POND

DOUGLAS COUNTY
GEORGIA

Freight Cluster Plan

ARC Freight Advisory Task Force Meeting

June 24th, 2026

Agenda

1. Project Purpose
    - Project Schedule
2. Steering Committee Members
3. Study Area Overview
4. Engagement Activities
5. Inventory and Assessment – Key Findings
6. Next Steps

Project Purpose

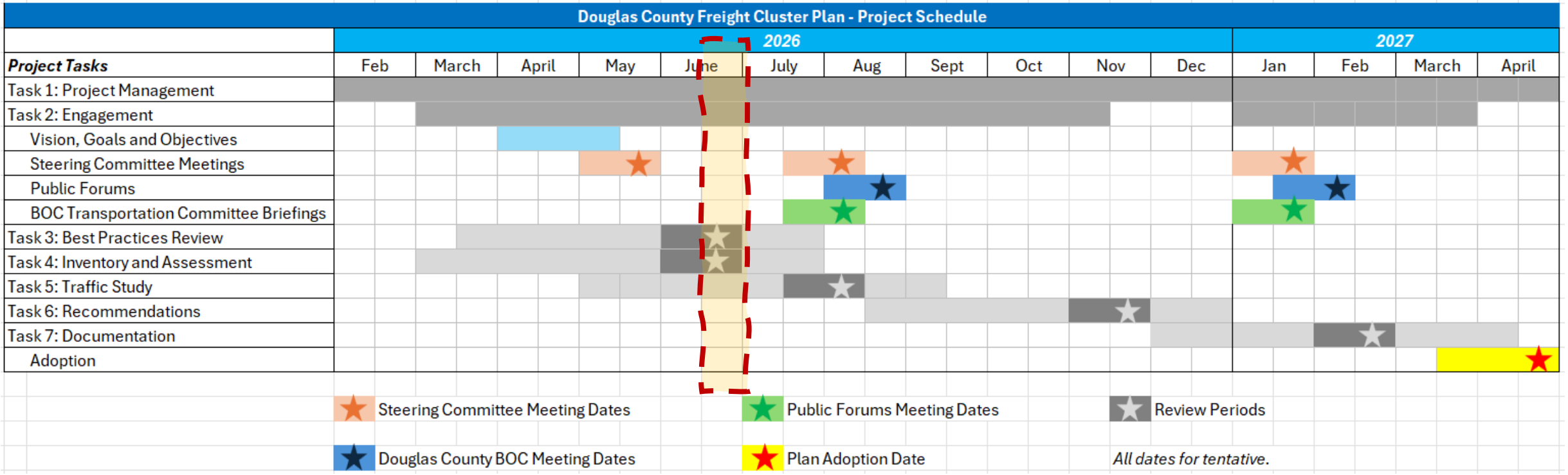
Purpose:

- Understand existing freight assets and surrounding issues
- Guide future development of freight assets to create sustainable industrial development
- Coordination of ongoing and future projects
- Provide a cost-effective opportunistic work program

Key focus areas:

- Promote a safe, balanced transportation environment for freight and multimodal travel
- Promote economic development
- Identify appropriate industrial land uses
- Promote efficient transportation solutions
- Protect nearby communities
- Engage the private sector and community stakeholders

Project Schedule



Deliverables

- Best Practices Review Report
- Inventory and Assessment
- Traffic Study Report
- Final Report

Steering Committee Members

- Commissioner Whitney Kenner Jones (Douglas County)
- Commissioner Mark Alcarez (Douglas County)
- Councilwoman Elena Hudson (Douglasville)
- Dana Gray (Douglasville)
- Marcus Thompson (Douglasville)

Client Team

- Suleman Rana (Douglas County)
- Bruce Mercer (Douglas County)
- Daniel Studdard (ARC)

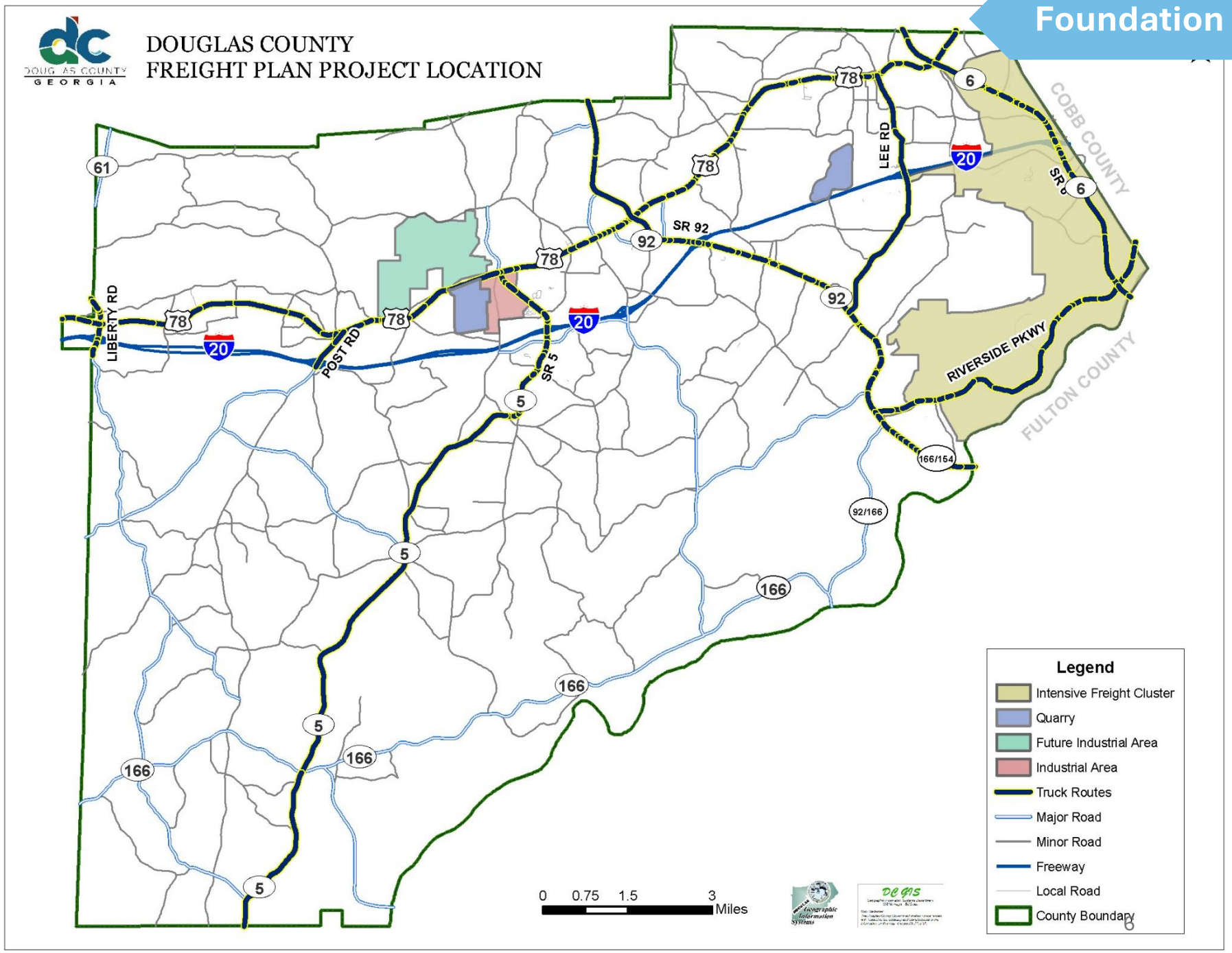
- Clement Solomon (GDOT)
- Shannon Young (GDOT)
- Laura Beall (Cobb County)
- Allison Duncan (Douglas County)
- Sara Ray (DC Chamber)

Consultant Team

- Richard Fangmann (Pond)
- Wade Carroll (Pond)
- Mitchell Lloyd (Pond)
- Sandra Rothbard (Freight Matters)
- Todd Long (Atlas)
- George Jones (Atlas)

Overview of the Study Area

- Study area consists of multiple industrial zones in Douglasville and East County
- I-20 runs East-West through the County, contributes as a vital freight corridor
- State Routes contribute to freight movement to/from nearby counties



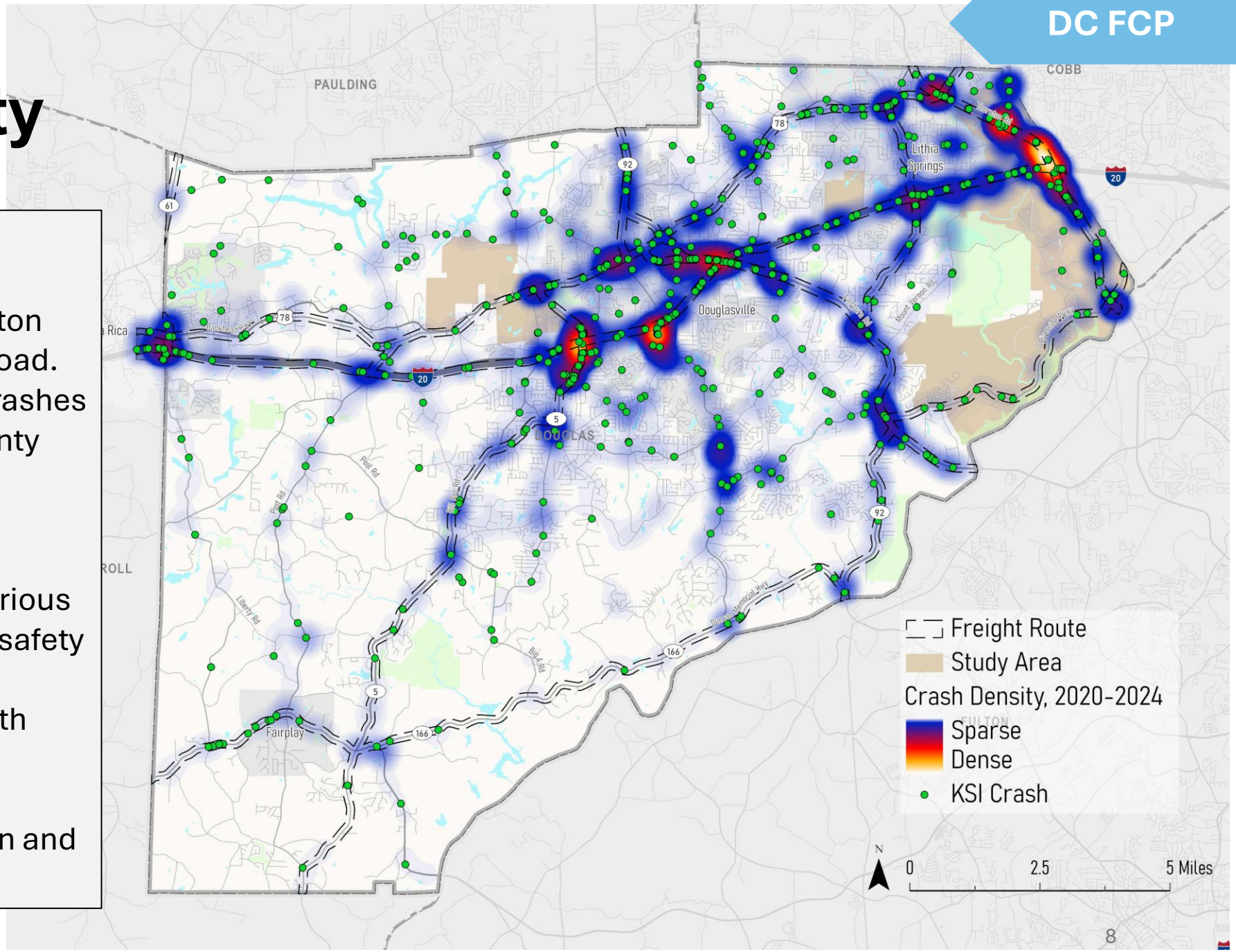
Engagement Activities

1. **Steering Committee** (May, August, January)
2. **Stakeholder Interviews** (Identify freight related challenges, trends, opportunities, etc.)
3. **Online Engagement**
   - Online Survey
   - Interactive Map
4. **Public Meetings** (August, February)
   - Pop-up Opportunities *(September Saturdays, Commissioner-sponsored community meetings)*
5. **Communication Tools**
   - Project Landing Page
   - Social Media
   - County Communications

Crash Density

Key Findings

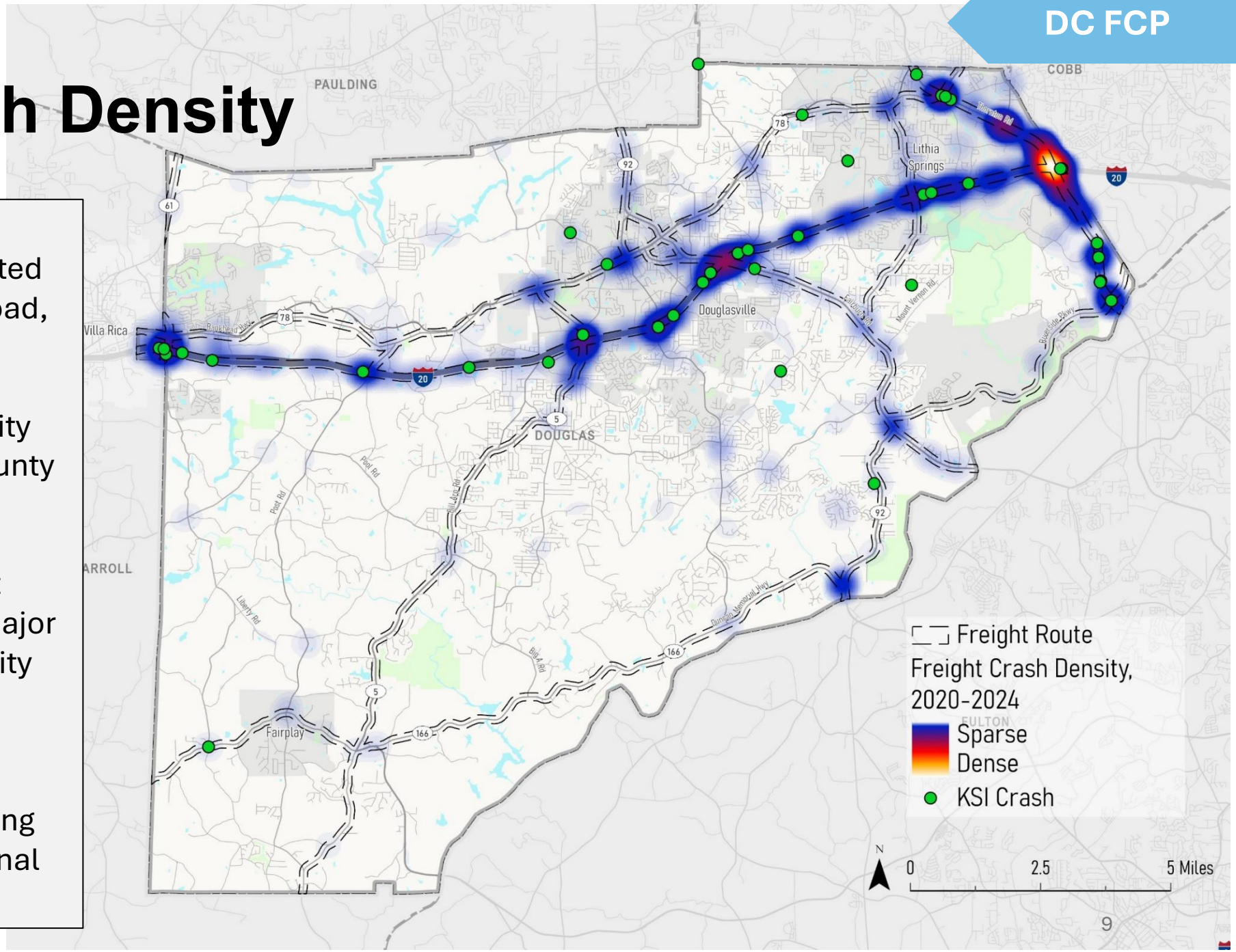
- Crash activity is heavily concentrated along I-20, Thornton Road, US 78, and Chapel Hill Road.
- The highest density of severe crashes occurs in eastern Douglas County near Lithia Springs and major interstate interchanges.
- Freight corridors account for a significant share of fatal and serious injury crashes, highlighting key safety investment needs.
- Crash hotspots closely align with existing and future freight bottlenecks, reinforcing the connection between congestion and safety.



Freight Crash Density

Key Findings

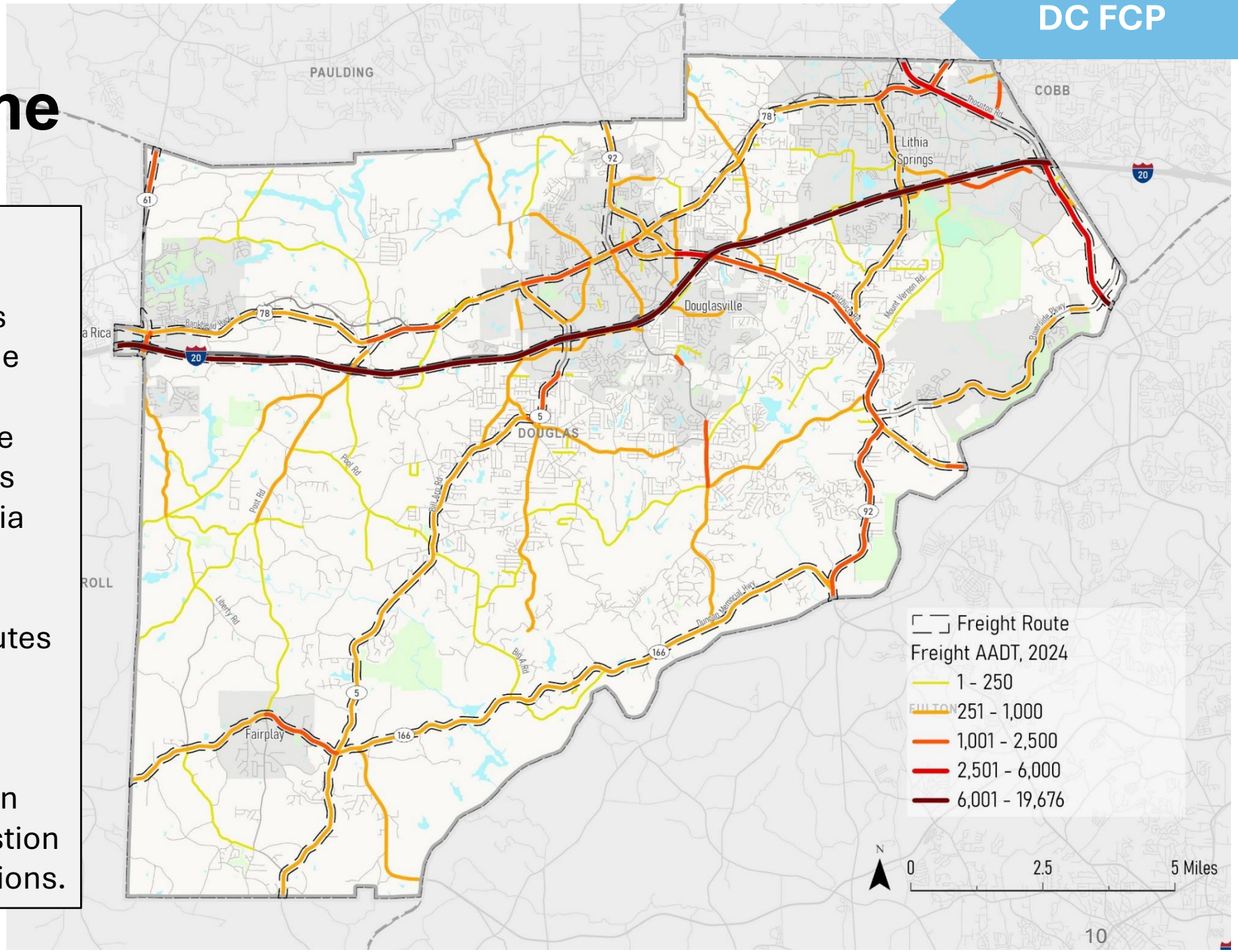
- Freight crashes are concentrated along I-20, US 78, Thornton Road, and major industrial access corridors.
- The highest freight crash density occurs in eastern Douglas County near Lithia Springs and key interstate interchanges.
- Fatal and serious injury freight crashes are clustered along major truck routes, highlighting priority safety corridors.
- Freight crash hotspots closely align with congestion and bottleneck locations, reinforcing the need for targeted operational and safety improvements.



Freight Volume

Key Findings

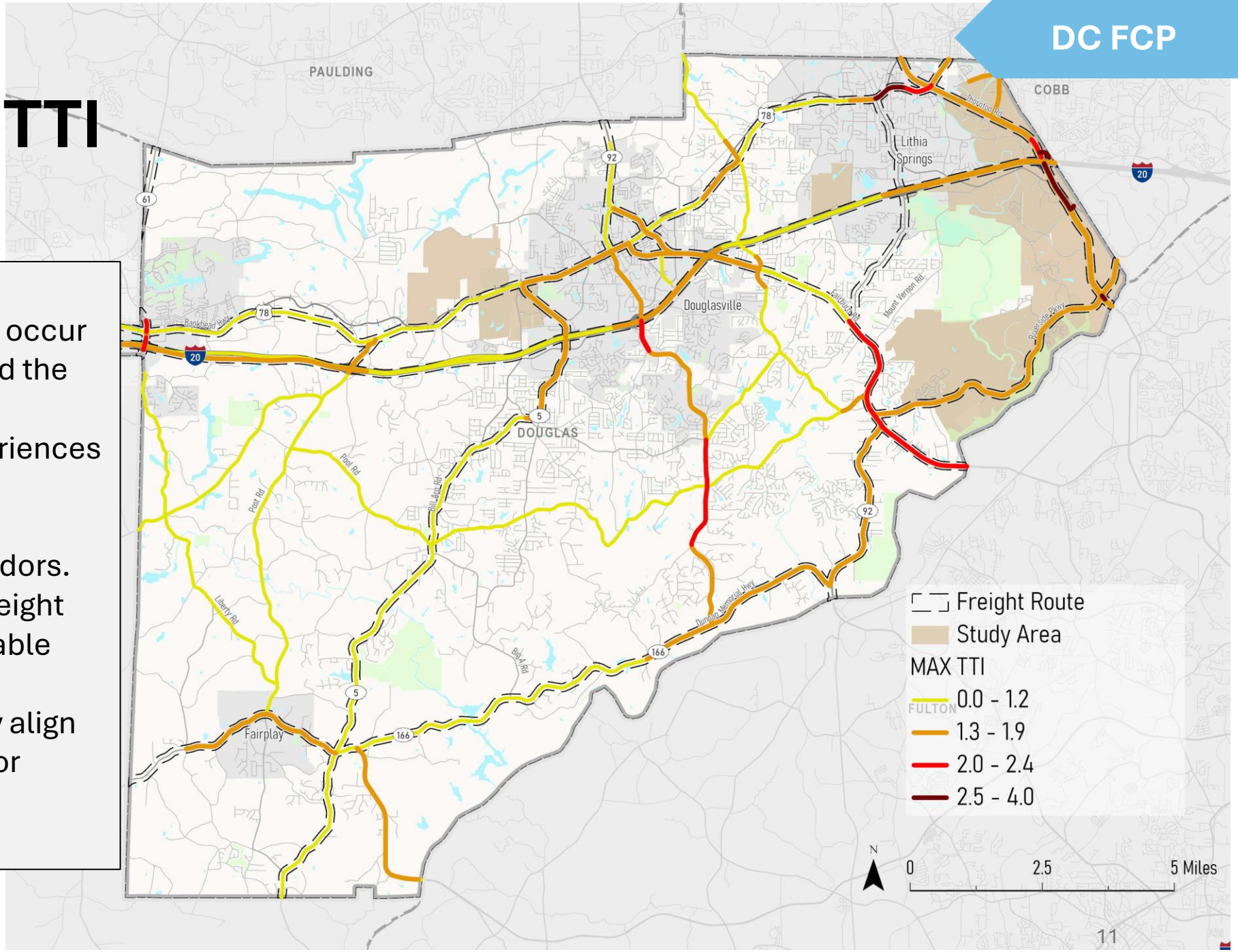
- I-20, US 78, and Thornton Road carry the highest traffic volumes and serve as the backbone of the County's freight network.
- The highest volume corridors are concentrated in eastern Douglas County, particularly around Lithia Springs and major interstate interchanges.
- Several lower-volume freight routes provide important north-south connectivity and network redundancy.
- High traffic volumes closely align with freight bottlenecks, congestion hotspots, and crash concentrations.



Delay - Max TTI

Key Findings

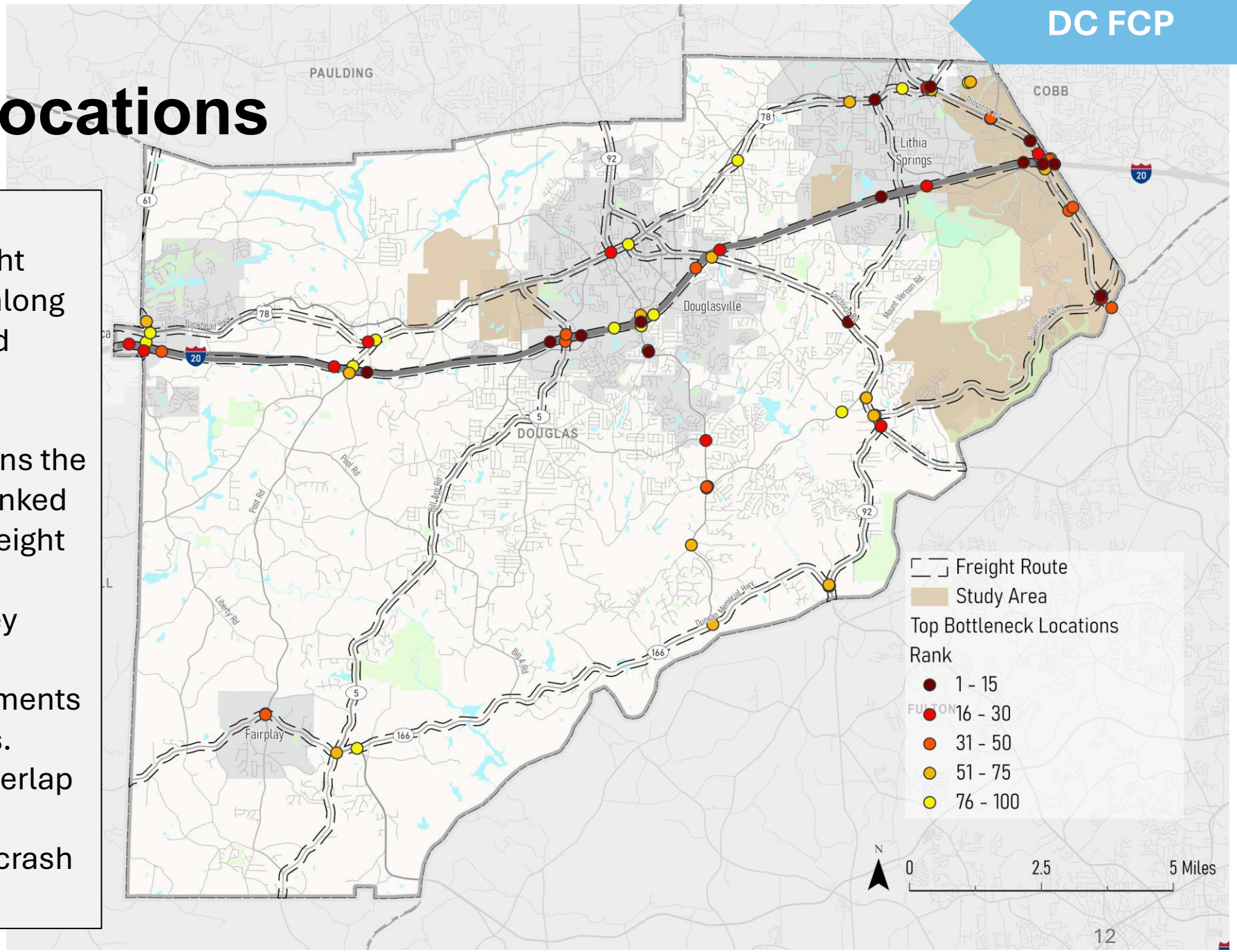
- The highest travel time delays occur along I-20, Thornton Road, and the Lithia Springs freight cluster.
- Eastern Douglas County experiences the greatest freight reliability challenges, with TTI values exceeding 2.0 on several corridors.
- Most southern and western freight routes maintain relatively reliable travel times.
- Freight delay hotspots closely align with key industrial areas, major interchanges, and high crash locations.



Bottleneck Locations

Key Findings

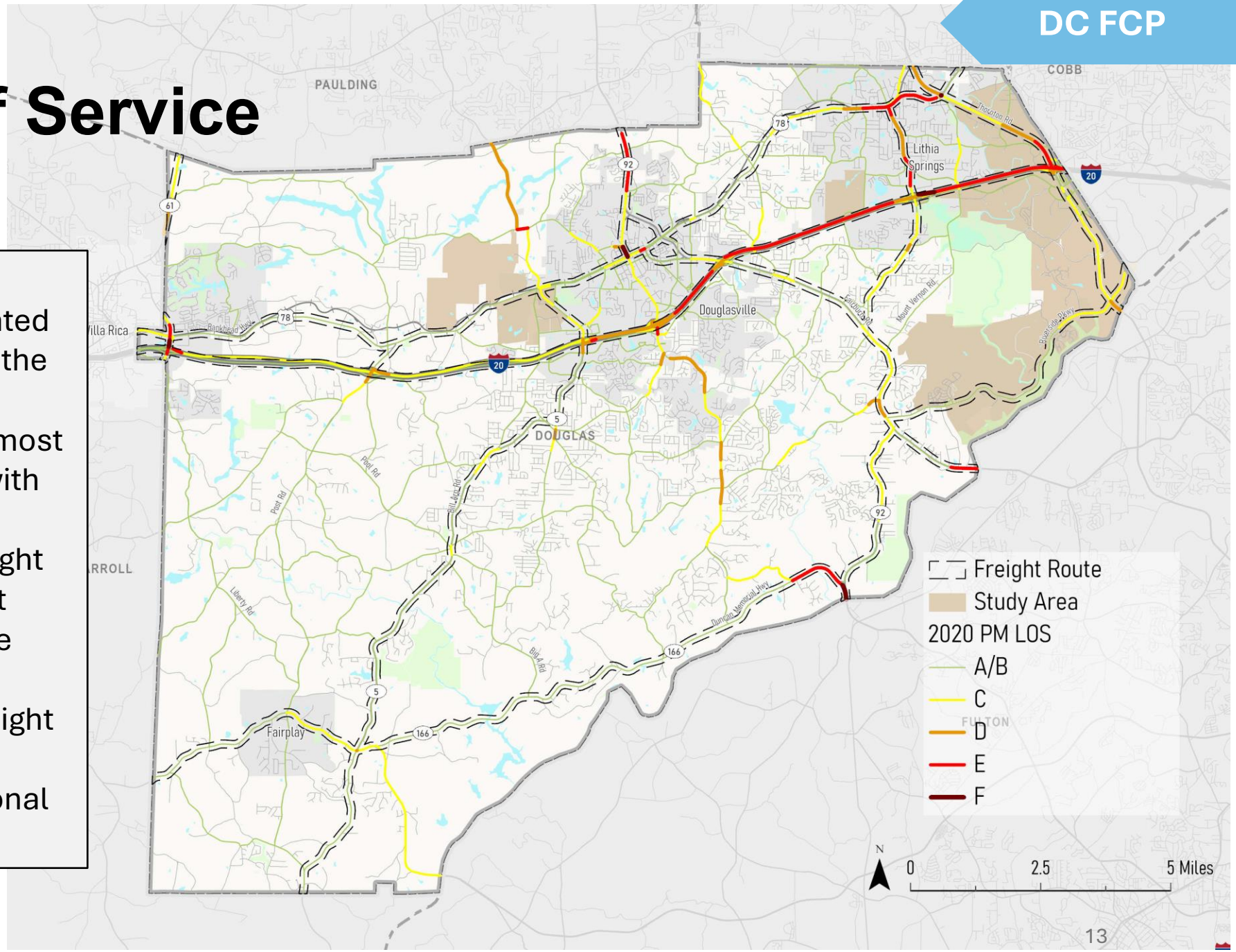
- The County's most critical freight bottlenecks are concentrated along I-20, Thornton Road, US 78, and major Lithia Springs industrial access points.
- Eastern Douglas County contains the highest concentration of top-ranked bottlenecks, reflecting heavy freight and commuter demand.
- Several bottlenecks occur at key freight corridor intersections, indicating operational improvements may provide near-term benefits.
- Bottleneck locations closely overlap with freight activity centers, congestion hotspots, and high crash corridors.



2020 Level of Service

Key Findings

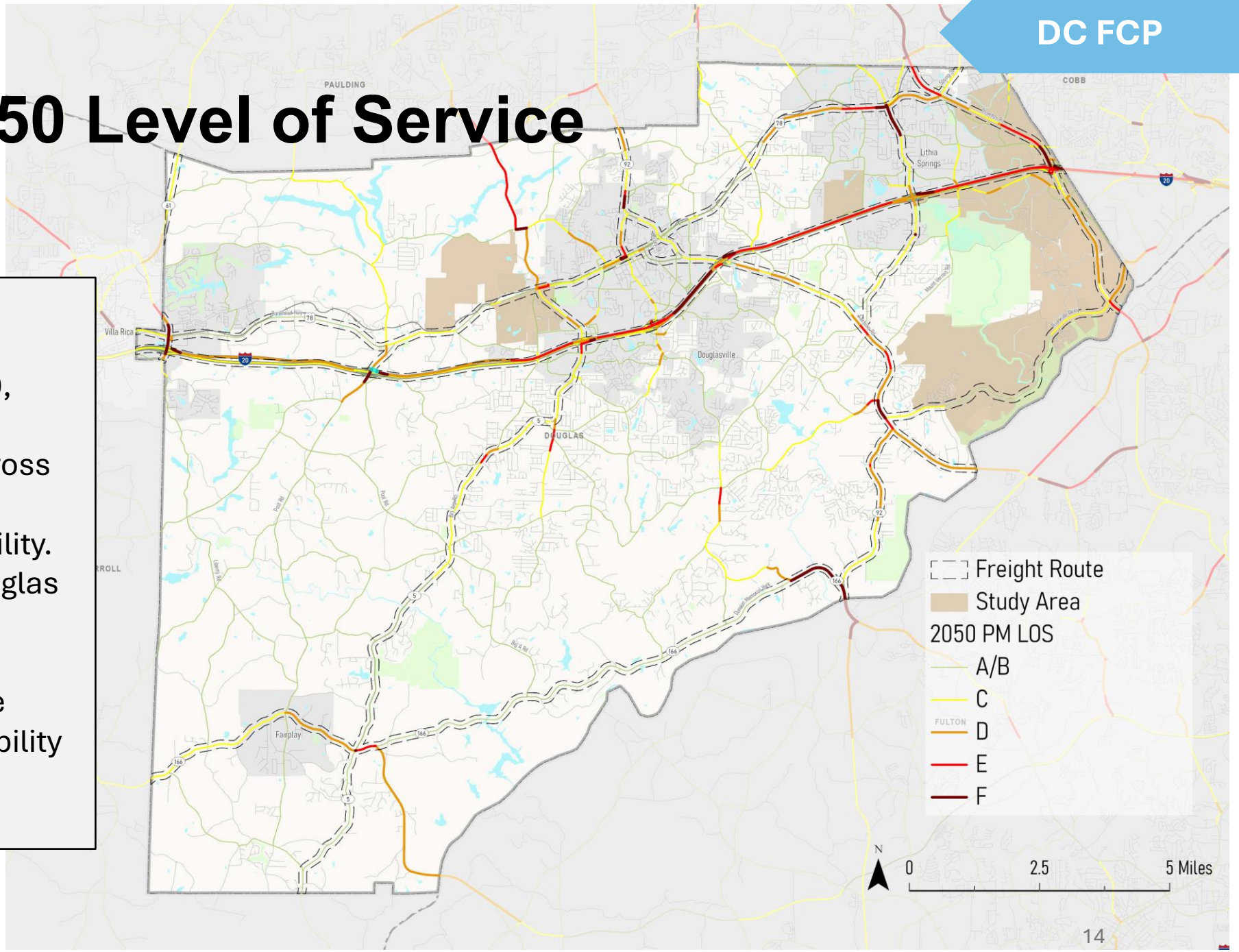
- Freight congestion is concentrated along I-20, Thornton Road, and the Lithia Springs area.
- Thornton Road is the County's most significant freight bottleneck, with multiple LOS E/F segments.
- Most southern and western freight corridors continue to operate at acceptable levels with available capacity.
- I-20 interchanges and major freight intersections are the primary locations experiencing operational stress.



Projected 2050 Level of Service

Key Findings

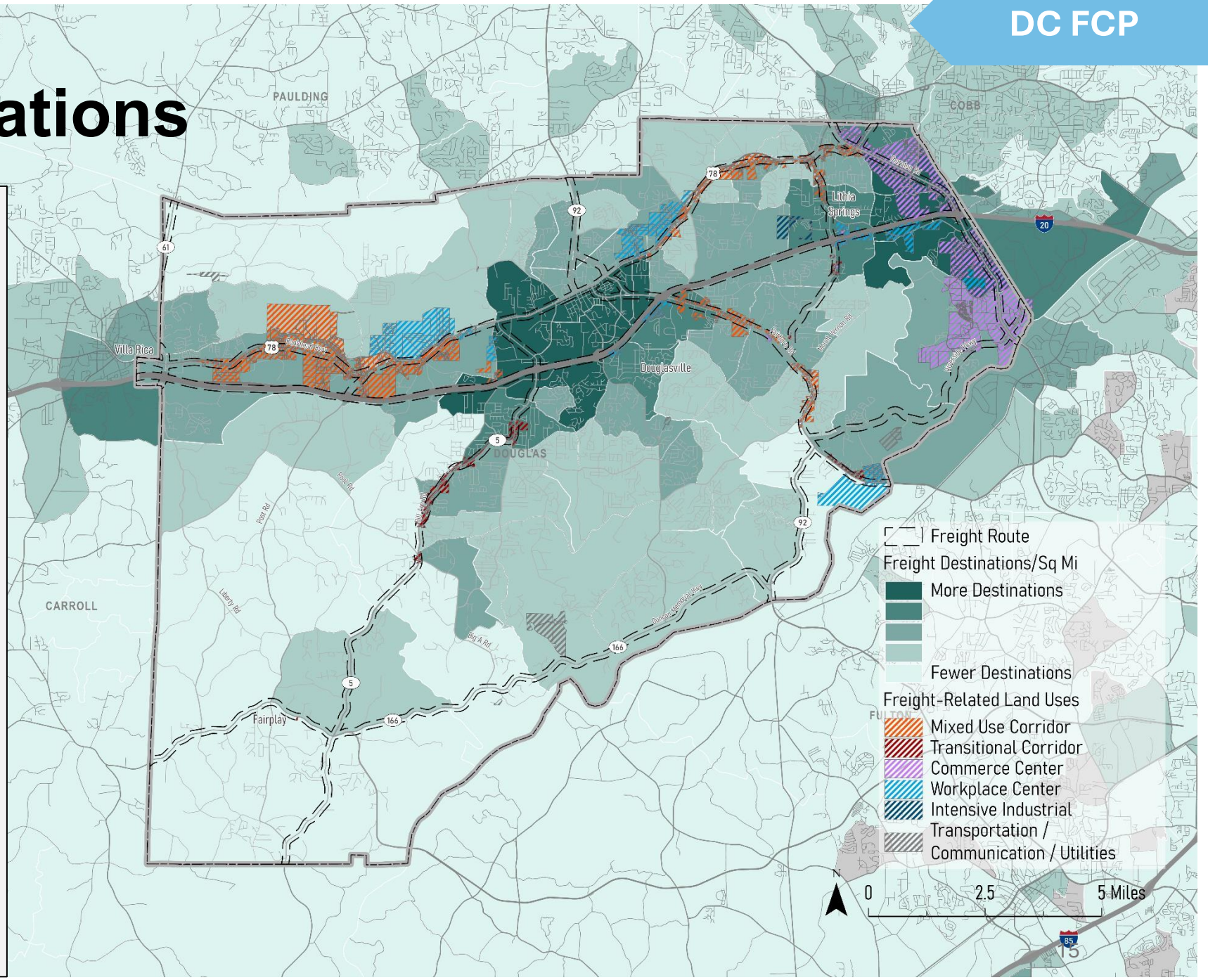
- Freight congestion worsens significantly by 2050 along I-20, Thornton Road, and US 78.
- LOS E/F conditions expand across the County's primary freight network, reducing travel reliability.
- Lithia Springs and eastern Douglas County remain the most constrained freight areas.
- Capacity improvements will be needed to maintain freight mobility and support future industrial growth.



Freight Destinations

Key Findings

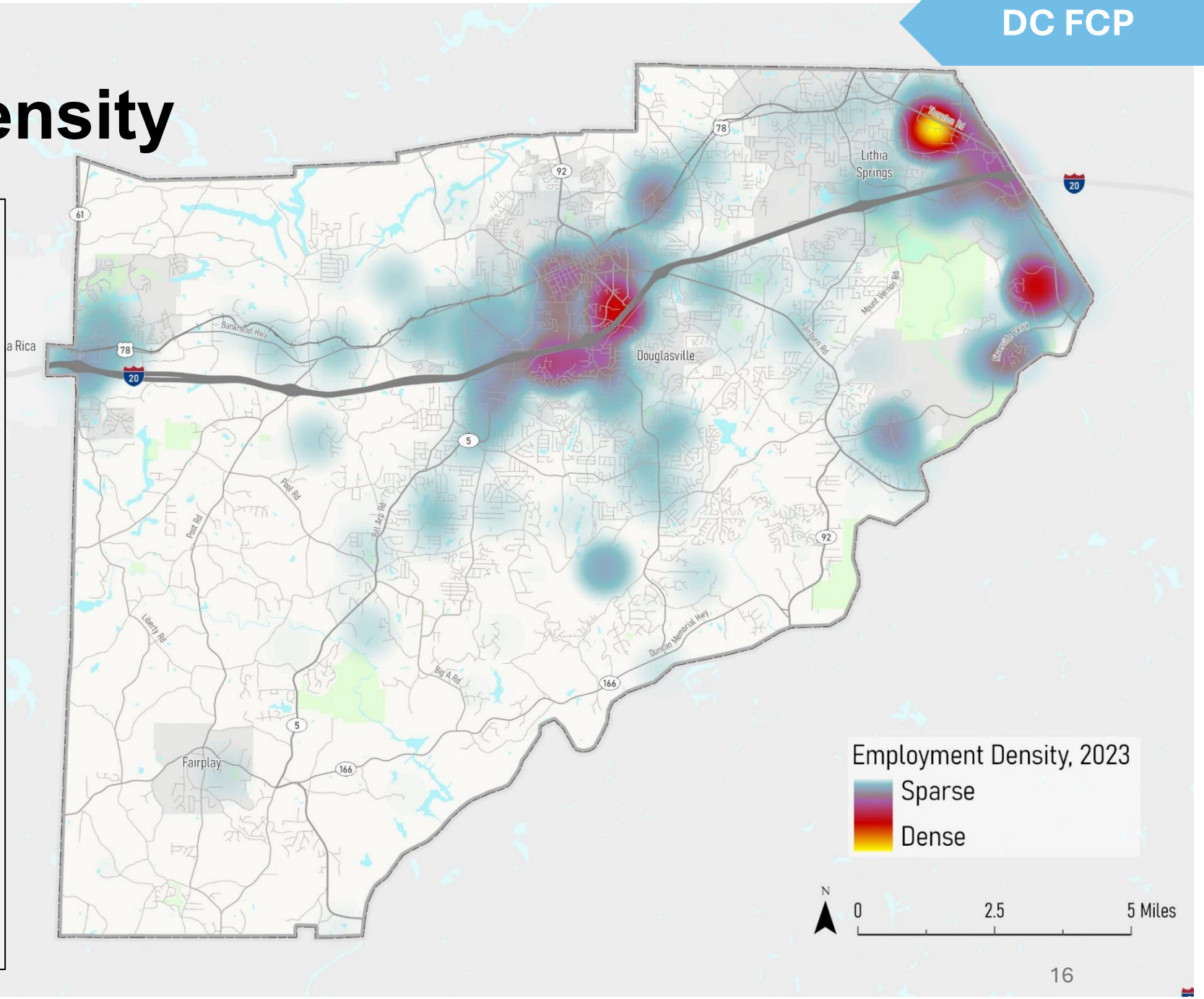
- Freight activity is concentrated along the I-20, US 78, and Thornton Road corridors, with major destination clusters in Lithia Springs and Douglasville.
- The Lithia Springs area contains the County's largest concentration of industrial and employment-oriented freight land uses.
- Freight destinations closely align with existing congestion and safety hotspots, increasing pressure on key freight corridors.
- Western Douglas County has fewer freight destinations today, presenting opportunities for future industrial growth and diversification.



Employment Density

Key Findings

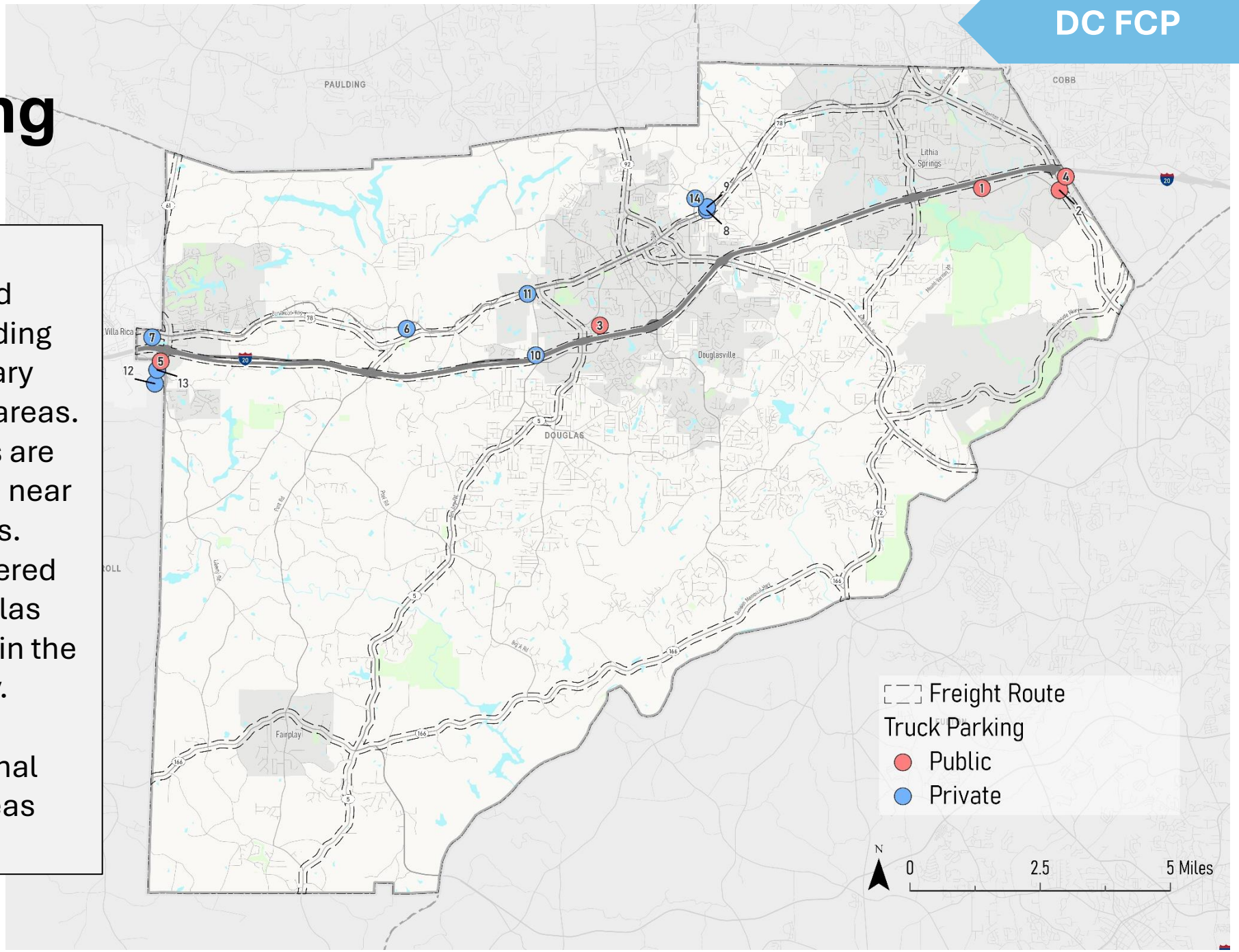
- Employment is concentrated along the I-20 corridor, with major job centers in Douglasville and Lithia Springs.
- The highest employment densities align with the County's primary freight corridors and industrial areas.
- Eastern Douglas County serves as the County's largest employment hub, driven by logistics, warehousing, and industrial activity.
- Freight mobility improvements along I-20, US 78, and Thornton Road directly support access to the County's largest employment centers.



Truck Parking

Key Findings

- Truck parking is concentrated along the I-20 corridor, providing access to the County's primary freight routes and industrial areas.
- Public truck parking facilities are limited and primarily located near major interstate interchanges.
- Truck parking supply is clustered in eastern and western Douglas County, with limited options in the central portion of the County.
- Growing freight activity may increase demand for additional truck parking and staging areas near major logistics hubs.



Next Steps

Technical

1. DRAFT Inventory and Assessment Report – Client Review
2. DRAFT Best Practices Report – Client Review
3. Traffic Study Development Process

Engagement

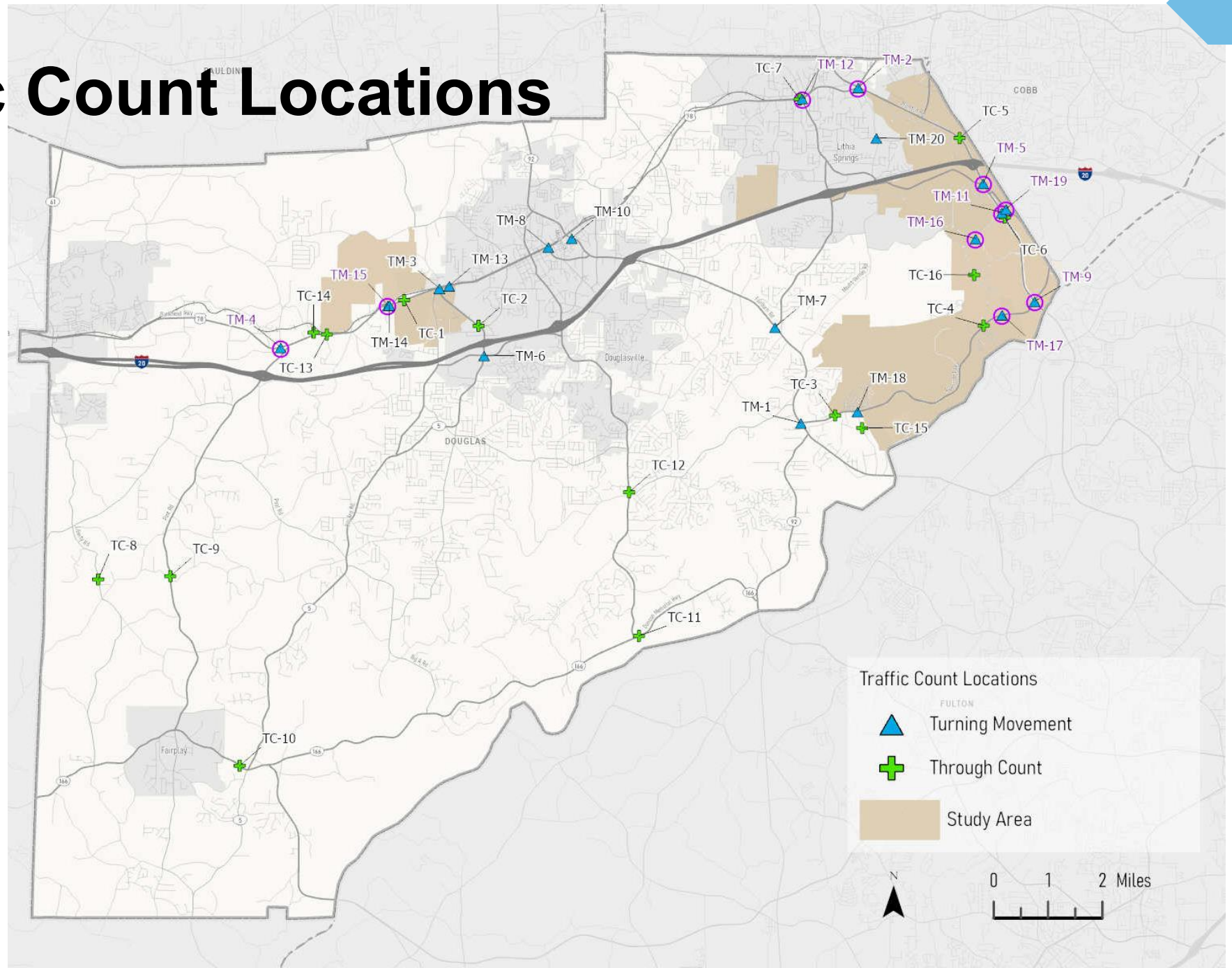
1. Public Meeting #1 (Late Summer)
    - Communication related to Website and Online Survey
2. Engagement with Elected Officials
3. Engagement with local businesses
4. Steering Committee Meeting #2 (August 2026)



We earn the trust that sets us apart.

ADDITIONAL MAPS

Traffic Count Locations

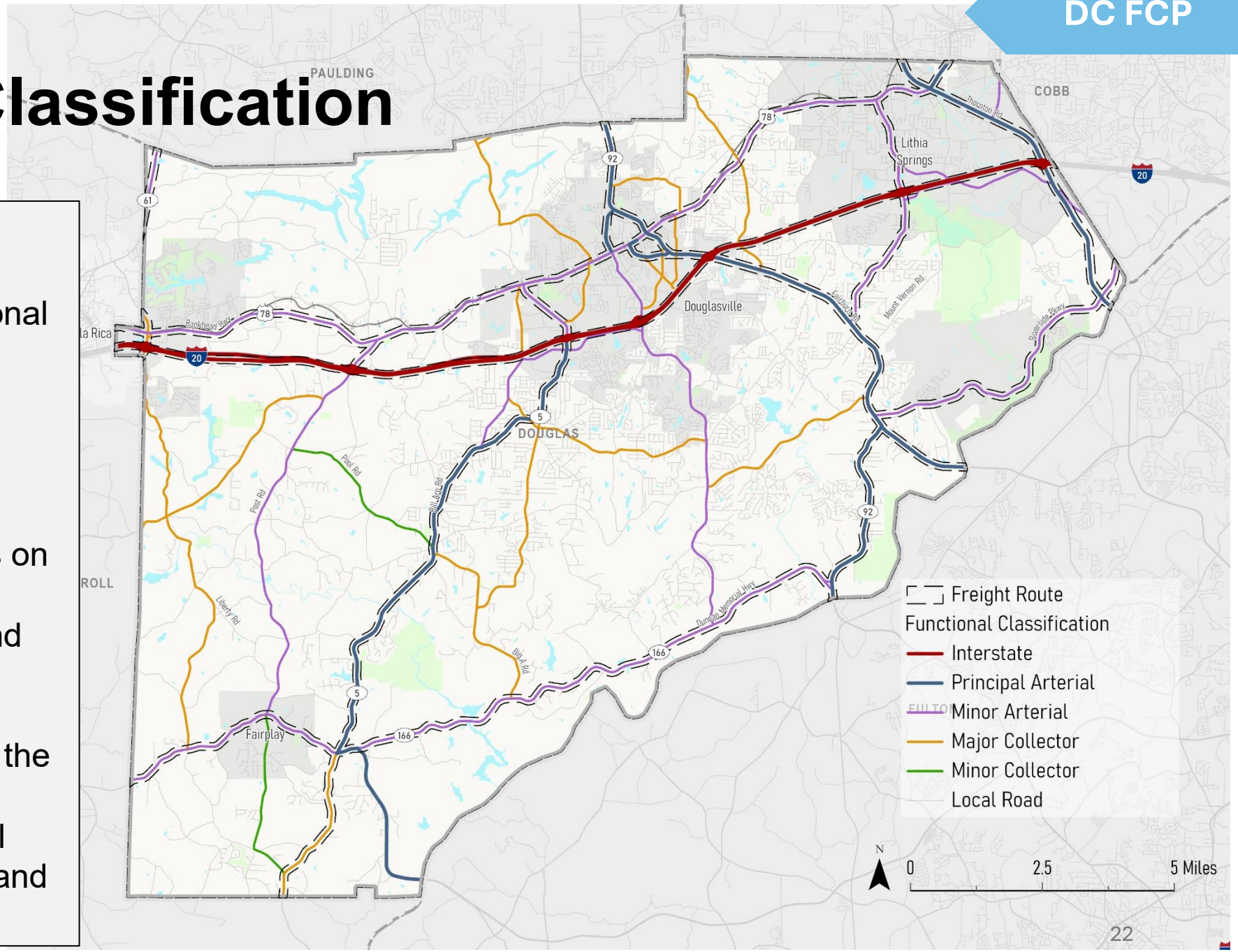


Functional Classification

I-20 is the only interstate freight corridor in Douglas County and serves as the backbone of regional truck movement.

Most freight routes function as principal and minor arterials, highlighting the importance of maintaining mobility and access on key state corridors such as Thornton Road/SR 6, US 78, and SR 166.

Freight activity relies heavily on the arterial network, increasing interaction between trucks, local traffic, and adjacent residential and commercial development.

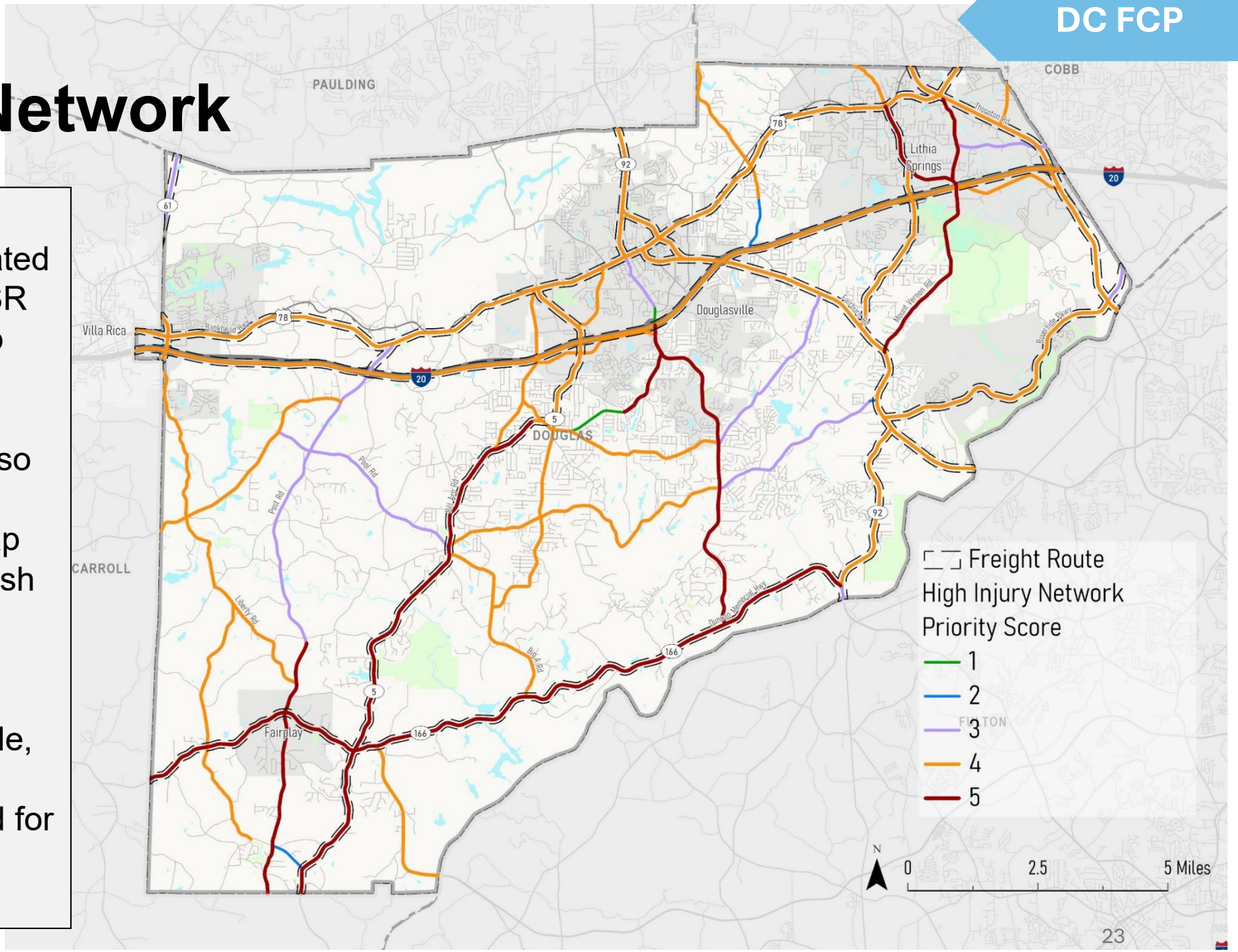


High Injury Network

The highest priority High Injury Network corridors are concentrated along SR 166, Thornton Road/SR 6, Chapel Hill Road, and Bill Arp Road.

Many priority freight corridors also rank as top safety concern corridors, highlighting the overlap between freight mobility and crash risk.

High injury corridors are concentrated around Douglasville, Lithia Springs, and key regional connectors, reinforcing the need for targeted operational and safety improvements.

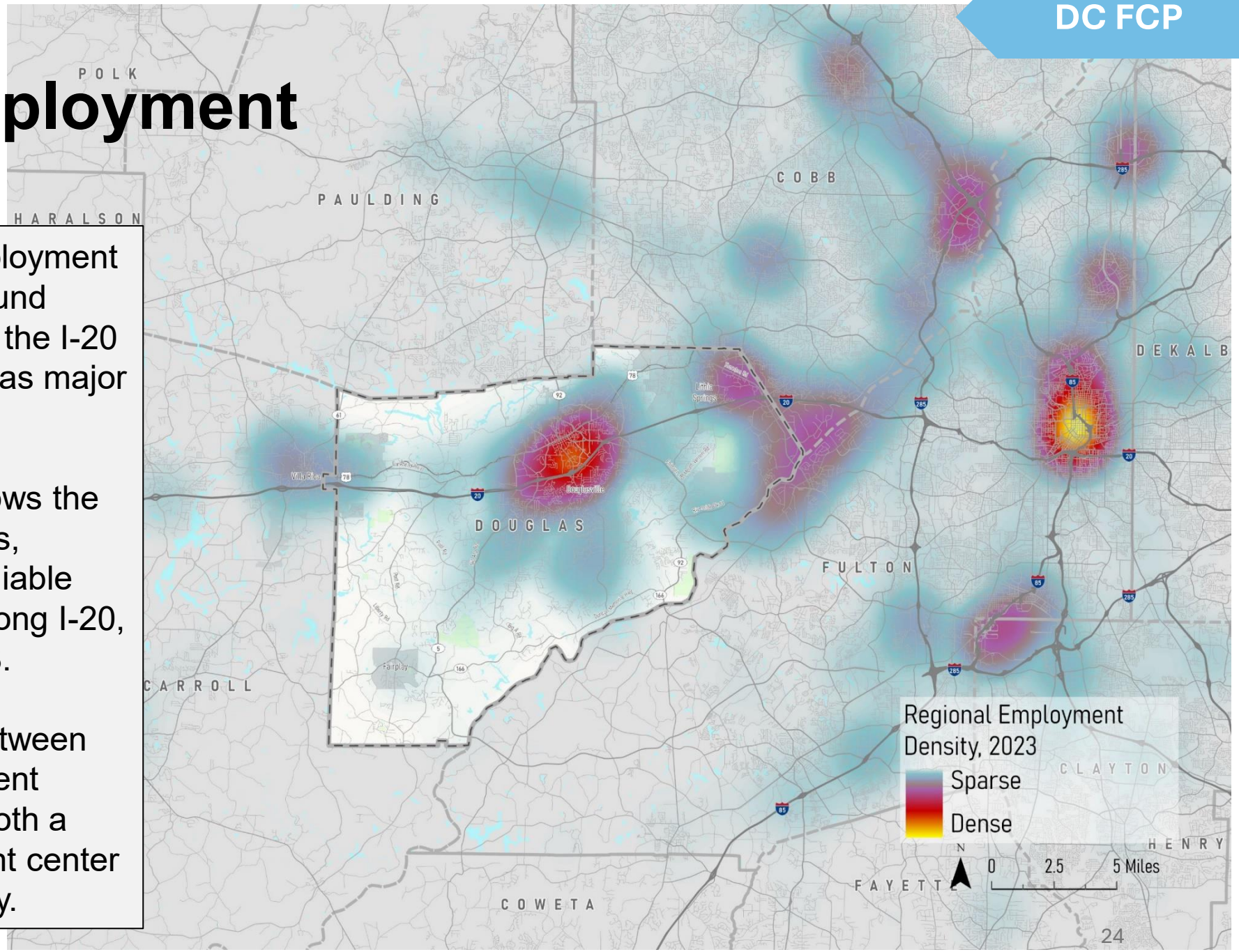


Regional Employment

Douglas County's strongest employment concentrations are centered around Douglasville, Lithia Springs, and the I-20 corridor, reinforcing these areas as major regional activity centers.

Employment density closely follows the County's primary freight corridors, highlighting the importance of reliable freight and commuter mobility along I-20, Thornton Road/SR 6, and US 78.

Douglas County is positioned between several major regional employment hubs, strengthening its role as both a logistics corridor and employment center within the metro Atlanta economy.



Railroad Crossing

Most rail crossings along freight corridors are at grade, creating potential delay, safety, and operational conflicts between trains and truck traffic.

Rail crossings are heavily concentrated along the US 78 corridor and northern portions of the county where freight and industrial activity is highest.

Limited grade separated crossings increase the importance of corridor coordination and rail crossing improvements to maintain freight reliability and emergency access.

