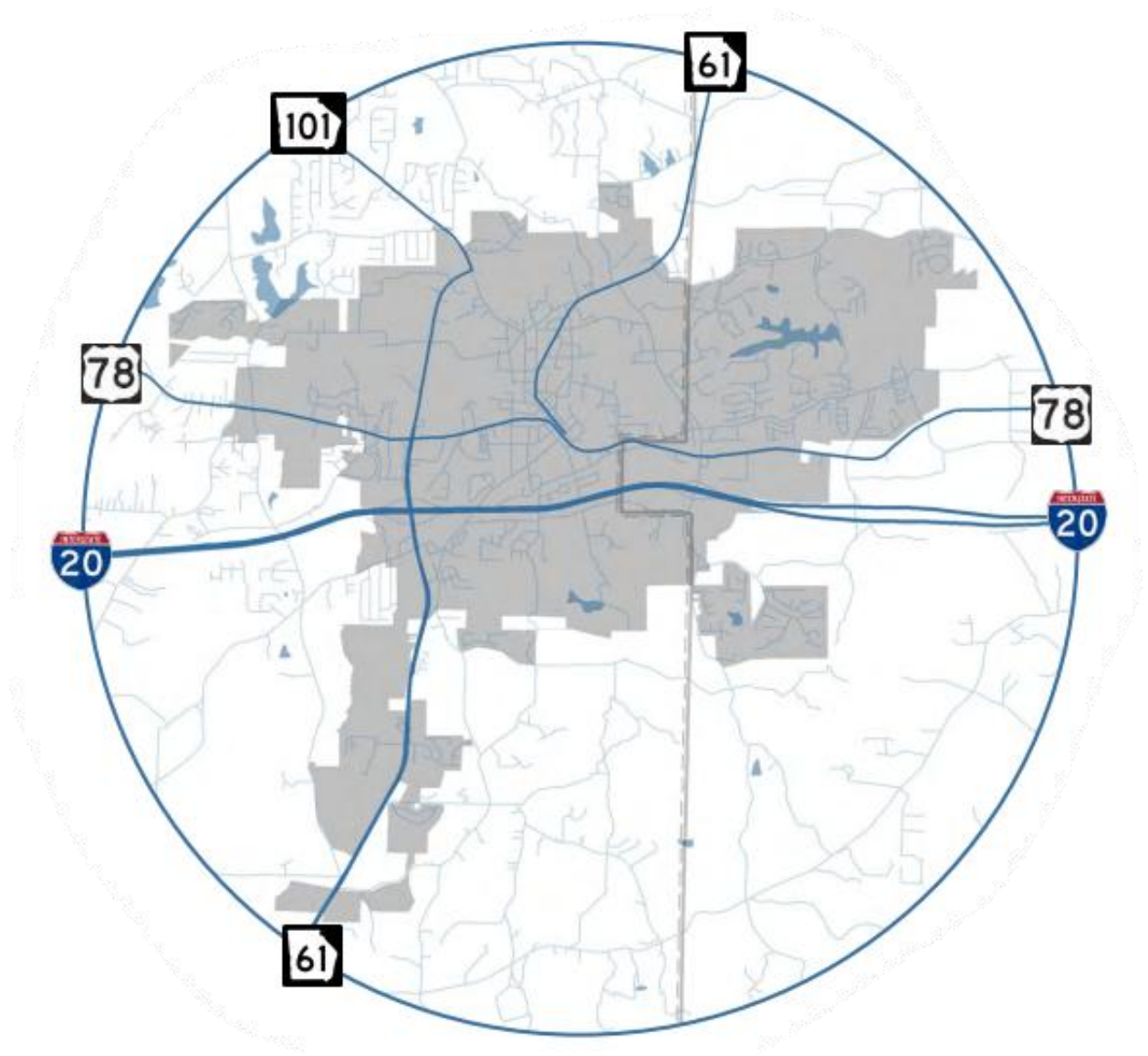


Figure 1.3 – Aerial View of Study Area

2. VISION, GOALS, OBJECTIVES

Through a comprehensive and collaborative process, which included extensive and thoughtful discussions with City staff and key stakeholders of the SAP, alongside the careful and critical review of all existing municipal policies, comprehensive plans, and relevant studies, the following overarching Vision, guiding Goals, and measurable Objectives were meticulously established for the City's first SAP:

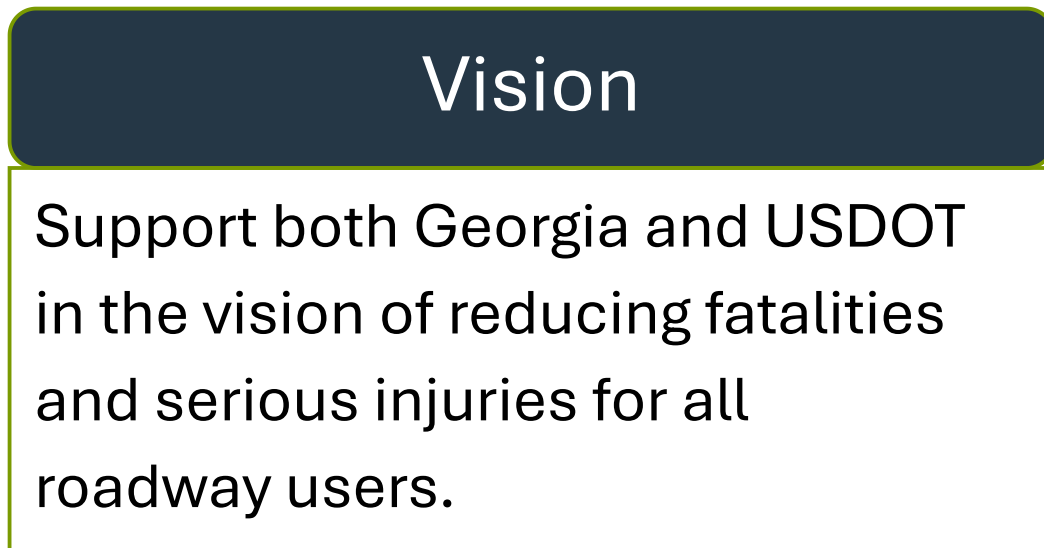


Figure 2.1 – Project Vision

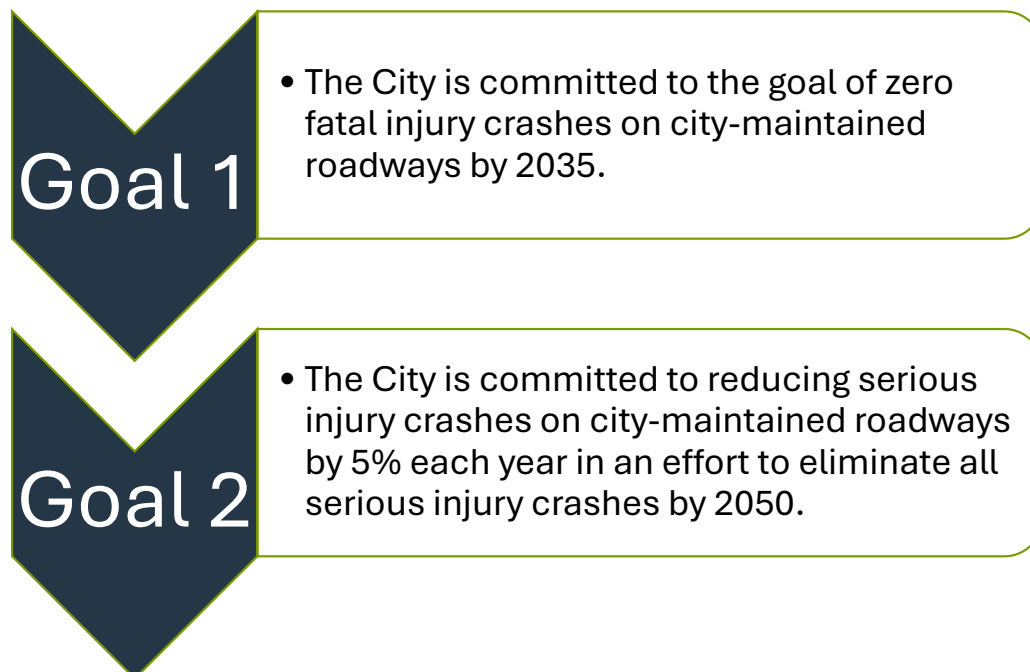


Figure 2.2 – Vision Zero Goals

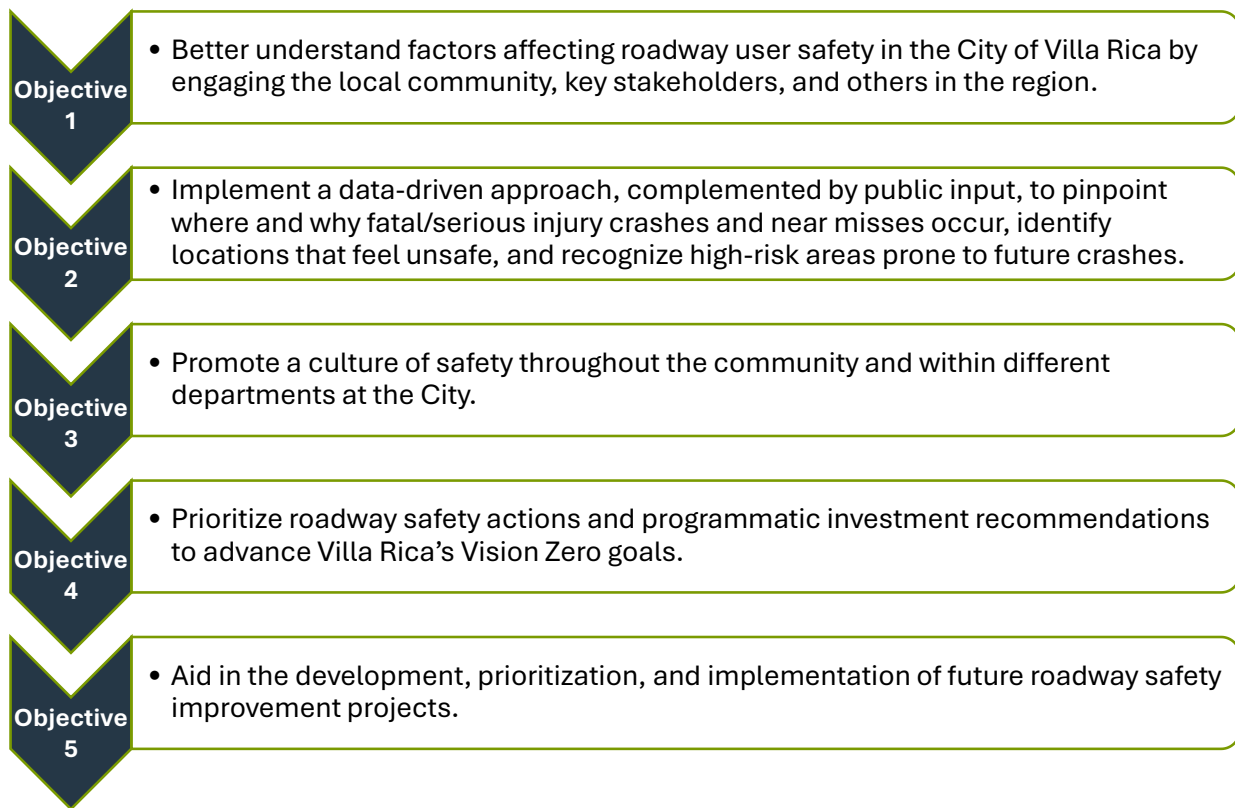


Figure 2.3 – SAP Objectives

3. SAP PROJECT OVERVIEW

The SAP project includes seven (7) primary task assignments. The following sections include a brief description of the tasks associated with this project, with a more detailed description of each task and their findings in subsequent sections of this document.



Figure 3.1 – Keck & Wood SAP Process

3.1. ESTABLISH LEADERSHIP AND GATHER BACKGROUND INFORMATION

A stakeholder team, or steering committee, comprised of city staff, elected officials, first responders, the planning commission, and many others was established to oversee the SAP. This committee was tasked with ensuring the SAP's success by providing oversight for its development, contributing to its content, and continuously evaluating and updating it long after the initial development phase. The stakeholder team met monthly throughout the project to thoroughly review the community's vision from multiple perspectives. Both the Keck & Wood team and the stakeholder team collaborated to define a strong leadership commitment and establish clear goals for the SAP.

Also under this task, relevant documents were reviewed from the City and surrounding jurisdictions, including comprehensive plans, transportation plans, initiative studies, and other associated documents that would impact developments positively or negatively.

3.2. ANALYZE SAFETY DATA

Crash data for the analysis was pulled for the 5-year period from 2020-2024. This data was leveraged from GDOT's Numetric crash platform. Each crash within that period included detailed information such as: crash narrative, date/time, location, manner of collision, severity, weather, as well as many others.

Supplemental information and crash records were also pulled from the Georgia Electronic Accident Reporting System (GEARS) as-needed throughout the safety analysis. These records were relied on to verify data and/or seek out additional information to better filter the crash data.

3.3. ENAGEMENT AND COLLABORATION

Public outreach was a vital component of this project to ensure that stakeholders and citizens were engaged in the process and their voices were heard. Working with City leadership and the stakeholder group, a public involvement plan was established to ensure this project engaged as much of the community as possible.

3.4. ESTABLISH HIGH INJURY NETWORK AND EMPHASIS AREAS

The High Injury Network (HIN) identifies roadway segments and intersections with the highest concentrations of severe crashes or fatalities to better assist in where targeted improvements and strategies should be implemented. The data from this analysis will allow the City to focus efforts and funds to the areas with the largest safety need.

While the HIN identifies crash locations, emphasis areas begin to identify the key contributing factors to the crash itself. Analyzing emphasis areas allows us to target not just traditional projects, but also strategies and policies that can begin to address current crash trends. This analysis will also provide insights into how emphasis areas compare to larger geographies in the region, as well as the state as a whole.

Motor vehicle crashes can be attributed to various factors, including driver impairment, vehicle speed, distracted driving, and roadway geometrics. The Georgia Strategic Highway Safety Plan (SHSP) identifies several key contributing factors to fatal and serious injury (FSI) crashes at a statewide level. To address these factors, the Georgia SHSP has developed specific strategies and actions. These primary contributing factors are often referred to as "emphasis areas" by agencies, indicating that they receive additional focus in terms of time and resources.

3.5. IDENTIFY STRATEGIES

A holistic and comprehensive approach was rigorously applied to identify all viable improvement strategies for all road users across the HIN. This process was anchored by a robust, data-driven methodology to evaluate risk factors and facilitated a deep understanding of crash concerns at each specific area. Through the analysis of empirical data, research-backed and proven countermeasures and strategies are proposed to address known emphasis areas to foster a safer environment for all road users.

3.6. PRIORITIZE AND INCOPORATE STRATEGIES

Using the countermeasures and strategies identified in the previous section, our team will begin establishing cost estimates. These cost estimates will then be used to produce benefit-cost (BC) ratios for further evaluation under the larger program. At the same time, a scoring system will be established to further evaluate each risk factor for the identified segments and intersections. Using data such as ePDO, risk factor scoring, and BC ratios, the Keck & Wood team will commence with the prioritization of projects.

It should also be noted that the evaluation and ranking of each segment and intersection is expected to be sorted by “local” or “state” maintained roadways. By incorporating factors based on both the character and history of the roads, as well as the needs of the local stakeholders, the most critical locations can be prioritized. This step will be focused on assisting the City in prioritizing funds for local roads while still providing relevant data to pursue partnerships with GDOT and other agencies.

3.7. EVALUATE AND UPDATE

Successful implementation of the SAP relies on being open to continual feedback and adjusting the plan as needed. Evaluation provides this feedback and helps identify successful, as well as ineffective strategies, make warranted course corrections, and enhance the return on safety investments. To ensure this plan continues to stay relevant over the years, the City will establish timelines for routine evaluation of crash data and the SAP itself.

4. ESTABLISH LEADERSHIP AND GATHER BACKGROUND INFORMATION

To ensure the project's success, a stakeholder team, or steering committee, comprised of city staff, elected officials, first responders, the planning commission, and many others was established to oversee the SAP. This committee was tasked with ensuring the SAP's success by providing oversight for its development, contributing to its content, and continuously evaluating and updating it long after the initial development phase. This group also provided insights to ensure previous planning documents and codes were reviewed throughout the SAP process. The stakeholder team met monthly throughout the project to thoroughly review the community's vision from multiple perspectives. Both the Keck & Wood team and the stakeholder team collaborated to define a strong leadership commitment and establish clear goals for the SAP.

4.1. STAKEHOLDER INVOLVEMENT

The primary stakeholders of the Villa Rica SAP included officials for the city, Douglas and Carroll Counties, and the Three Rivers Regional Planning Commission. This includes members of city hall, local police and fire officials, transportation planners and EMS operators. The list of primary stakeholders is provided in the table below.

Table 4.1 – Villa Rica Primary Stakeholders

First	Last	Organization	Title
Jennifer	Hallman	City	Interim City Manager/CFO
Mark	Teal	City	City Consultant
Leanne	Wilkins	City	Deputy City Clerk
Hal	Burch	City	Public Works Director
Jeremy	Dukes	City	Street Supervisor
Tracy	Jarvis	City	Building Development Director
Nic	Griffin	City	Building Development Deputy Director
Tracie	Ivey	City	Director of Parks & Rec
Theresa	Campbell	City	City Clerk
John	Bain	City	Interim Deputy City Manager
Brecca	Carter	City	Interim Director - Community Development Department
Shaun	Myers	City	Planning and Zoning Administrator
Matthew	Momtahan	City Council	Transportation Subcommittee
Steve	Lujan	Police	Captain
Mike	Bettikofer	Police	Lieutenant
Gary	Thomas	EMS	VP at Tanner/ West Ga Ambulance
David	Harmon	Carrol County	Fire Marshall
Clint	Chance	Carrol County	District Commissioner
Mark	Alcares	Douglas County	County Commissioner
Suleman	Rana	Douglas County	DOT Director
Stephanie	Wagner	Three Rivers RPC	Regional Planner

4.2. PREVIOUS PLAN REVIEW & BACKGROUND INFORMATION

A thorough and systematic review of all pertinent documentation was undertaken, encompassing materials from the City and adjacent governing bodies. This comprehensive document analysis included, but was not limited to, official comprehensive plans, various transportation strategies, specialized initiative studies, and a multitude of other related official records. This crucial preparatory step ensures that the proposed SAP aligns with existing municipal goals and anticipates potential regulatory or infrastructural challenges. The table below highlights planning documents reviewed while working through the SAP.

Table 4.2 – Planning Document Review

ID	Document Name	Year	Agency
City of Villa Rica			
1	Main Street Work Plan	2015	Villa Rica
2	Comprehensive Plan - Draft	2023-2028	Villa Rica
3	Trail Master Plan	2018	Villa Rica
4	Villa Rica LCI Study	2021	Villa Rica
5	Transportation Master Plan	2020	Villa Rica
6	Zoning Ordinance	2021	Villa Rica
7	Unified Development Code	2016	Villa Rica
Douglas County			
1	Comprehensive Plan	2023	Douglas County
2	School-Related Transportation Needs Assessment	2008	Douglas County
	T-SPLOST Resolution	2024	Douglas County
4	Unified Development Code	2025	Douglas County
5	Comprehensive Transportation Plan	2021	Douglas County
6	Trail Study - Draft Report	2024	Douglas County
Carroll County			
1	Comprehensive Plan	2023	Carroll County
2	T-SPLOST Resolution	2018	Carroll County
3	Comprehensive Plan (Transportation Section Only)	2018	Carroll County
4	Safety Action Plan - Recommendation Only	2025	Carroll County
Three Rivers Regional Commission			
1	Regional Plan Update	2019	Three Rivers Regional Commission
2	Regionally Important Resources Plan	2012	Three Rivers Regional Commission
3	Comprehensive Economic Development Strategy	2022	Three Rivers Regional Commission
4	Carroll County Facts	2022	Three Rivers Regional Commission

5. ANALYZE SAFETY DATA

As a first step toward understanding the safety performance of a roadway network, it is important to perform a high-level descriptive crash analysis of the study area. This involves collecting and consolidating multiple years of historical crash data, summarizing and visualizing it to identify notable patterns and valuable insights that may help guide future analysis and planning efforts.

In support of the City of Villa Rica Road Safety Action Plan, Keck & Wood performed a comprehensive crash analysis which is summarized in the following sections of this document. The analysis, conducted for the City of Villa Rica, includes the study period of 2020-2024 and utilizes crash data downloaded from GDOT Numetric Crash Query application. Raw crash data utilized for the SAP can be found in **Appendix A**.

The descriptive analysis was conducted for the full study area based on the provided data. A series of high-level summaries, tables, and figures have been included to better depict the findings from the analysis. These tables explore overall crash trends and patterns that can be used to guide future analyses, the development of new or revised policies, or the selection of countermeasures for project development.

5.1. CRASH ANALYSIS DATA SOURCES

Crash data for the analysis was pulled for the 5-year period from 2020-2024. This data was leveraged from GDOT's Numetric crash platform. Each crash within that period included detailed information such as: crash narrative, date/time, location, manner of collision, severity, weather, as well as many others. Supplemental information and crash records were also pulled from the GEARS as-needed throughout the safety analysis. These records were relied on to verify data and/or seek out additional information to better filter the crash data.

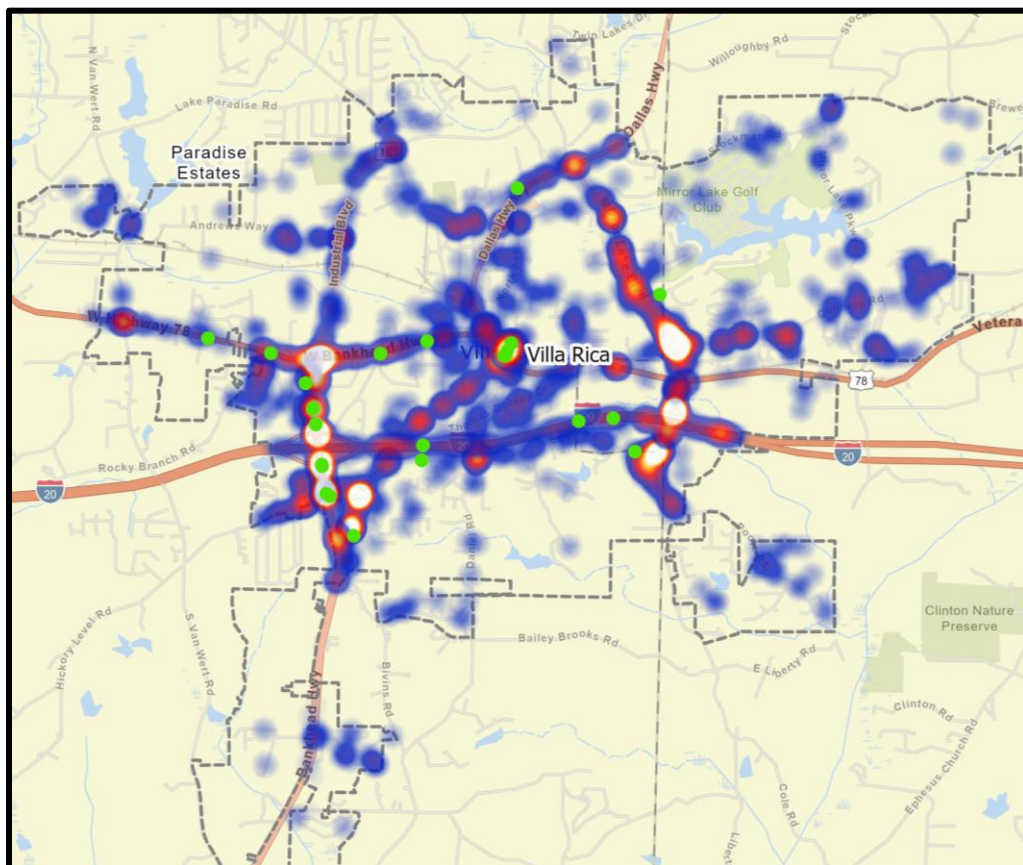


Figure 5.1 – Crash Heat Map (2020-2024)

5.2. CRASH MAPS

Several crash maps and tables were created through the SAP process for the City of Villa Rica. While most of this data can be found in the Crash Analysis Report included in **Appendix B**, the crash severity map for the City can be found below. Utilizing tools such as ArcGIS and other geospatial platforms, crash trends and patterns were more easily identified.

Figure 5.2 provides a map illustrating crash severity within the City of Villa Rica. Crashes resulting in Fatal (K) or Serious Injury (A) crashes are shown with larger, colored icons.

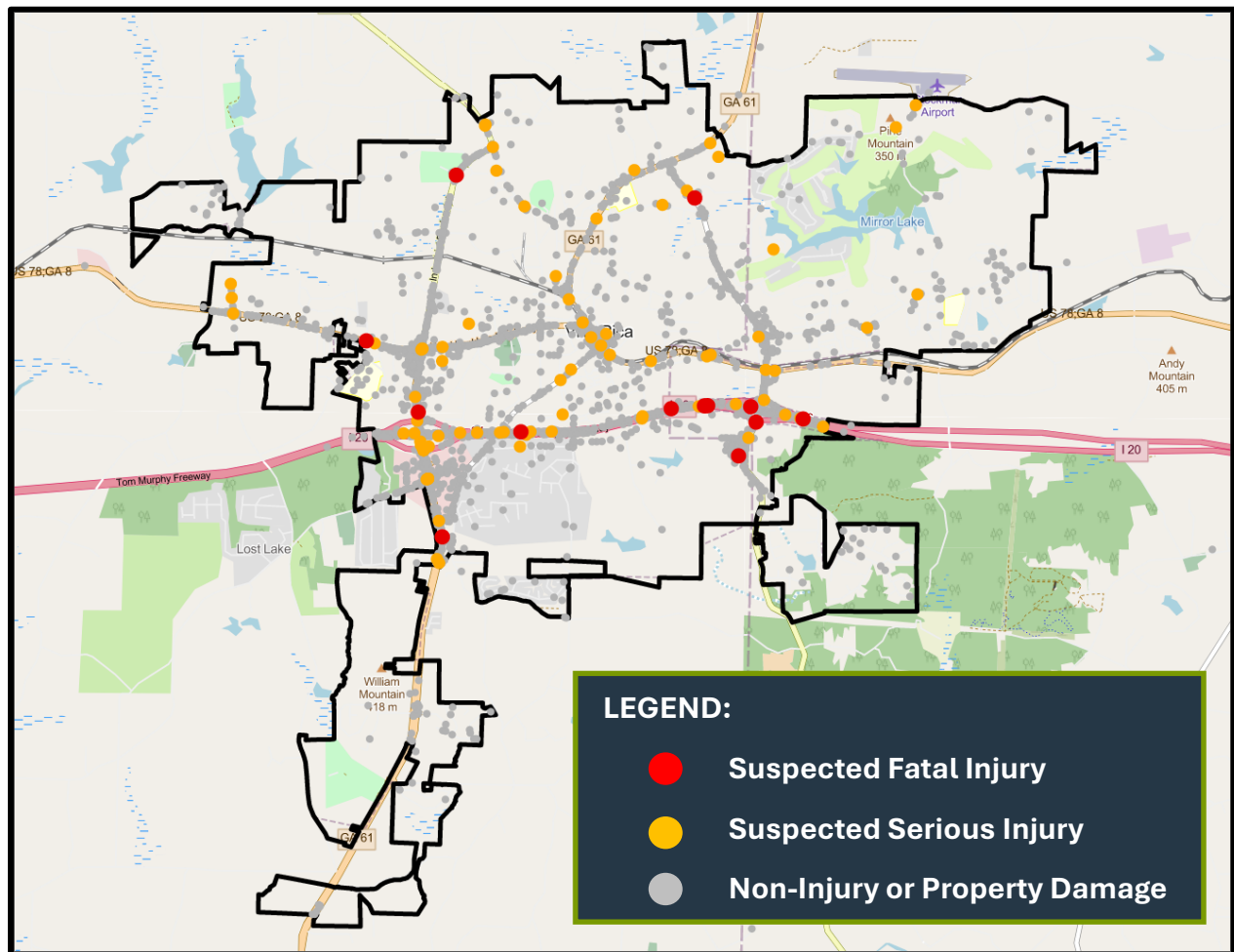


Figure 5.2 – Crash Severity Map

5.3. CRASH TREES

The following section describes the development of crash trees as a means of displaying crash data in another format. This was initially completed through analysis of the spatial proximity of crashes with respect to city roadways, as defined in the Numetric database. Additional review was performed for a limited number of crashes not addressed through the aforementioned identifications. Crash trees were developed for vehicle crashes as well as non-motorist crashes.

Upon identifying all crashes from the crash database, the “Vehicle” attribute was used to segregate the city roadway crashes into vehicle and non-motorist types. For each of these user types, the standard crash database attributes of “Vehicle,” “Manner of Crash/Collision,” and “Major Cause” were used to populate the trees. The new traffic control attribute was used to separate intersection crashes into the different traffic control type categories.

A second crash tree was then created in a similar manner, limiting the crashes to “Fatal” and “Major Injury,” based on the KABCO severity rating attribute. The two sets of crash trees were combined and utilized in the development of this SAP.

Full size crash trees for the City of Villa Rica are provided in **Appendix C**.

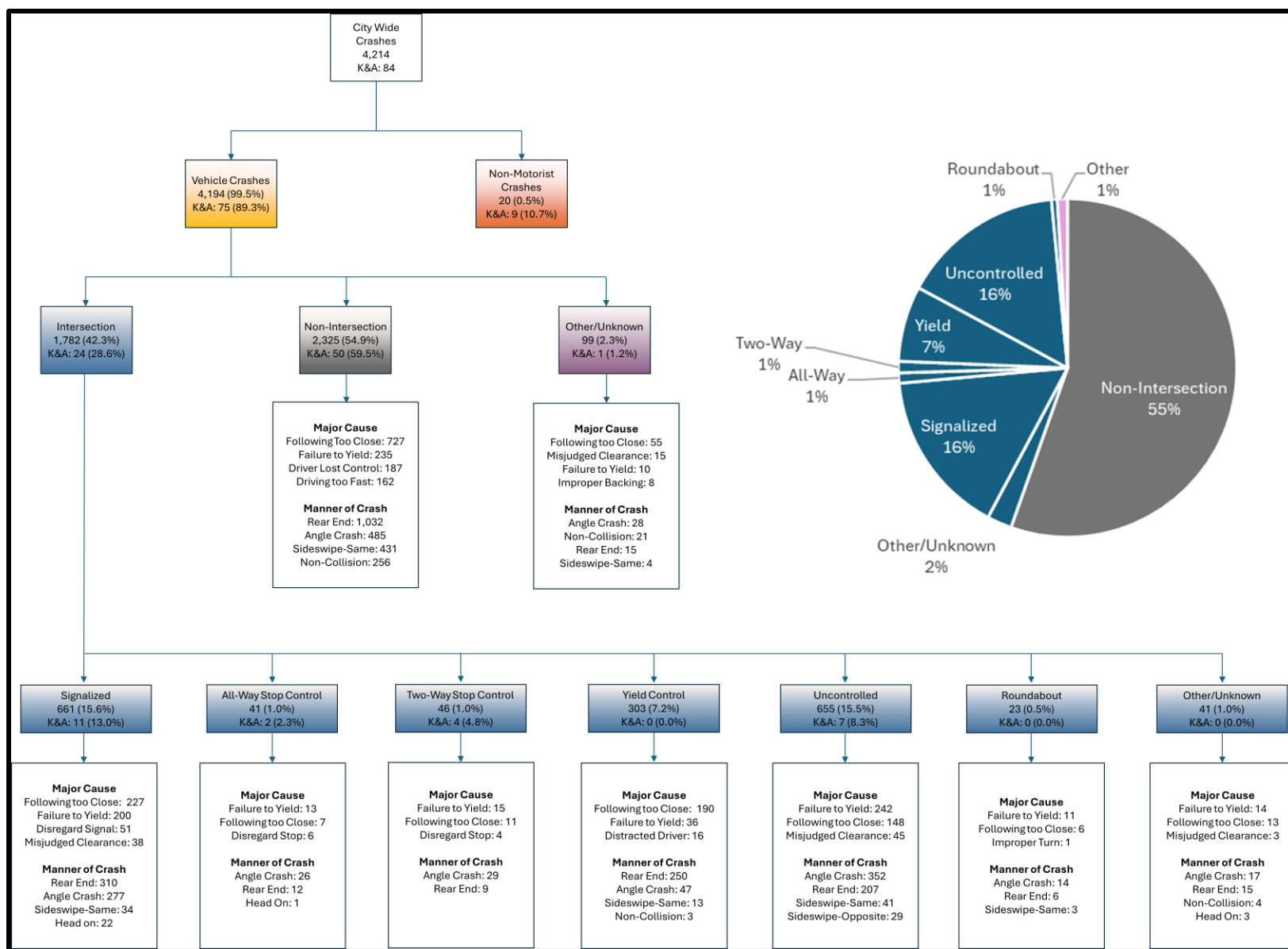


Figure 5.3 – Vehicle Crash Tree

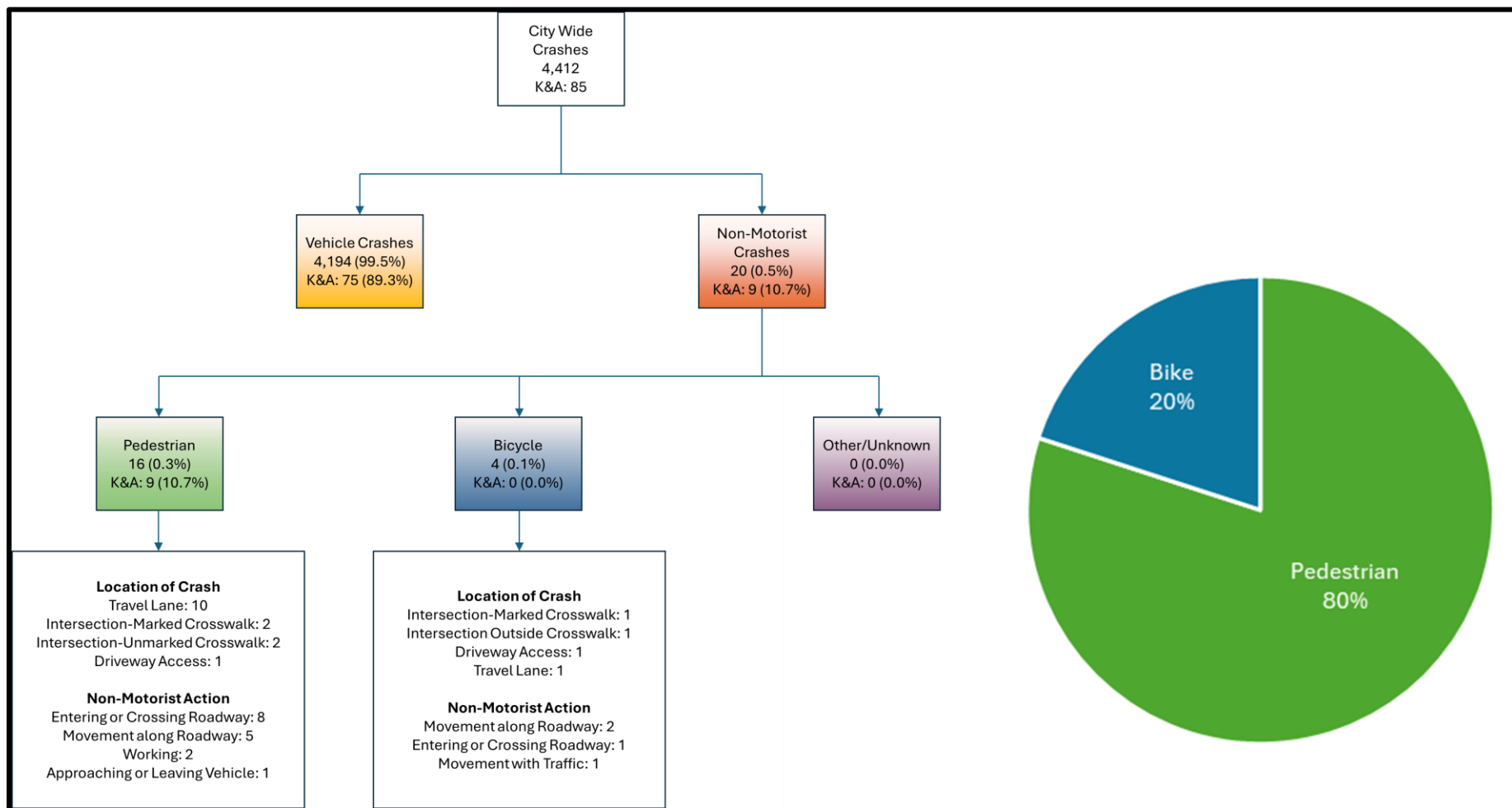


Figure 5.4 – Non-Motorist Crash Tree

5.4. CRASH FORECASTING

Collected crash data over large periods can be used to predict the likelihood, frequency, and severity of collisions in future time periods by analyzing historical factors such as road conditions, traffic volumes, and driver behavior. The rate of crashes and their severity allows for the identification of high-risk areas with significant rates of growth to accurately reduce crashes at these locations with targeted improvements. The aim of these reductions is to aid with Vision Zero, as well as the City’s commitment to eliminate fatal and serious injury crashes along city-maintained roadways.

Using existing Villa Rica crash data collected between January 2015 to December 2024, the crash data was projected out to 2050. These projections were generated for all city-maintained roadways in Villa Rica. The tables below show the existing crash data in blue, the projected data in orange, and a green trendline showing what just a 5% reduction could accomplish as it relates to reducing fatal, serious, and overall crashes.

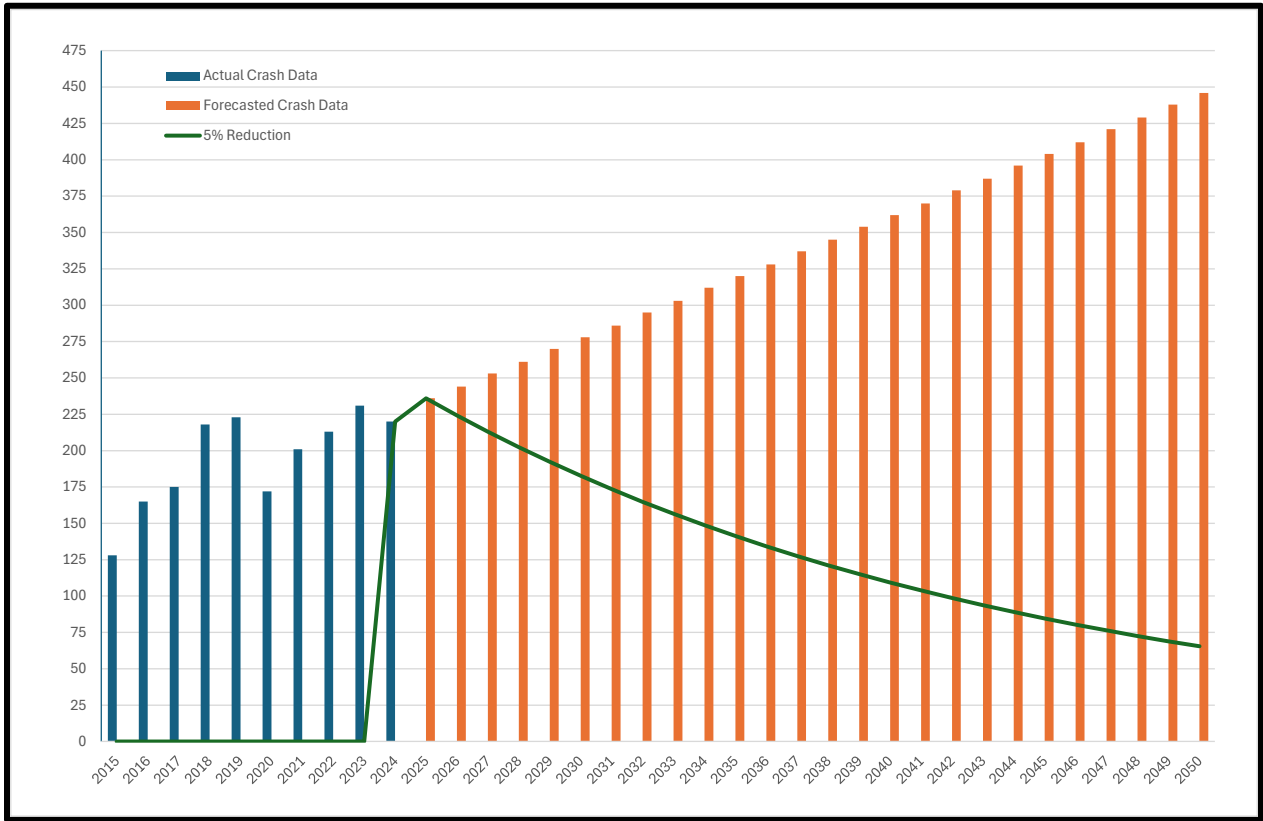


Figure 5.5 – Current & Projected Crashes with 5% Reduction (Local Roads Only)

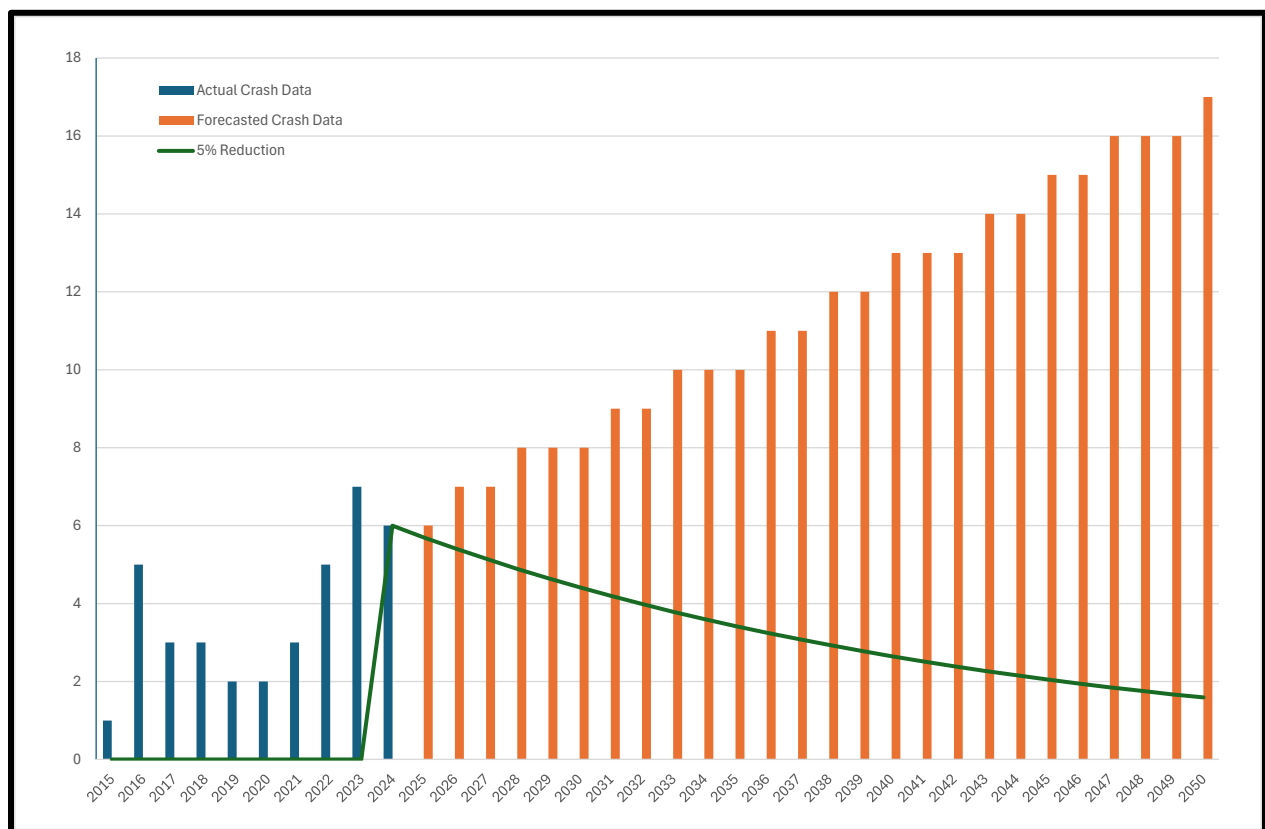


Figure 5.6 – Current & Projected Fatal & Serious Crashes with 5% Reduction (Local Roads Only)

6. ENGAGEMENT AND COLLABORATION

One of the most important methods of locating potential improvements and assessing the quality and efficiency of the roadways is through community outreach to hear what residents frequently complain about and encounter conflicts with. For the Villa Rica development plan, there were multiple stages of public involvement to assess primary goals of this project, as well as other improvements to be made to the community to retain the culture and develop the economy of the town.

The overall goal of the community outreach was for the city to get engaged with the process of development, and give them an idea of where the city is at overall. allows the community to become more certain about where development will occur, what it will be like, when it will happen, and how the costs of development will be met. It helps the city invest its money wisely in infrastructure such as roads, parks, and other facilities to maintain and improve residents’ quality of life. All of the information displayed and received through the public involvement phase of the SAP can be found in the appendix.

6.1. PROJECT WEBSITE

A website for this project was created at the outset to provide extra information to Villa Rica residents about Safety Action Plans and the importance of reducing fatal and serious injury crashes. The website detailed the priorities of the study and the planned schedule for the study to adhere to. It also provided information on how to participate in the surveys and town halls, and encouraged those interested in Villa Rica’s infrastructure to make their concerns known through engagement with these town halls and surveys.

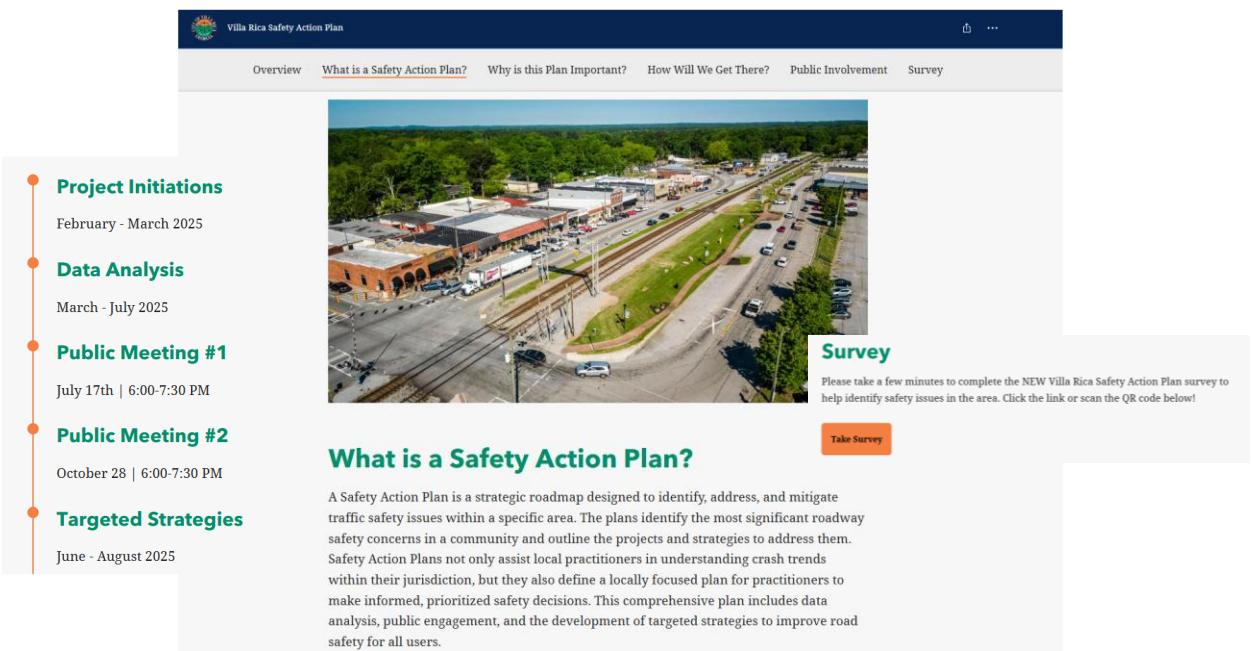


Figure 6.1 – Screenshot from Project Website

6.2. ONLINE SURVEY #1

The first survey was posted in early July for residents to gauge their usage of the roads and the most frequent issues they encounter within Villa Rica. This survey garnered responses from nearly 100 residents, and asked questions about common usage for the roads, age of respondents, desired safety improvements, safety concerns, as well as any additional comments and concerns that drivers had with these roadways.

The most frequent road use according to the respondents was city residents commuting within the city for work and activities, while the least common was non-residents commuting through the city to another destination. The most common age of respondents was 65+, and the majority of respondents highlighted intersection improvements as their most desired safety improvement, closely followed by improved visibility. The top concerns of respondents focused on roadway maintenance, distracted and aggressive driving, and drivers ignoring traffic laws. The full results from Survey #1 can be found in **Appendix D**.

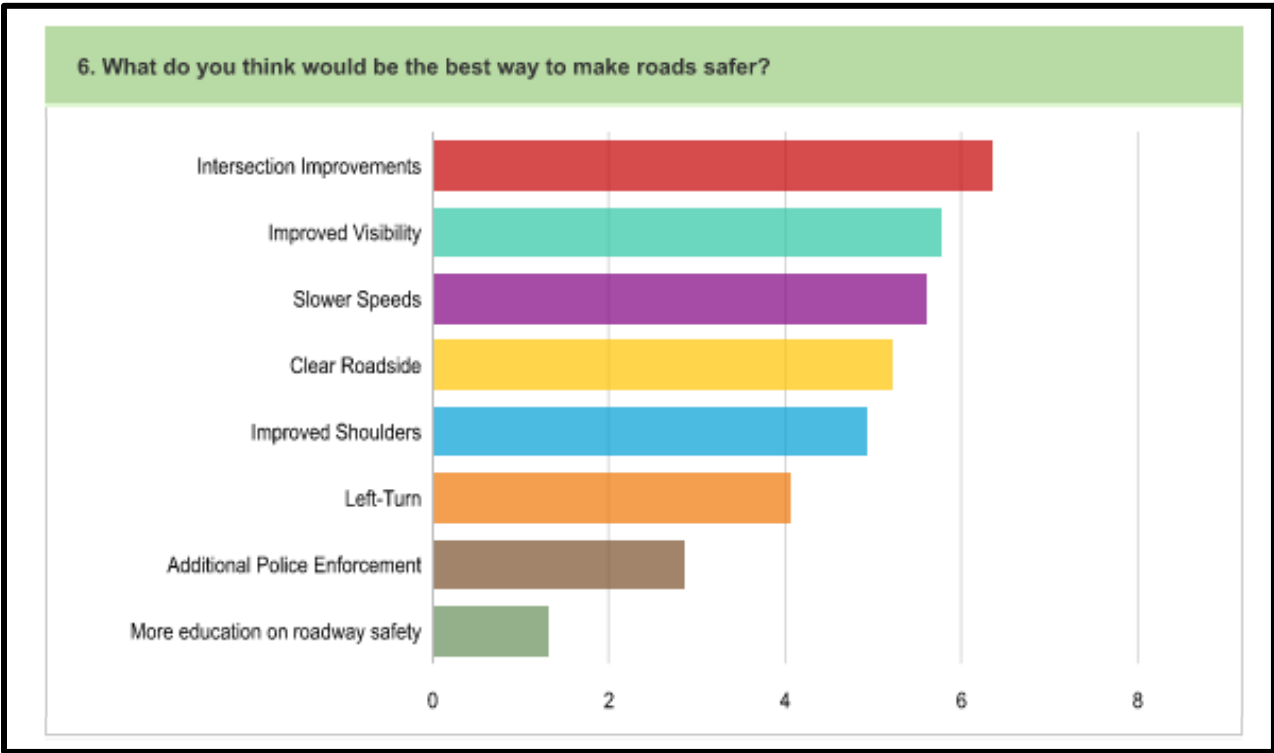


Figure 6.2 – Example Survey Question with Results

The concerns of residents were mapped out to accurately identify the locations which would be best served by new projects and improvements. The figure below identifies each of the locations pinpointed through Survey #1.

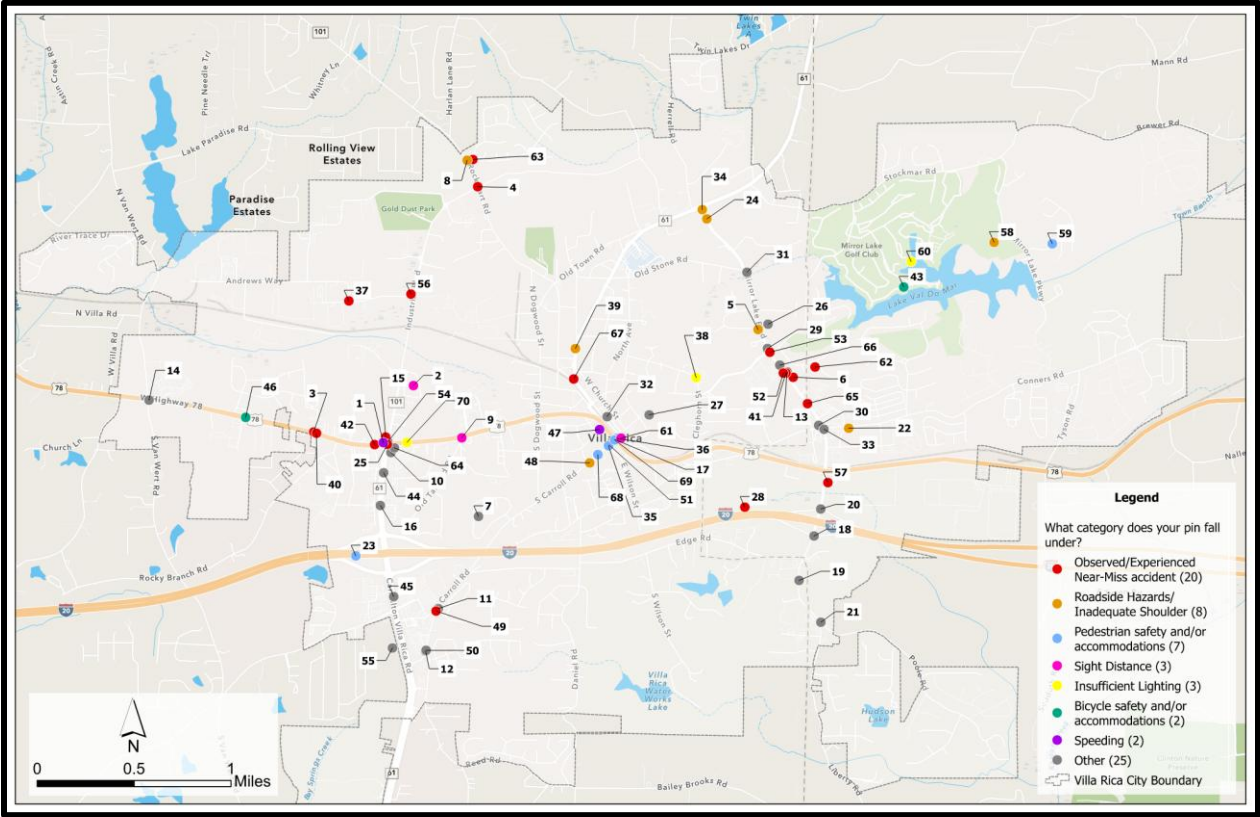


Figure 6.3 – Safety Concerns by Location

To better identify where clusters of responses were received, heat maps were also generated. This map indicates locations with more frequent concerns of any kind. Based on the responses, the following areas were frequently flagged as having safety concerns:

- SR 101/Industrial Boulevard and US 78/West Bankhead Highway
- South Carroll Road (near Walmart)
- SR 101/Rockmart Road near Reid Plantation Drive and Harlan Lane
- Liberty Road (Congestion and Truck Traffic)
- US 78 and North Van Wert Road (Need Left-Turn Signals)

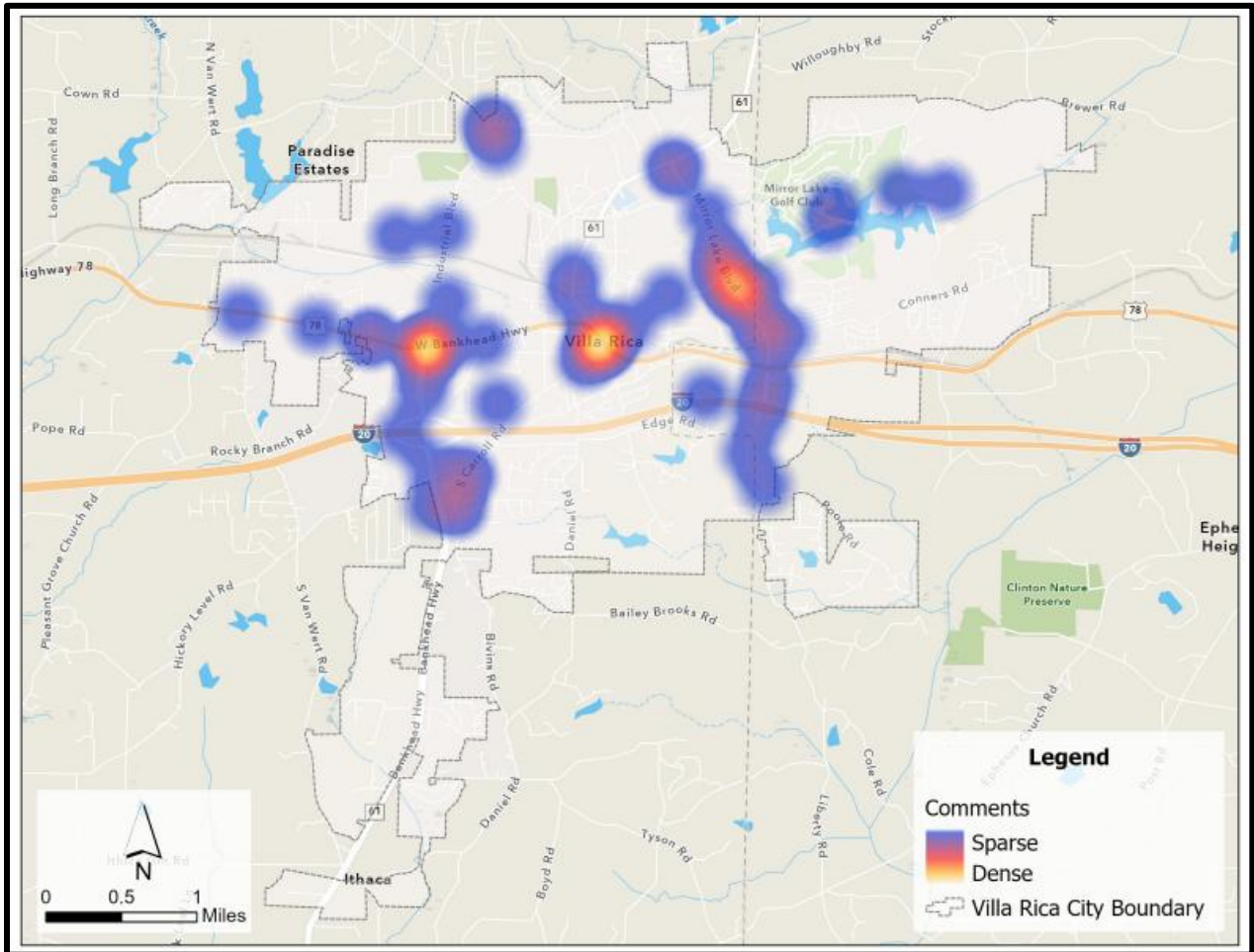


Figure 6.4 – Heat Map for Safety Concern Locations

6.3. PUBLIC MEETING #1

The first project open house meeting was held on July 17th, 2025. Residents were provided with large maps of the study areas to add comments and highlight safety concerns with the intersections, segments and other transportation infrastructure within the City. Residents could identify intersection issues such as speeding concerns, sight distance concerns, lack of pedestrian access, or general intersection issues. Additionally, residents could identify items such as lighting concerns, shoulder concerns, turning issues, and maintenance requirements. Residents at this meeting frequently highlighted issues concerning state-maintained roadways within the study area, as well as limited pedestrian access to key areas; however, there were still locations identified on local-maintained roadways as well. These concerns were ranked by their frequency and severity, and assigned an average score for each category of desired improvement. Displays from Public Meeting #1 can be found in **Appendix E**.



Figure 6.5 – Pictures from Public Meeting #1

6.4. ONLINE SURVEY #2

The second survey was conducted in October 2025, and contained questions relevant to the second public meeting. The survey aimed to gauge their perception towards potential safety improvements in Villa Rica. This survey garnered responses from nearly 50 residents, and asked questions about desired improvements for intersections, segments, pedestrian, speeding, lighting and shoulders. The survey also provided an interactive map to place concerns similar to Online Survey #1, and asked for feedback related to safety policies, distracted driving, and roadway conditions.

The most frequent road use according to the respondents was city residents commuting within the city for work and activities, while the least common was non-residents commuting through the city to another destination. The most common age of respondents to the survey was 65+. The intersection improvement commuters highlighted as their most desirable was new road improvements like signs and striping, followed by signal timing improvements at intersections. The survey did reveal some of the hesitancy regarding alternative intersections with those types of improvements outside the top 3. The segment improvement commuters highlighted most desirable was access management, with reduced access points along high crash roadways. Beyond access management, responses identified additional signage and striping again, as well as improving roadway shoulders. The full results from Survey #2 can be found in **Appendix F**.

Similar to Online Survey #1, the concerns of residents were mapped out to accurately identify the locations which would be best served by safety improvement projects.

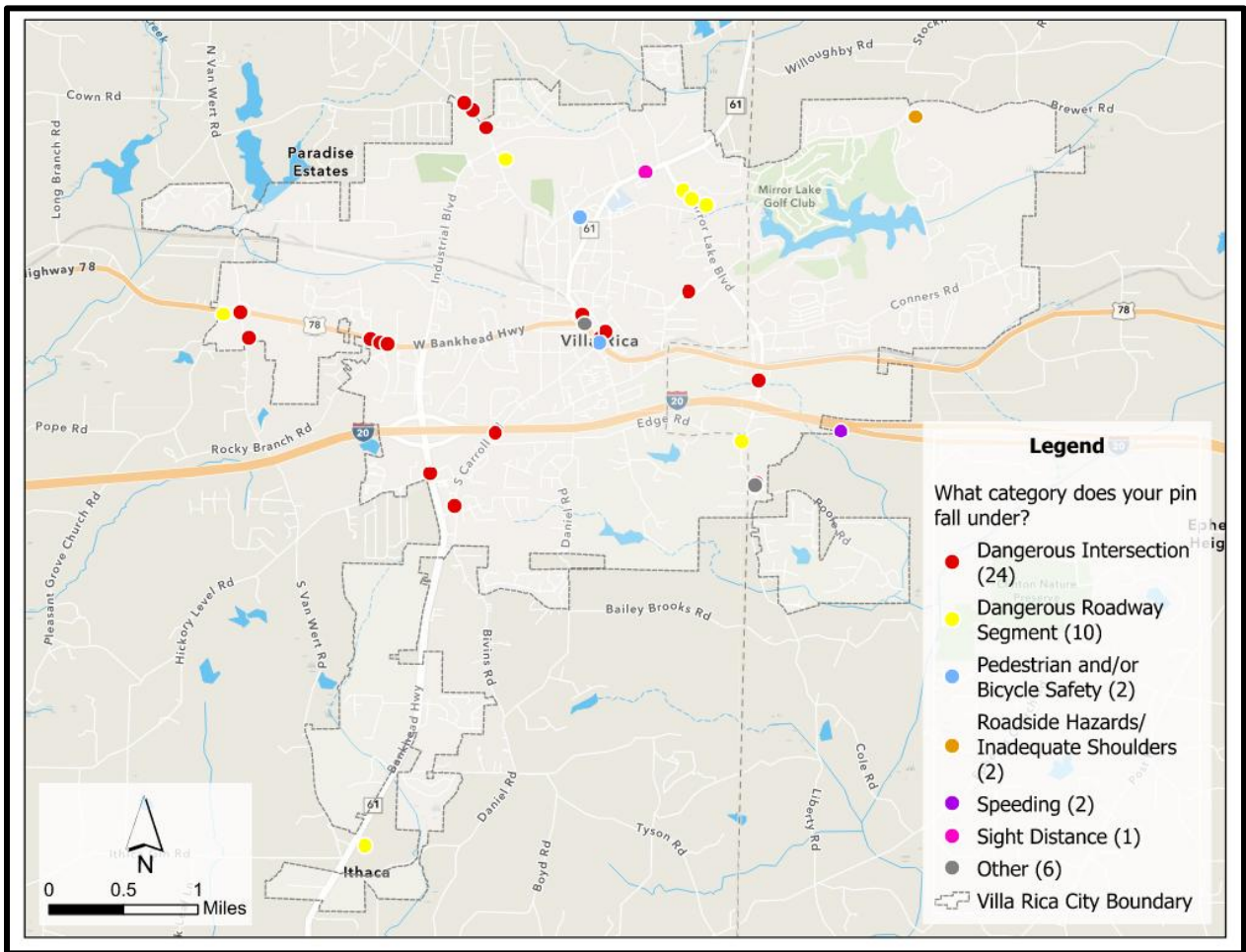


Figure 6.6 – Safety Concerns by Location

Resident input heat maps were also generated for this public meeting, to indicate spots with more frequent concerns of any kind. These concerns frequently centralized around the following areas:

- Villa Rica – Downtown Area (S Carroll Road and Cheeves Street)
- SR 101/Rockmart Road near Reid Plantation Drive and Harlan Lane
- US 78/West Bankhead Highway – Access Management
- Mirror Lake Boulevard – Near Publix

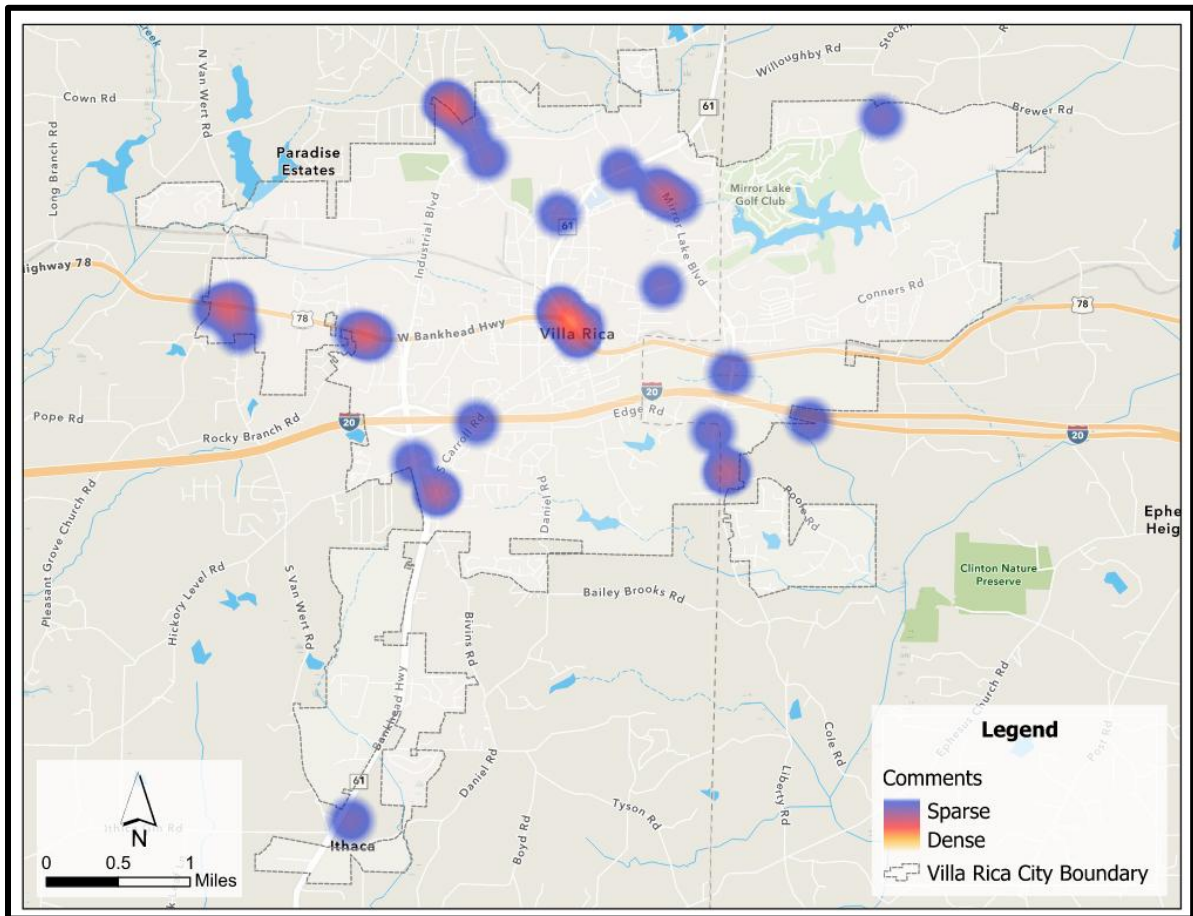


Figure 6.6 – Heat Map for Safety Concern Locations

6.5. PUBLIC MEETING #2

The second project public meeting was held on October 28, 2025. Residents were presented with large displays detailing identified issues and proposed safety improvements for specific local segments and intersections which were selected based on the scoring evaluation from the HIN. While residents were able to provide feedback on the proposed improvements, the majority of the discussion focused on the engineering team explaining the identified roadway issues and the proposed improvements designed to mitigate them. Attendees frequently voiced their agreement with the engineering team's assessment and provided further feedback on identified safety concerns. Following the first public meeting, which yielded considerable feedback concerning roundabouts and RCUTs, a dedicated display was developed for educational outreach. This display featured information frequently utilized by the Georgia Department of Transportation (GDOT), specifically illustrating why these designs are safer and more efficient. Displays from Public Meeting #2 can be found in **Appendix G**.



Figure 6.7 – Pictures from Public Meeting #2

High Injury Network

Mirror Lake Boulevard: Liberty Ramp Loop to Chadwick Place

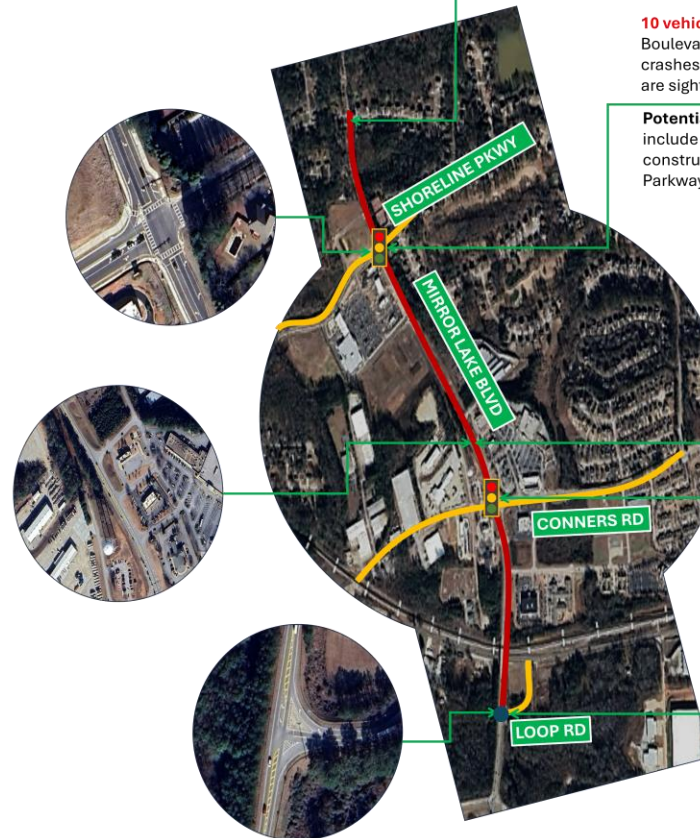


Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	Total Crashes	Bicycle/ Pedestrian Crashes	Speed Limit (MPH)	Access Density (Per Mile)	Lane Departure Crashes
1	0	0	153	0	35	18	17

Manner of Collision	Crashes
Rear End	76
Angle Crash	41
Single Vehicle	14
Head On	4
Sideswipe, Same Direction	10
Sideswipe, Opposite Direction	6

Mirror Lake Boulevard is in good condition with fresh striping, raised pavement markings, and overhead lighting. Sidewalks are present but are lacking crosswalks and ADA ramps at key intersections. There are high-speeds and frequent concerns regarding turning movements on this road, citing near misses as a common occurrence. There are also a large number of driveways along this segment, creating additional conflict points.

Recommended improvements along the corridor include **improving the sidewalk** and **adding crosswalks** at driveways, traffic calming measures like **optical speed bars**, and **rumble strips** to reduce roadway departure crashes.



9 vehicle crashes and **1 injury crash** occurred at Mirror Lake Boulevard and Chadwick Place. Rear end crashes are frequent at this intersection, and the alignment is tricky to navigate

Potential Improvements at this intersection include **improving the alignment** with Parkway Circle and potentially **construct mainline left turn lanes**

10 vehicle crashes occurred at Mirror Lake Boulevard and Shoreline Parkway. Rear end crashes are frequent at this intersection and there are sight distance issues on Shoreline Parkway

Potential Improvements at this intersection include restricting **right-turn on red** movements, constructing **additional turn lanes** on Shoreline Parkway, and **signal timing adjustments**

43 vehicle crashes and **1 injury crash** occurred at Mirror Lake Boulevard and the Strip Mall Driveways. These access points have issues with left turn movements to and from Mirror Lake Boulevard

Potential improvements at this intersection include extending existing **left-turn lane storage** and **reducing the number of access points**

46 vehicle crashes and **3 injury crashes** occurred at Mirror Lake Boulevard and Conners Road. This intersection has issues with existing roadway geometry and left turn movements

Potential improvements at this intersection include implementing **Flashing Yellow Arrow** signal heads, **acceleration lane adjustments**, **improved pedestrian facilities**, and **signal timing adjustments**

37 vehicle crashes and **3 injury crashes** occurred at Mirror Lake Boulevard and Loop Road. This intersection lacks storage for southbound left turns and has high volumes on Mirror Lake Boulevard, making turns difficult

Potential Improvements at this intersection include **extending the left-turn lane storage**, **reducing the right turn angle** from the ramp, and **evaluating the need for a roundabout or traffic signal**

Figure 6.8 – Example Display from Public Meeting #2

High Injury Network

S Carroll Road: Berry Drive to SR 61/Carrollton Villa Rica Highway



Segment Length (Miles)	Fatal Crashes	Serious Injury Crashes	Total Crashes	Bicycle/ Pedestrian Crashes	Speed Limit (MPH)	Access Density (Per Mile)	Lane Departure Crashes
0.59	0	0	106	0	45	19	7

Manner Of Collision	Crashes
Rear End	43
Angle Crash	45
Single Vehicle	8
Head On	1
Sideswipe, Same Direction	4
Sideswipe, Opposite Direction	5

S Carroll Road is in decent condition with slightly fading striping, good shoulder conditions, and overhead lighting. Sidewalks are minimal, crosswalks are sparse, and ADA ramps are not present at key intersections. There is significant horizontal and vertical curvature present along the segment along with vegetation that limits sight distances for roads and driveways. The access to/from Walmart creates heavy entering and exiting traffic along the roadway.

Recommended improvements along the corridor include **improving the sidewalk** and **adding crosswalks** at driveways, **removal of vegetation**, traffic calming measures like **optical speed bars**, and **roadway rumble strips** to reduce lane departure crashes.

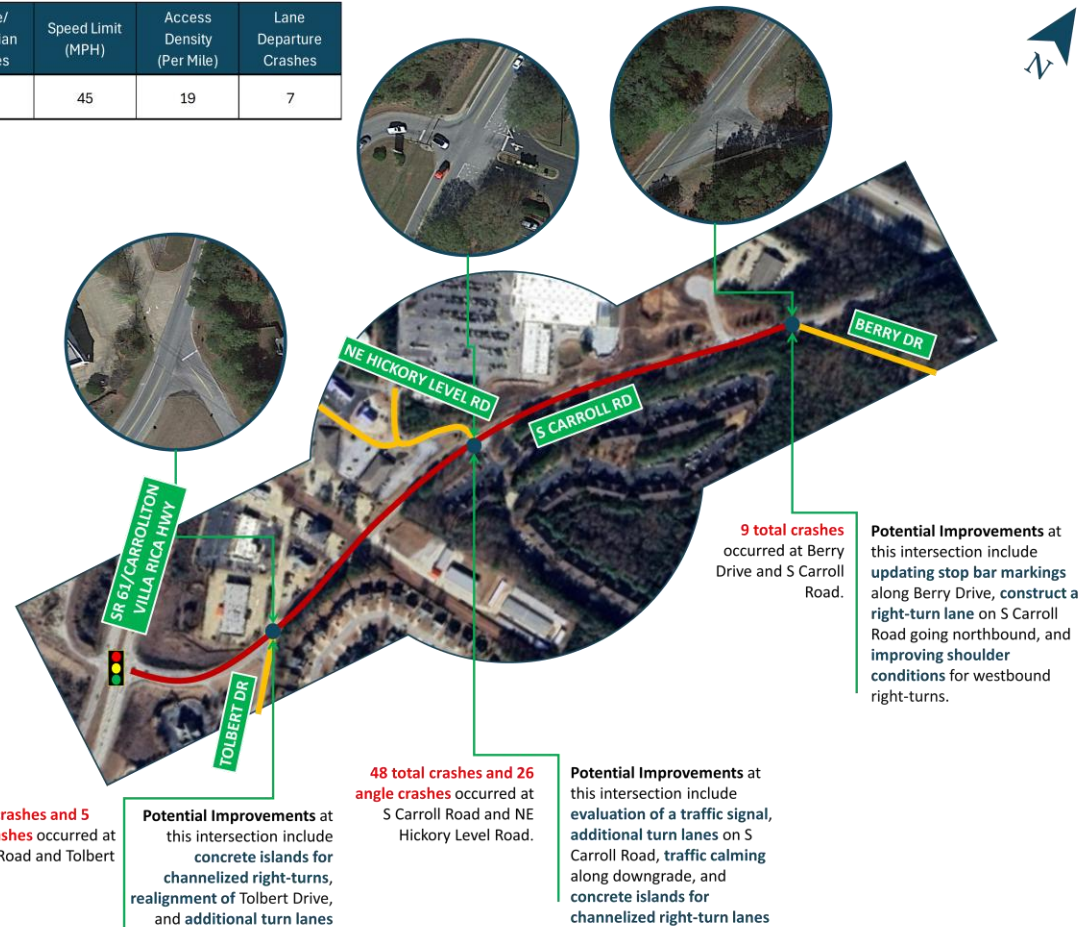


Figure 6.9 – Example Display from Public Meeting #2

7. ESTABLISH HIN AND EMPHASIS AREAS

The HIN identifies roadway segments and intersections with the highest concentrations of severe crashes to better assist in where targeted improvements and strategies should be implemented. Several factors were considered when developing the HIN; however, the sliding window analysis and intersection analysis tools serve as the backbone to the analysis.

A sliding window analysis provides a way to better understand crashes within a transportation network and identifies segments based on user-defined criteria (ie: crash rate, severity, ePDO, etc.). The sliding window analysis “window” can be adjusted from 0.1 miles to 10 miles depending on your need for the analysis. For the purpose of this project, a half-mile (0.5 mile) window was utilized. The half-mile “window” moves along each segment within the predefined area 1/10 of a mile at a time, counting and/or calculating based on the criteria selected, within each successive half-mile segment.

For Villa Rica, the primary criteria used for the sliding window analysis was Equivalent to Property Damage Only, or ePDO. This analysis scores crashes according to the highest severity injury sustained in the crash by converting each crash to an equivalent number of Property Damage Only (PDO) crashes. This method is used to standardize crash data for further analysis and comparison. This analysis also provides additional insights into overall crash intensity/severity that will factor into the determination of the HIN. Table 7.1 presents the average crash costs, and the associated ePDO weight, for each crash severity level. These values align with GDOT’s ePDO calculations in terms of cost and injury severity level.

For this project, an additional calculation was incorporated to better align with SS4A and Vision Zero priorities. A Blended ePDO calculation was established to reduce the impact a single fatality crash might have on an intersection or segment. One fatality crash is more than four (4) times that of a severe injury crash. To better align with Vision Zero polices, and the goals established by the City, the Blended ePDO weight was established in a way for fatal and serious injury crashes to be weighted the same, and suspected and possible injury crashes to be weighted the same.

Table 7.1 – GDOT Default Crash Injury Severity (KABCO) Costs used in Numeric

Crash Severity Category	Average Crash Cost	ePDO Weight	Blended ePDO Weight
(K) Fatal Injury	\$13,580,000	452.67	256.00
(A) Suspected Serious Injury	\$3,000,000	100.00	256.00
(B) Suspected Minor/Visible Injury	\$655,000	21.83	15.00
(C) Possible Injury	\$140,000	4.67	15.00
(O) No Injury	\$30,000	1.00	1.00

The ePDO, and Blended ePDO, scores were applied to all roads and intersections with the City of Villa Rica. The highest-ranking segments and intersections were used to generate the HIN for the City.

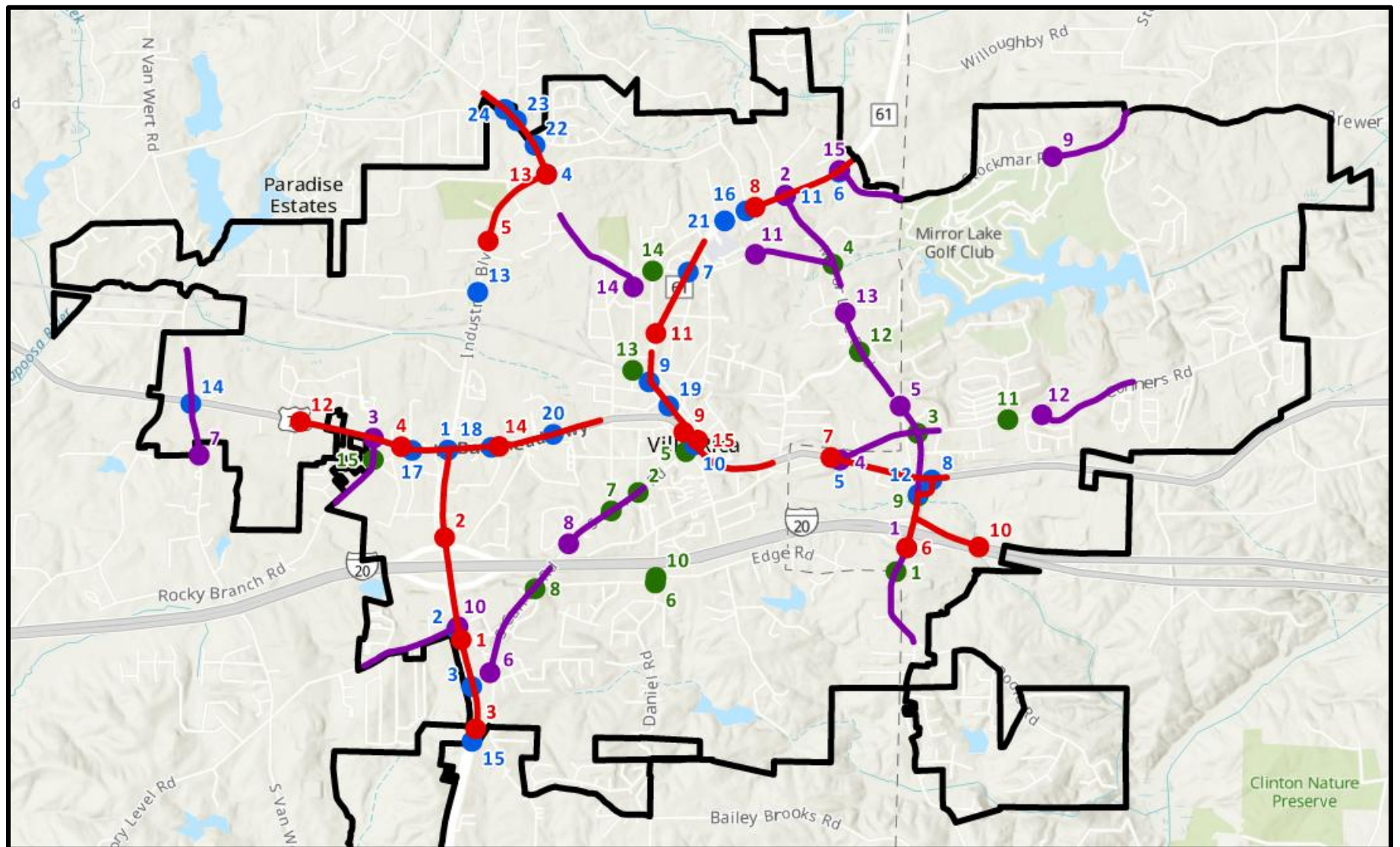


Figure 7.1 – HIN Priority Locations

7.1. INTERSECTION CRASH DATA

A set of 15 local intersections located within the City was established based on the findings from the HIN for further analysis. The rankings were established based on both the ePDO and Blended ePDO values, which weighs the rate based on crash severity. The list of intersections identified can be found below.

Table 7.2 – Local Intersection Ranking

No.	Intersection	Blended ePDO	Typical ePDO	Crashes	KABCO Severity				
					K	A	B	C	O
1	Liberty Road at Edge Road	336.0	155.8	25.0	0	1	1	3	20
2	South Carroll Road at Spring Street	318.0	155.0	7.0	0	1	2	2	2
3	Mirror Lake Boulevard at Conners Road	185.0	133.2	46.0	0	0	3	7	36
4	Old Stone Road at Punkintown Road	99.0	54.2	15.0	0	0	1	5	9
5	South Carroll Road at West Wilson Street	43.0	22.3	15.0	0	0	0	2	13
6	Daniel Road at Berry Drive	35.0	31.5	8.0	0	0	1	1	6
7	South Carroll Road at South Dogwood Street	35.0	14.3	7.0	0	0	0	2	5
8	South Carroll Road at Berry Drive	34.0	30.5	6.0	0	0	1	1	4
9	Liberty Road at Liberty Road Ramp	34.0	30.5	6.0	0	0	1	1	4
10	Daniel Road at Edge Road	20.0	9.7	6.0	0	0	0	1	5
11	Conners Road at Southlake Parkway	20.0	9.7	6.0	0	0	0	1	5
12	Shoreline Parkway at Punkintown Road	10.0	10.0	10.0	0	0	0	0	10
13	Main Street at Jones Street	6.0	6.0	6.0	0	0	0	0	6
14	Old Stone Road at Walker Street	5.0	6.0	6.0	0	0	0	0	6
15	Rocky Branch Road at Topaz Lane	5.0	5.0	5.0	0	0	0	0	5

Similarly, a set of 21 intersections along state-maintained roadways was discovered through the HIN process. These intersections were identified using the ePDO and Blended ePDO values as noted above. While the City would need to coordinate with other stakeholders to address safety concerns at these locations, this data can provide an easy way to start the conversation for future projects and the funding that may be needed.

Table 7.3 – State Intersection Ranking

No.	Intersection	Blended ePDO	Typical ePDO	Crashes	KABCO Severity				
					K	A	B	C	O
1	US 78/West Bankhead Highway at SR 101/Industrial Boulevard	2718.0	1319.8	306.0	0	6	11	52	237
2	SR 61/Carrollton Villa Rica Highway at Northeast Hickory Level Road	1833.0	967.2	183.0	0	4	13	32	134
3	SR 61/Carrollton Villa Rica Highway at South Carroll Road	615.0	327.8	66.0	0	1	5	16	44
4	SR 101/Industrial Boulevard at Rockmart Road	440.0	221.8	31.0	0	1	3	8	19
5	US 78/Veterans Memorial Highway at East Montgomery Street	433.0	259.5	38.0	0	1	5	5	27
6	SR 61/Dallas Highway at Stockmar Road	373.0	179.0	20.0	0	1	2	5	12
7	SR 61/Dallas Highway at Old Stone Road	359.0	175.3	20.0	0	1	2	4	13
8	US 78/Veterans Memorial Highway at Liberty Road Ramp	312.0	142.2	15.0	0	1	1	2	11
9	SR 61/Dallas Highway at Main Street	284.0	117.7	5.0	0	1	0	1	13
10	US 78/West Bankhead Highway at South Carroll Road	277.0	207.8	67.0	0	0	5	10	52
11	SR 61/Dallas Highway at Punkintown Road	173.0	135.0	75.0	0	0	2	5	68
12	Liberty Road at Liberty Road Ramp	153.0	94.3	27.0	0	0	2	7	18
13	SR 101/Industrial Boulevard at Industrial Court	120.0	64.8	22.0	0	0	1	6	15
14	US 78/West Bankhead Highway at South Van Wert Road	114.0	86.3	30.0	0	0	2	4	24
15	SR 61/Carrollton Villa Rica Highway at Tolbert Drive	105.0	77.3	21.0	0	0	2	4	15
16	SR 61/Dallas Highway at McCurdy Road	85.0	33.3	15.0	0	0	0	5	10
17	US 78/West Bankhead Highway at South Street	74.0	32.7	18.0	0	0	0	4	14
18	US 78/West Bankhead Highway at Park Ridge Drive	55.0	58.3	13.0	0	0	2	1	10
19	Main Street at Cheeves Street	45.0	24.3	17.0	0	0	0	2	15
20	US 78/West Bankhead Highway at Horace Luther Drive	40.0	36.5	12.0	0	0	1	1	10
21	SR 61/Dallas Highway at Old Towne Road	12.0	12.0	12.0	0	0	0	0	12

7.2. SEGMENT CRASH DATA

A set of 15 segments along locally-maintained roadways within the City was established based on the findings from the HIN for further analysis. Rankings for each segment were established using both the ePDO and Blended ePDO values, which weighs the rate based on crash severity. The list of intersections identified can be found below.

Table 7.4 – Local Segment Ranking

No.	Segment	Blended ePDO	Typical ePDO	Crashes	KABCO Severity				
					K	A	B	C	O
1	Liberty Road from I-20 EB Ramp to Poole Road	787.0	792.8	67.0	1	1	7	8	50
2	Conners Road from US 78 to Garnet Drive	760.0	372.0	54.0	0	2	4	10	38
3	South Van Wert Road from Church Road to North of FBC	606.0	259.5	26.0	0	2	1	4	19
4	Stockmar Road from Gold Creek Drive to Airport	557.0	248.3	5.0	0	2	2	1	0
5	Liberty Road from CubeSmart Driveway to Loop Road	482.0	307.0	105.0	0	0	6	21	78
6	South Carroll Road from Tolbert to I-20	404.0	296.8	96.0	0	0	7	15	74
7	South Carroll Road from I-20 to Spring Street	404.0	258.0	23.0	0	1	6	3	13
8	Punkintown Road from SR 61 to Old Stone Road	358.0	511.8	21.0	1	0	1	5	14
9	Old Stone Road from Punkintown Road to Nugget Trail	357.0	156.2	18.0	0	1	1	5	11
10	Rockmart Road from 3rd Street to Old Towne Road	336.0	145.5	11.0	0	1	1	4	5
11	Rocky Branch Road from US 78 to Sapphire Street	311.0	493.8	14.0	1	0	1	2	10
12	Conners Road from Grayton Loop past Carrington Parkway	307.0	154.3	10.0	0	1	2	1	6
13	Stockmar Road from SR 61 to west of Shoreline Parkway	272.0	122.8	3.0	0	1	1	0	1
14	Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	244.0	150.8	48.0	0	0	3	11	34
15	Northeast Hickory Level Road from SR 61 to Ridgeside Drive	155.0	159.2	44.0	0	0	5	3	36

A set of 15 segments along state-maintained roadways within the City was established based on the findings from the HIN for further analysis. Rankings for each segment were established using both the ePDO and Blended ePDO values, which weighs the rate based on crash severity. The list of intersections identified can be found below. Similar to state-maintained intersections, the city would need to coordinate with other stakeholders to address safety concerns at these locations. The data for these segments are intended to start the conversation for future projects and the funding that may be needed.

Table 7.5 – State Segment Ranking

No.	Segment	Blended ePDO	Typical ePDO	Crashes	KABCO Severity				
					K	A	B	C	O
1	SR 61/Dallas Highway from Hickory Level Road to I-20 WB Ramps	5835.0	2365.3	378.0	0	11	31	80	353
2	SR 61/Dallas Highway from Bankhead Highway to I-20 WB Ramps	3834.0	1449.6	225.0	1	6	30	86	305
3	SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	1496.0	225.7	84.0	0	4	5	23	52
4	US 78/West Bankhead Highway from Wall Street to Park Ridge Drive	1395.0	845.8	273.0	0	1	15	47	210
5	SR 61/Carrollton Highway from Tolbert Drive to Hickory Level Road	1311.0	964.7	130.0	1	2	9	21	93
6	SR 101/Industrial Boulevard from Saber Parkway to Rockmart Road	901.0	813.2	99.0	1	1	7	16	47
7	Liberty Road from I-20 EB Ramps to Veterans Memorial Highway	779.0	415.0	203.0	0	1	5	23	103
8	US 78/Veterans Memorial Highway from Liberty Ramp to Conners Road	756.0	414.0	72.0	0	2	7	7	34
9	SR 61/Dallas Highway from McCurdy Road to Barber Drive	640.0	379.9	71.0	0	1	6	14	84
10	US 78/East Montgomery Street from S Candler Street to Cleghorn Street	606.0	358.8	78.0	0	1	7	13	50
11	I-20 WB Exit Ramp at Liberty Road	529.0	332.5	133.0	0	0	5	22	124
12	SR 61/Dallas Highway from Northside Place to North Avenue	457.0	275.1	76.0	0	1	6	6	21
13	SR 61/Main Street from North Carroll Road to Magnolia Street	426.0	204.5	72.0	0	1	1	7	50
14	US 78/West Bankhead Highway from Waterford Drive to Leathers Street	407.0	248.8	17.0	0	1	5	3	31
15	US 78/East Montgomery Street from Park Ridge Drive to South Dogwood Street	277.0	208.8	110.0	0	0	5	10	52

7.3. EMPHASIS AREAS

Safety emphasis areas were highlighted using FHWA guidelines in developing Strategic Highway Safety Plans. Crashes resulting in fatalities and suspected serious injuries were evaluated in the 2022-2024 Georgia SHSP to identify the top statewide safety emphasis areas. This analysis determined the safety emphasis areas with the greatest number of crashes in Georgia and indicated focused opportunities for safety improvements. These emphasis areas have been applied to Villa Rica, and the results are shown in the tables below.

Table 7.6 – Villa Rica Emphasis Areas

Category	Safety Emphasis Areas	Villa Rica (Local Only)			Villa Rica (State Maintained)		
		K&A Crashes	% of Total	Rank	K&A Crashes	% of Total	Rank
Drivers	Older Driver Related (55-64)	5	6.7%	5	12	7.6%	5
	Older Driver Related (65+)	4	5.3%	7	8	5.1%	9
	Distracted Driver (Confirmed or Suspected)	14	18.7%	2	17	10.8%	2
	Aggressive/Speed Related	4	5.3%	6	7	4.4%	10
	Improper Occupant Protection	8	10.7%	4	4	2.5%	13
	Young Adult Driver (Age 20-24)	0	0.0%	13	16	10.1%	3
	Young Driver (Age 15-19)	3	4.0%	9	8	5.1%	8
Highway	Impaired Driver (Confirmed or Suspected)	1	1.3%	12	5	3.2%	12
	Intersection Related	20	26.7%	1	43	27.2%	1
Special Users	Roadway Departure	9	12.0%	3	15	9.5%	4
	Pedestrian Related	3	4.0%	8	6	3.8%	11
Vehicles	Bicycle Related	0	0.0%	14	0	0.0%	14
	Motorcycle Related	2	2.7%	11	9	5.7%	6
	Large Truck Related	2	2.7%	10	8	5.1%	7

Emphasis Areas are broken up based on driver conditions, highway conditions, special users and involved vehicle types. The amount of fatal and serious injury crashes was analyzed for both local and state-maintained roadways based on these emphasis areas and compared against the statewide totals for each area.

Table 7.7 – Emphasis Area Comparison (Villa Rica vs. Statewide)

Category	Safety Emphasis Areas	Villa Rica (Local Only)			Georgia Statewide Totals		
		K&A Crashes	% of Total	Rank	K&A Crashes	% of Total	Rank
Drivers	Older Driver Related (55-64)	5	6.7%	5	7713	6.4%	6
	Older Driver Related (65+)	4	5.3%	7	6706	5.6%	7
	Distracted Driver (Confirmed or Suspected)	14	18.7%	2	14323	11.9%	2
	Aggressive/Speed Related	4	5.3%	6	5750	4.8%	8
	Improper Occupant Protection	8	10.7%	4	12650	10.5%	3
	Young Adult Driver (Age 20-24)	0	0.0%	13	8122	6.7%	5
	Young Driver (Age 15-19)	3	4.0%	9	4897	4.1%	9
Highway	Impaired Driver (Confirmed or Suspected)	1	1.3%	12	4112	3.4%	11
	Intersection Related	20	26.7%	1	31590	26.2%	1
Special Users	Roadway Departure	9	12.0%	3	12362	10.3%	4
	Pedestrian Related	3	4.0%	8	4161	3.5%	10
Vehicles	Bicycle Related	0	0.0%	14	494	0.4%	14
	Motorcycle Related	2	2.7%	11	4138	3.4%	12
	Large Truck Related	2	2.7%	10	3363	2.8%	13

Priority emphasis areas for the City of Villa Rica include intersection related crashes, distracted drivers, roadway departure crashes, older drivers, improper occupant protections, and aggressive or speed related crashes. These areas experienced a high rate of crashes within Villa Rica, as well as a high percentage of fatal and serious injuries, exceeding statewide averages with the exception of the older driver related category.

Intersection related crashes are crashes that occurred at or involved an intersection. Intersections can create numerous problems for drivers due to factors such as major street traffic volume, high minor street volume, closely spaced intersections, intersection alignment, and speeding related crashes. Intersection related crashes accounted for 26.7% of fatal and serious injury crashes on Villa Rica local roads, landing above the statewide average.

Distracted drivers are vehicle operators confirmed or suspected of being distracted at the time of the crash. Drivers can lose focus on the road due to something in or outside the vehicle, drowsiness/fatigue, or multitasking. Crashes involving distracted drivers accounted for 18.7% of fatal and serious injury crashes on local Villa Rica roads, landing above the statewide average. Georgia law prohibits drivers from using a phone, and the ticket fine is \$50 with an additional \$50 for every charge thereafter. The use of hands-free devices is allowed, and drivers can talk on their phone or reference the screen for navigational purposes.

Roadway departure crashes involve a crash that results in the vehicle(s) involved leaving the roadway. Roadway departure crashes are commonly recorded as single vehicle crashes, and generally occur when drivers are travelling above the speed limit of the roadway and there is not enough pavement markings and controls to limit their movements. Additionally, a lack of street lights and sharp horizontal curves without guardrails can often contribute to roadway departures. These crashes accounted for 12% of fatal and serious injury crashes on local Villa Rica roads, landing above the statewide average.

Older drivers are vehicle users that are 55-years-old or older. This group makes up more than 20% of all licensed drivers and face unique challenges due to their age and deteriorating visual, cognitive and physical abilities. Other common traits for this group can include misjudged clearances, failure to yield, and travelling too slowly. Older driver related crashes accounted for 6.7% of fatal and serious injury crashes for ages between 55-64 years old and 5.3% for ages 65+ years old on Villa Rica local roads, comparable to the statewide average.

Improper occupant protections are when the driver or passengers in the vehicle do not use proper safety equipment during the crash, such as seatbelts and car seats. Improper occupant protection creates problems for both the driver and all passengers in the event of a collision, and oftentimes elevates the severity of any crash where protections are improperly fitted. Crashes involving improper occupant protections accounted for 10.7% of fatal and serious injury crashes on Villa Rica local roads, landing above the statewide average.

Aggressive or speed related crashes are when drivers exceed the speed limit or drive with an aggressive demeanor on the road involving the crash. Aggressive drivers are a frequent problem on all varieties of roadways which cause increased risk of both damage and injury severity. This problem is exacerbated by rising speed limits nationwide, and the exponential risk that these slightly higher speeds create. Speed related crashes accounted for 5.3% of fatal and serious injury crashes on Villa Rica local roads, falling below the statewide average.

8. IDENTIFY STRATEGIES

Potential alternatives for mitigation were explored for each of the intersections and roadways identified as having safety and/or operational concerns. To determine the most effective safety improvements for each location, crash trends and patterns were further evaluated at the top 15 local intersections, 15 local segments, 15 state segments, and 21 state intersections. Several of the locations solicit the need for multiple safety improvements that when implemented together would result in a more effective overall improvement than if each were to be implemented individually.

The purpose of the SAP is to systemically identify locations where safety improvements can be implemented on city roads. When developing systemic safety improvements, it is important to note potential risk factors associated with the crash types. The Federal Highway Administration (FHWA), as part of their Systemic Safety Project Selection Tool, has developed a list of potential risk factors that can help identify locations for systemic safety improvements, including roadway and intersection features and traffic volume data to assess the risk.

It is also important to consider the Crash Modification Factors (CMFs) for the proposed improvements. The use of CMFs can help calculated and predict the number and severity of crashes experienced at a given location with an implemented safety countermeasure. The CMF Method is found in Part D of the Highway Safety Manual (HSM). CMFs are defined as the ratio of effectiveness of one condition in comparison to another condition and represents the relative change in crash frequency due to a change in one specific condition. In other words, a CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. Countermeasures with CMFs less than one are expected to reduce crashes if applied, while those countermeasures with CMFs greater than one are expected to increase crashes and are generally not recommended.

8.1. RISK FACTORS

Potential risk factors have been previously identified by the FHWA to aid in developing systemic safety improvements and deciding on locations to implement them. While not all of the identified risk factors were used for the SAP, they did serve as a starting point when discussing this topic with the project stakeholder.

Risk factors along road segments and at intersections were assessed to determine locations that might be more susceptible to fatal and serious injury crashes. Top ranked locations within Villa Rica were identified in coordination with the city to focus on areas that do not already have funded improvements.

Individual project sheets were developed to summarize the high-risk locations and information used for the analysis. The project sheets included location, roadway characteristics, crash data, upcoming improvements, and community input. The recommended countermeasures were reviewed and refined in coordination with the SAP primary stakeholders.

Each segment and intersection identified in the HIN was evaluated to see which risk factors above may be present for that specific location or area. The tables below, and the sections that follow, provide a summary of the risk factors for both segments and intersections, as well as the points assignment criteria for each. The following are risk factors identified by FHWA, project stakeholders, and the consultant team to further facilitate the prioritization of safety improvement projects.

Table 8.1 – Segment Risk Factors

Risk Factor	Description
Adjusted ePDO	Follows same methodology as described ePDO calculation with the exception of fatal crash costs being reduced to match serious injury crashes.
Posted Speed Limit	More points will be assigned to roadways with a higher posted speed limit.
Access Density	Higher number of driveways and intersections can increase the potential for conflicts between vehicles traveling along the roadway and those trying to enter/exit. This risk factor is measured based on the number of intersections per mile.
Lane Departure Crashes	More points will be assigned to segments that have a higher rate of lane departure crashes.
Lighting	More points will be assigned to segments that have a higher rate of crashes with dark-not lighted conditions.
Roadway Shoulder Geometry	Segments with narrow or absent shoulders or obstructions close to the roadway were assigned more points.
Pavement Condition	Pavement condition was visually observed in the field, and more points were assigned to segments where pavement conditions are deteriorating.
Traffic Volume	Segments with higher AADTs will be assigned more points.
Public Feedback	Segments that have received public feedback (issues/concerns) will be assigned more points.
Vulnerable Roadway User Crashes	Segments where VRU crashes have occurred will be assigned more points.

Table 8.2 – Intersection Risk Factors

Risk Factor	Description
Adjusted ePDO	Follows same methodology as described ePDO calculation with the exception of fatal crash costs being reduced to match serious injury crashes.
Posted Speed Limit (Highest Leg)	More points will be assigned to intersections with higher approach speed limits.
Intersection Alignment	Intersections with skewed alignment will be assigned more points.
Intersection Control	Intersections that are signalized or two-way stop controlled will be assigned more points.
Lighting	More points will be assigned to intersections that have a higher rate of crashes with dark-not lighted conditions.
Auxiliary Lanes	Intersections where auxiliary lanes are not present will be assigned more points.
Traffic Volume (Highest Leg)	Intersections with higher AADTs will be assigned more points.
Public Feedback	Intersections that have received public feedback (issues/concerns) will be assigned more points.
Vulnerable Roadway User Crashes	Intersections where VRU crashes have occurred will be assigned more points.

8.2. ROADWAY COUNTERMEASURES

Potential safety improvements for high crash locations, covering both local and state intersections and road segments, were identified as part of the SAP process. Details on the safety improvements at each location are provided in the sections that follow.

Priority roadway emphasis areas within the City of Villa Rica include intersection related crashes and roadway departure crashes. These areas experienced a higher concentration of fatal and serious injury crashes when compared to statewide averages.

Intersection related crashes often require physical implementations to better guide and protect drivers, be it improving the visibility, improving the geometry, or improving the systems surrounding the intersection. Visibility improvements directly affect the readability and reflectivity of various features around the intersection, including retroreflective signal borders and high-visibility signage around the intersection. Geometry improvements are generally costly but have large safety benefits by reducing conflict points, reducing queues, and creating more dedicated protection for road users. Systematic improvements include signal improvements such as increased yellow intervals and changing permitted phases to dedicated protected phases, as well as reducing the amount of access points to lower the number of conflict points in an intersection.

Table 8.3 – Intersection Related Countermeasures

Intersection Related	
Countermeasure	Strategy
Visibility	Backplates with Retroreflective Borders
	Increase in low-cost countermeasure like signage
Systematic	Yellow Change Intervals
	Reduce Left-Turn Conflict Intersections
	Corridor Access Management
Geometry	Roundabouts
	Dedicated Left- and Right-Turn Lanes at Intersections

Roadway departure crashes require mainly physical implementations, as they are generally a result of distracted driving or high speeds causing drivers to exit their lane and collide with other cars or roadside features. The potential countermeasures include further lane demarcations and legibility, emphasizing the visibility of lanes and curves in all situations. Wider shoulders and cleared areas help to mitigate the severity of crashes, as well as further guidance and education on road safety.

Table 8.4 – Roadway Departure Countermeasures

Roadway Departure	
Countermeasure	Strategy
Keep Vehicles on Roadway	Pavement Friction
	Rumble Strips
	Horizontal Curve Safety
	Nighttime Visibility
Provide for Safe Recovery	SafetyEdge
	Clear Zones
Reduce Crash Severity	Hardware Eligibility Letters
	Guidance & Policies
	Resources

8.3. DRIVER-RELATED COUNTERMEASURES

Driver behaviors cannot be fully predicted and require both broad and targeted improvements based on the character of the local roads and the features along them. Certain implementations can influence driver behaviors towards negative outcomes, requiring careful consideration of the impacts of different roadway designs and decisions. Educational approaches are also necessary to improve driver behaviors and mitigate the probability of accidents.

Priority driver-related emphasis areas include distracted drivers, aggressive/speed related crashes, older drivers, and improper occupant protections. These areas experienced a high rate of crashes within Villa Rica, exceeding the statewide average crashes in all four areas.

Distracted drivers are one of the most common driver-related issues, and one that has increased in prevalence with the popularization of smartphones. Distracted drivers require high visibility enforcement to keep them engaged with the road at all times, and often require driving conditions that are slightly uncomfortable to deter distracted driving. Providing hands free equipment such as phone holders is helpful for decreasing distracted driving, as well as providing education and awareness campaigns to mitigate the likelihood of distracted driving.

Table 8.5 – Distracted Driver Countermeasures

Distracted Driver	
Countermeasure	Strategy
Conduct High-Visibility Enforcement	Continue to collaborate with Villa Rica Police Department on high-visibility enforcement of existing statutes to deter distracted driving behavior
Supply Hands-Free Equipment	Supply hands-free equipment throughout the City at local Department of Driver Services (DDS) locations
Conduct Social Media Campaigns	Conduct education and awareness campaigns about distracted driving

Improper occupant protection is a prevalent issue, especially with passengers with young children, as they are not always certain of the age range for various methods of protection. Improper occupant protections can greatly increase the severity of various crash types and consistently lead to worse outcomes. The methods to mitigate this are through better enforcement of occupant protections, with increased fines and licensing punishments for drivers who do not properly protect themselves and their passengers. Education campaigns surrounding the occupant protections for children of all ages that highlight the right tools for various situations can help parents consistently protect their children and practice consistent occupant protection and safety.

Table 8.6 – Occupant Protection Countermeasures

Improper Occupant Protection	
Countermeasure	Strategy
Licensing Evaluation	Primary Enforcement Seatbelt Use Laws
	Increased Fines and Licensing Punishments for Improper Occupant Protections
Enforcement	High Visibility Seat Belt Law Enforcement
	Programs for Older Children
	Programs for Increasing Child Restraint

Countermeasures for **older drivers** often revolve around the unique and differing challenges that older drivers face. Age can impact drivers in various ways, be it mental or physical decline, and as such often require tailored solutions for individuals. One of the main countermeasures involves education, with courses and programs to help older drivers understand the rules of the road and strategies to help overcome their disadvantages. The other countermeasure is more strict licensing requirements, with reviews and testing to ensure older drivers still understand the rules of the road, as well as medical review such as vision and wellness testing.

Table 8.7 – Older Driver Countermeasures

Older Driver Related	
Countermeasure	Strategy
Driver Education	Formal Courses for Older Drivers
	Education on New Vehicle Technology
Licensing Evaluation	License Screening and Testing
	Medical Review Protocols
	In-Person Renewal and Vision Test

Aggressive drivers are a frequent concern on local roads with high-speed limits and forgiving roadway features, and are more likely to speed when in comfortable conditions such as wide lanes and straight sections. Countermeasures for high speeds come in different forms, with the geometric solutions involving tighter lanes, enhanced curve warnings and delineation, and road reconfigurations to reduce the overall road width. These geometric improvements combine with improved signage for speed limits, as well as more consistent enforcement through high visibility speed feedback signs and safety cameras.

Table 8.8 – Speed Related Countermeasures

Aggressive/Speed Related	
Countermeasure	Strategy
Geometry	Road Diets
	Tighten Lanes
	Enhanced Delineation for Curves
Signage	Appropriate Speed Limits
	Variable Speed Limits
	Low Cost Countermeasures at AWSC
Systematic	Speed Safety Camera Enforcement
	High-Visibility Enforcement

9. PRIORITIZE AND INCORPORATE STRATEGIES

The SAP for the City of Villa Rica includes safety improvement projects targeting high-priority locations on segments and at intersections identified within the HIN. The prioritization of these projects was determined through a data analysis methodology that focused on four critical factors.

The first area involved using the HIN to identify segments and intersections with the highest severity crashes. This reactive approach was crucial for pinpointing existing issues within the city.

Second, a proactive approach was incorporated through the analysis of risk factors and their rankings. While this analysis considered crash data, its primary focus was on specific safety elements, or the lack thereof, in each identified area helping to pinpoint locations that could potentially become a greater safety concern in the future.

The third factor was the use of Benefit-Cost (BC) Ratios. This standardized metric was essential for evaluating projects of varying size and scope, particularly in determining the justification for larger improvements.

Finally, public feedback served as the last critical input. Data collected from surveys, public meetings, and stakeholder meetings, including noted comments and concerns, were taken into account. Locations receiving multiple comments were weighted more heavily in the prioritization process.

By integrating these four elements—HIN crash severity, risk factor analysis, BC Ratios, and public feedback—the final SAP project list is designed to meet the City's needs through a balanced combination of both proactive and reactive safety improvements, ultimately enhancing the safety of the entire transportation network for all users.

9.1. RISK FACTOR RANKING

The methodology described in Section 8.1 was followed for a citywide analysis of road segments based on the determined risk factors. The road segment limits were determined using a sliding window analysis to locate the highest impact half-mile segments, which was then assigned risk factor points based on roadway attributes and crash frequency.

The development of recommendations focused on these half-mile segments due to applicability of redesigns and to provide project recommendations that could justify mobilization of construction or maintenance activities. The maximum number of points available for a roadway segment is 26, while 39 points are possible for intersections. Full scoring and ranking details associated with the risk factors can be found in **Appendix H**.

Table 9.1 – Segment Risk Factor Scoring

Segment	
Risk Factor	Points
Posted Speed Limit	0: Posted Speed less than or equal to 30 mph
	1: Posted Speed less than or equal to 35 mph
	2: Posted Speed less than or equal to 45 mph
	3: Posted Speed greater than 45 mph
Access Density	0: Less than 5 Access Points
	1: Between 5 and 15 Access Points
	2: Between 15 and 25 Access Points
	3: More than 25 Access Points
Lane Departure Crashes	0: Less than 5
	1: Between 5 and 10
	2: Between 10 and 20
	3: More than 20
Lighting	0: Sufficient Lighting
	1: Some Lighting on Roadway
	2: Only Commercial/Residential Lighting
	3: No Lighting Present
Roadway Shoulder Geometry	0: Clear and Flat Shoulder
	1: Minimal Shoulder
	2: Minimal Shoulder with Obstructions
	3: No Shoulder with or without Obstructions
Pavement Condition	0: Good
	1: Fair
	2: Need of Repair
Average Daily Traffic Volume	0: Less than 5,000
	1: 5,000 to 10,000
	2: 10,000 to 15,000
	3: More than 15,000
Public Feedback	0: No Feedback
	1: At least 1 Response/Comment
	2: More than 1 Response/Comment
Vulnerable Roadway User Crashes	0: None
	1: Less than 2
	2: More than 2
Adjusted ePDO	0: Less than 300
	1: Between 300 and 500
	2: Between 500 and 750
	3: Between 750 and 1000
	4: Greater than 1000

Table 9.2 – Intersection Risk Factor Scoring

intersection	
Risk Factor	Points
Posted Speed Limit (Highest Leg)	0: Posted Speed less than or equal to 30 mph
	1: Posted Speed less than or equal to 35 mph
	2: Posted Speed less than or equal to 45 mph
	3: Posted Speed greater than 45 mph
Intersection Alignment	0: Intersection close to 90 degrees
	2: T-Intersection with Skew
	3: 4-Leg Intersection with Skew
Intersection Control	0: AWSC
	1: TWSC and 4-Legs
	2: Signalized
Lighting	0: Sufficient Lighting
	1: Some Lighting on Roadway
	2: Only Commercial/Residential Lighting
	3: No Lighting Present
Auxiliary Lanes	0: Left and Right Turn Lanes Present
	1: Only Left Turns Present
	2: Only Right Turns Present
	3: No Auxiliary Lanes
Average Daily Traffic Volume (Highest Leg)	0: Less than 5,000
	1: 5,000 to 10,000
	2: 10,000 to 15,000
	3: More than 15,000
Public Feedback	0: No Feedback
	1: At least 1 Response/Comment
	2: More than 1 Response/Comment
Vulnerable Roadway User Crashes	0: None
	1: Less than 2
	2: More than 2
Adjusted ePDO	0: Less than 300
	1: Between 300 and 500
	2: Between 500 and 750
	3: Between 750 and 1000
	4: Greater than 1000

9.2. RANKING RESULTS

The results of the scoring evaluation for the local and state-owned segments and intersections are displayed below in Table 9.3 – Table 9.6. Using the scoring metrics given above, the various roadway features, crash history, and public feedback was used to accurately score the need for improvement at various key locations within Villa Rica.

Table 9.3 – Local Segment Risk Factor Scoring & Ranking

Segment	Total Score	Adjusted Ranking
Liberty Road from I-20 EB Ramp to Poole Road	12	1
Punkintown Road from SR 61 to Old Stone Road	10	2
Stockmar Road from SR 61 to west of Shoreline Parkway	9	3
Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	9	3
South Van Wert Road from Church Road to North of FBC	9	3
Stockmar Road from Gold Creek Drive to Airport	9	3
Northeast Hickory Level Road from SR 61 to Ridgeside Drive	8	7
Rockmart Road from 3rd Street to Old Towne Road	8	7
South Carroll Road from Tolbert to I-20	8	7
South Carroll Road from I-20 to Spring Street	7	10
Conners Road from Grayton Loop past Carrington Parkway	7	10
Liberty Road from CubeSmart Driveway to Loop Road	6	12
Rocky Branch Road from US 78 to Sapphire Street	6	12
Old Stone Road from Punkintown Road to Nugget Trail	6	12
Conners Road from US 78 to Garnet Drive	6	12

Table 9.4 – State Segment Risk Factor Scoring & Ranking

Segment	Total Score	Adjusted Ranking
SR 61/Dallas Highway from Bankhead Highway to I-20 WB Ramps	22	1
SR 61/Dallas Highway from Hickory Level Road to I-20 WB Ramps	21	2
US 78/West Bankhead Highway from Wall Street to Park Ridge Drive	17	3
SR 61/Dallas Highway from McCurdy Road to Barber Drive	15	4
US 78/East Montgomery Street from S Candler Street to Cleghorn Street	15	4
SR 101/Industrial Boulevard from Saber Parkway to Rockmart Road	15	4
SR 61/Carrollton Highway from Tolbert Drive to Hickory Level Road	13	7
US 78/West Bankhead Highway from Waterford Drive to Leathers Street	11	8
Liberty Road from I-20 EB Ramps to Veterans Memorial Highway	10	9
US 78/Veterans Memorial Highway from Liberty Ramp to Conners Road	10	9
US 78/East Montgomery Street from Park Ridge Drive to South Dogwood Street	9	11
SR 61/Main Street from North Carroll Road to Magnolia Street	9	11
SR 61/Dallas Highway from Northside Place to North Avenue	8	13
I-20 WB Exit Ramp at Liberty Road	7	14
SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	7	14

Table 9.5 – Local Intersection Risk Factor Scoring & Ranking

Intersection	Total Score	Adjusted Ranking
South Carroll Road at Spring Street	12	1
South Carroll Road at Berry Drive	12	1
Liberty Road at Edge Road	11	3
South Carroll Road at South Dogwood Street	11	3
South Carroll Road at West Wilson Street	10	5
Main Street at Jones Street	9	6
Mirror Lake Boulevard at Conners Road	7	7
Old Stone Road at Punkintown Road	7	7
Daniel Road at Edge Road	7	7
Daniel Road at Berry Drive	7	7
Shoreline Parkway at Punkintown Road	6	11
Rocky Branch Road at Topaz Lane	6	11
Conners Road at Southlake Parkway	5	13
Old Stone Road at Walker Street	5	13

Table 9.6 – State Intersection Risk Factor Scoring & Ranking

Intersection	Total Score	Adjusted Ranking
SR 61/Dallas Highway at Stockmar Road	14	1
SR 61/Carrollton Villa Rica Highway at Northeast Hickory Level Road	14	1
US 78/West Bankhead Highway at SR 101/Industrial Boulevard	13	3
US 78/Veterans Memorial Highway at East Montgomery Street	13	3
SR 61/Carrollton Villa Rica Highway at South Carroll Road	13	3
SR 61/Dallas Highway at Old Stone Road	12	6
SR 101/Industrial Boulevard at Industrial Court	11	7
US 78/West Bankhead Highway at South Van Wert Road	11	7
Main Street at Cheeves Street	11	7
SR 61/Dallas Highway at Old Towne Road	11	7
US 78/West Bankhead Highway at South Carroll Road	10	11
US 78/West Bankhead Highway at South Street	10	11
SR 61/Dallas Highway at Main Street	10	11
SR 61/Carrollton Villa Rica Highway at Tolbert Drive	9	14
SR 61/Dallas Highway at McCurdy Road	9	14
US 78/Veterans Memorial Highway at Liberty Road Ramp	9	14
SR 61/Dallas Highway at Punkitown Road	8	17
Liberty Road at Liberty Road Ramp	7	18
SR 101/Industrial Boulevard at Rockmart Road	7	18
US 78/West Bankhead Highway at Horace Luther Drive	7	18
US 78/West Bankhead Highway at Park Ridge Drive	5	21

9.3. BENEFIT COST RATIOS

The information gathered about both the character and crash history of the roads and intersections within Villa Rica were used to create recommendations for different locations varying on the cost and feasibility of implementation. Packages of projects were created to give a variety of countermeasures which can be applied at similar times and target the primary issues facing the various locations around the city. These projects were initially scoped using the data gathered from site visits, public meetings, and Numetric to identify the most problematic locations within Villa Rica, and to understand the common issues at these locations.

Project recommendation packages were assessed using opinions of cost and an estimated cost of implementation with an added contingency to cover any unexpected problems. Project benefits were then assessed using crash reduction factors for each improvement. Crash reduction factors were gathered using published studies of similar successful implementations through the CMF Clearinghouse database. The crash reduction factors are then multiplied against the crash history of the location, using approximated ePDO costs for each severity of crash. The reduction in crashes and the associated reduced cost is then weighed against the approximate cost of construction to attain a BC ratio for each project package. Full size tables of the BC ratios can be found in **Appendix I**.

The potential safety improvements for the top crash locations, covering both local and state intersections and road segments, are detailed in Tables 9.7-9.10, which also includes the location, cost, and benefit-cost ratio for each project package. Additional information pertaining to each project can be found on its respective project sheet in **Appendix J**.

Table 9.7 – Local Segment Projects

No.	Segment	Improvement	Estimated Cost	B/C Ratio
1	Liberty Road from I-20 EB Ramp to Poole Road	Signage and Traffic Calming	\$ 52,000	336.32
		Shoulder	\$ 196,040	87.00
2	Punkintown Road from SR 61 to Old Stone Road	Traffic Calming and Signage	\$ 15,600	124.80
		Auxiliary Lanes	\$ 390,000	8.98
		Rumble Strips	\$ 26,000	539.55
3	Rocky Branch Road from US 78 to Sapphire Street	Traffic Calming	\$ 6,500	1016.90
		Reduce Lane Widths	\$ 10,400	129.46
		Pedestrian Facilities	\$ 113,750	110.39
4	Conners Road from US 78 to Garnet Drive	Access Management and Channelized Right Turn Lanes	\$ 104,000	151.58
5	Liberty Road from CubeSmart Driveway to Loop Road	Access Management	\$ 52,000	104.78
		Channelized Concrete Island	\$ 10,400	1085.26
		RCUT	\$ 7,605	511.76
6	South Carroll Road from Tolbert Drive to I-20	Signage and Traffic Calming	\$ 44,200	233.77
		Intersection Realignment	\$ 1,500,000	1.64
7	South Van Wert Road from Church Road to north of FBC	Lighting and Sidewalk	\$ 239,200	26.04
		Reduce Lane Widths	\$ 13,000	54.33
		RIRO and Curb Extension	\$ 45,500	129.97
8	South Carroll Road from I-20 to Spring Street	Traffic Calming, Sight Distance	\$ 9,100	753.07
		Repave and Add Left-Turn Lane	\$ 237,900	10.44
		Roundabout	\$ 5,850,000	1.62
9	Stockmar Road from Gold Creek Drive to Airport	Rumble Strips	\$ 39,000	181.17
		Pedestrian Equipment	\$ 32,500	200.95
		Speed Feedback Signs	\$ 6,500	80.54
		Lighting and Signage	\$ 132,600	48.38
10	Hickory Level Road from SR 61 to Ridgeside Drive	Guardrail	\$ 39,000	109.42
		Rumble Strips	\$ 13,000	130.51
		Striping and Sight Distance	\$ 27,300	26.42
12	Conners Road from Grayton Loop past Carrington Parkway	Crosswalk and Signage	\$ 7,800	691.36
		Median Implementation	\$ 39,000	37.46
13	Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	Traffic Calming	\$ 6,500	296.36
		Signal Timing	\$ 19,500	33.55
		Rumble Strips	\$ 325,000	16.65
14	Rockmart Road from 3rd Street to Old Towne Road	RRFB	\$ 65,000	30.97
		Traffic Calming	\$ 13,000	149.00
		Rumble Strips and Sidewalk	\$ 323,700	17.18
15	Stockmar Road from SR 61 to west of Shoreline Parkway	Rumble Strips	\$ 49,400	68.17
		Lighting	\$ 130,000	12.26

Table 9.8 – State Segment Projects

No.	Segment	Improvement	Estimated Cost	B/C Ratio
1	SR 61/Dallas Highway from Hickory Level Road to I-20 WB Ramps	Protected Phase, Lighting, Sidewalk, Left-Turn Lane	\$ 356,200	299.63
		Flashing Yellow Arrow and Signage	\$ 175,500	178.35
3	SR 61/Carrollton Highway from Tolbert Drive to Hickory Level Road	Sidewalk	\$ 228,800	109.10
		Repave Segment	\$ 539,500	29.93
		Signal Adjustment	\$ 15,210	271.61
4	US 78/West Bankhead Highway from Wall Street to Park Ridge Drive	Lighting	\$ 130,000	107.31
		Striping, Access Management	\$ 132,600	23.71
		Rumble Strips	\$ 71,500	447.87
5	SR 101/Industrial Boulevard from Saber Parkway to Rockmart Road	Rumble Strips	\$ 32,500	700.49
		Signalize Intersection	\$ 325,000	60.45
		Roundabout	\$ 2,275,000	13.35
8	SR 61/Dallas Highway from McCurdy Road to Barber Drive	Signage and Guardrail	\$ 83,200	132.63
		Roundabout Review	\$ 15,210	48.65
		Rumble Strips	\$ 32,500	327.26
		Auxiliary Left Turn Lanes	\$ 97,500	44.43
		Tighten Lanes, Traffic Calming	\$ 26,000	74.66
9	US 78/East Montgomery Street from S Candler Street to Cleghorn Street	Lighting	\$ 130,000	35.41
		Repave, Tighten Lanes, Access Management	\$ 292,500	7.72
		Turning Radius Improvement	\$ 21,840	302.01
		AWSC at Railroad, Left-Turn Phases	\$ 104,000	98.96
10	I-20 WB Exit Ramp at Liberty Road	Channelized Right-Turn Adjustment	\$ 13,000	727.68
11	SR 61/Dallas Highway from Northside Place to North Avenue	Rumble Strips	\$ 17,500	440.03
		Traffic Calming	\$ 7,000	527.96
		Roundabout	\$ 2,100,000	4.89
		Repave Segment	\$ 105,000	43.84
13	SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	Lighting and Traffic Calming	\$ 136,500	106.81
		Rumble Strips	\$ 35,000	525.13
		Sight Distance and Alignment	\$ 988,000	15.22
		Auxiliary Turn Lanes	\$ 487,500	15.47
		Turn Lanes and Alignment at Lake Paradise	\$ 1,300,000	11.71
		Turn Lanes, Alignment, Pedestrian at Harlan	\$ 1,495,000	11.86
		Lighting and Access Management	\$ 113,100	149.90
		Roundabout at Plantation	\$ 1,950,000	12.57
		RCUT at Plantation	\$ 325,000	22.18

Table 9.9 – Local Intersection Projects

No.	Intersection	Improvement	Estimated Cost	B/C Ratio
1	Liberty Road at Edge Road	Signage and Lighting Improvements	\$ 67,600	38.07
2	Daniel Road at Berry Drive	Striping and Signage	\$ 14,300	13.62
		Rumble Strips	\$ 32,500	20.30
3	Mirror Lake Boulevard at Conners Road	Signal and Pedestrian	\$ 235,300	9.40
		Alignment	\$ 32,500	215.62
4	Old Stone Road at Punkintown Road	Auxiliary Lanes	\$ 128,700	1.20
5	Daniel Road at Edge Road	Striping and Sight Distance	\$ 24,700	2.12
		Turning Radius and Guardrail	\$ 37,700	8.43
6	South Carroll Road at West Wilson Street	Traffic Calming	\$ 7,800	21.47
		Sight Distance	\$ 13,000	41.80
		Curb Extension	\$ 3,250	75.05
7	Shoreline Parkway at Punkintown Road	Signal Adjustments	\$ 13,000	3.14
		Auxiliary Lanes	\$ 97,500	1.32
8	South Carroll Road at South Dogwood Street	Alignment and Crosswalk	\$ 165,100	1.13
		Auxiliary Lanes	\$ 130,000	0.94
		Signage	\$ 2,600	27.64
9	South Carroll Road at Spring Street	Sidewalk and Sight Distance	\$ 66,300	59.81
		Alignment	\$ 227,500	15.91
10	South Carroll Road at Berry Drive	Striping	\$ 5,200	195.45
		Auxiliary Lanes	\$ 97,500	2.12
11	Main Street at Jones Street	Striping and Crosswalk	\$ 5,200	8.18
		RIRO	\$ 13,000	11.40
12	Old Stone Road at Walker Street	Striping	\$ 2,600	2.68
		AWSC	\$ 13,000	6.98
14	Conners Road at Southlake Parkway	Remove Accel Lane	\$ 26,000	6.74
		ADA Ramps	\$ 9,750	12.05
		Signage	\$ 2,600	16.61
15	Rocky Branch Road at Topaz Lane	Striping and Signage	\$ 6,500	3.86
		Sidewalk	\$ 65,000	1.99

Table 9.10 – State Intersection Projects

No.	Intersection	Improvement	Estimated Cost	B/C Ratio
2	SR 61/Carrollton Villa Rica Highway at Hickory Level Road	Lighting and Pavement	\$ 529,100	55.31
		Striping and Signage	\$ 16,900	344.10
3	SR 61/Dallas Highway at Punkintown Road	Signage and Shoulder	\$ 1,183,000	2.69
		Rumble Strips	\$ 39,000	79.40
		Striping	\$ 13,000	23.54
5	SR 61/Carrollton Villa Rica Highway at South Carroll Road	Pedestrian and Crosswalk	\$ 40,300	271.00
		Lighting	\$ 130,000	62.52
9	Liberty Road at Loop Ramp	Signage and Intersection	\$ 11,700	318.68
		Extend Left-Turn Lane	\$ 97,500	17.29
10	SR 101/Industrial Boulevard at Industrial Court	Striping	\$ 6,500	12.63
		Lighting	\$ 65,000	13.57
		Signalized Intersection	\$ 15,210	112.25
		Curb and Shoulder	\$ 357,500	1.91
11	SR 61/Carrollton Villa Rica Highway at Tolbert Drive	RCUT	\$ 39,000	58.67
12	SR 61/Dallas Highway at Old Stone Road	RRFB	\$ 10,140	318.74
		Striping	\$ 338,000	2.18
		Turn Radius	\$ 650,000	4.88
13	SR 61/Dallas Highway at Stockmar Road	Striping	\$ 13,000	15.79
		Lighting	\$ 97,500	23.62
		Auxiliary Lanes	\$ 455,000	2.67
15	SR 61/Main Street at Cheeves Street	Pedestrian and RRFB	\$ 140,400	5.97
		Pavement	\$ 325,000	1.69
		Reflective/Flashing Truck Signage	\$ 26,000	5.43
16	SR 61/Dallas Highway at Main Street	Roundabout	\$ 455,000	9.47
		Alignment	\$ 812,500	1.95
17	SR 61/Dallas Highway at McCurdy Road	Striping and Signage	\$ 26,000	3.82
		Shoulder and Traffic Calming	\$ 325,000	3.02
18	US 78/Veterans Memorial Highway at Liberty Road Ramp	Traffic Calming and Alignment	\$ 26,000	138.57
		Shoulder and RPMs	\$ 266,500	5.27
		Install Cloverleaf	\$ 643,500	32.09
		Signalized Intersection	\$ 162,500	15.67
19	US 78/West Bankhead Highway at Park Ridge Drive	Pedestrian	\$ 100,000	6.68
		Access Management	\$ 130,000	10.47
		Striping	\$ 13,000	5.72
20	US 78/West Bankhead Highway at Horace Luther Drive	Striping	\$ 26,000	1.61
		RIRO	\$ 15,600	101.11
		Access Management	\$ 65,000	4.61
21	SR 61/Dallas Highway at Old Towne Road	Shoulder and Access Management	\$ 104,400	10.54

9.4. PROJECT PRIORITIZATION

The final selection of projects for the SAP was determined through a robust and comprehensive evaluation process that integrated multiple distinct, yet complementary, data sources. This methodology ensured that the chosen projects were not only technically sound and cost-effective but also aligned with public safety priorities and community values.

The four essential elements that contributed to the final project scoring were:

- HIN Analysis
- Risk Factor Analysis
- BC Ratios
- Public Feedback and Community Input

The data from these four elements were synthesized to create a blended, composite score for every proposed safety countermeasure. This blended scoring model served as the primary mechanism for establishing the final, prioritized SAP project list. By combining the objective measures of technical need (HIN data and Risk Factor Analysis) and economic efficiency (BC Ratios) with the essential subjective measure of community acceptance and necessity (Public Feedback), the selected projects represent the most impactful and consensus-driven safety improvements. The resulting list includes specific, prioritized improvements for both high-risk local and state intersections and roadway segments. Larger tables detailing the results of the project prioritization can be found in **Appendix K**.

Table 9.11 – Local Segment Project Priority

Ranking	Segment	Improvement	Estimated Cost	B/C Ratio	Risk Factor Score	ePDO
1	Liberty Road from I-20 EB Ramp to Poole Road	Heavy-Truck Signage, Extra Parking and Traffic Calming	\$ 52,000	336.32	10	792.8
2	Punkintown Road from SR 61 to Old Stone Road	Center and Edge Rumble Strips	\$ 26,000	539.55	9	511.8
3	Rocky Branch Road from US 78 to Sapphire Street	Optical Speed Bars	\$ 6,500	1016.90	5	493.8
4	Liberty Road from I-20 EB Ramp to Poole Road	Improve Shoulder	\$ 196,040	87.00	10	792.8
5	Punkintown Road from SR 61 to Old Stone Road	Tighten Lanes on Punkintown, Add Wildlife Warning Signage	\$ 15,600	124.80	9	511.8
6	Liberty Road from CubeSmart Driveway to Loop Road	Channelized Concrete Island at RIRO	\$ 10,400	1085.26	6	307.0
7	South Carroll Road from I-20 to Spring Street	Optical Speed Bars, Improve Sight Distance, Speed Limit Evaluation	\$ 9,100	753.07	7	258.0
8	South Carroll Road from Tolbert Drive to I-20	Intersection Warning Signage, Optical Speed Bars, Concrete Channelized Right-Turn	\$ 44,200	233.77	7	296.8
9	Liberty Road from CubeSmart Driveway to Loop Road	Evaluate RCUT (Analysis Only)	\$ 7,605	511.76	6	307.0
10	Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	Optical Speed Bars	\$ 6,500	296.36	9	150.8
11	Punkintown Road from SR 61 to Old Stone Road	Auxiliary Turn Lanes at Old Stone Road and Town Creek Drive	\$ 390,000	8.98	9	511.8
12	Rocky Branch Road from US 78 to Sapphire Street	Reduce Lane Widths	\$ 10,400	129.46	5	493.8
13	Stockmar Road from Gold Creek Drive to Airport	Improve Pedestrian Equipment	\$ 32,500	200.95	7	248.3
14	Conners Road from Grayton Loop past Carrington Parkway	Relocate Crosswalk and Add Intersection Warning Signage	\$ 7,800	691.36	6	154.3
15	South Van Wert Road from Church Road to north of FBC	RIRO and Curb Extension	\$ 45,500	129.97	7	259.5
16	Rocky Branch Road from US 78 to Sapphire Street	Improve Pedestrian Facilities	\$ 113,750	110.39	5	493.8
17	Stockmar Road from Gold Creek Drive to Airport	Center and Edge Rumble Strips	\$ 39,000	181.17	7	248.3
18	Conners Road from US 78 to Garnet Drive	Access Management and Channelized Right Turn Lanes	\$ 104,000	151.58	4	372.0
19	Hickory Level Road from SR 61 to Ridgeside Drive	Center Rumble Strips	\$ 13,000	130.51	8	159.2
20	South Van Wert Road from Church Road to north of FBC	Reduce Lane Widths	\$ 13,000	54.33	7	259.5
21	Liberty Road from CubeSmart Driveway to Loop Road	Access Management	\$ 52,000	104.78	6	307.0
22	Hickory Level Road from SR 61 to Ridgeside Drive	Install Guardrail on South Side	\$ 39,000	109.42	8	159.2
23	Stockmar Road from Gold Creek Drive to Airport	Speed Feedback Signs	\$ 6,500	80.54	7	248.3
24	Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	Evaluate Signal Timing	\$ 19,500	33.55	9	150.8
25	Stockmar Road from SR 61 to west of Shoreline Parkway	Center and Edge Rumble Strips	\$ 49,400	68.17	9	122.8
26	Rockmart Road from 3rd Street to Old Towne Road	Optical Speed Bars	\$ 13,000	149.00	7	145.5
27	South Carroll Road from Tolbert Drive to I-20	Intersection Realignment	\$ 1,500,000	1.64	7	296.8
28	South Van Wert Road from Church Road to north of FBC	Improve Lighting, RRFB and Crosswalk near Church	\$ 239,200	26.04	7	259.5
29	Stockmar Road from Gold Creek Drive to Airport	Improve Lighting, Optical Speed Bars, Curvature Signage	\$ 132,600	48.38	7	248.3
30	Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	Edge Rumble Strips	\$ 325,000	16.65	9	150.8
31	Hickory Level Road from SR 61 to Ridgeside Drive	Improve Striping and Sight Distance on Cooley Way	\$ 27,300	26.42	8	159.2
32	South Carroll Road from I-20 to Spring Street	Repave and Add Left-Turn Lane	\$ 237,900	10.44	7	258.0
33	Stockmar Road from SR 61 to west of Shoreline Parkway	Improve Lighting	\$ 130,000	12.26	9	122.8
34	South Carroll Road from I-20 to Spring Street	Roundabout	\$ 5,850,000	1.62	7	258.0
35	Rockmart Road from 3rd Street to Old Towne Road	Install RRFB	\$ 65,000	30.97	7	145.5
36	Conners Road from Grayton Loop past Carrington Parkway	Median Implementation	\$ 39,000	37.46	6	154.3
37	Rockmart Road from 3rd Street to Old Towne Road	Edge Rumble Strips and Sidewalk	\$ 323,700	17.18	7	145.5

Table 9.12 – State Segment Project Priority

Ranking	Segment	Improvement	Estimated Cost	B/C Ratio	Risk Factor Score	ePDO
1	SR 61/Dallas Highway from Hickory Level Road to I-20 WB Ramps	Protected Phase, Lighting, Sidewalk, Left-Turn Lane	\$ 356,200	299.63	21	2365.3
2	SR 61/Dallas Highway from Hickory Level Road to I-20 WB Ramps	Flashing Yellow Arrow and Clear Signage for I-20 EB	\$ 175,500	178.35	21	2365.3
3	US 78/West Bankhead Highway from Wall Street to Park Ridge Drive	Tighten Lanes, Center and Edge Rumble Strips	\$ 71,500	447.87	17	845.8
4	SR 101/Industrial Boulevard from Saber Parkway to Rockmart Road	Center and Edge Rumble Strips	\$ 32,500	700.49	16	813.2
5	US 78/West Bankhead Highway from Wall Street to Park Ridge Drive	Improve Lighting	\$ 130,000	107.31	17	845.8
6	SR 61/Carrollton Highway from Tolbert Drive to Hickory Level Road	Signal Clearance Adjustment	\$ 15,210	271.61	13	964.7
7	SR 61/Dallas Highway from McCurdy Road to Barber Drive	Center and Edge Rumble Strips	\$ 32,500	327.26	17	379.9
8	I-20 WB Exit Ramp at Liberty Road	Channelized Right-Turn Adjustment	\$ 13,000	727.68	14	332.5
9	SR 61/Carrollton Highway from Tolbert Drive to Hickory Level Road	Install Sidewalk along Segment	\$ 228,800	109.10	13	964.7
10	US 78/East Montgomery Street from S Candler Street to Cleghorn Street	Turning Radius Improvement	\$ 21,840	302.01	17	358.8
11	SR 61/Dallas Highway from McCurdy Road to Barber Drive	Deer Warning Signage and Install Guardrail	\$ 83,200	132.63	17	379.9
12	SR 101/Industrial Boulevard from Saber Parkway to Rockmart Road	Signalize Intersection	\$ 325,000	60.45	16	813.2
13	US 78/West Bankhead Highway from Wall Street to Park Ridge Drive	Update Striping on Stop bars and Centerline, Access Management	\$ 132,600	23.71	17	845.8
14	SR 61/Carrollton Highway from Tolbert Drive to Hickory Level Road	Repave Segment	\$ 539,500	29.93	13	964.7
15	SR 61/Dallas Highway from McCurdy Road to Barber Drive	Tighten Lanes, Optical Speed Bars	\$ 26,000	74.66	17	379.9
16	SR 61/Dallas Highway from Northside Place to North Avenue	Optical Speed Bars	\$ 7,000	527.96	11	275.1
17	SR 101/Industrial Boulevard from Saber Parkway to Rockmart Road	Roundabout	\$ 2,275,000	13.35	16	813.2
18	US 78/East Montgomery Street from S Candler Street to Cleghorn Street	AWSC at Railroad, Left-Turn Phases	\$ 104,000	98.96	17	358.8
19	SR 61/Dallas Highway from McCurdy Road to Barber Drive	Roundabout Review	\$ 15,210	48.65	17	379.9
20	SR 61/Dallas Highway from Northside Place to North Avenue	Center and Edge Rumble Strips	\$ 17,500	440.03	11	275.1
21	SR 61/Dallas Highway from McCurdy Road to Barber Drive	Auxiliary Left Turn Lanes	\$ 97,500	44.43	17	379.9
22	SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	Center and Edge Rumble Strips	\$ 35,000	525.13	7	225.7
23	US 78/East Montgomery Street from S Candler Street to Cleghorn Street	Improve Lighting	\$ 130,000	35.41	17	358.8
24	US 78/East Montgomery Street from S Candler Street to Cleghorn Street	Repave, Tighten Lanes, Access Management	\$ 292,500	7.72	17	358.8
25	SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	Lighting and Access Management	\$ 113,100	149.90	7	225.7
26	SR 61/Dallas Highway from Northside Place to North Avenue	Repave Segment	\$ 105,000	43.84	11	275.1
27	SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	Lighting and Optical Speed Bars	\$ 136,500	106.81	7	225.7
28	SR 61/Dallas Highway from Northside Place to North Avenue	Roundabout	\$ 2,100,000	4.89	11	275.1
29	SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	RCUT at Plantation	\$ 325,000	22.18	7	225.7
30	SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	Auxiliary Turn Lanes	\$ 487,500	15.47	7	225.7
31	SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	Sight Distance and Alignment Improvements	\$ 988,000	15.22	7	225.7
32	SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	Roundabout at Plantation	\$ 1,950,000	12.57	7	225.7
33	SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	Turn Lanes, Alignment, Pedestrian improvements at Harlan	\$ 1,495,000	11.86	7	225.7
34	SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	Turn Lanes and Alignment Improvements at Lake Paradise	\$ 1,300,000	11.71	7	225.7

Table 9.13 – Local Intersection Project Priority

Ranking	Intersection	Improvement	Estimated Cost	B/C Ratio	Risk Factor Score	ePDO
1	South Carroll Road at Spring Street	Repave Sidewalk with ADA Ramps and Improve Sight Distance	\$ 66,300	59.81	13	155.0
2	South Carroll Road at Berry Drive	Improve Stop Bar Striping, Right-Turn Alignment	\$ 5,200	195.45	13	30.5
3	Liberty Road at Edge Road	Signal Ahead Signage and Lighting Improvements	\$ 67,600	38.07	12	155.8
4	Mirror Lake Boulevard at Conners Road	Improve Alignment of Right-Turns, Remove SBT Accel Lane	\$ 32,500	215.62	10	133.2
5	South Carroll Road at Spring Street	Improve Intersection Alignment and Access Management	\$ 227,500	15.91	13	155.0
6	South Carroll Road at West Wilson Street	Curb Extension at Intersection	\$ 3,250	75.05	11	22.3
7	South Carroll Road at West Wilson Street	Clear Vegetation to improve Sight Distance	\$ 13,000	41.80	11	22.3
8	South Carroll Road at South Dogwood Street	Intersection Warning Signage	\$ 2,600	27.64	12	14.3
9	Mirror Lake Boulevard at Conners Road	Implement FYAs, Review Signal Timing, Add Pedestrian Facilities	\$ 235,300	9.40	10	133.2
10	South Carroll Road at Berry Drive	Add Northbound Right-Turn Lane	\$ 97,500	2.12	13	30.5
11	South Carroll Road at West Wilson Street	Optical Speed Bar	\$ 7,800	21.47	11	22.3
12	Daniel Road at Berry Drive	Edge Rumble Strips	\$ 32,500	20.30	8	31.5
13	Daniel Road at Berry Drive	Stop Bar Striping and No-Trucks Signage	\$ 14,300	13.62	8	31.5
14	South Carroll Road at South Dogwood Street	Improve Alignment and Add Crosswalk	\$ 165,100	1.13	12	14.3
15	South Carroll Road at South Dogwood Street	Add Northbound Left-Turn Lane	\$ 130,000	0.94	12	14.3
16	Conners Road at Southlake Parkway	Stop Ahead Signage	\$ 2,600	16.61	6	9.7
17	Main Street at Jones Street	RIO	\$ 13,000	11.40	9	6.0
18	Conners Road at Southlake Parkway	Improve ADA Ramps	\$ 9,750	12.05	6	9.7
19	Main Street at Jones Street	Update Striping and Add Crosswalk on South Leg	\$ 5,200	8.18	9	6.0
20	Daniel Road at Edge Road	Improve Turning Radius and Install Guardrail	\$ 37,700	8.43	8	9.7
21	Conners Road at Southlake Parkway	Remove Accel Lane	\$ 26,000	6.74	6	9.7
22	Old Stone Road at Walker Street	AWSC	\$ 13,000	6.98	5	6.0
23	Daniel Road at Edge Road	Update Striping, Sight Distance Improvement, No Trucks Signage	\$ 24,700	2.12	8	9.7
24	Shoreline Parkway at Punkintown Road	Review Signal Timing	\$ 13,000	3.14	6	10.0
25	Shoreline Parkway at Punkintown Road	Add Westbound Left-Turn Lane	\$ 97,500	1.32	6	10.0
26	Rocky Branch Road at Topaz Lane	Update Striping, Add Intersection Warning Signage, Clear vegetation	\$ 6,500	3.86	6	5.0
27	Old Stone Road at Walker Street	Update Striping	\$ 2,600	2.68	5	6.0
28	Rocky Branch Road at Topaz Lane	Repave Sidewalk	\$ 65,000	1.99	6	5.0
29	Old Stone Road at Punkintown Road	Add Northbound Left-Turn Lane	\$ 227,500	0.68	9	6.0

Table 9.14 – State Intersection Project Priority

Ranking	Intersection	Improvement	Estimated Cost	B/C Ratio	Risk Factor Score	ePDO
1	SR 61/Carrollton Villa Rica Highway at Hickory Level Road	Update Striping on Hickory Level and Implement Intersection Ahead Signage for	\$ 16,900	344.10	10	967.2
2	SR 61/Dallas Highway at Old Stone Road	Evaluate need for RRFB	\$ 10,140	318.74	11	175.3
3	SR 61/Carrollton Villa Rica Highway at South Carroll Road	Update pedestrian equipment and Improve crosswalk with ADA ramps	\$ 40,300	271.00	10	327.8
4	SR 61/Carrollton Villa Rica Highway at Hickory Level Road	Improve Lighting and Repave NE approach on Hickory Level Road	\$ 529,100	55.31	10	967.2
5	SR 61/Carrollton Villa Rica Highway at South Carroll Road	Improved Lighting, Sidewalk on all approaches	\$ 130,000	62.52	10	327.8
6	SR 61/Dallas Highway at Stockmar Road	Improved Lighting	\$ 97,500	23.62	9	179.0
7	SR 61/Dallas Highway at Stockmar Road	Striping Improvement for the roundabout eyebrow	\$ 13,000	15.79	9	179.0
8	SR 61/Dallas Highway at Old Stone Road	Turn Radius improvement from Old Stone	\$ 650,000	4.88	11	175.3
9	SR 101/Industrial Boulevard at Industrial Court	Signal Warrant Analysis/ICE	\$ 15,210	112.25	11	64.8
10	US 78/Veterans Memorial Highway at Liberty Road Ramp	Traffic Calming and Alignment for Channelized Right	\$ 26,000	138.57	7	142.2
11	SR 61/Dallas Highway at Old Stone Road	Striping and Shoulder Improvement	\$ 338,000	2.18	11	175.3
12	SR 61/Dallas Highway at Punkintown Road	Rumble Strips on all approaches	\$ 39,000	79.40	8	135.0
13	Liberty Road at Loop Ramp	Signal Warrant Analysis/Striping/Signage	\$ 11,700	318.68	7	94.3
14	SR 61/Dallas Highway at Stockmar Road	Auxiliary Right Turn Lane on Dallas	\$ 455,000	2.67	9	179.0
15	SR 101/Industrial Boulevard at Industrial Court	Improved Lighting	\$ 65,000	13.57	11	64.8
16	SR 61/Dallas Highway at Punkintown Road	Improved Striping, Speed Feedback Sign	\$ 13,000	23.54	8	135.0
17	SR 101/Industrial Boulevard at Industrial Court	Improved Striping	\$ 6,500	12.63	11	64.8
18	US 78/Veterans Memorial Highway at Liberty Road Ramp	Install Cloverleaf	\$ 643,500	32.09	7	142.2
19	SR 61/Carrollton Villa Rica Highway at Tolbert Drive	RCUT	\$ 39,000	58.67	8	77.3
20	SR 61/Dallas Highway at Main Street	Roundabout	\$ 1,560,000	2.76	9	117.7
21	US 78/Veterans Memorial Highway at Liberty Road Ramp	Signalized Intersection	\$ 325,000	7.83	7	142.2
22	SR 101/Industrial Boulevard at Industrial Court	Curb and Shoulder Improvement	\$ 357,500	1.91	11	64.8
23	SR 61/Dallas Highway at Main Street	Improve Intersection Alignment	\$ 812,500	1.95	9	117.7
24	SR 61/Dallas Highway at Punkintown Road	Repave Shoulder, Improve approach angle	\$ 1,183,000	2.69	8	135.0
25	US 78/Veterans Memorial Highway at Liberty Road Ramp	Improve Shoulder and Update RPMs	\$ 266,500	5.27	7	142.2
26	Liberty Road at Loop Ramp	Extend Left-Turn Lane	\$ 97,500	17.29	7	94.3
27	US 78/West Bankhead Highway at Horace Luther Drive	RIRO	\$ 15,600	101.11	5	36.5
28	SR 61/Main Street at Cheeves Street	Improve Pedestrian Facilities and Evaluate need for RRFB	\$ 140,400	5.97	9	24.3
29	SR 61/Main Street at Cheeves Street	Reflective/Flashing Truck Signage (RR)	\$ 26,000	5.43	9	24.3
30	US 78/West Bankhead Highway at Park Ridge Drive	Access Management	\$ 130,000	10.47	4	58.3
31	SR 61/Dallas Highway at McCurdy Road	Update Striping and Add road name Sign	\$ 26,000	3.82	8	33.3
32	SR 61/Dallas Highway at Old Towne Road	Improve Shoulder and Access Management	\$ 104,400	10.54	8	12.0
33	US 78/West Bankhead Highway at Park Ridge Drive	Add Pedestrian Facilities	\$ 100,000	6.68	4	58.3
34	SR 61/Dallas Highway at McCurdy Road	Improve Shoulder and Install Skinny Median	\$ 325,000	3.02	8	33.3
35	SR 61/Main Street at Cheeves Street	Repave Pavement	\$ 325,000	1.69	9	24.3
36	US 78/West Bankhead Highway at Park Ridge Drive	Update Striping	\$ 13,000	5.72	4	58.3
37	US 78/West Bankhead Highway at Horace Luther Drive	Access Management	\$ 65,000	4.61	5	36.5
38	US 78/West Bankhead Highway at Horace Luther Drive	Update Minor Street Striping	\$ 26,000	1.61	5	36.5

10. EQUITY CONSIDERATIONS

An important consideration regarding developing in Villa Rica is to emphasize areas that are underserved and implement improvements for their quality of life. These improvements can come in the form of safety, connectivity or access for residents in more disadvantaged areas. To identify these areas for the purpose of this study, the Center for Disease Control and Prevention (CDC) Social Vulnerability Index and the Federal Government Justice40 initiative give a good baseline for understanding the conditions in the different census tracts of Villa Rica. Each of these measures was considered when developing project implementation plans for the Villa Rica SAP.

10.1. SOCIAL VULNERABILITY INDEX

The CDC's Social Vulnerability Index (SVI) indicates the relative vulnerability of each U.S. census tract. A tract's SVI ranking is based on fifteen social factors which are grouped into one of the four main themes. There are five (5) census tracts immediately adjacent to and contained within the study area. The first census tract #13045910101 is located to the east and encompasses the space between SR 101 and Liberty Road. The second census tract #13045910106 is located to the west of the study area, including the area from SR 101 to South Van Wert. The statewide overall SVI values for the east and west side census tracts are 0.588 and 0.8831 respectively, indicating that around 73.5% of tracts in the state are less vulnerable than the Villa Rica population. Additionally, there are minor parts of the study area captured in tracts #13097080407, #13097080403, and #13045910105, with SVI values of 0.5793, 0.2555 and 0.3285 respectively.

All of the SVI values for this census tracts obtained in this analysis are listed in Table 10.1.

Table 10.1 – Social Vulnerability Index

Tract Number	Tract Location	Tract ID	Overall SVI	Transportation	Economic	Household	Minority
1	East Villa Rica	13045910101	0.588	0.3838	0.3494	0.5115	0.6597
2	West Villa Rica	13045910106	0.8831	0.405	0.8462	0.7647	0.4779
3	Northeast Villa Rica	13097080407	0.5793	0.2615	0.3102	0.3834	0.6615
4	Southeast Villa Rica	13097080403	0.2555	0.1647	0.4105	0.6101	0.4991
5	North Villa Rica	13045910105	0.3285	0.4356	0.1927	0.2676	0.1739

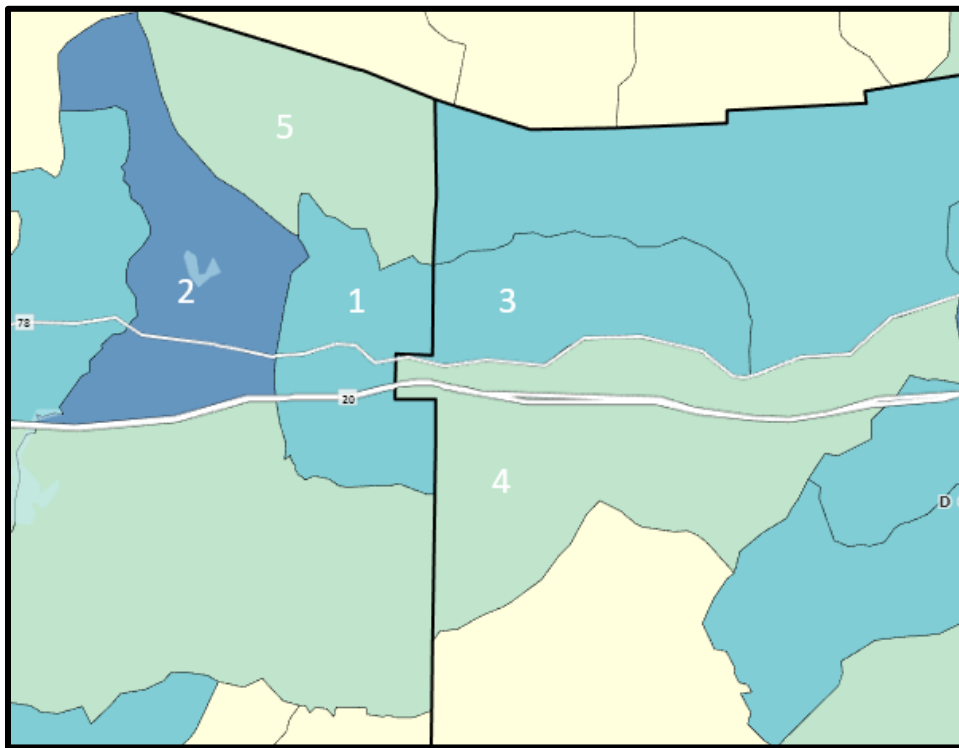


Figure 10.1 – Villa Rica Census Tracts

10.2. JUSTICE40 INITIATIVE

The Justice40 Initiative aims to deliver a greater portion of federal investments into communities that were considered disadvantaged, and was applied to relieve environmental, economic, health and climate impacts in underserved communities.

Using the Justice40 platform, Villa Rica’s eastern census tract, #13045910101, was identified as a disadvantaged community. This tract is marked as being above the burden percentile in life expectancy, income, and transportation barriers creating inequitable costs and time spent addressing these issues for the residents.

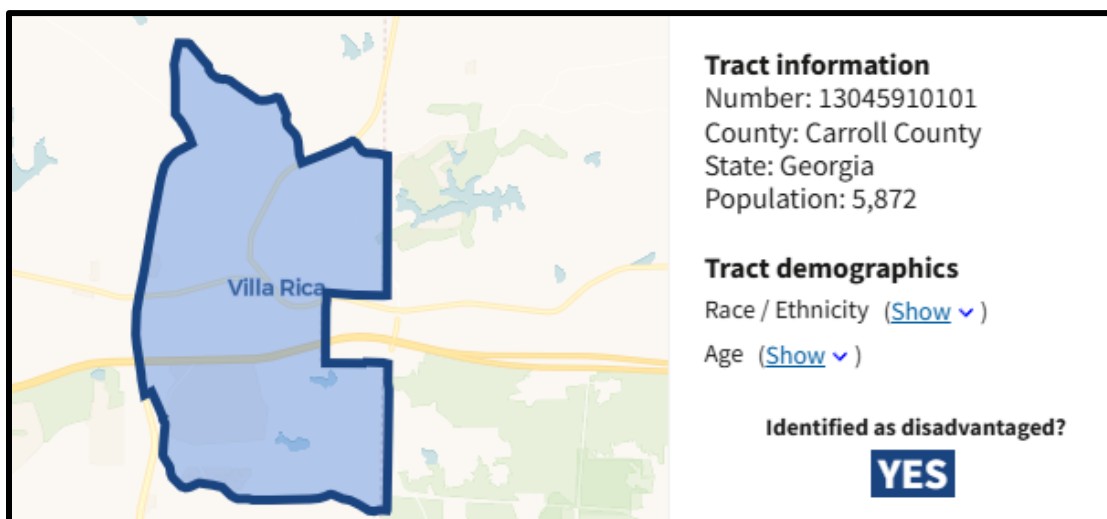


Figure 10.2 – Villa Rica Disadvantaged Tracts

11. EVALUATE AND UPDATE

Evaluation of the Villa Rica SAP will take time and effort, but it is essential for continued improvements. The SAP was designed to help simplify and provide direction for achieving the most impactful results. While agencies may at times be reluctant to conduct evaluations because they fear potential negative results, both positive and negative results can lead to positive change. Successful implementation of the SAP relies on being open to continual feedback and adjusting the plan as needed. Evaluation provides this feedback and helps identify successful, as well as ineffective strategies, make warranted course corrections, and enhance the return on safety investments.

11.1. DRIVER-RELATED RECOMMENDATIONS

The safety emphasis area analysis performed in Section 7 indicated that nearly 50% of the fatal and serious injury crashes within the City of Villa Rica are attributable to a driver-related behavior. Table 11.1 below provides a high-level summary of the recommended driver-related strategies that align with the safety emphasis areas of the City.

Table 11.1 – Recommended Driver-Related Strategies

Recommended Driver-Related Strategy	Older Driver	Distracted Driver	Aggressive/Speed Related	Improper Occupant Protections	Younger Drivers
Licensing Evaluations	X		X		
Driver Safety Courses	X				X
Medical Review Protocols	X				
Supply Hands Free Equipment		X			
Implement School Zone Equipment Upgrades			X		
Promote Proper Child Restraints				X	
Implement Post Licensing Education Programs					X
Education on New Vehicle Technology	X				X
Conduct High Visibility Enforcement		X	X	X	
Conduct Social Media Campaigns	X	X	X	X	X

11.2. ROADWAY RELATED RECOMMENDATIONS

The safety emphasis area analysis performed in Section 7 indicated that nearly 40% of the fatal and serious injury crashes were categorized as relating to roadway conditions (ie: intersection related, roadway departure). Table 11.2 – 11.6 below provide the priority improvements that should be considered on locally-maintained roadways in the City of Villa Rica.

Table 11.2 – Recommended Roadway Segment Projects – Priority 1

Priority Level	Segment	Improvement	Estimated Cost	B/C Ratio
1	Liberty Road from I-20 EB Ramp to Poole Road	Heavy-Truck Signage, Extra Parking and Traffic Calming	\$ 52,000	336.32
1	Punkintown Road from SR 61 to Old Stone Road	Center and Edge Rumble Strips	\$ 26,000	539.55
1	Rocky Branch Road from US 78 to Sapphire Street	Optical Speed Bars	\$ 6,500	1016.90
1	Liberty Road from I-20 EB Ramp to Poole Road	Improve Shoulder	\$ 196,040	87.00
1	Punkintown Road from SR 61 to Old Stone Road	Tighten Lanes on Punkintown, Add Wildlife Warning Signage	\$ 15,600	124.80
1	Liberty Road from CubeSmart Driveway to Loop Road	Channelized Concrete Island at RIRO	\$ 10,400	1085.26
1	South Carroll Road from I-20 to Spring Street	Optical Speed Bars, Improve Sight Distance, Speed Limit Evaluation	\$ 9,100	753.07
1	South Carroll Road from Tolbert Drive to I-20	Intersection Warning Signage, Optical Speed Bars, Concrete Channelized Right-Turn	\$ 44,200	233.77
1	Liberty Road from CubeSmart Driveway to Loop Road	Evaluate RCUT (Analysis Only)	\$ 7,605	511.76
1	Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	Optical Speed Bars	\$ 6,500	296.36
1	Punkintown Road from SR 61 to Old Stone Road	Auxiliary Turn Lanes at Old Stone Road and Town Creek Drive	\$ 390,000	8.98
1	Rocky Branch Road from US 78 to Sapphire Street	Reduce Lane Widths	\$ 10,400	129.46

Table 11.3 – Recommended Roadway Segment Projects – Priority 2

Priority Level	Segment	Improvement	Estimated Cost	B/C Ratio
2	Stockmar Road from Gold Creek Drive to Airport	Improve Pedestrian Equipment	\$ 32,500	200.95
2	Connors Road from Grayton Loop past Carrington Parkway	Relocate Crosswalk and Add Intersection Warning Signage	\$ 7,800	691.36
2	South Van Wert Road from Church Road to north of FBC	RIRO and Curb Extension	\$ 45,500	129.97
2	Rocky Branch Road from US 78 to Sapphire Street	Improve Pedestrian Facilities	\$ 113,750	110.39
2	Stockmar Road from Gold Creek Drive to Airport	Center and Edge Rumble Strips	\$ 39,000	181.17
2	Connors Road from US 78 to Garnet Drive	Access Management and Channelized Right Turn Lanes	\$ 104,000	151.58
2	Hickory Level Road from SR 61 to Ridgeside Drive	Center Rumble Strips	\$ 13,000	130.51
2	South Van Wert Road from Church Road to north of FBC	Reduce Lane Widths	\$ 13,000	54.33
2	Liberty Road from CubeSmart Driveway to Loop Road	Access Management	\$ 52,000	104.78
2	Hickory Level Road from SR 61 to Ridgeside Drive	Install Guardrail on South Side	\$ 39,000	109.42
2	Stockmar Road from Gold Creek Drive to Airport	Speed Feedback Signs	\$ 6,500	80.54

Table 11.4 – Recommended Roadway Segment Projects – Priority 3

Priority Level	Segment	Improvement	Estimated Cost	B/C Ratio
3	Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	Evaluate Signal Timing	\$ 19,500	33.55
3	Stockmar Road from SR 61 to west of Shoreline Parkway	Center and Edge Rumble Strips	\$ 49,400	68.17
3	Rockmart Road from 3rd Street to Old Towne Road	Optical Speed Bars	\$ 13,000	149.00
3	South Carroll Road from Tolbert Drive to I-20	Intersection Realignment	\$ 1,500,000	1.64
3	South Van Wert Road from Church Road to north of FBC	Improve Lighting, RRFB and Crosswalk near Church	\$ 239,200	26.04
3	Stockmar Road from Gold Creek Drive to Airport	Improve Lighting, Optical Speed Bars, Curvature Signage	\$ 132,600	48.38
3	Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	Edge Rumble Strips	\$ 325,000	16.65
3	Hickory Level Road from SR 61 to Ridgeside Drive	Improve Striping and Sight Distance on Cooley Way	\$ 27,300	26.42
3	South Carroll Road from I-20 to Spring Street	Repave and Add Left-Turn Lane	\$ 237,900	10.44
3	Stockmar Road from SR 61 to west of Shoreline Parkway	Improve Lighting	\$ 130,000	12.26
3	South Carroll Road from I-20 to Spring Street	Roundabout	\$ 5,850,000	1.62
3	Rockmart Road from 3rd Street to Old Towne Road	Install RRFB	\$ 65,000	30.97
3	Conners Road from Grayton Loop past Carrington Parkway	Median Implementation	\$ 39,000	37.46
3	Rockmart Road from 3rd Street to Old Towne Road	Edge Rumble Strips and Sidewalk	\$ 323,700	17.18

Table 11.5 – Recommended Roadway Intersection Projects – Priority 1

Priority Level	Intersection	Improvement	Estimated Cost	B/C Ratio
1	South Carroll Road at Spring Street	Repave Sidewalk with ADA Ramps and Improve Sight Distance	\$ 66,300	59.81
1	South Carroll Road at Berry Drive	Improve Stop Bar Striping, Right-Turn Alignment	\$ 5,200	195.45
1	Liberty Road at Edge Road	Signal Ahead Signage and Lighting Improvements	\$ 67,600	38.07
1	Mirror Lake Boulevard at Conners Road	Improve Alignment of Right-Turns, Remove SBT Accel Lane	\$ 32,500	215.62
1	South Carroll Road at Spring Street	Improve Intersection Alignment and Access Management	\$ 227,500	15.91

Table 11.6 – Recommended Roadway Intersection Projects – Priority 2

Priority Level	Intersection	Improvement	Estimated Cost	B/C Ratio
2	South Carroll Road at West Wilson Street	Curb Extension at Intersection	\$ 3,250	75.05
2	South Carroll Road at West Wilson Street	Clear Vegetation to improve Sight Distance	\$ 13,000	41.80
2	South Carroll Road at South Dogwood Street	Intersection Warning Signage	\$ 2,600	27.64
2	Mirror Lake Boulevard at Conners Road	Implement FYAs, Review Signal Timing, Add Pedestrian Facilities	\$ 235,300	9.40
2	South Carroll Road at Berry Drive	Add Northbound Right-Turn Lane	\$ 97,500	2.12
2	South Carroll Road at West Wilson Street	Optical Speed Bar	\$ 7,800	21.47
2	Daniel Road at Berry Drive	Edge Rumble Strips	\$ 32,500	20.30
2	Daniel Road at Berry Drive	Stop Bar Striping and No-Trucks Signage	\$ 14,300	13.62
2	South Carroll Road at South Dogwood Street	Improve Alignment and Add Crosswalk	\$ 165,100	1.13
2	South Carroll Road at South Dogwood Street	Add Northbound Left-Turn Lane	\$ 130,000	0.94

Table 11.7 – Recommended Roadway Intersection Projects – Priority 3

Priority Level	Intersection	Improvement	Estimated Cost	B/C Ratio
3	Conners Road at Southlake Parkway	Stop Ahead Signage	\$ 2,600	16.61
3	Main Street at Jones Street	RIRO	\$ 13,000	11.40
3	Conners Road at Southlake Parkway	Improve ADA Ramps	\$ 9,750	12.05
3	Main Street at Jones Street	Update Striping and Add Crosswalk on South Leg	\$ 5,200	8.18
3	Daniel Road at Edge Road	Improve Turning Radius and Install Guardrail	\$ 37,700	8.43
3	Conners Road at Southlake Parkway	Remove Accel Lane	\$ 26,000	6.74
3	Old Stone Road at Walker Street	AWSC	\$ 13,000	6.98
3	Daniel Road at Edge Road	Update Striping, Sight Distance Improvement, No Trucks Signage	\$ 24,700	2.12
3	Shoreline Parkway at Punkintown Road	Review Signal Timing	\$ 13,000	3.14
3	Shoreline Parkway at Punkintown Road	Add Westbound Left-Turn Lane	\$ 97,500	1.32
3	Rocky Branch Road at Topaz Lane	Update Striping, Add Intersection Warning Signage, Clear vegetation	\$ 6,500	3.86
3	Old Stone Road at Walker Street	Update Striping	\$ 2,600	2.68
3	Rocky Branch Road at Topaz Lane	Repave Sidewalk	\$ 65,000	1.99
3	Old Stone Road at Punkintown Road	Add Northbound Left-Turn Lane	\$ 227,500	0.68

11.3. EVALUATION

As noted above, evaluation of the SAP will ensure that the projects and strategies being implemented are effective in reducing the number of fatal and severe crashes within the City. It is recommended that evaluations be conducted annually to perform before and after studies that validate the effectiveness of each improvement and/or strategy based on the following:

- Number of fatal and severe injury crashes
- Number of public comments and concerns

Evaluations should be conducted during similar time periods and durations each year. The most important metrics in gauging success of the SAP should be the reduction in fatal and severe injury crashes. If these metrics do not reduce, additional strategies or countermeasures should be pursued based on the most recent data collected.

It is recommended that the overall SAP be re-evaluated every five years and revised based on the results of the crash trend analysis.

11.4. NEXT STEPS

The finalization of the Villa Rica SAP allows the City to use this plan as a reference for both isolating priority locations needing improvement, as well as the specific improvements that are recommended at each of those locations. This plan will be used to assist the City in qualifying for grants, and it will likely allow the City to be more competitive when pursuing targeted safety funds. Lastly, the inclusion of projects on both state-maintained and local roadways will allow the City to cross jurisdictional boundaries and have targeted conversations to ensure all motorists, no matter the roadway or mode, will be safe.

APPENDIX A – RAW CRASH DATA

APPENDIX B – CRASH ANALYSIS REPORT



City of Villa Rica Safety Action Plan Crash Analysis Report October 2025



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1. CRASH ANALYSIS METHODOLOGY

As a first step toward understanding the safety performance of a roadway network, it is important to perform a high-level descriptive crash analysis of the study area. This involves collecting and consolidating multiple years of historical crash data, summarizing and visualizing it to identify notable patterns and valuable insights that may help guide future analyses and planning efforts.

In support of the City of Villa Rica Road Safety Action Plan, Keck & Wood performed a comprehensive crash analysis which is summarized in the following sections of this document. The analysis, conducted for the City of Villa Rica, includes the study period of 2020-2024 and utilizes crash data downloaded from GDOT Numetric Crash Query application.

The descriptive analysis was conducted for the full study area based on the provided data. A series of high-level summaries, tables, and figures have been included to better depict the findings from the analysis. These tables explore overall crash trends and patterns that can be used to guide future analyses, the development of new or revised policies, or the selection of countermeasures for project development.

1.1. CRASH ANALYSIS DATA SOURCES

Crash data for the analysis was pulled for the 5-year period from 2020-2024. This data was leveraged from GDOT's Numetric crash platform. Each crash within that period included detailed information such as: crash narrative, date/time, location, manner of collision, severity, weather, as well as many others.

Supplemental information and crash records were also pulled from the Georgia Electronic Accident Reporting System (GEARS) as-needed throughout the safety analysis. These records were relied on to verify data and/or seek out additional information to better filter the crash data.

1.2. SLIDING WINDOW ANALYSIS METHODOLOGY

A sliding window analysis provides a way to better understand crashes within a transportation network and identifies segments based on user-defined criteria (ie: crash rate, severity, ePDO, etc.). The sliding window analysis "window" can be adjusted from 0.1 miles to 10 miles depending on your need for the analysis. For the purpose of this project, a half-mile (0.5 mile) window was utilized. The half-mile "window" moves along each segment within the predefined area 1/10 of a mile at a time, counting and/or calculating based on the criteria selected, within each successive half-mile segment.

For Villa Rica, the primary criteria used for the sliding window analysis was ePDO. ePDO, or Equivalent to Property Damage Only Weight, score crashes according to the highest severity injury sustained in the crash by converting each crash to an equivalent number of Property Damage Only (PDO) crashes. This method is used to better normalize crashes for further analysis and comparison. This analysis also provides additional insights into overall crash intensity/severity that will factor into the determination of the High Injury Network (HIN). Table 1.1 presents the average crash costs, and the associated ePDO weight, for each crash severity level. These values align with GDOT's ePDO calculations in terms of cost and injury severity level.

Table 1.1 – GDOT Default Crash Injury Severity (KABCO) Costs used in AASHTOWare Safety

Crash Severity Category	Average Crash Cost	ePDO Weight
(K) Fatal Injury	\$ 13,580,000	452.67
(A) Suspected Serious Injury	\$ 3,000,000	100
(B) Suspected Minor/Visible Injury	\$ 655,000	21.83
(C) Possible Injury	\$ 140,000	4.67
(O) No Injury	\$ 30,000	1

The ePDO scores were applied to all roads and intersections with the City of Villa Rica. The highest-ranking segments and intersections were used to generate the HIN for the City.

2. CRASH TRENDS

2.1. SUMMARY OF KEY FINDINGS

- **Years of crash data:** 2020-2024
- **Information for ALL roadways (State and Local)**
 - **Total crashes:** 4214
 - **Total fatal (K):** 11
 - **Total serious injury (A) crashes:** 73
 - **Crashes along limited access freeways:** I-20 was not included in the plan document.
- **Information for Local Only roadways**
 - **Total local crashes:** 1,037
 - **Total local fatal (K) crashes:** 3
 - **Total local serious injury (A) crashes:** 20
- **Information for ALL roadways (State and Local)**
 - **Crashes by year:** 2020 experienced the least number of total and KSI crashes, while 2023 experienced the greatest number of total crashes and KSI.
 - **Crashes by mode:** 83% of crashes are vehicle-to-vehicle crashes.
 - **Injury severity by mode:**
 - 4 bicycle crashes did not result in any KSI cases.
 - 12 pedestrian-involved crashes resulted in 5 KSI cases.
 - 39 motorcycle-involved crashes resulted in 13 KSI cases.
 - 4159 vehicle-only crashes resulted in 64 KSI cases.
 - **Crash type:** 45.5% of all crashes were rear end crashes, although the resulted injury levels were usually not as severe. Left angle crashes (28.2%) and non-motor collisions (12.6%) took up more than half of the KSI crashes. Not a Collision with Motor Vehicle crashes were more likely to result in fatalities or serious injuries when compared to other crash types
 - **Crash location:** Nearly 44.8% of the crashes in Villa Rica occurred at an intersection.
 - **Intersection control type:** Nearly 58.1% of the crashes occurred at a signalized intersection. The rest were located at an all-way or two-way stop-controlled intersection, roundabout, or midblock.
 - **Posted speed limit:** Crashes on roads with a 45-mph speed limit and above accounted for 62.1% of all crashes; and 67.8% of KSI crashes.
 - Some **behavioral factors** that contributed to crashes include:
 - Following too closely accounted for nearly 11.9% of all crashes, which corresponded with high rear end crashes.
 - Failure to yield accounted for nearly 6.6% of all crashes.
 - Exceeding the speed limit resulted in more KSI cases when compared to other contributing factors.
 - **Behavioral violations:** Impaired driving, Speeding, and Aggressive Driving each accounted for less than 5% of total crashes but were more likely to result in KSI. Behavior contributions were included as reported within crash records; contribution factors may need additional investigation.
 - **Young driver** (aged 20 to 24) involved crashes made up around 20% of all crashes in Villa Rica.
 - **Time of day:** 59.6% of crashes occurred between 12 – 8 PM. Additionally, the most severe crashes occurred during this time period.
 - **Lighting Conditions:** Nearly 73% of all crashes occurred during the daylight hours. Nearly 40% of all KSI crashes occurred during the not-lighted condition.

- **Proximity to destinations:** Around 9% of all crashes occurred within a quarter-mile of a school. 2.5% of the crashes that occurred near a school resulted in a KSI case. Around 1% of crashes occurred 500 feet from a nearby park. Around 4% of crashes that occurred near these parks resulted in a KSI case.
- **Information for Local Only roadways**
 - **Crashes by year:** 2020 experienced the least number of total and KSI crashes, while 2023 experienced the greatest number of total and KSI crashes.
 - **Crashes by mode:** 83% of crashes were vehicle-to-vehicle crashes.
 - **Injury severity by mode:**
 - 3 bicycle crashes did not result in any KSI cases.
 - 4 pedestrian-involved crashes resulted in 3 KSI cases.
 - 6 motorcycle-involved crashes resulted in 2 KSI cases.
 - 855 vehicle-only crashes resulted in 14 KSI cases.
 - **Crash type:** 32% of all crashes were rear end crashes, although the resulted injury levels were usually not as severe. Left angle crashes (17%) and non-motor collisions (18%) took up more than half of the KSI crashes. Left-angle crashes were more likely to result in KSI, when compared to other crash types with 13% of left-angle crashes that resulted in KSI.
 - **Crash location:** Nearly 39% of the crashes in Villa Rica occurred at an intersection. Crashes located midblock resulted in 16 KSI cases.
 - **Intersection control type:** Nearly 40% of the 1,037 crashes occurred at a signalized intersection. The rest were located at an all-way or two-way stop-controlled intersection, roundabout, or midblock.
 - **Posted speed limit:** Crashes on roads with a 35-mph speed limit and above accounted for 69% of all crashes and 61% of KSI crashes.
 - Some **behavioral factors** that contributed to crashes include:
 - Following too closely accounted for nearly 8% of all crashes, which corresponds with high rear end crashes.
 - Failure to yield accounted for nearly 6% of all crashes.
 - Exceeding the speed limit resulted in more KSI cases when compared to other contributing factors.
 - **Behavioral violations:** Impaired driving, Speeding, and Aggressive Driving each accounted for less than 5% of total crashes but were more likely to result in KSI. Behavior contributions were included as reported within crash records; contribution factors may need additional investigation.
 - **Young driver** (aged 20 to 24) involved crashes made up around 20% of all crashes in Villa Rica. There were no KSI cases in crashes involving a young driver.
 - **Time of day:** 43% of crashes occurred during the afternoon hours between 2 – 6 PM. Additionally, the more severe crashes occurred during this time period.
 - **Lighting Conditions:** Nearly 73% of crashes occurred during the daylight hours.

2.2. CRASHES BY YEAR

Total number of crashes increased from 2020 to 2023. KSI crashes also occurred more during these years. This is likely a result of the COVID-19 pandemic that initially had less drivers present on the road, and then a transition to more road-users as the pandemic quarantine was lifted. The two tables below show the crashes by year for both the local roads and all roads which includes state and local.

Table 2.1 – Crashes by Year, 2020-2024, All Roads

Year	Total Crashes	Noninjury Crashes	KSI Crashes	KSI %	KSI Rate
2020	721	540	13	15.5%	1.8%
2021	820	619	17	20.2%	2.1%
2022	917	712	16	19.0%	1.7%
2023	883	669	17	20.2%	1.9%
2024	873	647	21	25.0%	2.4%
Total	4214	3187	84	100.0%	2.0%

Table 2.2 – Crashes by Year, 2020-2024, Local Roads

Year	Total Crashes	Noninjury Crashes	KSI Crashes	KSI%	KSI Rate
2020	172	130	2	9%	1.2%
2021	201	155	3	13%	1.5%
2022	213	156	5	22%	2.3%
2023	231	165	7	30%	3.0%
2024	220	165	6	26%	2.7%
Total	1037	771	23	100%	10.8%

2.3. CRASHES BY MODE

There were no recorded fatal injuries with vulnerable road users; however, there were a few incapacitating cases that were a result of these vulnerable road users. For local roads, pedestrian and motorcycle-involved crashes had 3 and 2 KSI cases, respectively. These cases accounted for 25% of the KSI cases recorded in Villa Rica. For both state and local roads, pedestrian and motorcycle crashes had a combined KSI rate of 75%.

Table 2.3 – Crash Severity by Mode, 2020-2024, All Roads

Injury Severity	Bicycle	Pedestrian	Motorcycle	Motor Vehicle	Total
Fatal (K)	0	1	2	8	11
Incapacitating (A)	0	4	11	58	73
Non-Incapacitating (B)	0	4	7	244	255
Not visible but complaints of pain (C)	2	2	12	629	645
Uninjured (O)	2	1	7	3220	3230
Total	4	12	39	4159	4214
KSI Rate	0.0%	41.7%	33.3%	1.6%	2.0%

Table 2.4 – Crash Severity by Mode, 2020-2024, Local Roads

Injury Severity	Bicycle	Pedestrian	Motorcycle	Motor Vehicle	Total
Fatal (K)	0	0	0	3	3
Incapacitating (A)	0	3	2	15	20
Non-Incapacitating (B)	0	1	3	68	72
Not visible but complaints of pain (C)	2	0	0	148	150
Uninjured (O)	1	0	1	790	792
Total	3	4	6	1024	1037
KSI Rate	0.0%	75.0%	33.3%	1.8%	2.2%

2.4. DRIVER AGE

When looking at the drivers involved in crashes along local roads, 33% of drivers were between the ages of 20-34; this age bracket also accounted for 34% of all KSI case crashes. Ages 25-29 represented nearly a quarter of the total KSI crashes in Villa Rica. For “All Roads” the trend continued that the majority of crashes and KSI crashes came from the age group range 20-34.

Table 2.5 – Crashes by Driver Age, 2020-2024, All Roads

Age	# of Drivers	% of Drivers	# of KSI Drivers	% of KSI Drivers	Population	% of Population	Driver: Population Ratio
15-19	681	8.6%	3	8.6%	1,286	9.45	0.53
20-24	949	11.9%	0	0.0%	894	6.57	1.06
25-29	893	11.2%	8	22.9%	1,366	10.30	0.65
30-34	846	10.6%	4	11.4%	1,410	10.36	0.60
35-39	772	9.7%	3	8.6%	1,455	10.69	0.53
40-44	660	8.3%	2	5.7%	1,480	10.87	0.45
45-49	608	7.6%	3	8.6%	1,187	8.72	0.51
50-54	571	7.2%	3	8.6%	1,004	7.37	0.57
55-59	526	6.6%	1	2.9%	894	6.57	0.59
60-64	376	4.7%	4	11.4%	828	6.08	0.45
65-69	268	3.4%	3	8.6%	641	4.71	0.42
70-74	187	2.4%	0	0.0%	502	3.69	0.37
75-79	140	1.8%	0	0.0%	493	3.62	0.28
80-84	86	1.1%	0	0.0%	99	0.73	0.87
85+	30	0.4%	1	2.9%	76	0.56	0.39
Unknown	355	4.5%	0	0.0%	---	---	---
Total	7948	100%	35	100%	13,615	100	0.58

Table 2.6 – Crash by Driver Age, 2020-2024, Local Roads

Age	# of Drivers	% of Drivers	# of KSI Drivers	% of KSI Drivers	Population	% of Population	Driver: Population Ratio
15-19	172	9.3%	3	8.6%	1,286	9.45	0.13
20-24	217	11.8%	0	0.0%	894	6.57	0.24
25-29	202	11.0%	8	22.9%	1,366	10.30	0.15
30-34	185	10.0%	4	11.4%	1,410	10.36	0.13
35-39	179	9.7%	3	8.6%	1,455	10.69	0.12
40-44	146	7.9%	2	5.7%	1,480	10.87	0.10
45-49	123	6.7%	3	8.6%	1,187	8.72	0.10
50-54	121	6.6%	3	8.6%	1,004	7.37	0.12
55-59	108	5.9%	1	2.9%	894	6.57	0.12
60-64	75	4.1%	4	11.4%	828	6.08	0.09
65-69	72	3.9%	3	8.6%	641	4.71	0.11
70-74	52	2.8%	0	0.0%	502	3.69	0.10
75-79	36	2.0%	0	0.0%	493	3.62	0.07
80-84	24	1.3%	0	0.0%	99	0.73	0.24
85+	8	0.4%	1	2.9%	76	0.56	0.11
Unknown	124	6.7%	0	0.0%	---	---	---
Total	1844	100%	35	100%	13,615	100	0.14

3. CRASH CAUSATION

3.1. CRASH TYPES

Table 3.1 summarizes crash patterns by crash types for all roadways. Rear end crashes were the leading crash type, accounting for 45.5% of overall crashes, although the crash injuries were usually not as severe. Most crashes involving vulnerable road users (pedestrians, bicyclist, and motorcyclists) were categorized as “Not a Collision with Motor Vehicle”, hence the high share of KSI crashes. In addition, angle crashes contributed to 33.3% of KSI crashes in the city, and head-on crashes were more likely to result in KSI as shown in the KSI rate, which was 8.9%.

Table 3.1 – Crash Types for All Roadways, 2020-2024

Crash Type	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
Angle Crash	1,187	28.2%	28	33.3%	2.4%
Head On	123	2.9%	11	13.1%	8.9%
Not a Collision with Motor Vehicle	531	12.6%	31	36.9%	5.8%
Rear End	1,917	45.5%	11	13.1%	0.6%
Sideswipe-Opposite Direction	102	2.4%	0	0.0%	0.0%
Sideswipe-Same Direction	354	8.4%	3	3.6%	0.8%
Total	4,214	100.0%	84	100.0%	2.0%

Table 3.2 summarizes crash patterns by crash types for all local roads. Angle crashes and rear end crashes were the leading crash types, accounting for 33.2% and 32.7% of overall crashes, respectively. Most crashes involving vulnerable road users (pedestrians, bicyclist, and motorcyclists) were categorized as “Not a Collision with Motor Vehicle”, hence the high share of KSI crashes. In addition, head on crashes contributed to 30.4% of KSI crashes in the city, and were more likely to result in KSI as shown in the KSI rate of 12.2%.

Table 3.2 – Crash Types for Local Roadways, 2020-2024

Crash Type	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
Angle Crash	344	33.2%	4	17.4%	1.2%
Head On	57	5.5%	7	30.4%	12.3%
Not a Collision with Motor Vehicle	184	17.7%	9	39.1%	4.9%
Rear End	339	32.7%	3	13.0%	0.9%
Sideswipe-Opposite Direction	55	5.3%	0	0.0%	0.0%
Sideswipe-Same Direction	58	5.6%	0	0.0%	0.0%
Total	1,037	100.0%	23	100.0%	2.2%

3.2. CAUSE OF CRASH

A review of the behavioral causes to crashes in Table 3.3 for all roadways, state and local. The table shows that Following Too Close was the leading cause of crashes, which corresponded with a high share of rear end crashes. 10.6% of KSI crashes were caused by Failure to Yield to other vehicles or other roadway users. Reckless Driving and Exceeding Speed Limit were more likely to result in KSI than other behavioral causes. The “Other” behavioral cause category combined 23 categories that contained low crash totals.

Table 3.3 – Top Behavioral Causes of Crash by All Modes, 2020-2024, All Roads

Behavioral Cause	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
Disregard Other Traffic Control	12	0.3%	1	1.2%	8.3%
Disregard Police - Evasion	12	0.3%	1	1.2%	8.3%
Driver Condition	46	1.1%	5	6.0%	10.9%
Driver Lost Control	151	3.6%	9	10.7%	6.0%
Exceeding Speed Limit	22	0.5%	4	4.8%	18.2%
Failure to Yield	277	6.6%	10	11.9%	3.6%
Following Too Close	503	11.9%	6	7.1%	1.2%
Improper Passing	31	0.7%	3	3.6%	9.7%
Other Unit Contributed to Crash	767	18.2%	9	10.7%	1.2%
Parked Improperly	13	0.3%	2	2.4%	15.4%
Reckless Driving	11	0.3%	3	3.6%	27.3%
Too Fast for Conditions	184	4.4%	9	10.7%	4.9%
No Contributing Factors	1263	30.0%	0	0.0%	0.0%
Under the Influence (U.I.)	58	1.4%	1	1.2%	1.7%
Changed Lanes Improperly	89	2.1%	2	2.4%	2.2%
Improper Turn	38	0.9%	1	1.2%	2.6%
Improper Backing	51	1.2%	0	0.0%	0.0%
Misjudged Clearance	141	3.3%	3	3.6%	2.1%
Wrong Side of Road	39	0.9%	2	2.4%	5.1%
Other	506	12.0%	13	15.5%	2.6%
Total	4214	100.0%	84	100%	2.2%

A review of the behavioral causes to crashes in Table 3.4 were for local roads only. The table shows that Following Too Close and Failure to Yield were the leading causes of crashes. 13.0% of KSI crashes were caused by Driver Lost Control, Exceeding Speed Limit, Failure to Yield, and Wrong Side of Road. Disregard Other Traffic Control and Exceeding Speed Limit were more likely to result in KSI than other behavioral causes. The “Other” behavioral cause category combined 23 categories that contained low crash totals.

Table 3.4 – Top Behavioral Causes of Crash by All Modes, 2020-2024, Local Roads

Behavioral Cause	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
Disregard Other Traffic Control	5	0.5%	1	4.3%	20.0%
Driver Lost Control	62	6.0%	3	13.0%	4.8%
Exceeding Speed Limit	10	1.0%	3	13.0%	30.0%
Failure to Yield	213	20.5%	3	13.0%	1.4%
Following Too Close	221	21.3%	0	0.0%	0.0%
Improper Passing	14	1.4%	2	8.7%	14.3%
Other Unit Contributed to Crash	39	3.8%	4	17.4%	10.3%
Parked Improperly	7	0.7%	1	4.3%	14.3%
Too Fast for Conditions	49	4.7%	2	8.7%	4.1%
Wrong Side of Road	41	4.0%	3	13.0%	7.3%
Other	376	36.3%	1	4.3%	0.3%
Total	1037	100.0%	23	100.0%	2.2%

4. BEHAVIORS

4.1. DRIVING UNDER THE INFLUENCE

Table 4.1 summarizes the crashes reported by Driving under the Influence (DUI). For local and all roads, most crashes did not include alcoholic impairment 97%-98.1%, although the impaired driving crashes resulted in a much higher KSI rate, meaning DUI crashes were more likely to result in KSI.

Table 4.1 – Crashes by Reported DUI, 2020-2024, All Roads

Impaired	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
No	4132	98.1%	79	94.0%	1.9%
Yes	82	1.9%	5	6.0%	6.1%
Total	4214	100.0%	84	100.0%	2.0%

Table 4.2 – Crashes by Reported DUI, 2020-2024, Local Roads

Impaired	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
No	1007	97.1%	22	95.7%	2.2%
Yes	30	2.9%	1	4.3%	3.3%
Total	1037	100.0%	23	100.0%	2.2%

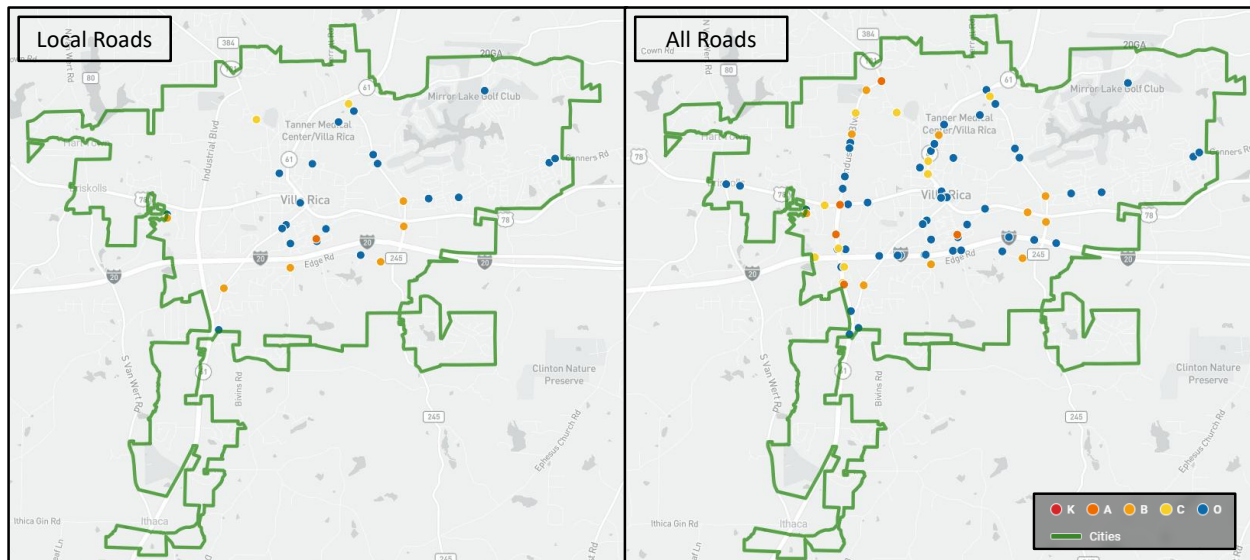


Figure 4.1 – Location of Crashes by Reported DUI, 2020-2024, (local roads on the left) (all roads on the right)

4.2. HIT AND RUN

Table 4.3 and 4.4 summarizes the crashes reported as a hit and run for all modes for local and all roads, respectively. A large number of crashes involved hit and run was 10.2% for local roads and 8.4% for all roads and the KSI rate for hit and runs was 0.9%-0.6%, respectively.

Table 4.3 – Crashes by Reported Hit and Run, 2020-2024, All Roads

Hit & Run	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
No	3859	91.6%	82	97.6%	2.1%
Yes	355	8.4%	2	2.4%	0.6%
Total	4214	100.0%	84	100.0%	2.0%

Table 4.4 – Crashes by Reported Hit and Run, 2020-2024, Local Roads

Hit & Run	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
No	931	89.8%	22	95.7%	2.4%
Yes	106	10.2%	1	4.3%	0.9%
Total	1037	100.0%	23	100.0%	2.2%

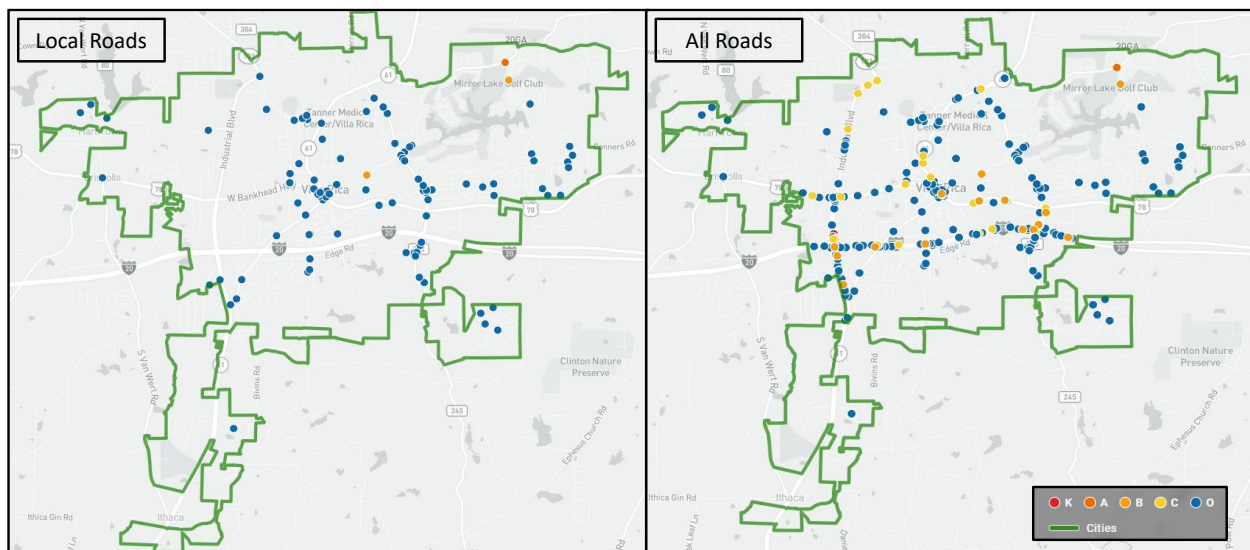


Figure 4.2 – Location of Crashes by Reported Hit & Run, 2020-2024, (local roads on the left) (all roads on the right)

4.3. AGGRESSIVE DRIVING

Table 4.5 summarizes crash reports related to aggressive driving. Aggressive driving had a KSI rate of 6.4% for local roads and 4.0% for all roads. 13.1% of all KSI crashes in Villa Rica involved aggressive driving for all roads and for local roads was reported that aggressive driving causes 30.4% of all KSI crashes.

Table 4.5 – Crashes by Reported Aggressive Driving, 2020-2024, All Roads

Aggressive Driving	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
No	3938	93.5%	73	86.9%	1.9%
Yes	276	6.5%	11	13.1%	4.0%
Total	4214	100.0%	84	100.0%	2.0%

Table 4.6 – Crashes by Reported Aggressive Driving, 2020-2024, Local Roads

Aggressive Driving	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
No	927	89.4%	16	69.6%	1.7%
Yes	110	10.6%	7	30.4%	6.4%
Total	1037	100.0%	23	100.0%	2.2%

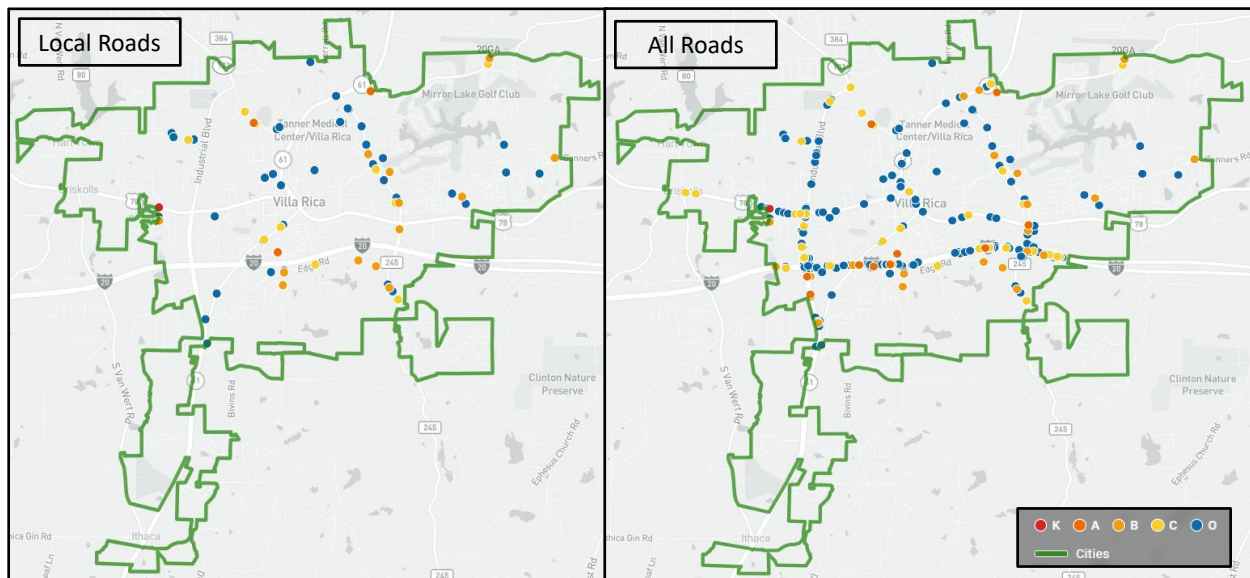


Figure 4.3 – Location of Crashes by Reported Aggressive Driving, 2020-2024, (local roads on the left) (all roads on the right)

4.4. YOUNG DRIVER INVOLVED

Crashes involving young adult drivers aged 20 to 24 made up around 20% of all crashes in Villa Rica for local and state roads. These crashes also had a KSI rate of 1.8% for all roads, but 0% for local roads. Nearly 19.0% of all KSI crashes for Villa Rica involved a young driver on state roads.

Table 4.7 – Crashes by Reported Young Driver Involved, 2020-2024, All Roads

Young Adult Driver (20-24)	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
No	3307	78.5%	68	81.0%	2.1%
Yes	907	21.5%	16	19.0%	1.8%
Total	4214	100.0%	84	100.0%	2.0%

Table 4.8 – Crashes by Reported Young Driver Involved, 2020-2024, Local Roads

Young Adult Driver (20-24)	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
No	831	80.1%	23	100.0%	2.8%
Yes	206	19.9%	0	0.0%	0.0%
Total	1037	100.0%	23	100.0%	2.2%

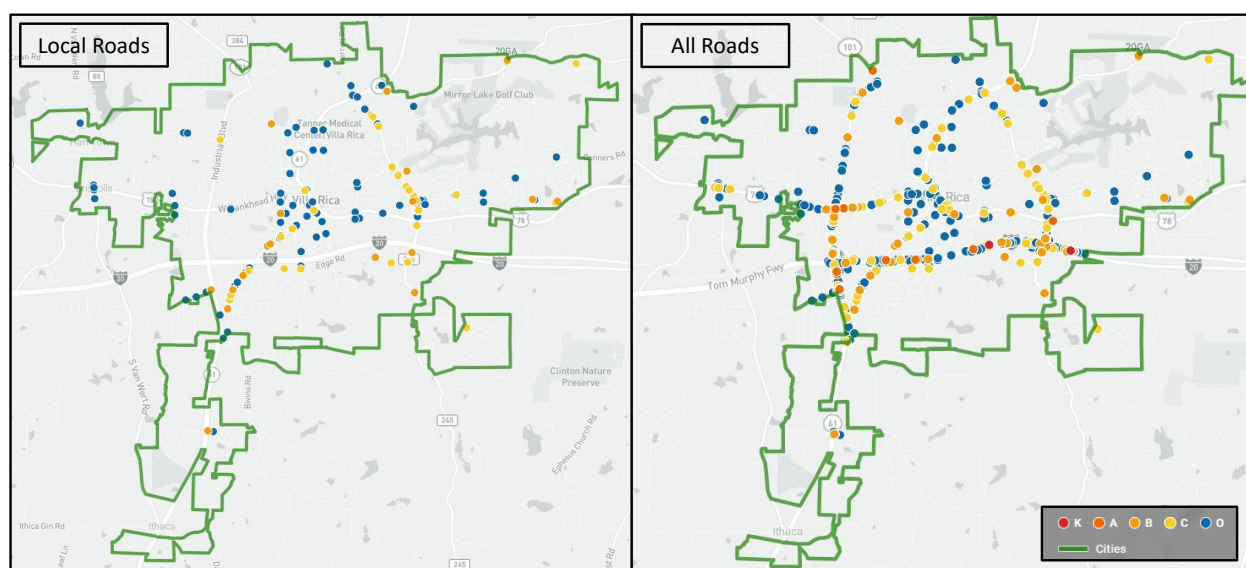


Figure 4.4 – Location of Crashes by Reported Young Driver, 2020-2024, (local roads on the left) (all roads on the right)

Crashes involving young drivers aged 15 to 19 made up around 15% of all crashes in Villa Rica. These crashes also had a KSI rate of 1.7%-1.8%. Nearly 13% of KSI's for Villa Rica involved a young driver.

Table 4.9 – Crashes by Reported Teen Driver Involved, 2020-2024, All Roads

Young Driver (15-19)	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
No	3556	84.4%	73	86.9%	2.1%
Yes	658	15.6%	11	13.1%	1.7%
Total	4214	100.0%	84	100.0%	2.0%

Table 4.10 – Crashes by Reported Teen Driver Involved, 2020-2024, Local Roads

Young Driver (15-19)	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
No	870	83.9%	20	87.0%	2.3%
Yes	167	16.1%	3	13.0%	1.8%
Total	1037	100.0%	23	100.0%	2.2%

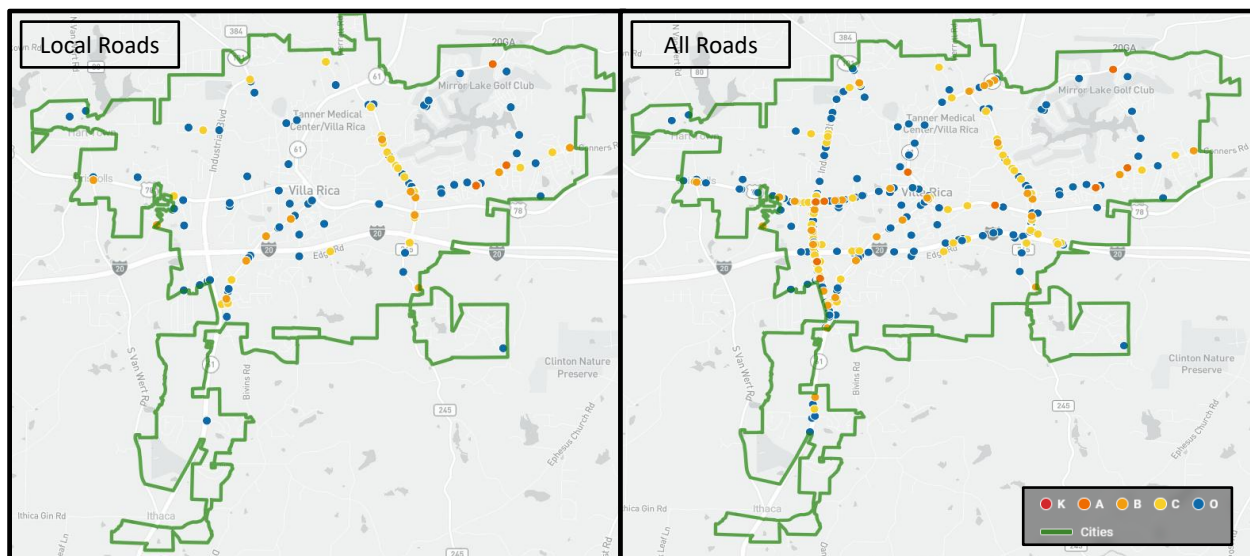


Figure 4.5 – Location of Crashes by Reported Teen Driver, 2020-2024, (local roads on the left) (all roads on the right)

4.5. SPEEDING

Table 4.11 and 4.12 summarizes crashes that were reported to have involved speeding. According to the National Safety Council, speeding was a factor in 29% of US traffic fatalities in 2023. In Villa Rica, the crash data analyzed showed that speeding was only listed as a factor in 6.4% of crashes on all roads and 7.5% on local roads, but speeding was more likely to result in KSI crashes than non-speeding crashes.

Table 4.11 – Crashes by Reported Speeding, 2020-2024, All Roads

Speeding	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
No	3945	93.6%	68	81.0%	1.7%
Yes	269	6.4%	16	19.0%	5.9%
Total	4214	100.0%	84	100.0%	2.0%

Table 4.12 – Crashes by Reported Speeding, 2020-2024, Local Roads

Speeding	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
No	959	92.5%	16	69.6%	1.7%
Yes	78	7.5%	7	30.4%	9.0%
Total	1037	100.0%	23	100.0%	2.2%

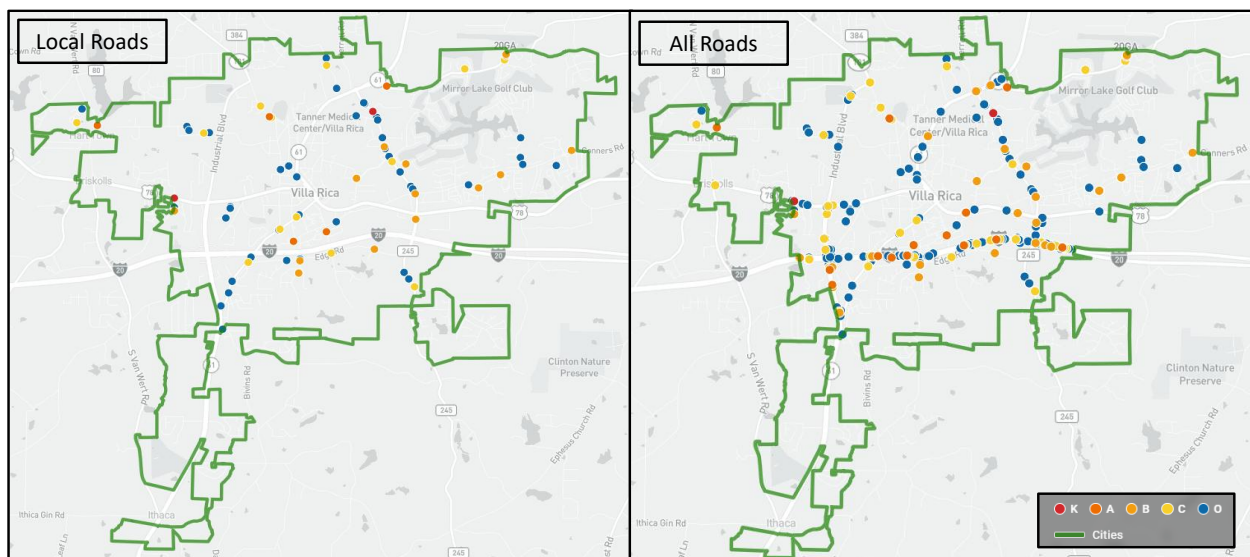


Figure 4.6 – Location of Crashes by Reported Speeding, 2020-2024, (local roads on the left) (all roads on the right)

5. ROADWAY CHARACTERISTICS

5.1. CRASH LOCATION (INTERSECTION VS. SEGMENT)

Table 5.1 and 5.2 summarizes crash frequencies for all mode types. Crashes were categorized as an intersection crash if the data point is geolocated within 150 feet of the intersection, and if the closest segment was a part of that intersection (i.e. preventing a crash along a highway to be categorized as an intersection crash on a nearby frontage road). Crashes not assigned as an intersection crash were categorized as segment crashes. Crashes occurred most often at segments (55.2%-59.4% of all crashes, 60.7%-82.6% of KSI crashes). However, it should be noted that crashes were split relatively evenly between segments and intersections. The number of crashes at intersections that resulted in a KSI was roughly 1.7% and for segments was 2.2% for all roads. For local roads the KSI rate was three times higher on segments than intersections and had the majority of KSI crashes on segments.

Table 5.1 – Crashes by Location, 2020-2024, All Roads

Crash Location	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
Intersection	1889	44.8%	33	39.3%	1.7%
Segment	2325	55.2%	51	60.7%	2.2%
Total	4214	100.0%	84	100.0%	2.0%

Table 5.2 – Crashes by Location, 2020-2024, Local Roads

Crash Location	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
Intersection	421	40.6%	4	17.4%	1.0%
Segment	616	59.4%	19	82.6%	3.1%
Total	1037	100.0%	23	100.0%	2.2%

5.2. TRAFFIC VOLUME

Table 5.3 summarizes crashes by AADT for all modes. Among the crashes with documented AADT, 42.9% of KSI crashes and 32.7% of all crashes happened on roadways with AADTs higher than 15,000.

Table 5.3 – Crashes by AADT, All Modes, 2020-2024

AADT	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
<5,000	657	15.6%	16	19.0%	2.4%
5,000-9,999	572	13.6%	13	15.5%	2.3%
10,000-14,999	1609	38.2%	19	22.6%	1.2%
15,000+	1376	32.7%	36	42.9%	2.6%
Total	4214	100.0%	84	100.0%	2.0%

5.3. FUNCTIONAL CLASSIFICATION

Table 5.4 shows crash patterns by roadway functional class. Segment crashes were assigned the functional class of the road the crash was on; intersection crashes were assigned the highest functional class if multiple classes were present at the intersection. Excluding Freeway, crashes on local streets were more likely to result in fatality or severe injury at a rate of 4.8%. Arterial functional class resulted in the highest KSI % at 42.9%. When normalizing crashes by total roadway miles for each functional class, arterials, ramps, and freeways had more frequent overall crashes and KSI crashes, likely due to the high volume and speed on these roads.

Table 5.4 – Crashes by Functional Classification, 2020-2024, All Roads

Highway Roadway Classification at Intersection	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate	Crashes per Mile	KSI Crashes per Mile	Roadway Miles
Arterial	1935	45.9%	36	42.9%	1.9%	208.1	3.9	9.3
Collector	947	22.5%	11	13.1%	1.2%	112.7	1.3	8.4
Ramp	357	8.5%	0	0.0%	0.0%	198.3	0.0	1.8
Local	491	11.7%	14	16.7%	2.9%	7.9	0.2	62.1
Freeway	484	11.5%	23	27.4%	4.8%	156.1	7.4	3.1
Total	4214	100.0%	84	100.0%	2.0%	49.8	1.0	84.7

5.4. ROADWAY OWNERSHIP

The City of Villa Rica owns most roads in the city; however, the state owns Dallas Highway, Industrial Boulevard, East Montgomery Street, West Bankhead Highway, Rockmart Road, Carrollton Villa Rica Highway, I-20 limited access freeway and its ramps. Crashes that occurred on ramps, or within 50 feet of these roads, were considered crashes related to state roads. The remainder were classified as local crashes. 3,177 crashes occurred on state roads, accounting for 75% of all crashes in Villa Rica. 61 out of 3,177 state road crashes resulted in a KSI crash. 23 out of 1,037 local crashes resulted in a KSI crash. There was a higher rate of KSI crashes on local roads compared to state roads.

5.5. POSTED SPEED LIMIT

Table 5.5 summarizes crash patterns by posted speed limit, as documented in the crash data. 24.5% of all crashes and 21.4% of KSI crashes happened on roadways with 35 miles per hour (mph) posted speed limit. 45-mph roads experienced the highest shares of overall crashes 37.1% with a share of 33.3% of the KSI crashes. Given the small percentage of roadways with 30 and 40-mph speed limit, there were fewer crashes on these roads. There was a notable trend between speed limit and crashes per mile as well as KSI crashes per mile.

Table 5.5 – Crashes by Posted Speed Limit, All Modes, 2020-2024

Posted Speed Limit (MPH)	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate	Crashes per Mile	KSI Crashes per Mile	Roadway Miles
25	178	4.2%	4	4.8%	2.2%	3.7	0.1	47.5
30	245	5.8%	5	6.0%	2.0%	24.7	0.5	9.9
35	1034	24.5%	18	21.4%	1.7%	76.1	1.3	13.6
40	138	3.3%	0	0.0%	0.0%	141.4	0.0	1.0
45	1565	37.1%	28	33.3%	1.8%	201.2	3.6	7.8
50+	1054	25.0%	29	34.5%	2.8%	214.3	5.9	4.9
Total	4214	100.0%	84	100.0%	2.0%	49.8	1.0	84.7

5.6. INTERSECTION CONTROL DEVICES

Table 5.6 summarizes crash patterns for intersection crashes by intersection control type. Intersections within 100 feet of signal locations provided by the city were considered signalized intersections, intersections where local streets intersect were assumed to be all-way stop intersections, intersections where the movement was controlled by a yield sign were assumed as Yield, intersections where a roundabout was present was considered as a Roundabout, intersections with no control devices were categorized as Uncontrolled, and the remainder intersections were considered to be two-way stop controlled. Among the intersection crashes for all roads, 37.2% of all crashes, including 37.5% KSI crashes, happened at signalized intersections. The KSI rate at two-way stop intersections were the highest at 23.9%. For local road crashes, the highest frequencies of crashes occurred at uncontrolled intersections resulting in the highest KSI %. The KSI Rate was the highest for Two-way Stop intersections for local roadways.

Table 5.6 – Crashes by Presence of Intersection Control Type, 2020-2024, All Roads

Intersection Control Type	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
All-way Stop	41	2.3%	2	6.3%	4.9%
Signalized	664	37.2%	12	37.5%	1.8%
Roundabout	23	1.3%	0	0.0%	0.0%
Two-way Stop	46	2.6%	11	34.4%	23.9%
Yield	304	17.0%	0	0.0%	0.0%
Uncontrolled	665	37.3%	7	21.9%	1.1%
Other	42	2.4%	0	0.0%	0.0%
Total	1785	100.0%	32	100.0%	1.8%

Table 5.7 – Crashes by Presence of Intersection Control Type, 2020-2024, Local Roads

Intersection Control Type	# of Crashes	% of Crashes	KSI Crashes	KSI %	KSI Rate
All-way Stop	12	0.7%	0	0.0%	0.0%
Signalized	81	4.5%	0	0.0%	0.0%
Roundabout	2	0.1%	0	0.0%	0.0%
Two-way Stop	45	2.5%	1	3.1%	2.2%
Yield	20	1.1%	0	0.0%	0.0%
Uncontrolled	243	13.6%	3	9.4%	1.2%
Other	13	0.7%	0	0.0%	0.0%
Total	416	100.0%	4	100.0%	1.0%

6. ENVIRONMENTAL CHARACTERISTICS

6.1. TIME OF DAY

Table 6.1 and 6.2 shows that a majority of crashes occurred during the afternoon hours between 12 PM to 8 PM; however, a majority of KSI crashes occurred during the late afternoon/nighttime hours (4PM – 12 AM). This trend was shown for both all roads and local roads data.

Table 6.1 – Crashes by Time of Day, 2020-2024, All Roads

Time of Day	# of Crashes	% of Crashes	# of KSI	% of KSI	KSI Rate
12 - 4 AM	119	2.8%	12	14.3%	10.1%
4 - 8 AM	414	9.8%	11	13.1%	2.7%
8 AM - 12 PM	724	17.2%	9	10.7%	1.2%
12 - 4 PM	1182	28.0%	13	15.5%	1.1%
4 - 8 PM	1330	31.6%	19	22.6%	1.4%
8 PM - 12 AM	445	10.6%	20	23.8%	4.5%
Total	4214	100%	84	100%	2.0%

Table 6.2 – Crashes by Time of Day, 2020-2024, Local Roads

Time of Day	# of Crashes	% of Crashes	# of KSI	% of KSI	KSI Rate
12 - 4 AM	32	3.1%	3	13.0%	9.4%
4 - 8 AM	104	10.0%	4	17.4%	3.8%
8 AM - 12 PM	180	17.4%	1	4.3%	0.6%
12 - 4 PM	292	28.2%	3	13.0%	1.0%
4 - 8 PM	315	30.4%	6	26.1%	1.9%
8 PM - 12 AM	114	11.0%	6	26.1%	5.3%
Total	1037	100%	23	100%	2.2%

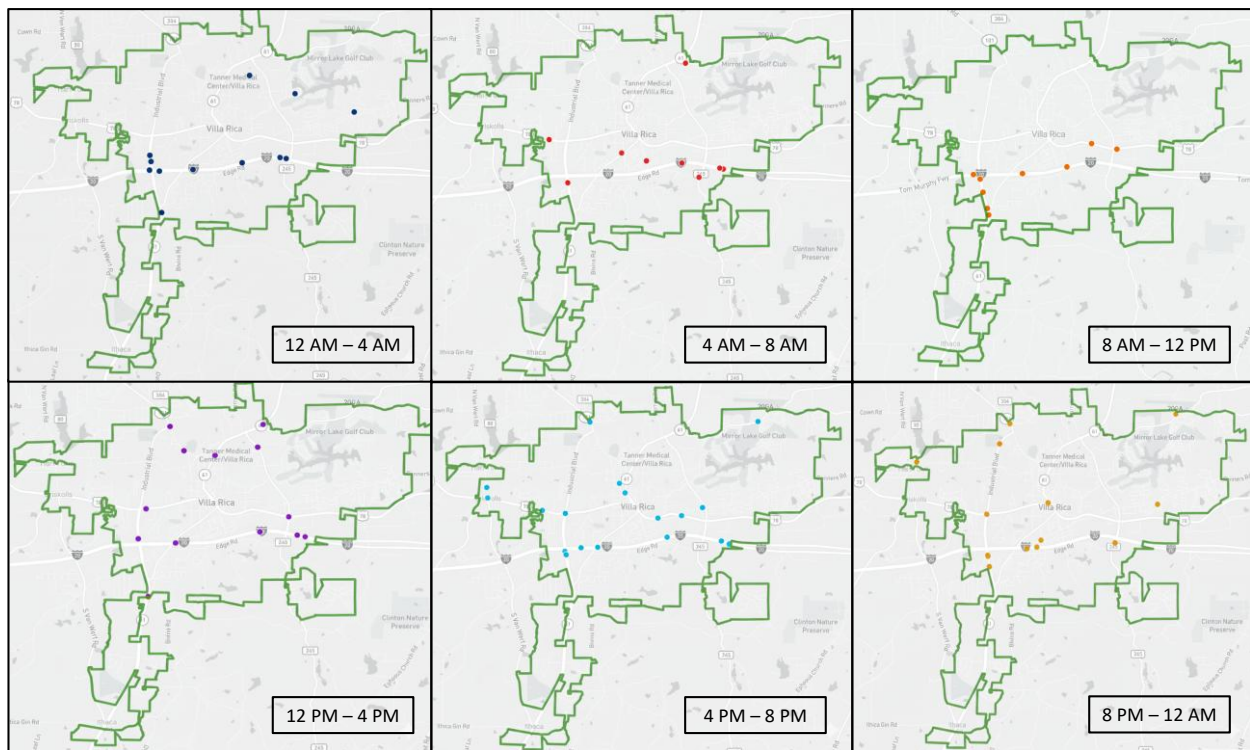


Figure 6.1 – Crashes by Time of Day, 2020-2024, All Roads, KA Crashes Only

6.2. LIGHTING CONDITION

Table 6.3 and 6.4 shows the crash patterns observed for different lighting conditions at the time of the crash. While most crashes occurred during daylight conditions, the rate of KSI cases were higher during the dark-not lighted condition for both local and state roads.

Table 6.3 – Crashes by Light Condition, 2020-2024, All Roads

Reported Light Condition	# of Crashes	% of Crashes	# of KSI	% of KSI	KSI Rate
Daylight	3097	73.5%	40	47.6%	1.3%
Dark-Lighted	412	9.8%	10	11.9%	2.4%
Dark-Not Lighted	532	12.6%	33	39.3%	6.2%
Dusk	82	1.9%	1	1.2%	1.2%
Dawn	47	1.1%	0	0.0%	0.0%
Unknown	44	1.0%	0	0.0%	0.0%
Total	4214	100%	84	100%	2.0%

Table 6.4 – Crashes by Light Condition, 2020-2024, Local Roads

Reported Light Condition	# of Crashes	% of Crashes	# of KSI	% of KSI	KSI Rate
Daylight	752	72.5%	10	43.5%	1.3%
Dark-Lighted	130	12.5%	1	4.3%	0.8%
Dark-Not Lighted	112	10.8%	12	52.2%	10.7%
Dusk	19	1.8%	0	0.0%	0.0%
Dawn	15	1.4%	0	0.0%	0.0%
Unknown	9	0.9%	0	0.0%	0.0%
Total	1037	100%	23	100%	2.2%

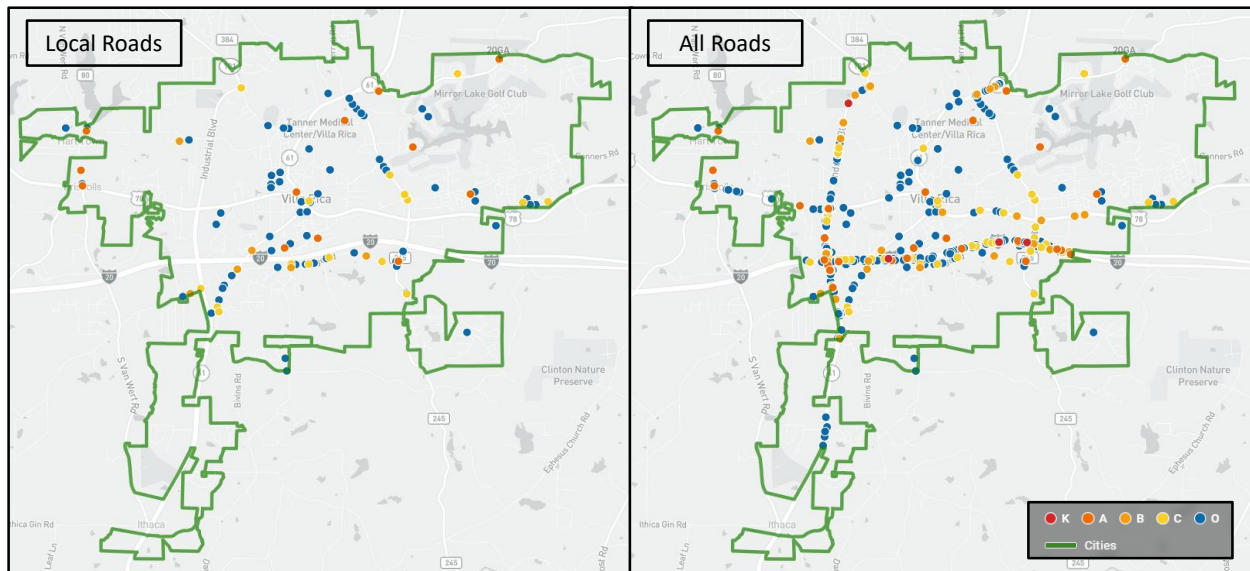


Figure 6.2 – Crashes by Light Condition Dark-Not Lighted, 2020-2024, (local roads on the left) (all roads on the right)

7. LAND USE AND CONTEXT CHARACTERISTICS

7.1. CRASHES NEAR SCHOOLS

Table 7.1 shows crashes by the proximity to schools for all modes. Most crashes occurred further than ¼ miles away from a school. 9.2% of all crashes were within ¼ mile from a school. The KSI rate was higher within a ¼ mile when compared to the crashes that occurred further than ¼ mile from a school.

Table 7.1 – Crashes by School Proximity, 2020-2024

Proximity to School	# of Crashes	% of Crashes	# of KSI	% of KSI	KSI Rate
Within ¼ Mile	387	9.2%	10	11.9%	2.6%
Greater than ¼ Mile	3827	90.8%	74	88.1%	1.9%
Total	4214	100%	84	100%	2.0%

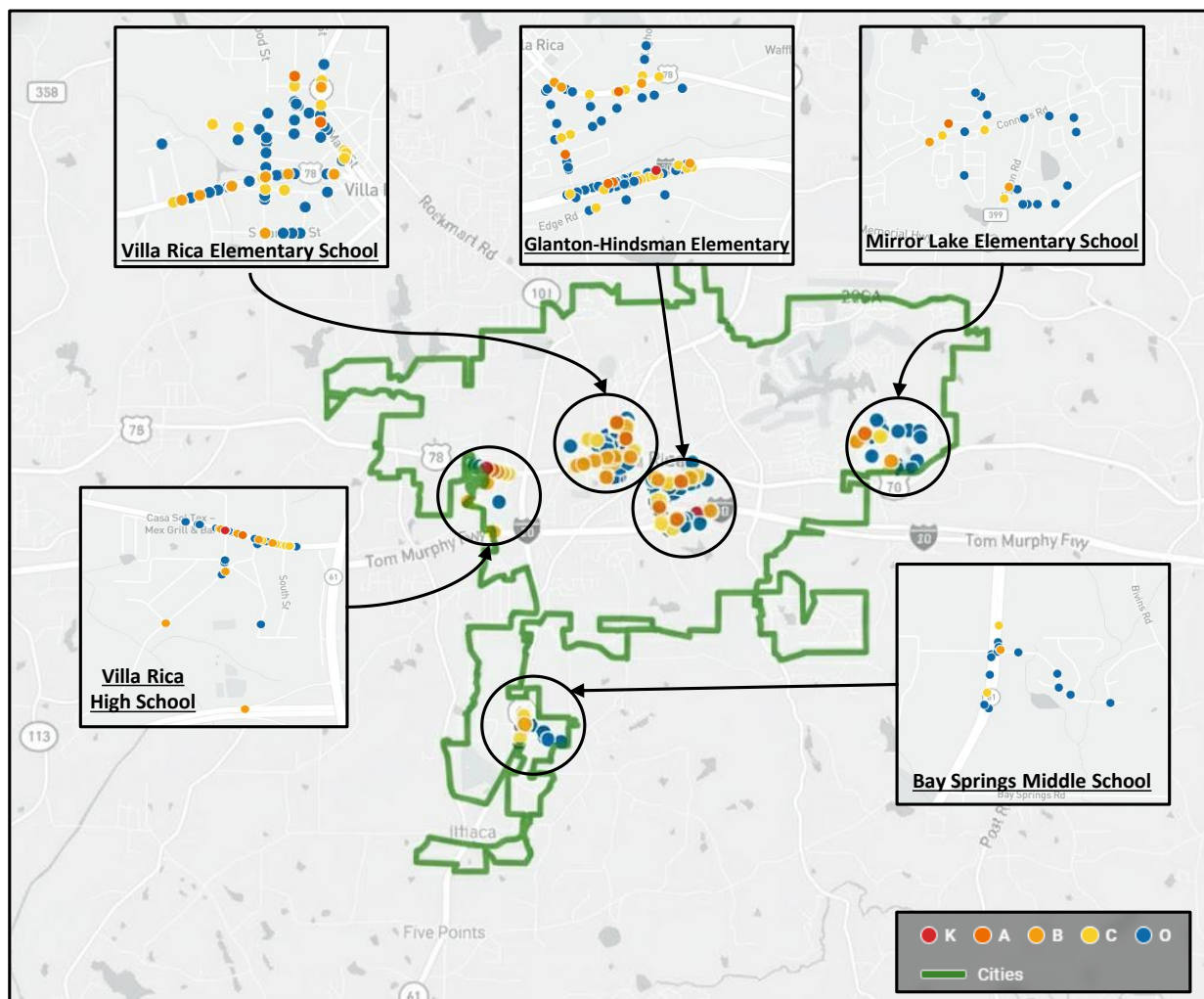


Figure 7.1 – Crashes by School Proximity, 2020-2024, Within ¼ Mile

7.2. CRASHES NEAR PARKS AND OPEN SPACE

Table 7.2 shows crashes in proximity to parks for all modes. Minimal crashes occurred within 500 feet of a park. 0.7% of all crashes were within 500 feet from a park. There was 1 KSI case that occurred within 500 feet of Golden Dust Park.

Table 7.2 – Crashes by Park Proximity, 2020-2024

Proximity to Parks	# of Crashes	% of Crashes	# of KSI	% of KSI	KSI Rate
Within 500 feet	28	0.7%	1	1.2%	3.6%
Greater than 500 feet	4186	99.3%	83	98.8%	2.0%
Total	4214	100%	84	100%	2.0%

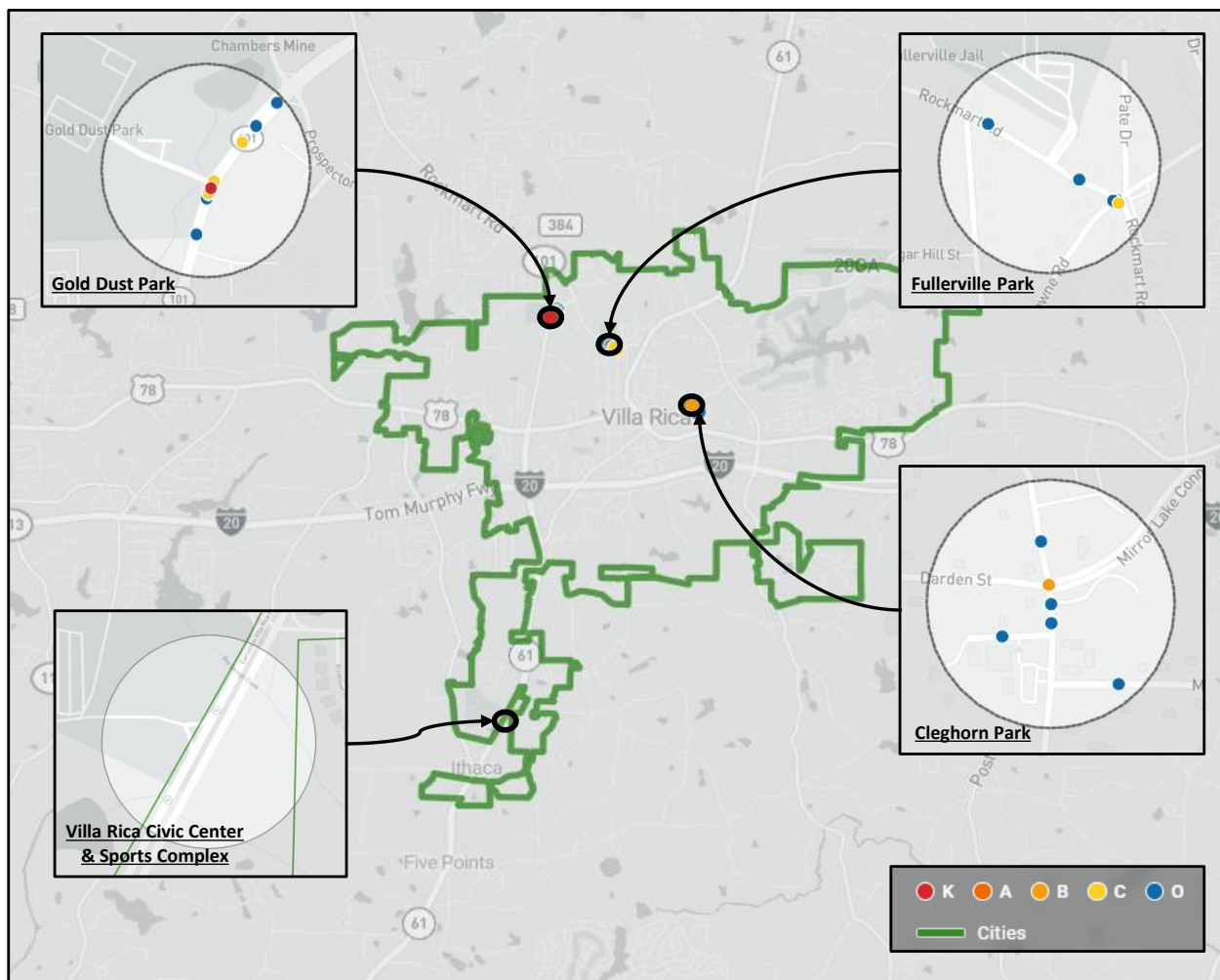


Figure 7.2 – Crashes by Park Proximity, 2020-2024, Within 500 ft

8. DEVELOPMENT OF HIGH INJURY NETWORK

The HIN identifies roadway segments and intersections with the highest concentrations of severe crashes to better assist in where targeted improvements and strategies should be implemented. Several factors were considered when developing the HIN; however, the sliding window analysis and intersection analysis tools serve as the backbone to the analysis.

A sliding window analysis provides a way to better understand crashes within a transportation network and identifies segments based on user-defined criteria (ie: crash rate, severity, ePDO, etc.). The sliding window analysis “window” can be adjusted from 0.1 miles to 10 miles depending on your need for the analysis. For the purpose of this project, a half-mile (0.5 mile) window was utilized. The half-mile “window” moves along each segment within the predefined area 1/10 of a mile at a time, counting and/or calculating based on the criteria selected, within each successive half-mile segment.

For Villa Rica, the primary criteria used for the sliding window analysis was Equivalent to Property Damage Only, or ePDO. This analysis scores crashes according to the highest severity injury sustained in the crash by converting each crash to an equivalent number of Property Damage Only (PDO) crashes. This method is used to standardize crash data for further analysis and comparison. This analysis also provides additional insights into overall crash intensity/severity that will factor into the determination of the HIN. Table 7.1 presents the average crash costs, and the associated ePDO weight, for each crash severity level. These values align with GDOT’s ePDO calculations in terms of cost and injury severity level.

For this project, an additional calculation was incorporated to better align with SS4A and Vision Zero priorities. A Blended ePDO calculation was established to reduce the impact a single fatality crash might have on an intersection or segment. One fatality crash is more than four (4) times that of a severe injury crash. To better align with Vision Zero polices, and the goals established by the City, the Blended ePDO weight was established in a way for fatal and serious injury crashes to be weighted the same, and suspected and possible injury crashes to be weighted the same.

Table 8.1 – GDOT Default Crash Injury Severity (KABCO) Costs used in Numeric

Crash Severity Category	Average Crash Cost	ePDO Weight	Blended ePDO Weight
(K) Fatal Injury	\$13,580,000	452.67	256.00
(A) Suspected Serious Injury	\$3,000,000	100.00	256.00
(B) Suspected Minor/Visible Injury	\$655,000	21.83	15.00
(C) Possible Injury	\$140,000	4.67	15.00
(O) No Injury	\$30,000	1.00	1.00

The ePDO, and Blended ePDO, scores were applied to all roads and intersections with the City of Villa Rica. The highest-ranking segments and intersections were used to generate the HIN for the City.

HIGH INJURY NETWORK - STATE & LOCAL

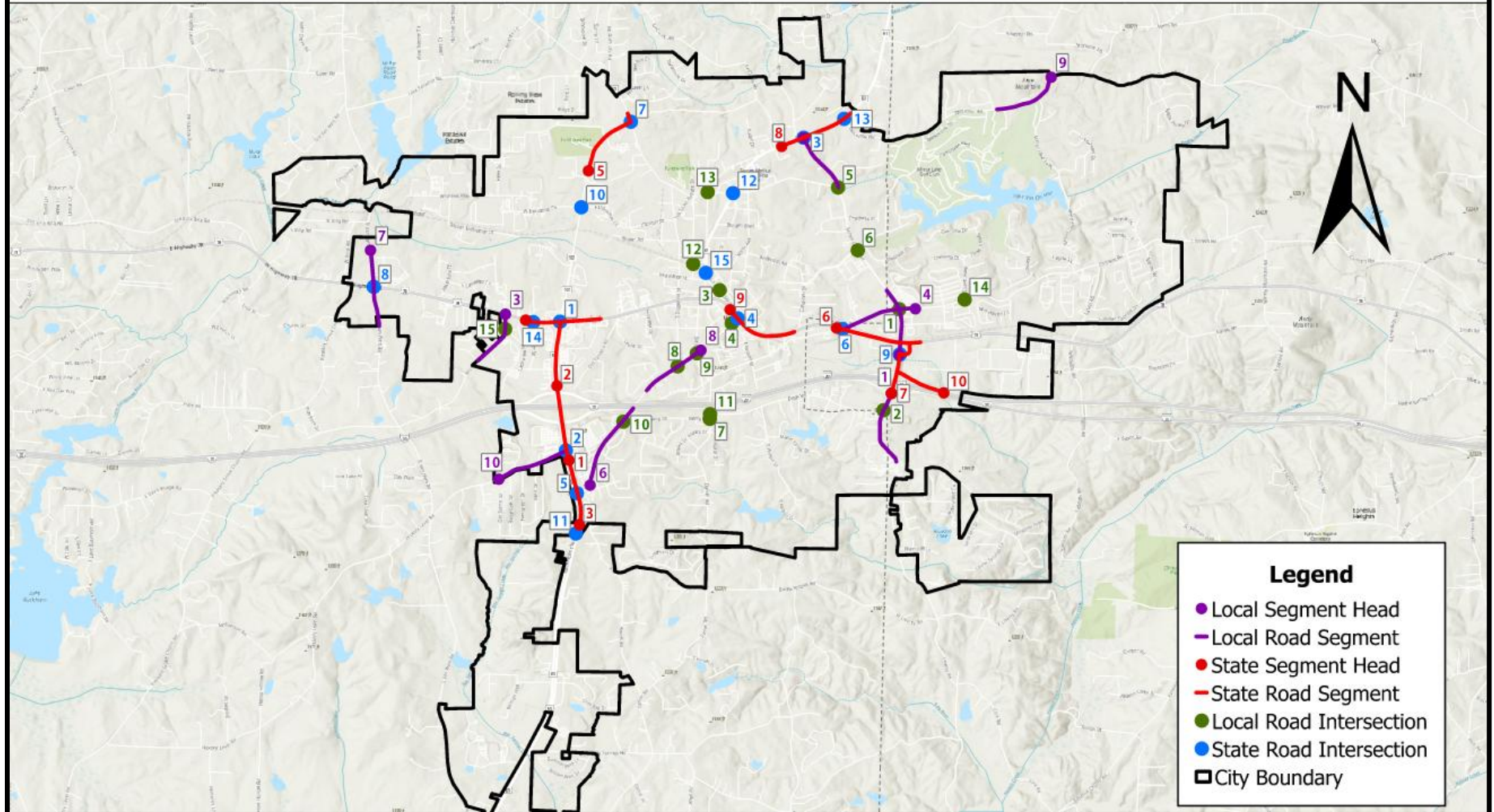


Figure 8.1 – High Injury Network

8.1. SEGMENT CRASH DATA

A set of 15 segments along locally-maintained roadways within the City was established based on the findings from the HIN for further analysis. Rankings for each segment were established using both the ePDO and Blended ePDO values, which weighs the rate based on crash severity. The list of intersections identified can be found below.

Table 8.2 – Local Segment ePDO Ranking

No.	Segment	Blended ePDO	Typical ePDO	Crashes	KABCO Severity				
					K	A	B	C	O
1	Liberty Road from I-20 EB Ramp to Poole Road	787.0	792.8	67.0	1	1	7	8	50
2	Conners Road from US 78 to Garnet Drive	760.0	372.0	54.0	0	2	4	10	38
3	South Van Wert Road from Church Road to North of FBC	606.0	259.5	26.0	0	2	1	4	19
4	Stockmar Road from Gold Creek Drive to Airport	557.0	248.3	5.0	0	2	2	1	0
5	Liberty Road from CubeSmart Driveway to Loop Road	482.0	307.0	105.0	0	0	6	21	78
6	South Carroll Road from Tolbert to I-20	404.0	296.8	96.0	0	0	7	15	74
7	South Carroll Road from I-20 to Spring Street	404.0	258.0	23.0	0	1	6	3	13
8	Punkintown Road from SR 61 to Old Stone Road	358.0	511.8	21.0	1	0	1	5	14
9	Old Stone Road from Punkintown Road to Nugget	357.0	156.2	18.0	0	1	1	5	11
10	Rockmart Road from 3rd Street to Old Towne Road	336.0	145.5	11.0	0	1	1	4	5
11	Rocky Branch Road from US 78 to Sapphire Street	311.0	493.8	14.0	1	0	1	2	10
12	Conners Road from Grayton Loop past Carrington Parkway	307.0	154.3	10.0	0	1	2	1	6
13	Stockmar Road from SR 61 to west of Shoreline Parkway	272.0	122.8	3.0	0	1	1	0	1
14	Mirror Lake Boulevard from Chadwick Place to CubeSmart	244.0	150.8	48.0	0	0	3	11	34
15	Northeast Hickory Level Road from SR 61 to Ridgeside Drive	155.0	159.2	44.0	0	0	5	3	36

Liberty Road, from the I-20 eastbound ramp to Poole Road, is classified as a major collector which experienced a total of 67 crashes over the five-year period. The crash severity distribution included 1 fatal (K) crash (1.5%), 1 serious injury (A) crash (1.5%), 7 minor injury (B) crashes (10.4%), 8 possible injury (C) crashes (11.9%), and 50 property damage only (O) crashes (74.6%). Temporal analysis indicated that 17 of the crashes (26%) occurred during nighttime hours.

Conners Road, from US 78 to Garnet Drive, has been identified as a high-injury corridor with a total of 54 crashes reported over a five-year study period. The crash severity distribution included 2 serious injury (A) crashes (3.7%), 4 minor injury (B) crashes (7.4%), 10 possible injury (C) crashes (18.5%), and 38 property damage only (O) crashes (70.4%). The predominant manner of collision was rear-end collisions, accounting for 27 events (50.0%), followed by angle crashes, which accounted for 16 events (29.6%). Temporal analysis indicated that 10 of the crashes (18.5%) occurred during nighttime hours.

South Van Wert Road, from Church Road to North of FBC, is classified as a minor collector which experienced a total of 26 crashes over the five-year study period. The crash severity distribution included 2 serious injury (A) crashes (7.7%), 1 minor injury (B) crash (3.8%), 4 possible injury (C) crashes (15.4%), and 19 property damage only (O) crashes (73.1%). The predominant manner of collision was rear-end collisions, accounting for 10 events (38.5%), which were tied with angle crashes, also accounting for 10 events (38.5%). Temporal analysis indicated that 5 of the crashes (19.2%) occurred during nighttime hours.

Stockmar Road, from Gold Creek Drive to the local Airport, has a posted speed limit of 35 mph, and experienced a total of 5 crashes over the five-year study period. The crash severity distribution included 2 serious injury (A) crashes (40.0%), 2 minor injury (B) crashes (40.0%), and 1 possible injury (C) crash (20.0%). The predominant manner of collision was single vehicle crashes, accounting for 4 events (80.0%), followed by 1 rear-end crash (20.0%). Temporal analysis indicated that 4 of the crashes (80.0%) occurred during nighttime hours.

Liberty Road, from CubeSmart Driveway to Loop Road, is classified as a major collector which experienced a significant total of 104 crashes over the five-year study period. The crash severity distribution included 6 minor injury (B) crashes (5.8%), 21 possible injury (C) crashes (20.2%), and 77 property damage only (O) crashes (74.0%). The predominant manner of collision was rear-end collisions, accounting for 50 events (48.1%), followed by angle crashes, which accounted for 37 events (35.6%). Temporal analysis indicated that 19 of the crashes (18.3%) occurred during nighttime hours.

South Carroll Road, from Tolbert Drive to I-20, is classified as a major collector which experienced a total of 96 crashes over the five-year study period. The crash severity distribution included 7 minor injury (B) crashes (7.3%), 15 possible injury (C) crashes (15.6%), and 74 property damage only (O) crashes (77.1%). The predominant manner of collision was angle collisions, accounting for 44 events (45.8%), followed by rear-end crashes which accounted for 33 events (34.4%). Temporal analysis indicated that 14 of the crashes (14.6%) occurred during nighttime hours.

South Carroll Road, from I-20 to Spring Street, is classified as a major collector which experienced a total of 23 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (4.3%), 6 minor injury (B) crashes (26.1%), 3 possible injury (C) crashes (13.0%), and 13 property damage only (O) crashes (56.5%). The predominant manner of collision was rear-end collisions, accounting for 9 events (39.1%), followed by angle crashes, which accounted for 8 events (34.8%). Temporal analysis indicated that 4 of the crashes (17.4%) occurred during nighttime hours.

Punkintown Road, from SR 61 to Old Stone Road, is classified as a major collector which experienced a total of 21 crashes over the five-year period. The crash severity distribution included 1 fatal (K) crash (4.8%), 1 minor injury (B) crash (4.8%), 5 potential injury (C) crashes (23.8%), and 14 property damage only (O) crashes (66.6%). The predominant manner of collision was rear-end collisions, accounting for 8 events (42.1%), followed by single vehicle crashes, which accounted for 6 events (31.6%). Analysis of crash types indicated that roadway departure crashes accounted for 7 events (36.8%).

Old Stone Road, from Punkintown Road to Nugget Trail, experienced a total of 18 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (5.6%), 1 minor injury (B) crash (5.6%), 5 possible injury (C) crashes (27.8%), and 11 property damage only (O) crashes (61.1%). The predominant manner of collision was rear-end collisions, accounting for 11 events (61.1%), followed by angle crashes, which accounted for 3 events (16.7%). Temporal analysis indicated that 3 of the crashes (16.7%) occurred during nighttime hours.

Rockmart Road, from 3rd Street to Old Towne Road, is classified as a major collector which experienced a total of 11 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (9.1%), 1 minor injury (B) crash (9.1%), 4 possible injury (C) crashes (36.4%), and 5 property damage only (O) crashes (45.5%). The predominant manner of collision was single vehicle collisions, accounting for 8 events (72.7%), followed by rear-end crashes, which accounted for 2 events (18.2%).

Analysis of crash types indicated that roadway departure crashes accounted for 7 events (63.6%), while 3 of the crashes (27.3%) occurred during nighttime hours.

Rocky Branch Road, from US 78 to Sapphire Street, experienced a total of 14 crashes over the five-year study period. The crash severity distribution included 1 fatal (K) crash (7.1%), 1 minor injury (B) crash (7.1%), 2 possible injury (C) crashes (14.3%), and 10 property damage only (O) crashes (71.4%). The predominant manner of collision was angle collisions, accounting for 6 events (42.9%), followed by rear-end crashes, which accounted for 4 events (28.6%). Analysis of crash types indicated that roadway departure crashes accounted for 3 events (21.4%).

Conners Road, from Grayton Loop to Carrington Parkway, experienced a total of 10 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (10.0%), 2 minor injury (B) crashes (20.0%), 1 possible injury (C) crash (10.0%), and 6 property damage only (O) crashes (60.0%). The predominant manner of collision was rear-end collisions, accounting for 5 events (50.0%), followed by head-on crashes which accounted for 2 events (20.0%). Analysis of crash types indicated that roadway departure crashes accounted for 5 events (50.0%), while 4 of the crashes (40.0%) occurred during nighttime hours.

Mirror Lake Boulevard, from Chadwick Place to CubesSmart Driveway, is classified as a major collector which experienced a total of 48 crashes over the five-year study period. The crash severity distribution included 3 minor injury (B) crashes (6.3%), 11 possible injury (C) crashes (22.9%), and 34 property damage only (O) crashes (70.8%). The predominant manner of collision was rear-end collisions, accounting for 26 events (54.2%), followed by single vehicle crashes, which accounted for 11 events (22.9%). Temporal analysis indicated that 11 of the crashes (22.9%) occurred during nighttime hours.

Stockmar Road from SR 61 to Shoreline Parkway, experienced a total of 3 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (33.3%), 1 minor injury (B) crash (33.3%), and 1 property damage only (O) crash (33.3%). The predominant manner of collision was rear-end collisions, accounting for 1 event (33.3%), which was tied with head-on crashes (33.3%) and single vehicle crashes (33.3%). Temporal analysis indicated that 2 of the crashes (66.7%) occurred during nighttime hours.

Hickory Level Road, from SR 61 to Ridgeside Drive, experienced a total of 43 crashes over the five-year study period. The crash severity distribution included 5 minor injury (B) crashes (11.6%), 3 possible injury (C) crashes (7.0%), and 35 property damage only (O) crashes (81.4%). The predominant manner of collision was rear-end collisions, accounting for 19 events (44.2%), followed by angle crashes, which accounted for 11 events (25.6%). Temporal analysis indicated that 7 of the crashes (16.3%) occurred during nighttime hours.

Table 8.2 – State Segment ePDO Ranking

No.	Segment	Adjusted ePDO	Typical ePDO	Crashes	KABCO Severity				
					K	A	B	C	O
1	SR 61/Dallas Highway from Hickory Level Road to I-20 WB Ramps	5835.0	2365.3	378.0	0	11	31	80	353
2	SR 61/Dallas Highway from Bankhead Highway to I-20 WB Ramps	3834.0	1449.6	225.0	1	6	30	86	305
3	SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	1496.0	225.7	84.0	0	4	5	23	52
4	US 78/West Bankhead Highway from Wall Street to Park Ridge Drive	1395.0	845.8	273.0	0	1	15	47	210
5	SR 61/Carrollton Highway from Tolbert Drive to Hickory Level Road	1311.0	964.7	130.0	1	2	9	21	93
6	SR 101/Industrial Boulevard from Saber Parkway to Rockmart	901.0	813.2	99.0	1	1	7	16	47
7	Liberty Road from I-20 EB Ramps to Veterans Memorial Highway	779.0	415.0	203.0	0	1	5	23	103
8	US 78/Veterans Memorial Highway from Liberty Ramp to Conners Road	756.0	414.0	72.0	0	2	7	7	34
9	SR 61/Dallas Highway from McCurdy Road to Barber Drive	640.0	379.9	71.0	0	1	6	14	84
10	US 78/East Montgomery Street from S Candler Street to Cleghorn Street	606.0	358.8	78.0	0	1	7	13	50
11	I-20 WB Exit Ramp at Liberty Road	529.0	332.5	133.0	0	0	5	22	124
12	SR 61/Dallas Highway from Northside Place to North Avenue	457.0	275.1	76.0	0	1	6	6	21
13	SR 61/Main Street from North Carroll Road to Magnolia Street	426.0	204.5	72.0	0	1	1	7	50
14	US 78/West Bankhead Highway from Waterford Drive to Leathers Street	407.0	248.8	17.0	0	1	5	3	31
15	US 78/East Montgomery Street from Park Ridge Drive to South Dogwood Street	277.0	208.8	110.0	0	0	5	10	52

A set of 15 segments along state-maintained roadways within the City was established based on the findings from the HIN for further analysis. Rankings for each segment were established using both the ePDO and Blended ePDO values, which weighs the rate based on crash severity. The list of intersections identified can be found below. Similar to state-maintained intersections, the city would need to coordinate with other stakeholders to address safety concerns at these locations. The data for these segments are intended to start the conversation for future projects and the funding that may be needed.

Dallas Highway (SR 61), from Hickory Level Road to I-20 WB ramps, is classified as a minor arterial which experienced an extremely high total of 504 crashes over the five-year study period. The crash severity distribution included 13 serious injury (A) crashes (2.6%), 36 minor injury (B) crashes (7.1%), 108 possible injury (C) crashes (21.4%), and 353 property damage only (O) crashes (69.0%). The predominant manner of collision was rear-end collisions, accounting for 307 events (60.9%), followed by angle crashes, which accounted for 149 events (29.6%). Temporal analysis indicated that 129 of the crashes (25.6%) occurred during nighttime hours.

Dallas Highway (SR 61), from West Bankhead Highway to I-20 westbound ramps, is classified as a minor arterial which experienced a total of 223 crashes over the five-year study period. The crash severity distribution included 1 fatal (K) crash (0.4%), 3 serious injury (A) crashes (1.3%), 15 minor injury (B) crashes (6.7%), 51 possible injury (C) crashes (22.9%), and 153 property damage only (O) crashes (68.6%). The predominant manner of collision was rear-end collisions, accounting for 113 events (50.7%), followed by angle crashes, which accounted for 84 events (37.7%). Temporal analysis indicated that 48 of the crashes (21.5%) occurred during nighttime hours.

Rockmart Road (SR 101), from Industrial Boulevard to Brookside Drive, is classified as a minor arterial which experienced a total of 84 crashes reported over a five-year study period. The crash severity distribution included 4 serious injury (A) crashes (4.8%), 5 minor injury (B) crashes (5.9%), 23 possible injury (C) crashes (27.4%), and 52 property damage only (O) crashes (61.9%). The predominant manner of collision was angle collisions, accounting for 36 events (42.9%), followed by rear-end crashes, which accounted for 31 events (36.9%). Temporal analysis indicated that 18 of the crashes (21.4%) occurred during nighttime hours.

West Bankhead Highway (SR 78), from Wall Street to Park Ridge Drive, is classified as a minor arterial which experienced a total of 273 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (0.3%), 15 minor injury (B) crashes (5.4%), 47 possible injury (C) crashes (17.2%), and 211 property damage only (O) crashes (77.2%). The predominant manner of collision was rear-end collisions, accounting for 140 events (51.2%), followed by angle crashes, which accounted for 96 events (35.2%). Temporal analysis indicated that 31 of the crashes (11.3%) occurred during nighttime hours.

Carrollton Villa Rica Highway (SR 61), from Tolbert Drive to Hickory Level Road, is classified as a minor arterial which experienced a total of 97 crashes over the five-year study period. The crash severity distribution included 1 fatal (K) crash (1.0%), 2 serious injury (A) crashes (2.1%), 8 minor injury (B) crashes (8.2%), 18 possible injury (C) crashes (18.6%), and 70 property damage only (O) crashes (72.2%). The predominant manner of collision was rear-end collisions, accounting for 63 events (64.9%), followed by angle crashes, which accounted for 17 events (17.5%). Temporal analysis indicated that 14 of the crashes (14.4%) occurred during nighttime hours.

Industrial Boulevard (SR 101), from Saber Parkway to Rockmart Road, is classified as a minor arterial which experienced a total of 69 crashes over the five-year study period. The crash severity distribution included 1 fatal (K) crash (1.4%), 1 serious injury (A) crash (1.4%), 7 minor injury (B) crashes (10.1%), 16 possible injury (C) crashes (23.1%), and 47 property damage only (O) crashes (68.1%). The predominant manner of collision was rear-end collisions, accounting for 35 events (50.7%), followed by angle crashes,

which accounted for 19 events (27.5%). Temporal analysis indicated that 17 of the crashes (24.6%) occurred during nighttime hours.

Liberty Road, from I-20 Eastbound Ramp to Veteran's Memorial Highway, is classified as a major collector which experienced a total of 132 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (0.7%), 5 minor injury (B) crashes (3.8%), 23 possible injury (C) crashes (17.4%), and 104 property damage only (O) crashes (78.8%). The predominant manner of collision was rear-end collisions, accounting for 89 events (67.4%), followed by angle crashes, which accounted for 28 events (21.2%). Temporal analysis indicated that 23 of the crashes (17.4%) occurred during nighttime hours.

Veterans Memorial Highway (SR 78), from Liberty Ramp to Conners Road, is classified as a minor arterial which experienced a total of 50 crashes over the five-year study period. The crash severity distribution included 2 serious injury (A) crashes (4.0%), 7 minor injury (B) crashes (14.0%), 7 possible injury (C) crashes (14.0%), and 36 property damage only (O) crashes (72.0%). The predominant manner of collision was rear-end collisions, accounting for 23 events (46.0%), followed by angle crashes, which accounted for 19 events (38.0%). Temporal analysis indicated that 6 of the crashes (12.0%) occurred during nighttime hours.

Dallas Highway (SR 61), from McCurdy Road to Barber Drive, is classified as a minor arterial which experienced which experienced a total of 105 crashes reported over a five-year study period. The crash severity distribution included 1 serious injury (A) crash (0.9%), 6 minor injury (B) crashes (5.7%), 14 possible injury (C) crashes (13.3%), and 89 property damage only (O) crashes (84.7%). The predominant manner of collision was rear-end collisions, accounting for 44 events (41.9%), followed by angle crashes, which accounted for 38 events (36.1%). Temporal analysis indicated that 24 of the crashes (22.8%) occurred during nighttime hours.

East Montgomery Street (SR 78), from South Candler Street to Cleghorn Street is classified as a minor arterial which experienced which experienced a total of 72 crashes reported over a five-year study period. The crash severity distribution included 1 serious injury (A) crash (1.3%), 7 minor injury (B) crashes (9.7%), 13 possible injury (C) crashes (18.1%), and 52 property damage only (O) crashes (72.2%). The predominant manner of collision was angle collisions, accounting for 30 events (41.7%), followed by rear-end crashes, which accounted for 22 events (30.5%). Temporal analysis indicated that 15 of the crashes (20.8%) occurred during nighttime hours.

I-20 Westbound Exit Ramp experienced a total of 151 crashes reported over a five-year study period. The crash severity distribution included 5 minor injury (B) crashes (3.3%), 22 possible injury (C) crashes (14.5%), and 124 property damage only (O) crashes (82.1%). The predominant manner of collision was rear-end collisions, accounting for 131 events (86.8%), followed by angle crashes, which accounted for 10 events (6.6%). Temporal analysis indicated that 25 of the crashes (16.6%) occurred during nighttime hours.

Dallas Highway (SR 61), from Northside Palace to North Avenue, is classified as a minor arterial which experienced which experienced a total of 34 crashes reported over a five-year study period. The crash severity distribution included 1 serious injury (A) crash (2.9%), 6 minor injury (B) crashes (17.6%), 6 possible injury (C) crashes (17.6%), and 21 property damage only (O) crashes (61.7%). The predominant manner of collision was angle collisions, accounting for 17 events (50.0%), followed by rear-end crashes, which accounted for 9 events (26.5%). Temporal analysis indicated that 7 of the crashes (20.5%) occurred during nighttime hours.

Main Street (SR 61), from North Carroll Road to Magnolia Street is classified as a minor arterial which experienced a total of 59 crashes reported over a five-year study period. The crash severity distribution included 1 serious injury (A) crash (1.6%), 1 minor injury (B) crashes (1.6%), 7 possible injury (C) crashes (11.8%), and 50 property damage only (O) crashes (84.7%). The predominant manner of collision was angle collisions, accounting for 31 events (52.5%), followed by rear-end crashes, which accounted for 21

events (35.6%). Temporal analysis indicated that 10 of the crashes (16.9%) occurred during nighttime hours.

West Bankhead Highway (SR 78), from Waterford Drive to Leathers Street, is classified as a minor arterial which experienced a total of 40 crashes reported over a five-year study period. The crash severity distribution included 1 serious injury (A) crash (2.5%), 5 minor injury (B) crashes (12.5%), 3 possible injury (C) crashes (7.5%), and 31 property damage only (O) crashes (77.5%). The predominant manner of collision was rear-end collisions, accounting for 20 events (50.0%), followed by angle crashes, which accounted for 8 events (20.0%). Temporal analysis indicated that 7 of the crashes (17.5%) occurred during nighttime hours.

East Montgomery Street (SR 78), from Park Ridge Drive to South Dogwood Street, is classified as a minor arterial which experienced a total of 67 crashes reported over a five-year study period. The crash severity distribution included 5 minor injury (B) crashes (7.4%), 10 possible injury (C) crashes (14.9%), and 52 property damage only (O) crashes (77.6%). The predominant manner of collision was rear-end collisions, accounting for 37 events (55.2%), followed by angle crashes, which accounted for 19 events (28.4%). Temporal analysis indicated that 3 of the crashes (4.4%) occurred during nighttime hours.

8.2. INTERSECTION CRASH DATA

A set of 15 local intersections located within the City was established based on the findings from the HIN for further analysis. The rankings were established based on both the ePDO and Blended ePDO values, which weighs the rate based on crash severity. The list of intersections identified can be found below.

Table 8.3 – Local Intersection ePDO Ranking

No.	Intersection	Blended ePDO	Typical ePDO	Crashes	KABCO Severity				
					K	A	B	C	O
1	Liberty Road at Edge Road	336.0	155.8	25.0	0	1	1	3	20
2	South Carroll Road at Spring Street	318.0	155.0	7.0	0	1	2	2	2
3	Mirror Lake Boulevard at Conners Road	185.0	133.2	46.0	0	0	3	7	36
4	Old Stone Road at Punkintown Road	99.0	54.2	15.0	0	0	1	5	9
5	South Carroll Road at West Wilson Street	43.0	22.3	15.0	0	0	0	2	13
6	Daniel Road at Berry Drive	35.0	31.5	8.0	0	0	1	1	6
7	South Carroll Road at South Dogwood Street	35.0	14.3	7.0	0	0	0	2	5
8	South Carroll Road at Berry Drive	34.0	30.5	6.0	0	0	1	1	4
9	Liberty Road at Liberty Road Ramp	34.0	30.5	6.0	0	0	1	1	4
10	Daniel Road at Edge Road	20.0	9.7	6.0	0	0	0	1	5
11	Conners Road at Southlake Parkway	20.0	9.7	6.0	0	0	0	1	5
12	Shoreline Parkway at Punkintown Road	10.0	10.0	10.0	0	0	0	0	10
13	Main Street at Jones Street	6.0	6.0	6.0	0	0	0	0	6
14	Old Stone Road at Walker Street	5.0	6.0	6.0	0	0	0	0	6
15	Rocky Branch Road at Topaz Lane	5.0	5.0	5.0	0	0	0	0	5

Liberty Road at Edge Road is an intersection that experienced a total of 25 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (4.0%), 1 minor injury (B) crash (4.0%), 3 possible injury (C) crashes (12.0%), and 20 property damage only (O) crashes (80.0%). The predominant manner of collision was angle crashes, accounting for 11 events (44.0%). Temporal analysis indicated that 4 of the crashes (16.0%) occurred during nighttime hours.

South Carroll Road at Spring Street is an intersection that experienced a total of 7 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (14.3%), 2 minor injury (B) crashes (28.6%), 2 possible injury (C) crashes (28.6%), and 2 property damage only (O) crashes (28.6%). the predominant manner of collision was angle crashes, accounting for 6 events (85.7%).

Mirror Lake Boulevard at Conners Road is an intersection that experienced a total of 46 crashes over the five-year study period. the crash severity distribution included 3 minor injury (B) crashes (6.5%), 7 possible injury (C) crashes (15.2%), and 36 property damage only (O) crashes (78.3%). The predominant manner of collision was rear-end crashes, accounting for 23 events (50.0%). Temporal analysis indicated that 15 of the crashes (32.6%) occurred during nighttime hours.

Punkintown Road at Old Stone Road is an intersection that experienced a total of 15 crashes over the five-year study period. The crash severity distribution included 1 minor injury (B) crash (6.7%), 5 potential injury (C) crashes (33.3%), and 9 property damage only (O) crashes (60.0%). The predominant manner of

collision was rear-end collisions, accounting for 10 events (66.7%). Analysis of crash types indicated that roadway departure crashes accounted for 2 events (13.3%), while 2 of the crashes (13.3%) occurred during nighttime hours.

South Carroll Road at Wilson Street is an intersection that experienced a total of 15 crashes over the five-year study period. The crash severity distribution included 2 possible injury (C) crashes (13.3%) and 13 property damage only (O) crashes (86.7%). The predominant manner of collision was angle crashes, accounting for 11 events (73.3%). Analysis of crash types indicated that roadway departure crashes accounted for 1 event (6.7%), while 2 of the crashes (13.3%) occurred during nighttime hours.

Daniel Road at Berry Drive is an intersection that experienced a total of 8 crashes over the five-year study period. The crash severity distribution included 1 minor injury (B) crash (12.5%), 1 possible injury (C) crash (12.5%), and 6 property damage only (O) crashes (75.0%). The predominant manner of collision was single vehicle crashes, accounting for 3 events (37.5%). Analysis of crash types indicated that roadway departure crashes accounted for 2 events (25.0%), while 2 of the crashes (25.0%) occurred during nighttime hours.

South Carroll Road at South Dogwood Street is an intersection that experienced a total of 7 crashes over the five-year study period. The crash severity distribution included 2 potential injury (C) crashes (28.6%) and 5 property damage only (O) crashes (71.4%). The predominant manner of collision was rear-end collisions, accounting for 6 events (85.7%). Temporal analysis indicated that 2 of the crashes (28.6%) occurred during nighttime hours.

South Carroll Road at Berry Drive is an intersection that experienced a total of 6 crashes over the five-year study period. The crash severity distribution included 1 minor injury (B) crash (16.7%), 1 potential injury (C) crash (16.7%), and 4 property damage only (O) crashes (66.7%). The manner of collision distribution included angle crashes (16.7%, 1 total), single vehicle crashes (16.7%, 1 total), and rear-end crashes (16.7%, 1 total). Analysis of crash types indicated that roadway departure crashes accounted for 1 event (16.7%), while 1 of the crashes (16.7%) occurred during nighttime hours.

Liberty Road at Liberty Road Ramp is an intersection that experienced a total of 33 crashes over the five-year study period. The crash severity distribution included 3 minor injury (B) crashes (9.1%), 8 potential injury (C) crashes (24.2%), and 22 property damage only (O) crashes (66.7%). The most common manner of collision was angle crashes, accounting for 16 events (48.5%), closely followed by rear-end crashes, which accounted for 13 events (39.4%). Temporal analysis indicated that 5 of the crashes (15.2%) occurred during nighttime hours.

Daniel Road at Edge Road is an intersection that experienced a total of 6 crashes over the five-year study period. The crash severity distribution included 1 possible injury (C) crash (16.7%) and 5 property damage only (O) crashes (83.3%). The predominant manner of collision was angle crashes, accounting for 3 events (50.0%). Analysis of crash types indicated that roadway departure crashes accounted for 1 event (16.7%), while 1 of the crashes (16.7%) occurred during nighttime hours.

Connors Road at Southlake Parkway is an intersection that experienced a low total of 6 crashes over the five-year study period. The crash severity distribution included 1 possible injury (C) crash (16.7%) and 5 property damage only (O) crashes (83.3%). The predominant manner of collision was rear-end crashes, accounting for 3 events (50.0%). Analysis of crash types indicated that roadway departure crashes accounted for 1 event (16.7%). Temporal analysis indicated that 2 of the crashes (33.3%) occurred during nighttime hours.

Shoreline Parkway at Punkintown Road is an intersection that experienced a low total of 10 crashes over the five-year study period. The crash severity distribution included 10 property damage only (O) crashes (100.0%). The predominant manner of collision was rear-end collisions, accounting for 6 events (60.0%). Analysis of crash types indicated that roadway departure crashes accounted for 1 event (10.0%), while 3 of the crashes (30.0%) occurred during nighttime hours.

Main Street at Jones Street is an intersection that experienced a total of 6 crashes over the five-year study period. The crash severity distribution included 6 property damage only (O) crashes (100.0%). The predominant manner of collision was angle crashes, accounting for 3 events (50.0%). Analysis of crash types indicated that roadway departure crashes accounted for 1 event (16.7%), while 2 of the crashes (33.3%) occurred during nighttime hours.

Old Stone Road at Walker Street is an intersection experienced a total of 6 crashes over the five-year study period. The crash severity distribution included 6 property damage only (O) crashes (100.0%). The predominant manner of collision was angle crashes, accounting for 3 events (50.0%). Analysis of crash types indicated that roadway departure crashes accounted for 2 events (33.3%), while 4 of the crashes (66.7%) occurred during nighttime hours.

Rocky Branch Road at Topaz Lane is an intersection that experienced a low total of 5 crashes over the five-year study period. The crash severity distribution included 5 property damage only (O) crashes (100.0%). The predominant manner of collision was rear-end collisions, accounting for 2 events (40.0%). Analysis of crash types indicated that roadway departure crashes accounted for 1 event (20.0%), while 1 of the crashes (20.0%) occurred during nighttime hours.

Table 8.4 – State Intersection ePDO Ranking

No.	Intersection	Blended ePDO	Typical ePDO	Crashes	KABCO Severity				
					K	A	B	C	O
1	US 78/West Bankhead Highway at SR 101/Industrial Boulevard	2718.0	1319.8	306.0	0	6	11	52	237
2	SR 61/Carrollton Villa Rica Highway at Northeast Hickory Level Road	1833.0	967.2	183.0	0	4	13	32	134
3	SR 61/Carrollton Villa Rica Highway at South Carroll Road	615.0	327.8	66.0	0	1	5	16	44
4	SR 101/Industrial Boulevard at Rockmart Road	440.0	221.8	31.0	0	1	3	8	19
5	US 78/Veterans Memorial Highway at East Montgomery Street	433.0	259.5	38.0	0	1	5	5	27
6	SR 61/Dallas Highway at Stockmar Road	373.0	179.0	20.0	0	1	2	5	12
7	SR 61/Dallas Highway at Old Stone Road	359.0	175.3	20.0	0	1	2	4	13
8	US 78/Veterans Memorial Highway at Liberty Road Ramp	312.0	142.2	15.0	0	1	1	2	11
9	SR 61/Dallas Highway at Main Street	284.0	117.7	5.0	0	1	0	1	13
10	US 78/West Bankhead Highway at South Carroll Road	277.0	207.8	67.0	0	0	5	10	52
11	SR 61/Dallas Highway at Punkintown Road	173.0	135.0	75.0	0	0	2	5	68
12	Liberty Road at Liberty Road Ramp	153.0	94.3	27.0	0	0	2	7	18
13	SR 101/Industrial Boulevard at Industrial Court	120.0	64.8	22.0	0	0	1	6	15
14	US 78/West Bankhead Highway at South Van Wert Road	114.0	86.3	30.0	0	0	2	4	24
15	SR 61/Carrollton Villa Rica Highway at Tolbert Drive	105.0	77.3	21.0	0	0	2	4	15
16	SR 61/Dallas Highway at McCurdy Road	85.0	33.3	15.0	0	0	0	5	10
17	US 78/West Bankhead Highway at South Street	74.0	32.7	18.0	0	0	0	4	14
18	US 78/West Bankhead Highway at Park Ridge Drive	55.0	58.3	13.0	0	0	2	1	10
19	SR 61/Main Street at Cheeves Street	45.0	24.3	17.0	0	0	0	2	15
20	US 78/West Bankhead Highway at Horace Luther Drive	40.0	36.5	12.0	0	0	1	1	10
21	SR 61/Dallas Highway at Old Towne Road	12.0	12.0	12.0	0	0	0	0	12

Similarly, a set of 21 intersections along state-maintained roadways was discovered through the HIN process. These intersections were identified using the ePDO and Blended ePDO values as noted above. While the City would need to coordinate with other stakeholders to address safety concerns at these locations, this data can provide an easy way to start the conversation for future projects and the funding that may be needed.

West Bankhead Highway (SR 78) at Industrial Boulevard (SR 101) is an intersection between two minor arterial roads which experienced an extremely high total of 293 crashes over the five-year study period. The crash severity distribution included 4 serious injury (A) crashes (1.4%), 11 minor injury (B) crashes (3.8%), 50 possible injury (C) crashes (17.1%), and 228 property damage only (O) crashes (77.8%). The predominant manner of collision was rear-end collisions, accounting for 184 events (62.8%), followed by angle crashes, which accounted for 69 events (23.5%). Temporal analysis indicated that 62 of the crashes (21.2%) occurred during nighttime hours.

Carrollton Villa Rica Highway (SR 61) at Northeast Hickory Level Road is an intersection that experienced an extremely high total of 204 crashes over the five-year study period. The crash severity distribution included 4 serious injury (A) crashes (2.0%), 15 minor injury (B) crashes (7.4%), 33 possible injury (C) crashes (16.2%), and 150 property damage only (O) crashes (73.5%). The predominant manner of collision was rear-end collisions, accounting for 138 events (67.6%), followed by angle crashes, which accounted for 42 events (20.6%). Temporal analysis indicated that 40 of the crashes (19.6%) occurred during nighttime hours.

Carrollton Villa Rica Highway (SR 61) at South Carroll Road is an intersection that experienced a total of 74 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (1.4%), 5 minor injury (B) crashes (6.8%), 17 possible injury (C) crashes (23.0%), and 51 property damage only (O) crashes (68.9%). The predominant manner of collision was rear-end collisions, accounting for 50 events (67.6%), followed by angle crashes, which accounted for 12 events (16.2%). Temporal analysis indicated that 14 of the crashes (18.9%) occurred during nighttime hours.

Industrial Boulevard (SR 101) at Rockmart Road is an intersection that experienced a total of 33 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (3.0%), 3 minor injury (B) crashes (9.1%), 9 possible injury (C) crashes (27.3%), and 20 property damage only (O) crashes (60.6%). The predominant manner of collision was rear-end collisions, accounting for 15 events (45.5%), followed by angle crashes, which accounted for 10 events (30.3%). Analysis of crash types indicated that roadway departure crashes accounted for 6 events (18.2%), while 11 of the crashes (33.3%) occurred during nighttime hours.

Veterans Memorial Highway (US 78) at Conners Road is an intersection that experienced a total of 49 crashes over the five-year study period. The crash severity distribution included 2 serious injury (A) crashes (4.1%), 6 minor injury (B) crashes (12.2%), 7 possible injury (C) crashes (14.3%), and 34 property damage only (O) crashes (69.4%). The predominant manner of collision was rear-end collisions, accounting for 29 events (59.2%), followed by angle crashes, which accounted for 15 events (30.6%). Temporal analysis indicated that only 1 of the crashes (2.1%) occurred during nighttime hours.

Dallas Highway (SR 61) at Stockmar Road is an intersection that experienced a total of 21 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (4.8%), 2 minor injury (B) crashes (9.5%), 5 possible injury (C) crashes (23.8%), and 13 property damage only (O) crashes (61.9%). The predominant manner of collision was rear-end collisions, accounting for 12 events (57.1%), followed by angle crashes, which accounted for 6 events (28.6%). Temporal analysis indicated that 2 of the crashes (9.5%) occurred during nighttime hours.

Dallas Highway (SR 61) at Old Stone Road is an intersection that experienced a total of 21 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (4.8%), 2 minor injury (B) crashes (9.5%), 4 possible injury (C) crashes (19.0%), and 14 property damage only (O) crashes (66.7%).

crashes (66.7%). The predominant manner of collision was angle collisions, accounting for 14 events (66.7%), followed by rear-end crashes, which accounted for 3 events (14.3%). Temporal analysis indicated that 4 of the crashes (19.0%) occurred during nighttime hours.

Veterans Memorial Highway (US 78) at Liberty Road Ramp is an intersection that experienced a low total of 15 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (6.7%), 1 minor injury (B) crash (6.7%), 2 possible injury (C) crashes (13.3%), and 11 property damage only (O) crashes (73.3%). The predominant manner of collision was angle collisions, accounting for 8 events (53.3%), followed by rear-end crashes, which accounted for 4 events (26.7%). Temporal analysis indicated that 3 of the crashes (20.0%) occurred during nighttime hours.

Dallas Highway (SR 61) at Main Street is an intersection that experienced a total of 15 crashes over the five-year study period. The crash severity distribution included 1 possible injury (C) crash (6.7%) and 13 property damage only (O) crashes (86.7%). The predominant manner of collision was angle collisions, accounting for 11 events (73.3%), followed by rear-end crashes, which accounted for 4 events (26.7%). Temporal analysis indicated that 2 of the crashes (13.3%) occurred during nighttime hours.

West Bankhead Highway (SR 78) at South Carroll Road is an intersection that experienced a total of 76 crashes over the five-year study period. The crash severity distribution included 5 minor injury (B) crashes (6.6%), 10 possible injury (C) crashes (13.2%), and 61 property damage only (O) crashes (80.3%). The predominant manner of collision was angle collisions, accounting for 29 events (38.2%), followed by rear-end crashes, which accounted for 23 events (30.3%). Analysis of crash types indicated that roadway departure crashes accounted for 12 events (15.8%), while 17 of the crashes (22.4%) occurred during nighttime hours.

Dallas Highway (SR 61) at Punkintown Road is an intersection that experienced a total of 79 crashes over the five-year study period. The crash severity distribution included 2 minor injury (B) crashes (2.5%), 6 possible injury (C) crashes (7.6%), and 71 property damage only (O) crashes (89.9%). The predominant manner of collision was angle collisions, accounting for 33 events (41.8%), followed by rear-end crashes, which accounted for 27 events (34.2%). Temporal analysis indicated that 17 of the crashes (21.5%) occurred during nighttime hours.

Liberty Road at Liberty Road Ramp is an intersection that experienced a total of 33 crashes over the five-year study period. The crash severity distribution included 3 minor injury (B) crashes (9.1%), 8 potential injury (C) crashes (24.2%), and 22 property damage only (O) crashes (66.7%). The most common manner of collision was angle crashes, accounting for 16 events (48.5%), closely followed by rear-end crashes, which accounted for 13 events (39.4%). Temporal analysis indicated that 5 of the crashes (15.2%) occurred during nighttime hours.

Industrial Boulevard (SR 101) at Industrial Court is an intersection that experienced a total of 25 crashes over the five-year study period. The crash severity distribution included 1 minor injury (B) crash (4.0%), 7 possible injury (C) crashes (28.0%), and 17 property damage only (O) crashes (68.0%). The predominant manner of collision was angle collisions, accounting for 10 events (40.0%), followed by rear-end crashes, which accounted for 8 events (32.0%). Temporal analysis indicated that 4 of the crashes (16.0%) occurred during nighttime hours.

West Bankhead Highway (US 78) at South Van Wert Road is an intersection that experienced a total of 45 crashes over the five-year study period. The crash severity distribution included 3 minor injury (B) crashes (6.7%), 8 possible injury (C) crashes (17.8%), and 34 property damage only (O) crashes (75.6%). The predominant manner of collision was angle collisions, accounting for 19 events (42.2%), followed by rear-end crashes, which accounted for 17 events (37.8%). Temporal analysis indicated that 6 of the crashes (13.3%) occurred during nighttime hours.

Carrollton Villa Rica Highway (SR 61) at Tolbert Drive is an intersection that experienced a total of 22 crashes over the five-year study period. The crash severity distribution included 1 serious injury (A) crash (4.5%), 2 minor injury (B) crashes (9.1%), 5 possible injury (C) crashes (22.7%), and 14 property damage only (O) crashes (63.6%). The predominant manner of collision was angle collisions, accounting for 9 events (40.9%), followed by rear-end crashes, which accounted for 6 events (27.3%). Analysis of crash types indicated that roadway departure crashes accounted for 3 events (13.6%), while 6 of the crashes (27.3%) occurred during nighttime hours.

Dallas Highway (SR 61) at McCurdy Road is an intersection that experienced a low total of 15 crashes over the five-year study period. The crash severity distribution included 5 possible injury (C) crashes (33.3%) and 10 property damage only (O) crashes (66.7%). The predominant manner of collision was angle collisions, accounting for 7 events (46.7%), followed by rear-end crashes, which accounted for 4 events (26.7%). Temporal analysis indicated that 3 of the crashes (20.0%) occurred during nighttime hours.

West Bankhead Highway (US 78) at South Street is an intersection that experienced a total of 18 crashes over the five-year study period. The crash severity distribution included 4 possible injury (C) crashes (22.2%) and 14 property damage only (O) crashes (77.8%). The predominant manner of collision was rear-end collisions, accounting for 15 events (83.3%). Temporal analysis indicated that 3 of the crashes (16.7%) occurred during nighttime hours.

West Bankhead Highway (US 78) at Park Ridge is an intersection that experienced a total of 16 crashes over the five-year study period. The crash severity distribution included 2 minor injury (B) crashes (12.5%), 2 possible injury (C) crashes (12.5%), and 12 property damage only (O) crashes (75.0%). The predominant manner of collision was angle collisions, accounting for 7 crashes (43.8%), which were tied with rear-end crashes at 7 crashes (43.8%). Analysis of crash types indicated that roadway departure crashes accounted for 3 events (18.8%), while 2 of the crashes (12.5%) occurred during nighttime hours.

Main Street at Cheeves Street is an intersection that experienced a total of 22 crashes over the five-year study period. The crash severity distribution included 3 possible injury (C) crashes (13.6%) and 19 property damage only (O) crashes (86.4%). The predominant manner of collision was angle collisions, accounting for 11 events (50.0%), followed by single vehicle crashes, which accounted for 5 events (22.7%). Temporal analysis indicated that 6 of the crashes (27.3%) occurred during nighttime hours.

West Bankhead Highway (US 78) at Horace Luther Drive is an intersection that experienced a total of 12 crashes over the five-year study period. The crash severity distribution included 1 minor injury (B) crash (8.3%), 1 possible injury (C) crash (8.3%), and 10 property damage only (O) crashes (83.3%). The predominant manner of collision was rear-end collisions, accounting for 5 crashes (41.7%), which were tied with single vehicle crashes at 5 crashes (41.7%). Analysis of crash types indicated that roadway departure crashes accounted for 4 events (33.3%).

Dallas Highway (SR 61) at Old Town Road is an intersection that experienced a total of 15 crashes over the five-year study period. The crash severity distribution included 1 minor injury (B) crash (6.7%) and 14 property damage only (O) crashes (93.3%). The predominant manner of collision was rear-end collisions, accounting for 6 events (40.0%), followed by angle crashes, which accounted for 3 events (20.0%). Analysis of crash types indicated that roadway departure crashes accounted for 2 events (13.3%), while 4 of the crashes (26.7%) occurred during nighttime hours.

8.3. RISK FACTOR ANALYSIS

Potential risk factors have been previously identified by the FHWA to aid in developing systemic safety improvements and deciding on locations to implement them. While not all of the identified risk factors were used for the SAP, they did serve as a starting point when discussing this topic with the project stakeholder.

Risk factors along road segments and at intersections were assessed to determine locations that might be more susceptible to fatal and serious injury crashes. Top ranked locations within Villa Rica were identified in coordination with the city to focus on areas that do not already have funded improvements.

Individual project sheets were developed to summarize the high-risk locations and information used for the analysis. The project sheets included location, roadway characteristics, crash data, upcoming improvements, and community input. The recommended countermeasures were reviewed and refined in coordination with the SAP primary stakeholders.

Each segment and intersection identified in the HIN was evaluated to see which risk factors above may be present for that specific location or area. The tables below, and the sections that follow, provide a summary of the risk factors for both segments and intersections, as well as the points assignment criteria for each. The following are risk factors identified by FHWA, project stakeholders, and the consultant team to further facilitate the prioritization of safety improvement projects.

Table 8.3 – Segment Risk Factors

Risk Factor	Description
Adjusted ePDO	Follows same methodology as described ePDO calculation with the exception of fatal crash costs being reduced to match serious injury crashes.
Posted Speed Limit	More points will be assigned to roadways with a higher posted speed limit.
Access Density	Higher number of driveways and intersections can increase the potential for conflicts between vehicles traveling along the roadway and those trying to enter/exit. This risk factor is measured based on the number of intersections per mile.
Lane Departure Crashes	More points will be assigned to segments that have a higher rate of lane departure crashes.
Lighting	More points will be assigned to segments that have a higher rate of crashes with dark-not lighted conditions.
Roadway Shoulder Geometry	Segments with narrow or absent shoulders or obstructions close to the roadway were assigned more points.
Pavement Condition	Pavement condition was visually observed in the field, and more points were assigned to segments where pavement conditions are deteriorating.
Traffic Volume	Segments with higher AADTs will be assigned more points.
Public Feedback	Segments that have received public feedback (issues/concerns) will be assigned more points.
Vulnerable Roadway User Crashes	Segments where VRU crashes have occurred will be assigned more points.

Table 8.4 – Intersection Risk Factors

Risk Factor	Description
Adjusted ePDO	Follows same methodology as described ePDO calculation with the exception of fatal crash costs being reduced to match serious injury crashes.
Posted Speed Limit (Highest Leg)	More points will be assigned to intersections with higher approach speed limits.
Intersection Alignment	Intersections with skewed alignment will be assigned more points.
Intersection Control	Intersections that are signalized or two-way stop controlled will be assigned more points.
Lighting	More points will be assigned to intersections that have a higher rate of crashes with dark-not lighted conditions.
Auxiliary Lanes	Intersections where auxiliary lanes are not present will be assigned more points.
Traffic Volume (Highest Leg)	Intersections with higher AADTs will be assigned more points.
Public Feedback	Intersections that have received public feedback (issues/concerns) will be assigned more points.
Vulnerable Roadway User Crashes	Intersections where VRU crashes have occurred will be assigned more points.

8.4. RISK FACTOR RANKING

The methodology described in Section 8.1 was followed for a citywide analysis of road segments based on the determined risk factors. The road segment limits were determined using a sliding window analysis to locate the highest impact half-mile segments, which was then assigned risk factor points based on roadway attributes and crash frequency.

The development of recommendations focused on these half-mile segments due to applicability of redesigns and to provide project recommendations that could justify mobilization of construction or maintenance activities. The maximum number of points available for a roadway segment is 26, while 39 points are possible for intersections.

Table 8.5 – Segment Risk Factor Scoring

Segment	
Risk Factor	Points
Posted Speed Limit	0: Posted Speed less than or equal to 30 mph
	1: Posted Speed less than or equal to 35 mph
	2: Posted Speed less than or equal to 45 mph
	3: Posted Speed greater than 45 mph
Access Density	0: Less than 5 Access Points
	1: Between 5 and 15 Access Points
	2: Between 15 and 25 Access Points
	3: More than 25 Access Points
Lane Departure Crashes	0: Less than 5
	1: Between 5 and 10
	2: Between 10 and 20
	3: More than 20
Lighting	0: Sufficient Lighting
	1: Some Lighting on Roadway
	2: Only Commercial/Residential Lighting
	3: No Lighting Present
Roadway Shoulder Geometry	0: Clear and Flat Shoulder
	1: Minimal Shoulder
	2: Minimal Shoulder with Obstructions
	3: No Shoulder with or without Obstructions
Pavement Condition	0: Good
	1: Fair
	2: Need of Repair
Average Daily Traffic Volume	0: Less than 5,000
	1: 5,000 to 10,000
	2: 10,000 to 15,000
	3: More than 15,000
Public Feedback	0: No Feedback
	1: At least 1 Response/Comment
	2: More than 1 Response/Comment
Vulnerable Roadway User Crashes	0: None
	1: Less than 2
	2: More than 2
Adjusted ePDO	0: Less than 300
	1: Between 300 and 500
	2: Between 500 and 750
	3: Between 750 and 1000
	4: Greater than 1000

Table 8.6 – Intersection Risk Factor Scoring

Intersection	
Risk Factor	Points
Posted Speed Limit (Highest Leg)	0: Posted Speed less than or equal to 30 mph
	1: Posted Speed less than or equal to 35 mph
	2: Posted Speed less than or equal to 45 mph
	3: Posted Speed greater than 45 mph
Intersection Alignment	0: Intersection close to 90 degrees
	2: T-Intersection with Skew
	3: 4-Leg Intersection with Skew
Intersection Control	0: AWSC
	1: TWSC and 4-Legs
	2: Signalized
Lighting	0: Sufficient Lighting
	1: Some Lighting on Roadway
	2: Only Commercial/Residential Lighting
	3: No Lighting Present
Auxiliary Lanes	0: Left and Right Turn Lanes Present
	1: Only Left Turns Present
	2: Only Right Turns Present
	3: No Auxiliary Lanes
Average Daily Traffic Volume (Highest Leg)	0: Less than 5,000
	1: 5,000 to 10,000
	2: 10,000 to 15,000
	3: More than 15,000
Public Feedback	0: No Feedback
	1: At least 1 Response/Comment
	2: More than 1 Response/Comment
Vulnerable Roadway User Crashes	0: None
	1: Less than 2
	2: More than 2
Adjusted ePDO	0: Less than 300
	1: Between 300 and 500
	2: Between 500 and 750
	3: Between 750 and 1000
	4: Greater than 1000

8.5. RANKING RESULTS

The results of the scoring evaluation for the local and state-owned segments and intersections are displayed below in Table 9.3 – Table 9.6. Using the scoring metrics given above, the various roadway features, crash history, and public feedback was used to accurately score the need for improvement at various key locations within Villa Rica

Table 8.7 – Local Segment Scoring

Local Segments	Adjusted ePDO		Posted Speed Limit		Access Density		Lane Departure Crashes		Lighting		Roadway Shoulder Geometry		Pavement Condition		Traffic Volume		Public Feedback		Vulnerable Roadway User Crashes		Total Score	Adjusted Ranking
	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score		
Liberty Road from I-20 EB Ramp to Poole Road	787.0	3	45	2	6	1	5	1	Some Lighting on Roadway	1	Minimal Shoulder	1	Fair	1	5440	1	At least 1 Response/Comment	1	0	0	12	1
Punkintown Road from SR 61 to Old Stone Road	358.0	1	35	1	8	1	7	1	Some Lighting on Roadway	1	Minimal Shoulder	1	Need of Repair	2	4970	0	More than 1 Response/Comment	2	0	0	10	2
Stockmar Road from SR 61 to west of Shoreline Parkway	272.0	0	40	2	6	1	1	0	No Lighting Present	2	Minimal Shoulder with Obstructions	2	Fair	1	N/A	0	At least 1 Response/Comment	1	0	0	9	3
Mirror Lake Boulevard from Chadwick Place to CubeSmart Driveway	244.0	0	35	1	9	1	12	2	Sufficient Lighting	0	No Shoulder with or without Obstructions	3	Good	0	4571	0	More than 1 Response/Comment	2	0	0	9	3
South Van Wert Road from Church Road to North of FBC	606.0	2	45	2	4	0	1	0	No Lighting Present	2	Clear and Flat Shoulder	0	Good	0	2250	0	More than 1 Response/Comment	2	1	1	9	3
Stockmar Road from Gold Creek Drive to Airport	557.0	2	40	2	4	0	5	1	No Lighting Present	2	Minimal Shoulder	1	Good	0	N/A	0	At least 1 Response/Comment	1	0	0	9	3
Northeast Hickory Level Road from SR 61 to Ridgeside Drive	155.0	0	40	2	10	1	4	0	Some Lighting on Roadway	1	Minimal Shoulder with Obstructions	2	Fair	1	4571	0	At least 1 Response/Comment	1	0	0	8	7
Rockmart Road from 3rd Street to Old Towne Road	336.0	1	35	1	17	2	7	1	Sufficient Lighting	0	Minimal Shoulder with Obstructions	2	Fair	1	3670	0	No Feedback	0	0	0	8	7
South Carroll Road from Tolbert to I-20	404.0	1	45	2	7	1	7	1	Sufficient Lighting	0	Clear and Flat Shoulder	0	Good	0	9630	1	More than 1 Response/Comment	2	0	0	8	7
South Carroll Road from I-20 to Spring Street	404.0	1	45	2	21	2	3	0	Sufficient Lighting	0	Minimal Shoulder	1	Good	0	7620	1	No Feedback	0	0	0	7	10
Conners Road from Grayton Loop past Carrington Parkway	307.0	1	35	1	4	0	5	1	Sufficient Lighting	0	No Shoulder with or without Obstructions	3	Good	0	N/A	0	At least 1 Response/Comment	1	0	0	7	10
Liberty Road from CubeSmart Driveway to Loop Road	482.0	1	45	2	5	1	3	0	Sufficient Lighting	0	Clear and Flat Shoulder	0	Good	0	4571	0	More than 1 Response/Comment	2	0	0	6	12
Rocky Branch Road from US 78 to Sapphire Street	311.0	1	25	0	8	1	3	0	Some Lighting on Roadway	1	Minimal Shoulder	1	Fair	1	4970	0	At least 1 Response/Comment	1	0	0	6	12
Old Stone Road from Punkintown Road to Nugget Trail	357.0	1	25	0	13	1	4	0	Sufficient Lighting	0	Minimal Shoulder with Obstructions	2	Good	0	N/A	0	More than 1 Response/Comment	2	0	0	6	12
Conners Road from US 78 to Garnet Drive	760.0	3	35	1	12	1	0	0	Sufficient Lighting	0	Minimal Shoulder	1	Good	0	N/A	0	No Feedback	0	0	0	6	12

Table 8.8 – State Segment Scoring

State Segments	Adjusted ePDO		Posted Speed Limit		Access Density		Lane Departure Crashes		Lighting		Roadway Shoulder Geometry		Pavement Condition		Traffic Volume		Public Feedback		Vulnerable Roadway User Crashes		Total Score	Adjusted Ranking
	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score		
SR 61/Dallas Highway from Bankhead Highway to I-20 WB Ramps	3834.0	4	55	3	8	1	20	3	Some Lighting on Roadway	1	Minimal Shoulder with Obstructions	2	Fair	1	30,452	3	More than 1 Response/Comment	2	3	2	22	1
SR 61/Dallas Highway from Hickory Level Road to I-20 WB Ramps	5835.0	4	55	3	6	1	13	2	Some Lighting on Roadway	1	Minimal Shoulder with Obstructions	2	Fair	1	38,449	3	More than 1 Response/Comment	2	3	2	21	2
US 78/West Bankhead Highway from Wall Street to Park Ridge Drive	1395.0	4	35	1	4	0	14	2	No Lighting Present	2	No Shoulder with or without Obstructions	3	Good	0	18014	3	At least 1 Response/Comment	1	1	1	17	3
SR 61/Dallas Highway from McCurdy Road to Barber Drive	640.0	2	45	2	17	2	17	2	Sufficient Lighting	0	Minimal Shoulder with Obstructions	2	Fair	1	17,742	3	More than 1 Response/Comment	1	0	0	15	4
US 78/East Montgomery Street from S Candler Street to Cleghorn Street	606.0	2	35	1	6	1	11	2	No Lighting Present	2	No Shoulder with or without Obstructions	3	Fair	1	13710	2	At least 1 Response/Comment	1	0	0	15	4
SR 101/Industrial Boulevard from Saber Parkway to Rockmart Road	901.0	3	45	2	21	2	13	2	Sufficient Lighting	0	Minimal Shoulder	1	Good	0	17,918	3	More than 1 Response/Comment	2	0	0	15	4
SR 61/Carrollton Highway from Tolbert Drive to Hickory Level Road	1311.0	4	55	3	5	1	5	1	Sufficient Lighting	0	Minimal Shoulder	1	Good	0	28717	3	No Feedback	0	0	0	13	7
US 78/West Bankhead Highway from Waterford Drive to Leathers Street	407.0	1	35	1	6	1	10	2	Some Lighting on Roadway	1	Minimal Shoulder	1	Good	0	16,600	3	No Feedback	0	1	1	11	8
Liberty Road from I-20 EB Ramps to Veterans Memorial Highway	779.0	3	40	2	4	0	7	1	Sufficient Lighting	0	Minimal Shoulder	1	Good	0	22876	3	No Feedback	0	0	0	10	9
US 78/Veterans Memorial Highway from Liberty Ramp to Conners Road	756.0	3	45	2	9	1	6	1	Sufficient Lighting	0	Minimal Shoulder	1	Good	0	7,870	1	At least 1 Response/Comment	1	0	0	10	9
US 78/East Montgomery Street from Park Ridge Drive to South Dogwood Street	277.0	0	35	1	3	0	3	0	Some Lighting on Roadway	1	No Shoulder with or without Obstructions	3	Good	0	14000	2	No Feedback	0	2	2	9	11
SR 61/Main Street from North Carroll Road to Magnolia Street	426.0	1	35	1	8	1	7	1	Some Lighting on Roadway	1	Minimal Shoulder with Obstructions	2	Good	0	10,900	2	No Feedback	0	0	0	9	11
SR 61/Dallas Highway from Northside Place to North Avenue	457.0	1	35	1	3	0	5	1	Sufficient Lighting	0	Minimal Shoulder with Obstructions	2	Fair	1	11300	2	No Feedback	0	0	0	8	13
I-20 WB Exit Ramp at Liberty Road	529.0	2	35	1	3	0	5	1	Sufficient Lighting	0	Clear and Flat Shoulder	0	Fair	1	11,300	2	No Feedback	0	0	0	7	14
SR 101/Rockmart Road from SR 101/Industrial Boulevard to Brookside Drive	1496.0	4	30	0	4	0	3	0	No Lighting Present	2	Clear and Flat Shoulder	0	Good	0	9070	1	No Feedback	0	0	0	7	14

Table 8.9 – Local Intersection Scoring

Local Intersections	Adjusted ePDO		Posted Speed Limit (Highest Leg)		Intersection Alignment		Intersection Control		Lighting		Auxiliary Lanes		Traffic Volume (Highest Leg)		Public Feedback		Vulnerable Roadway User Crashes		Total Score	Adjusted Ranking
	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score		
South Carroll Road at Spring Street	318.0	1	45	2	4-Leg Intersection with Skew	3	TWSC	1	Sufficient Lighting	0	No Auxiliary Lanes	3	10,100	2	No Feedback	0	0	0	12	1
South Carroll Road at Berry Drive	34.0	0	45	2	T-Intersection with Skew	2	TWSC	1	No Lighting Present	2	No Auxiliary Lanes	3	13,400	2	No Feedback	0	0	0	12	1
Liberty Road at Edge Road	336.0	1	40	2	4-Leg Intersection with Skew	3	Signalized	2	Some Lighting on Roadway	1	Left and Right Turn Lanes Present	0	7,830	1	At least 1 Response/Comment	1	0	0	11	3
South Carroll Road at South Dogwood Street	35.0	0	45	2	T-Intersection with Skew	2	TWSC	1	Some Lighting on Roadway	1	No Auxiliary Lanes	3	10,100	2	No Feedback	0	0	0	11	3
South Carroll Road at West Wilson Street	43.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	Some Lighting on Roadway	1	No Auxiliary Lanes	3	10,100	2	More than 1 Response/Comment	2	0	0	10	5
Main Street at Jones Street	6.0	0	30	0	T-Intersection with Skew	2	TWSC	1	Some Lighting on Roadway	1	No Auxiliary Lanes	3	13,710	2	No Feedback	0	0	0	9	6
Mirror Lake Boulevard at Conners Road	185.0	0	45	2	Intersection close to 90 degrees	0	Signalized	2	Sufficient Lighting	0	Left and Right Turn Lanes Present	0	22,876	3	No Feedback	0	0	0	7	7
Old Stone Road at Punkintown Road	99.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	Some Lighting on Roadway	1	No Auxiliary Lanes	3	N/A	0	At least 1 Response/Comment	1	0	0	7	7
Daniel Road at Edge Road	20.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	No Lighting Present	2	No Auxiliary Lanes	3	N/A	0	No Feedback	0	0	0	7	7
Daniel Road at Berry Drive	35.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	No Lighting Present	2	No Auxiliary Lanes	3	N/A	0	No Feedback	0	0	0	7	7
Shoreline Parkway at Punkintown Road	10.0	0	35	1	Intersection close to 90 degrees	0	Signalized	2	Some Lighting on Roadway	1	Left and Right Turn Lanes Present	0	N/A	0	More than 1 Response/Comment	2	0	0	6	11
Rocky Branch Road at Topaz Lane	5.0	0	25	0	Intersection close to 90 degrees	0	TWSC	1	Sufficient Lighting	0	No Auxiliary Lanes	3	N/A	0	More than 1 Response/Comment	2	0	0	6	11
Conners Road at Southlake Parkway	20.0	0	35	1	Intersection close to 90 degrees	0	AWSC	0	Some Lighting on Roadway	1	Only Right Turns Present	2	N/A	0	At least 1 Response/Comment	1	0	0	5	13
Old Stone Road at Walker Street	5.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	Sufficient Lighting	0	No Auxiliary Lanes	3	N/A	0	No Feedback	0	0	0	5	13

Table 8.10 – State Intersection Scoring

State Intersections	Adjusted ePDO		Posted Speed Limit (Highest Leg)		Intersection Alignment		Intersection Control		Lighting		Auxiliary Lanes		Traffic Volume (Highest Leg)		Public Feedback		Vulnerable Roadway User Crashes		Total Score	Adjusted Ranking
	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score		
SR 61/Dallas Highway at Stockmar Road	373.0	1	45	2	T-Intersection with Skew	2	TWSC	1	No Lighting Present	2	No Auxiliary Lanes	3	28,813	3	No Feedback	0	0	0	14	1
SR 61/Carrollton Villa Rica Highway at Northeast Hickory Level Road	1833.0	4	55	3	Intersection close to 90 degrees	0	Signalized	2	No Lighting Present	2	Left and Right Turn Lanes Present	0	28,513	3	No Feedback	0	0	0	14	1
US 78/West Bankhead Highway at SR-101/Industrial Boulevard	2718.0	4	45	2	Intersection close to 90 degrees	0	Signalized	2	Some Lighting on Roadway	1	Left and Right Turn Lanes Present	0	28,622	3	At least 1 Response/Comment	1	0	0	13	3
US 78/Veterans Memorial Highway at East Montgomery Street	433.0	1	45	2	4-Leg Intersection with Skew	3	TWSC	1	Some Lighting on Roadway	1	Left and Right Turn Lanes Present	0	98,389	3	More than 1 Response/Comment	2	0	0	13	3
SR 61/Carrollton Villa Rica Highway at South Carroll Road	615.0	3	55	3	Intersection close to 90 degrees	0	Signalized	2	No Lighting Present	2	Left and Right Turn Lanes Present	0	28,488	3	No Feedback	0	0	0	13	3
SR 61/Dallas Highway at Old Stone Road	359.0	1	35	1	4-Leg Intersection with Skew	3	TWSC	1	Sufficient Lighting	0	No Auxiliary Lanes	3	28,770	3	No Feedback	0	0	0	12	6
SR 101/Industrial Boulevard at Industrial Court	120.0	0	45	2	Intersection close to 90 degrees	0	TWSC	1	No Lighting Present	2	Only Left Turns Present	1	28,754	3	More than 1 Response/Comment	2	0	0	11	7
US 78/West Bankhead Highway at South Van Wert Road	114.0	0	40	2	Intersection close to 90 degrees	0	Signalized	2	Some Lighting on Roadway	1	Only Left Turns Present	1	28,665	3	At least 1 Response/Comment	1	1	1	11	7
Main Street at Cheeves Street	45.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	Some Lighting on Roadway	1	No Auxiliary Lanes	3	28,656	3	More than 1 Response/Comment	2	0	0	11	7
SR 61/Dallas Highway at Old Towne Road	12.0	0	45	2	T-Intersection with Skew	2	TWSC	1	Sufficient Lighting	0	No Auxiliary Lanes	3	28,798	3	No Feedback	0	0	0	11	7
US 78/West Bankhead Highway at South Carroll Road	277.0	0	35	1	Intersection close to 90 degrees	0	Signalized	2	Some Lighting on Roadway	1	Left and Right Turn Lanes Present	0	28,621	3	More than 1 Response/Comment	2	1	1	10	11
US 78/West Bankhead Highway at South Street	74.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	Some Lighting on Roadway	1	No Auxiliary Lanes	3	28,614	3	At least 1 Response/Comment	1	0	0	10	11
SR 61/Dallas Highway at Main Street	284.0	0	30	1	T-Intersection with Skew	2	AWSC	0	Sufficient Lighting	0	No Auxiliary Lanes	3	28,680	3	At least 1 Response/Comment	1	0	0	10	11
SR 61/Carrollton Villa Rica Highway at Tolbert Drive	105.0	0	55	3	Intersection close to 90 degrees	0	TWSC	1	Sufficient Lighting	0	Only Left Turns Present	1	28,471	3	At least 1 Response/Comment	1	0	0	9	14
SR 61/Dallas Highway at McCurdy Road	85.0	0	45	2	Intersection close to 90 degrees	0	TWSC	1	Sufficient Lighting	0	Only Right Turns Present	2	28,802	3	At least 1 Response/Comment	1	0	0	9	14
US 78/Veterans Memorial Highway at Liberty Road Ramp	312.0	1	45	2	Intersection close to 90 degrees	0	TWSC	1	Some Lighting on Roadway	1	Only Left Turns Present	1	98,363	3	No Feedback	0	0	0	9	14
SR 61/Dallas Highway at Punktown Road	173.0	0	35	1	Intersection close to 90 degrees	0	Roundabout	0	Some Lighting on Roadway	1	N/A	0	28,806	3	More than 1 Response/Comment	2	1	1	8	17
Liberty Road at Liberty Road Ramp	153.0	0	40	2	Intersection close to 90 degrees	0	TWSC	1	Sufficient Lighting	0	Only Left Turns Present	1	98,338	3	No Feedback	0	0	0	7	18
SR 101/Industrial Boulevard at Rockmart Road	440.0	1	55	3	Intersection close to 90 degrees	0	Roundabout	0	Sufficient Lighting	0	N/A	0	28,812	3	No Feedback	0	0	0	7	18
US 78/West Bankhead Highway at Horace Luther Drive	40.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	Some Lighting on Roadway	1	Only Left Turns Present	1	28,625	3	No Feedback	0	0	0	7	18
US 78/West Bankhead Highway at Park Ridge Drive	55.0	0	35	1	Intersection close to 90 degrees	0	TWSC	1	Sufficient Lighting	0	Left and Right Turn Lanes Present	0	28,616	3	No Feedback	0	0	0	5	21



APPENDIX C – CRASH TREES

APPENDIX D – ONLINE SURVEY #1 RESULTS

APPENDIX E – PUBLIC MEETING #1 DISPLAYS

APPENDIX F – ONLINE SURVEY #2 RESULTS

APPENDIX G – PUBLIC MEETING #2 DISPLAYS

APPENDIX H – RISK FACTOR SCORING

APPENDIX I – BC RATIO SHEETS

APPENDIX J – PROJECT SHEETS

APPENDIX K – PROJECT PRIORITIZATION

APPENDIX L – STAKEHOLDER MEETING MINUTES



Professional Services Agreement

This **Professional Services Agreement** (“Agreement”) is made and entered into as of _____, 2026, by and between **Sumter Local Government Consulting, Inc.** (“Consultant”), a Georgia corporation with its principal office at 3480 Preston Ridge Road, Suite 500, Alpharetta, GA 30005, and **the City of Villa Rica** (“City”), a political subdivision of the State of Georgia, with offices at 571 W Bankhead Hwy, Villa Rica, GA 30180.

1. Purpose

The purpose of this Agreement is for Consultant to provide professional executive search services to assist the City in the recruitment and selection of a qualified **City Manager** for the City of Villa Rica.

2. Scope of Services

Consultant shall perform all professional services as set forth in the Proposal for Executive Search Services for the City of Villa Rica - City Manager Recruitment (attached as Exhibit A and incorporated herein).

Consultant shall perform the services diligently, in a timely and professional manner consistent with the highest standards of its profession. Consultant shall comply with all applicable federal, state, and local laws, ordinances, and regulations.

The City reserves the right to request reasonable modifications to deliverables, timelines, and performance methods, provided such requests do not materially alter the agreed compensation.

3. Compensation and Payment Terms

The total fee for professional services shall be Twenty-Four Thousand Dollars (\$24,000.00), inclusive of all labor, materials, and overhead. Consultant shall be reimbursed for pre-approved advertising costs and for Consultant travel, but shall not incur additional expenses without prior written approval from the City.

Payment Schedule:

- One-third (1/3) upon satisfactory completion of the advertising and recruitment phase.
- One-third (1/3) upon delivery and City acceptance of semi-finalist recommendations and interview coordination.
- One-third (1/3) upon successful placement and commencement of the City Manager’s employment.

Invoices shall be submitted upon completion of each milestone, accompanied by sufficient documentation of the deliverables achieved. The City shall remit payment within thirty (30) days of the submission of invoices.

If Consultant fails to perform any material obligation under this Agreement, the City may withhold payment pending satisfactory correction of deficiencies.

4. Term and Termination

This Agreement shall commence upon full execution and continue until completion of all services unless earlier terminated.

This Agreement may be terminated by the City, with or without cause, by providing ten (10) days written notice. Upon termination, Consultant shall be compensated only for services satisfactorily performed and approved by the City up to the effective termination date.

If Consultant defaults or fails to perform in accordance with this Agreement, the City may terminate immediately and seek reimbursement for damages or unearned funds.

5. Independent Contractor

Consultant shall act as an independent contractor and not as an employee or agent of the City. Consultant shall have exclusive control over the manner and means of providing services but shall remain fully responsible for the results.

Consultant is solely responsible for all employment taxes, benefits, and insurance for its personnel.

6. Ownership and Confidentiality

All work products, reports, materials, data, and deliverables produced under this Agreement shall be and remain the sole property of the City.

Consultant shall treat all information received from the City as confidential and shall not disclose such information to any third party without prior written consent.

7. Indemnification

Consultant shall indemnify, defend, and hold harmless the City, its officers, officials, employees, and agents from and against all claims, damages, liabilities, losses, and expenses arising out of or related to:

- The negligent acts, errors, or omissions of Consultant or its employees;
- Breach of this Agreement by Consultant; or
- Violation of any law, regulation, or third-party right.

This indemnification obligation shall survive the termination or completion of this Agreement.

8. Governing Law and Venue

This Agreement shall be governed by and construed in accordance with the laws of the State of Georgia. Venue for any dispute shall lie exclusively in the courts of Carroll County, Georgia.

9. Entire Agreement and Amendments

This Agreement, including all exhibits, constitutes the entire understanding between the parties and supersedes all prior agreements or discussions. Any amendment or modification must be in writing and signed by both parties.

10. Notices

All notices under this Agreement shall be in writing and delivered personally, by certified mail, or by recognized courier to the addresses listed above.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

CITY OF VILLA RICA, GEORGIA

By: _____

Name: _____

Title: _____

Date: _____

SUMTER LOCAL GOVERNMENT CONSULTING, INC.

By: _____

Name: Warren Hutmacher

Title: President

Date: _____

Exhibit A

Proposal for Executive Search Services for the City of Villa Rica City Manager Recruitment (attached hereto).

Development Update 1-26-26

Residential -Status changes	Ward	Developer	Road	Possible	Active	Notes
Connor's Landing	4	LGI Homes	Mirror Lake	249	132	Issued three CO's
Watermist II	4	Pulte	Mirror Lake	105	13	Under Construction.
Fairway 16	4	Peachtree Building	Mirror Lake	61	1	Under Construction.
South Harbor 2A	4	Adams Homes	Connors Road	31	12	19 lots remaining for CO.
Emery TH's	5	Starlight	Hwy 78 W	268	80	There are 188 lots remaining.
Liberty Pointe Phase 5	4	Liberty Custom Homes	Stockmar Rd	37	0	Final Plat submitted, inspections are underway.
Fuqua Apts - VR Parcel A	1	Flournoy	Shoreline	252	0	Civil Construction has began. Building permit issued.
Cottages next to FBC	3	Chapman	next to FBC	191	0	Submitted final plat for review. Lift station built and waiting on electrical connection.
Charleston Place III	2	George Thomas	Hwy 61 South	54	38	16 Lots are remaining.
Commercial - Status Changes	Ward	Developer	Road	Notes		
Tanner Parking lot expansion	1	Tanner	Dallas Hwy	Working on Civil plans.		
Tanner Women's Center	1	Tanner	Dallas Hwy	LDP has been issued.		
Connors Road Liquor Store	1	Patel	Connors Road	Civil plan revision submitted.		
West Hills Church	2	West Hills Church	Hwy 61	No sewer capacity. They are working on septic plans and permitting.		
RPS Trucking	5	Ramon Mendoza	Hunters Industrial	Second set of civil plans submitted. Reviewed and sent back comment.		
Rockmart RD/ Hwy 101	3	Crowe Holdings	Hwy 101/ HD Williams	Building permit applied for.		
Tractor Supply	2	Tractor Supply	Bankhead Hwy	CO has been issued.		
Turano Baking Expansion	1	Turano	Industrial Park	TCO issued. Final Inspections underway.		
WhataBurger	2	Whataburger	Hwy 61	LDP has been issued.		
Flex Storage	5	DYO Investments	Edge Rd	Pre-submittal meeting scheduled.		
Fortune Parkway/ Road Construction	1	Inline Communities	Old Stone Rd	Submitted performance and maintenance bonds.		
182 Edge Rd/ Office Space	5	Prime Construction	Edge Rd	Applying for variance.		
974 Dallas Hwy, C-Store	1	Krish Patel	Dallas Hwy	Applying for rezoning.		
395 West Bankhead, C-Store	3	MQSK	Bankhead Hwy	Applied for Water and Sewer service.		
Robbie's Food Hall	3	Brandon Thompson	Main St.	Beginning final inspection phase.		
700 Edge Rd	5	Crowe Holdings	Edge Rd	Applying for rezoning. 280,000 sqft spec warehouse.		
Kona Ice	2	Owner	Hwy 61	Applied for Building permit. Erosion control inspections are underway.		
Complex	Ward	Developer	Road	Possible	Active	Notes
Arbors Phase I	1	Arbor Valley Communities	Cleghorn	192	192	Open 2024
Arbors Phase II	1	Arbor Valley Communities	Cleghorn	57	0	Have had no correspondence regarding development time-frame
Fuqua TH's	1	Flournoy	Shoreline	235	0	Civil Construction has began. Have held multiple pre-construction meetings. City has enforced Construction traffic be limited to the Villa Rica Connector.
Fuqua SF	1	TBD	Shoreline	255	0	Have had no correspondence regarding development time-frame
Fortune Prkwy. / Inline Apts.	1	Linco & Inline	Old Stone	302	0	No LDP has been issued for this development. Entire project under a stop-work order.
Fortune Prkwy. / Inline TH's	1	Linco & Inline	Old Stone	52	0	Civil construction has began. Entire project is under stop-work order due to deviation from approved plans.
Fortune Prkwy. / Inline SF	1	Linco & Inline	Old Stone	91	0	Civil construction has began. Entire project is under stop-work order due to deviation from approved plans.
Gordon St. Apts	1	Wood Partners	behind Olive Tree	320	0	Denied Water/Sewer availability letter. Appealing the decision to Council on 11/11/25
Legacy @ Walton Phase II	1	Walton Communities	across from hospital	139	139	Final Inspections are underway.
Jameson Townhomes	2	Tanner/Reid	Tolbert	194	29	Final Plat approved for Phase 2- Under Construction.
Twin Oaks Phase II	2	TPA	Bojangles	67	38	38 lots have been issued a CO
Arpit TH's	3	Dobbins	Punkintown	140	0	State has approved E&S Plans. Grading permit applied for.
South Harbor 2A	4	Adams Homes	Connors Road	31	11	20 lots remaining for CO. Developer has paused construction.
South Harbor 2B	4		Connors Road	36	0	On hold
Northwoods II	4	DR Horton		105	11	94 lots remaining
Northwoods III	4	Meritage		154	0	Final Plat Approved.
Connors Landing	4	LGI Homes	Connors Road	249	129	120 lots remaining
Fairway 17	4	DR Horton	Mirror Lake Pkwy	112	12	12 Lots have been issued a CO.
Rivershire TH's	5	Rockhaven	Hwy 61	186	109	Phase 1 construction has been completed except for 7 lots. Phase 2 is in progress and will complete phase 1's remaining at the end of 2. 77 remaining
Larry Boggs SF	5	Larry Boggs	Old Tanyard Rd.	20	20	
Villa Trace Apts	5	Trey Robinson	Hwy 78	50	0	Civil Construction has began
Village Walk	3	Ridgeland Construction	Village Lane	16	0	Preparing for Land Disturbance Permit. Approved by GSWCC. Most of the Infrastructure has been installed.

Development Update 1-26-26

Commercial Complex	Ward	Developer	Road	Notes		
Hwy 101 Liquor store	3	Arpit	Lake paradise road	Civil Construction underway.		
VR Liquor Store	2	A&M 662 Property LLC	Bankhead Hwy	Under Renovation, have applied for variance regarding façade requirements.		
Hwy 78 Liquor Store	3	Patel	Hwy 61	In Engineering and Design.		
111 Boggs Rd	1	Benchmark united	Off of Hwy 78	Comments issued to Engineer.		
Sunbelt Asphalt.	3	Sunbelt Asphalt	Industrial Park	Asphalt manufacturing, Civil construction in progress.		
Arpit PunkinTown Rd Commercial	3	Dobbins	Punkintown	Grading Permit applied for.		
Punkintown Rd-Arpit- Road Design	3	Dobbins	Punkintown	Grading Permit applied for.		
Scott Evans Dealership	5	Scott Evans	Hwy 61 North	Engineer requested the civil plans be pulled from review. No Engineer backing.		
Liberty Logistics	2	Dickenson	Baker Ind	Working on septic plans.		
Waffle House	5	Waffle House	Hwy 78	CO issued.		
Fuqua Commercial	1	Fuqua	Shoreline	Open 2024 - Publix, restaurants, etc.		
Carroll Road Storage Expansion	2	10 Federal Storage	South Carroll	Building Permit issued.		
Kroger Hole Commercial	2	Fuqua	Hwy 61 South	Had meeting with Fuqua team regarding a possible grocery store and retail component.		
Arpit Commercial	3	Dobbins	Punkintown	LDP issued for grading.		
Ultimate Carwash Retail	1	Smith and Kindred Group	123 Connors rd	Last correspondence regarded possible variance for buffer and set backs.		
Fuqua Commercial	1	Fuqua	Shoreline	Tidal Wave under construction.		
Collecting Dust	Notes					
Summergate Phase III SF	Hwy 61 South					
Larry Boggs TH	Park ridge drive					
Alma Grove	Old Town Rd					
Struktol	Industrial Park					
Completed	Notes					
Peachstate Trucking	Edge Rd and Liberty					
Chipotle	Hwy 61					
The Dorsey Apartments	Hwy 61					
Hickory Level Townhomes	Hickory Level					
Wellstar	Hwy 61					
Chick-Fil-a	Villa Rica Connector					
Chase Bank	Villa Rica Connector					
Strickland Brothers Oil	Tolbert Drive					
Tanner Lab and Morgue Expansion	Project Complete, received CO.					
Camp Dentistry	Project Complete.					



CITY OF VILLA RICA

City Council Meeting Agenda Item Cover Sheet

SUBJECT: West Georgia Regional Library System MOU for Book Lockers
AGENDA DATE: February 10, 2026

DATE PREPARED: January 21, 2026
PREPARED BY: Rachel Linn, Library Manager

AMOUNT: N/A
GL ACCOUNT #: N/A
FUNDING SOURCE: N/A
BUDGETED ITEM? N/A

PURPOSE: To recommend signing a Memorandum of Understanding between the City of Villa Rica and the West Georgia Library System that would allow for the installation of a book locker system at the VPlex.

BACKGROUND: The West Georgia Regional Library System, of which the City of Villa Rica is a part, has received a grant to install book lockers around the region (Carroll, Haralson, Heard, Douglas, and Paulding). They have offered to install a book locker at the VPlex, as it is at the opposite end of the city from the library, and sits in an area between libraries that could use more access to library services.

The City is responsible for prepping the site by offering: cameras, internet access to the lockers, power, and a concrete pad on which to put the lockers. The VPlex already has cameras, a concrete pad, and internet access. The city is currently putting in the necessary drops to serve the book locker.

These book lockers are open 24/7. The WGRLS courier service takes the books to the lockers and loads them. They also notify patrons when their holds arrive along with instructions to open their designated locker.

Beyond the minimal cost of putting in drops and possibly moving a small sign, there is no required cost to the city. There is no extra burden to library staff or services, as the WGRLS courier loads and unloads the lockers independently.

STAFF RECOMMENDATION: Staff recommends agreeing to the MOU and allowing the installation of the book locker system at the VPlex

IMPACT: If approved, the VPlex will have a book locker installed. It will remain on Villa Rica property until one or both parties exit the agreement.

MOTION: I move to approve the Memorandum of Understanding between the West Georgia Regional Library System and the City of Villa Rica to install a book locker system at the VPlex.

WEST GEORGIA REGIONAL LIBRARY SYSTEM

LIBRARY LOCKERS

Our Library Lockers offer a convenient, self-service way of checking out your holds. For more information, please visit wgrrls.org/librarylockers

1

Browse the Library Catalog

Visit gapines.org to browse the catalog and place a hold on an item you want

2

Place a hold to the Library Locker of your choice

Select one of the Library Lockers as your hold pickup location under Outdoor Library Lockers:

- Boundary Waters Activity Center Library Locker
- Centralhatchee Library Locker
- Paulding County Senior Center Library Locker
- Roopville Town Hall Library Locker
- Waco City Hall Library Locker

**Please select either email or text notifications

3

Wait for your pickup notification

When you receive an email or text that your hold is ready to pick up, visit the locker. **Remember to bring your library card!**

4

Scan your West Georgia Regional Library Card

Scan your library card using the barcode scanner under the screen. **You can also use your card from the PINES app on your phone!**

5

Grab your items

After you confirm your items on the screen, the locker assigned to your materials will **open** so you can retrieve them. If you want an email receipt, just select it on the screen.

6

Return your items

Return your items at any of our libraries or at the book return located at each Library Locker.



**PARTNERSHIP AGREEMENT BETWEEN THE CITY OF VILLA RICA AND THE
WEST GEORGIA REGIONAL LIBRARY SYSTEM REGARDING THE
INSTALLATION AND MAINTENANCE OF LIBRARY LOCKER, BOOK RETURN,
AND SHELTER AT 2200 CARROLLTON VILLA RICA HIGHWAY**

This Partnership Agreement (this "Agreement") made and entered into this ____ day of _____ 2026 (the "Effective Date"), by and between the City of Villa Rica, Georgia ("the City") and West Georgia Regional Library System ("WGRLS") (each individually a "Party" and collectively the "Parties").

NOW THEREFORE, in consideration of the mutual covenants and promises contained herein, the Parties agree as follows:

1. The City agrees that WGRLS may place a library locker, book return, and shelter (collectively the "Equipment") at 1605 Highway 61, Villa Rica, GA 30180 (the "Location").
2. The City shall install and maintain a concrete pad (the "Concrete Base") suitable to support the Equipment in accordance with the specifications provided by WGRLS. The specifications are attached hereto as Exhibit A and incorporated herein by reference.
3. The City shall pay all costs associated with the extension of electrical service to the Equipment and all ongoing electrical service costs until such time as this Agreement is terminated in accordance with the provisions outlined below.
4. WGRLS will purchase the Equipment and pay costs associated with installation costs.
5. WGRLS will be responsible for the cost of maintaining the Equipment, including, but not limited to, technology and exterior appearance. The City shall not be responsible for any damage to the Equipment, except to the extent caused by the City's gross negligence or willful misconduct.
6. The City shall install and maintain a security camera at the Location and shall pay all costs associated with data and service for such camera.
7. The Assistant Director of Technology of the West Georgia Regional Library System and Library Manager of the Villa Rica Library shall coordinate and remain in communication regarding planning, installation, and ongoing maintenance of the Equipment.
8. The City shall provide WGRLS reasonable access to the Location for purposes of installation, inspection, maintenance, repair, and removal of the Equipment.
9. The Equipment shall at all times remain the sole property of WGRLS.
10. This Agreement shall remain in effect until terminated by either Party upon six (6) months' written notice to the other Party. Upon termination, WGRLS shall remove the Equipment at its sole cost and restore the Location to substantially the same condition as existed prior to installation, reasonable wear and tear excepted.
11. Each Party shall maintain insurance coverage as required by law and customary for governmental operations in the State of Georgia.
12. Each Party shall comply with all applicable federal, state, and local laws, ordinances, regulations, and codes in the performance of this Agreement.

13. This Agreement shall be governed by and construed in accordance with the laws of the State of Georgia. Venue shall lie exclusively in the state and superior courts of Carroll County, Georgia.
14. This Agreement constitutes the entire agreement between the Parties and may be amended only by a written instrument executed by both Parties.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their respective duly authorized officers, as of the date first above written.

City of Villa Rica

West Georgia Regional Library System

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____



CITY OF VILLA RICA

City Council Meeting Agenda Item Cover Sheet

SUBJECT: Rezoning request submitted by CHI/Acquisition, L.P. The request is to rezone the subject property from Commercial Medium-Density (C2) to Industrial Low-Density (I1). The property is located at 700 Edge Road, within Land Lots 143 and 146 of District 4, also known as Parcel Number 01460250013, and is located within Douglas County, GA, Ward 5. The total property size is approximately 29.79 ± acres. **This is a Public Hearing.**

WORK SESSION DATE: February 3, 2026

MEETING DATE: February 10, 2026

PREPARED BY: Shaun Myers, Planning and Zoning Administrator

PUBLIC HEARING: YES

PURPOSE:

The applicant requests approval of a rezoning from C-2 (Commercial, Medium-Density) to I-1 (Industrial, Low-Density) to allow development of a ±278,560-square-foot light industrial warehouse facility with associated office space, truck courts, trailer parking, employee parking, stormwater management facilities, and required buffering.

BACKGROUND:

The subject property is currently undeveloped and is located near the Interstate 20 corridor at the Liberty Road interchange. Surrounding land uses are predominantly industrial, trucking, and highway-supportive in nature, including Peach State Truck Centers, Pilot Travel Center, CAT Scale, and J Kane Auctions. The property lies within the Liberty Village Future Land Use area and carries an I-20 Gateway designation in the City of Villa Rica Comprehensive Plan, which supports employment-generating uses with interstate access.

IMPACT:

The proposed development represents an estimated \$35 million capital investment and is anticipated to generate approximately 175 to 250 permanent jobs, in addition to approximately 125 construction-related jobs.

STAFF RECOMMENDATION:

Staff recommends approval of the requested rezoning as the site is designated I-20 Gateway in the Comprehensive Plan, is surrounded by compatible industrial and trucking uses, supports employment-generating development, and advances responsible growth along the Interstate 20 corridor.

Staff recommends **Approval** of the requested rezoning from C-2 (Commercial, Medium-Density) to I-1 (Industrial, Low-Density), with the following conditions:

1. All building, fire life safety, and zoning, and design requirements shall be met in accordance with all applicable City codes and regulations.
2. The subject property shall be developed in substantial conformance with the conceptual site plan dated December 1, 2025, as submitted with the application. Any deviation from the approved site layout shall require review and approval by the Community Development Department.
3. Prior to issuing any land disturbance permits, the applicant shall submit a Traffic Impact Study (TIS) prepared by a qualified traffic engineer. The study shall evaluate project related traffic impacts on Liberty Road, Edge Road, and nearby intersections, and shall identify any roadway or traffic control improvements necessitated by the development. Any required improvements shall be completed or guaranteed, as determined by the City Engineer.

Planning and Zoning Commission's Recommendation:

Approval, subject to the three (3) conditions recommended by staff, with the addition of the following condition:

4. Decorative screening between Interstate 20 and the facility's bay doors shall consist of an opaque wall and landscaping, subject to design review and approval by the Community Development Department.

MOTION:

I move to approve the request to rezone the property located at 700 Edge Road (Parcel Number 01460250013) from C-2 (Commercial, Medium-Density) to I-1 (Industrial, Low-Density) subject to the four (4) conditions recommended by staff and the planning and zoning commission.



Community Development Dept.
206 North Avenue,
Villa Rica, GA 30180.
smyers@villarica.gov.
678-785-9995

Community Development Department

Rezoning Request

Application Submittal Checklist

- ☒ 1. **Schedule Technical Advisory Committee (TAC) Meeting**
A TAC meeting is required before submitting zoning requests.
- ☒ 2. **Submit Water/Sewer Capacity Application (if applicable)**
New developments and changes in use require prior approval from the Utility Department.
- ☒ 3. **Proof of Ownership or Authorization**
Copy of deed, lease, option agreement, or other evidence of ownership or applicant's legal interest in the property. If applicant is not the property owner, submit the owner's authorization form.
- ☒ 4. **Site Plan**
A site development plan prepared in conformance with submittal requirements in *Sec. 11.03* (unless it is waived by Community Development Director or requested zoning district is Single-Family Residential)
- ☒ 5. **Statement of Intent**
A written statement describing the following:
 - i. The proposed uses and the effect the proposed use may have on surrounding properties and a statement of the facts indicating that the proposed change will not be detrimental to the general public interest and the purposes of the Zoning Ordinance.
 - ii. Whether such change is consistent with the intent and the purpose of the Zoning Ordinance and the goals and policies of the Comprehensive Plan.
 - iii. The areas which are most likely to be directly affected by such a change and the likely effects.
 - iv. Whether the proposed amendment is made necessary because of changed or changing social values, new planning concepts, or other social or economic conditions in the areas and zoning districts affected.
 - v. The proposed time schedule and phasing for development.
 - vi. The source/method for providing utility/infrastructure services to the property.
 - vii. A description of existing road conditions and any new roads to be included in the development and of the effect the proposed development will have on existing road and traffic conditions; and
 - viii. A list of any state, federal, or other public agencies' approvals or permits required for the proposed development.
- ☐ 6. **Additional Exhibits or Studies** N/A
Any other information or exhibits or studies that are substantial to the request, or if required by the Community Development Director or Planning and Zoning Commission.
- ☒ 7. **Application Fee**
Pay the applicable zoning fee. The current fee schedule is included in the application packet.



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Rezoning Request

Review Process, Fee Schedule and Calendar

Rezoning Review Process

Pre-Application Conference

Applicants must request a pre-application conference with staff to discuss the proposal before filing a rezoning request.



Application Filed with the Department

- Staff reviews the application for completeness.
- A public hearing date is scheduled.
- Required public notification is issued.



Planning Commission Public Hearing & Action

- A public hearing is held within **45 days** of filing application.
- Planning Commission (PC) considers staff recommendation, the applicant's presentation, and public testimony.
- PC action recommends **approve** or **deny** to City Council



City Council Public Hearing and Action

- A public hearing is held within **45 days** of PC action.
- Council considers Staff and PC recommendations, the applicant's presentation, and public testimony.
- The City Council may either **approve** or **deny** the request.

Rezoning Fee Schedule

Acreage	Residential	Commercial	Industrial	PUD
0-5	\$300	\$600	\$750	\$800
5.1-10	\$400	\$700	\$850	\$1000
10.1-20	\$600	\$1100	\$1100	\$1200
20.1-30	\$800	\$1200	\$1300	\$1500
30.1-40	\$900	\$1400	\$1400	\$1600
40.1-50	\$1000	\$1500	\$1600	\$1800
50.1-60	\$1100	\$1600	\$1700	\$1900
60.01 +	\$1200 + 25/acre Max. of \$2500	\$1600 + 25/acre Max. of \$4000	\$1800 + 25/acre Max. of \$5000	\$2000 + 25.99/acre Max. of \$6000

Zoning Calendar

Click Here for Calendar
or Scan QR Code





Community Development Dept.
206 North Avenue,
Villa Rica, GA 30180.
smyers@villarica.gov.
678-785-9995

Rezoning Request

Application Form

Applicant Information

Name	CHI/Acquistion, L.P.	Phone	404-665-9997
Mailing Address	3715 Northside Parkway NW, Building 200, Suite 800, Atlanta, GA 30327		
Email	jbateman@crowholdings.com		

Rezoning Request Property Information

Address	700 Edge Road, Villa Rica, GA 30180	Parcel ID Number(s)	01460250013 & 01430250013
Acreage	29.79	Lot Number(s)	
Present Zoning	C2	Proposed Zoning	I1
Present Use	Vacant	Proposed Use	Industrial/Warehouse

Additional Information, If Applicable

Gross Density		Net Density	
Open Space %	46	Impervious Surface %	54

Notary Attestation

I, John Bateman, hereby state that the above statements and statements contained in the documents submitted with this application are true and correct to the best of my knowledge. I hereby request processing of this application.

Executed in Atlanta (City), GA (State).

<u>[Signature]</u> Signature of Applicant	<u>John Bateman</u> Printed Name	<u>11/20/25</u> Date
Subscribed and sworn before me this <u>20</u> day of <u>NOV</u> , 20 <u>25</u>		
<u>[Signature]</u> Signature of Notary Public	<u>Halcy Girardeau</u> Name of Notary Public	<u>01-15-29</u> My Commission Expires

For Official Use Only

Case #		Acceptance Date	
Application Accepted by		City Council Hearing	
Planning Commission Hearing			



Community Development Dept.
206 North Avenue,
Villa Rica, GA 30180.
smyers@villarica.gov.
678-785-9995

Rezoning Request

Campaign Contribution Disclosure

In accordance with the Conflict of Interest in Zoning Act, O.C.G.A., Chapter 36-67A, the following questions must be answered: Has the applicant made, within two (2) years immediately preceding the filing of this application for rezoning, campaign contributions aggregating \$250 or more or made gifts having in the aggregate a value of \$250 or more to a member of the City Council or Planning Commission who will consider the application?

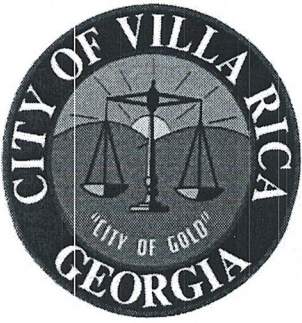
Yes ☐ No ☐

If Yes, the applicant and the attorney representing the applicant must file a disclosure report with the City within ten (10) days after this application is first filed. Please supply the following information that will be considered as the required disclosure:

Council / Planning Commission Member	Dollar amount of Campaign Contribution	Description of Gift \$250 or greater

<u>[Signature]</u> Signature of Applicant	<u>John Bateman</u> Printed Name	<u>11/20/25</u> Date
State of <u>GA</u> , County of <u>Fulton</u>		
This instrument was acknowledged before me this <u>20</u> day of <u>November</u> .		
20 <u>25</u> by <u>John Bateman</u> . Identification Presented: <u>Known to me</u> .		
<u>[Signature]</u> Signature of Notary Public	<u>Halay Girardeau</u> Name of Notary Public	<u>01-15-29</u> My Commission Expires

_____ Signature of Attorney	_____ Printed Name	_____ Date
State of _____, County of _____.		
This instrument was acknowledged before me this _____ day of _____.		
20 _____, by _____, Identification Presented: _____.		
_____ Signature of Notary Public	_____ Name of Notary Public	_____ My Commission Expires



Community Development Dept.
206 North Avenue,
Villa Rica, GA 30180.
smyers@villarica.gov.
678-785-9995

Rezoning Request

Owner's Authorization Form

Applicant Information

Applicant Name CHI/Acquisition, L.P.

Applicant's Address 3715 Northside Parkway NW, Building 200, Suite 800, Atlanta, GA 30327

Property Address 700 Edge Road, Villa Rica, GA 30180

Property PIN 01460250013 & 01430250013

This is to certify that I am ☐ or We are ☐ or I am ☐ the Authorized Representative of a Corporation that is the owner of a majority interest in the subject property of the attached application. By execution of this form, this is to authorize the person names as "applicant" below, acting on behalf of the owner, to file for and pursue a request for approval of the following:

Check all that apply:

Variance ☐

Special Exception ☐

Rezoning ☒

Administrative Variance ☐

Floodplain Variance ☐

Appeal of Administrative Decision ☐

Signature of Property Owner(s)

Kongmei Wang
Signature of Owner

KONGMEI WANG
Printed Name

11/22/25
Date

State of GA, County of PAULDING.

This instrument was acknowledged before me this 22nd day of November.

20 25, by KONGMEI WANG. Identification Presented: DRIVER'S LIC.

Minerva Vidot
Signature of Notary Public

MINERVA VIDOT
Name of Notary Public

02.15.2027
My Commission Expires

Minerva Vidot
Notary Public
Paulding County, GA
Commission Expires: February 15, 2027

Signature of Owner

Printed Name

Date

State of _____, County of _____.

This instrument was acknowledged before me this _____ day of _____.

20 _____, by _____ Identification Presented: _____.

Signature of Notary Public

Name of Notary Public

My Commission Expires



Community Development Dept.
206 North Avenue,
Villa Rica, GA 30180.
smyers@villarica.gov
678-785-9995

Rezoning Request

Campaign Contribution Disclosure

In accordance with the Conflict of Interest in Zoning Act, O.C.G.A., Chapter 36-67A, the following questions must be answered: Has the applicant made, within two (2) years immediately preceding the filing of this application for rezoning, campaign contributions aggregating \$250 or more or made gifts having in the aggregate a value of \$250 or more to a member of the City Council or Planning Commission who will consider the application?

Yes ☐ No ☒

If Yes, the applicant and the attorney representing the applicant must file a disclosure report with the City within ten (10) days after this application is first filed. Please supply the following information that will be considered as the required disclosure:

Council / Planning Commission Member	Dollar amount of Campaign Contribution	Description of Gift \$250 or greater


Signature of Applicant

John Bateman
Printed Name

11/20/25
Date

State of GA, County of Fulton

This instrument was acknowledged before me this 20 day of November

20 25 by John Bateman Identification Presented: known to me


Signature of Notary Public

Haley Girardeau
Name of Notary Public

01-15-29
My Commission Expires




Signature of Attorney

Joseph H. Fowler
Printed Name

11-25-25
Date

State of GA, County of Douglas

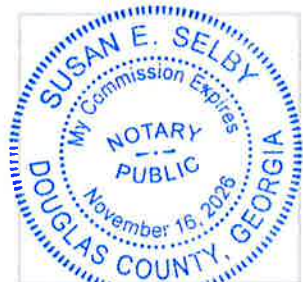
This instrument was acknowledged before me this 25th day of November

25 by Joseph H. Fowler Identification Presented: known to me


Signature of Notary Public

Susan E. Selby
Name of Notary Public

11-16-2026
My Commission Expires



12/1/2025

Community Development Department
206 North Avenue
Villa Rica, GA 30180

Subject: Statement of Intent Rezoning Request – Liberty Road, Villa Rica, GA

Dear Community Development Staff:

Hartley, Rowe & Fowler, P.C. submits the attached rezoning application (the "Application") on behalf of CHI/Acquisitions LP (the "Applicant"), relating to a proposed development of two parcels (01460250013 and 01430250013) totaling approximately 29.79-acres at the southeast corner of Tom Murphy Freeway and Liberty Road, Villa Rica, GA, from C-2 General Commercial to I-1 Light Industrial. The proposed development would include one industrial building of approximately 278,560-square-feet as depicted on the site plan (the "Site Plan") submitted with the Application.

Project Summary

The project proposes a light industrial building with on-site loading areas, trailer and employee parking, internal truck circulation, stormwater management, and perimeter landscaping. The proposed building would include concrete tilt-up walls with high-quality architectural elements, such as articulated parapets and attractive glass treatments near the main office entrance as depicted in the building renderings/photographs submitted with the Application. The site's location between the interstate frontage and existing industrial uses make it ideally suited for light industrial zoning.

1. Compatibility and Public Interest

The proposed warehouse/distribution use is consistent with nearby industrial and commercial properties, including a large auto auction to the south. All truck activity will occur on-site, and buffers, screening, and lighting controls will mitigate potential visual and noise impacts. Required landscaping and screening will be provided for the adjacent residential sites to the east.

2. Consistency with Plans and Ordinances

Rezoning to I-1 aligns with the Villa Rica Zoning Ordinance and Comprehensive Plan by placing industrial uses near major transportation corridors, supporting economic development, job creation, and efficient land use along the highway. As depicted on the site plan, the building is compliant with the building setbacks and landscape setbacks as required by the I-1 zoning designation.

3. Anticipated Effects

The primary impacts will be daytime truck and employee traffic at site access points and increased utility demand. These will be managed through coordinated access design, and infrastructure planning with city departments.

4. Changed Conditions

Growing regional demand for logistics facilities and planning policies that cluster freight uses near highways support rezoning. The change reflects current market and transportation trends, aligning zoning with the property's best use.

5. Development Schedule

Following rezoning, entitlement and permitting are expected within six months, with site construction in months 12 and building completion by month 20. No phasing is proposed.

6. Utilities and Infrastructure

Stormwater will be managed on-site per BMP standards. Power, gas, and communications will be extended in coordination with utility providers. Due to limited municipal water capacity, an on-site fire protection tank is proposed. A temporary septic system will serve the site until city sewer service becomes available for connection.

7. Access and Traffic

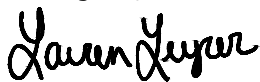
Liberty Road will serve as primary access with highway connectivity. The site driveway ties in via Edge Road at Liberty Road which is now a signalized intersection with the construction of Peach State Truck Center.

8. Approvals

Approvals will include City of Villa Rica rezoning and site plan review, building and grading permits, and any required EPD or utility permits.

The proposed rezoning from C-2 to I-1 is appropriate given the site's freeway access, surrounding industrial uses, and alignment with Villa Rica's Comprehensive Plan. The project will support local economic growth and job creation while minimizing impacts through on-site buffering, and infrastructure coordination. Overall, the rezoning serves the public interest by promoting efficient, compatible, and well-planned industrial development

Best regards,



Ware Malcomb

Lauren Leyrer, PE



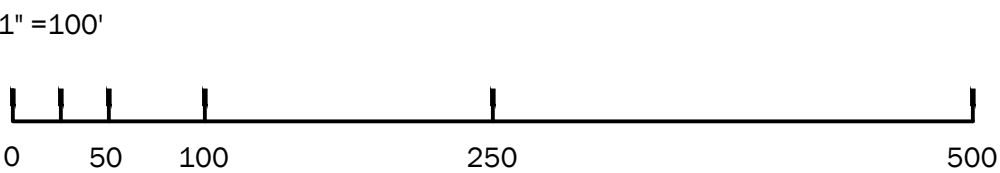
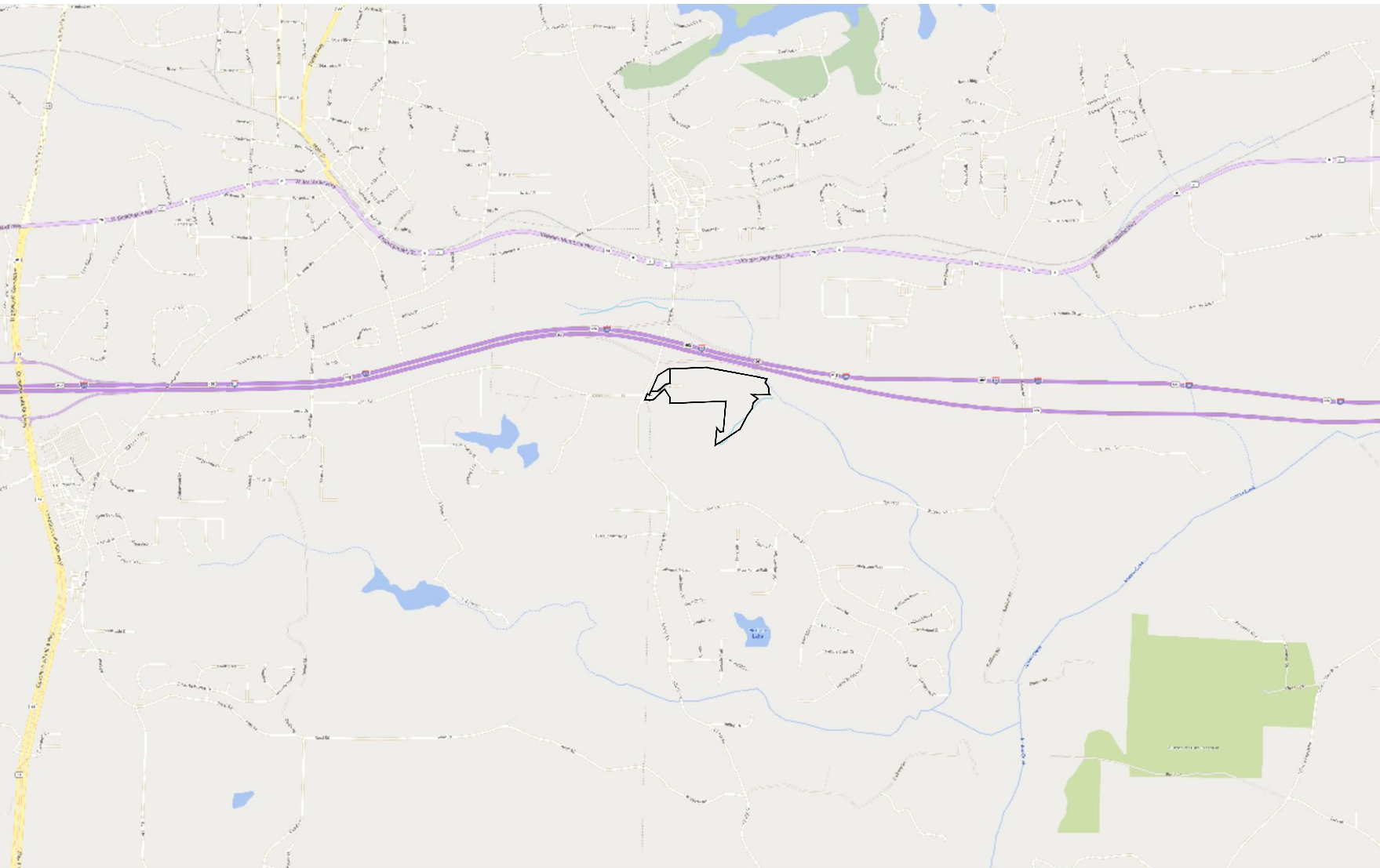
DEVELOPMENT STANDARDS		
Zoning		
Jurisdiction	City of Villa Rica, GA	
Zoning Designation	I-1 ¹	
Max Building Coverage	50%	
Max Height	45 FT ²	
Req. Landscape	25% ⁶	
Building Setbacks	Front	50 FT ³
	Side	40 FT ²
	Rear	50 FT ²
Landscape Setbacks	Front	20 FT ⁴
	Side	10 FT ⁵
	Rear	10 FT ⁵
Parking Standards	Min Stall Size	10X20 ⁷
	Drive Aisle	24 FT
	Fire Lane	20 FT
	Landscape Islands	180 SF

PROJECT DATA		
Site Summary		
Gross Site Area	1,297,652 SF	APN(s): ## 29.79 AC
Stormwater Management	88,921 SF	@ 7%
Net Site Area	1,208,731 SF	27.75 AC
Total Building Area(s)	Gross Floor Area	278,560 SF
	Footprint	278,560 SF
Coverage	Gross	21%
	Net	23%
FAR	Gross	0.21
	Net	0.23
Building 1		
Building Area(s)	Footprint	278,560 SF
Cars Provided	@0.62/1,000 SF	172 Stalls
	Req. Accessible	6 Stalls
Drive-in Doors		2
Docks	@1/4,567 SF	61
Trailers		41 Stalls

- Notes**
- Current zone is C-2, rezoning to I-1 (Light Industrial) is required.
 - For principal structures.
 - PA: 50 ft MA: 45 ft MC: 45 ft RC: 40 ft LR: 35 ft
 - All parking lots, including parking spaces (excluding interior drives and loading/unloading areas), shall be separated from all public or private street rights-of-way by a landscape screen that is a minimum of twenty (20) feet in width.
 - Parking areas adjacent to other developed parcels shall require a planting area that is a minimum ten (10) feet in width. Parking lots shall be screened adjacent to the residential use or zoning district to a minimum height of four (4) feet in accordance with the appropriate buffer yard.
 - 75% max impervious area. For parking lots with more than 25 spaces; five percent (5%) of vehicular use area shall be landscaped. The minimum landscape area permitted shall be one-hundred eighty (180) square feet with trees planted a minimum of four (4) feet from the curb or the edge of the pavement.
 - Parking areas shall be separated by a minimum of five (5) feet from the façade of a building or structure by an elevated sidewalk or planting strip. A maximum of fifty (50) percent of the required parking shall be located between the front facade and the primary street. The balance of the parking shall be on the rear or side of the primary building.

DEVELOPER:
CHI/ACQIUSTION, L.P.
JOHN BATEMAN
JBATEMAN@CROWHOLDINGS.COM
404-665-9997

CIVIL ENGINEER:
WARE MALCOMB
LAUREN LEYRER, PE
LLEYRER@WAREMALCOMB.COM
470-426-8783



This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Boundary Source:
REGRID PARCEL DATA
www.regrid.com

Stormwater Management Design:
AVERAGE REGIONAL REQUIRED
PROVIDED

SCHEME: 03

Conceptual Site Plan
Crow Holdings
Liberty Road, Villa Rica, GA

WARE MALCOMB

ATL24-4037-00
2025.12.01

PAGE
01

Sample Entry Views



Sample Entry Views

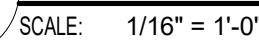
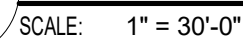
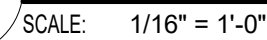


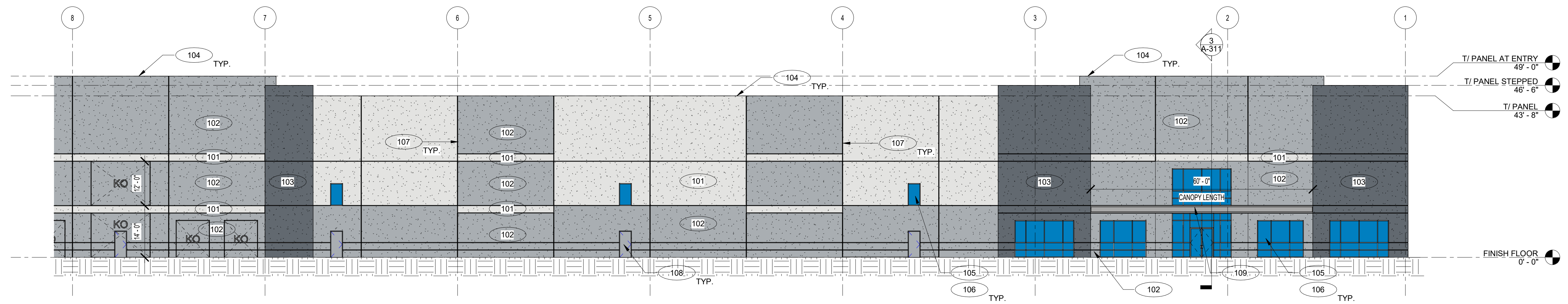
KEYNOTES

106	JOINT SEALER: ALUM. STORFRONT TREMCO DYMATIC 240FC OR EQUAL COLOR: ANODIZED ALUMINUM
107	JOINT SEALER: S. C. C. P. JOINTS MINSTERAL WP-2 POLYURETHANE OR EQUAL COLOR: TBD
108	EXPPOSED METAL DOORS & FRAMES COLOR: PAINTED TO MATCH ADJACENT PANEL PAINT COLOR
109	PRE-ENGINEERED METAL CANOPY WITH 4 MM ACM FASCIA AND 0.05" FASCIA GUTTER COLOR: REYNOLBOND TBD
110	PRE-ENGINEERED BULLNOSE CANOPY COLOR: PAC-CLAD TBD

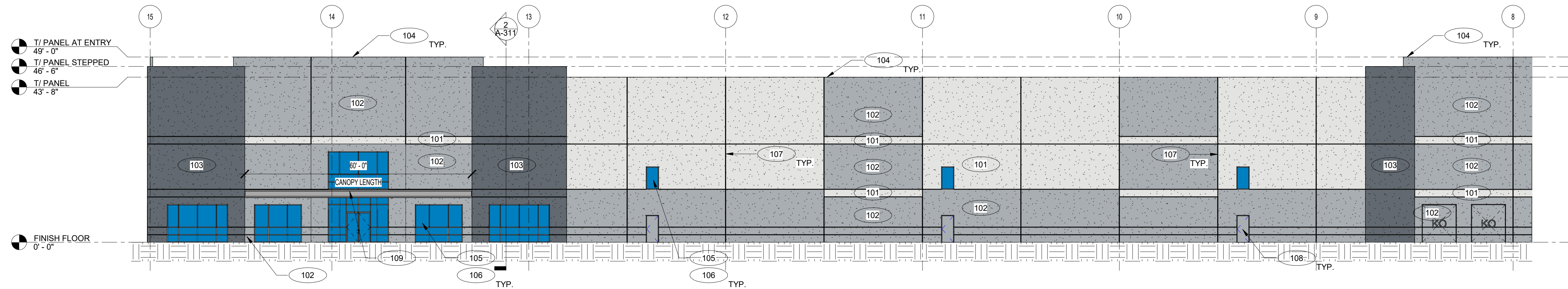
- | | |
|----|--|
| E1 | CONCRETE SERVICE RAMP, SEE 12/A-401 |
| E2 | STAIR AND GUARDRAIL, TYP. SEE 6/A-401, 8/A-401, 10/A-401 |
| E3 | DOCK BUMPER - SEE WALL SECTIONS |
| E4 | LED WALL PACK - SEE ELECTRICAL DRAWINGS |
| E5 | LOUVER - SEE MECHANICAL DRAWINGS |

SCALE: 1" = 30'-0"

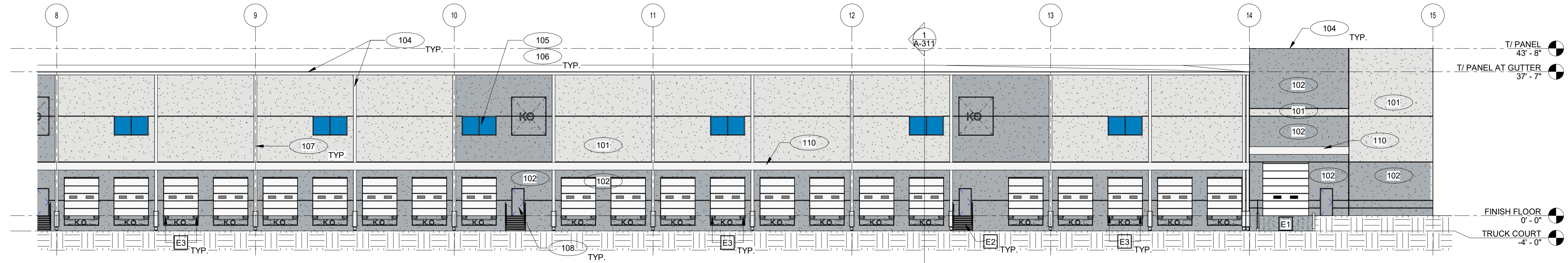




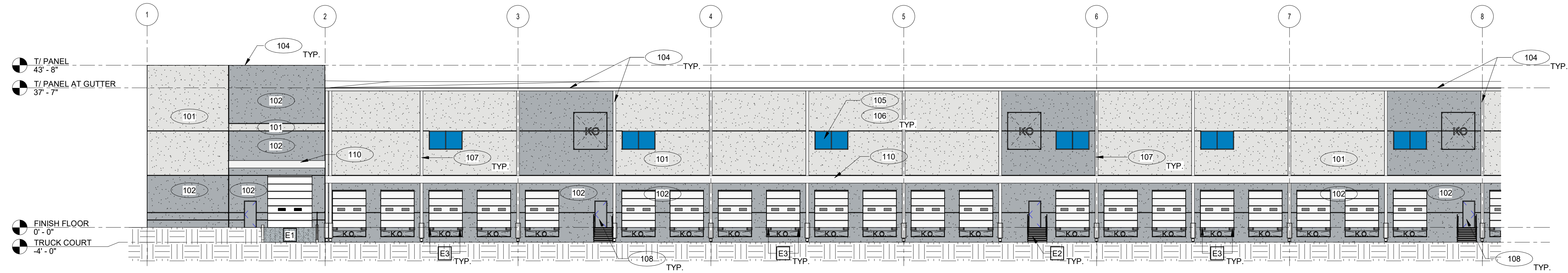
1 PARTIAL NORTH ELEVATION
SCALE: 1/16" = 1'-0"



2 PARTIAL NORTH ELEVATION
SCALE: 1/16" = 1'-0"



3 PARTIAL SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



4 PARTIAL SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

GENERAL NOTES

SEE SHEET A-201 FOR GENERAL NOTES

KEY NOTES

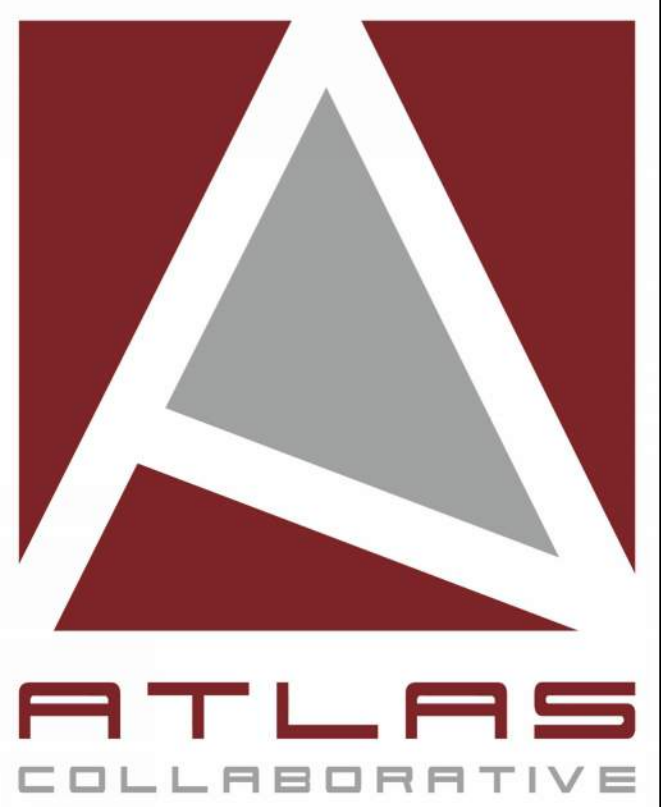
SEE SHEET A-201 FOR KEY NOTES

GLASS SCHEDULE

SEE SHEET A-201 FOR GLASS SCHEDULE

EXTERIOR FINISH SCHEDULE

SEE SHEET A-201 FOR EXTERIOR FINISH SCHEDULE



Crow Holdings
INDUSTRIAL

UNIVERSITY LOGISTICS
PKWY
BUILDING 200

1925 WINDER HIGHWAY
DACULA, GA 30019

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Print Record

17 OCTOBER 2022	DESIGN REVIEW
02 JULY 2024	DESIGN REVIEW
15 JULY 2024	50% DESIGN REVIEW
31 JULY 2024	60% DESIGN REVIEW
21 AUGUST 2024	95% DESIGN REVIEW
04 SEPTEMBER 2024	REVISED 95% DESIGN REVIEW
07 MAY 2025	REVISED 95% DESIGN REVIEW

Revisions

Issue Date: 09/07/2025
Job No.: 2201084 - 200

Sheet Title

EXTERIOR ELEVATIONS

Sheet No.

A-202

NOT ISSUED FOR CONSTRUCTION

A 1" INSULATED INNER PANE 1/4" OUTER PANE 1/4" INNER PANE HEAT STRENGTHENED INNER PANE HEAT STRENGTHENED GUARDIAN GLASS STYLE: SUNGLARD SN 68 COLOR: GRAY-CLEAR	B 1" INSULATED INNER PANE 1/4" OUTER PANE 1/4" INNER PANE TEMPERED INNER PANE TEMPERED GUARDIAN GLASS FABRICATOR: SUNGLARD SN 68 COLOR: GRAY-CLEAR	C 1" INSULATED INNER PANE 1/4" OUTER PANE 1/4" INNER PANE TEMPERED INNER PANE TEMPERED GUARDIAN GLASS FABRICATOR: SUNGLARD SN 68 WITH STYLE: DECO HT COLOR: GRAY-CLEAR
COATINGS: Low-E ON #2 SURFACE	COATINGS: Low-E ON #2 SURFACE	COATINGS: Low-E ON #2 SURFACE WITH #4 SURFACE BLACK SPANDREL
U-VALUE: 29 SHGC: 25	U-VALUE: 29 SHGC: 25	U-VALUE: - SHGC: -

101	EXTERIOR TEXTURE COATING: PAINTED CONCRETE SHERWIN WILLIAMS ULTRACRETE OR EQUAL COLOR: TBD	COLOR LEGEND SEE ELEVATION	106	JOINT SEALER: ALUM. STORFRONT TREMCO DYMERIC 240FC OR EQUAL COLOR: ANODIZED ALUMINUM
102	EXTERIOR TEXTURE COATING: PAINTED CONCRETE SHERWIN WILLIAMS ULTRACRETE OR EQUAL COLOR: TBD	COLOR LEGEND SEE ELEVATION	107	JOINT SEALER: S.C.C.P. JOINTS MASTERSEAL NP-2 POLYURETHANE OR EQUAL COLOR: TBD
103	EXTERIOR TEXTURE COATING: PAINTED CONCRETE SHERWIN WILLIAMS ULTRACRETE OR EQUAL COLOR: TBD	COLOR LEGEND SEE ELEVATION	108	EXPOSED METAL DOORS & FRAMES COLOR: PAINTED TO MATCH ADJACENT PANEL PAINT COLOR
104	PRE-FINISHED METAL GRAVEL STOP, GUTTER, COPING, AND DOWNSPOUTS COLOR: PAC-CLAD - TBD		109	PRE-ENGINEERED METAL CANOPY WITH 4 MM ACM FASCIA AND 0.05" FASCIA GUTTER COLOR: REYNOLBOND TBD
105	ALUMINUM STORFRONT/CURTAIN WALL AS MANUFACTURED BY KAWNEER COLOR: CLEAR ANODIZED		110	PRE-ENGINEERED BULLNOSE CANOPY COLOR: PAC-CLAD TBD





925 WINDER HIGHWAY
DACULA, GA 30019

[Print Record](#)

29 OCTOBER 2022	DESIGN REVIEW
23 JUNE 2024	DESIGN REVIEW
02 JULY 2024	DESIGN REVIEW
15 JULY 2024	30% DESIGN REVIEW
31 JULY 2024	60% DESIGN REVIEW
21 AUGUST 2024	95% DESIGN REVIEW
04 SEPTEMBER 2024	REVISED 95% DESIGN REVIEW
07 MAY 2025	REVISED 95% DESIGN REVIEW

Revisions

[illegible]

Issue Date	Job No.
05/07/2025	2201084 - B100

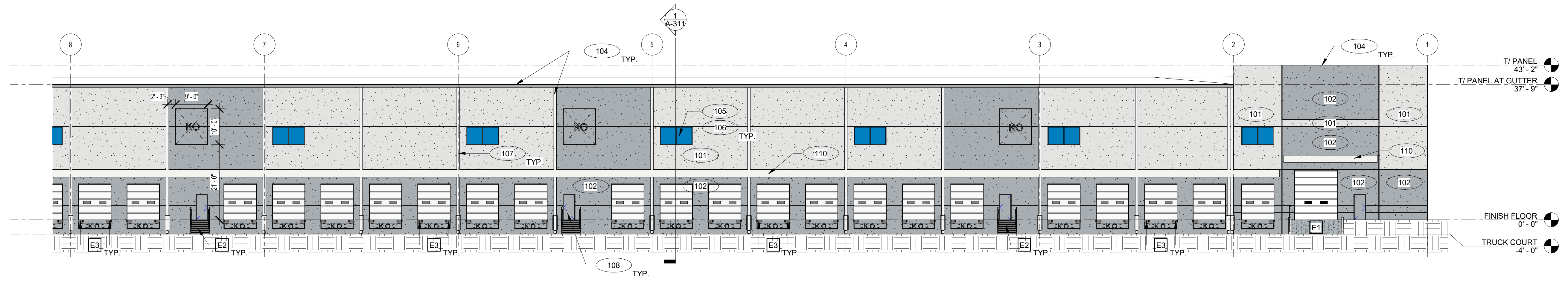
Sheet Title

EXTERIOR ELEVATIONS

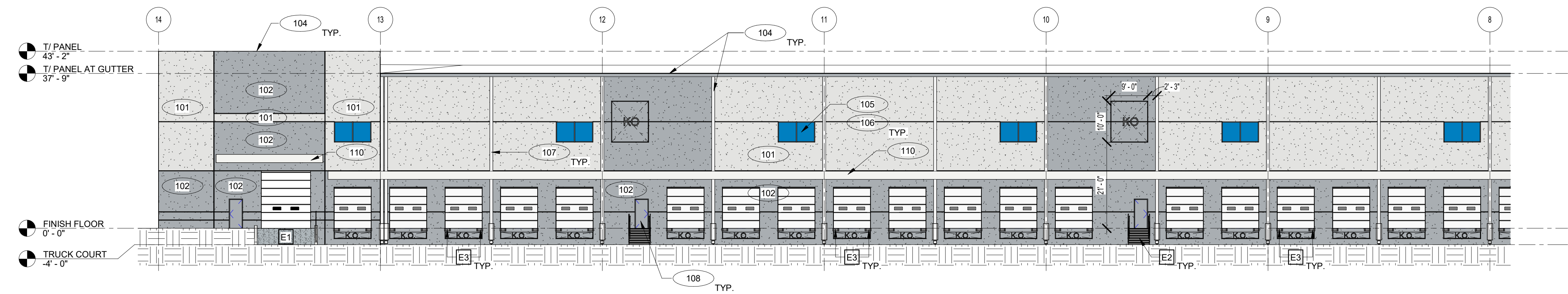
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A-202

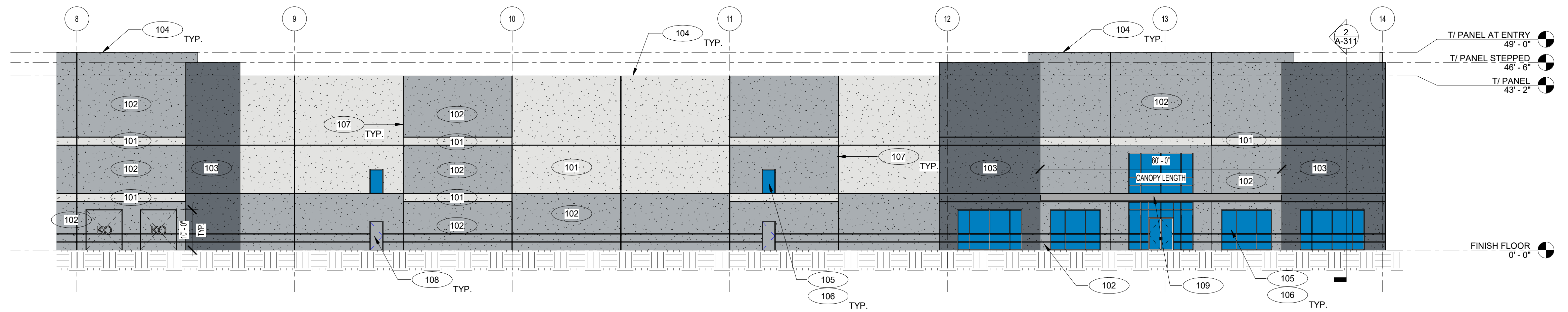
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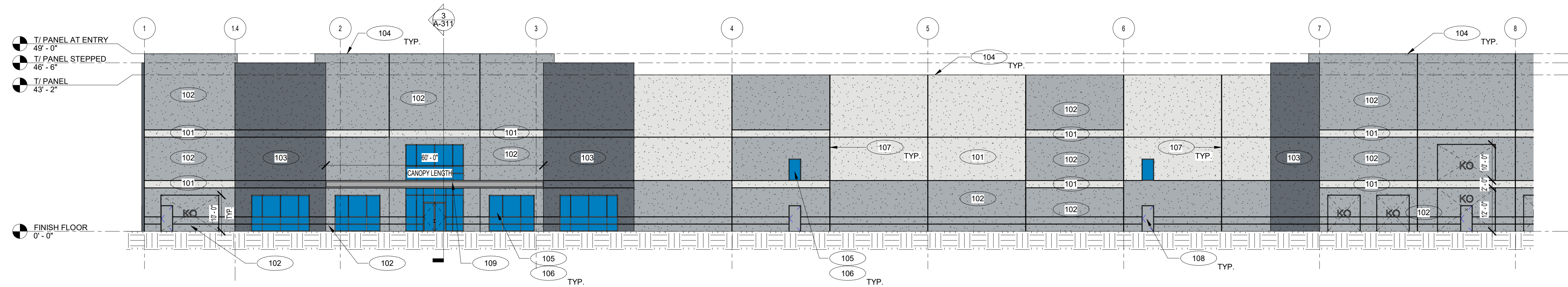
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SCALE: 1/16" = 1'-0"



SCALE: 1/16" = 1'-0"



SCALE: 1/16" = 1'-0"

SEE SHEET A-201 FOR GENERAL NOTES

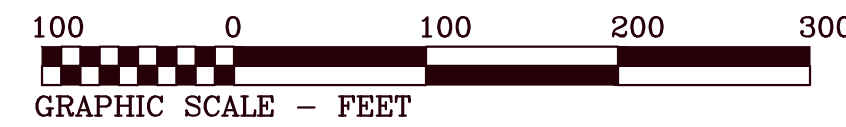
SEE SHEET A-201 FOR KEY NOTES

SEE SHEET A-201 FOR GLASS SCHEDULE

SEE SHEET A-201 FOR EXTERIOR FINISH SCHEDULE

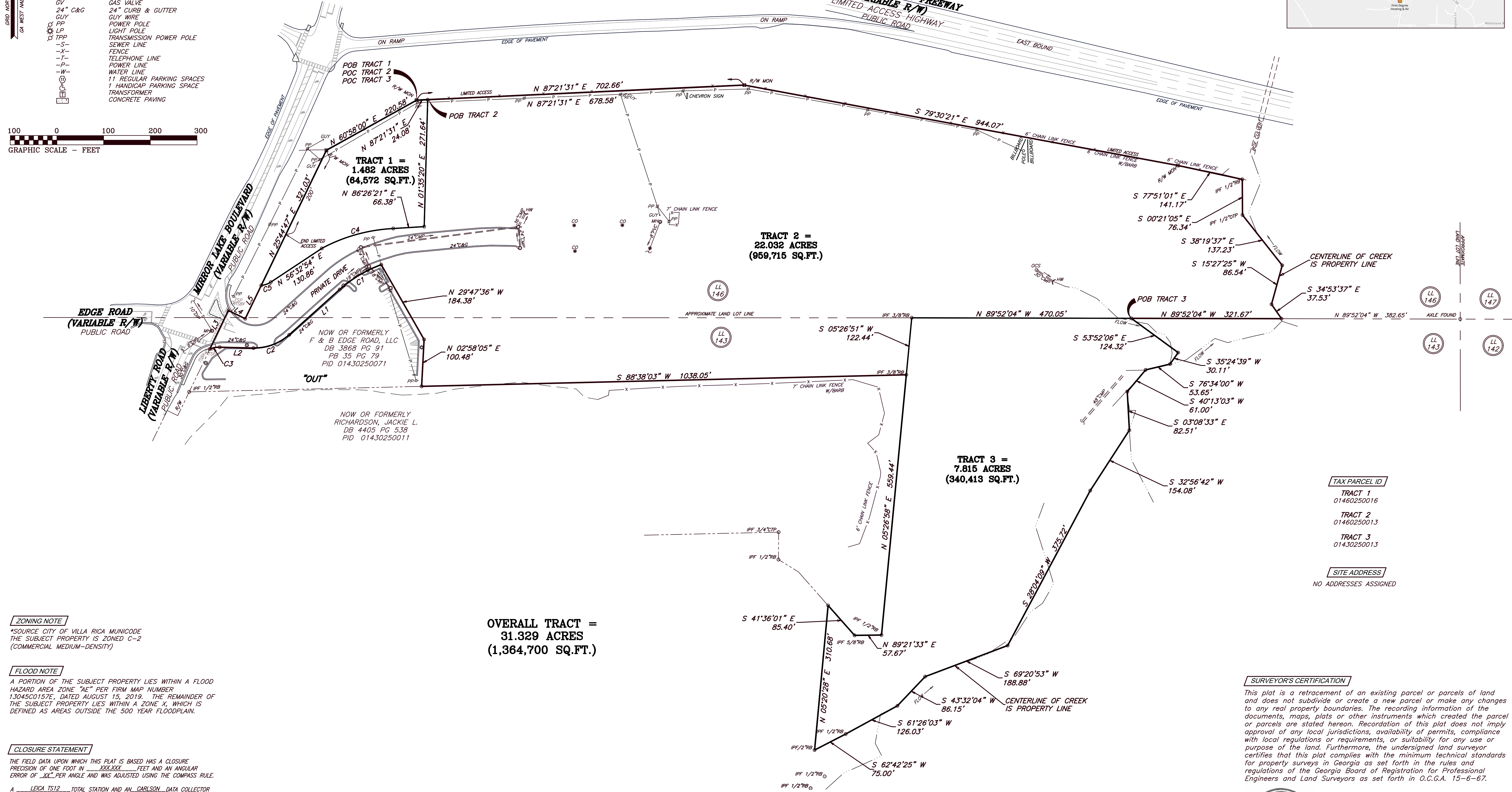
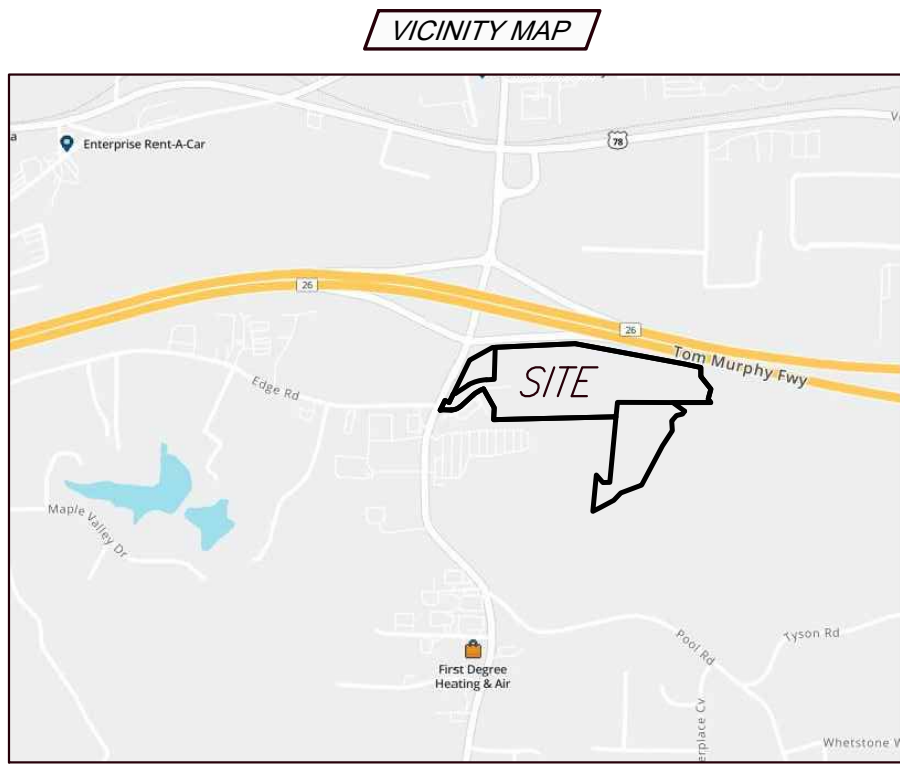
LEGEND

IPF IRON PIN FOUND
IPS IRON PIN SET
RB REBAR
OTP OPEN TOP PIPE
R/W RIGHT OF WAY
DB DEED BOOK
PB PLAT BOOK
PG PAGE
PID TAX PARCEL ID
MH MANHOLE
CB CATCH BASIN
DI DROP INLET
JB JUNCTION BOX
RTDI RAISED TOP DROP INLET
HW HEADWALL
CMP CORRUGATED METAL PIPE
RCP REINFORCED CONCRETE PIPE
DIP DUCTILE IRON PIPE
CBX TELECOMMUNICATIONS BOX
FH FIRE HYDRANT
WM WATER METER
WV WATER VALVE
GV GAS VALVE
24" C&G 24" CURB & GUTTER
GUY GUY WIRE
PP POWER POLE
LP LIGHT POLE
TPP TRANSMISSION POWER POLE
S- SEWER LINE
T- TELEPHONE LINE
P- POWER LINE
W- WATER LINE
11 REGULAR PARKING SPACES
1 HANDICAP PARKING SPACE
TRANSFORMER
CONCRETE PAVING



CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	272.48	104.47	103.83	S 59°11'48" W
C2	111.23	83.62	81.66	S 69°40'42" W
C3	54.17	21.65	21.50	S 80°03'43" W
C4	361.06	160.17	158.86	N 74°28'05" E
C5	43.33	21.73	21.31	N 71°02'09" E

LINE	BEARING	DISTANCE
L1	S 45°06'40" W	144.98
L2	N 88°42'00" W	72.15
L3	N 25°38'52" E	91.43
L4	S 64°01'53" E	40.14
L5	N 25°44'42" E	79.12



ZONING NOTE

*SOURCE CITY OF VILLA RICA MUNICODE
THE SUBJECT PROPERTY IS ZONED C-2
(COMMERCIAL MEDIUM-DENSITY)

FLOOD NOTE

A PORTION OF THE SUBJECT PROPERTY LIES WITHIN A FLOOD
HAZARD AREA ZONE "AE" PER FIRM MAP NUMBER
13045C0157E, DATED AUGUST 15, 2019. THE REMAINDER OF
THE SUBJECT PROPERTY LIES WITHIN A ZONE X, WHICH IS
DEFINED AS AREAS OUTSIDE THE 500 YEAR FLOODPLAIN.

CLOSURE STATEMENT

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE
PRECISION OF ONE FOOT IN XXX,XXX FEET AND AN ANGULAR
ERROR OF XX" PER ANGLE AND WAS ADJUSTED USING THE COMPASS RULE.

A LEICA TS12 TOTAL STATION AND AN CARLSON DATA COLLECTOR
WERE USED TO OBTAIN THE LINEAR AND ANGULAR MEASUREMENTS USED IN
THE PREPARATION OF THIS PLAT.

THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO
BE ACCURATE TO WITHIN ONE FOOT IN XXXXXXX FEET.

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may not be reproduced, or used in any way without the written permission
of this surveyor.

This plat was prepared for the exclusive use of the person, persons, or
entity named in the title block. Said use does not extend to any unnamed
person without express permission by the surveyor naming said person.

Date	
Revision	
No	

Field Date: 11/18/2025
Plat Date: 11/25/2025
Scale: 1" = 100'

BOUNDARY SURVEY
FOR
CROW HOLDINGS DEVELOPMENT
LAND LOT 143 & 146 2ND DISTRICT
CITY OF VILLA RICA, DOUGLAS COUNTY, GEORGIA

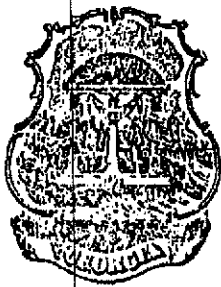


November 25, 2025
Aubrey J. Akin, R.L.S. #3138 Date

5215 Holly Springs Drive
Douglasville, GA 30135

WARRANTY DEED-

STANDARD WARRANTY DEED



STATE OF GEORGIA,

Douglas County.

THIS INDENTURE, made this 31st day of July
in the year of our Lord One Thousand Nine Hundred and Ninety Seven

between Top Hill Associates
of the State of New Jersey and County of Hunterdon of the first part
and Long Valley Inc.
of the State of Georgia and County of Douglas of the second part

WITNESSETH: That the said part of the first part, for and in consideration of the sum of
Less Than Ten DOLLARS

in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged
has granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto
the said part of the second part, their heirs and assigns, all that tract or parcel of
land lying and being in the County of Douglas, said State of Georgia

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING in Land Lot 143
and Land Lot 146, 2nd District, 5th Section, Douglas County, Georgia,
and being more fully described on Exhibit "A" attached hereto and
incorporated herein by reference.

FILED

Oct 3 11 12 AM '97
DOUGLAS CO. COURT
JANE C. WILLIAMS, CLK

Douglas County, Georgia
Real Estate Transfer Tax

\$ 0 Date 10-3-97
Jane C. Williams
Clerk Superior Court

TO HAVE AND TO HOLD the said bargained premises, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in any wise appertaining, to the only proper use, benefit and behoof of Long Valley said parties of the second part, their heirs and assigns, forever, IN FEE SIMPLE.

And the said part ies, of the first part, for themselves, their heirs, executors and administrators will warrant and forever defend the right and title to the above described property unto the said part ies of the second part, their heirs and assigns, against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, The said part ies of the first part have hereunto set their hand and affixed their seal, the day and year above written.

Signed, sealed and delivered in the presence of

James M. Jackson
James M. Jackson 7-15-01

Kongmei Wang (Seal)
Kongmei Wang (Seal)

Tan An Wang (Seal)
Tan An Wang (Seal)

Kong Yun W. Chang (Seal)
Kong Yun W. Chang (Seal)
Partners for Top Hill Associates

I certify that on this 12 day of August 1997, Kong Yun W. Chang, personally came before me and acknowledged under oath, to my satisfaction, that this person signed, sealed and delivered this Deed as his or her act and deed.

Patricia Ann Matthews
PATRICIA ANN MATTHEWS
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires Jan. 3, 2001

WARRANTY DEED

FROM

TO

Georgia, County

Clerk's Office, Superior Court.

Filed for Record at o'clock 19 M.

Recorded in Book 19 Folio

Clerk

Exhibit "A"

All that tract or parcel of land situate, lying, and being in Land Lot 143 and Land Lot 146, 2nd District, 5th Section, Douglas County, Georgia, and being more particularly described as follows: To find the true point of beginning commence at an iron pin at the southeast corner of Land Lot 146 and running thence north 89 degrees 53 minutes 49 seconds west 384.50 feet along the south land lot line of Land Lot 146 to an iron pin at the point of beginning; from said true point of beginning running thence north 89 degrees 53 minutes 49 seconds west 790.00 feet to an iron pin; running thence south 05 degrees 24 minutes 14 seconds east 122.53 feet to an iron pin; running thence south 88 degrees 37 minutes 50 seconds west 1,536.86 feet to an iron pin on the east right of way of Liberty Road; running thence north 25 degrees 44 minutes 10 seconds east 193.82 feet to an iron pin; running thence north 89 degrees 19 minutes 53 seconds east 57.85 feet to an iron pin; running thence north 25 degrees 49 minutes 37 seconds east 400.15 feet to an iron pin; running thence north 60 degrees 55 minutes 32 seconds east 220.79 feet to an iron pin on the south right of way of Interstate 20 running thence north 87 degrees 25 minutes 15 seconds east 702.25 feet along said right of way to an iron pin; running thence south 79 degrees 34 minutes 50 seconds east 944.00 feet along said right of way to an iron pin; running thence south 76 degrees 32 minutes 23 seconds east 170.50 feet to an iron pin; running thence south 22 degrees 28 minutes 40 seconds west 71.99 feet to an iron pin; running thence south 37 degrees 17 minutes 07 seconds east 90.24 feet to an iron pin; running thence south 11 degrees 06 minutes 20 seconds east 57.60 feet to an iron pin; running thence south 01 degree 36 minutes 34 seconds west 39.66 feet to an iron pin; running thence south 17 degrees 59 minutes 45 seconds east 56.59 feet to an iron pin at the point of beginning; containing 25.20 acres and being more fully shown as Tract I on a plat of survey dated 8/18/88 said plat being incorporated herein by reference and recorded at Plat Book 16, page 235, Douglas County Records.

RECORDED 10-10 1997
JANE C. WILLIAMS, CLERK
SUPERIOR COURT, DOUGLAS CO

Please return to: ✓ Top Hill Associates
5215 Holly Springs Drive
Douglasville, GA 30135

STATE OF GEORGIA
COUNTY OF

QUIT CLAIM DEED

THIS INDENTURE made this 31st day of July 19 97 by and between
Top Hill Associates of the County of Hunterdon, State of New Jersey
as
party or parties of the first part, hereinafter referred to as "Grantor", and
Long Valley Inc. of the County of Douglas, State of Georgia as
party or parties of the second part hereinafter referred to as "Grantee", the words "Grantor" and "Grantee" to
include the neuter, masculine and feminine genders, the singular and the plural;

WITNESSETH:

FOR AND IN CONSIDERATION of the sum of One Dollar and other good and valuable consideration delivered to Gran-
tor by Grantee at and before the execution, sealing and delivery hereof, the receipt and sufficiency of which is hereby ac-
knowledge, the Grantor has and hereby does remise, release, convey and forever quit claim unto Grantee and the heirs, legal
representatives, successors and assigns of Grantee, all the right, title, interest, claim or
demand which the said party of the first part has or may have in and
to the following described property:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING in Land Lot 143
and Land Lot 146, 2nd District, 5th Section, Douglas County,
Georgia, and being more fully described on Exhibit "A" attached
hereto and incorporated by reference herein.

FILED

OCT 3 11 13 AM '97

DOUGLAS CO. CLERK
JANE C. WILLIAMS, CL.

DOUGLAS COUNTY, GEORGIA
Real Estate Transfer Tax

Date 10-3-97

Jane C. Williams
Clerk Superior Court

TO HAVE AND TO HOLD said tract or parcel of land in order that neither the Grantor nor any person claiming under
Grantor shall at any time, by any means or ways, have, claim or demand any right or title to said land or any of the rights,
members and appurtenances thereof.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year first above written.

Signed, Sealed and Delivered in the presence of:

signature #142 only
signature #3
NOTARY PUBLIC
ELIZABETH A. SCANNELL
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires 7-15-01

1. Kongmey Wang (Seal)
2. Kong yan Wang (Seal)
3. Kong yan Chang
Partners for Top Hill Associates

ELIZABETH A. SCANNELL
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires 7-15-01

Exhibit "A"

All that tract or parcel of land situate, lying, and being in Land Lot 143 and Land Lot 146, 2nd District, 5th Section, Douglas County, Georgia, and being more particularly described as follows: To find the true point of beginning commence at an iron pin at the southeast corner of Land Lot 146 and running thence north 89 degrees 53 minutes 49 seconds west 384.50 feet along the south land lot line of Land Lot 146 to an iron pin at the point of beginning; from said true point of beginning running thence north 89 degrees 53 minutes 49 seconds west 790.00 feet to an iron pin; running thence south 05 degrees 24 minutes 14 seconds east 122.53 feet to an iron pin; running thence south 88 degrees 37 minutes 50 seconds west 1,536.86 feet to an iron pin on the east right of way of Liberty Road; running thence north 25 degrees 44 minutes 10 seconds east 193.82 feet to an iron pin; running thence north 89 degrees 19 minutes 53 seconds east 57.85 feet to an iron pin; running thence north 25 degrees 49 minutes 37 seconds east 400.15 feet to an iron pin; running thence north 60 degrees 55 minutes 32 seconds east 220.79 feet to an iron pin on the south right of way of Interstate 20 running thence north 87 degrees 25 minutes 15 seconds east 702.25 feet along said right of way to an iron pin; running thence south 79 degrees 34 minutes 50 seconds east 944.00 feet along said right of way to an iron pin; running thence south 76 degrees 32 minutes 23 seconds east 170.50 feet to an iron pin; running thence south 22 degrees 28 minutes 40 seconds west 71.99 feet to an iron pin; running thence south 37 degrees 17 minutes 07 seconds east 90.24 feet to an iron pin; running thence south 11 degrees 06 minutes 20 seconds east 57.60 feet to an iron pin; running thence south 01 degree 36 minutes 34 seconds west 39.66 feet to an iron pin; running thence south 17 degrees 59 minutes 45 seconds east 56.59 feet to an iron pin at the point of beginning; containing 25.20 acres and being more fully shown as Tract I on a plat of survey dated 8/18/88 said plat being incorporated herein by reference and recorded at Plat Book 16, page 225, Douglas County Records.

RECORDED 10-10 1997
JANE C. WILLIAMS, CLERK
SUPERIOR COURT, DOUGLAS CO

BK 4420 PG 99 - 102

RETURN RECORDED DOCUMENT TO:

HARTLEY, ROWE & FOWLER, P.C.
P. O. BOX 489
DOUGLASVILLE, GA 30133
FILE NO. 25-0150W

Tax Parcel ID No. 01460250013

STATE OF GEORGIA
COUNTY OF DOUGLAS

QUITCLAIM DEED

THIS INDENTURE, made the 20th day of February in the year two thousand and twenty-five, between

SHOP RICA, LLC, a dissolved Georgia limited liability company

as party or parties of the first part ("Grantor"), and

LONG VALLEY, INC., a Georgia corporation

as party or parties of the second part ("Grantee") (the words Grantor and Grantee to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH: That Grantor, for and in consideration of the sum of one dollar (\$1.00) and other valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, by these presents does hereby remise, convey and forever **QUITCLAIM** unto the said Grantee, all right, title, interest, claim or demand which the Grantor has or may have had in and to the following property:

ALL THAT TRACT or parcel of land lying and being in Land Lots 143 and 146 of the 2nd District and 5th Section of Douglas County, Georgia, and being more particularly described on Exhibit "A" attached hereto and incorporated herein by reference.

LESS AND EXCEPT from the property described above is any portion thereof contained within the bounds of the property conveyed by the Limited Warranty

Deed executed by Shop Rica, LLC to Jai Vinaayak, Inc. on July 11, 2012, filed of record in Deed Book 3034, Pages 393-396, Douglas County, Georgia Records, and being more particularly described on Exhibit "B" attached hereto and incorporated herein by reference.

THIS DEED is executed by Shop Rica, LLC, pursuant to the authority of Georgia Code Annotated §14-11-611. The purpose of this Deed is to reconvey to Long Valley, Inc., the sole member of Shop Rica, LLC, any portion of the property described on Exhibit "A" that was not previously conveyed by Shop Rica, LLC.

TO HAVE AND TO HOLD the said described premises to Grantee, so that neither Grantor nor any person or persons claiming under Grantor shall at any time claim or demand any right or title to said premises or its appurtenances.

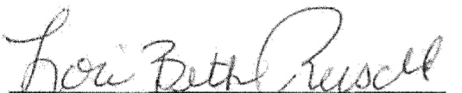
IN WITNESS WHEREOF, Grantor has signed and sealed this deed, the day and year first above written.

SHOP RICA, LLC,
a dissolved Georgia limited liability company

By:  (SEAL)
T. K. Wang, Manager

Signed, sealed and delivered
in the presence of:


Witness


Notary Public
My Commission Expires: 10-9-28
(SEAL)



BK PG

EXHIBIT "A"

1927 1044

Legal Description

All that tract or parcel of land lying and being in land lots 143 and 146, of the 2nd District, 5th Section of Douglas County, Georgia and being more particularly described as follows:

Commencing at a concrete monument located at the intersection of the easterly right of way of Mirror Lake Boulevard (formerly known as Liberty Road) and the southerly right of way of the east bound entrance ramp to Interstate Highway No. 20, proceeding thence S24°07'34"W a distance of 400.39' along the easterly right of way of Mirror Lake Blvd., proceeding thence N65°37'10"W a distance of 40.19 along said right of way to a point, proceeding thence S24°03'33"W a distance of 91.49' along said right of way to a point, said point being the Point of Beginning. Proceeding thence southwesterly along the right of way of Mirror Lake Boulevard S24°03'33"W a distance of 102.33 to a point, proceeding thence leaving said right of way N86°57'13"E a distance of 499.53 to a point, proceeding thence N01°34'18"E a distance of 105.17 to a point, proceeding thence N32°10'20"W a distance of 180.77' to a point on the southerly right of way of Edge Road Extension as proposed, proceeding thence southwesterly along said right of way in a curve to the left having a radius of 270.00' a distance of 106.41' to a point, proceeding thence along said right of way S46°31'21"W a distance of 144.98' to a point on said right of way, proceeding thence along said right of way in a curve to the right having a radius of 111.00' a distance of 83.67' to a point, proceeding thence along said right of way S89°42'41"W a distance of 72.15' to a point on said right of way, proceeding thence southwesterly along said right of way in a curve to the left having a radius of 54.61' a distance of 21.68' to a point on the southeasterly right of way of Mirror Lake Boulevard (formerly known as Liberty Road), said point being the Point of Beginning. Said tract contains 74,506 square feet or 1.7104 acres.

BK 3034 PG 0395

EXHIBIT "B"

PROPERTY DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 143 AND 146 OF THE 2ND DISTRICT, 5TH SECTION OF DOUGLAS COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT ½" REBAR MARKING THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY OF EDGE ROAD EXTENSION (60' R/W) AND THE EASTERLY RIGHT OF WAY OF LIBERTY ROAD (R/W VARIES);
THENCE, ALONG THE SOUTHERLY RIGHT-OF-WAY OF EDGE ROAD EXTENSION AND ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 54.61 FEET A LENGTH OF 21.68 FEET SUBTENDED BY A CHORD BEARING OF NORTH 78 DEGREES 20 MINUTES 17 SECONDS EAST, A DISTANCE OF 21.54 FEET TO A ½" REBAR;
THENCE, NORTH 89 DEGREES 42 MINUTES 41 SECONDS EAST, A DISTANCE OF 72.15 FEET TO A ½" REBAR WITH CAP;
THENCE, ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 111.00 FEET A LENGTH OF 83.67 FEET SUBTENDED BY A CHORD BEARING OF NORTH 68 DEGREES 07 MINUTES 01 SECONDS EAST, A DISTANCE OF 81.70 FEET TO A ½" REBAR WITH CAP;
THENCE, NORTH 46 DEGREES 31 MINUTES 21 SECONDS EAST, A DISTANCE OF 144.98 FEET TO A ½" REBAR WITH CAP;
THENCE, ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 270.00 FEET A LENGTH OF 104.48 FEET SUBTENDED BY A CHORD BEARING OF NORTH 57 DEGREES 36 MINUTES 29 SECONDS EAST, A DISTANCE OF 103.83 FEET TO A ½" REBAR WITH CAP;
THENCE SOUTH 31 DEGREES 22 MINUTES 55 SECONDS EAST, A DISTANCE OF 184.38 FEET TO A ½" REBAR WITH CAP;
THENCE, SOUTH 01 DEGREES 23 MINUTES 43 SECONDS WEST, A DISTANCE OF 100.14 FEET TO A ½" REBAR WITH CAP;
THENCE, SOUTH 86 DEGREES 57 MINUTES 13 SECONDS WEST, A DISTANCE OF 497.93 FEET TO A ½" REBAR;
THENCE, ALONG THE RIGHT OF WAY OF LIBERTY ROAD, NORTH 24 DEGREES 03 MINUTES 33 SECONDS EAST, A DISTANCE OF 102.33 FEET TO THE POINT OF BEGINNING.
TOGETHER WITH AND SUBJECT TO COVENANTS, EASEMENTS AND RESTRICTIONS OF RECORD, SAID PROPERTY CONTAINS 1.69 ACRES, MORE OR LESS. SAID PROPERTY IS MORE FULLY SHOWN ON A SURVEY PREPARED BY HUGHES-RAY COMPANY, JOB NUMBER H12158, DATED JULY 3, 2012.

RETURN TO:

File No: 01-0901B
Return Recorded Document to:
Hartley, Rowe & Fowler, P.C.
P.O. Box 489
Douglasville, Georgia 30133

BK PG
1526 1002

FILED

2002 FEB 13 A 9:59

SUPERIOR COURT
DOUGLAS COUNTY, GA
CLERK

DOUGLAS COUNTY, GEORGIA
REAL ESTATE TRANSFER TAX

WARRANTY DEED

STATE OF GEORGIA
COUNTY OF DOUGLAS

\$ 375.00 DATE 4-8-02
Candy W. Chaffin
CLERK SUPERIOR COURT

THIS INDENTURE, made the 11th day of February, in the year two thousand Two, between

Q & S PROPERTIES, LLC

of the County of FULTON, and State of GEORGIA, as party or parties of the first part, hereinafter called
Grantor, and

LONG VALLEY, INC.

as party or parties of the second part hereinafter called Grantee (the words "Grantor" and "Grantee" to include
their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of other good and valuable considerations and the sum
of Ten and no/100 (\$10.00) Dollars in hand paid at and before the sealing and delivery of these presents, the
receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by
these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee:

**ALL THAT TRACT or parcel of land lying and being in Land Lot 146 of the 2nd District and 5th
Section of Douglas County, Georgia and being more particularly described on Exhibit "A" attached
hereto and incorporated herein by reference.**

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and
appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use,
benefit and behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described
property unto the said Grantee against the claims of all persons whomsoever.

01526,
1003

BK PG
1526 1003

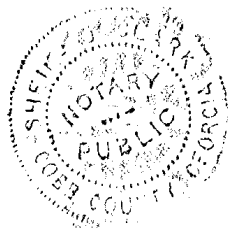
IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written.

Signed, sealed and delivered in the presence of:

Sue Chastee
Unofficial Witness

Sheila J. Clark
Notary Public

NOTARY PUBLIC, COBB COUNTY, GEORGIA
MY COMMISSION EXPIRES JUNE 12, 2003



Q & S PROPERTIES, LLC

By: Victor Smith (Seal)
VICTOR SMITH
Title: MEMBER/MANAGER

By: _____ (Seal)

(AFFIX CORPORATE SEAL)

BK PG
1526 1004

Exhibit "A"

Legal Description

All that tract or parcel of land lying and being in land lot 146 of the 2nd District, 5th Section of Douglas County, Georgia. Being more particularly described as follows.

Commencing at a concrete monument found at the intersection of the southeastern right of way of Liberty Road and the southeastern right of way of Interstate Highway 20, proceeding thence N 59-19'16" E a distance of 220.69' along the southern right of way of Interstate Highway 20 to a concrete monument found, proceeding thence along said right of way N 85-44'38" E a distance of 24.29' to an iron pin placed on said right of way, leaving said right of way pt S 00-00'00" E a distance of 271.65' to a point on the north right of way of a proposed road (having a 60' right of way), proceeding thence along said proposed road S 84-46'50" W a distance of 66.38' to a point, proceeding thence along said proposed road following a curve to the left an arc distance of 159.32' to a point, proceeding thence along said proposed road S 57-09'37" W a distance of 130.86' to a point, proceeding thence along said proposed road following a curve to the right an arc length of 21.53' to a point on the southeastern right of way of Liberty Road, proceeding thence N 24-07'34" E a distance of 320.97' along said right of way to a point, said point being the point of commencement. Said tract contains 1.500 acres as shown on plat prepared by P. T. & B. Engineering, Inc, dated 5/15/2000, bearing a job number of 00141-96219.

APR 18 2002

RECORDED
CINDY W. CHAFFIN, CLERK
SUPERIOR COURT, DOUGLAS CO., GA

December 1, 2025

PROPOSED REZONING ON PROPERTY
BY CHI/ACQUISITION, L.P.
NOTICE OF CONSTITUTIONAL CHALLENGE

BACKGROUND

Long Valley, Inc. is the Owner of land located at 700 Edge Road in Villa Rica, Georgia (the "Property"). An application for an annexation and rezoning from C2 to I1 for industrial warehousing was filed by CHI/Acquisition, L.P. (the "Applicant").

PROPOSED USE

The Applicant requests a rezoning from C2 to I1 for the development of industrial warehousing on the Property.

CONSTITUTIONAL REQUIREMENTS

In accordance with the requirements of various Georgia cases, including *OS Advertising Company v. Rubin*, 263 Ga. 761 (1994); *Cobb County Board of Commissioners v. Poss*, 257 Ga. 393 (1987); and *Gradous v. Board of Commissioners*, 256 Ga. 469 (1989), it is hereby submitted that, if not rezoned as requested by this action, the Villa Rica City Zoning Ordinance presently in effect, with any amendments, which prohibits the Project, is unconstitutional in that it renders the Property unusable and destroys its marketability. As such, the current zoning classification constitutes a taking of the Property without just and adequate compensation and without due process of law in violation of the Fourteenth Amendment to the United States Constitution and in violation of Article I, Section I, Paragraph I and Article I, Section III, Paragraph I(a) of the Constitution of the State of Georgia. In this connection, the Applicant contends that to deny the rezoning constitutes an abuse of the police power, in that such denial bears no substantial relation to the public health, safety, morality, or general welfare. Accordingly, such action would

constitute a deprivation of Property rights without due process of law. Furthermore, to deny the rezoning results in relatively little gain or benefit to the public while inflicting serious injury or loss on the Applicant and Owner. To this extent, such action is confiscatory and void. The Property is best suited for the rezoning use, as proposed by the Applicant, and to deny the rezoning renders the Property unusable and destroys its marketability. This is a taking of Property without just compensation and without due process of law. In reality, the denial of the requested rezoning causes a detriment to public good, in that the public can be served by the development proposed by the Applicant given the particular location of this Property.

Accordingly, we respectfully urge your approval of the rezoning request.

CITY COUNCIL
LESLIE MCPHERSON, MAYOR
DANNY CARTER
SHIRLEY MARCHMAN
MATTHEW MONTAHAN
STEPHANIE WARMOTH
ANNA MCCOY

City of Villa Rica



INTERIM CITY MANAGER: JENNIFER
HALLMAN
CITY CLERK: THERESA CAMPBELL
CITY ATTORNEY: KEVIN DRUMMOND

571 W BANKHEAD HWY
VILLA RICA, GA 30180
770.459.7000 | VILLARICA.ORG

October 24, 2025

RE: Letter of Availability
700 Edge Road
Villa Rica, GA 30180

To: Crow Holdings

This letter is written as conditional approval of the Commercial Water and Sewer Capacity Request for the address above. This capacity is approved for an average flow of 3,500 gallons per day per the application submitted, and is approved upon the following conditions:

1. The owner will initially utilize a septic system for wastewater treatment and, at owner's expense, connect to the city's sewer utility within eighteen months of notification that capacity is available and the city prepared to accept the additional flow.
2. City maintains the right to review and require modifications to the water service design and layout on the property during the plan review process to ensure there is no negative impact to the city's water utility.

Should additional water and/or sewer flow be needed at any future date, an additional request and application must be submitted for review and approval.

This letter of availability is valid for one year from the date of this letter, and is not transferable.

Thank you,
John

John Bain

John Bain
Interim Deputy City Manager / Utilities Director
City of Villa Rica, GA
jbain@villarica.gov

CITY COUNCIL
LESLIE MCPHERSON, MAYOR
DANNY CARTER
SHIRLEY MARCHMAN
MATTHEW MOMTAHAN
STEPHANIE WARMOTH
ANNA MCCOY

City of Villa Rica



INTERIM CITY MANAGER: JENNIFER
HALLMAN
CITY CLERK: THERESA CAMPBELL
CITY ATTORNEY: KEVIN DRUMMOND

571 W BANKHEAD HWY
VILLA RICA, GA 30180
770.459.7000 | VILLARICA.ORG

COMMERCIAL WATER AND SEWER CAPACITY REQUEST APPLICATION

Date of Application: 5/22/2025

Name of Applicant: Crow Holdings

Is the location of this development inside Villa Rica City Limits? Yes

Parcel Number(s): 01460250013 and 01430250013

Street Address: 700 Edge Road

Project Information

Project Name: Liberty Road Industrial

Project Location: 700 Edge Road

Project Type (Residential, Commercial, Industrial): Industrial

Project Description: Site will consist of a 276,960 SF industrial warehouse and trailer parking areas

If Residential, Number of Residential Units Proposed: N/A

Will This Project be developed in Phases?: No

If yes, How Many Phases are Projected?: N/A

If capacity is granted for one phase of a project, it in no way guarantees or assures capacity will be available for future phases. Any additional capacity not provided in this request will require additional application submissions and reviews prior to approval.

Is the development intended to be a public or a private development (interior roadways, utilities, infrastructure): Private Development

If application is for non-domestic wastewater, applicant must attach additional detailed information as to the characteristics of the wastewater, including but not limited to BOD5, TSS, COD, pH, fats, oils, and grease, as well as any federally or state identified priority pollutants, including but not limited to nitrogen and phosphorus. A separate individual approval shall be required for non-domestic use.

Flow InformationProject Average Daily Flow, gpd: 3,462Project Peak Daily Flow, gpd: 10,386**Please attach worksheet including calculations on how this data was derived.**

The proposed flow rate(s) of the development in gallons per day (gpd) of the new development will be calculated and peaked with a factor of 3.

Estimated Month Flow to Utility System Begins (mm/yyyy): 12/2026Are any additional amenities and/or structures requiring water/sewer connectivity: NoDescription of additional amenity/structure: N/AEstimated average and peak daily flows of amenity/structure: N/AWill the construction / modification of a lift station be required: Yes**Engineer Information**Company Name: Ware MalcombAddress: 3520 Piedmont Road NE, Suite 290Contact Name: Lauren LeyrerCity, State, Zip Code: Atlanta, GA 30305Phone Number: 470.426.8783Email Address: lleyrer@waremalcomb.com

The Utility may require additional information depending upon the type of development and/or system requirements.

All applicants must comply with all terms and provisions of the City of Villa Rica Development Regulations and Code of Ordinances. All proposed projects must be coordinated through the city's Community Development department prior to start of any activities on the property.

This application is not transferable or assignable to any party.

Applicant Agreement:

The filing of this form by the applicant in the capacity of legal representative of the owner of the parcel or property, places no obligation on The City of Villa Rica, its officers, employees, or agents to issue a building permit, conditional or otherwise. Any misrepresentation in this application, failure to provide new, revised, or updated information regarding the

estimated water and sewage demand, or subsequent violation of the conditions of the capacity certification process, will result in revocation of the building permit and other remedies available in equity and law for the improper filing of legal documents. I (the applicant) further acknowledge and agree to comply with all the terms and provisions of the City of Villa Rica Code of Ordinances and Development Regulations (as amended from time to time).

Applicant Signature:  778A1E3BBD9C418...

Address: 3715 Northside Parkway, Building 200, Suite 800, Atlanta, GA 30327

Phone #: 404.665.9997 Email: jbateman@crowholdings.com

For Department Use Only

This application for capacity certification is hereby:

[] APPROVED IN THE AMOUNT OF _____ FOR IMMEDIATE USE

[X] DISAPPROVED

[] CONDITIONALLY APPROVED IN THE AMOUNT OF _____ - PENDING:

ADDITIONAL COMMENTS:

The City currently lacks the available water and sewer conveyance and capacity to serve the project at this time.

Utility Representative: *John D Bain*

Title: Interim Deputy City Manager / Utilities Director

Date: June 10, 2025

Sewer Useage Calcs	
Building SF	276,960 SF
# of Employees (1 employee/ 2,000 SF)	138 Employees
Average Daily Flow (25 GPD per Employee)	3,462 GPD
Peak Daily Flow (3* ADF)	10,386 GPD



Publication Name:

Douglas County Sentinel

Publication URL:

Publication City and State:

Douglasville, GA

Publication County:

Douglas

City of Villa Rica 571 West Bankhead Highway Villa Rica, GA 30180 770.459.7000 (Ofc) 770.459.7003 (Fax) NOTICE OF PUBLIC HEARING Newspaper Legal Advertisement Application #: **RA-03-25** Please let this document serve as official notification that the City of Villa Rica Planning & Zoning Commission and the Mayor and City Council will hold public hearings to consider a proposed rezoning request submitted by CHI/Acquisition, L.P. The request is to rezone the subject property from Commercial Medium-Density (C2) to Industrial Low-Density (I1). The property is located at 700 Edge Road, within Land Lots 143 and 146 of District 4, also known as Parcel Numbers 01460250013 and 01430250013, and is located within Douglas County, GA, Ward 5. The total property size is approximately 29.79 ± acres. Public hearings will be conducted by the Planning & Zoning Commission at 6:00 PM on Tuesday, January 20th, 2026, and by the Mayor and City Council at 6:00 PM on Tuesday, February 10th, 2026 at the Holt-Bishop Justice Center, Municipal Court Room, 101 Main Street, Villa Rica, Georgia. Comments may be presented at the public hearing or filed in writing prior to the public hearing. For any additional information, please contact the Office of Community Development at 678.840.1238. 01/03
CLASS:10900



Publication Name:

Times-Georgian

Publication URL:

Publication City and State:

Carrollton, GA

Publication County:

Carroll

City of Villa Rica 571 West Bankhead Highway Villa Rica, GA 30180 770.459.7000 (Ofc) 770.459.7003 (Fax) NOTICE OF PUBLIC HEARING Newspaper Legal Advertisement Application #: **RA-03-25** Please let this document serve as official notification that the City of Villa Rica Planning & Zoning Commission and the Mayor and City Council will hold public hearings to consider a proposed rezoning request submitted by CHI/Acquisition, L.P. The request is to rezone the subject property from Commercial Medium-Density (C2) to Industrial Low-Density (I1). The property is located at 700 Edge Road, within Land Lots 143 and 146 of District 4, also known as Parcel Numbers 01460250013 and 01430250013, and is located within Douglas County, GA, Ward 5. The total property size is approximately 29.79 ± acres. Public hearings will be conducted by the Planning & Zoning Commission at 6:00 PM on Tuesday, January 20th, 2026, and by the Mayor and City Council at 6:00 PM on Tuesday, February 10th, 2026 at the Holt-Bishop Justice Center, Municipal Court Room, 101 Main Street, Villa Rica, Georgia. Comments may be presented at the public hearing or filed in writing prior to the public hearing. For any additional information, please contact the Office of Community Development at 678.840.1238. 01/03
CLASS:10900





Staff Report RA-03-2025

Applicant: CHI/Acquisition, L.P.

Case No.: RA-03-25

Address: 700 Edge Road

Land Lots: 0143, 0146

Parcel: 01460250013

Acreage: ±21.99 acres

Ward: 5

City Council Member: Dominique Conteh

Planning Board Member: Ashley Head

City of Villa Rica/Douglas County

The applicant, CHI/Acquisition, L.P., requests rezoning of PIN 01460250013 from C-2 (Commercial, Medium-Density) to I-1 (Industrial, Low-Density), to develop approximately 29.79 acres located at 700 Edge Road. The request is intended to allow development of a light industrial warehouse facility of 278,560 square feet with associated truck courts, trailer parking, employee parking, stormwater facilities, and perimeter landscaping. The development site compromises 2 parcels, with the second parcel (01430250013, ±7.8 acres) zoned I-2.

The following documents, which were submitted in support of the Application, have been reviewed:

1. Rezoning Application, submitted by CHI/Acquisition, L.P. dated December 1, 2025 (5 pages).
2. Commercial Water and Sewer Capacity Request / Utility Capacity Letter, City of Villa Rica, dated June 10, 2025 (4 pages).
3. Property Deed, Douglas County Superior Court records (12 pages).
4. Conceptual Site Plan, prepared by Ware Malcomb, dated December 1, 2025 (1 page).
5. Statement of Intent, prepared by Ware Malcomb on behalf of CHI/Acquisition L.P., dated December 1, 2025 (2 pages).
6. Sample Building Elevations, Sample Entry Rendering – View 1 and View 2.
7. Boundary Survey, prepared by TSS – Surveying Services, dated November 25, 2025 (1 page).
8. Legal Description, Land Lots 143 and 146, 2nd District, Douglas County, Georgia
9. Notice of Constitutional Challenge, December 1, 2025 (2 page).
10. Traffic Impact Study, prepared by NV5 Engineers and Consultants, dated 1/13/26 (50 Pages).



A. Existing Conditions

The subject property is currently undeveloped and is located near the Interstate 20 corridor. Surrounding land uses include industrial, commercial, and transportation-oriented uses. Interstate 20 bounds the property to the north, reinforcing the area's function as a regional employment and logistics corridor.

Given the anticipated truck traffic and proximity to other trucking-oriented uses, staff has requested a Traffic Impact Study to evaluate roadway and intersection impacts and determine whether improvements are necessary.

The City has identified limited sewer capacity to serve the site currently, and the applicant proposes an interim septic system and an on-site fire protection tank until municipal service becomes available. The City issued a Letter of Availability dated October 24, 2025, conditionally approving water capacity for an average daily flow of 3,500 gallons per day. Due to current limitations in sewer capacity, the authorization allows the property to initially utilize an on-site septic system for wastewater treatment. The property owner is required to connect to the City's sewer system at their expense within eighteen (18) months of notification that capacity is available.

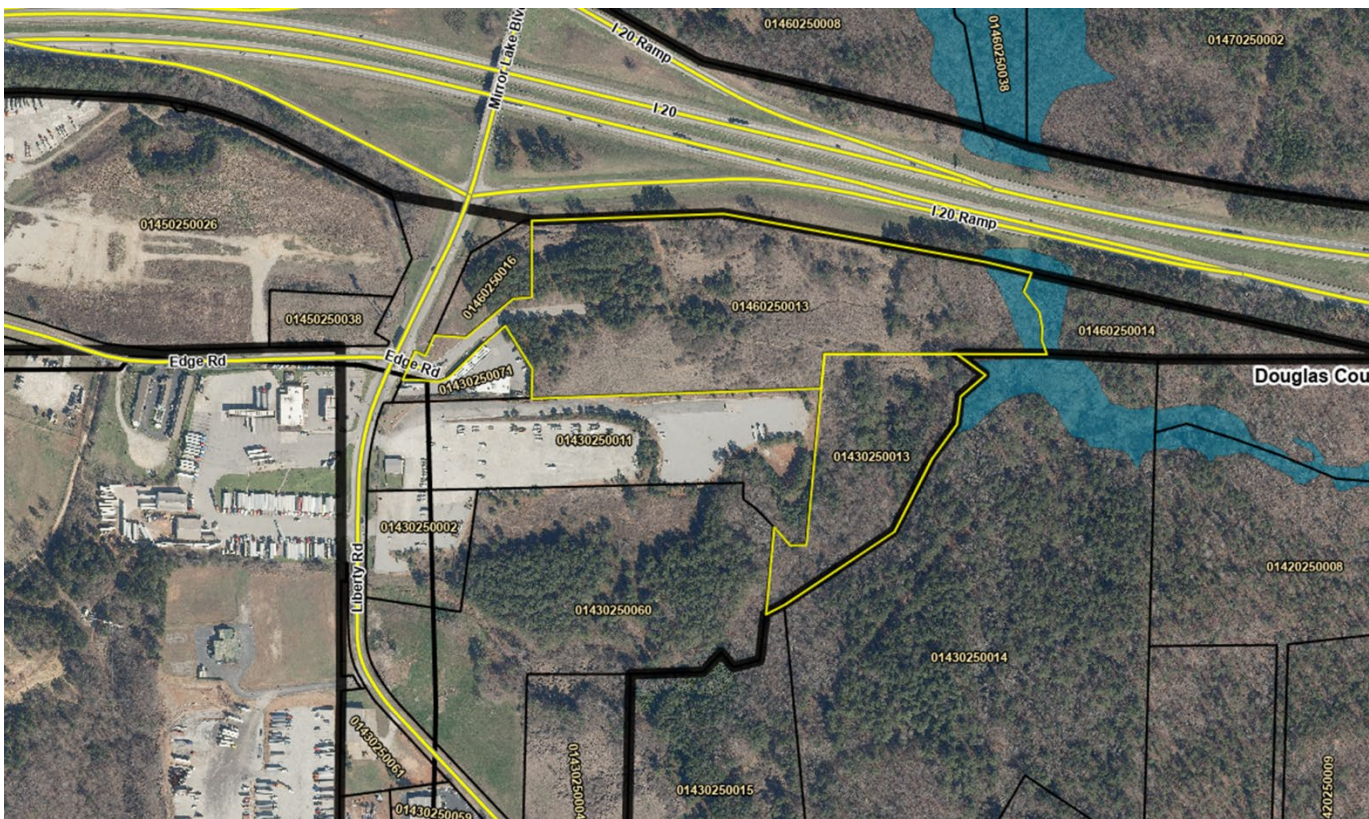


FIGURE 1. AERIAL MAP. 700 EDGE ROAD.



Surrounding Properties:

The subject property is located within a transportation and logistics oriented area at the Interstate 20 and Liberty Road interchange. To the north, the site is bound by Interstate 20. To the west, across Liberty Road, are large-scale industrial and logistics uses, including Peach State Truck Centers. To the south, surrounding users include Pilot Travel Center, CAT Scale, and J Kane Auctions, all of which support trucking, vehicle storage, and auto oriented industrial activity. To the east, the area remains largely undeveloped, consisting of wooded land and natural areas, with a small commercial outparcel at 700 Edge Road that includes a Fuel Service Station and Restaurant. Overall, the surrounding land uses are predominantly industrial and highway supportive in nature.

TABLE 1. SURROUNDING LAND USES

Current Zoning		Land Use
North	I-2 (Industrial Medium Density)	Industrial (across I-20)
East	C-2 (Commercial Medium Density)	Undeveloped / County Undeveloped
South	I-1 (Industrial Low Density)	Industrial
West	C-2 (Commercial Medium Density)	Commercial / Industrial

B. Proposed Development

The applicant proposes development of a ±278,560-square-foot light industrial warehouse facility with associated office space, designed to support logistics, distribution, and employment-generating uses consistent with the I-1 zoning district. The site layout accommodates internal truck circulation, trailer and employee parking, and on-site stormwater management. Access to the site is provided via Edge Road, near the signalized Liberty Road intersection.

Economic Impact

The proposed development represents an estimated \$35 million capital investment and is anticipated to generate approximately 175 to 250 permanent jobs, depending on the end user, in addition to approximately 125 construction-related jobs during the development phase. Wage levels for permanent positions will be determined by the final employer.

Traffic Impact Study

The applicant has contracted with a qualified traffic engineer to prepare a Traffic Impact Study for the proposed development. Due to the timing of data collection, the study was not available at the time of the initial publication of this staff report and will be reviewed by staff upon receipt.

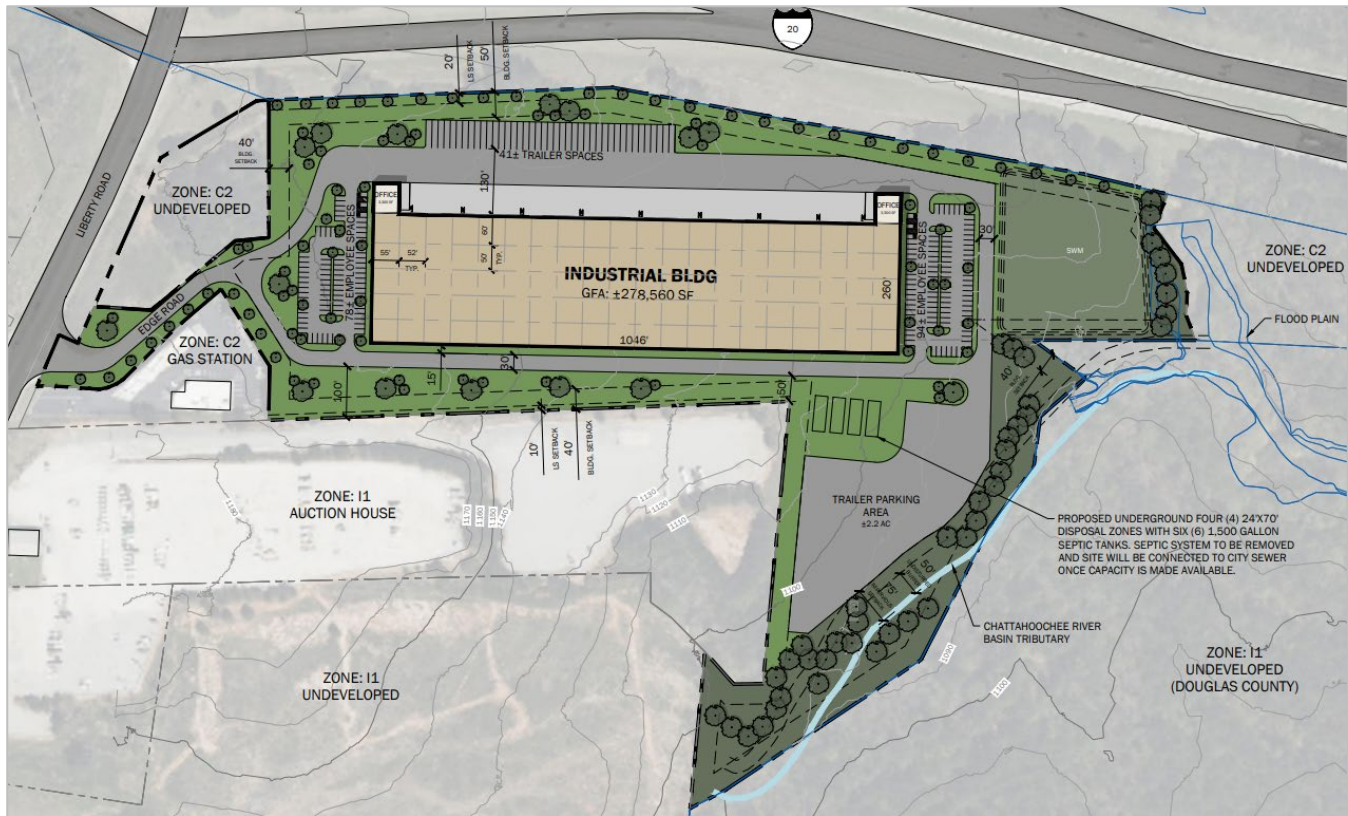


FIGURE 2. SITE PLAN. 700 EDGE ROAD.



FIGURE 3. RENDERING. SAMPLE ENTRY VIEW 1



FIGURE 4. RENDERING. SAMPLE ENTRY VIEW 2

C. Comprehensive Plan Consistency

The property lies within the *Liberty Village* Future Land Use village area and is designated as part of the *I-20 Gateway* land use designation in the City of Villa Rica Comprehensive Plan. The I-20 Gateway designation supports employment-generating uses that benefit from interstate access, higher intensity development, and efficient movement of goods and services. The proposed rezoning is consistent with these objectives.

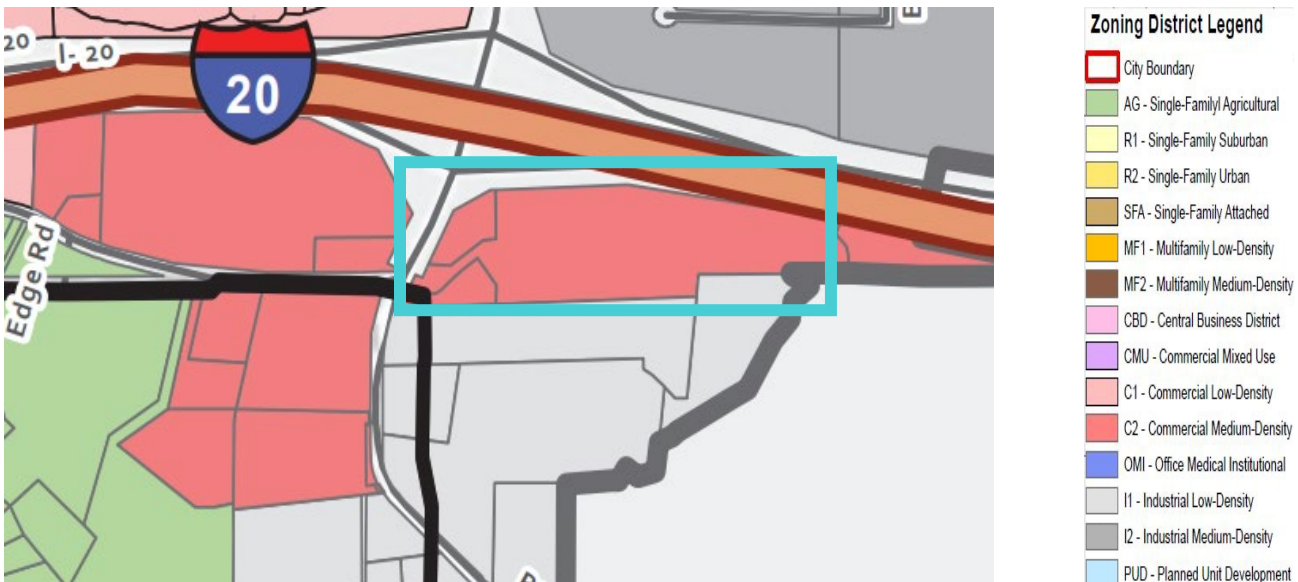


FIGURE 5. VILLA RICA ZONING MAP



City of Villa Rica Future Development Map

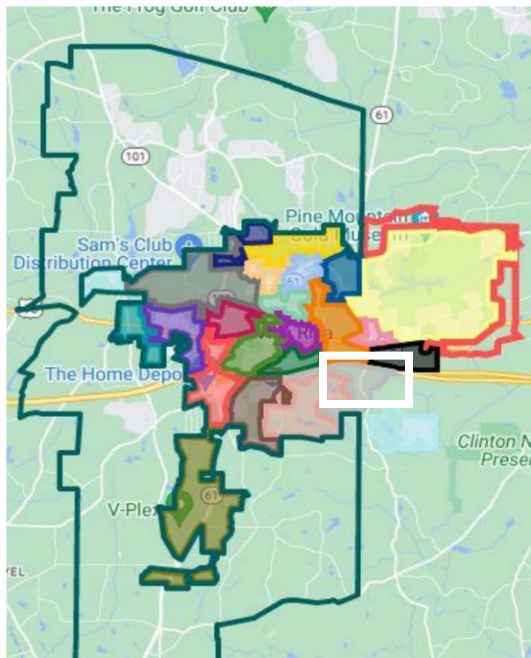


FIGURE 6. VILLA RICA FUTURE DEVELOPMENT MAP

Future Development Village Areas

- Village Areas
- Downtown
 - East Village
 - Mirror Lake Commercial Village
 - Mirror Lake Residential Village
 - East Industrial Village
 - Miner's Village
 - Medical Village
 - North Village
 - South Village
 - West Village
 - Fullerville Village
 - Urban Village
 - Gold Dust Village
 - West Industrial Village
 - Commercial Village
 - Rural Village
 - Bankhead Village
 - Neighborhood Residential Village
 - Neighborhood Residential Village
 - Liberty Village
 - Carroll Village

D. Rezoning Review Criteria

The Zoning Ordinance of the City of Villa Rica, Section 11.05(2)(b), requires the Planning & Zoning Commission and the legislative body to pay reasonable regard to the following when preparing and considering proposed amendments:

i; The.Comprehensive.Plan;..

The subject property is located within the Liberty Village Future Land Use area and carries an I-20 Gateway land use designation in the City of Villa Rica Comprehensive Plan. The I-20 Gateway designation is intended to accommodate higher-intensity, employment-generating uses that benefit from direct interstate access and available transportation infrastructure. The Comprehensive Plan emphasizes economic development, job creation, and efficient land use along interstate corridors. The proposed rezoning from C-2 (Commercial, Medium-Density) to I-1 (Industrial, Low-Density) is consistent with these goals, as it facilitates development of a light industrial facility that leverages proximity to Interstate 20 while supporting the City's long-term employment and economic objectives.

ii; Current.conditions.and.the.character.of.current.structures.and.uses.in.each.district;.

The subject property is currently undeveloped and is surrounded by industrial, trucking, auto-oriented, and highway-supportive uses, including a truck service center, and an auto auction facility. Interstate 20 directly borders the property to the north, and Liberty Road functions as a primary industrial access corridor. The existing character of



the area is defined by employment-focused, transportation-related development. Rezoning the property to I-1 aligns with the established development pattern and is compatible with surrounding land uses.

iii; The most desirable use for which the land in each district is adapted;

Due to its size, configuration, access to Interstate 20, and adjacency to existing industrial uses, the subject property is well adapted for light industrial and logistics-oriented development. While C-2 zoning permits a range of commercial uses, the site's location and surrounding context make it less suitable for traditional retail or pedestrian-oriented commercial development. Rezoning to I-1 allows the property to be utilized in a manner that maximizes its locational advantages and supports regional freight movement.

iv; The conservation of property values throughout the jurisdiction; and.

The proposed rezoning is not expected to adversely impact surrounding property values. Industrial and trucking-related uses are already prevalent in the immediate vicinity, and the proposed development is consistent with existing land use patterns. By promoting industrial growth in an appropriate location, the rezoning supports long-term economic stability and investment in the Liberty Road corridor. Additionally, site design standards and buffering requirements will help ensure compatibility with adjacent properties.

v; Responsible development and growth.

The proposed rezoning supports responsible development and growth by directing the proposed logistics and distribution use to an area identified for such development in the Comprehensive Plan. The project leverages proximity to Interstate 20, minimizes land use conflicts, and contributes to the City's economic development goals through job creation. Infrastructure limitations, including sewer capacity, and potential transportation related issues, have been identified and are being addressed through coordination with the Utility Departments and staff's request for a traffic impact study. Overall, the request represents a logical extension of industrial development within an appropriate corridor.

E. Comments

F. Public Notification

As required by *Section 11.05* in the Code of the City of Villa Rica, the public has been notified in *Times-Georgian* and the *Douglas County Sentinel* on January 3, 2026. A sign has been posted on the subject properties; and the abutting property owners have been sent notification via mail.

Public Response:

In response to the public notifications, no residents have contacted the City objecting to the proposed rezoning.



G. Recommendations

Staff recommends Approval with conditions:

1. All building, fire life safety, and zoning requirements shall be met in accordance with all applicable City codes and regulations.
2. The subject property shall be developed in substantial conformance with the conceptual site plan dated December 1, 2025, as submitted with the application. Any deviation from the approved site layout shall require review and approval by the Community Development Department.
3. Prior to issuing any land disturbance permits, the applicant shall submit a Traffic Impact Study (TIS) prepared by a qualified traffic engineer. The study shall evaluate project related traffic impacts on Liberty Road, Edge Road, and nearby intersections, and shall identify any roadway or traffic control improvements necessitated by the development. Any required improvements shall be completed or guaranteed, as determined by the City Engineer.

Planning and Zoning Commission's Recommendation:

Approval, subject to the three (3) conditions recommended by staff, with the addition of the following condition:

4. Decorative screening between Interstate 20 and the facility's bay doors shall consist of an opaque wall and landscaping, subject to design review and approval by the Community Development Department.



Rezoning Request: Commercial Medium-Density (C-2) to Industrial, Low-Density(I-1).

Applicant: CHI/Acquisition LP

Case No.: RA-03-25.

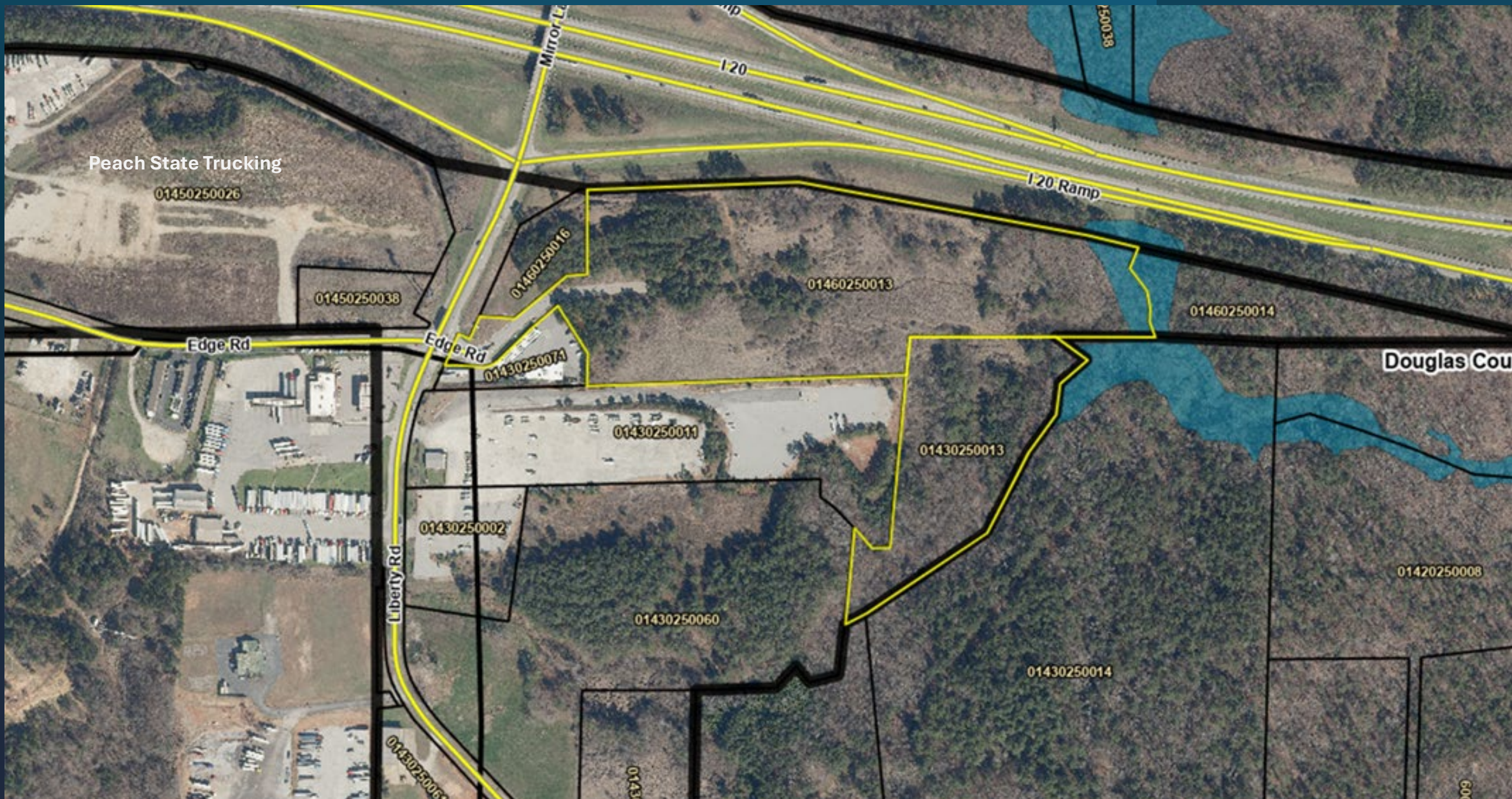
Address: 700 Edge Road

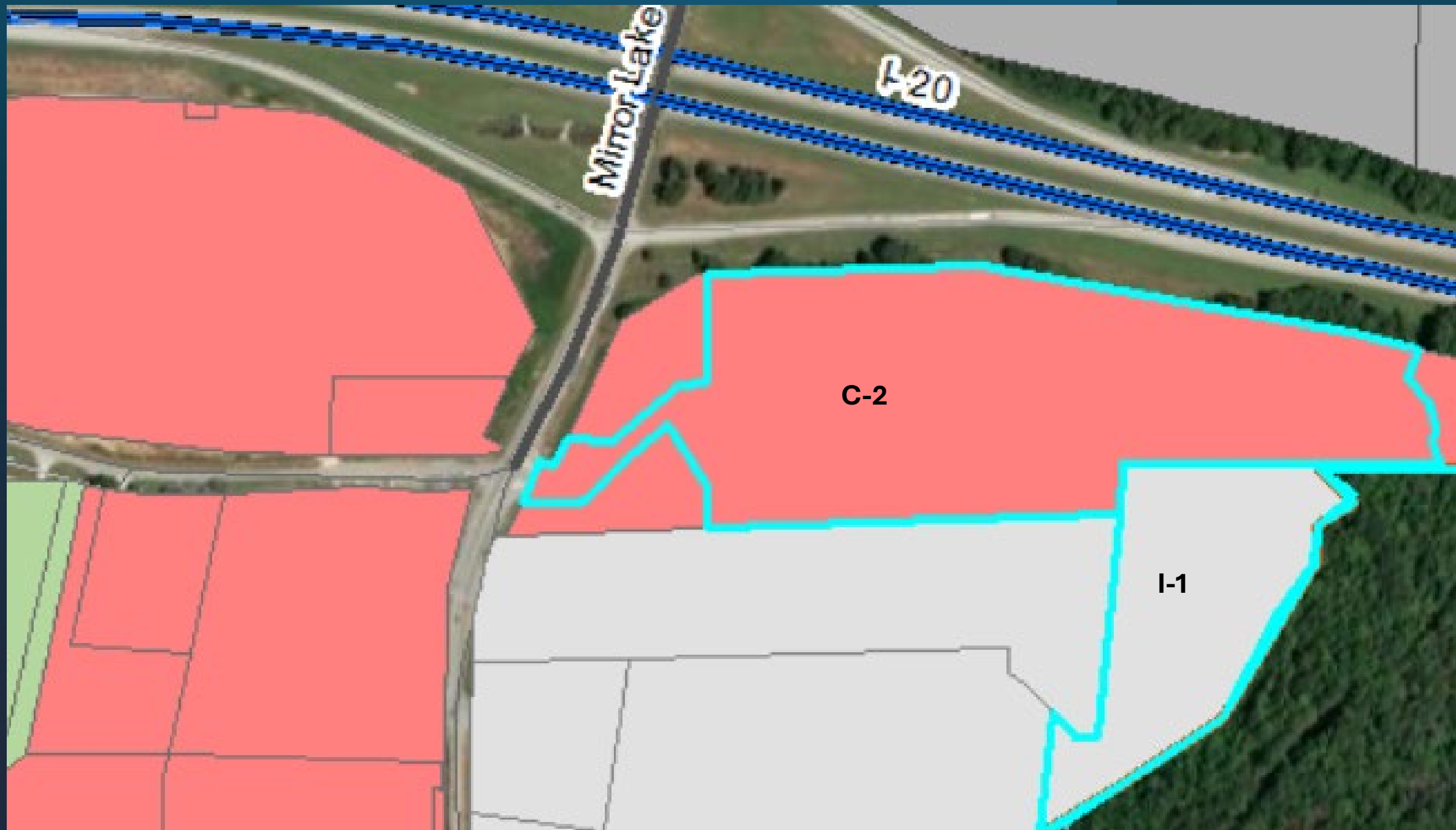
Parcel: 01460250013

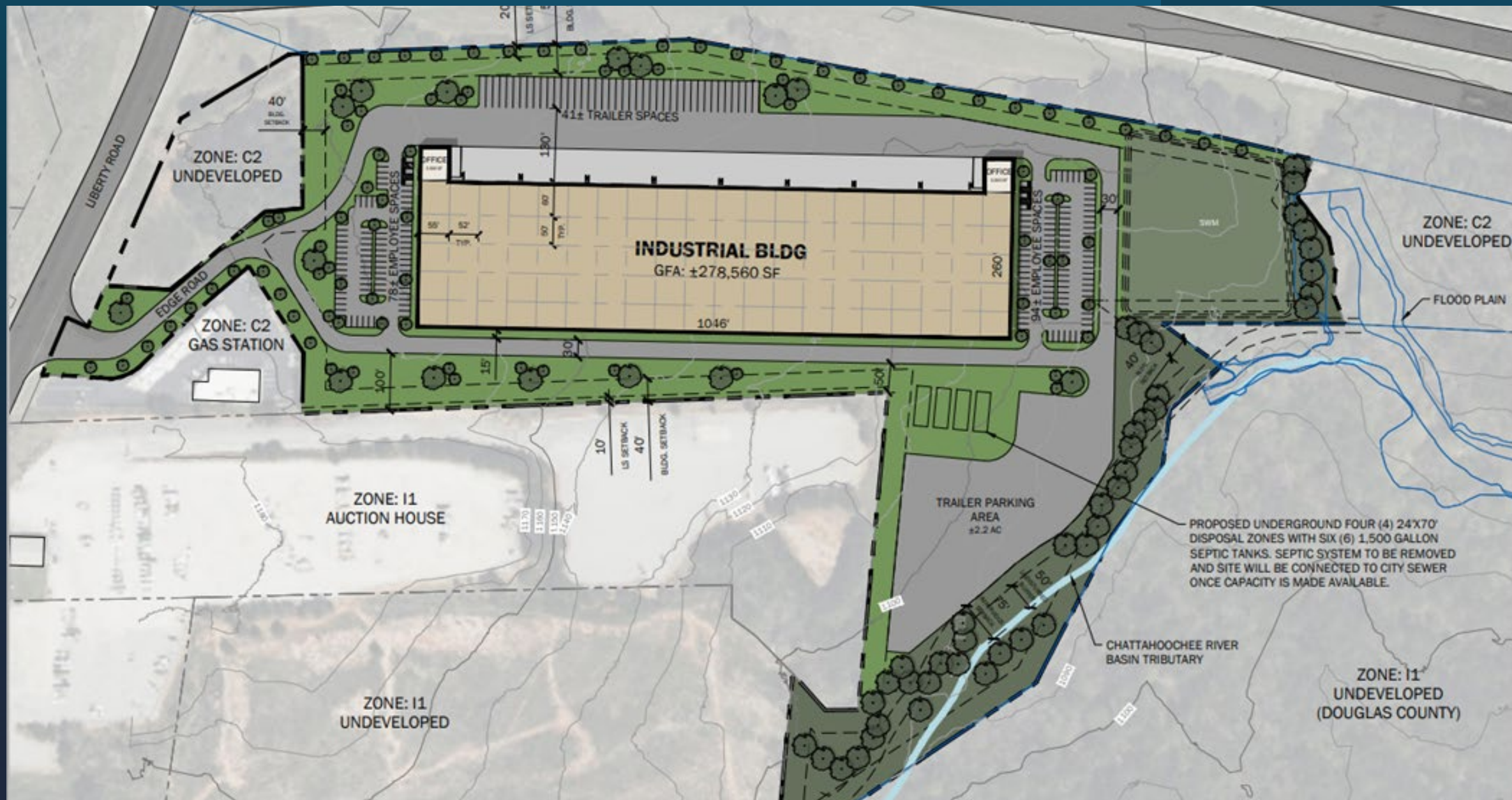
Acreage: 21.99 acres+/-

Proposed Development

- 278,560 SF Light Industrial Warehouse.
- Logistics and Distribution use.
- Interim on-site septic system proposed due to capacity limitations.
- On-site fire protection water tank.
- Mandatory connection to City sewer at owner's expense within 18 months of capacity availability.



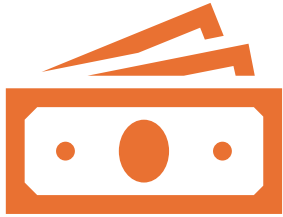








Economic Impact



**\$35 Million
Investment**



**175 – 250
Permanent Jobs**



**Approx. 125
Construction Jobs**

Traffic Impact Study: Trip Distribution

Trip distribution is based on existing traffic counts and historical GDOT ADT data.

Auto Trips:

~80% travel north on Liberty Road
~10% travel south on Liberty Road
~10% travel west on Edge Road

Truck Trips:

100% travel north on Liberty Road

LAND USE	PERIOD	TOTAL	IN	OUT
Warehousing – LUC 150 278,560 SF Autos	Daily	216	108	108
	AM Peak Hour	35	29	6
	PM Peak Hour	44	11	33
Warehousing – LUC 150 278,560 SF Trucks	Daily	120	60	60
	AM Peak Hour	6	3	3
	PM Peak Hour	6	3	3
Warehousing – LUC 150 278,560 TOTAL	Daily	336	168	168
	AM Peak Hour	41	32	9
	PM Peak Hour	50	14	36

Traffic Impact Study: Conclusion

The proposed development is expected to have a **slight impact** on traffic operations.

Under 2026 Existing, 2029 No-Build, and 2029 Build conditions:

- All study intersections operate at acceptable Levels of Service (LOS).

The site driveway on Liberty Road, across from Edge Road, is expected to:

- Operate satisfactorily during AM and PM peak hours under 2029 Build conditions.
- No roadway or intersection improvements are required to mitigate traffic impacts.

Comprehensive Plan Consistency

- Located within the Liberty Village Future Land Use area and the I-20 Gateway.
- The I-20 Gateway supports employment-generating and logistics-oriented uses with interstate access.
- The rezoning is consistent with the area's industrial character; advances economic development and job creation; supports efficient movement of goods.
- The request is consistent with the Comprehensive Plan's vision for growth along the I-20 corridor.

Rezoning Review Criteria

- The proposed rezoning is compatible with surrounding industrial, commercial, and transportation-oriented uses in the area.
- The site is adjacent to existing industrial and logistics development, including interstate-supportive uses.
- The rezoning represents a logical extension of existing industrial zoning along the I-20 corridor.
- The request supports responsible growth by directing higher-intensity uses to an area planned for employment.

Staff Recommendation

Staff recommends **Approval** with conditions:

1. All building, fire life safety, and zoning, and design requirements shall be met in accordance with all applicable City codes and regulations.
2. The subject property shall be developed in substantial conformance with the conceptual site plan dated December 1, 2025, as submitted with the application. Any deviation from the approved site layout shall require review and approval by the Community Development Department.
3. Prior to issuing any land disturbance permits, the applicant shall submit a Traffic Impact Study (TIS) prepared by a qualified traffic engineer. The study shall evaluate project related traffic impacts on Liberty Road, Edge Road, and nearby intersections, and shall identify any roadway or traffic control improvements necessitated by the development. Any required improvements shall be completed or guaranteed, as determined by the City Engineer.

Planning and Zoning Recommendation

Approval, subject to the three (3) conditions recommended by staff, with the addition of the following condition:

4. Decorative screening between Interstate 20 and the facility's bay doors shall consist of an opaque wall and landscaping, subject to design review and approval by the Community Development Department.

TRAFFIC IMPACT STUDY FOR

LIBERTY ROAD INDUSTRIAL DEVELOPMENT

DATE:

January 13, 2026

LOCATION:

Villa Rica, Georgia

PREPARED FOR:

WARE MALCOMB

PREPARED BY:

NV5 Engineers and Consultants, Inc.
10745 Westside Way, Suite 300
Alpharetta, GA 30009
678.795.3600

EXECUTIVE SUMMARY

This project proposes to develop 278,560 square feet of warehouse space located at the eastern terminus of Edge Road at Liberty Road in Villa Rica, Georgia, just south of I-20. The development will be served by the one (1) existing full-access driveway onto Liberty Road. This study analyzes the net impact of new traffic added to the local roadways upon the occupancy of the development.

When complete, the site is expected to generate a net total of 336 daily trips with 41 occurring during the AM peak hour (32 inbound, 9 outbound) and 50 occurring during the PM peak hour (14 inbound, 36 outbound).

Traffic operations at study intersections are adequate in 2026 Existing conditions and are expected to remain adequate in 2029 No-Build conditions.

The addition of new project traffic is expected to have a slight impact on the traffic operations at the study intersections; however, in 2029 Build conditions, the study intersections are expected to continue to operate with adequate LOS. The site driveway along Liberty Road is also expected to operate satisfactorily during the AM and PM peak hours.

Based on the analysis prepared, improvements at the study intersection are not required to mitigate the impact of the proposed development.

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Introduction

This project proposes to develop 278,560 square feet of warehouse space located at the eastern terminus of Edge Road at Liberty Road in Villa Rica, Georgia, just south of Interstate 20 (I-20). The development will be served by the one (1) existing full-access driveway onto Liberty Road. This traffic study analyzes the net impact of new traffic added to the local roadways upon the occupancy of the development and includes analysis of the following scenarios:

- 2026 Existing Conditions,
- 2029 (Opening Year) No-Build Conditions (includes background growth), and
- 2029 (Opening Year) Build Conditions (build-out of the development).

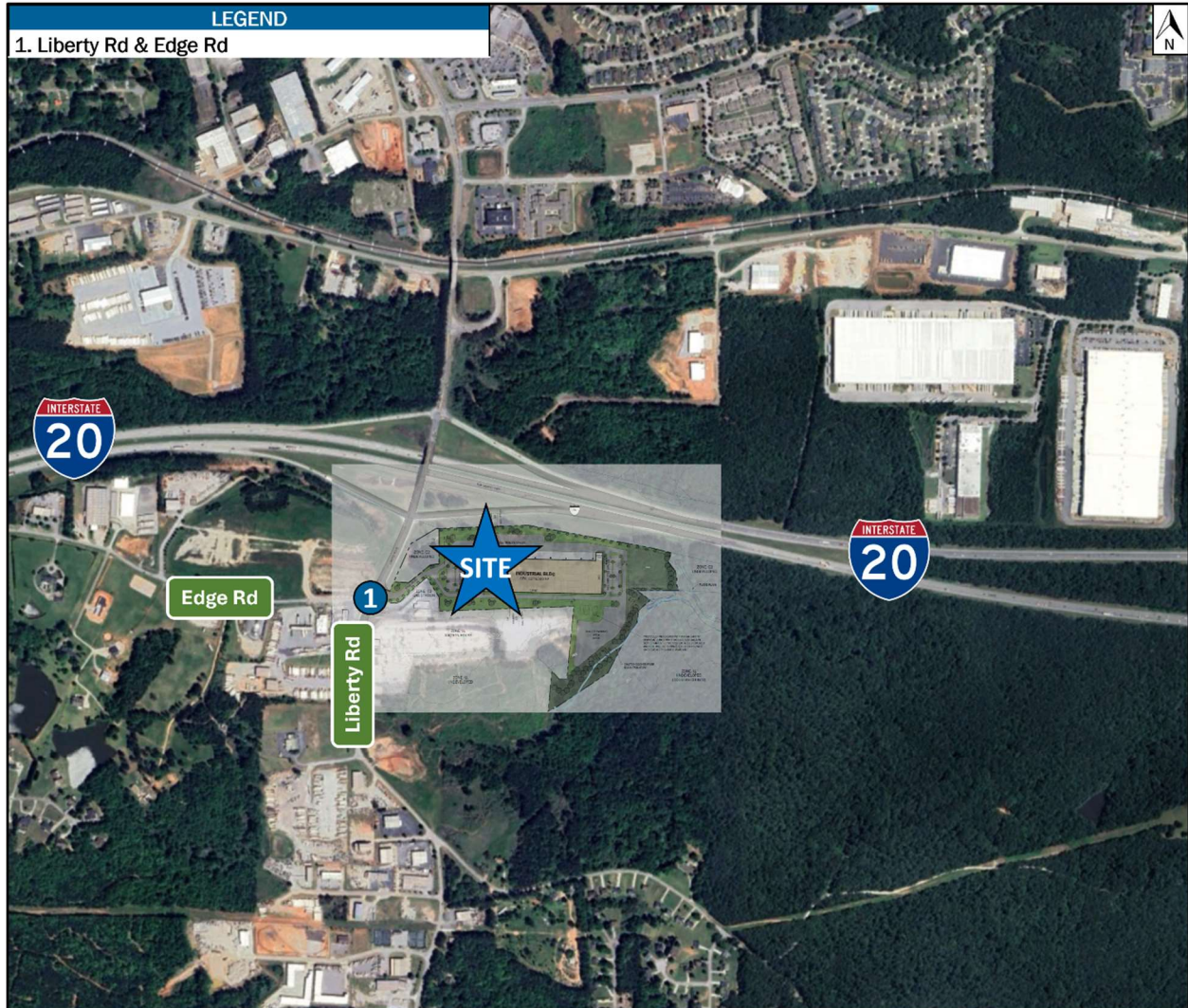
The following is the intersection proposed for study:

1. Edge Road and Liberty Road

The report summarizes background and projected traffic at the study locations, analysis of traffic impacts including Levels of Service (LOS), and conclusions and recommendations from the analysis.

The site location aerial is depicted in Figure 1. A copy of the development concept plan is included in Appendix A.

Figure 1. Site Location Aerial



Existing Conditions

A.1. Transportation Facilities

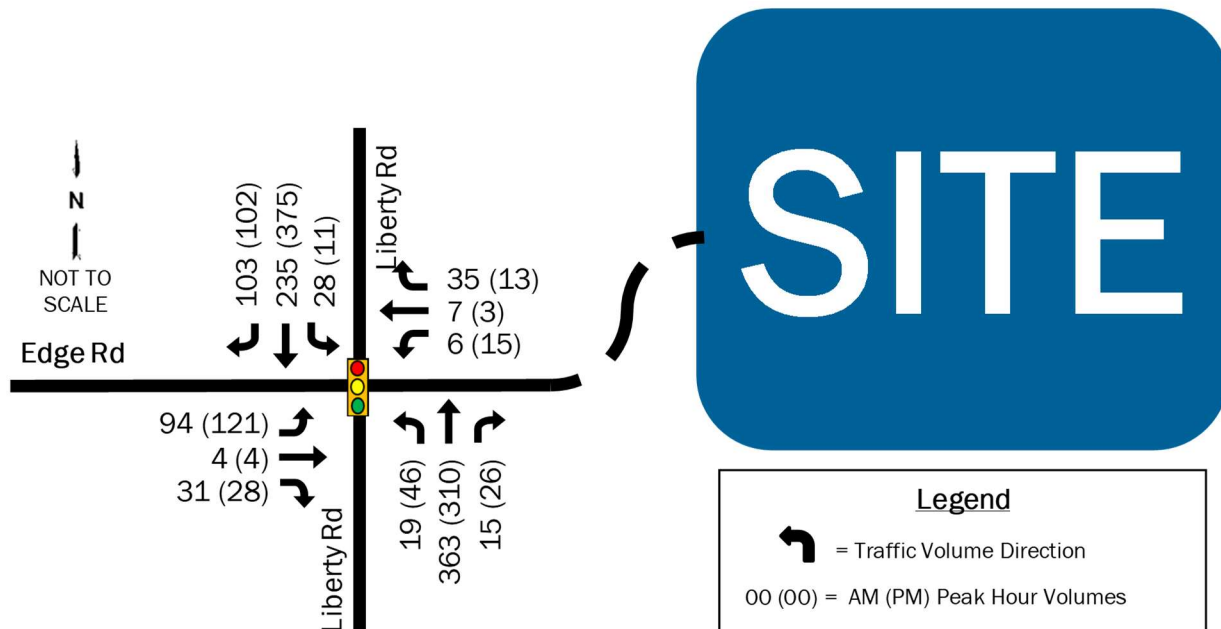
Liberty Road is a two-lane undivided Urban Major Collector that runs north-south in the study area with dedicated left turn lanes and right turn lanes to side streets. Liberty Road has a posted speed limit of 45 MPH. Liberty Road provides access to adjacent residential neighborhoods, commercial/retail land uses, and I-20 to the north of the proposed site.

Edge Road is a two-lane undivided local roadway that runs east-west between Daniel Road and Liberty Road that serves residential, institutional, commercial, and office/light industrial space. Edge Road traverses 1.2 miles and has a posted speed limit of 35 MPH.

A.2. Traffic Counts

Intersection turning movement counts (TMCs) at the existing study intersections were collected on Thursday, January 8, 2026, while schools were in session. The AM peak hour was determined to be 7:15-8:15 AM and the PM peak hour was determined to be 4:00-5:00 PM. The 2026 Existing Traffic Volumes are shown in Figure 2. Traffic count data is included in Appendix B.

Figure 2: 2026 Existing Traffic Volumes



Future Conditions

B.1. Background Growth

The study uses a growth rate of 1.6% per year from Existing Year 2026 to Opening Year 2029. The growth rate was derived from the GDOT Historical Average Daily Traffic (ADT) data collected in the area from years ranging between 2009 and 2025. Figure 3 depicts the 2029 No-Build volumes with the growth rate applied to the existing volumes shown in Figure 2. The GDOT Historical ADT are included in Appendix B, and the growth rate calculations are included in Appendix C.

B.2. Project Trip Generation

The subject development consists of 278,560 square feet of industrial warehouse space. The anticipated trips generated by the subject development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 12th Edition, 2025. Table 1 portrays the project trip generation for the subject development. The detailed trip generation is included in Appendix D.

Table 1: Project Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Warehousing – LUC 150 278,560 SF Autos	Daily	216	108	108
	AM Peak Hour	35	29	6
	PM Peak Hour	44	11	33
Warehousing – LUC 150 278,560 SF Trucks	Daily	120	60	60
	AM Peak Hour	6	3	3
	PM Peak Hour	6	3	3
Warehousing – LUC 150 278,560 TOTAL	Daily	336	168	168
	AM Peak Hour	41	32	9
	PM Peak Hour	50	14	36

B.3. Trip Distribution and Assignment

The trips for the subject development were distributed based upon travel patterns evidenced in the existing traffic counts and Historical GDOT ADT counts in the area. The trip distribution is as follows:

Autos:

- Approximately 80% of the traffic is expected to travel to/from the north on Liberty Road,
- Approximately 10% of the traffic is expected to travel to/from the south on Liberty Road, and
- Approximately 10% of the traffic is expected to travel to/from the west on Edge Road.

Trucks:

- 100% of the traffic is expected to travel to/from the north on Liberty Road.

New trip distribution for personal vehicles (autos) is shown in Figure 4. The new trips expected from the new trip distribution for autos are shown in Figure 5. Truck trip distribution is shown in Figure 6. The new truck trips expected from the truck trip distribution are shown in Figure 7. The total site trips (Figure 5: New Trips – Autos + Figure 7: New Trips – Trucks) are shown in Figure 8. The 2028 Build Volumes (Figure 4: 2029 No-Build Volumes + Figure 8: Total New Project Trips (Autos + Trucks)) are shown in Figure 9.

Figure 3: 2029 No-Build Volumes

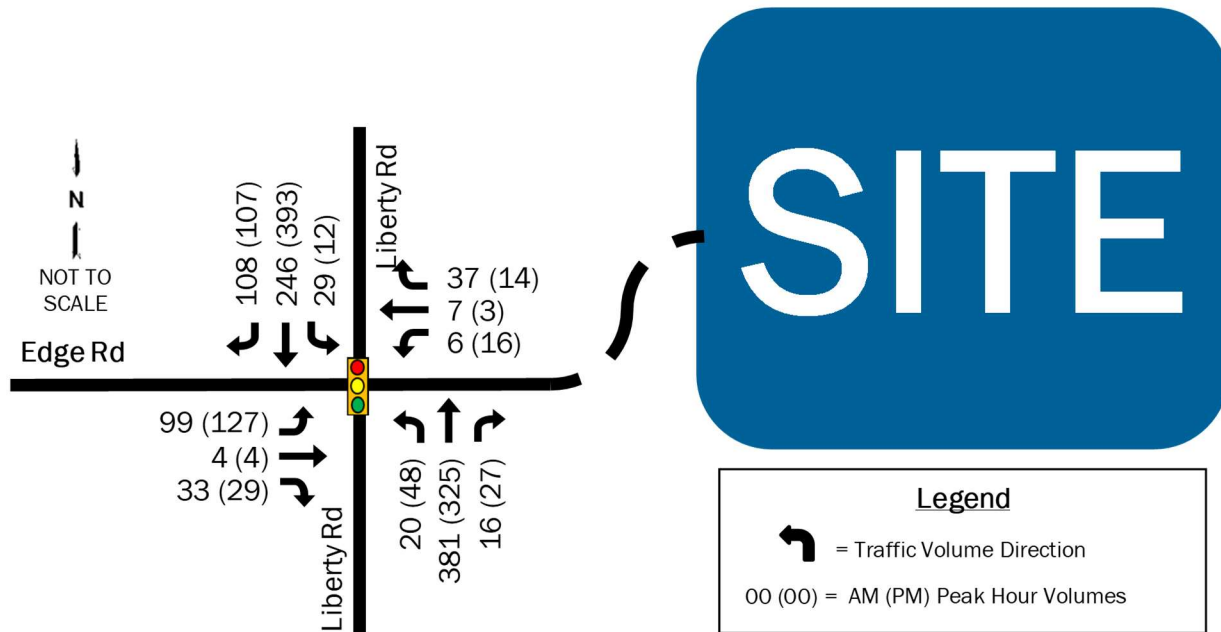


Figure 6: New Trip Distribution – Trucks

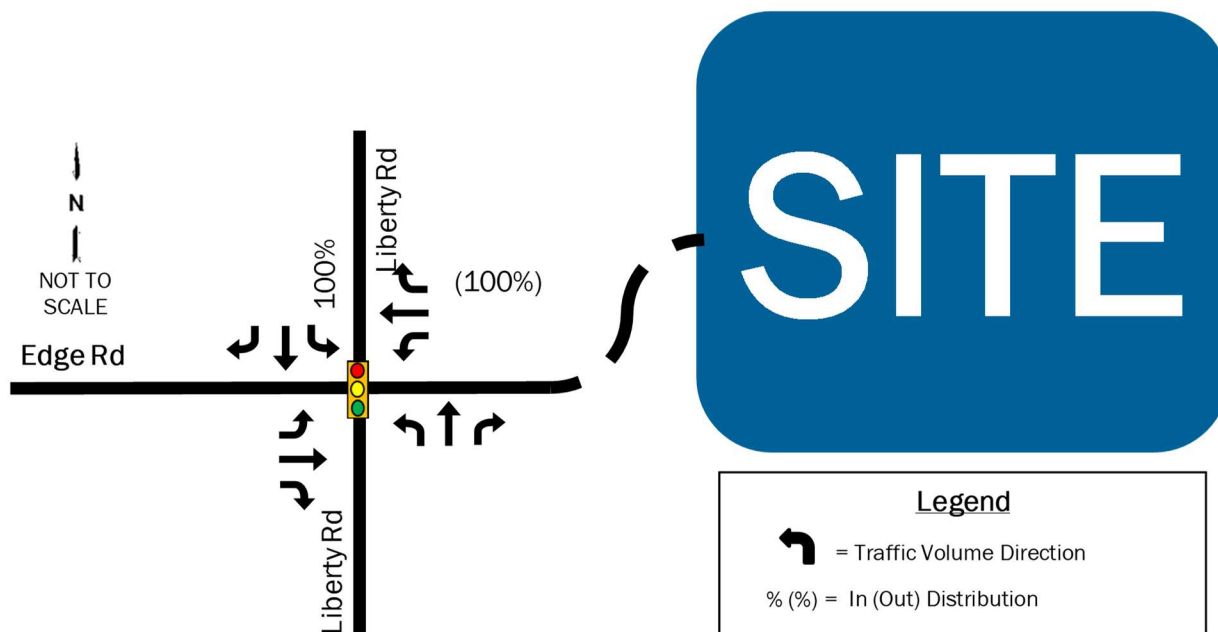


Figure 7: New Trips – Trucks

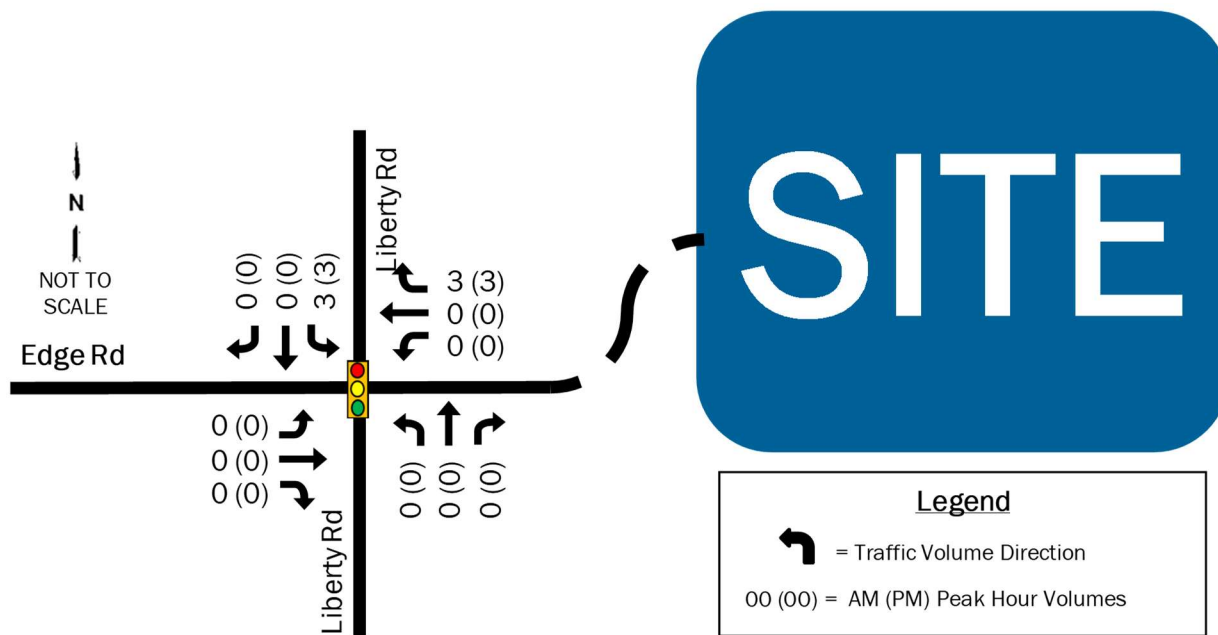


Figure 8: Total New Project Trips (Autos + Trucks)

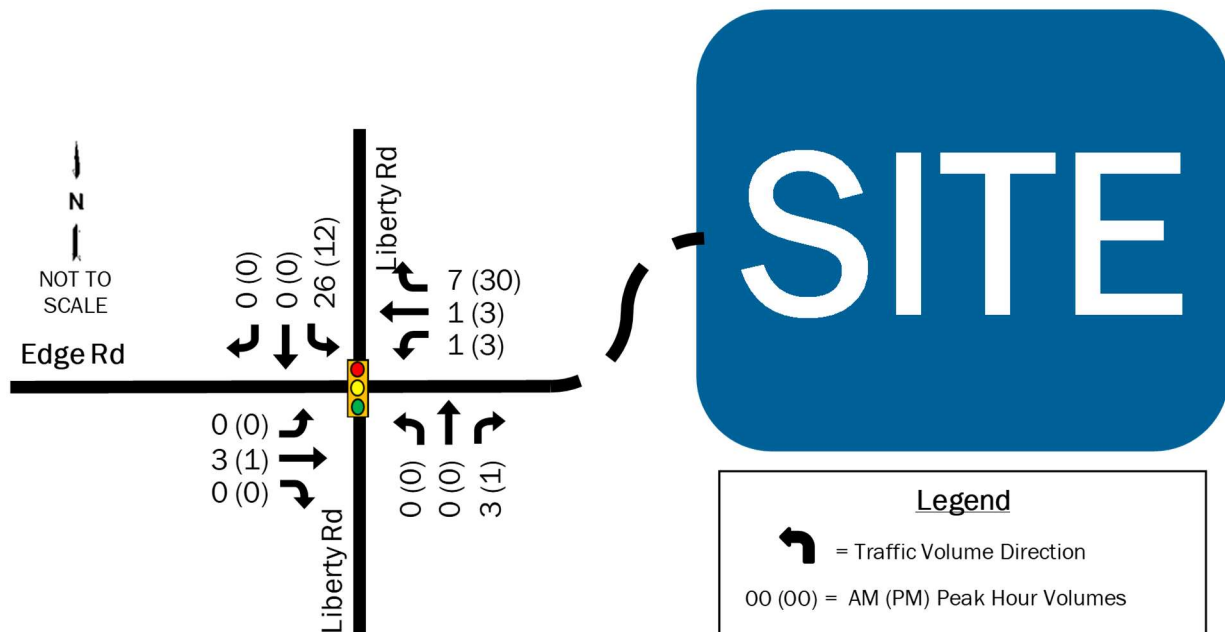
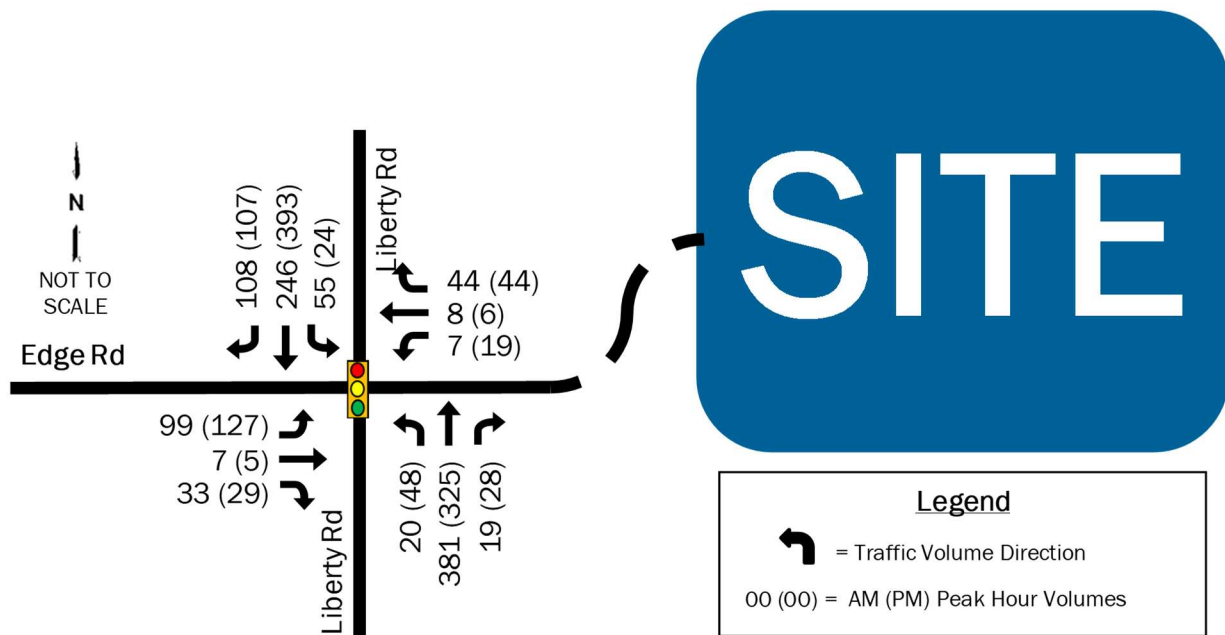


Figure 9: 2029 Build Volumes



Traffic Impact Analyses

The capacity analysis in each of the scenarios was performed using the traffic analysis software Synchro® 12. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual, 7th Edition (HCM 7), where LOS A is best, and LOS F is worst. Signal timings established in Existing conditions prevail throughout all scenarios. Capacity analysis worksheets are included in Appendix E.

C.1. Existing Capacity Analysis

The results of Existing capacity analyses are shown in Table 2 and include the analysis of the volumes shown in Figure 2.

Table 2: Existing Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Liberty Rd & Edge Rd	Traffic Signal	Overall	B	11.4	B	11.3
			EB	B	10.6	B	11.4
			WB	B	16.0	B	16.6
			NB	B	12.2	B	11.0
			SB	B	10.3	B	11.1

As shown in Table 2, movements at the existing study intersections are experiencing adequate LOS in Existing conditions.

C.2. 2029 No-Build Conditions Capacity Analysis

The results of the 2029 No-Build conditions intersection capacity analysis are shown in Table 3 for 2029 No-Build volumes (Figure 3).

Table 3: 2029 No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Liberty Rd & Edge Rd	Traffic Signal	Overall	B	11.6	B	11.4
			EB	B	10.9	B	11.8
			WB	B	16.4	B	17.0
			NB	B	12.4	B	11.1
			SB	B	10.3	B	11.2

As shown in Table 3, movements at the study intersections are expected to continue to operate adequately in the 2029 No-Build scenario from adequate conditions in the 2026 Existing scenario.

C.3. 2029 Build Conditions Capacity Analysis

The results of the 2029 Build conditions intersection capacity analysis are shown in Table 4 for 2029 Build volumes (Figure 9).

Table 4: 2029 Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Liberty Rd & Edge Rd	Traffic Signal	Overall	B	11.6	B	12.0
			EB	B	11.3	B	11.7
			WB	B	17.2	B	17.6
			NB	B	11.9	B	11.5
			SB	B	10.5	B	11.8

As shown in Table 4, the net addition of project traffic to the study intersections is expected to have an impact on the study intersections; however, no new movements or intersections from the 2029 No-Build conditions are expected to change to undesirable Levels of Service in 2029 Build conditions. The driveway across from Edge Road along Liberty Road that will serve the development that currently also serves traffic from the refueling station is not expected to adversely impact the functionality of traffic operations along Liberty Road or Edge Road.

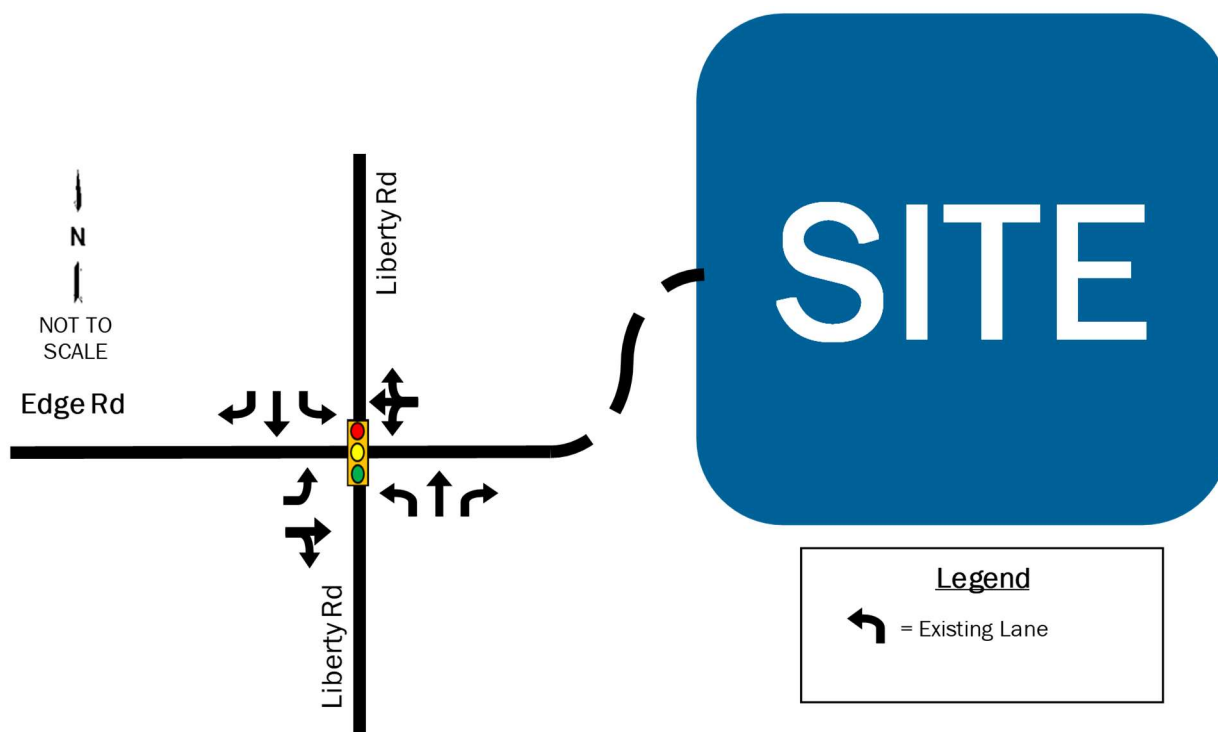
Conclusions

The addition of the proposed industrial development is expected to have a slight impact on the traffic operations at the study intersections. In 2026 Existing conditions, 2029 No-Build conditions, and 2029 Build conditions, all movements and intersections are expected to operate with adequate LOS. In addition, the site driveway along Liberty Road across from Edge Road is expected to operate satisfactorily during the AM and PM peak hours in 2029 Build conditions with the industrial development.

Based on the analysis prepared, improvements at the site driveway or the external study intersection of Edge Road and Liberty Road are not required to mitigate the impact of the proposed development.

Figure 10 shows the proposed Build scenario lane configurations and intersection control based on the results from the capacity analysis.

Figure 10: 2029 Build Year Lane Configurations and Intersection Control



APPENDIX A: Site Plan

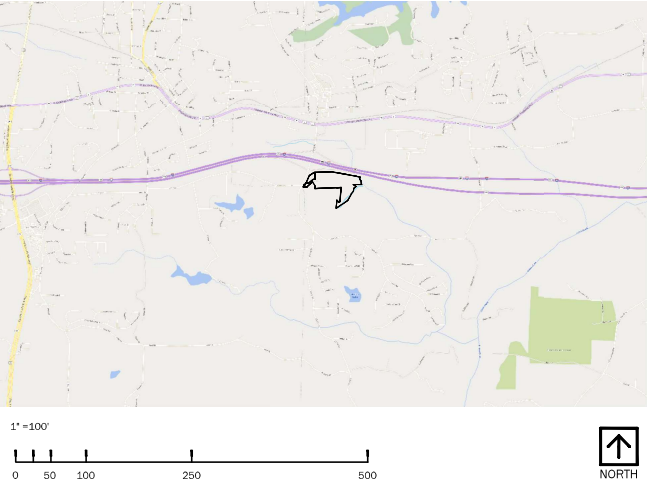


DEVELOPER:
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404-665-9997

CIVIL ENGINEER:
WARE MALCOMB
LAUREN LEYRER, PE
LLEYRER@WAREMALCOMB.COM
470-426-8783

DEVELOPMENT STANDARDS		
Zoning		
Jurisdiction	City of Villa Rica, GA	
Zoning Designation	I-1 ¹	
Max Building Coverage	50%	
Max Height	45 FT ²	
Req. Landscape	25% ⁶	
Building Setbacks	Front	50 FT ³
	Side	40 FT ²
	Rear	50 FT ²
Landscape Setbacks	Front	20 FT ⁴
	Side	10 FT ⁵
	Rear	10 FT ⁵
Parking Standards	Min Stall Size	10X20 ⁷
	Drive Aisle	24 FT
	Fire Lane	20 FT
	Landscape Islands	180 SF
PROJECT DATA		
Site Summary		APN(s): ##
Gross Site Area	1,297,652 SF	29.79 AC
Stormwater Management	88,921 SF	@ 7%
Net Site Area	1,208,731 SF	27.75 AC
Total Building Area(s)	Gross Floor Area	278,560 SF
	Footprint	278,560 SF
	Coverage	Gross 21%
		Net 23%
	FAR	Gross 0.21
		Net 0.23
Building 1		
Building Area(s)	Footprint	278,560 SF
	Cars Provided	@0.62/1,000 SF 172 Stalls
Drive-in Doors	Req. Accessible	6 Stalls
		2
Docks	@1/4,567 SF	61
Trailers		41 Stalls

- Notes**
- Current zone is C-2, rezoning to I-1 (Light Industrial) is required.
 - For principal structures.
 - PA: 50 ft MA: 45 ft MC: 45 ft RC: 40 ft LR: 35 ft
 - All parking lots, including parking spaces (excluding interior drives and loading/unloading areas), shall be separated from all public or private street rights-of-way by a landscape screen that is a minimum of twenty (20) feet in width.
 - Parking areas adjacent to other developed parcels shall require a planting area that is a minimum ten (10) feet in width. Parking lots shall be screened adjacent to the residential use or zoning district to a minimum height of four (4) feet in accordance with the appropriate buffer yard.
 - 75% max impervious area. For parking lots with more than 25 spaces; five percent (5%) of vehicular use area shall be landscaped. The minimum landscape area permitted shall be one-hundred eighty (180) square feet with trees planted a minimum of four (4) feet from the curb or the edge of the pavement.
 - Parking areas shall be separated by a minimum of five (5) feet from the façade of a building or structure by an elevated sidewalk or planting strip. A maximum of fifty (50) percent of the required parking shall be located between the front facade and the primary street. The balance of the parking shall be on the rear or side of the primary building.



This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Boundary Source:
REGRID PARCEL DATA
www.regrid.com
Stormwater Management Design:
AVERAGE REGIONAL REQUIRED
PROVIDED

SCHEME: 03

Conceptual Site Plan
Crow Holdings
Liberty Road, Villa Rica, GA

WARE MALCOMB

ATL24-4037-00
2025.12.01

PAGE
01

APPENDIX B: Traffic Count Data

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404)

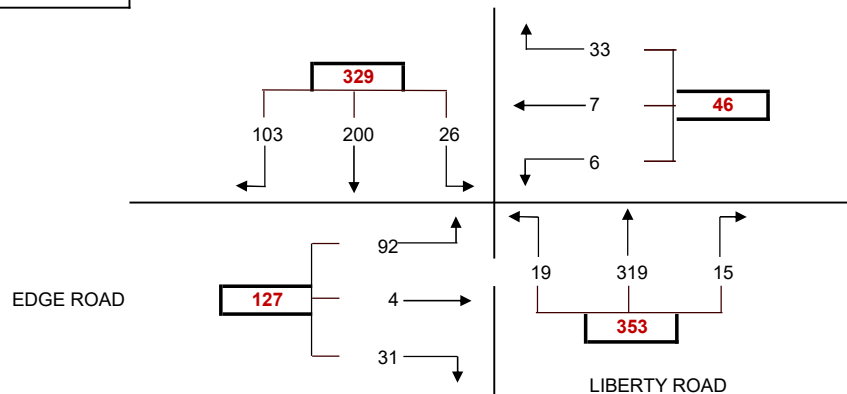
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: NV5
 PROJECT: VILLA RICA, GA TRAFFIC STUDY
 DATE: THURSDAY, JANUARY 8TH 2026
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LIBERTY ROAD
 E/W EDGE ROAD
 CITY: VILLA RICA GA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
700-715	14	48	7	69	0	0	0	0	0	69	5	74	4	0
715-730	16	52	8	76	13	2	0	15	2	88	6	96	8	0
730-745	24	56	4	84	7	0	1	8	7	87	5	99	8	3
745-800	42	50	5	97	8	3	4	15	4	84	5	93	6	1
800-815	21	42	9	72	5	2	1	8	2	60	3	65	9	0
815-830	19	61	3	83	6	1	1	8	4	40	6	50	8	0
830-845	17	55	3	75	8	0	1	9	3	56	8	67	5	1
845-900	15	43	4	62	10	0	1	11	2	48	6	56	8	0
15 MIN COUNTS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
700-800	96	206	24	326	28	5	5	38	13	328	21	362	26	4
715-815	103	200	26	329	33	7	6	46	15	319	19	353	31	4
730-830	106	209	21	336	26	6	7	39	17	271	19	307	31	4
745-845	99	208	20	327	27	6	7	40	13	240	22	275	28	2
800-900	72	201	19	292	29	3	4	36	11	204	23	238	30	1
PH FACTOR	0.61	0.89	0.72	0.85	0.63	0.58	0.38	0.77	0.54	0.91	0.79	0.89	0.86	0.33

PEAK HOUR	715-815
-----------	---------



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

TRAFFIC DATA SERVICES

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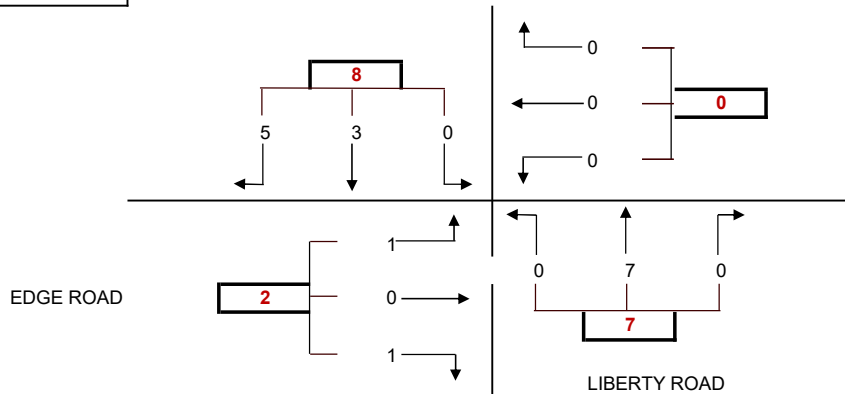
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: NV5
 PROJECT: VILLA RICA, GA TRAFFIC STUDY
 DATE: THURSDAY, JANUARY 8TH 2026
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LIBERTY ROAD
 E/W EDGE ROAD
 CITY: VILLA RICA GA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
700-715	0	1	0	1	0	0	0	0	0	2	0	2	0	0
715-730	0	1	0	1	0	0	0	0	0	1	0	1	0	0
730-745	0	0	1	1	0	0	0	0	0	1	0	1	0	0
745-800	0	1	0	1	0	0	0	0	0	0	0	0	0	0
800-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815-830	2	2	0	4	0	0	0	0	0	1	0	1	1	0
830-845	1	1	0	2	0	0	0	0	0	2	0	2	0	0
845-900	2	0	0	2	0	0	0	0	0	4	0	4	0	0
HOURLY TOTALS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
700-800	0	3	1	4	0	0	0	0	0	4	0	4	0	0
715-815	0	2	1	3	0	0	0	0	0	2	0	2	0	0
730-830	2	3	1	6	0	0	0	0	0	2	0	2	1	0
745-845	3	4	0	7	0	0	0	0	0	3	0	3	1	0
800-900	5	3	0	8	0	0	0	0	0	7	0	7	1	0
PH FACTOR	0.63	0.38	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.44	0.25	0.00

PEAK HOUR	800-900
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PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOURLY TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOURLY TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

TRAFFIC DATA SERVICES

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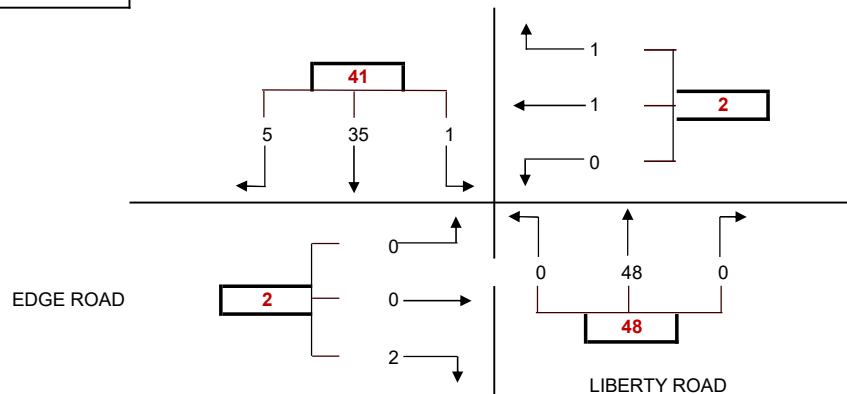
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: NV5
 PROJECT: VILLA RICA, GA TRAFFIC STUDY
 DATE: THURSDAY, JANUARY 8TH 2026
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LIBERTY ROAD
 E/W EDGE ROAD
 CITY: VILLA RICA GA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
700-715	0	3	0	3	0	0	0	0	0	7	0	7	0	0
715-730	0	6	0	6	1	0	0	1	0	11	0	11	0	0
730-745	0	6	0	6	0	0	0	0	0	6	0	6	0	0
745-800	0	12	0	12	1	0	0	1	0	15	0	15	0	0
800-815	0	9	1	10	0	0	0	0	0	10	0	10	0	0
815-830	3	4	0	7	0	0	0	0	0	16	0	16	1	0
830-845	2	10	0	12	0	1	0	1	0	7	0	7	1	0
845-900	1	6	0	7	0	0	0	0	0	10	0	10	1	0
HOURLY TOTALS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
700-800	0	27	0	27	2	0	0	2	0	39	0	39	0	0
715-815	0	33	1	34	2	0	0	2	0	42	0	42	0	0
730-830	3	31	1	35	1	0	0	1	0	47	0	47	1	0
745-845	5	35	1	41	1	1	0	2	0	48	0	48	2	0
800-900	6	29	1	36	0	1	0	1	0	43	0	43	3	0
PH FACTOR	0.42	0.73	0.25	0.85	0.25	0.25	0.00	0.50	0.00	0.75	0.00	0.75	0.50	0.00

PEAK HOUR	745-845
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PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOURLY TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOURLY TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

TRAFFIC DATA SERVICES

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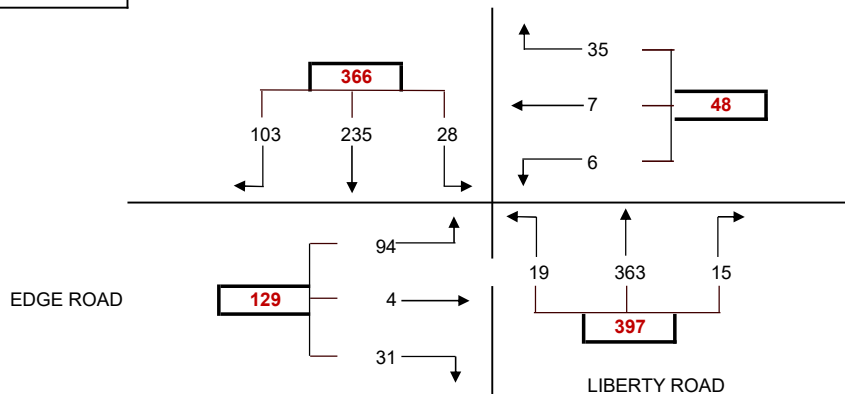
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: NV5
 PROJECT: VILLA RICA, GA TRAFFIC STUDY
 DATE: THURSDAY, JANUARY 8TH 2026
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LIBERTY ROAD
 E/W EDGE ROAD
 CITY: VILLA RICA GA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
700-715	14	52	7	73	0	0	0	0	0	78	5	83	4	0
715-730	16	59	8	83	14	2	0	16	2	100	6	108	8	0
730-745	24	62	5	91	7	0	1	8	7	94	5	106	8	3
745-800	42	63	5	110	9	3	4	16	4	99	5	108	6	1
800-815	21	51	10	82	5	2	1	8	2	70	3	75	9	0
815-830	24	67	3	94	6	1	1	8	4	57	6	67	10	0
830-845	20	66	3	89	8	1	1	10	3	65	8	76	6	1
845-900	18	49	4	71	10	0	1	11	2	62	6	70	9	0
HOUR TOTALS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
700-800	96	236	25	357	30	5	5	40	13	371	21	405	26	4
715-815	103	235	28	366	35	7	6	48	15	363	19	397	31	4
730-830	111	243	23	377	27	6	7	40	17	320	19	356	33	4
745-845	107	247	21	375	28	7	7	42	13	291	22	326	31	2
800-900	83	233	20	336	29	4	4	37	11	254	23	288	34	1
PH FACTOR	0.61	0.93	0.70	0.83	0.63	0.58	0.38	0.75	0.54	0.91	0.79	0.92	0.86	0.33

PEAK HOUR	715-815
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PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

TRAFFIC DATA SERVICES

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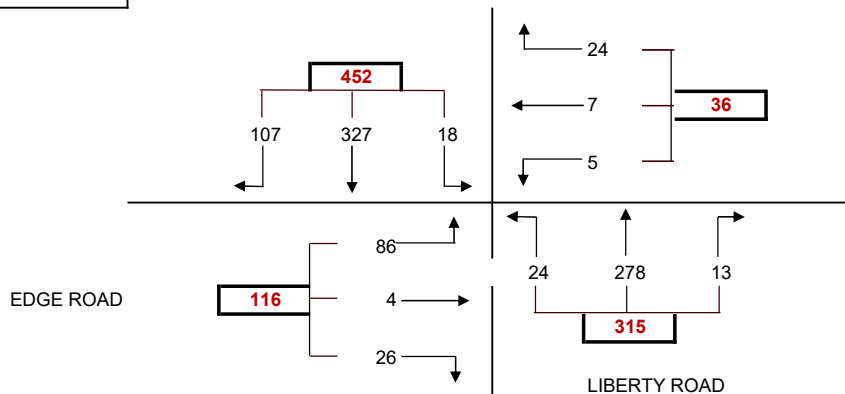
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: NV5
 PROJECT: VILLA RICA, GA TRAFFIC STUDY
 DATE: THURSDAY, JANUARY 8TH 2026
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LIBERTY ROAD
 E/W EDGE ROAD
 CITY: VILLA RICA GA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
400-415	26	66	3	95	4	0	4	8	3	75	15	93	2	1
415-430	23	99	2	124	6	0	4	10	5	57	4	66	9	0
430-445	24	65	1	90	2	1	3	6	4	72	11	87	9	0
445-500	26	78	5	109	1	2	4	7	1	58	11	70	7	3
500-515	29	78	3	110	5	1	2	8	2	70	4	76	5	0
515-530	26	90	7	123	9	3	1	13	2	68	5	75	11	1
530-545	23	86	3	112	3	2	0	5	4	66	3	73	6	1
545-600	29	73	5	107	7	1	2	10	5	74	12	91	4	2
HOUR TOTALS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
400-500	99	308	11	418	13	3	15	31	13	262	41	316	27	4
415-515	102	320	11	433	14	4	13	31	12	257	30	299	30	3
430-530	105	311	16	432	17	7	10	34	9	268	31	308	32	4
445-545	104	332	18	454	18	8	7	33	9	262	23	294	29	5
500-600	107	327	18	452	24	7	5	36	13	278	24	315	26	4
PH FACTOR	0.92	0.91	0.64	0.92	0.67	0.58	0.63	0.69	0.65	0.94	0.50	0.87	0.59	0.50

PEAK HOUR	500-600
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PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

TRAFFIC DATA SERVICES

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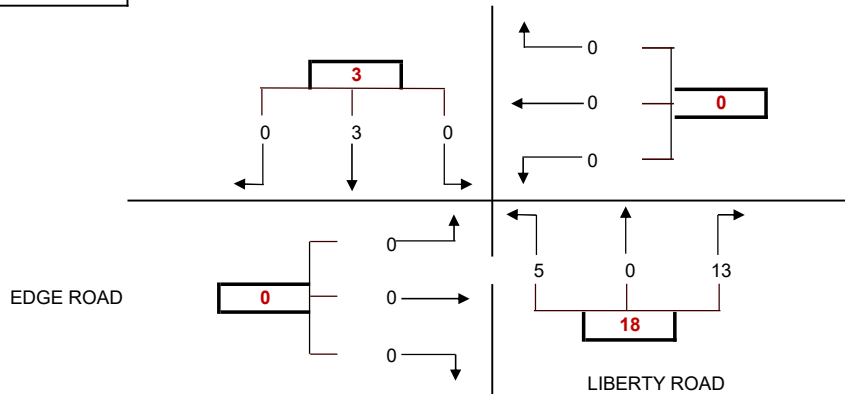
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: NV5
 PROJECT: VILLA RICA, GA TRAFFIC STUDY
 DATE: THURSDAY, JANUARY 8TH 2026
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LIBERTY ROAD
 E/W EDGE ROAD
 CITY: VILLA RICA GA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
400-415	0	1	0	1	0	0	0	0	3	0	1	4	0	0
415-430	0	0	0	0	0	0	0	0	5	0	1	6	0	0
430-445	0	2	0	2	0	0	0	0	4	0	1	5	0	0
445-500	0	0	0	0	0	0	0	0	1	0	2	3	0	0
500-515	0	0	0	0	0	0	0	0	2	0	0	2	0	0
515-530	0	0	0	0	0	0	0	0	2	0	1	3	0	0
530-545	0	0	0	0	0	0	0	0	4	0	0	4	0	0
545-600	0	0	0	0	0	0	0	0	5	0	0	5	0	0
HOURLY TOTALS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
400-500	0	3	0	3	0	0	0	0	13	0	5	18	0	0
415-515	0	2	0	2	0	0	0	0	12	0	4	16	0	0
430-530	0	2	0	2	0	0	0	0	9	0	4	13	0	0
445-545	0	0	0	0	0	0	0	0	9	0	3	12	0	0
500-600	0	0	0	0	0	0	0	0	13	0	1	14	0	0
PH FACTOR	0.00	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.65	0.00	0.63	0.75	0.00	0.00

PEAK HOUR	400-500
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PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOURLY TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOURLY TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404)

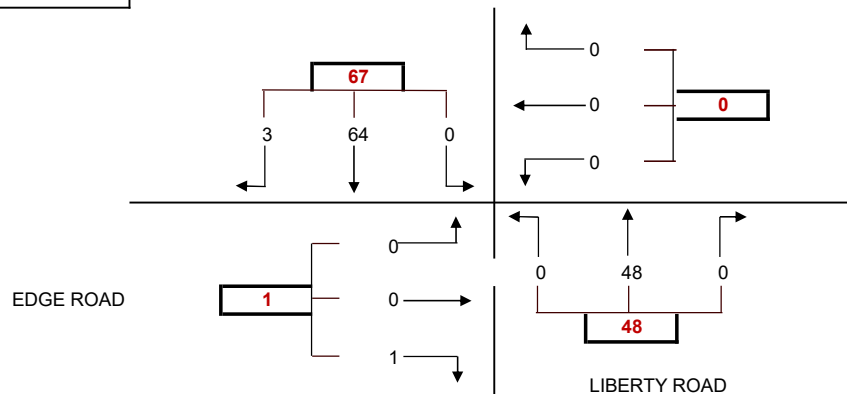
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: NV5
 PROJECT: VILLA RICA, GA TRAFFIC STUDY
 DATE: THURSDAY, JANUARY 8TH 2026
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LIBERTY ROAD
 E/W EDGE ROAD
 CITY: VILLA RICA GA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
400-415	1	23	0	24	0	0	0	0	0	12	0	12	0	0
415-430	0	15	0	15	0	0	0	0	0	17	0	17	0	0
430-445	2	10	0	12	0	0	0	0	0	10	0	10	1	0
445-500	0	16	0	16	0	0	0	0	0	9	0	9	0	0
500-515	5	10	0	15	0	0	0	0	0	11	0	11	2	0
515-530	0	9	0	9	0	0	0	0	0	7	0	7	0	0
530-545	0	10	0	10	0	0	0	0	0	5	0	5	0	0
545-600	0	8	0	8	1	0	0	1	0	6	0	6	0	0
HOURLY TOTALS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
400-500	3	64	0	67	0	0	0	0	0	48	0	48	1	0
415-515	7	51	0	58	0	0	0	0	0	47	0	47	3	0
430-530	7	45	0	52	0	0	0	0	0	37	0	37	3	0
445-545	5	45	0	50	0	0	0	0	0	32	0	32	2	0
500-600	5	37	0	42	1	0	0	1	0	29	0	29	2	0
PH FACTOR	0.38	0.70	0.00	0.70	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.71	0.25	0.00

PEAK HOUR	400-500
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PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOURLY TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOURLY TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404)

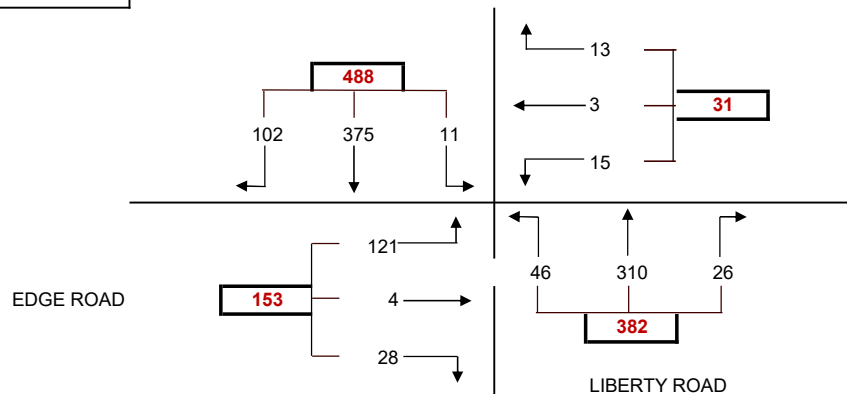
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: NV5
 PROJECT: VILLA RICA, GA TRAFFIC STUDY
 DATE: THURSDAY, JANUARY 8TH 2026
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LIBERTY ROAD
 E/W EDGE ROAD
 CITY: VILLA RICA GA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
400-415	27	90	3	120	4	0	4	8	6	87	16	109	2	1
415-430	23	114	2	139	6	0	4	10	10	74	5	89	9	0
430-445	26	77	1	104	2	1	3	6	8	82	12	102	10	0
445-500	26	94	5	125	1	2	4	7	2	67	13	82	7	3
500-515	34	88	3	125	5	1	2	8	4	81	4	89	7	0
515-530	26	99	7	132	9	3	1	13	4	75	6	85	11	1
530-545	23	96	3	122	3	2	0	5	8	71	3	82	6	1
545-600	29	81	5	115	8	1	2	11	10	80	12	102	4	2
HOUR TOTALS	1	2	3	APRCH	4	5	6	APRCH	7	8	9	APRCH	10	11
PERIOD	SBRT	SBTH	SBLT	TOTAL	WBRT	WBTH	WBLT	TOTAL	NBRT	NBTH	NBLT	TOTAL	EBRT	EBTH
400-500	102	375	11	488	13	3	15	31	26	310	46	382	28	4
415-515	109	373	11	493	14	4	13	31	24	304	34	362	33	3
430-530	112	358	16	486	17	7	10	34	18	305	35	358	35	4
445-545	109	377	18	504	18	8	7	33	18	294	26	338	31	5
500-600	112	364	18	494	25	7	5	37	26	307	25	358	28	4
PH FACTOR	0.94	0.82	0.55	0.88	0.54	0.38	0.94	0.78	0.65	0.89	0.72	0.88	0.70	0.33

PEAK HOUR	400-500
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PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

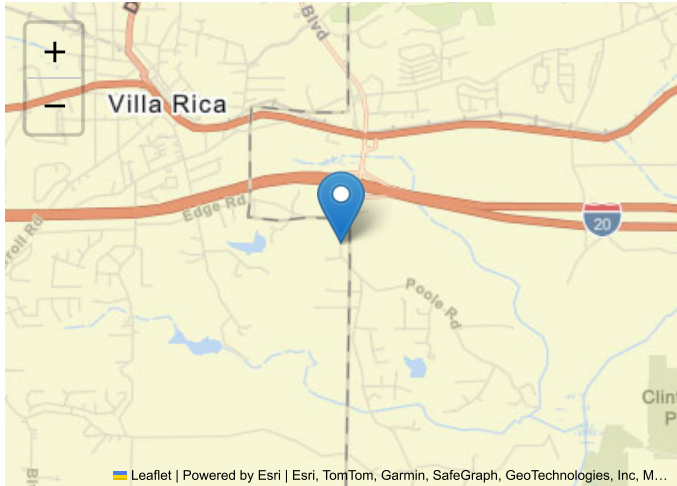
15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

0000097_0212 - 097-0212 - SR 0008CO BEG AT

County: Douglas
Route number: 00024500
LRS section: 0972024500
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.7201229716899, -84.902312732526



Site Data



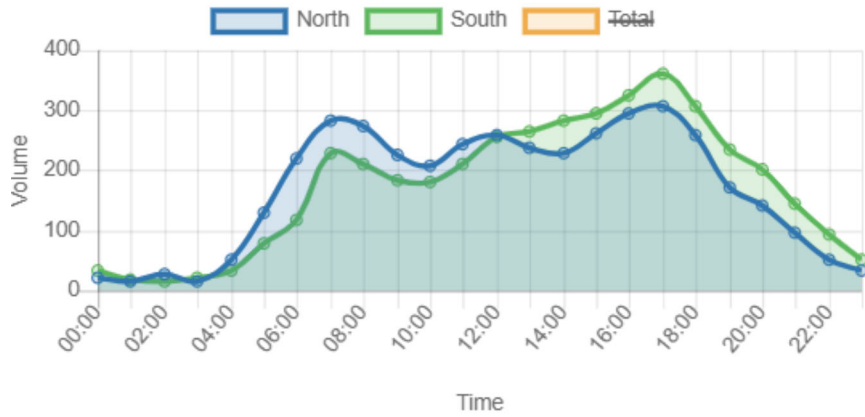
Count History

Year	Month	Count type	Duration	Count	ADT
2025	July	Volume	48 hours	16,394	8,197
2021	January	Volume	48 hours	14,419	7,210
2017	October	Volume	48 hours	14,276	7,138
2012	January	Volume	48 hours	10,242	5,121

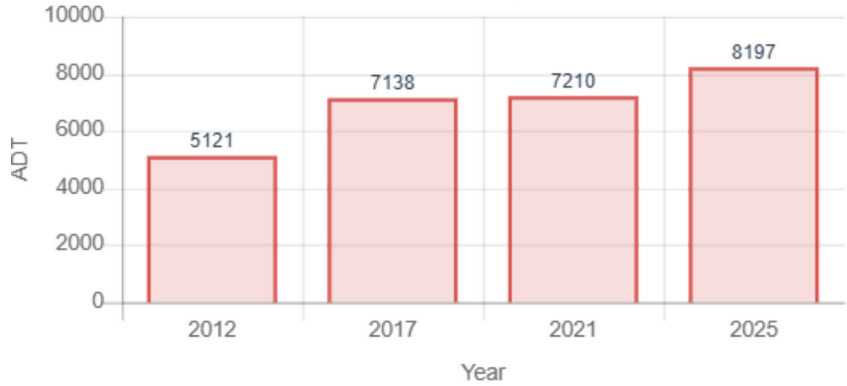
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated
AADT	5,310	5,440	6,090	6,180	6,310	5,860	7,450	7,630	7,830	7,870
K-Factor	-	-	0.119	0.119	0.119	0.119	0.090	0.090	0.090	0.090
D-Factor	-	-	0.570	0.570	0.570	0.570	0.530	0.530	0.530	0.530
Future AADT	-	6,530	7,670	7,790	7,950	7,950	11,000	13,100	14,100	14,100

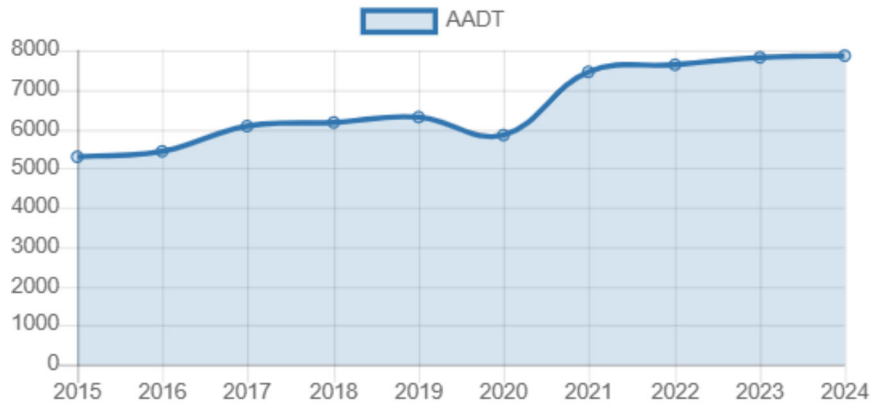
Average Hourly Volume



Count History



AADT Trend

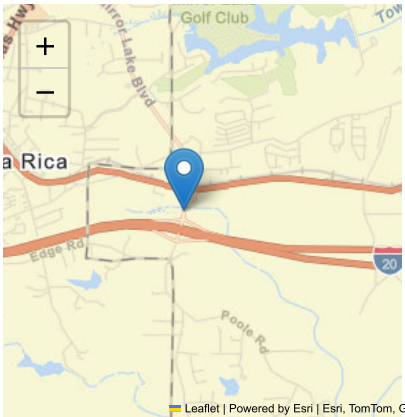
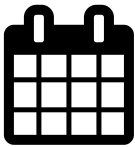


0000097_0214 - 097-0214 - CS 097505 BEG AT

County: Douglas
Route number: 000008CO
LRS section: 09710008CO
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.7266622616948, -84.9002794471714



Site Data

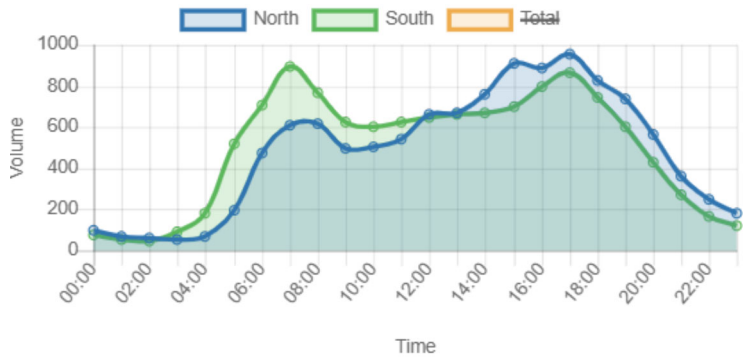


Year	Month	Count type	Duration	Count	ADT
2025	October	Class	48 hours	46,779	23,390
2023	October	Class	48 hours	45,751	22,876
2021	May	Class	48 hours	44,239	22,120
2019	March	Volume	48 hours	37,503	18,752
2015	July	Class	48 hours	36,263	18,132
2013	October	Volume	48 hours	36,548	18,274
2011	January	Volume	48 hours	35,215	17,608
2010	May	Volume	48 hours	36,467	18,234

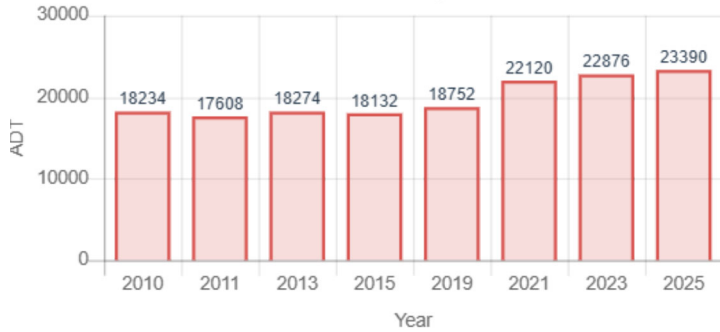
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	16,800	17,200	17,500	17,800	17,000	15,800	19,600	20,100	20,800	20,900
SU AADT	546	560	-	-	-	-	552	565	1,067	1,072
CU AADT	214	220	-	-	-	-	261	268	512	514
K-Factor	0.091	0.091	-	-	0.098	0.098	0.093	0.093	0.093	0.093
D-Factor	0.600	0.600	-	-	0.640	0.640	0.620	0.620	0.550	0.550
Future AADT	-	25,300	28,100	25,300	21,500	21,500	24,700	28,500	30,600	31,100

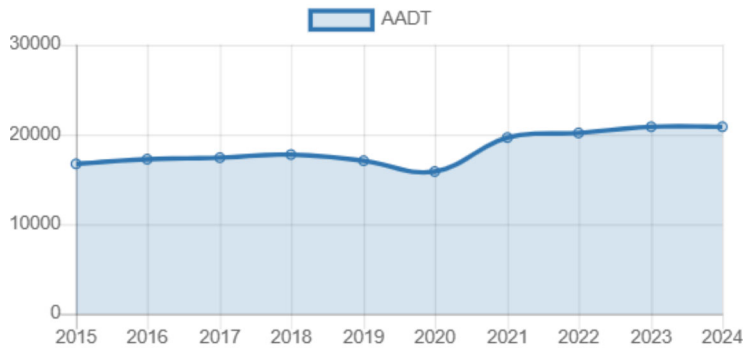
Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2026

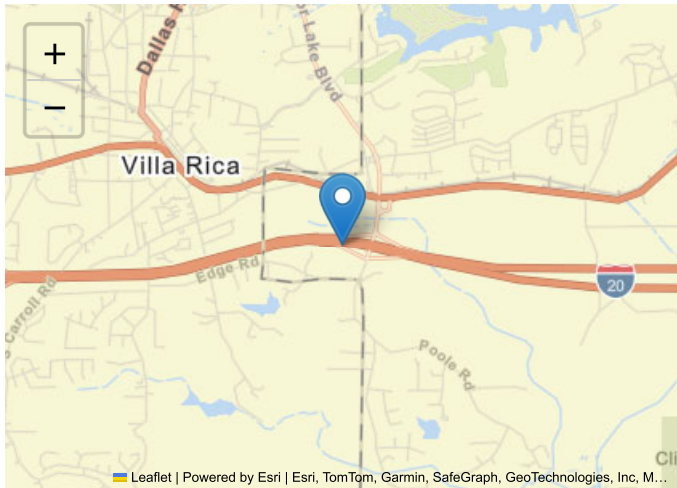
1. Motorcycles 2 axles, 2 or 3 wheels.		0.27%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		74.3%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		19.15%
4. Buses 2- or 3-axle, full length.		0.38%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		4.08%
6. Single-unit trucks 3-axle, single-unit trucks.		0.45%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.05%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.49%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.8%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.01%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.03%

0000097_R201 - 097-r201 - I-20 EB To Liberty Rd

County: Douglas
LRS section: 0976402022
Functional class: 1U - Interstate (Urban)
Coordinates: 33.72483, -84.903583



Site Data



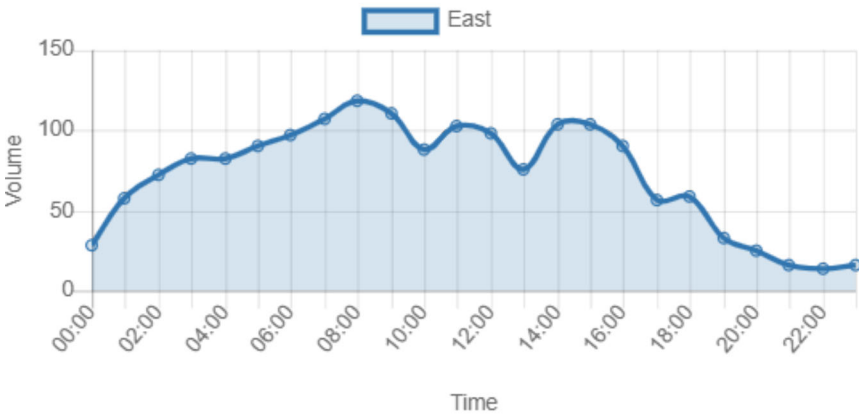
Count History

Year	Month	Count type	Duration	Count	ADT
2022	August	Volume	48 hours	3,451	1,726
2019	June	Volume	48 hours	7,864	3,932
2016	August	Volume	48 hours	7,449	3,724
2012	January	Volume	48 hours	5,564	2,782
2010	March	Volume	48 hours	5,658	2,829
2009	March	Volume	48 hours	5,645	2,822

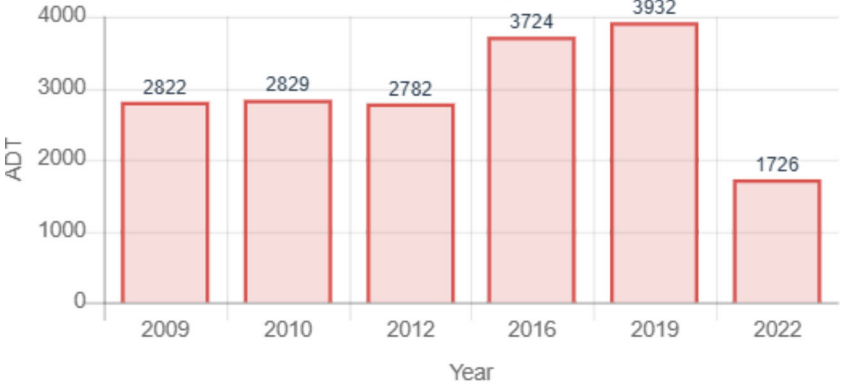
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated
AADT	2,880	3,400	3,560	3,540	3,530	3,080	3,340	1,490	1,490	1,500
K-Factor	-	0.088	-	-	0.084	0.084	0.084	0.079	0.079	0.079
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00
Future AADT	-	4,540	-	5,950	6,400	6,400	6,850	1,880	1,880	1,890

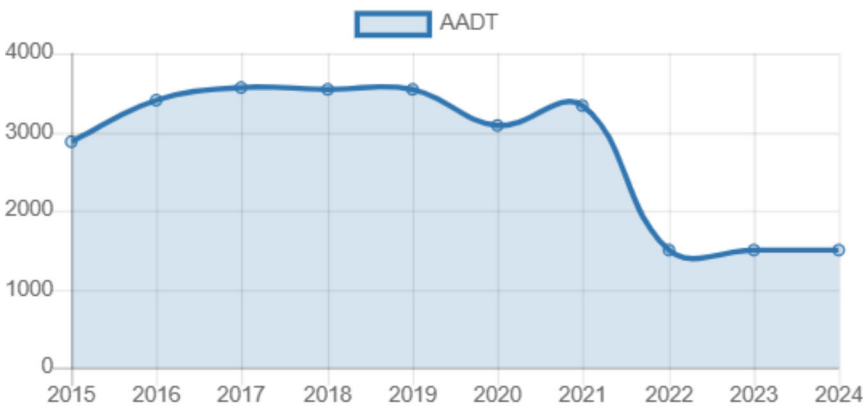
Average Hourly Volume



Count History



AADT Trend

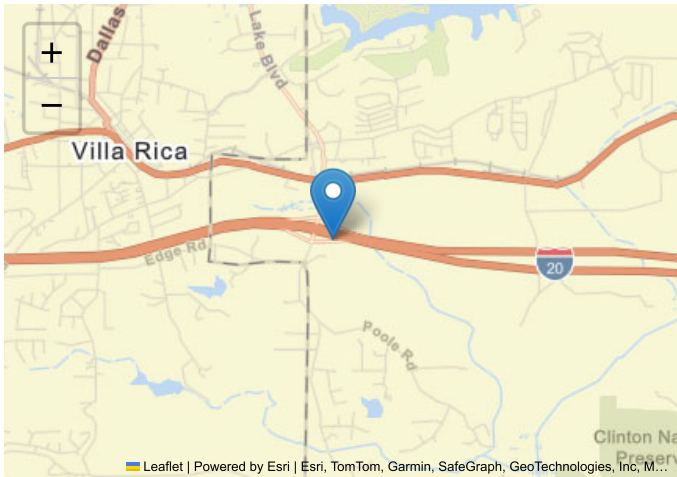


0000097_R202 - 097-r202 - Liberty Rd To I-20 EB

County: Douglas
LRS section: 0976402023
Functional class: 1U - Interstate (Urban)
Coordinates: 33.723948, -84.899053



Site Data



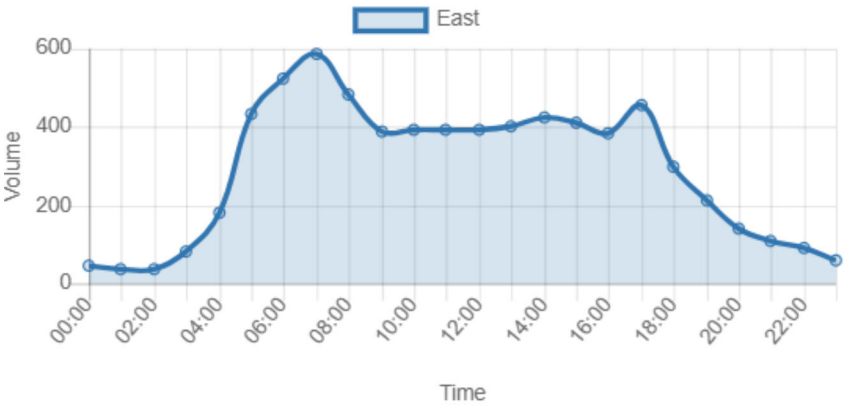
Count History

Year	Month	Count type	Duration	Count	ADT
2024	December	Volume	48 hours	13,883	6,942
2022	August	Volume	48 hours	9,848	4,924
2019	June	Volume	48 hours	16,784	8,392
2016	August	Volume	48 hours	16,245	8,122
2012	January	Volume	48 hours	13,106	6,553
2010	March	Volume	48 hours	14,433	7,216
2009	March	Volume	48 hours	14,883	7,442

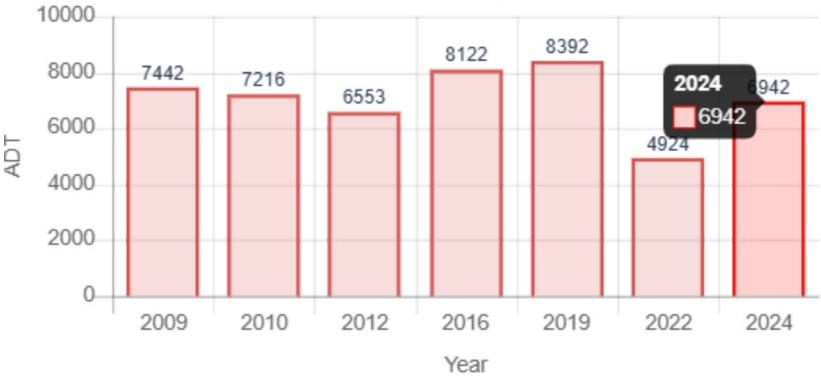
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated
AADT	6,790	7,400	7,760	7,720	7,530	6,570	7,120	4,250	4,260	4,280
K-Factor	-	0.127	-	-	0.093	0.093	0.093	0.110	0.110	0.110
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00
Future AADT	-	7,980	-	10,200	11,400	11,400	12,400	5,360	5,370	5,390

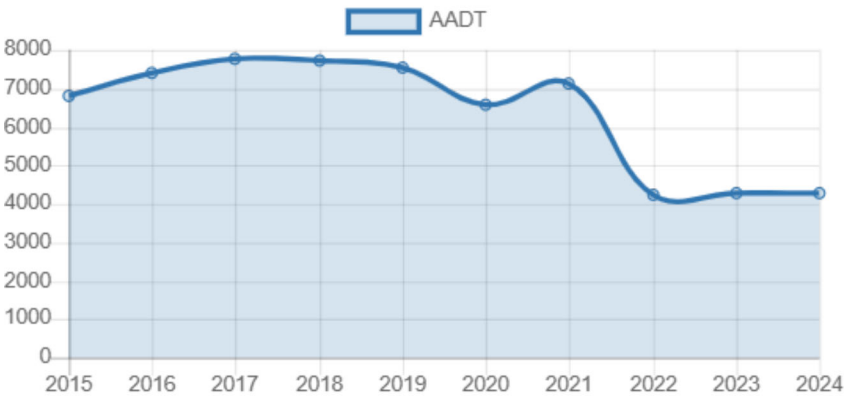
Average Hourly Volume



Count History



AADT Trend

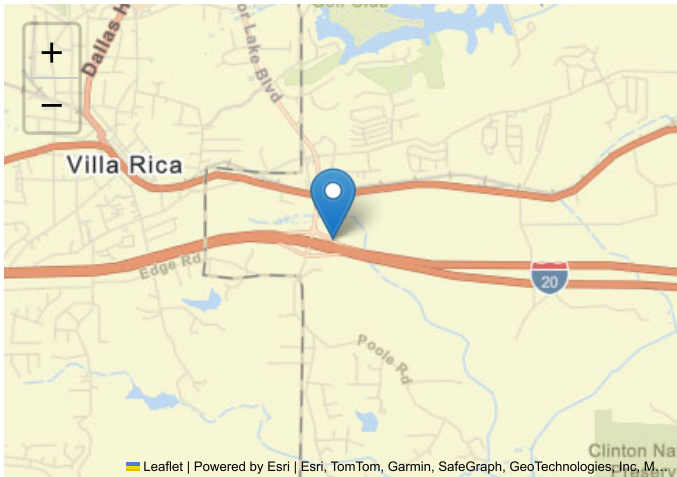


0000097_R801 - 097-r801 - I-20 WB To Liberty Rd

County: Douglas
LRS section: 0976402024
Functional class: 1U - Interstate (Urban)
Coordinates: 33.725055, -84.898546



Site Data



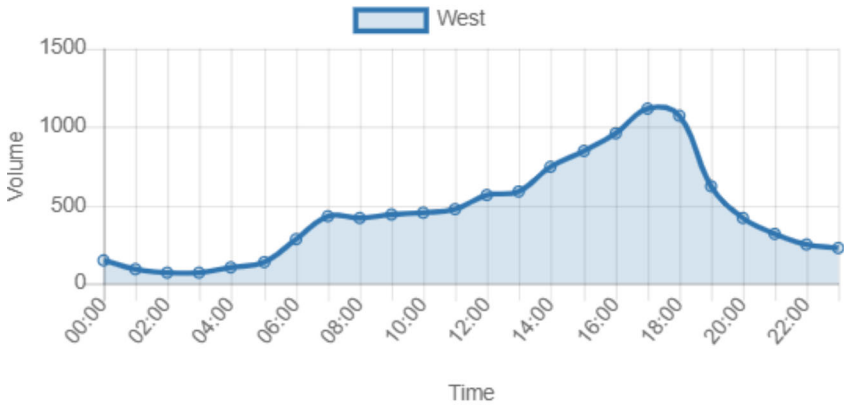
Count History

Year	Month	Count type	Duration	Count	ADT
2024	July	Volume	48 hours	21,620	10,810
2022	August	Volume	48 hours	21,123	10,562
2019	June	Volume	48 hours	18,560	9,280
2016	August	Volume	48 hours	17,036	8,518
2012	January	Volume	48 hours	14,457	7,228
2010	March	Volume	48 hours	15,374	7,687
2009	March	Volume	48 hours	15,319	7,660

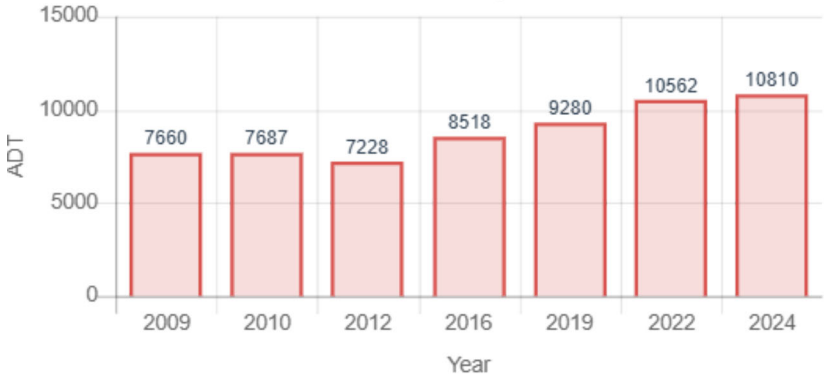
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Actual
AADT	7,500	7,810	8,190	8,150	8,370	7,300	7,920	9,080	9,120	8,820
K-Factor	-	0.129	-	-	0.114	0.114	0.114	0.101	0.101	0.129
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00
Future AADT	-	8,780	-	10,800	12,200	12,200	12,700	13,300	13,400	12,700

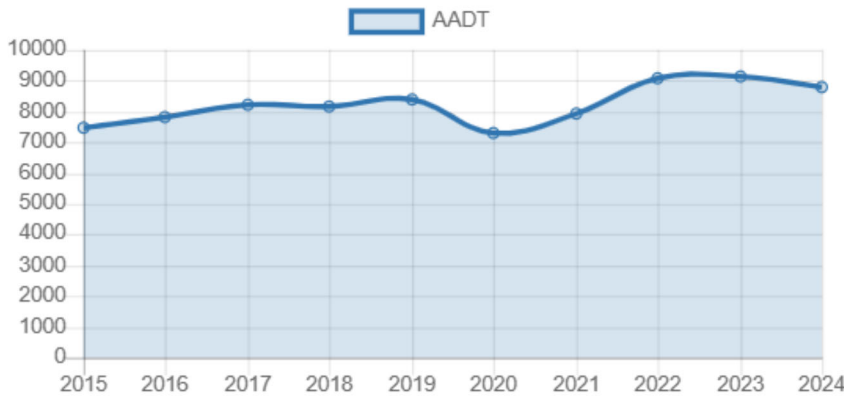
Average Hourly Volume



Count History



AADT Trend

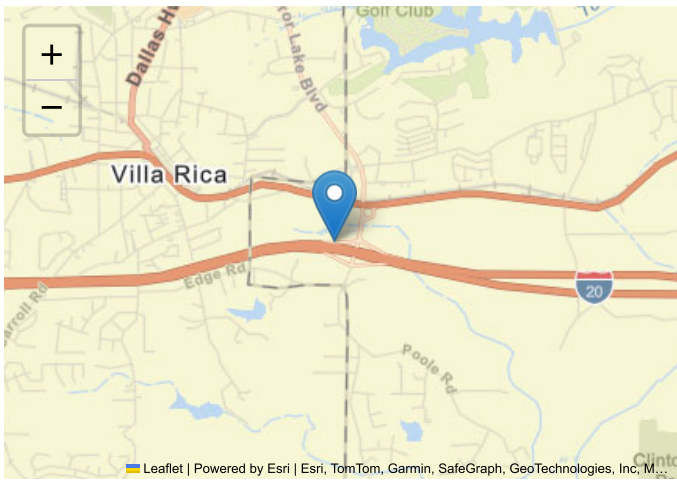


0000097_R802 - 097-r802 - Liberty Rd To I-20 WB

County: Douglas
LRS section: 0976402025
Functional class: 1U - Interstate (Urban)
Coordinates: 33.725668, -84.902899



Site Data



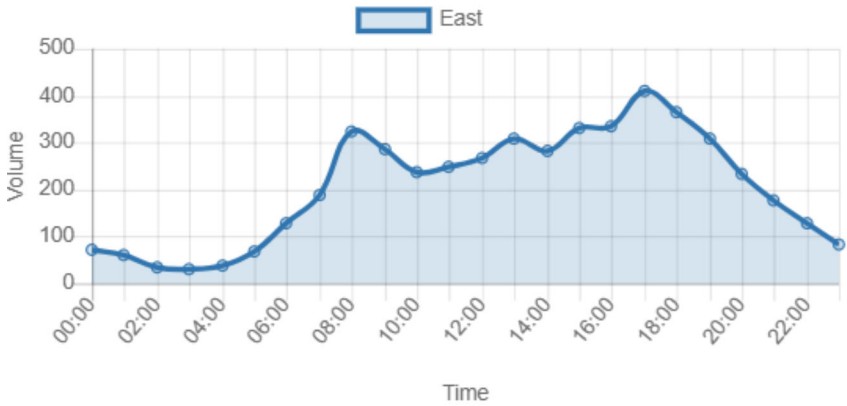
Count History

Year	Month	Count type	Duration	Count	ADT
2024	December	Volume	48 hours	9,869	4,934
2022	August	Volume	48 hours	10,268	5,134
2019	June	Volume	48 hours	8,400	4,200
2016	August	Volume	48 hours	8,050	4,025
2012	January	Volume	48 hours	6,155	3,078
2010	March	Volume	48 hours	6,466	3,233
2009	March	Volume	48 hours	6,412	3,206

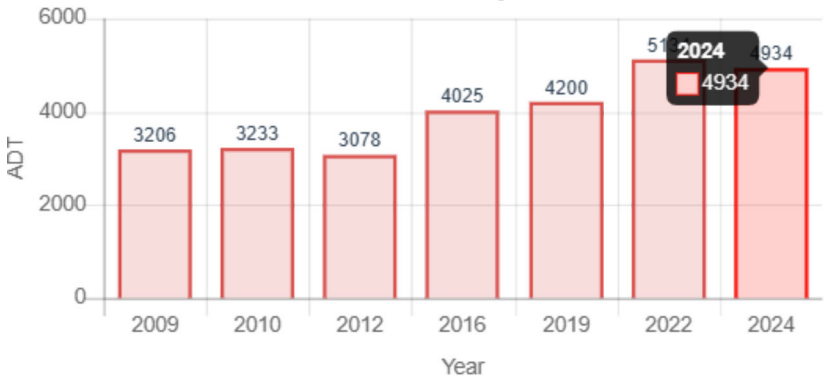
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated
AADT	3,190	3,690	3,870	3,850	3,780	3,290	3,580	4,420	4,430	4,450
K-Factor	-	0.103	-	-	0.075	0.075	0.075	0.072	0.072	0.072
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00
Future AADT	-	5,460	-	6,110	6,550	6,550	7,090	7,460	7,410	7,260

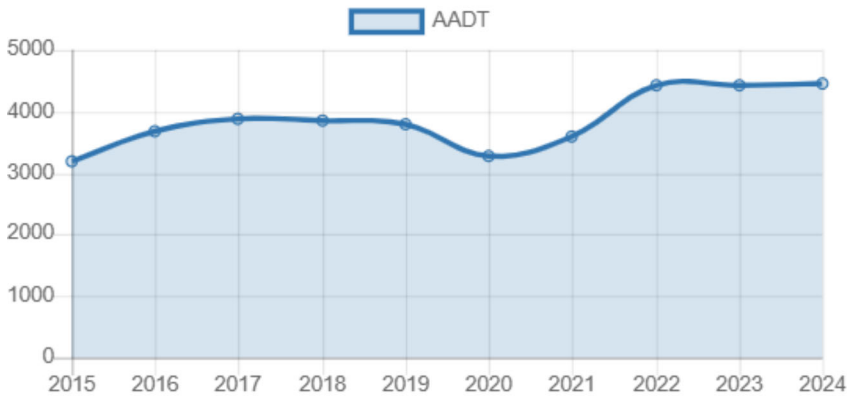
Average Hourly Volume



Count History



AADT Trend



APPENDIX C: Growth Factor(s) Calculations & Analysis

HISTORICAL TRAFFIC COUNTS
Liberty Road Industrial
Villa Rica, Georgia

Location	Counter ID	Georgia DOT AADT																	Forecast		Compounded Growth Rate	
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2029	2026-2029	Percent
I-20 EB off-ramp to Liberty Rd	097-R201	2,822	2,829		2,782				3,724			3,932			1,726				2,806	2,763	-0.51%	4.58%
I-20 WB on-ramp from Liberty Rd	097-R802	3,206	3,233		3,078				4,025			4,200			5,134		4,934		5,341	5,751	2.50%	9.53%
I-20 EB on-ramp from Liberty Rd	097-R202	7,442	7,216		6,553				8,122			8,392			4,924		6,942		6,544	6,382	-0.83%	10.58%
I-20 WB off-ramp to Liberty Rd	097-R801	7,660	7,687		7,228				8,518			9,280			10,562		10,810		11,156	11,856	2.05%	19.65%
Liberty Rd S/O Edge Rd	097-0212				5,121					7,138								8,197	8,634	9,315	2.56%	15.44%
Liberty Rd N/O I-20	097-0214		18,234	17,608		18,274		18,132				18,752				22,876		23,390	23,153	24,280	1.60%	40.23%
																			57,634	60,347	1.6%	100.00%

APPENDIX D: Trip Generation

Warehouse (150)

Based upon methodology from ITE's Trip Generation, 12th Edition (2025)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out		Average
		Total	Inbound	Outbound				Distribution		
Warehouse	278,560 S.F.				150	1000 S.F				
	Daily	336	168	168			T = 1.56 * X/1000 - 97.97	50%	50%	1.38
	AM Peak Hour	41	32	9			T = 0.1 * X/1000 + 13.43	77%	23%	0.12
	PM Peak Hour	50	14	36			T = 0.11 * X/1000 + 19.62	28%	72%	0.15
Reductions for Pass-By Trips										
	Daily	0	0	0						
	AM Peak Hour	0	0	0						
	PM Peak Hour	0	0	0						
TOTAL PROJECT TRIPS										
	Daily	336	168	168						
	AM Peak Hour	41	32	9						
	PM Peak Hour	50	14	36						

Note:

¹ Where: T = Trips; X = Density by Variable

Warehouse (150)

Based upon methodology from ITE's Trip Generation, 12th Edition (2025)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Warehousing	Personal Vehicle Trips	278,560 SF			150	1000 SF				
	Daily		216	108						
	AM Peak Hour		35	29						
	PM Peak Hour		44	11						
	Truck Trips									
	Daily		120	60			T = 0.43 * X/1000	50%	50%	0.43
	AM Peak Hour		6	3			T = 0.02 * X/1000	52%	48%	0.02
	PM Peak Hour		6	3			T = 0.02 * X/1000	53%	47%	0.02
TOTAL PROJECT TRIPS										
	Daily		336	168			T = 1.56 * X/1000 - 97.97	50%	50%	1.38
	AM Peak Hour		41	32			T = 0.1 * X/1000 + 13.43	77%	23%	0.12
	PM Peak Hour		50	14			T = 0.11 * X/1000 + 19.62	28%	72%	0.15

Note:

¹ Where: T = Trips; X = Density by Variable

APPENDIX E: Capacity Analyses Reports

Liberty Industrial
1: Liberty Road & Edge Road

2026 Existing AM

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	94	4	6	7	19	363	15	28	235	103
Future Volume (vph)	94	4	6	7	19	363	15	28	235	103
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	35.0	24.0	24.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	18.3%	58.3%	40.0%	40.0%	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes						
Recall Mode	None	None	None	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)	9.9	10.0		6.5	22.6	22.6	22.6	22.6	22.6	22.6
Actuated g/C Ratio	0.25	0.25		0.16	0.56	0.56	0.56	0.56	0.56	0.56
v/c Ratio	0.31	0.09		0.19	0.03	0.42	0.02	0.06	0.28	0.12
Control Delay (s/veh)	13.9	5.4		11.2	9.3	11.3	0.0	9.6	9.9	1.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.9	5.4		11.2	9.3	11.3	0.0	9.6	9.9	1.4
LOS	B	A		B	A	B	A	A	A	A
Approach Delay (s/veh)		11.6		11.2		10.8			7.5	
Approach LOS		B		B		B			A	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 40.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay (s/veh): 9.6

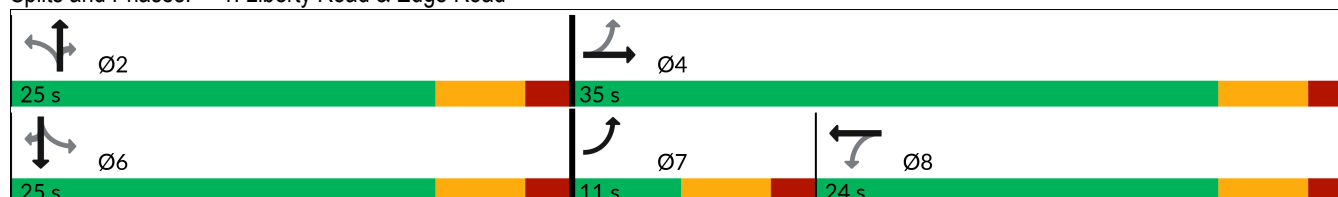
Intersection LOS: A

Intersection Capacity Utilization 45.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Liberty Road & Edge Road



Timings

Synchro 12 Report
NV5

Liberty Industrial
1: Liberty Road & Edge Road

2026 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	4	31	6	7	35	19	363	15	28	235	103
Future Volume (veh/h)	94	4	31	6	7	35	19	363	15	28	235	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1900	1811	1900	1722	1900	1796	1678	1900
Adj Flow Rate, veh/h	104	4	34	7	8	39	21	403	17	31	261	114
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	0	0	0	0	6	0	12	0	7	15	0
Cap, veh/h	586	59	498	127	24	98	407	562	525	312	547	525
Arrive On Green	0.09	0.34	0.34	0.08	0.08	0.08	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1781	172	1464	170	281	1175	1024	1722	1610	928	1678	1610
Grp Volume(v), veh/h	104	0	38	54	0	0	21	403	17	31	261	114
Grp Sat Flow(s),veh/h/ln	1781	0	1636	1626	0	0	1024	1722	1610	928	1678	1610
Q Serve(g_s), s	1.7	0.0	0.6	0.6	0.0	0.0	0.6	7.4	0.3	1.1	4.5	1.8
Cycle Q Clear(g_c), s	1.7	0.0	0.6	1.1	0.0	0.0	5.1	7.4	0.3	8.5	4.5	1.8
Prop In Lane	1.00		0.89	0.13		0.72	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	586	0	557	249	0	0	407	562	525	312	547	525
V/C Ratio(X)	0.18	0.00	0.07	0.22	0.00	0.00	0.05	0.72	0.03	0.10	0.48	0.22
Avail Cap(c_a), veh/h	674	0	1319	922	0	0	614	910	851	500	886	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	8.0	15.6	0.0	0.0	11.7	10.7	8.3	14.4	9.7	8.8
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.4	0.0	0.0	0.1	1.7	0.0	0.1	0.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	0.4	0.0	0.0	0.1	1.9	0.1	0.2	1.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	0.0	8.1	16.0	0.0	0.0	11.7	12.4	8.3	14.5	10.3	9.0
LnGrp LOS	B		A	B			B	B	A	B	B	A
Approach Vol, veh/h	142		54			441			406			
Approach Delay, s/veh	10.6		16.0			12.2			10.3			
Approach LOS	B		B			B			B			
Timer - Assigned Phs	2		4		6		7	8				
Phs Duration (G+Y+Rc), s	17.7		18.2		17.7		9.2	9.0				
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0	6.0				
Max Green Setting (Gmax), s	19.0		29.0		19.0		5.0	18.0				
Max Q Clear Time (g_c+I1), s	9.4		2.6		10.5		3.7	3.1				
Green Ext Time (p_c), s	1.7		0.1		1.2		0.0	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	11.4											
HCM 7th LOS	B											

Liberty Industrial
1: Liberty Road & Edge Road

2026 Existing PM

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	121	4	15	3	46	310	26	11	375	102
Future Volume (vph)	121	4	15	3	46	310	26	11	375	102
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	35.0	24.0	24.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	18.3%	58.3%	40.0%	40.0%	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes						
Recall Mode	None	None	None	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)	9.8	9.9		6.4	22.5	22.5	22.5	22.5	22.5	22.5
Actuated g/C Ratio	0.24	0.25		0.16	0.56	0.56	0.56	0.56	0.56	0.56
v/c Ratio	0.34	0.08		0.11	0.10	0.35	0.04	0.02	0.43	0.11
Control Delay (s/veh)	14.3	5.7		14.0	9.7	10.5	0.1	9.1	11.3	1.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.3	5.7		14.0	9.7	10.5	0.1	9.1	11.3	1.3
LOS	B	A		B	A	B	A	A	B	A
Approach Delay (s/veh)		12.5		14.0		9.7			9.2	
Approach LOS		B		B		A			A	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 40.1

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay (s/veh): 10.0

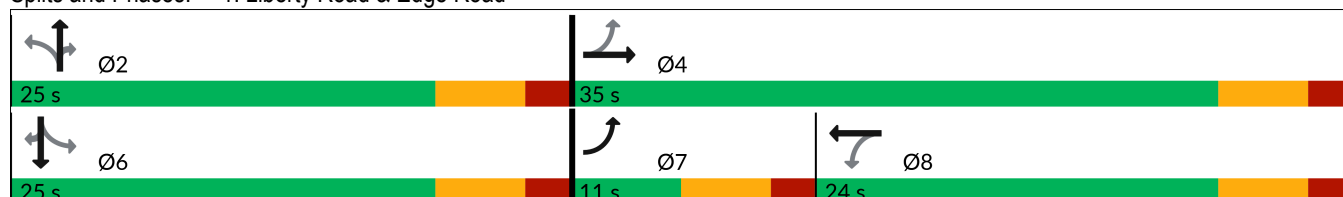
Intersection LOS: B

Intersection Capacity Utilization 51.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Liberty Road & Edge Road



Timings

Synchro 12 Report
NV5

Liberty Industrial
1: Liberty Road & Edge Road

2026 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	4	28	15	3	13	46	310	26	11	375	102
Future Volume (veh/h)	121	4	28	15	3	13	46	310	26	11	375	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1841	1900	1900	1900	1737	1678	1159	1900	1678	1900
Adj Flow Rate, veh/h	127	4	29	16	3	14	48	326	27	12	395	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	0	0	0	11	15	50	0	15	0
Cap, veh/h	576	65	474	195	9	43	314	577	338	390	577	554
Arrive On Green	0.10	0.33	0.33	0.07	0.07	0.07	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1810	199	1442	737	138	645	833	1678	982	1044	1678	1610
Grp Volume(v), veh/h	127	0	33	33	0	0	48	326	27	12	395	107
Grp Sat Flow(s),veh/h/ln	1810	0	1641	1519	0	0	833	1678	982	1044	1678	1610
Q Serve(g_s), s	2.2	0.0	0.5	0.8	0.0	0.0	1.9	5.8	0.7	0.3	7.4	1.7
Cycle Q Clear(g_c), s	2.2	0.0	0.5	0.8	0.0	0.0	9.3	5.8	0.7	6.2	7.4	1.7
Prop In Lane	1.00		0.88	0.48		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	576	0	540	247	0	0	314	577	338	390	577	554
V/C Ratio(X)	0.22	0.00	0.06	0.13	0.00	0.00	0.15	0.56	0.08	0.03	0.68	0.19
Avail Cap(c_a), veh/h	644	0	1296	891	0	0	459	868	508	572	868	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	8.4	16.3	0.0	0.0	14.3	9.8	8.1	12.3	10.3	8.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.2	0.9	0.1	0.0	1.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.1	0.2	0.0	0.0	0.3	1.4	0.1	0.1	1.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	0.0	8.5	16.6	0.0	0.0	14.6	10.7	8.2	12.3	11.8	8.6
LnGrp LOS	B		A	B			B	B	A	B	B	A
Approach Vol, veh/h	160			33			401			514		
Approach Delay, s/veh	11.4			16.6			11.0			11.1		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			7		
Phs Duration (G+Y+Rc), s	18.6			18.1			18.6			9.6		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	19.0			29.0			19.0			5.0		
Max Q Clear Time (g_c+I1), s	11.3			2.5			9.4			4.2		
Green Ext Time (p_c), s	1.3			0.1			1.8			0.0		
Intersection Summary												
HCM 7th Control Delay, s/veh	11.3											
HCM 7th LOS	B											

Liberty Industrial
1: Liberty Road & Edge Road

2029 No-Build AM

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	99	4	6	7	20	381	16	29	246	108
Future Volume (vph)	99	4	6	7	20	381	16	29	246	108
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	35.0	24.0	24.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	18.3%	58.3%	40.0%	40.0%	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes						
Recall Mode	None	None	None	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)	12.2	12.4		6.5	23.3	23.3	23.3	23.3	23.3	23.3
Actuated g/C Ratio	0.28	0.29		0.15	0.54	0.54	0.54	0.54	0.54	0.54
v/c Ratio	0.30	0.08		0.21	0.04	0.46	0.02	0.07	0.31	0.13
Control Delay (s/veh)	13.2	5.1		11.6	10.0	13.0	0.1	10.4	11.2	1.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.2	5.1		11.6	10.0	13.0	0.1	10.4	11.2	1.6
LOS	B	A		B	A	B	A	B	B	A
Approach Delay (s/veh)		11.0		11.6		12.4			8.5	
Approach LOS		B		B		B			A	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 42.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay (s/veh): 10.6

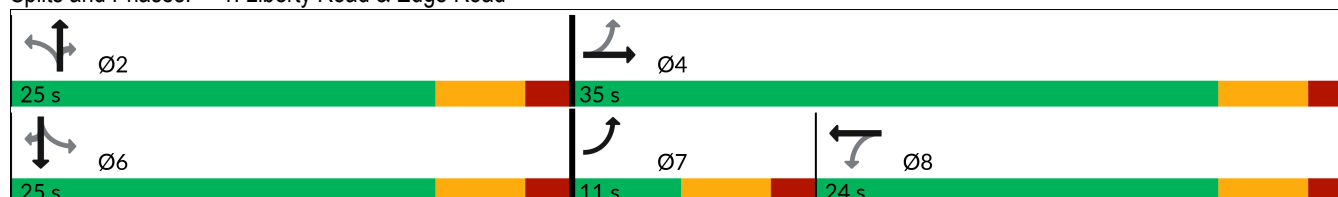
Intersection LOS: B

Intersection Capacity Utilization 46.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Liberty Road & Edge Road



Timings

Synchro 12 Report
NV5

Liberty Industrial
1: Liberty Road & Edge Road

2029 No-Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	4	33	6	7	37	20	381	16	29	246	108
Future Volume (veh/h)	99	4	33	6	7	37	20	381	16	29	246	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1900	1811	1900	1722	1900	1796	1678	1900
Adj Flow Rate, veh/h	110	4	37	7	8	41	22	423	18	32	273	120
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	0	0	0	0	6	0	12	0	7	15	0
Cap, veh/h	584	54	500	123	24	102	403	579	541	304	564	541
Arrive On Green	0.09	0.34	0.34	0.09	0.09	0.09	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1781	159	1475	158	277	1191	1007	1722	1610	911	1678	1610
Grp Volume(v), veh/h	110	0	41	56	0	0	22	423	18	32	273	120
Grp Sat Flow(s),veh/h/ln	1781	0	1634	1627	0	0	1007	1722	1610	911	1678	1610
Q Serve(g_s), s	1.9	0.0	0.6	0.5	0.0	0.0	0.7	8.0	0.3	1.2	4.8	2.0
Cycle Q Clear(g_c), s	1.9	0.0	0.6	1.2	0.0	0.0	5.4	8.0	0.3	9.2	4.8	2.0
Prop In Lane	1.00		0.90	0.12		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	584	0	555	248	0	0	403	579	541	304	564	541
V/C Ratio(X)	0.19	0.00	0.07	0.23	0.00	0.00	0.05	0.73	0.03	0.11	0.48	0.22
Avail Cap(c_a), veh/h	662	0	1283	897	0	0	583	886	828	466	863	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	0.0	8.3	16.0	0.0	0.0	11.9	10.8	8.2	14.8	9.7	8.8
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.5	0.0	0.0	0.1	1.8	0.0	0.2	0.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.2	0.4	0.0	0.0	0.1	2.1	0.1	0.2	1.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	0.0	8.3	16.4	0.0	0.0	11.9	12.6	8.3	15.0	10.4	9.0
LnGrp LOS	B		A	B			B	B	A	B	B	A
Approach Vol, veh/h	151		56			463			425			
Approach Delay, s/veh	10.9		16.4			12.4			10.3			
Approach LOS	B		B			B			B			
Timer - Assigned Phs	2		4		6		7	8				
Phs Duration (G+Y+Rc), s	18.4		18.5		18.4		9.4	9.2				
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0	6.0				
Max Green Setting (Gmax), s	19.0		29.0		19.0		5.0	18.0				
Max Q Clear Time (g_c+I1), s	10.0		2.6		11.2		3.9	3.2				
Green Ext Time (p_c), s	1.7		0.2		1.2		0.0	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	11.6											
HCM 7th LOS	B											

Liberty Industrial
1: Liberty Road & Edge Road

2029 No-Build PM

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	127	4	16	3	48	325	27	12	393	107
Future Volume (vph)	127	4	16	3	48	325	27	12	393	107
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	35.0	24.0	24.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	18.3%	58.3%	40.0%	40.0%	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes						
Recall Mode	None	None	None	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)	9.8	9.9		6.4	22.3	22.3	22.3	22.3	22.3	22.3
Actuated g/C Ratio	0.25	0.25		0.16	0.56	0.56	0.56	0.56	0.56	0.56
v/c Ratio	0.36	0.08		0.12	0.11	0.37	0.04	0.02	0.45	0.12
Control Delay (s/veh)	14.5	5.5		13.9	9.8	10.7	0.1	9.2	11.8	1.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	5.5		13.9	9.8	10.7	0.1	9.2	11.8	1.4
LOS	B	A		B	A	B	A	A	B	A
Approach Delay (s/veh)		12.7		13.9		9.9			9.5	
Approach LOS		B		B		A			A	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 39.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay (s/veh): 10.3

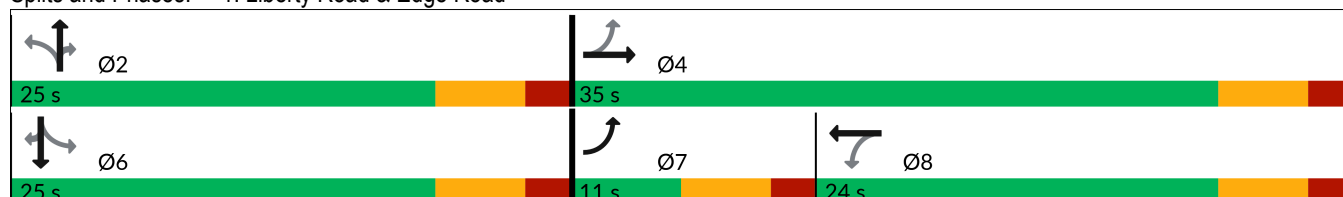
Intersection LOS: B

Intersection Capacity Utilization 52.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Liberty Road & Edge Road



Timings

Synchro 12 Report
NV5

Liberty Industrial
1: Liberty Road & Edge Road

2029 No-Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	4	29	16	3	14	48	325	27	12	393	107
Future Volume (veh/h)	127	4	29	16	3	14	48	325	27	12	393	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1841	1900	1900	1900	1737	1678	1159	1900	1678	1900
Adj Flow Rate, veh/h	134	4	31	17	3	15	51	342	28	13	414	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	0	0	0	11	15	50	0	15	0
Cap, veh/h	573	61	475	192	9	45	307	596	349	386	596	572
Arrive On Green	0.10	0.33	0.33	0.07	0.07	0.07	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1810	187	1451	737	130	650	814	1678	982	1028	1678	1610
Grp Volume(v), veh/h	134	0	35	35	0	0	51	342	28	13	414	113
Grp Sat Flow(s),veh/h/ln	1810	0	1639	1516	0	0	814	1678	982	1028	1678	1610
Q Serve(g_s), s	2.4	0.0	0.6	0.8	0.0	0.0	2.2	6.2	0.7	0.4	8.0	1.8
Cycle Q Clear(g_c), s	2.4	0.0	0.6	0.8	0.0	0.0	10.2	6.2	0.7	6.6	8.0	1.8
Prop In Lane	1.00		0.89	0.49		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	573	0	537	246	0	0	307	596	349	386	596	572
V/C Ratio(X)	0.23	0.00	0.07	0.14	0.00	0.00	0.17	0.57	0.08	0.03	0.69	0.20
Avail Cap(c_a), veh/h	632	0	1257	864	0	0	427	843	494	538	843	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	8.7	16.8	0.0	0.0	14.8	9.9	8.1	12.6	10.4	8.5
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.3	0.0	0.0	0.3	0.9	0.1	0.0	1.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.1	0.3	0.0	0.0	0.3	1.5	0.1	0.1	2.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.6	0.0	8.8	17.0	0.0	0.0	15.0	10.7	8.2	12.6	11.9	8.6
LnGrp LOS	B		A	B			B	B	A	B	B	A
Approach Vol, veh/h	169			35			421			540		
Approach Delay, s/veh	11.8			17.0			11.1			11.2		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			7		
Phs Duration (G+Y+Rc), s	19.4			18.4			19.4			9.8		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	19.0			29.0			19.0			5.0		
Max Q Clear Time (g_c+I1), s	12.2			2.6			10.0			4.4		
Green Ext Time (p_c), s	1.3			0.1			1.9			0.1		
Intersection Summary												
HCM 7th Control Delay, s/veh	11.4											
HCM 7th LOS	B											

Liberty Industrial
1: Liberty Road & Edge Road

2029 Build AM

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	99	7	7	8	20	381	19	55	246	108
Future Volume (vph)	99	7	7	8	20	381	19	55	246	108
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	35.0	24.0	24.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	18.3%	58.3%	40.0%	40.0%	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes						
Recall Mode	None	None	None	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)	12.3	12.4		6.6	22.9	22.9	22.9	22.9	22.9	22.9
Actuated g/C Ratio	0.29	0.29		0.15	0.54	0.54	0.54	0.54	0.54	0.54
v/c Ratio	0.29	0.09		0.24	0.04	0.46	0.02	0.14	0.31	0.13
Control Delay (s/veh)	13.0	5.4		11.5	10.2	13.3	0.1	11.2	11.4	1.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.0	5.4		11.5	10.2	13.3	0.1	11.2	11.4	1.6
LOS	B	A		B	B	B	A	B	B	A
Approach Delay (s/veh)		10.8		11.5		12.5			8.8	
Approach LOS		B		B		B			A	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 42.7

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay (s/veh): 10.8

Intersection LOS: B

Intersection Capacity Utilization 51.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Liberty Road & Edge Road



Timings

Synchro 12 Report
NV5

Liberty Industrial
1: Liberty Road & Edge Road

2029 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	7	33	7	8	44	20	381	19	55	246	108
Future Volume (veh/h)	99	7	33	7	8	44	20	381	19	55	246	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1900	1722	1900	1722	1900	1767	1678	1900
Adj Flow Rate, veh/h	110	8	37	8	9	49	22	423	21	61	273	120
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	0	0	0	0	12	0	12	0	9	15	0
Cap, veh/h	575	98	455	117	25	109	417	612	572	316	596	572
Arrive On Green	0.09	0.33	0.33	0.09	0.09	0.09	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	294	1361	145	274	1209	1007	1722	1610	893	1678	1610
Grp Volume(v), veh/h	110	0	45	66	0	0	22	423	21	61	273	120
Grp Sat Flow(s),veh/h/ln	1781	0	1655	1628	0	0	1007	1722	1610	893	1678	1610
Q Serve(g_s), s	2.0	0.0	0.7	0.6	0.0	0.0	0.7	8.1	0.3	2.4	4.8	2.0
Cycle Q Clear(g_c), s	2.0	0.0	0.7	1.5	0.0	0.0	5.5	8.1	0.3	10.5	4.8	2.0
Prop In Lane	1.00		0.82	0.12		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	575	0	554	251	0	0	417	612	572	316	596	572
V/C Ratio(X)	0.19	0.00	0.08	0.26	0.00	0.00	0.05	0.69	0.04	0.19	0.46	0.21
Avail Cap(c_a), veh/h	646	0	1241	856	0	0	554	846	791	437	824	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	8.8	16.7	0.0	0.0	11.7	10.7	8.2	15.2	9.6	8.7
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.6	0.0	0.0	0.1	1.4	0.0	0.3	0.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.2	0.5	0.0	0.0	0.1	2.1	0.1	0.4	1.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.3	0.0	8.9	17.2	0.0	0.0	11.8	12.1	8.2	15.5	10.2	8.9
LnGrp LOS	B		A	B			B	B	A	B	B	A
Approach Vol, veh/h	155			66			466			454		
Approach Delay, s/veh	11.3			17.2			11.9			10.5		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			7		
Phs Duration (G+Y+Rc), s	19.7			19.0			19.7			9.5		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	19.0			29.0			19.0			5.0		
Max Q Clear Time (g_c+l1), s	10.1			2.7			12.5			4.0		
Green Ext Time (p_c), s	1.7			0.2			1.2			0.0		
Intersection Summary												
HCM 7th Control Delay, s/veh	11.6											
HCM 7th LOS	B											

Liberty Industrial
1: Liberty Road & Edge Road

2029 Build PM

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	127	5	19	6	48	325	28	24	393	107
Future Volume (vph)	127	5	19	6	48	325	28	24	393	107
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	35.0	24.0	24.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	18.3%	58.3%	40.0%	40.0%	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes						
Recall Mode	None	None	None	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)	12.4	12.5		6.8	22.7	22.7	22.7	22.7	22.7	22.7
Actuated g/C Ratio	0.29	0.29		0.16	0.53	0.53	0.53	0.53	0.53	0.53
v/c Ratio	0.34	0.07		0.26	0.12	0.39	0.04	0.05	0.47	0.12
Control Delay (s/veh)	13.4	5.4		12.6	11.1	12.3	0.1	10.5	13.7	1.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.4	5.4		12.6	11.1	12.3	0.1	10.5	13.7	1.4
LOS	B	A		B	B	B	A	B	B	A
Approach Delay (s/veh)		11.7		12.6		11.4			11.1	
Approach LOS		B		B		B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 42.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay (s/veh): 11.4

Intersection LOS: B

Intersection Capacity Utilization 53.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Liberty Road & Edge Road



Timings

Synchro 12 Report
NV5

Liberty Industrial
1: Liberty Road & Edge Road

2029 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	5	29	19	6	44	48	325	28	24	393	107
Future Volume (veh/h)	127	5	29	19	6	44	48	325	28	24	393	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1841	1900	1900	1796	1737	1678	1189	1707	1678	1900
Adj Flow Rate, veh/h	134	5	31	20	6	46	51	342	29	25	414	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	0	0	7	11	15	48	13	15	0
Cap, veh/h	595	78	482	151	18	89	298	591	355	357	591	567
Arrive On Green	0.10	0.34	0.34	0.09	0.09	0.09	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1810	228	1417	373	198	1011	814	1678	1007	923	1678	1610
Grp Volume(v), veh/h	134	0	36	72	0	0	51	342	29	25	414	113
Grp Sat Flow(s),veh/h/ln	1810	0	1645	1582	0	0	814	1678	1007	923	1678	1610
Q Serve(g_s), s	2.4	0.0	0.6	1.2	0.0	0.0	2.2	6.5	0.7	0.9	8.3	1.9
Cycle Q Clear(g_c), s	2.4	0.0	0.6	1.7	0.0	0.0	10.5	6.5	0.7	7.4	8.3	1.9
Prop In Lane	1.00		0.86	0.28		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	595	0	560	258	0	0	298	591	355	357	591	567
V/C Ratio(X)	0.23	0.00	0.06	0.28	0.00	0.00	0.17	0.58	0.08	0.07	0.70	0.20
Avail Cap(c_a), veh/h	649	0	1222	840	0	0	408	817	490	481	817	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	8.7	17.0	0.0	0.0	15.4	10.3	8.4	13.3	10.9	8.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.6	0.0	0.0	0.3	0.9	0.1	0.1	1.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.2	0.6	0.0	0.0	0.3	1.6	0.1	0.1	2.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.4	0.0	8.7	17.6	0.0	0.0	15.7	11.2	8.5	13.4	12.5	9.0
LnGrp LOS	B		A	B			B	B	A	B	B	A
Approach Vol, veh/h	170			72			422			552		
Approach Delay, s/veh	11.7			17.6			11.5			11.8		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			7		
Phs Duration (G+Y+Rc), s	19.8			19.3			19.8			9.8		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	19.0			29.0			19.0			5.0		
Max Q Clear Time (g_c+I1), s	12.5			2.6			10.3			4.4		
Green Ext Time (p_c), s	1.2			0.1			1.9			0.3		
Intersection Summary												
HCM 7th Control Delay, s/veh	12.0											
HCM 7th LOS	B											

City of Villa Rica



PLANNING AND ZONING COMMISSION MEETING MINUTES

Holt-Bishop Justice Center, Municipal Courtroom, 101 Main St

Tuesday, January 20, 2026 | 6:00pm

Meeting Called to Order Chairwoman Ashley Head called the meeting to order.

Present: Chairwoman Ashley Head, Commissioner Vivian Lyons and Commissioner Kelly Vines

Adoption of the Agenda

Commissioner Kelly Vines moved to adopt the amended agenda removing item (A) Appointment of board officers.

RESULT:	ADOPTED (Amended) 3/0
MOVER:	Commissioner Kelly Vines
SECONDER:	Commissioner Vivian Lyons
AYES:	Chairwoman Ashley Head, Commissioner Vivian Lyons and Commissioner Kelly Vines

A. Old Business

1. Approval of minutes from 12/16/2025

RESULT:	APPROVED 3/0
MOVER:	Commissioner Kelly Vines
SECONDER:	Commissioner Vivian Lyons
AYES:	Chairwoman Ashley Head, Commissioner Vivian Lyons and Commissioner Kelly Vines

B. New Business

1. Rezoning request submitted by CHI/Acquisition, L.P. The request is to rezone the subject property from Commercial Medium-Density (C2) to Industrial Low-Density (I1). The property is located at 700 Edge Road, within Land Lots 143 and 146 of District 4, also known as Parcel Number 01460250013, and is located within Douglas County, GA, Ward 5. The total property size is approximately 29.79 ± acres.

The applicant's attorney, Joe Fowler, spoke in favor of the rezoning request.

Public Hearing: No one came forward

Commissioner Kelly Vines moved to approve the application with the following conditions:

- All building, fire life safety, and zoning, and design requirements shall be met in accordance with all applicable City codes and regulations. **(Staff recommended)**
- The applicant shall provide the full number of trees and shrubs required, even where buffer widths are reduced, consistent with the Landscape Plan, dated December 12, 2025, prepared by Southeast Civil Group, and subject to the review and approval of the Community Development Department. **(Staff recommended)**
- The subject property shall be developed in substantial conformance with the Site Plan, dated November 25, 2025, prepared by Southeast Civil Group. Any deviation from the approved site layout shall require review and approval by the Community Development Department. **(Staff recommended)**
- Decorative screening between Interstate 20 and the facility's bay doors shall consist of an opaque wall and landscaping, subject to design review and approval by the Community Development Department. **(Commission recommended)**

RESULT:	APPROVED 3/0
MOVER:	Commissioner Kelly Vines
SECONDER:	Chairwoman Ashley Head
AYES:	Chairwoman Ashley Head, Commissioner Vivian Lyons and Commissioner Kelly Vines

Adjournment- Chairwoman Ashley Head moved to adjourn.

RESULT:	APPROVED 3/0
MOVER:	Chairwoman Ashley Head
SECONDER:	Commissioner Kelly Vines
AYES:	Chairwoman Ashley Head, Commissioner Vivian Lyons and Commissioner Kelly Vines

Planning & Zoning Chair

Community Development Director



CITY OF VILLA RICA

City Council Meeting Agenda Item Cover Sheet

SUBJECT: Variance request by Prime Construction, for a reduction in the required minimum parking lot landscaping buffers, in accordance with *Sec. 7.05 - Landscaping Standards - Parking Area Landscaping*. For the property located at 182 and 190 Edge Road, Land Lot 160, District 6, also known as Parcel Numbers: V06 0070125 and V06 0070135. The property lot size is 1.24 +/- acres. The subject property is zoned Commercial Low Density (C1) located within Carroll County, GA, Ward 5. **This is a Public Hearing.**

WORK SESSION DATE: February 3, 2026

MEETING DATE: February 10, 2026

PREPARED BY: Shaun Myers, Planning and Zoning Administrator

PUBLIC HEARING: YES

PURPOSE:

The applicant requests a variance from Section 7.05(6) of the zoning ordinance to allow a reduction of the required 20-foot front parking area landscape buffer along Edge Road to a minimum of 16 feet. To accommodate the coordinated development of two adjacent parcels with shared site access and aligned internal drive aisles.

BACKGROUND:

The subject property consists of two adjacent undeveloped parcels along Edge Road zoned C-1 (Commercial Low Density). The front property lines of the parcels do not align due to variations in the width of the Edge Road right-of-way. The applicant proposes a coordinated development with shared access and aligned internal drive aisles to accommodate commercial service office uses for Prime Construction and GAR Mechanical.

IMPACT:

N/A

STAFF RECOMMENDATION:

Staff recommends approval of the requested variance to reduce the front landscape buffer from 20 feet to 16 feet, as the request addresses a site-specific hardship related to the misaligned parcel frontages, and the proposed landscaping maintains the screening intent of the zoning ordinance. The request represents a maximum reduction of 20%.

Staff recommends **Approval**, subject to the following conditions:

1. All building, fire life safety, and zoning, and design requirements shall be met in accordance with all applicable City codes and regulations.
2. The applicant shall provide the full number of trees and shrubs required, even where buffer widths are reduced, consistent with the Landscape Plan, dated December 12, 2025, prepared by Southeast Civil Group, and subject to the review and approval of the Community Development Department. The landscaping design shall ensure adequate visual screening of the building's roll-up doors.
3. The subject property shall be developed in substantial conformance with the Site Plan, dated November 25, 2025, prepared by Southeast Civil Group. Any deviation from the approved site layout shall require review and approval by the Community Development Department.

MOTION:

I move to approve the variance request submitted by Prime Construction for the property located at 182 Edge Road (Parcel Numbers V06 0070125 and V06 0070135) to allow a reduction of the required front parking area landscape buffer from 20 feet to 16 feet, subject to the three (3) conditions recommended by staff.



Community Development Dept.
206 North Avenue,
Villa Rica, GA 30180.
smyers@villarica.gov.
678-785-9995

Variance Request

Review Process, Fee Schedule and Calendar

Variance Review Process

Pre-Application Conference

Applicants must request a pre-application conference with staff to discuss the proposal before filing a variance request.



Application Filed with the Department

- Staff reviews the application for completeness.
- A public hearing date is scheduled.
- Required public notification is issued.



City Council Public Hearing

- A public hearing is held within **45 days** of filing application.
- The City Council considers staff recommendations, the applicant's presentation, and public testimony.



City Council Action

The City Council may either **approve** or **deny** the variance request.

Variance Fee Schedule

Chapter	Residential	Commercial	Industrial	PUD
Chapter 4: Zoning District Regulations	\$200	\$400	\$600	N/A
Chapter 6: Planned Unit Development	N/A	N/A	N/A	\$1,500
Chapter 7: Development Standards	\$300	\$300	\$300	N/A
Chapter 8: Standards for Specific Uses	\$500	\$500	\$600	N/A
Chapter 9: Design Standards	\$300	\$400	\$500	\$600
Other	\$300	\$300	\$300	\$300

Zoning Calendar

Click Here for Calendar
or Scan QR Code





Community Development Dept.
206 North Avenue,
Villa Rica, GA 30180.
smyers@villarica.gov.
678-785-9995

Community Development Department

Variance Request

Application Submittal Checklist

The Community Development Director may waive certain requirements if they are not necessary to determine compliance with the Code of Ordinances. Please check each item included with your application.

- ☒ 1. **Schedule Technical Advisory Committee (TAC) Meeting**
A TAC meeting is required before submitting zoning requests.
- ☒ 2. **Submit Water/Sewer Capacity Application (if applicable)**
New developments and changes in use require prior approval from the Utility Department.
- ☒ 3. **Proof of Ownership or Authorization**
Copy of deed, lease, option agreement, or other evidence of ownership or applicant's legal interest in the property. If applicant is not the property owner, submit the owner's authorization form.
- ☒ 4. **Site Plan**
A site plan clearly illustrating the requested variance, and any specific conditions or features necessary to demonstrate the need for the variance.
- ☐ 5. **Statement of Request**
A written explanation of the variance requested and why it is necessary.
- ☐ 6. **Response to City Council Decision Criteria (Sec. 11.06(4))**
Provide a written response showing how the request meets all required findings:
 - i. Will not be injurious to the public health, safety, morals, or general welfare.
 - ii. Will not substantially adversely affect the use and value of adjacent properties.
 - iii. Strict application would cause a practical difficulty in using the property, which is not self-imposed and not based solely on economic gain.
- ☒ 7. **Additional Exhibits** Landscape Plan Attached
Any other information or exhibits that are substantial to the request, or if required by the Community Development Director.
- ☐ 8. **Application Fee**
Pay the applicable zoning fee. The current fee schedule is included in the application packet.



Community Development Dept.
206 North Avenue,
Villa Rica, GA 30180.
smyers@villarica.gov.
678-785-9995

Variance Request

Application Form

Applicant Information

Name	Prime Construction	Phone	404-401-2400
Mailing Address	8473 Earl D Lee Blvd	Email	trey@primeconstructionga.com

Variance Request Property Information

Address	182 & 190 Edge Road	Parcel ID	V06 0070125, V06 0070135
Acreage	1.25	Lot Number	160
Zoning	C1	Property's Use	Commercial Services Office Space
Variance Request	Reduction of Landscape Buffer, See Site Plan for Details		
Code Section	7.05		

Notary Attestation

I, Trey Robinson, hereby state that the above statements and statements contained in the documents submitted with this application are true and correct to the best of my knowledge. I hereby request processing of this application.

Executed in Douglasville (City), GA (State).

<u>[Signature]</u> Signature of Applicant	<u>Trey Robinson, Prime Construction</u> Printed Name	<u>12/10/25</u> Date
--	--	-------------------------

Subscribed and sworn before me this 10th day of Dec month, 2025

<u>[Signature]</u> Signature of Notary Public	<u>Jeanine Walker</u> Name of Notary Public	<u>Oct. 13, 2026</u> My Commission Expires
--	--	---

Jeanine Walker
NOTARY PUBLIC
Fulton County, Georgia
My Commission Expires Oct. 13, 2026

For Official Use Only

Case #	
Application Accepted by	Acceptance Date
Public Notice Deadline	City Council Public Hearing



Community Development Dept.
206 North Avenue,
Villa Rica, GA 30180.
smyers@villarica.gov.
678-785-9995

Variance Request

Owner's Authorization Form

Applicant Information

Applicant Name	Prime Construction	Applicant's Address	8473 Earl D Lee Blvd
Property Address	182, 190 Edge Road	Property PIN	

This is to certify that I am ☐ or We are ☐ or I am ☐ the Authorized Representative of a Corporation that is the owner of a majority interest in the subject property of the attached application. By execution of this form, this is to authorize the person names as "applicant" below, acting on behalf of the owner, to file for and pursue a request for approval of the following:

Check all that apply:

Variance ☒	Special Exception ☐	Rezoning ☐
Administrative Variance ☐	Floodplain Variance ☐	Appeal of Administrative Decision ☐

Signature of Property Owner(s)

Signature of Owner	Trey Robinson, Prime Construction	Date	12/10/25
State of GA, County of Fulton.			
This instrument was acknowledged before me this 10th day of December.			
20 25, by [Signature] name of signer: Identification Presented: _____			
Signature of Notary Public	Jeanine Walker	Name of Notary Public	Oct. 13, 2026
My Commission Expires Oct. 13, 2026			

Signature of Owner	Printed Name	Date
State of _____, County of _____.		
This instrument was acknowledged before me this _____ day of _____ month.		
20 _____, by _____ name of signer: Identification Presented: _____		
Signature of Notary Public	Name of Notary Public	My Commission Expires



Brecca Carter,
Community Development Department
206 North Avenue,
Villa Rica, GA 30180

RE: Statement of Request

Project Location: 182 and 190 Edge Road

Applicant Name: Prime Construction

To whom it may concern:

The subject property lies within Land Lot 160, District 6, and consists of parcel numbers V06 0070125 and V06 0070135. The owner is proposing to develop Commercial Services Office Space. The property is zoned C1 (Commercial Low Density). The site plan and landscape plan included with this letter provide further information about the project.

Variance Request: This request is to reduce the front landscape strip from the required 20ft to the dimensions shown on the site plan. The hardship is that the width of the property is already significantly hindered on the west side of the development due to the wider right-of-way. In order for the drive isle to align for the common access point of the two properties, the request is to allow the front landscape strip to be reduced as shown. The proposed plantings still meet the UDC requirements to make up for the request to reduce the front landscape strip.

We respectfully submit this **Statement of Request**.

Alex Vautin, PE
The Southeast Civil Group, LLC.
8665 Baldwin Parkway
Douglasville, GA 30134

Cc:
Trey Robinson, Owner/Developer
Jeanine Walker
Nic Griffin, Building Development Deputy Director
Shaun Myers, Planning & Zoning Administrator
Jackie Pendley



Brecca Carter,
Community Development Department
206 North Avenue,
Villa Rica, GA 30180

RE: Response to the Decision Criteria
Project Location: 182 and 190 Edge Road
Applicant Name: Prime Construction

To whom it may concern,

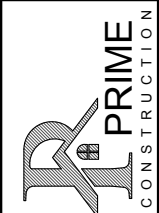
The variance requested for parcel numbers V06 0070125 and V06 0070135 meets all required findings, as stated below:

1. It will not be injurious to public health, safety, morals, or general welfare.
2. It will not substantially adversely affect the use and value of adjacent properties.
3. The existing, unique physical characteristics of the land make it unreasonably burdensome to use the property in a way that is otherwise permitted by the current zoning rules. The hardship is due to the width the right-of-way along the west property. This hardship is inherent to the property itself and not a result of the current or previous owner's actions or choices. The reason for this request is to receive reasonable use on the property under the current regulations. The goal is to align drive aisles for the common access point of the two properties, and thus, the request is to allow the front landscape strip to be reduced as shown.

We respectfully submit this **Response to the Decision Criteria**.

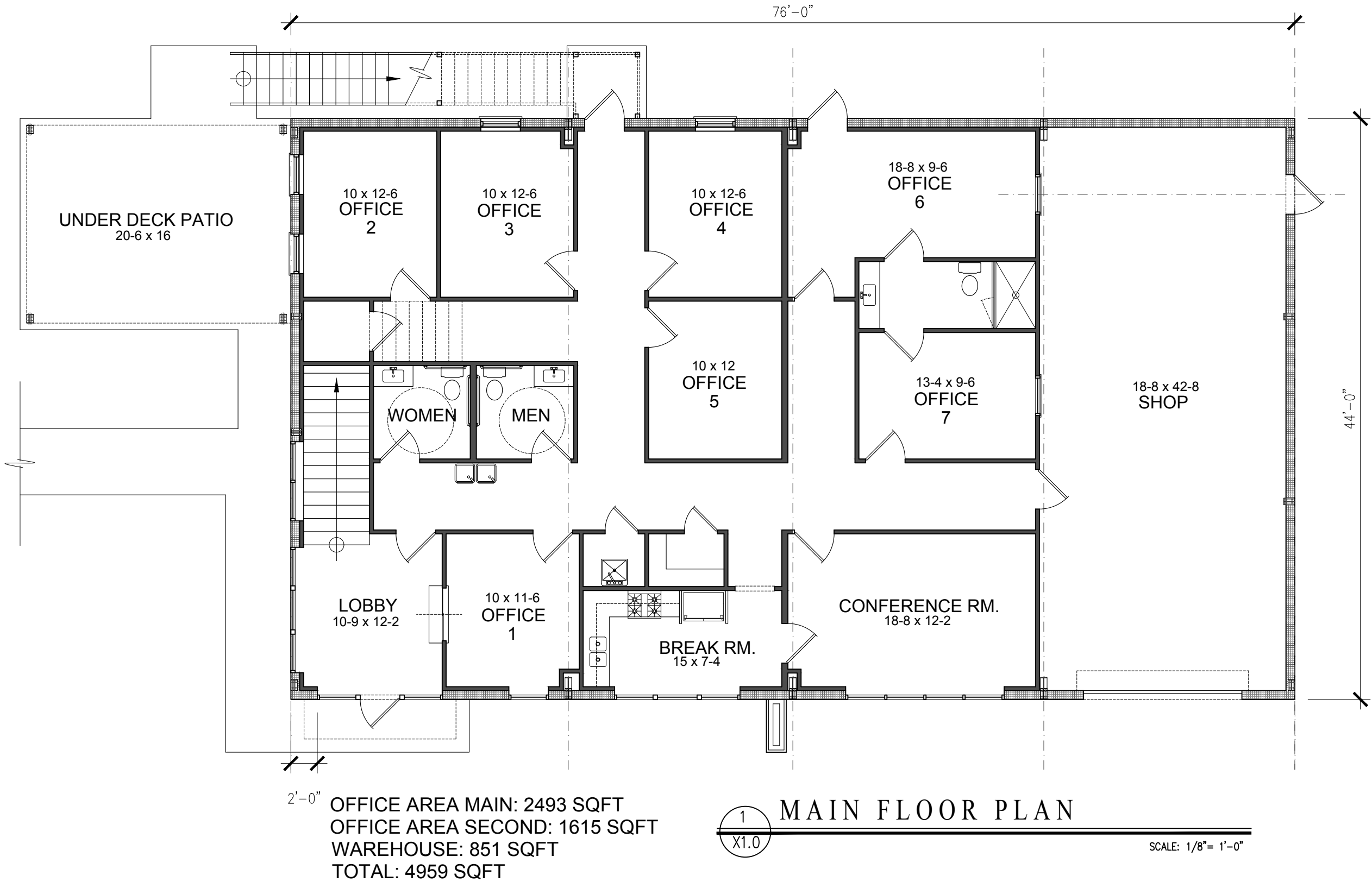
Alex Vautin, PE
The Southeast Civil Group, LLC.
8665 Baldwin Parkway
Douglasville, GA 30134

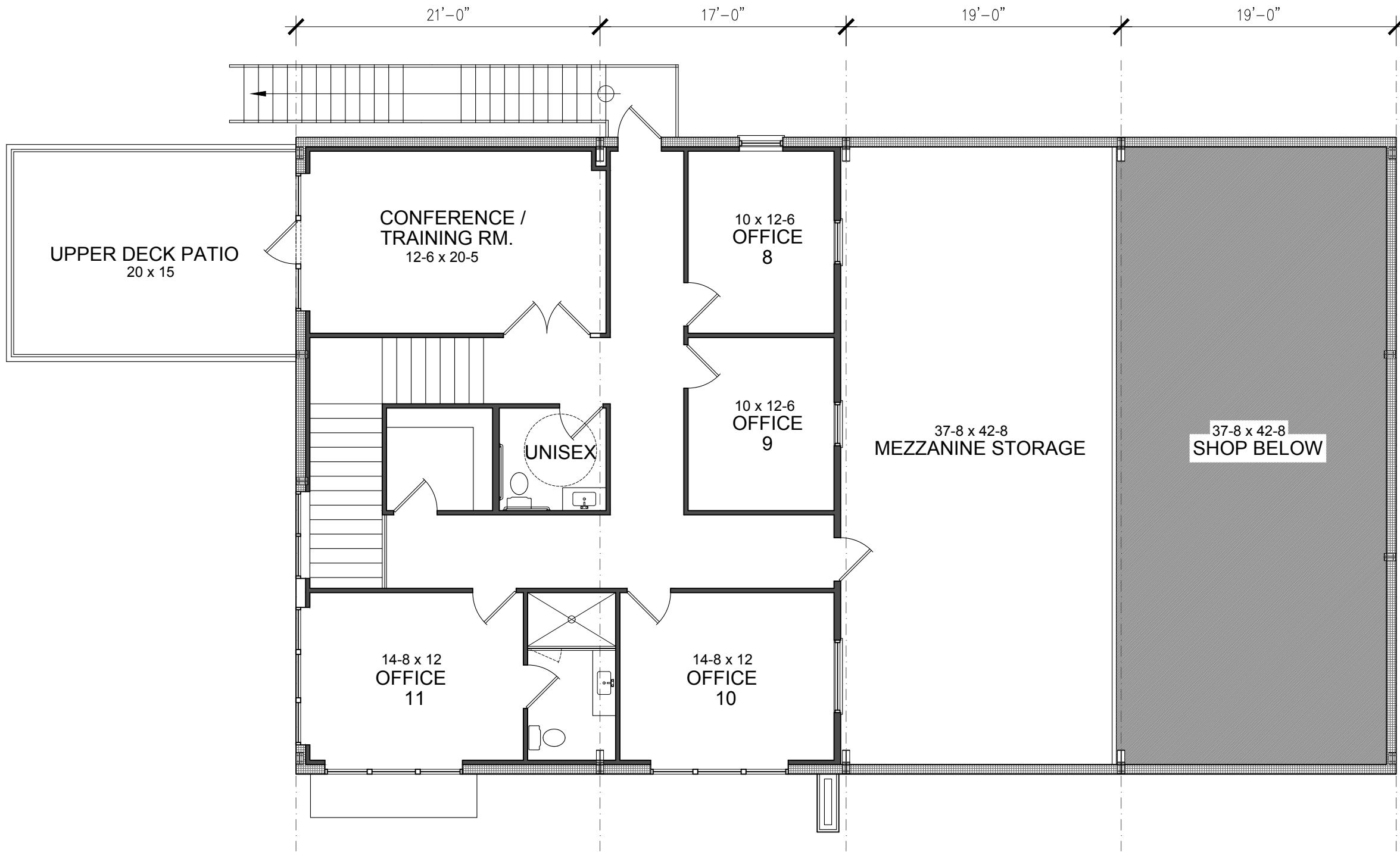
Cc:
Trey Robinson, Owner/Developer
Jeanine Walker
Nic Griffin, Building Development Deputy Director
Shaun Myers, Planning & Zoning Administrator
Jackie Pendley



REVISIONS:

DATE: 10.20.25
DRAWN BY: CSR
CHECKED BY: CSR
TITLE: PRIME





OFFICE AREA MAIN: 2493 SQFT
OFFICE AREA SECOND: 1615 SQFT
WAREHOUSE: 851 SQFT
TOTAL: 4959 SQFT

1
X1.1

SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

SECOND LEVEL FLOOR PLAN

REVISIONS:

DATE: 10.20.25
DRAWN BY: CSR
CHECKED BY: CSR
TITLE: PRIME

DRAWING SHEET:
X1.1

A NEW COMMERCIAL PROJECT
FOR
PRIME CONSTRUCTION
VILLA RICA, GEORGIA

PRIME
CONSTRUCTION

aw

ARCHITECTURAL WORKS
RESIDENTIAL / COMMERCIAL DESIGN & CONSULTING

Architectural Works
Villa Rica Georgia 30180
Telephone (404) 680.4704
Email chrisredmon@mac.com
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BEFORE BEGINNING CONSTRUCTION.

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PRIME
CONSTRUCTION

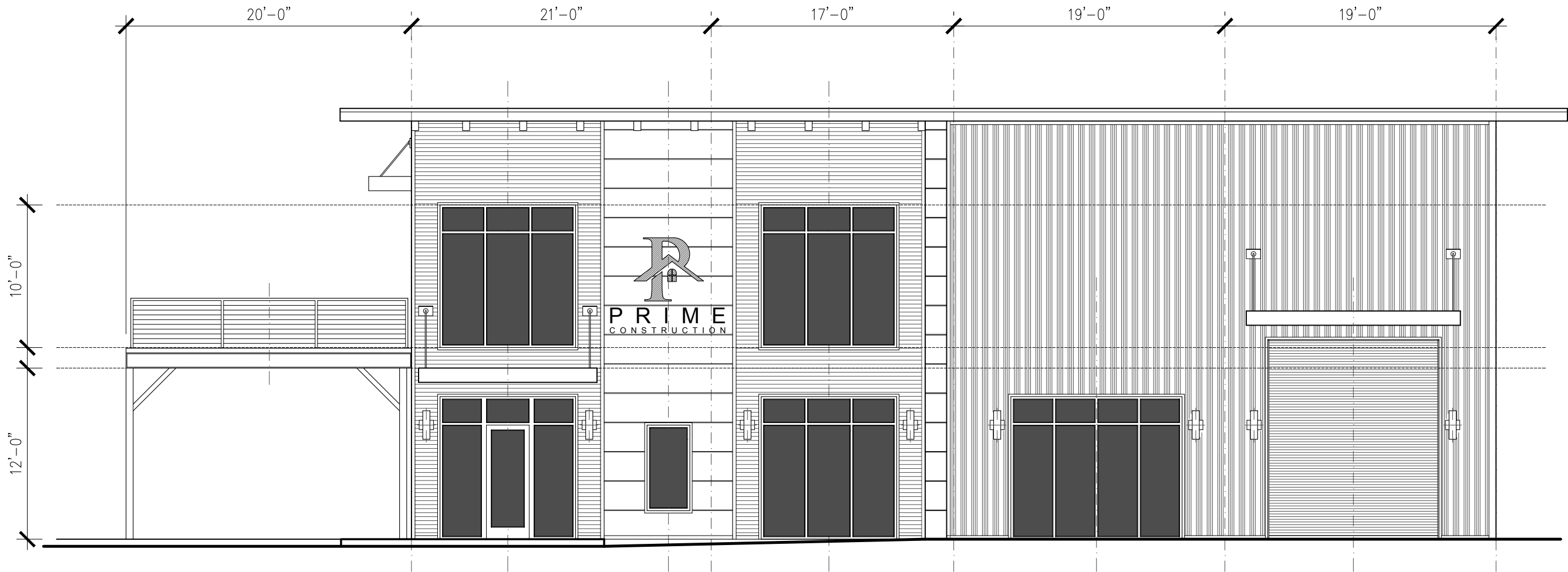
A NEW COMMERCIAL PROJECT
FOR
PRIME CONSTRUCTION
VILLA RICA, GEORGIA

EXTERIOR ELEVATIONS

REVISIONS:

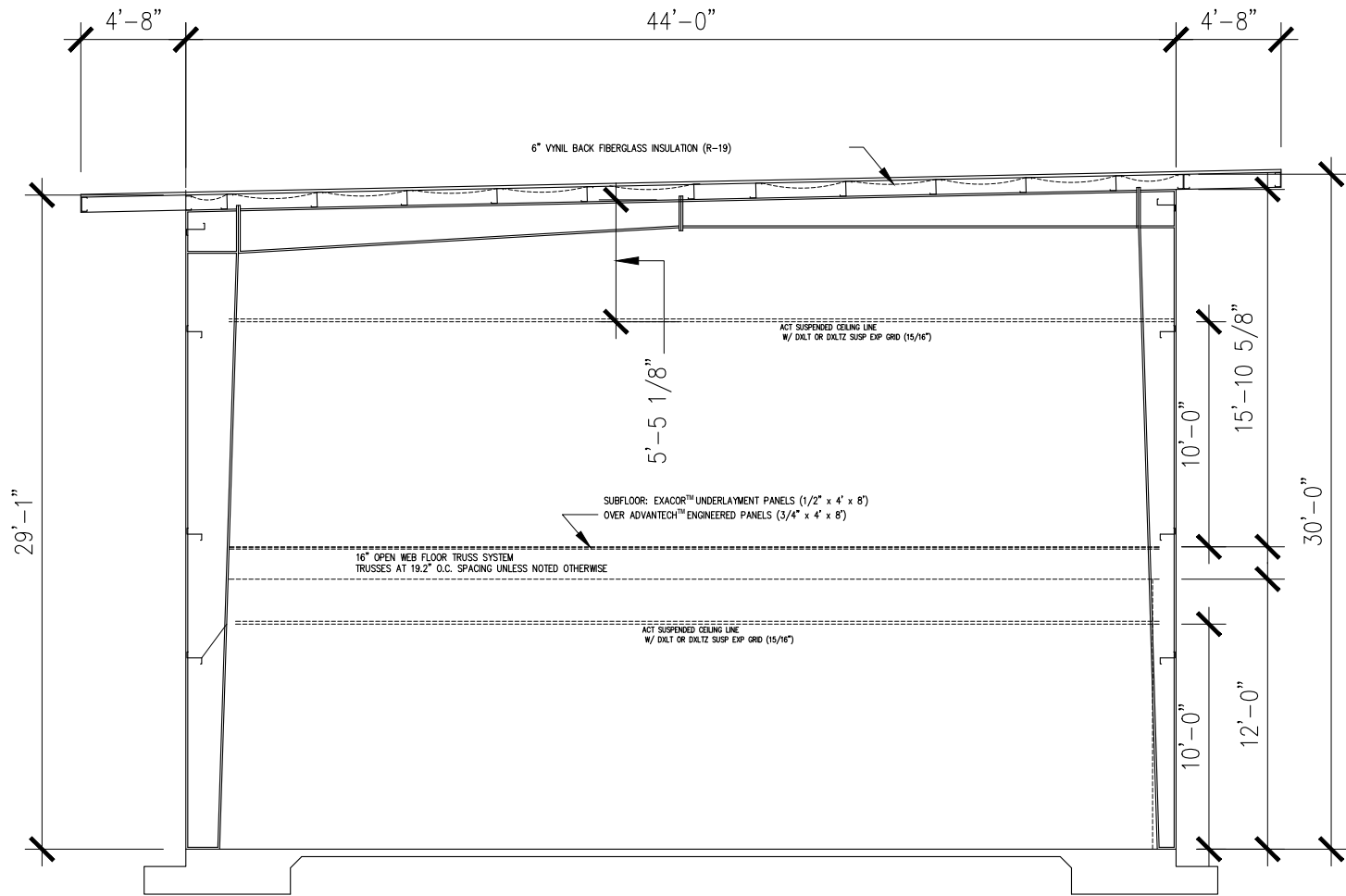
DATE: 10.20.25
DRAWN BY: CSR
CHECKED BY: CSR
TITLE: PRIME

DRAWING SHEET:
X2.0

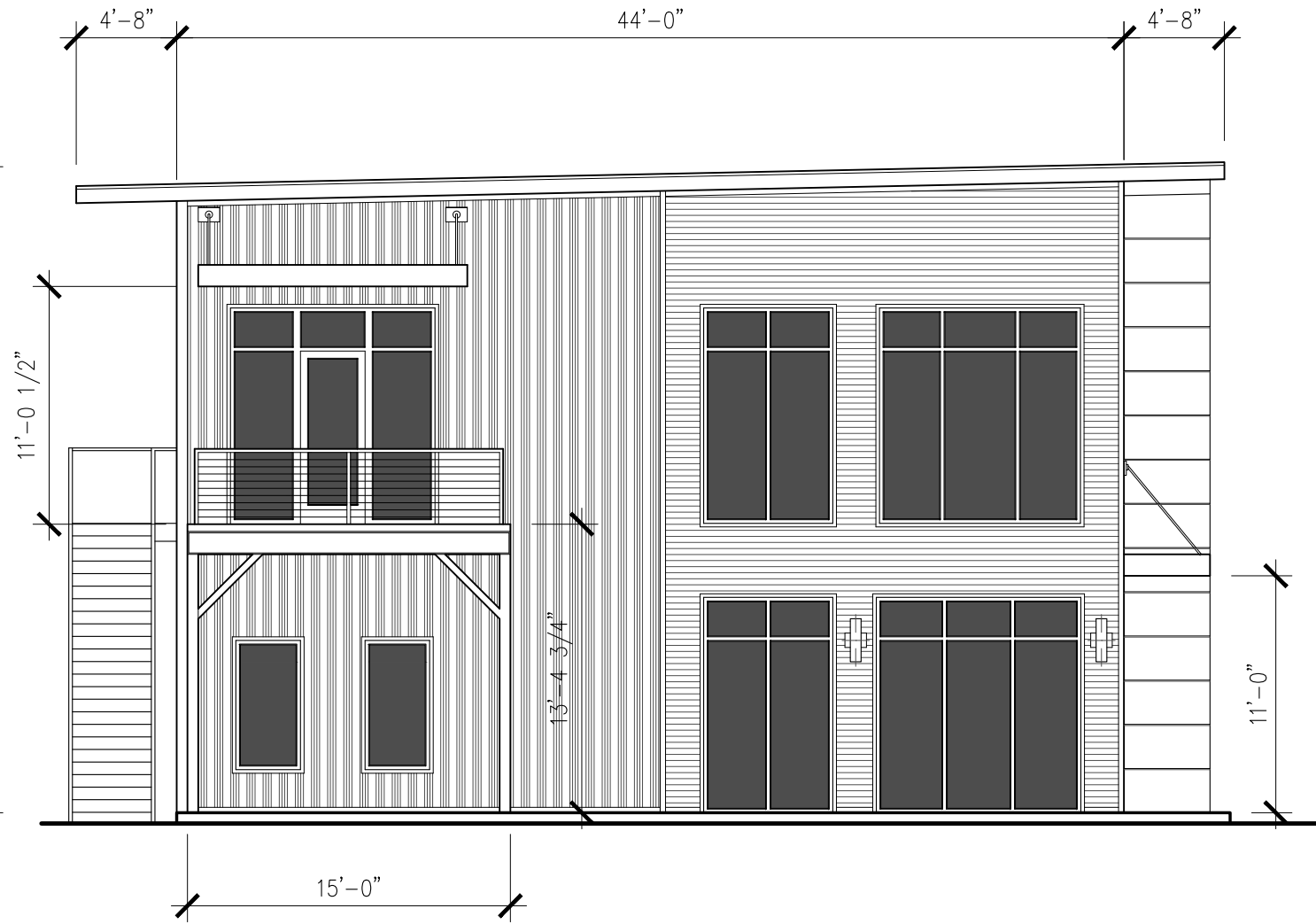


1 FRONT ELEVATION
X2.0

SCALE: 1/8" = 1'-0"



1 BUILDING FRAME SECTION
X2.1
SCALE: 1/8" = 1'-0"

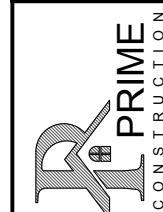


2 LEFT SIDE ELEVATION
X2.1
SCALE: 1/8" = 1'-0"

Architectural Works
Villa Rica Georgia 30180
Telephone (404) 680.4704
Email chrisredmon@mac.com
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ARCHITECTURAL WORKS
RESIDENTIAL/ COMMERCIAL DESIGN & CONSULTING



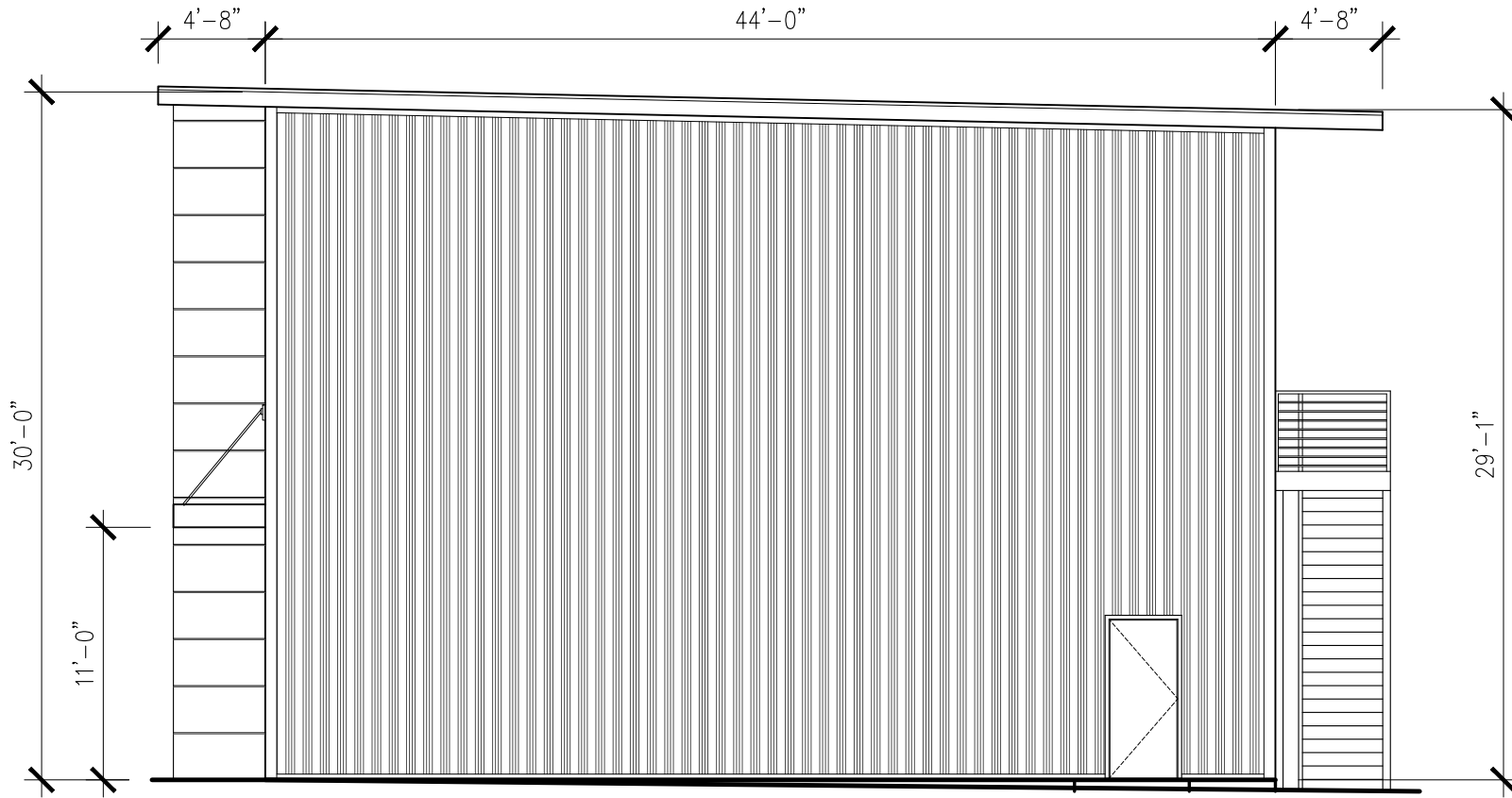
A NEW COMMERCIAL PROJECT
FOR
PRIME CONSTRUCTION
VILLA RICA, GEORGIA

EXTERIOR ELEVATIONS

REVISIONS:

DATE:	10.20.25
DRAWN BY:	CSR
CHECKED BY:	CSR
TITLE:	PRIME

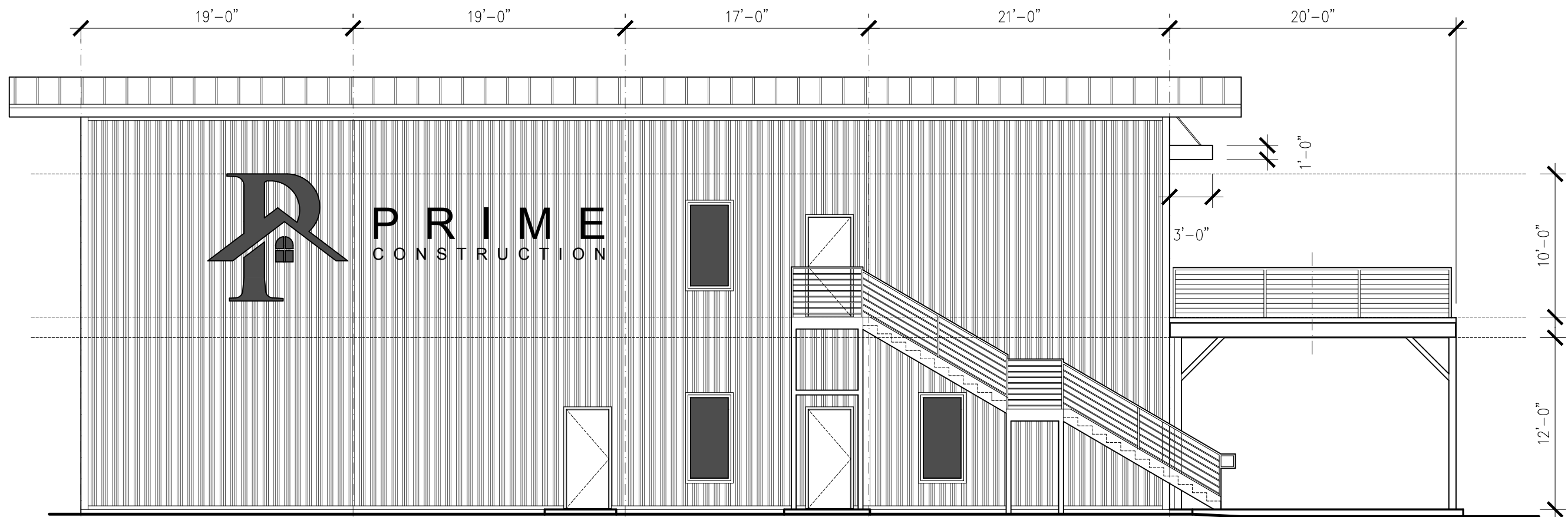
DRAWING SHEET:
X2.1



2
X2.2

RIGHT SIDE ELEVATION

SCALE: 1/8" = 1'-0"



1
X2.2

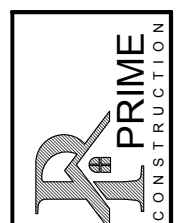
REAR ELEVATION-INTERSTATE SIDE

SCALE: 1/8" = 1'-0"

Architectural Works
Villa Rica Georgia 30180
Telephone (404) 680.4704
Email chrisredmon@mac.com
© COPYRIGHT 2025

REPRESENTED ARE THE PROPERTY OF THE ARCHITECTURAL WORKS
FIRM. THESE PLANS ARE NOT TO BE REPRODUCED OR COPIED FOR
PURPOSES WITHOUT WRITTEN CONSENT OF ARCHITECTURAL WORKS
DRAWING DATE: BUILDER SHALL BE SOLELY RESPONSIBLE FOR
ENSURING THAT THESE PLANS ARE ACCURATE AND THAT THE
STRUCTURE IS CONSTRUCTED IN ACCORDANCE WITH ALL
APPLICABLE BUILDING CODES. DIMENSIONS SHOULD BE READ
ON CALCULATED AND NEVER SCALED. CONTRACTOR SHALL VERIFY
ALL DIMENSIONS AND CONDITIONS AT THE SITE
BEFORE BEGINNING CONSTRUCTION.

ARCHITECTURAL WORKS
RESIDENTIAL / COMMERCIAL DESIGN & CONSULTING



A NEW COMMERCIAL PROJECT
FOR
PRIME CONSTRUCTION
VILLA RICA, GEORGIA

EXTERIOR ELEVATIONS

REVISIONS:

DATE: 10.20.25
DRAWN BY: CSR
CHECKED BY: CSR
TITLE: PRIME

DRAWING SHEET:
X2.2

Return recorded document to:
Harrison Law, LLC
P.O. Box 1495
Douglasville, Georgia 30133
File No. 25-0004

eFiled and eRecorded
DATE: 02/10/2025
TIME: 1:01 PM
DEED BOOK: 6308
PAGE: 120 - 123
FILING FEES: \$25.00
TRANSFER TAX: \$110.00
INTANGIBLE TAX: \$0.00
PT61: 022-2025-000465
RECORDED BY: WT
CLERK: Alan J. Lee
Carroll County, GA

LIMITED WARRANTY DEED

STATE OF GEORGIA

COUNTY OF DOUGLAS

THIS INDENTURE, made the 7th day of February, 2025, between Denovo Properties, LLC, as party or parties of the first part, hereinafter called Grantor, to Prime Foundation, LLC, as party or parties of the second part, hereinafter called Grantee ("Grantor" and "Grantee" to include their respective heirs, successors, and assigns where the context requires or permits.)

WITNESSETH that Grantor, for and in consideration of the sum of TEN DOLLARS (\$10.00) and other valuable consideration in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain sell, alien, convey and confirm unto the said Grantee,

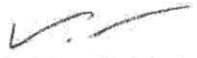
All that tract or parcel of land described in Exhibit "A" attached hereto and made ap art hereof

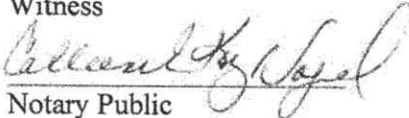
Subject to any Easements or Restrictions of Record including those shown on Exhibit "B", attached hereto

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE; subject only to ad valorem taxes for 2025 and any other easements or restrictions of record (hereinafter referred to as "Permitted Exceptions").

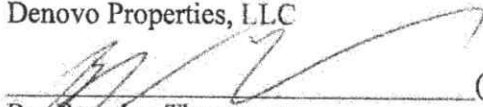
AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons owning, holding or claiming by, through or under Grantor, except for claims arising under or virtue of the Permitted Exceptions.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written. Signed, sealed and delivered in the presence of:



Witness


Notary Public

Denovo Properties, LLC


By: Brandon Thompson (SEAL)
Its: Member



Exhibit "A"
LEGAL DESCRIPTION

As to Property 1: 182 and 186 Edge Road

All that tract or parcel of land lying and being in Land Lot 160 of the 6th District of Carroll County, Georgia and being more particularly described as follows: To find the True Point of Beginning, commence at the intersection of Land Lot 160 and the Northerly Right of Way of Edge Road (100 foot Right of Way) and running South 77 degrees 01 minutes 09 seconds West a distance of 689.17 feet to an iron pin set and being the True Point of Beginning. Thence running, South 13 degrees 01 minutes 53 seconds East a distance of 35.00 feet to an iron pin set; thence running South 77 degrees 01 minutes 09 seconds West a distance of 57.22 feet to a point; thence running South 76 degrees 29 minutes 16 seconds West a chord radius of 1215.12 feet and a length of 22.54 feet and a chord of 22.54 feet to an iron pin set; thence running North 14 degrees 02 minutes 37 seconds West a distance of 35.00 feet to an iron pin set; thence running South 73 degrees 04 minutes 12 seconds West a chord radius of 1250.12 feet and a length of 125.96 feet and a chord of 125.90 feet to an iron pin set; thence running North 19 degrees 48 minutes 59 seconds West a distance of 111.35 feet to an iron pin set; thence running North 77 degrees 48 minutes 19 seconds East a distance of 219.16 feet to an iron pin set; thence running South 13 degrees 01 minutes 53 seconds East a distance of 98.66 feet to an iron pin set and the True Point of Beginning, Said property being identified as 0.56 acres as shown on a plat of survey for Everette Homes, LLC dated February 16, 2006, prepared by Pioneer Land Surveying, Co., certified by J.R. Harrison, Georgia Registered Land Surveyor No. 1134.

Parcel ID #V060070125

Being 182 Edge Road, Villa Rica, Georgia 30180

As to Property 2: 190 and 194 Edge Road

All that tract or parcel of land lying and being in Land Lot 160 of the 6th District, Carroll County, Georgia, being shown as Tract 1, containing .50 acres and 0.18 acres shown as a right of way, on a plat of survey prepared for Everette Homes, LLC by Pioneer Land Surveying Co., Jacob Roland Harrison, G.R.L.S. No. 1134, dated February 16, 2006, and filed for record in Plat Book 90, Page 190, Carroll County, Georgia, which plat is incorporated herein by this reference and made a part hereof.

Parcel ID# V060070135 Being Tract 1 and Right of way as shown on plat, Edge Road, Villa Rica, Georgia 30180

V06-0070125 V06-0070135

EXHIBIT "B"

PERMITTED EXCEPTIONS

Defects, liens encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date the Proposed Insured acquires of record for value the estate or interest or mortgage thereon covered by the form.

All taxes for the year 2025 and subsequent years, not yet due and payable, and any additional taxes for the current year or any prior years resulting from a reassessment, amendment or re-billing of city or county taxes subsequent to the Effective Date.

Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land.

Rights or claims of parties in possession not shown by the Public Records.

Liens or rights to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

Easements, or claims of easements, not shown by the public records.

No certification is made or opinion rendered establishing that the property herein described is free of or is affected by hazardous waste.

Rights of Tenants in possession, as tenants only, resulting from any unrecorded leases and/or occupancy agreements of the premises, if any, and/or the lands of the insured property herein described.

Taxes or special assessments which are not shown as existing liens by the public records.

Any assessments for paving or other assessments, and any charges or assessments for water, sewer, garbage, or other utilities or services affecting or relating to The Land.

CITY COUNCIL
LESLIE MCPHERSON, MAYOR
DANNY CARTER
SHIRLEY MARCHMAN
MATTHEW MOMTAHAN
STEPHANIE WARMOTH
ANNA MCCOY

City of Villa Rica



INTERIM CITY MANAGER: JENNIFER
HALLMAN
CITY CLERK: THERESA CAMPBELL
CITY ATTORNEY: KEVIN DRUMMOND

571 W BANKHEAD HWY
VILLA RICA, GA 30180
770.459.7000 | VILLARICA.ORG

December 3, 2025

RE: Letter of Availability
182 Edge Road
Villa Rica, GA 30180

To: Prime Foundation, LLC – Trey Robinson

This letter is written as approval of the Commercial Water Use Capacity for the above address. This approval is for 150 gallons water use per day, per the applicant request. There is no sewer provided with the letter of availability as the proposed project is to use a septic system.

Should additional water and/or sewer flow be needed at any future date, an additional request and application must be submitted for review and approval.

This letter of availability is valid for one year from the date of this letter, and is not transferable.

Thank you,
John

John Bain

John Bain
Interim Deputy City Manager / Utilities Director
City of Villa Rica, GA
jbain@villarica.gov



Publication Name:

Douglas County Sentinel

Publication URL:

Publication City and State:

Douglasville, GA

Notice Publish Date:

Saturday, January 17, 2026

Publication County:

Douglas

NOTICE OF PUBLIC HEARING Newspaper Legal Advertisement Application #: **VA-01-26** Please let this document serve as notification that the City of Villa Rica City Council will hold a public hearing to consider a proposed Variance request by Prime Construction, for a reduction in the required minimum parking lot landscaping buffers, in accordance with Sec. 7.05 - Landscaping Standards - Parking Area Landscaping. For the property located at 182 and 190 Edge Road, Land Lot 160, District 6, also known as Parcel Numbers: V06 0070125 and V06 0070135. The property lot size is 1.24 +/- acres. The subject property is zoned Commercial Low Density (C1) located within Carroll County, GA, Ward 5. The Public Hearing will be conducted by the City Council at 6:00 PM on Tuesday, February 10th, 2026 at the Holt-Bishop Justice Center, Municipal Court Room, 101 Main Street, Villa Rica, Georgia. Comments may be presented at the public hearing or filed in writing prior to the public hearing. For any additional information, please contact the Office of Community Development at 678.840.1238.

CLASS:10900



Publication Name:

Times-Georgian

Publication URL:

Publication City and State:

Carrollton, GA

Notice Publish Date:

Saturday, January 17, 2026

Publication County:

Carroll

NOTICE OF PUBLIC HEARING Newspaper Legal Advertisement Application #: **VA-01-26** Please let this document serve as notification that the City of Villa Rica City Council will hold a public hearing to consider a proposed Variance request by Prime Construction, for a reduction in the required minimum parking lot landscaping buffers, in accordance with Sec. 7.05 - Landscaping Standards - Parking Area Landscaping. For the property located at 182 and 190 Edge Road, Land Lot 160, District 6, also known as Parcel Numbers: V06 0070125 and V06 0070135. The property lot size is 1.24 +/- acres. The subject property is zoned Commercial Low Density (C1) located within Carroll County, GA, Ward 5. The Public Hearing will be conducted by the City Council at 6:00 PM on Tuesday, February 10th, 2026 at the Holt-Bishop Justice Center, Municipal Court Room, 101 Main Street, Villa Rica, Georgia. Comments may be presented at the public hearing or filed in writing prior to the public hearing. For any additional information, please contact the Office of Community Development at 678.840.1238.

CLASS:10900



Vista Riva
Real Estate

V

VARIANCE/APPEAL

APPLICATION # **VO-0126**

REVISION **Rev. 7-05**

PLANNING DEPARTMENT
210126 2-01-05

LOCATION
1000 Vista Riva Drive, Suite 100
100 Vista Riva Drive, Suite 100
1000 Vista Riva Drive, Suite 100



Staff Report: VA-01-2026

Applicant: Prime Construction, Trey Robinson
Project Engineer: Alex Vautin, PE (Southeast Civil Group, LLC)
Address: 182 Edge Road
Land Lot: 160, District 6
Parcel: V06 0070125, V06 0070135, Carroll County
Acreage: 1.25 ± acres
Zoning: C-1, Commercial Low Density
Ward: 5
Council Member: Dominique Conteh
Planning Commission Member: Ashley Head

The applicant requests a variance from *Sec. 7.05(6) – Parking Area Landscaping*, to allow a reduction in the required 20-foot front landscape strip along Edge Road. The reduction from 20' to 16' is proposed as shown on the submitted site and landscape plans to accommodate driveway alignment and shared access between the two parcels.

The following documents, which were submitted in support of the application, have been reviewed:

1. Application for a Variance, dated December 10, 2025, signed by Trey Robinson (4 pages).
2. Statement of Request and Response to Decision Criteria, dated December 29, 2025 (2 pages).
3. Site Plan, dated November 25, 2025, prepared by Southeast Civil Group (1 page).
4. Landscape Plan, dated December 12, 2025, prepared by Southeast Civil Group (1 page).
5. Warranty Deed, dated February 7, 2025, signed by Brandon Thompson (1 page).
6. Villa Rica Utility Water Availability Letter, dated December 3, 2025 (1 page).
7. Floor plan and Elevations, dated October 20, 2025, prepared by Architectural Works (5 pages).

A. Existing Conditions and Background

The subject property includes two neighboring undeveloped parcels along Edge Road. Although the parcels sit side-by-side, their front property lines do not line up because the width of the right-of-way varies between the two parcels, as shown in *Figure 1*. This variation in the right-of-way width creates an irregular frontage where one parcel sits further back from the edge of the pavement than the other parcel.

The applicant is proposing the coordinated development of both parcels with a shared access point and aligned internal drive aisles. The variance request is necessary to accommodate the coordinated development, given the constraint of the misaligned parcel frontages.



Table 1. Surrounding Land Uses

Current Zoning		Land Use
Nort..h	Interstate 20	Interstate 20
East	Commercial Low Density (C-1)	Undeveloped / Advertising Billboard
South	Agricultural Residential (AG)	Residential
West	Commercial Low Density (C-1)	Undeveloped



FIGURE 1. VICINITY MAP. 182 EDGE ROAD. SOURCE: QPUBLIC

B. Proposed Development

The parcels are proposed to be developed for commercial service office uses. Each parcel will contain a two-story building with a roll-up door, of approximately 5000 square feet. One parcel will house offices for Prime Construction, and the second parcel will house offices for GAR Mechanical, an HVAC company.

For the eastern parcel, the front landscape buffer varies between 18 feet at one end and 16 feet at the other, where a minimum of 20 feet is otherwise required by the code. The reduction to 16 feet represents a maximum reduction of 20%. Despite the reduced buffer widths, the applicant proposes the full complement of trees and shrubs required by the code. As a result, the screening intent of the parking area landscaping standards will be maintained, and effective visual buffering of parking areas and roll-up doors will be achieved.

The project has received approval from the Utilities Department for water service, and the proposed development will be served by on-site septic systems pending environmental health requirements. No outdoor storage is proposed for this project. Additionally, sidewalks are proposed along the entire frontage of both parcels along Edge Road.

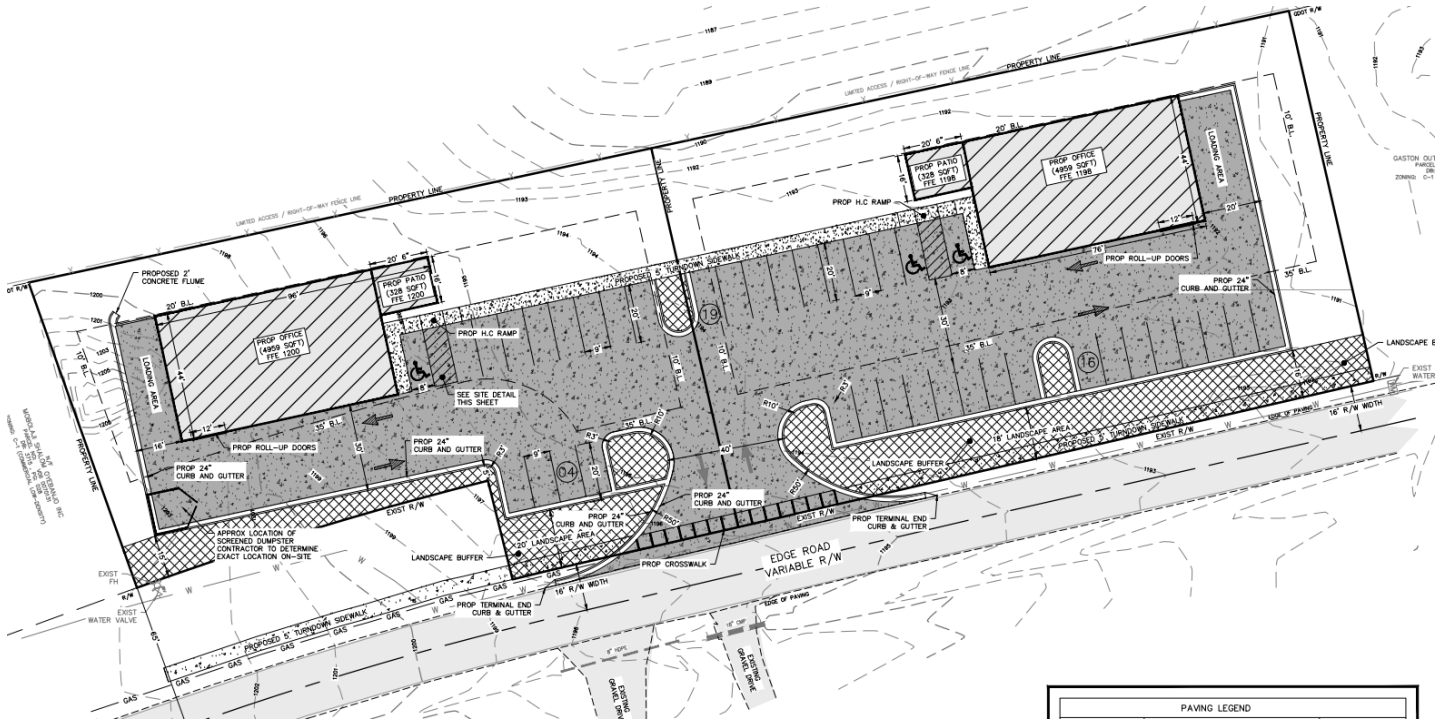


FIGURE 2. SITE PLAN

4	Quercus shumardii	Shumard Oak	4" cal	0.5	2.0	
5	Ginkgo biloba	Ginkgo (male)	4" cal	0.5	2.5	
16	Ilex attenuata 'Savannah'	Savannah Holly	4" cal	0.5	8.0	
40	TOTAL TREES					20.0
SHRUBS						
85	Loropetalum x Purple Diamond	Purple Diamond Loropetalum	24" ht			
3	Osmanthus fragrans	Tea Olive	24" ht			
8	Nandina domestica 'Gulf Stream'	Gulf Stream Nandina	24" ht			
18	Viburnum tinus	Spring Bouquet Viburnum	24" ht			
21	Distylium x Bluescape	Bluescape Distylium	3 gal			
14	Cleyera japonica	Cleyera	24" ht			
73	Hemerocallis x Happy Returns	Happy Returns Daylily	1 gal			

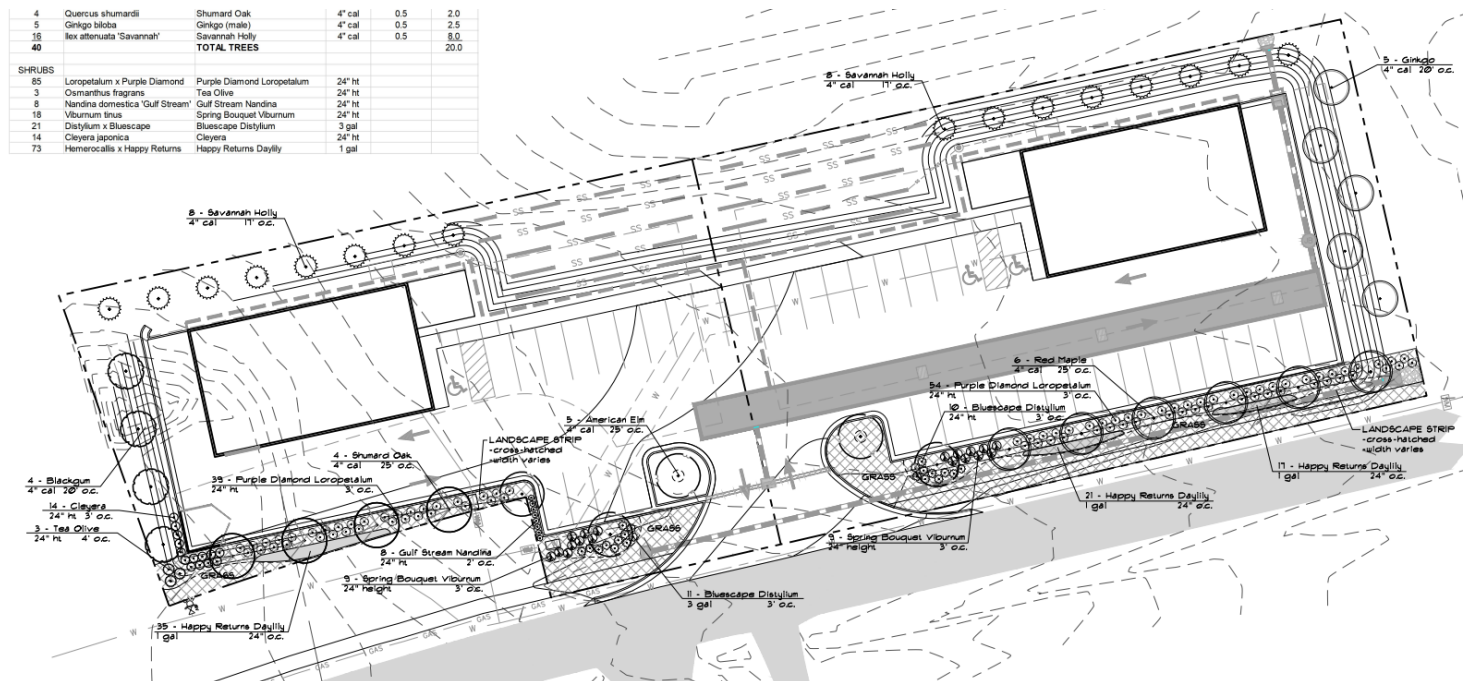


FIGURE 3. LANDSCAPING PLAN

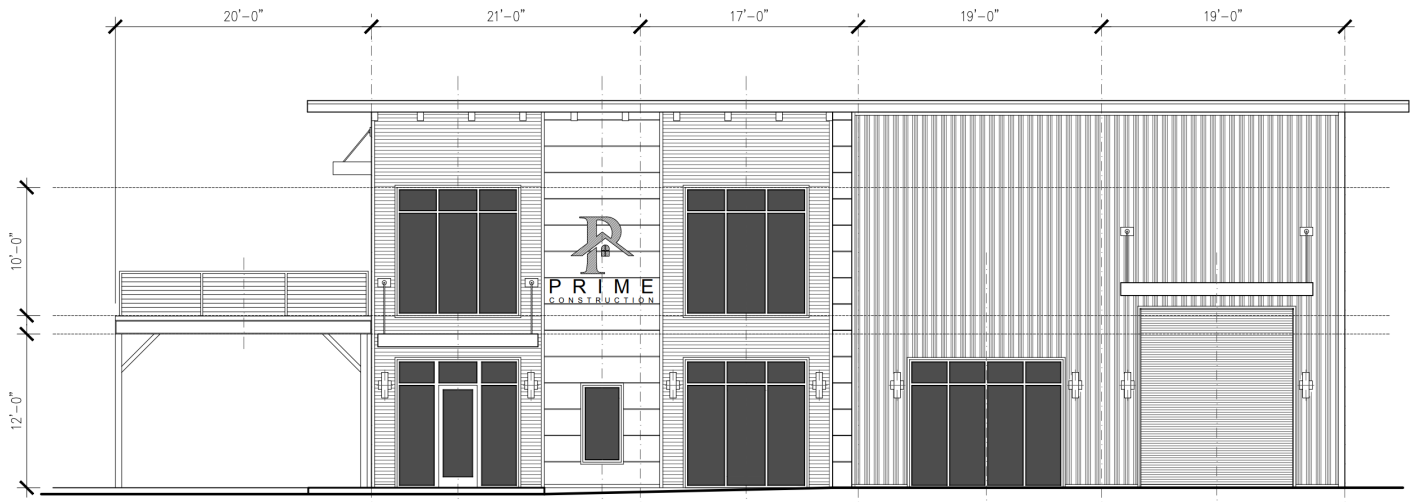
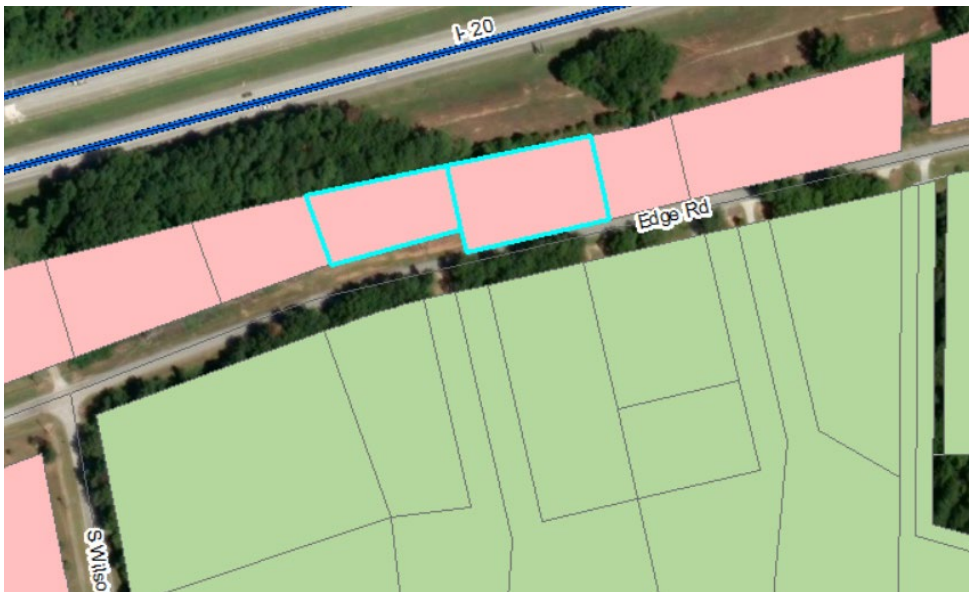


FIGURE 4. FRONT ELEVATION

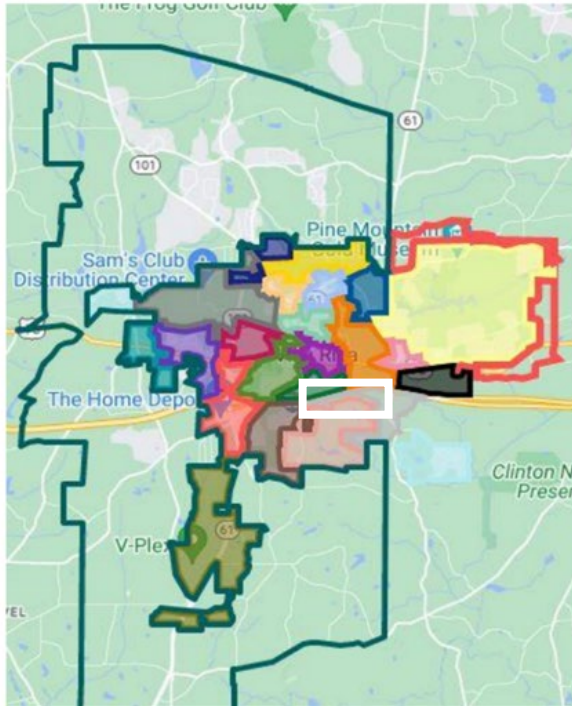


Zoning District Legend	
	City Boundary
	AG - Single-Family Agricultural
	R1 - Single-Family Suburban
	R2 - Single-Family Urban
	SFA - Single-Family Attached
	MF1 - Multifamily Low-Density
	MF2 - Multifamily Medium-Density
	CBD - Central Business District
	CMU - Commercial Mixed Use
	C1 - Commercial Low-Density
	C2 - Commercial Medium-Density
	OMI - Office Medical Institutional
	I1 - Industrial Low-Density
	I2 - Industrial Medium-Density
	PUD - Planned Unit Development

FIGURE 5. VILLA RICA ZONING MAP.



City of Villa Rica Future Development Map



Future Development Village Areas

Village Areas

- Downtown
- East Village
- Mirror Lake Commercial Village
- Mirror Lake Residential Village
- East Industrial Village
- Miner's Village
- Medical Village
- North Village
- South Village
- West Village
- Fullerville Village
- Urban Village
- Gold Dust Village
- West Industrial Village
- Commercial Village
- Rural Village
- Bankhead Village
- Neighborhood Residential Village
- Liberty Village
- Carroll Village

FIGURE 6. VILLA RICA FUTURE LAND DEVELOPMENT MAP

C. Variance

Reduction from 20' to 16' for front parking area landscape buffer.

- The 20% reduction is reasonable and consistent with the intent of Sec. 7.05(6).
- The hardship is created by the misaligned parcel frontages due to variations in the Edge Road right-of-way width. This physical condition impacts the applicant's ability to concurrently develop both parcels with a shared access point and aligned internal drive aisles.

Variance Decision Criteria

In taking action on all variance requests, the Council shall use the following decision criteria, consistent with the requirements of the Georgia Code.

a) Development Standards Variance. The Council may grant a variance from the development standards of this ordinance (such as height, bulk, area) if, after a public hearing, it makes a determination in writing (consistent with O.C.G.A. 36-66-1), that:



I. **General Welfare. The approval will not be injurious to the public health, safety, morals, and general welfare of the community:**

The proposed variance will not be injurious to the public health, safety, morals, or general welfare. The reduction in buffer width does not introduce safety concerns and maintains adequate landscaping along the roadway. The intent of the code to provide screening and separation of parking areas is achievable with the granting of a 20% reduction.

II. **Adjacent Property. The use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner:**

The variance will not adversely affect adjacent properties. The proposed landscaping plan meets the intent of the code to provide visual buffering and screening. The residential uses that prevail on the southern side of Edge Road are unlikely to face adverse impacts as the surrounding area has existing commercial activity.

III. **Practical Difficulty. The strict application of the terms of this Ordinance will result in a practical difficulty in the use of the property. This situation shall not be self-imposed, nor be based on a perceived reduction of, or restriction on, economic gain.**

Strict application of the 20-foot landscape buffer would create practical difficulty due to the unique physical constraint created by the variation in the width of the right-of-way along Edge Road. This hardship is not self-imposed. The shared access alignment for the coordinated development of both lots depends on the granting of the 20% reduction in the front landscaping buffer.

D. Comments

No additional comments.

E. Public Notification

As required by *Section 11.05* in the Code of the City of Villa Rica, the public has been notified in *Times-Georgian* and the *Douglas County Sentinel* on January 17, 2026, a sign has been posted on the subject property; and all abutting property owners have received notification via regular and certified mail.

Public Response:

In response to the public notifications, no residents or business owners have contacted the City objecting to the proposed variance.



F. Recommendations

Staff recommends **Approval**, subject to the following conditions:

1. All building, fire life safety, and zoning, and design requirements shall be met in accordance with all applicable City codes and regulations.
2. The applicant shall provide the full number of trees and shrubs required, even where buffer widths are reduced, consistent with the Landscape Plan, dated December 12, 2025, prepared by Southeast Civil Group, and subject to the review and approval of the Community Development Department. The landscaping design shall ensure adequate visual screening of the building's roll-up doors.
3. The subject property shall be developed in substantial conformance with the Site Plan, dated November 25, 2025, prepared by Southeast Civil Group. Any deviation from the approved site layout shall require review and approval by the Community Development Department.



Variance Request from Sec. 7.05(6) – Parking Area Landscaping.

Reduction of front landscape buffer from 20 feet to 16 feet.

Applicant: Prime Construction, Trey Robinson

Case No.: VA-01-26.

Address: 182 Edge Road.

Parcels: V06 0070125, V06 0070135, Carroll County.

Zoning: Commercial Low Density (C-1).

Acreage: 1.25+/-.



Existing Conditions

Two adjacent undeveloped parcels with frontage on Edge Road.

- Front property lines do not align due to varying right-of-way widths.
- Irregular frontage alignment creates constraints for coordinated development of both parcels, with aligned internal drive aisles.

Proposed Development

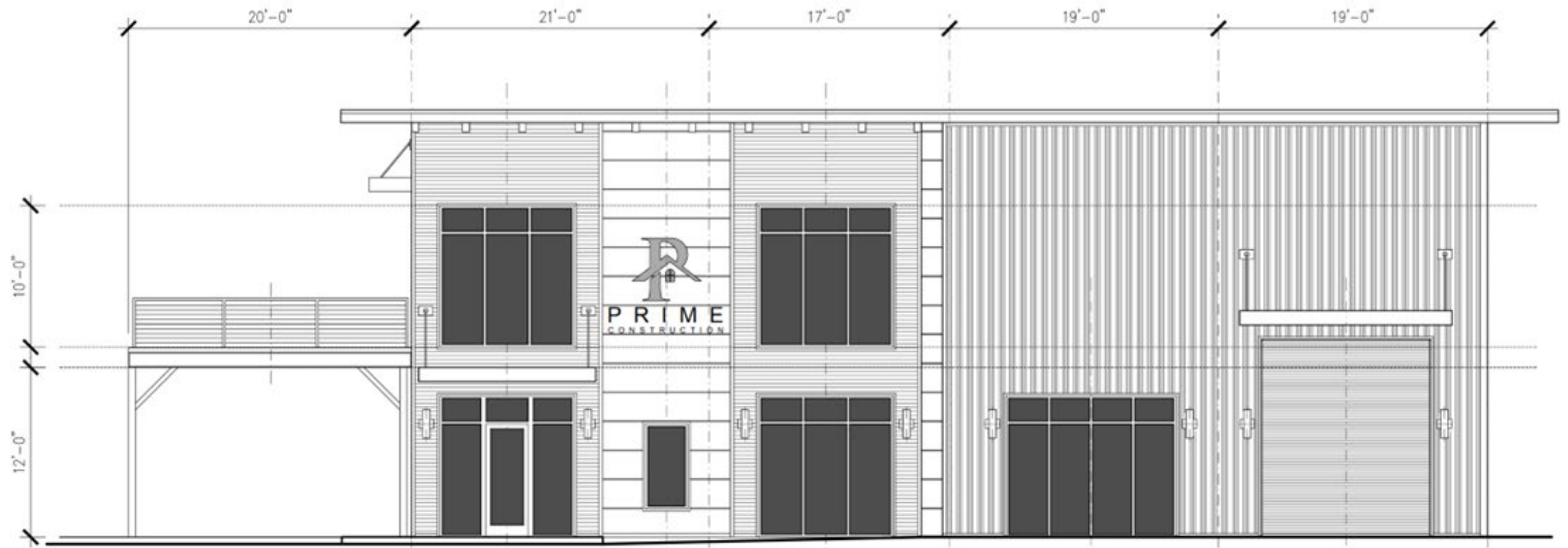
Commercial Service Offices

- Two-story office buildings, approximately 5,000-SF each.
- Prime Construction offices on one parcel.
- GAR Mechanical (HVAC) offices on second parcel.

Coordinated Development with Shared Access

- Aligned internal drive aisles across both parcels.
- Sidewalks along entire frontage of both parcels.
- Full complement of trees and shrubs provided.
- Development served by on-site septic systems.





Variance Analysis

Hardship caused by misaligned parcel frontages.

- Condition results from right-of-way width variation.
- Hardship is inherent and not self-imposed.
- Screening intent of code is maintained.
- Maximum reduction of 20%.

Staff Recommendation

Staff recommends Approval with conditions:

1. All building, fire life safety, and zoning, and design requirements shall be met in accordance with all applicable City codes and regulations.
2. The applicant shall provide the full number of trees and shrubs required, even where buffer widths are reduced, consistent with the Landscape Plan, dated December 12, 2025, prepared by Southeast Civil Group, and subject to the review and approval of the Community Development Department.
3. The subject property shall be developed in substantial conformance with the Site Plan, dated November 25, 2025, prepared by Southeast Civil Group. Any deviation from the approved site layout shall require review and approval by the Community Development Department.

GENERAL SITE DATA:
OWNER/PROJECT MANAGER

PRIME CONSTRUCTION
ATTN: TREY ROBINSON
8473 EARL D LEE BLVD,
DOUGLASVILLE GA 30134
404-401-2400

1. SITE ADDRESS: 182 & 190 EDGE ROAD, VILLA RICA GA 30180
2. PARCEL: V06 0070125 , V06 0070135
3. LAND LOT: 160
4. DISTRICT: 06
5. SITE AREA: 1.25 +/- ACRES
6. PROPOSED USE: COMMERCIAL SERVICES OFFICE SPACE
7. ZONING: COMMERCIAL, LOW DENSITY (C1)
SETBACKS:
FRONT = 35' SIDE = 10' REAR = 20'
8. DISTURBED AREA: 1.13 AC
9. EXISTING IMPERVIOUS AREA: 0 S.F.
10. PROPOSED IMPERVIOUS AREA: 32,560 S.F.
11. PROPOSED IMPERVIOUS AREA PERCENTAGE: 60%
12. PROPOSED LOT COVERAGE PERCENTAGE: 14%
13. PROPOSED OPEN SPACE PERCENTAGE: 40%
14. WATER AVAILABILITY: PUBLIC
15. SEWER AVAILABILITY: ON-SITE SEPTIC

OWNER / PROJECT MANAGER

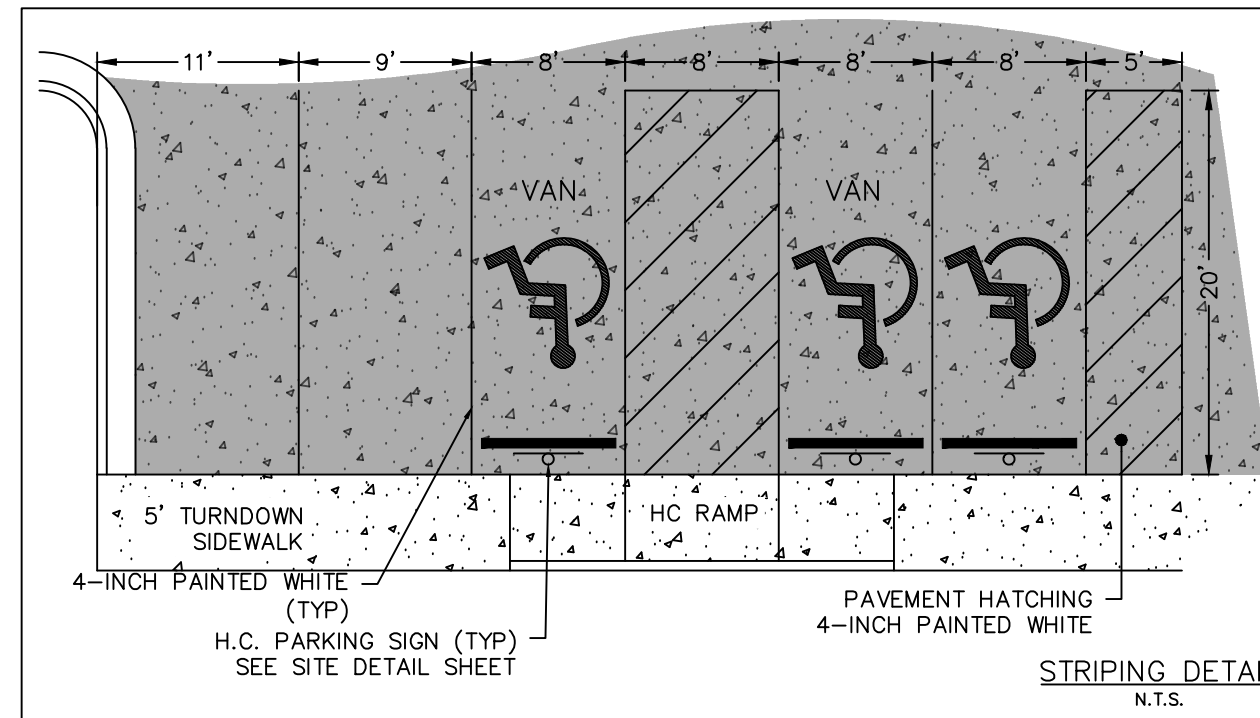
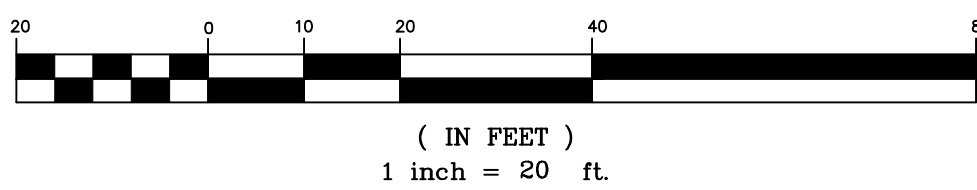
PRIME CONSTRUCTION
ATTN: TREY ROBINSON
8473 EARL D LEE BLVD,
DOUGLASVILLE GA 30134
404-401-2400

PARKING DATA

PARKING REQUIRED = 34 SPACES
BUSINESS, COMMERCIAL SERVICE = 1 SPACE
9,918 SQ.FT./300 SQ.FT. = 34 SPACES
PARKING PROVIDED = 39 SPACES
HANDICAP PARKING REQUIRED = 1 (REG)
1 (VAN)
2 (TOTAL)
HANDICAP PARKING PROVIDED = 0 (REG)
3 (VAN)
3 (TOTAL)

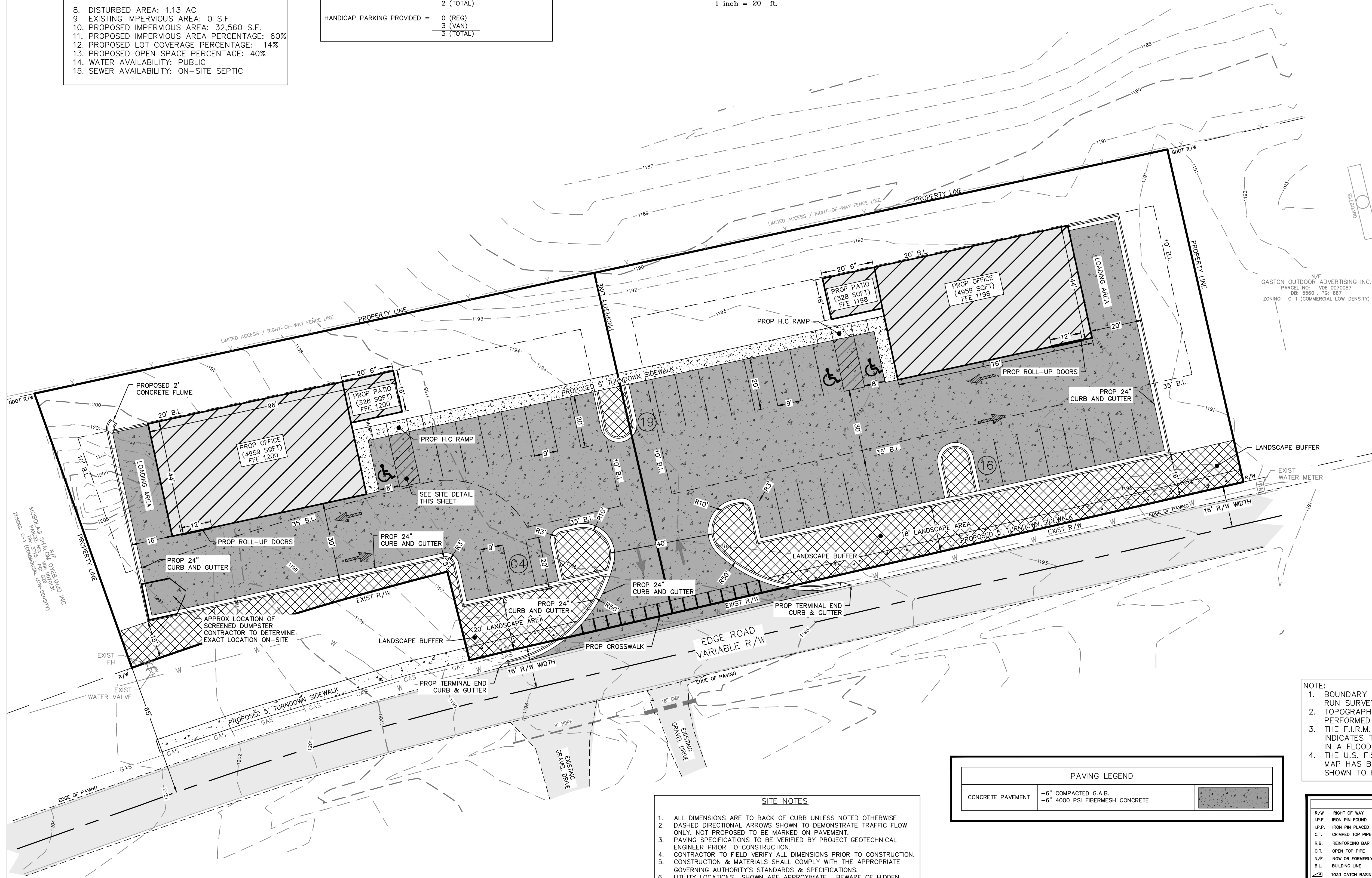


GRAPHIC SCALE



CITY COUNCIL REQUESTS
1. VARIANCE REQUEST: UDC SECTION 7.05.6.A
REQUIRES ALL PARKING LOTS, INCLUDING
PARKING SPACES (EXCLUDING INTERIOR
DRIVES AND LOADING/UNLOADING AREAS),
SHALL BE SEPARATED FROM ALL PUBLIC OR
PRIVATE STREET RIGHTS-OF-WAY BY
LANDSCAPE SCREEN THAT IS A MINIMUM OF
TWENTY (20) FEET IN WIDTH.
REQUEST TO REDUCE FRONT LANDSCAPE
STRIP AS SHOWN.

NOTE:
OUTDOOR STORAGE IS NOT PERMITTED
WITHOUT FIRST OBTAINING A SPECIAL USE
PERMIT. NO OUTDOOR STORAGE IS PROPOSED
FOR THIS PROJECT



SITE NOTES

1. ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE
2. DASHED DIRECTIONAL ARROWS SHOWN TO DEMONSTRATE TRAFFIC FLOW ONLY. NOT PROPOSED TO BE MARKED ON PAVEMENT.
3. PAVING SPECIFICATIONS TO BE VERIFIED BY PROJECT GEOTECHNICAL ENGINEER PRIOR TO CONSTRUCTION.
4. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION.
5. CONSTRUCTION & MATERIALS SHALL COMPLY WITH THE APPROPRIATE GOVERNING AUTHORITY'S STANDARDS & SPECIFICATIONS.
6. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. BEWARE OF HIDDEN UTILITIES NOT SHOWN. CONTACT APPROPRIATE UTILITY COMPANIES PRIOR TO EXCAVATION.
7. BUILDING FOOTPRINT SHOWN IS APPROXIMATE. SEE ARCHITECTURAL PLANS.
8. SEE SITE DETAILS SHEET FOR APPLICABLE DETAILS.

PAVING LEGEND

CONCRETE PAVEMENT -6" COMPACTED G.A.B.
-6" 4000 PSI FIBERMESH CONCRETE

- NOTE:
1. BOUNDARY INFORMATION SHOWN OBTAINED FROM A FIELD RUN SURVEY PERFORMED BY THE SOUTHEAST CIVIL GROUP.
 2. TOPOGRAPHIC DATA OBTAINED FROM A FIELD RUN SURVEY PERFORMED BY THE SOUTHEAST CIVIL GROUP.
 3. THE F.I.R.M. PANEL 13045C01560 DATE 05/19/2007 INDICATES THIS PROPERTY OR A PORTION IS NOT LOCATED IN A FLOOD HAZARD AREA.
 4. THE U.S. FISH & WILDLIFE NATIONAL WETLANDS INVENTORY MAP HAS BEEN CONSULTED, AND NO WETLANDS ARE SHOWN TO BE PRESENT WITHIN PROJECT LIMITS.

LEGEND				
N/W	RIGHT OF WAY	EXISTING FIRE HYDRANT	—OHP—	OVERHEAD POWER
U.P.F.	IRON PIN FOUND	—UHT—	UNDERGROUND TELEPHONE	
P.P.	IRON PIN PLACED	—W—	WATER	
C.T.	CRIMPED TOP PIPE	—G—	GRASS	
R.B.	REINFORCING BAR	—Q—	QUY POLE	
O.T.	OPEN TOP PIPE	—U—	UTILITY POLE	
N/F	NOW OR FORMERLY	—D—	DRAINAGE DOWNSPOUT	
B.L.	BUILDING LINE	—O—	OVERGROUND DOWNSPOUT	
1033	CATCH BASIN	—T—	TREE PROTECTION FENCE	
1019A	DRAIN INLET	—P—	PROPOSED FENCE	
1014	JUNCTION BOX	—X—	EXISTING FENCE	
1019A	TYPE E CURB INLET	—H—	HANDICAPPED PARKING	
HEADWALL		—T—	TRAFFIC FLOW	
DRAINAGE SLOPE		—U—	UNDERGROUND POWER	
SEWER MANHOLE		—W—	EXISTING WATER METER	
		—G—	PROPOSED WATER METER	
		—E—	EXISTING CURB & GUTTER	
		—X 1010	EXISTING SPOT ELEVATION	
		—1010	PROPOSED SPOT ELEVATION	

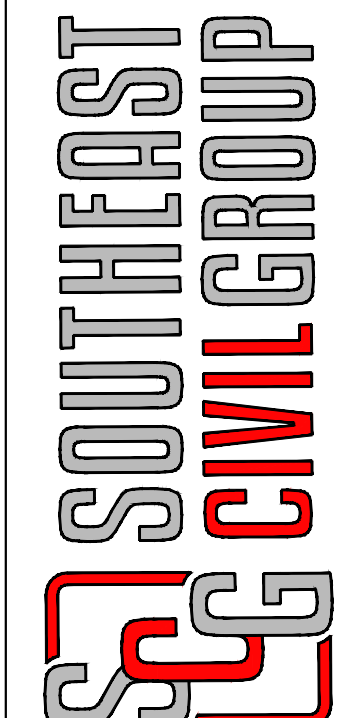
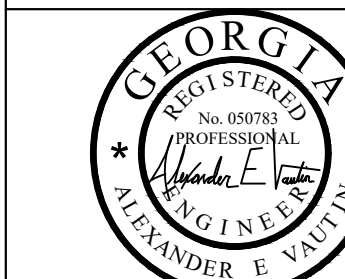
SITE PLAN

EDGE RD COMMERCIAL DEVELOPMENT

LOCATED IN LL 160, DISTRICT 06
CITY OF VILLA RICA, CARROLL COUNTY, GEORGIA

SHEET:

C100



JOB #: 250144

SCALE: 1"=20'

DATE: 11/25/2025

DRAWN BY: ACH

DESCRIPTION

DATE

REV.

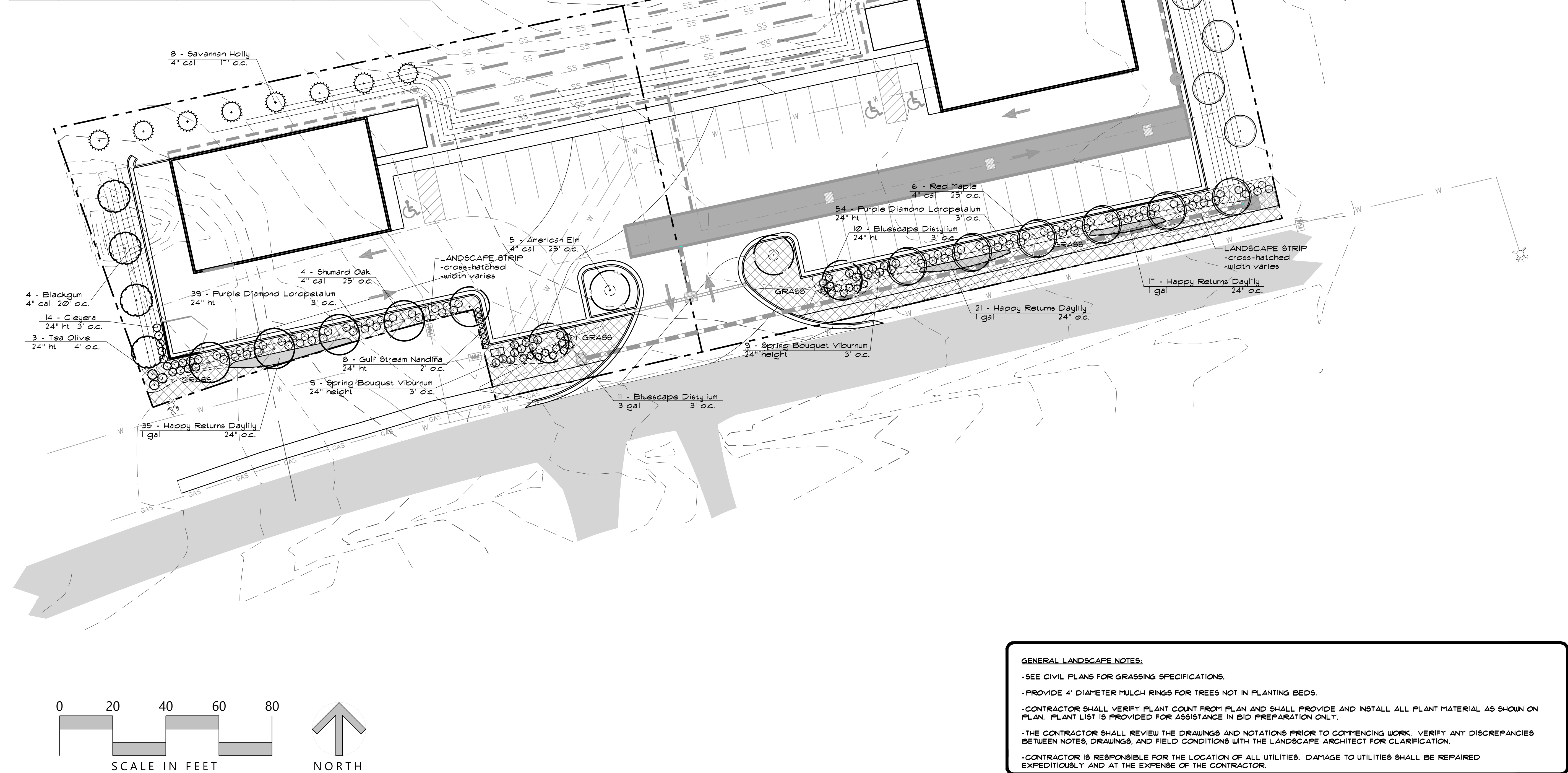
REVISED PER CITY COMMENTS

#1

11/18/2025

PERIMETER LANDSCAPING FOR OFF-STREET PARKING AREA	363	lin ft of landscaped area
1 tree per 30 lin ft	12	trees required
	15	trees provided
1 shrub per 3 ft	121	24" shrubs required
	123	24" shrubs provided
	21	additional shrubs provided
	73	additional perennials provided
*parking area requirements applied to whole frontage		
MINIMUM TREE DENSITY REQUIREMENT	20.0	TDUs required
16 units per acre	20.0	TDUs provided

SHRUBS			
85	Loropetalum x Purple Diamond	Purple Diamond Loropetalum	24" ht
3	Osmanthus fragrans	Tea Olive	24" ht
8	Nandina domestica 'Gulf Stream'	Gulf Stream Nandina	24" ht
18	Viburnum tinus	Spring Bouquet Viburnum	24" ht
21	Distylium x Bluescape	Bluescape Distylium	3 gal
14	Cleyera japonica	Cleyera	24" ht
73	Hemerocallis x Happy Returns	Happy Returns Daylily	1 gal

[illegible]



CITY OF VILLA RICA

City Council Meeting Agenda Item Cover Sheet

SUBJECT: Write off Customer Receivables

AGENDA DATE: 02-10-2026

DATE PREPARED: 01-28-2026

PREPARED BY: Amanda Long, Interim Finance Director

AMOUNT: \$50,125.37

GL ACCOUNT #: 505-1590-574000 & 540-1590-574000

FUNDING SOURCE: Water & Sewer Fund and Sanitation & Solid Waste Fund

BUDGETED ITEM? Yes - \$55,000

PURPOSE: To write off uncollectible customer accounts from October 2024 through September 2025. There are 180 accounts totaling \$50,125.37.

BACKGROUND:

Villa Rica's Write Off History		
Time Period	Amt.	% of Rev.
Nov '17 - Sept '18	\$ 31,850	0.53%
Oct '18 - Sept '19	34,996	0.40%
Oct '19 - Sept '20	35,705	0.39%
Oct '20 - Sept '21	47,715	0.51%
Oct '21 - Sept '22	33,876	0.35%
Oct '22 - Sept '23	45,354	0.45%
Oct '23 - Sept '24	48,509	0.45%
Oct '24 - Sept '25	50,125	0.39%

Entity Comparison - Write Offs As a % of Revenue		
Entity	Range	Avg.
Carrollton	0.10% - 0.51%	0.31%
Carroll Cty Water	0.35% - 0.51%	0.43%
Villa Rica	0.35% - 0.53%	0.43%
Dville/DC Water	0.75% - 0.93%	0.91%

STAFF RECOMMENDATION: Write off uncollectible amounts as part of year-end procedures.

MOTION: I move to authorize staff to write off 180 uncollectible accounts totaling \$50,125.37.

Customer	Water/Sewer	Solid Waste	Balance	Notes
825002811	1,072.72	94.86	1,167.58	3-MONTHS OF LEAK, OVER 20K GALL EACH, ADJ ENTERED THEN MOVED
827000212	903.62	163.57	1,067.19	LEAK, NO ADJUSTMENT TURNED IN THEN MOVED
450001121	935.09	119.68	1,054.77	LEAK, NO ADJUSTMENT TURNED IN THEN MOVED
880006119	947.35	95.99	1,043.34	LEAK, PLUS A NSF RETURNED PAYMENT
880014108	824.41	191.06	1,015.47	POSSIBLE LEAK
222009701	857.76	127.66	985.42	LEAK NO ADJUSTMENT TURNED IN PLUS NSF PAYMENTS
910005702	804.59	147.46	952.05	HIGH USAGE NO ADJUSTMENT TURNED IN
230040028	728.97	180.92	909.89	LEAK, MOVED DUE TO NO REPAIR
520933033	763.94	111.60	875.54	LEAK NO REPAIR
932004205	644.13	158.45	802.58	NSF PAYMENTS AND CHARGEBACKS FROM CC
140411609	779.06	-	779.06	3-MONTHS OF LEAK, ONE OVER 80K GALL, ADJ ENTERED THEN MOVED
814070120	564.27	192.13	756.40	LEAK ADJ ENTERED THEN MOVED
814069608	582.14	155.61	737.75	
224015804	604.03	108.18	712.21	MADE SMALL PAYMENTS WAITING ON DISABILITY THEN MOVED
931007810	509.68	154.44	664.12	
311280020	555.10	107.16	662.26	
330335000	651.57	-	651.57	
932003103	473.38	167.63	641.01	
819004005	446.57	152.99	599.56	
932013109	472.51	116.12	588.63	
430310004	436.62	148.75	585.37	
900013317	465.73	65.89	531.62	
910008505	412.00	92.70	504.70	
819003005	407.44	97.24	504.68	
224017211	384.37	112.50	496.87	
620120004	465.13	-	465.13	
910006803	354.52	106.03	460.55	
133912531	458.58	-	458.58	
110610019	330.76	117.48	448.24	
140411903	444.00	-	444.00	
340450007	296.86	132.03	428.89	
927019227	336.64	82.40	419.04	
910002305	338.65	75.64	414.29	
910008603	308.55	99.00	407.55	
420580013	295.41	112.09	407.50	
133902439	401.74	-	401.74	
900007404	334.08	61.29	395.37	
224003503	329.37	61.43	390.80	
900015316	311.09	79.32	390.41	
133903631	389.23	-	389.23	
223006103	313.19	75.59	388.78	
133905616	386.86	-	386.86	
926005404	309.84	76.40	386.24	
520980932	336.44	47.68	384.12	
932012503	325.94	42.77	368.71	
227004301	278.99	82.14	361.13	
900011007	242.84	116.08	358.92	
610720013	350.56	-	350.56	
927012102	278.71	69.04	347.75	
825005809	246.20	100.91	347.11	
520805020	212.09	134.76	346.85	
132767523	341.19	-	341.19	
130985013	337.54	-	337.54	
927019225	266.79	68.71	335.50	
920005011	233.45	94.51	327.96	
132950005	221.33	106.57	327.90	

Customer	Water/Sewer	Solid Waste	Balance	Notes
950002404	152.53	167.48	320.01	
330840505	320.00	-	320.00	
932004003	272.48	37.11	309.59	
932015910	189.13	119.74	308.87	
660350016	249.12	54.39	303.51	
931004507	246.40	56.26	302.66	
227001201	234.87	60.79	295.66	
550000402	294.70	-	294.70	
880014005	233.65	58.14	291.79	
920007517	210.62	80.99	291.61	
410290036	200.29	90.63	290.92	
110400000	153.51	131.45	284.96	
132762125	279.74	-	279.74	
931017415	226.92	49.87	276.79	
620240010	275.74	-	275.74	
840009726	180.89	92.22	273.11	
932013205	221.08	51.13	272.21	
340260007	182.64	87.67	270.31	
815400006	235.98	33.54	269.52	
826003806	202.81	61.28	264.09	
920012611	196.78	65.14	261.92	
826001104	172.39	80.95	253.34	
520920024	179.58	70.15	249.73	
132975024	138.43	110.67	249.10	
920016906	247.01	-	247.01	
932005302	203.99	42.07	246.06	
900006309	181.99	63.42	245.41	
932013306	187.05	58.30	245.35	
223074901	194.48	50.79	245.27	
340780801	136.79	107.06	243.85	
815061612	150.31	92.04	242.35	
811045910	131.16	110.46	241.62	
430296001	132.65	103.25	235.90	
520990033	119.79	114.45	234.24	
910001103	165.28	67.66	232.94	
828006007	198.93	32.73	231.66	
510740029	90.91	138.90	229.81	
330510005	222.85	-	222.85	
133909624	214.70	-	214.70	
140160000	85.47	128.00	213.47	
910009406	169.37	43.87	213.24	
330560508	207.77	-	207.77	
210540011	116.12	91.54	207.66	
220390020	140.79	66.55	207.34	
932016903	122.70	78.95	201.65	
930010104	109.84	89.06	198.90	
932009905	131.30	60.25	191.55	
814070118	131.02	57.22	188.24	
520980133	143.18	43.46	186.64	
140411510	184.74	-	184.74	
927011401	151.39	33.24	184.63	
920006907	129.42	50.46	179.88	
910001502	115.28	63.06	178.34	
133906816	174.30	-	174.30	
900003607	139.28	34.99	174.27	
600003212	173.81	-	173.81	

Customer	Water/Sewer	Solid Waste	Balance	Notes
915010425	104.91	66.20	171.11	
927030604	105.97	64.23	170.20	
111045006	132.16	36.32	168.48	
610300005	166.90	-	166.90	
133911624	166.07	-	166.07	
927018904	117.48	44.53	162.01	
210330024	117.35	42.54	159.89	
927015017	113.61	33.69	147.30	
130690518	139.15	-	139.15	
430120010	96.63	38.54	135.17	
110510016	82.94	51.44	134.38	
224019312	84.43	46.75	131.18	
927030804	94.95	35.04	129.99	
430465525	93.80	34.85	128.65	
140411005	127.15	-	127.15	
331450003	121.95	-	121.95	
410600017	121.05	-	121.05	
922013706	107.97	11.44	119.41	
440000021	77.25	40.70	117.95	
932003403	95.31	20.55	115.86	
610310012	115.77	-	115.77	
223004403	67.73	37.10	104.83	
132764223	102.50	-	102.50	
133905223	101.45	-	101.45	
121040009	76.75	23.35	100.10	
133910706	100.04	-	100.04	
900004912	68.71	23.06	91.77	
140370001	67.94	23.02	90.96	
132765537	86.43	-	86.43	
620450004	85.37	-	85.37	
311760041	35.73	48.68	84.41	
920014104	70.91	12.67	83.58	
320150000	81.33	-	81.33	
910008506	64.24	15.08	79.32	
133910228	75.68	-	75.68	
340740007	31.95	43.66	75.61	
920007004	55.48	9.15	64.63	
133910926	60.88	-	60.88	
819000205	25.20	33.30	58.50	
330870007	55.49	-	55.49	
133904422	51.82	-	51.82	
825004515	41.53	8.86	50.39	
133907027	48.42	-	48.42	
132762424	46.92	-	46.92	
870020416	26.25	18.67	44.92	
610330001	42.99	-	42.99	
133908032	42.78	-	42.78	
819000406	19.25	13.75	33.00	
960305001	31.15	-	31.15	
540010011	27.26	-	27.26	
880003007	18.84	7.50	26.34	
330490014	25.57	-	25.57	
910010001	20.14	4.78	24.92	
931914201	19.92	3.40	23.32	
311730007	6.38	15.43	21.81	
131309031	21.11	-	21.11	

Customer	Water/Sewer	Solid Waste	Balance	Notes
311310019	11.31	9.45	20.76	
311780032	11.08	6.86	17.94	
224005606	9.17	0.69	9.86	
133901028	8.58	-	8.58	
133906918	6.23	-	6.23	
610230016	6.09	-	6.09	
330900009	5.79	-	5.79	
450000421	2.87	2.42	5.29	
330016400	2.03	-	2.03	
230210013	1.87	-	1.87	
819000203	1.75	-	1.75	
440650002	0.55	-	0.55	

180 Accts \$ 40,811.83 \$ 9,313.54 \$ 50,125.37

FY25 Revenue (User Fees)			
Water & Sewer	Sanitation/SW	Total	
\$ 10,819,971	\$ 1,879,545	\$ 12,699,516	
0.38%	0.50%	0.39%	

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