



HENRY COUNTY TRAILS PLAN

JULY 2022



Stockbridge
Where Community Connects

ARC
Atlanta Regional Commission

POND

BOARD OF COMMISSIONERS OF
HENRY COUNTY, GEORGIA

RESOLUTION NO. 22-188

**RESOLUTION OF THE HENRY COUNTY BOARD OF COMMISSIONERS
ADOPTING THE HENRY COUNTY TRAILS PLAN**

WHEREAS, the Henry County Board of Commissioners (BOC) approved a Henry Joint County/Cities Comprehensive Transportation Plan (CTP) on June 7, 2016; and

WHEREAS, this 2016 CTP recommended that Henry County develop a Trails Plan; and

WHEREAS, the BOC entered into a contract with Pond & Company on April 27, 2021 to develop a Trails Plan as part of an update of the CTP for a fee of \$624,998 in accordance with Henry County's procurement process; and

WHEREAS, Henry County separately entered into a contract with the Atlanta Regional Commission (ARC) for ARC to contribute up to \$500,000 of federal transportation planning funds from the U.S Department of Transportation through the Georgia Department of Transportation and, thus, share the cost of this Trails Plan development; and

WHEREAS, the Henry County Department of Transportation Planning budgeted \$125,000 for the required 20% local match in its fiscal year 2022 budget; and

WHEREAS, Henry County invited the Cities of Stockbridge, McDonough, Locust Grove, and Hampton to join in this Trails Plan development and share the local match based on their share of the County's population; and

WHEREAS, the Trails Plan has been completed in compliance with the standards established by ARC and to the satisfaction of the people of Henry County and the BOC;

NOW, THEREFORE, BE IT RESOLVED, the Henry County Board of Commissioners, approves the final draft of the Henry County Trails Plan dated July 19, 2022, as provided by Pond & Company.

This 19 of JULY, 2022.

HENRY COUNTY BOARD OF COMMISSIONERS

BY:

Stephanie Braun

ATTEST:


Stephanie Braun, County Clerk



Towaliga River

Henry County Greenspace

Hampton High School

Hampton Middle School

Rocky Creek Elementary School

Stockbridge Creek Rd

HENRY COUNTY TRAILS PLAN



HAMPTON, LOCUST GROVE, MCDONOUGH, STOCKBRIDGE

JULY 2022



POND



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ACKNOWLEDGEMENTS

Henry County

Hampton

Locust Grove

McDonough

Stockbridge

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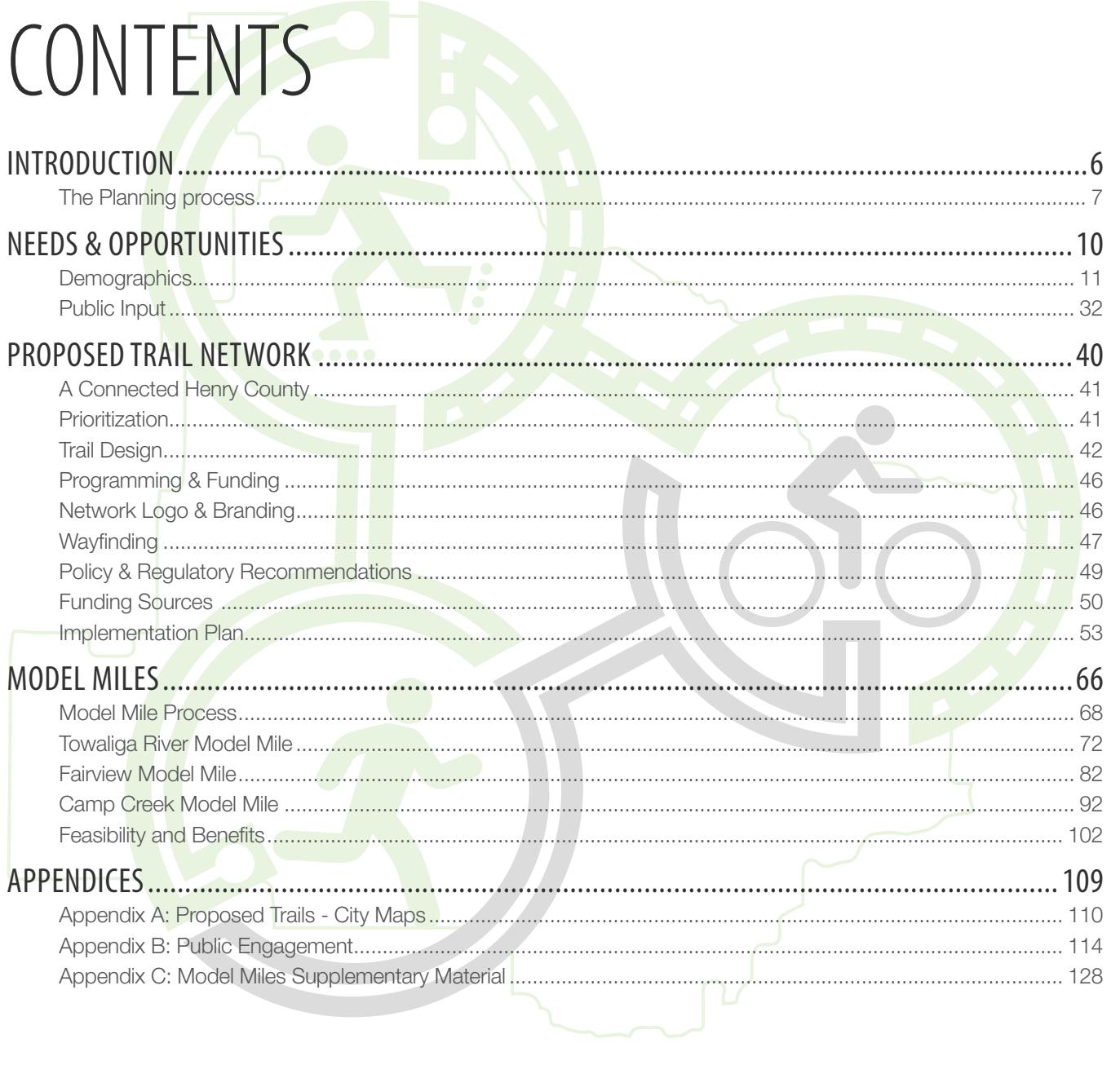
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1 INTRODUCTION

The Henry County Trails Plan was a recommendation from the previous (2016) Transportation Plan as an extensive effort to implement high quality bicycle and pedestrian projects throughout the County. The intent of this planning process is to establish an overall framework for a countywide trail network. Completed in tandem with the County's Transportation Plan, County and City leadership and the project team worked with community members to identify missing links and opportunities for future trail connections. While community outreach efforts aided in identifying trail needs, it also helped to confirm project recommendations including trail network identification, trail uses and amenities, as well as branding and wayfinding.





THE PLANNING PROCESS

The Henry County Trails Plan project team executed a year-long planning process to carefully identify projects, to consult with community members, and to document the process and intended outcomes paired with feasible options to guide implementation.

A high-level prioritization exercise identified three projects for more detailed analyses. These “Model Miles” establish a preferred alignment for various trail segments, assess environmental hurdles and risks, and visualize what the trails could one day be. The model miles provided in this plan are ready for grant-funding and rapid implementation with the intent of catalyzing the undertaking of additional trail projects identified in this document.

In addition, this plan calls for recognizable branding for the trail network, which will be used as a promotional tool and for signage along the trails.

Trails provide communities with an alternative means of transportation, an outdoor medium for exercise and leisure, and a social and economic tool for the County to leverage itself as a preferred place to live within the Atlanta region. An enhanced quality of life awaits as the implementation of trails throughout the County will soon transform connectivity, health, and economic prosperity. To make plans a reality, the Henry County Trails Plan provides a roadmap for implementation and a catalog of funding opportunities for future projects.

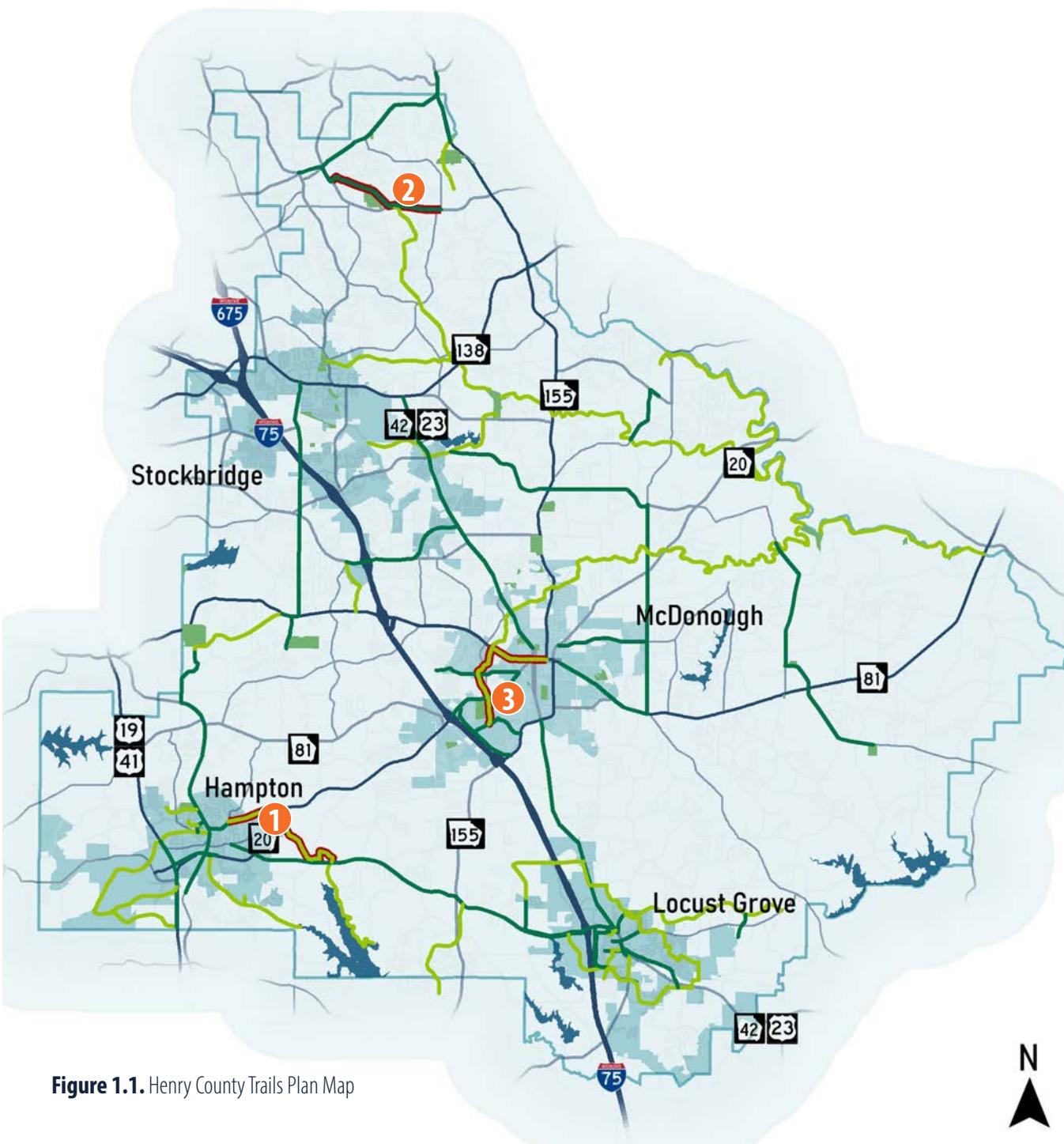


Figure 1.1. Henry County Trails Plan Map

PROJECTS SUMMARY

The plan proposes 87 projects which are grouped into trail typologies: side paths and greenways, both of which have different offerings ranging from transportation to recreation and leisure. Based on community input, the planning team refined the proposed connections and provided high level planning cost estimates for various elements in an effort to guide the County and its partners to effectively implement planned projects.

LEGEND

- Schools
- Lakes/Reservoirs
- Parks
- Proposed Greenway
- Proposed Sidepath
- Existing Trails

MODEL MILES

- ① Towaliga River
- ② Fairview Road
- ③ Camp Creek

4-STEP PROCESS

2021



The project team worked with the county and city staff and elected officials to develop a planning process deeply rooted in public engagement and research. The following steps were executed:

STEP 1: TRAIL NETWORK CONCEPT DEVELOPMENT

Preliminary public engagement opportunities, including an online interactive map, collected input from the County's citizens on needs and opportunities related to bicycle and pedestrian infrastructure. A public engagement summary is available in the Appendix. The project team paired this input with different variables and analyzed trip origins and destinations to begin forming a trail network concept. The project team also conducted preliminary feasibility analysis during this step.

STEP 2: LOGO & BRANDING

The project team gathered input on various logo options created from themes which emerged from the planning process. The project team conducted an online survey that garnered over 500 responses. Input was used to craft a brand that would ultimately serve as the identity of the Henry County trail network. This informed the broader branding and wayfinding plan.

STEP 3: NETWORK FEASIBILITY & CONSTRUCTIBILITY ASSESSMENT

This phase continued the initial feasibility work of the first step to prepare cost and segment evaluations to align trails with their likely ease of construction and implementation due to physical

characteristics and constraints such as land acquisition and funding sources.

STEP 4: DOCUMENTATION AND BOARD APPROVAL

After vetting draft recommendations and model miles with the community, the project team documented all public input and plan elements into this document. Upon approval by the Henry County Board of Commissioners and the cities of Stockbridge, McDonough, Locust Grove, and Hampton, the County and the cities are able to begin seeking implementation of priority trails.

2 NEEDS & OPPORTUNITIES

Understanding the existing conditions of Henry County is vital in identifying needs and opportunities related to mobility, recreation, health, and overall livability of the community. This section aligns various aspects of the County's current conditions to form a trail network analysis vetted by elected officials and community members. This culmination of research, analysis and a public confirmation process resulted in an ambitious project list for the County and its partners to pursue.





DEMOGRAPHICS

The Atlanta Regional Commission's (ARC) "Walk. Bike. Thrive!" Plan indicates that the Atlanta region presents an uneven distribution of high-quality walking and bicycling facilities, resulting in an imbalanced provision of mobility, health, safety, and economic benefits. While the Henry Comprehensive Transportation Plan focuses on overall transportation network enhancements, this Trails Plan has the opportunity to begin addressing those imbalances directly! The planning team analyzed various demographic trends including income, poverty, minority populations, disabled populations, senior populations, and zero-car households which were all instrumental in identifying locations and populations that trails should serve.

INCOME

The median household income in Henry County is \$71,288 which is slightly higher than the median household income for the Atlanta Metropolitan Statistical Area (MSA) which is \$68,316. Income levels below the county median tend to occur in the four municipalities and unincorporated Ellenwood. Household income levels greater than the median tend to occur in the more rural outer ring of block groups. Figure 2.1 illustrates the median household income in Henry County.

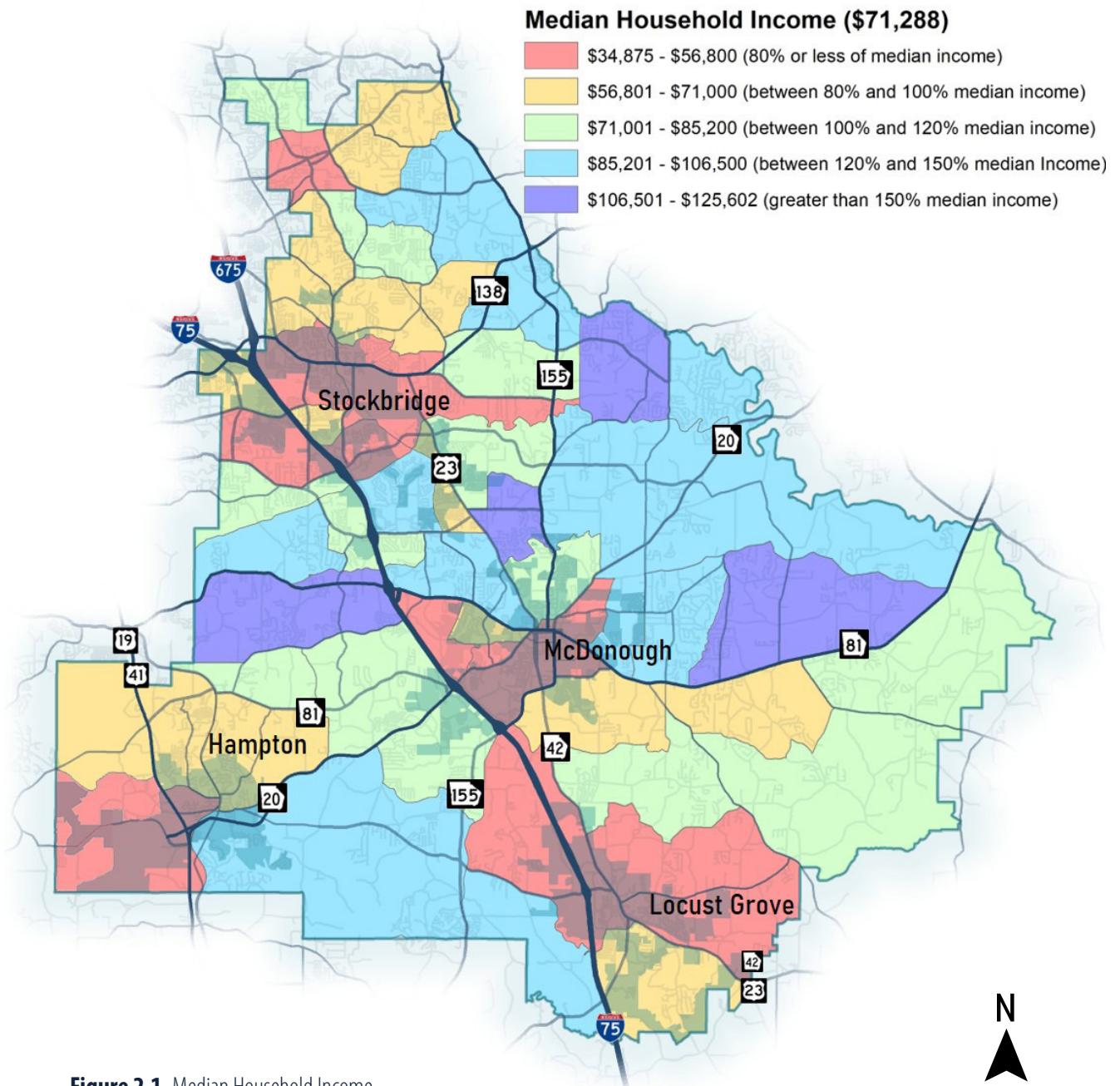


Figure 2.1. Median Household Income

POVERTY

Every year the US Department of Health and Human Services (HHS) sets a poverty threshold for the country. The income threshold changes depending on size of household. For the year 2019 the federal poverty income threshold was set at \$21,330 for a household family size of three people. In the Atlanta MSA, approximately 11% of households have an income below the poverty threshold.

Data from 2019 shows that about 6.8% of Henry County households have an income level below the poverty line, which is significantly lower than the Atlanta MSA. Despite these lower overall levels, there are significant concentrations of poverty in the county. Higher concentrations of poverty occur in both denser, more urban areas and in more rural areas.

The two block groups with the highest percent of households in poverty are in the Cities of McDonough (between SR 20 and Bridges Road) and Stockbridge (along SR 138 near Flippen Road). In both block groups about one in four households have income levels below the poverty line. Rural poverty clusters also occur in Hampton (west of US 19/41) and Locust Grove (between Peeksville Road and SR 42). Figure 2.2 shows the percentage of households in poverty in Henry County.

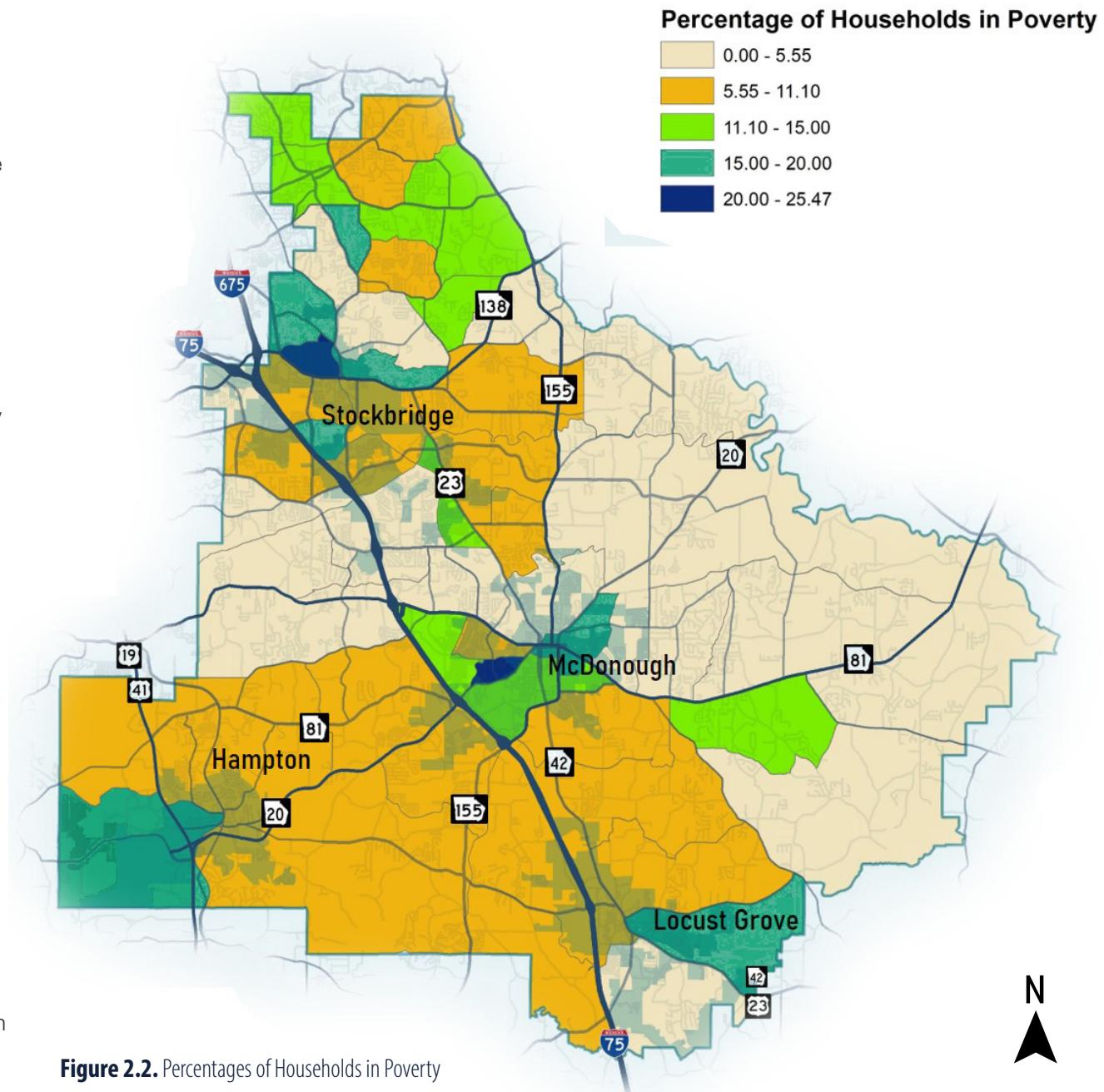


Figure 2.2. Percentages of Households in Poverty

ZERO CAR HOUSEHOLDS

According to the 2019 American Community Survey (ACS), about 2.3% of households in Henry County lack access to a vehicle. This is less than half the percentage of the Atlanta MSA of about 5.8%. As is shown in Figure 4.9 below, the areas with highest percent of zero-car households include the block groups between Mt. Carmel Road and SR 81 in western Henry County, which also has high concentrations of senior and disabled populations. High percentages of zero car households also occur in the block groups north of SR 138 near Flippin Road, which also has a high concentration of households below the poverty income threshold.

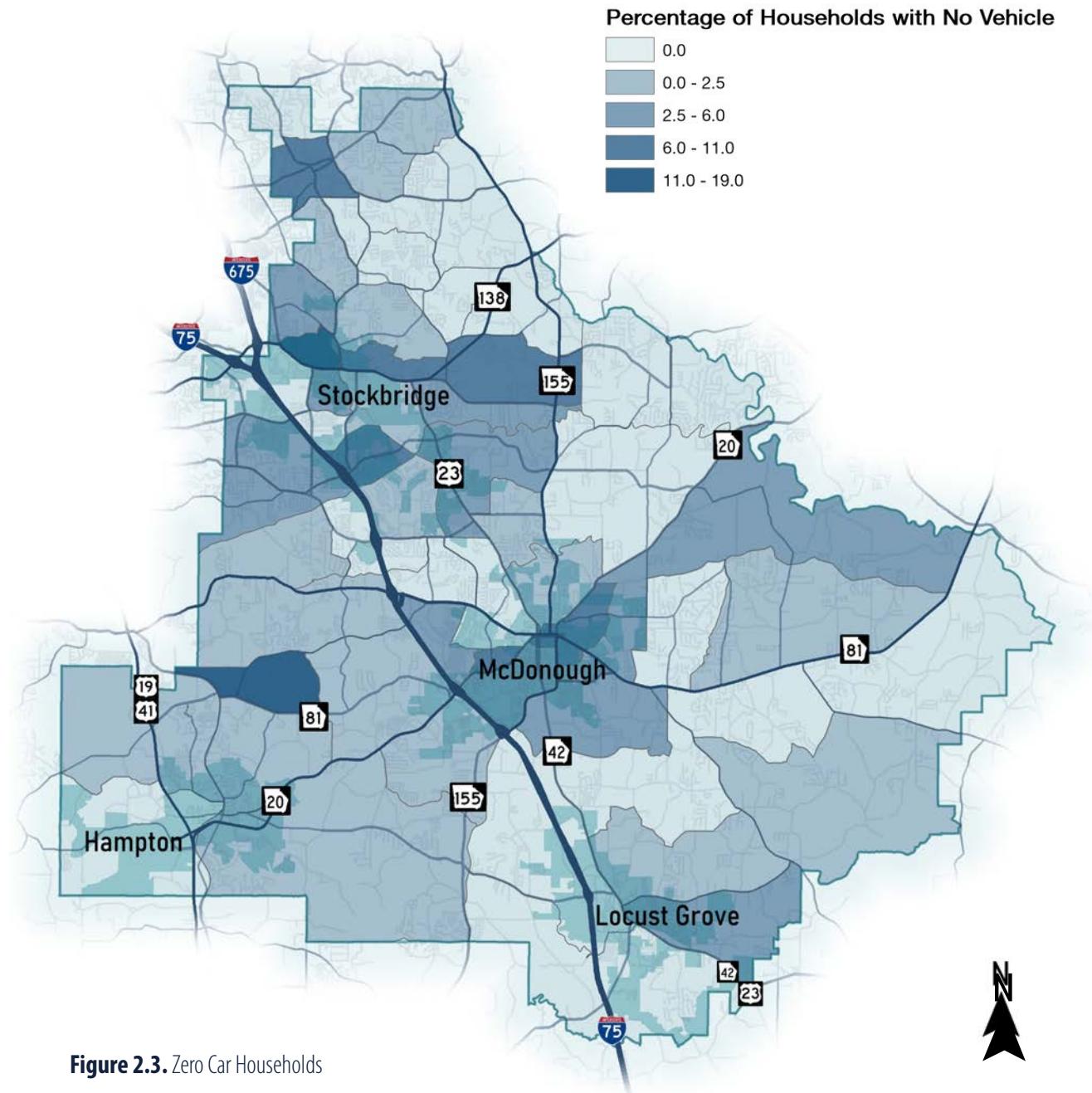
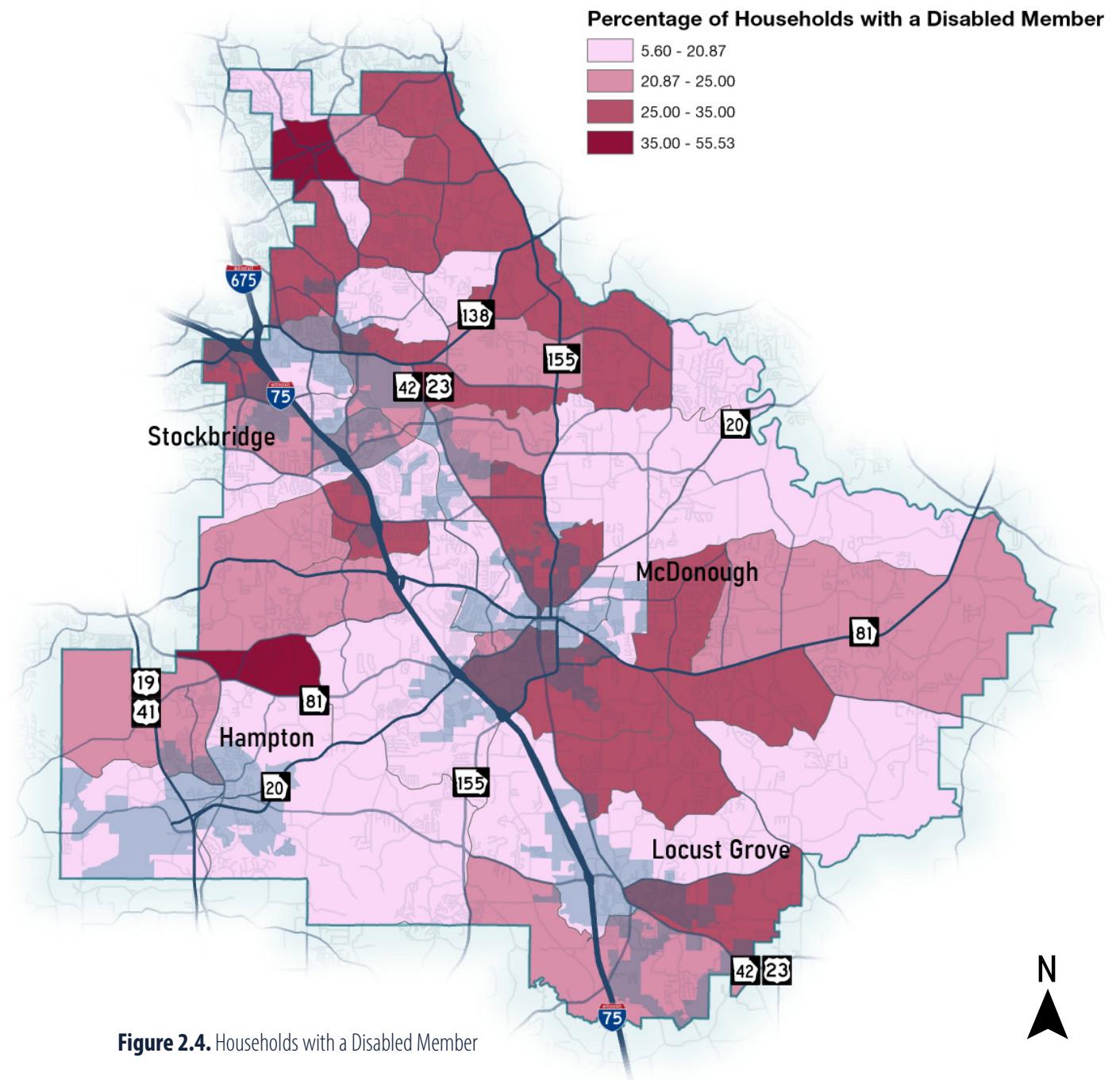


Figure 2.3. Zero Car Households

DISABLED

According to the 2019 ACS, 21.6% of Henry County households have a disabled person. This is similar to the Atlanta MSA of which 20.9% of households have a disabled member. Block groups with disabled populations higher than the MSA average can be found throughout the county. As is shown in Figure 2.4, of particular note is the block group between Mt. Carmel Road and SR 81 in western Henry County. This area has the highest proportion of households with a disabled member and is also a concentration of seniors.



Percentage of Population 65 Years of Age and Older



Stockbridge

McDonough

Hampton

Locust Grove

Figure 2.5.

Population of 65 Years of Age and Older

SENIOR POPULATION

Of Henry County's population, 11.35% is sixty-five years or older, which is essentially equal to the Atlanta MSA average of 11.9%. Senior populations are spread throughout the County. However, spatial analysis reveals three significant concentrations. All three occur in unincorporated Henry County. The highest concentration of senior population is in the area between SR 81 and Mt. Carmel Road in western Henry County. 34% of this block group is over the age of 65. Another concentration (25% being sixty-five years or older) occurs in western Henry County north of Jonesboro Road near the Clayton County boundary. Finally, another senior concentration (28%) occurs in northern Henry County near the DeKalb County boundary along SR 155 and Panola Road. The concentration of the senior population in Henry County is shown in Figure 2.5.



TRAIL NETWORK ANALYSIS

Origins and destinations present possibilities for future bicycle and pedestrian connectivity which guided the planning team and project stakeholders to create an achievable trail network. Identified origins and destinations are associated with day-to-day living and quality of life measures (activity centers, school clusters, high pedestrian propensity areas, etc.) which were aligned with opportunities and constraints such as lakes, floodplains, parks, and existing trails. The following summarizes the considerations which were analyzed to form the trail network for public review.



WALKING PROPENSITY

A walking propensity analysis was conducted to identify priority areas for pedestrian facility improvements. This involved an assessment of four factors that contribute to the likelihood people to use a road for walking. This includes existing land uses, proximity to school and park zones, intersection density, and presence of pedestrian crashes. Using spatial analysis tools in ArcGIS these elements were weighted and layered to generate a raster-based walking propensity score for every location within the county. These factors were weighted according to their relative importance. These factors and their associated weights are presented in Table 2.1. The final output from this analysis is presented in Figure 2.6.

Table 2.1. Walking Propensity Factor Weighting

Factor	Weight
Existing Land Use	30%
School and Park Zones	30%
Intersection Density	30%
Pedestrian Crashes	10%

EXISTING LAND USE

Land use patterns are an important factor in assessing pedestrian demand. For example, commercial uses, high-density residential, parks, schools, and libraries have a greater potential to generate pedestrian trips than lower-density residential, agricultural, or industrial land uses. Values between 1 and 10 were assigned to various land use categories to reflect their relative tendency to attract and produce pedestrian trips. Table 2.2 details the point values assigned to each land use category used in the analysis.

Table 2.2. Walking Propensity Land Use Scoring Value

Land Use	Scoring Value
Commercial	10
Park Land	10
Parks	10
Residential High Density	10
Residential Multi-Family	10
Church	8
Institutional Extensive	8
Residential Low Density	5
Residential Medium Density	5
Residential Mobile	5
Industrial/Commercial	4
Cemeteries	3
Golf Courses	3
Industrial	3
Agriculture	1
Airport	1
Construction	1
Exposed Rock	1
Forest	1
Landfills	1
Limited Access	1
Quarries	1
Reservoirs	1

SCHOOL AND PARK ZONES

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

INTERSECTION DENSITY

Research has consistently shown that one of the strongest predictors of pedestrian activity is intersection density. Intersection density is a measure of how closely roadways are grouped together and relative block size.

Areas with high levels of intersection density are more conducive to pedestrian travel as they provide more connection opportunities, shorter blocks, and more direct routes for those on foot. Intersection density was included in the analysis by developing a kernel density raster based on intersection locations. In addition, four-leg intersections were weighted more highly than three-leg intersections, as these intersections offer the greatest connectivity. Two-leg and one-leg junctions were not considered intersections in this analysis, as they provide limited benefit to pedestrians. This methodology avoids over

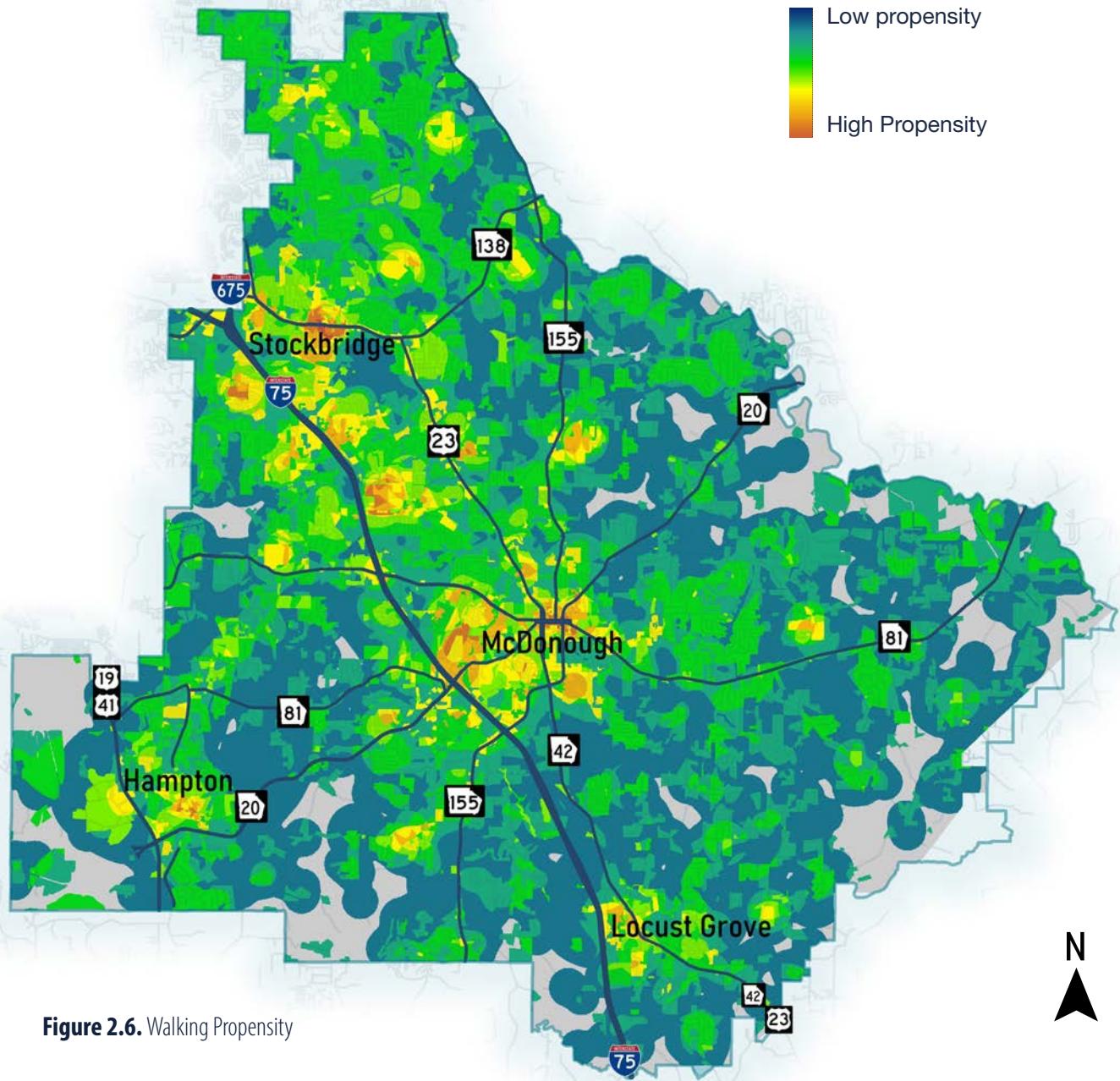
weighting suburban style neighborhoods that may rely on cul-de-sacs and loops and therefore, are not highly walkable. A score was developed out of 10 proportional to the square roots of the density values.

PEDESTRIAN CRASHES

Locations where pedestrian crashes occur may be important areas for new or upgraded pedestrian facilities. These areas also highlight where individuals are walking in the county. To incorporate these areas in the analysis, a kernel density raster was developed based on crash locations; the density values were converted proportionally to a score of 0-10, with 10 being the highest value. Due to the relatively low number and isolated nature of pedestrian crashes in the county, this layer was given a weight of 10% compared to 30% used for the other three factors.

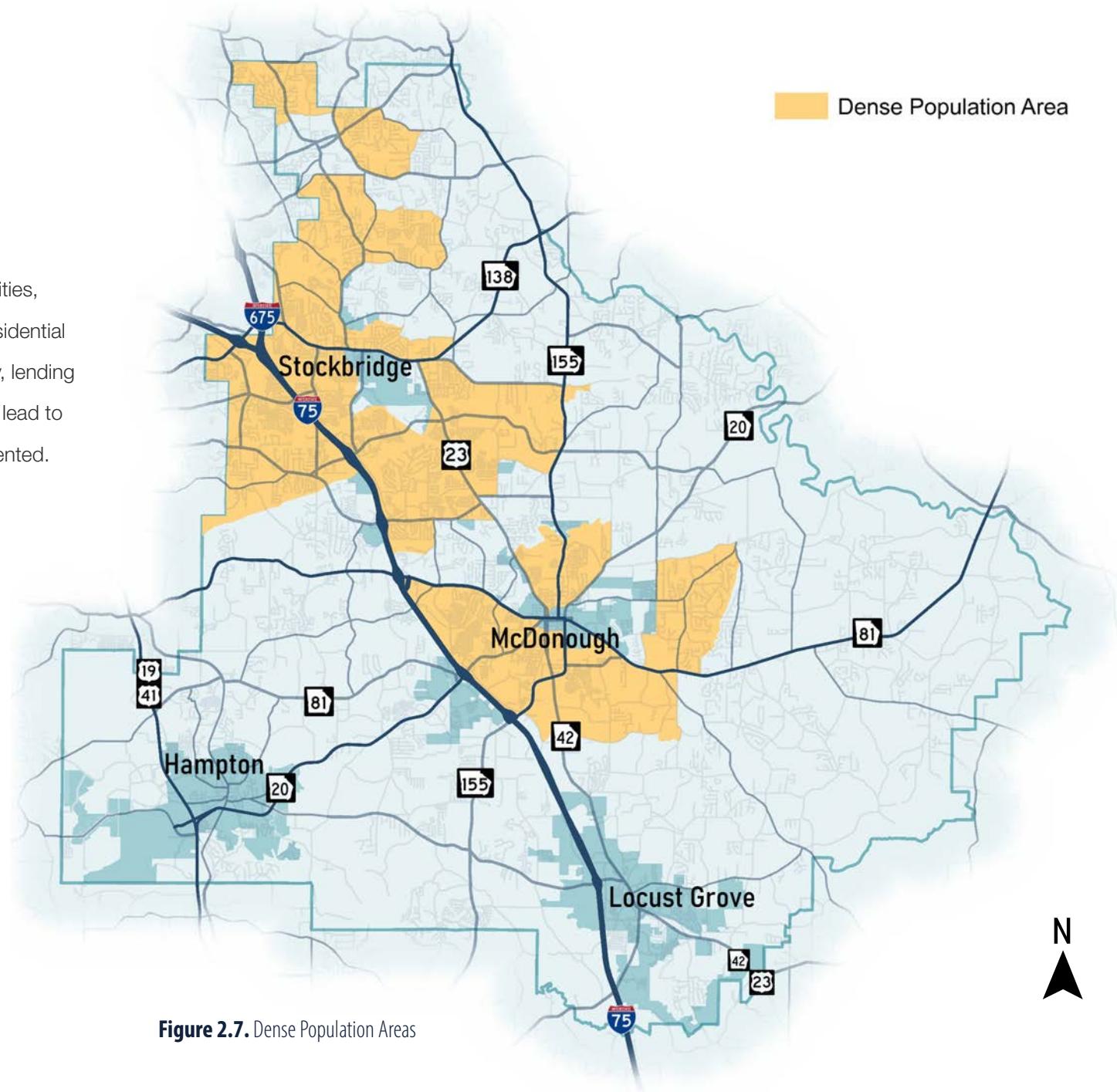
CUMULATIVE PROPENSITY ANALYSIS RESULTS

Figure 2.6 displays the results of the walking propensity analysis. Colors in red, orange, and yellow represent areas with the highest likelihood of finding pedestrians. Colors in blue and green represent areas with the lowest likelihood of finding pedestrians. Based on the analysis, the areas most conducive to walking mainly coincide with the more urbanized city centers of Hampton, McDonough, Locust Grove, and Stockbridge. The unincorporated areas showing the highest walking propensity include the area just north of Jodeco Rd near I-75 and the area near the intersection of SR 155 and East Lake Pkwy which is near the Union Grove school cluster and an emerging commercial area.



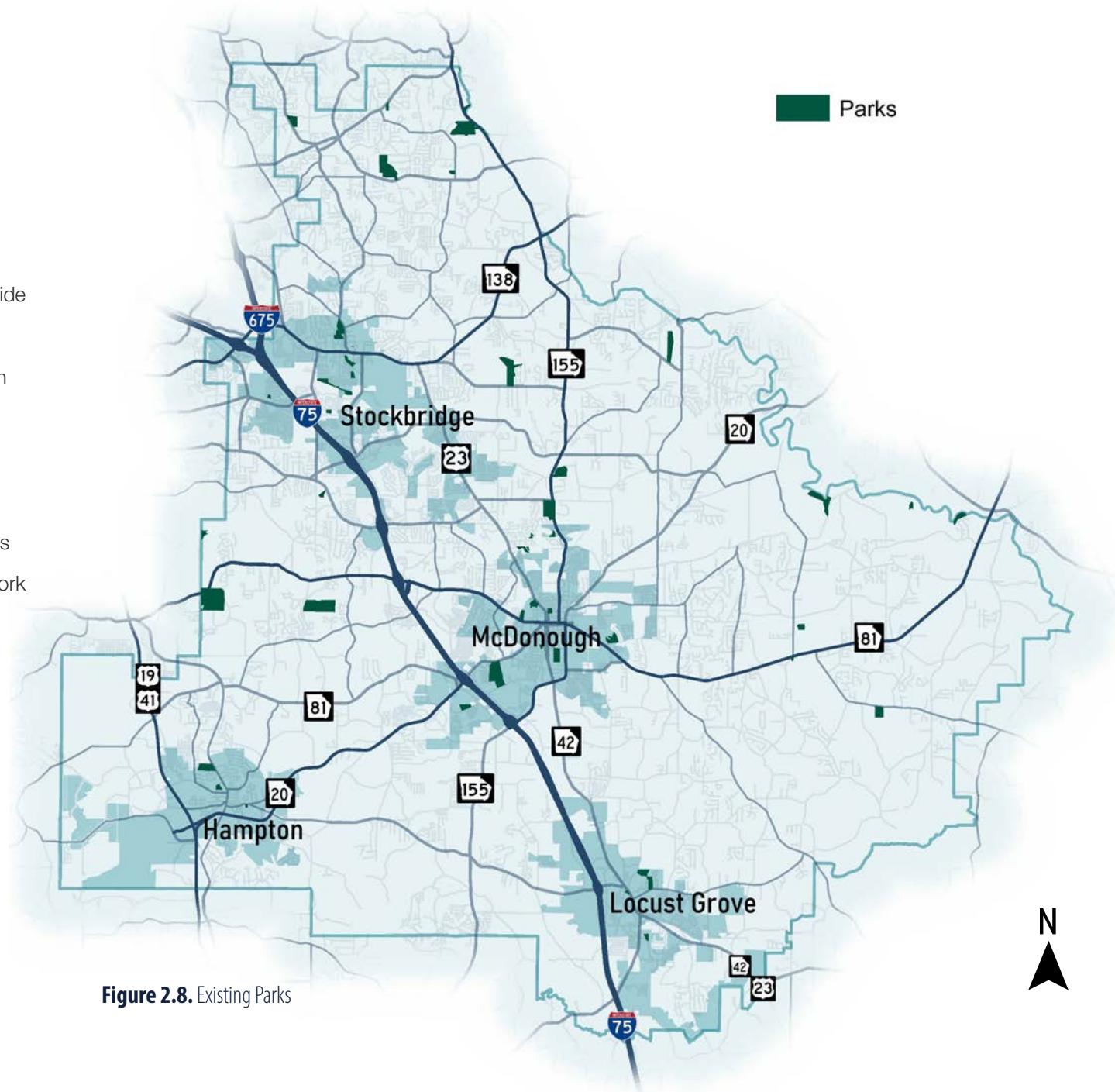
HIGH DENSITY RESIDENTIAL

Primarily within or in proximity to Henry cities, these are areas that maintain a higher residential density than other portions of the County, lending themselves as areas that would naturally lead to higher trail usage when trails are implemented.



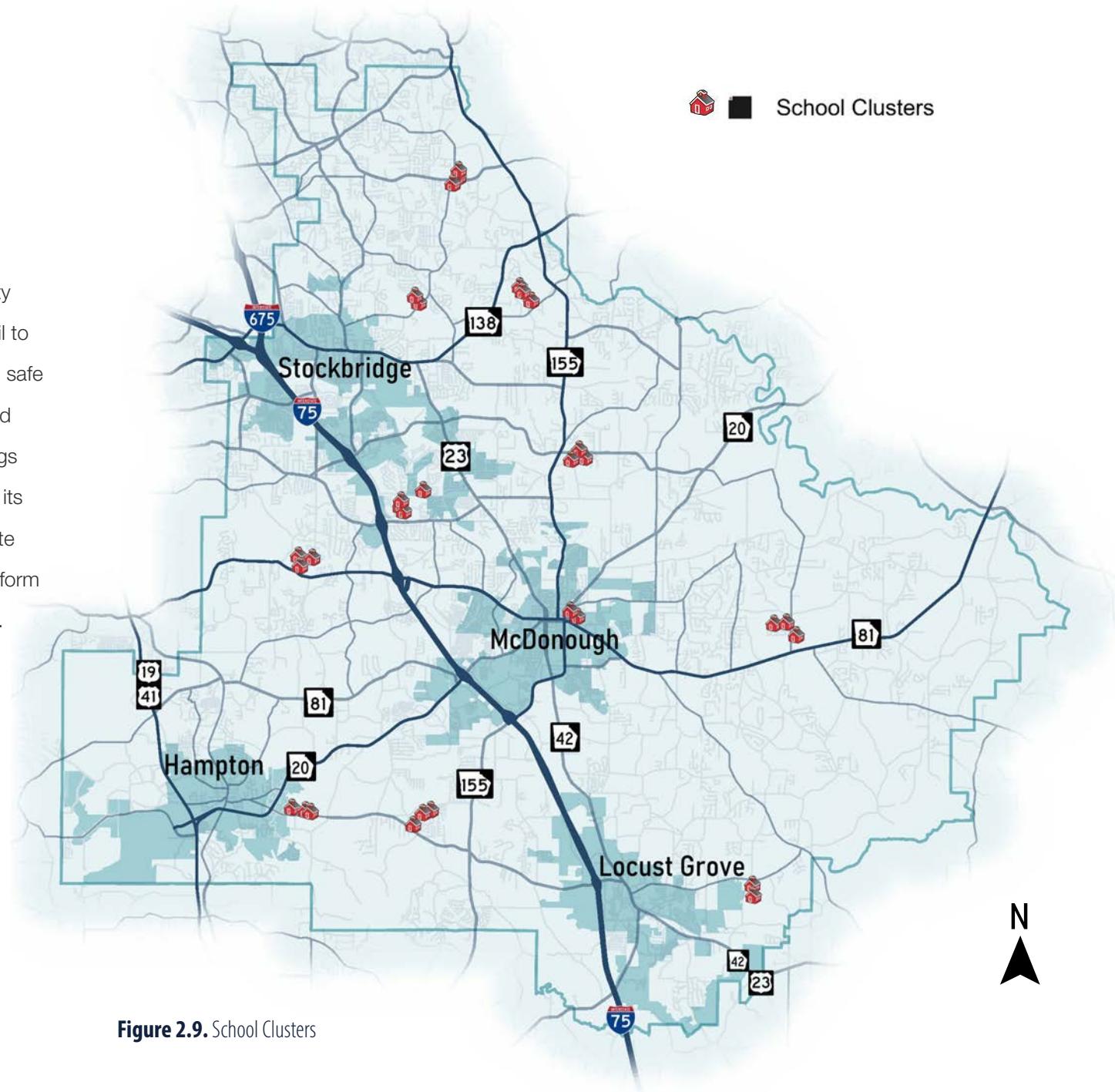
PARKS

Parks are identified as origins and destinations which could be connected via trails. Parks provide recreational opportunities as well as aesthetic and environmental benefits. The notion of health and an increased quality of life associated with parks would be further enhanced through the implementation of a trail network, providing bicycle and pedestrian connections for residents and workers looking for a respite during their work day.



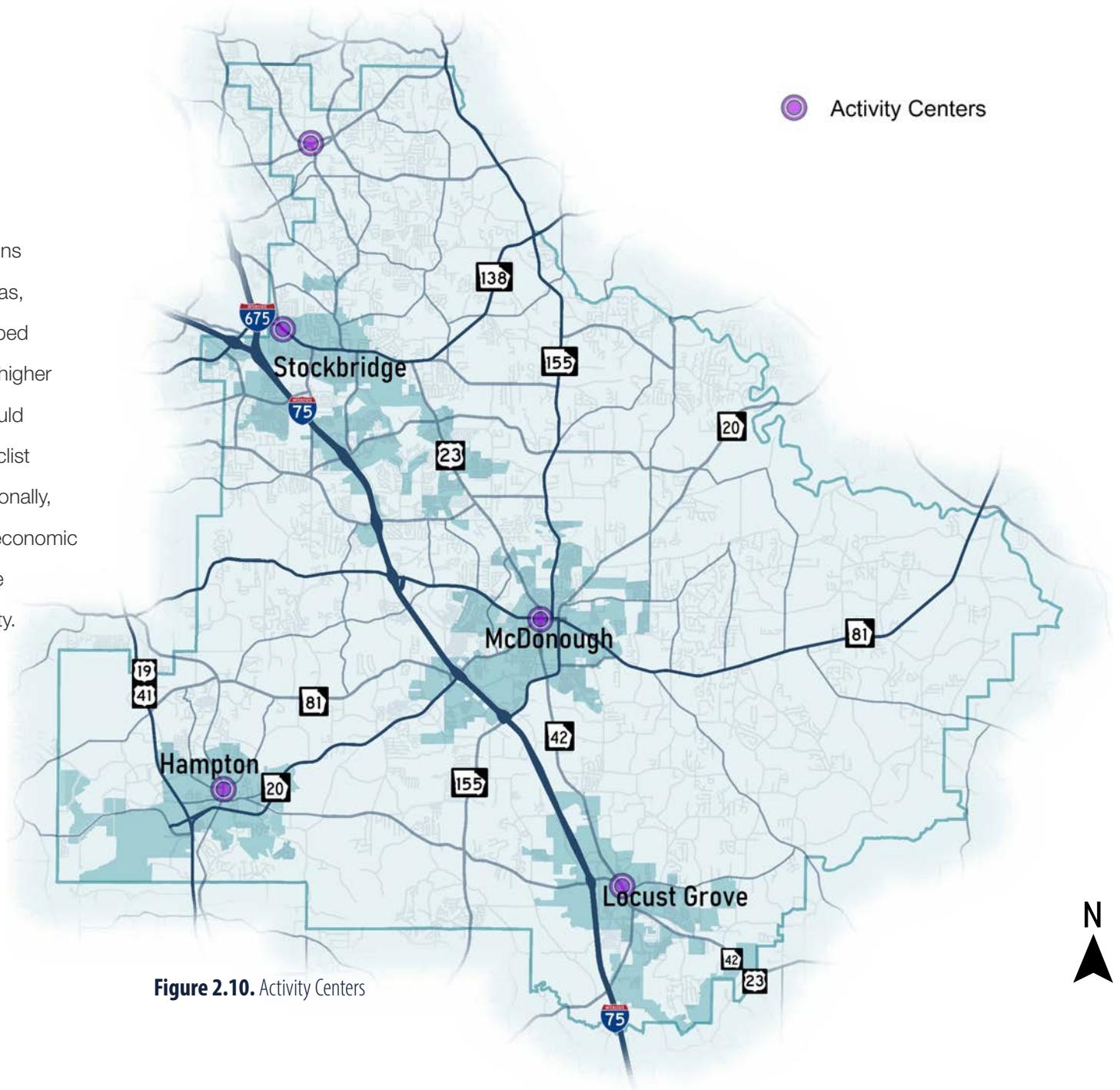
SCHOOLS

School clusters located throughout the County are also an important asset to connect via trail to provide parents and students with alternative, safe routes to school. These connections would aid in limiting the need for a vehicle in the mornings and afternoons when vehicle congestion is at its peak. Encouraging walkability will also promote healthy lifestyles as children and adolescents form beneficial habits such as walking and running.



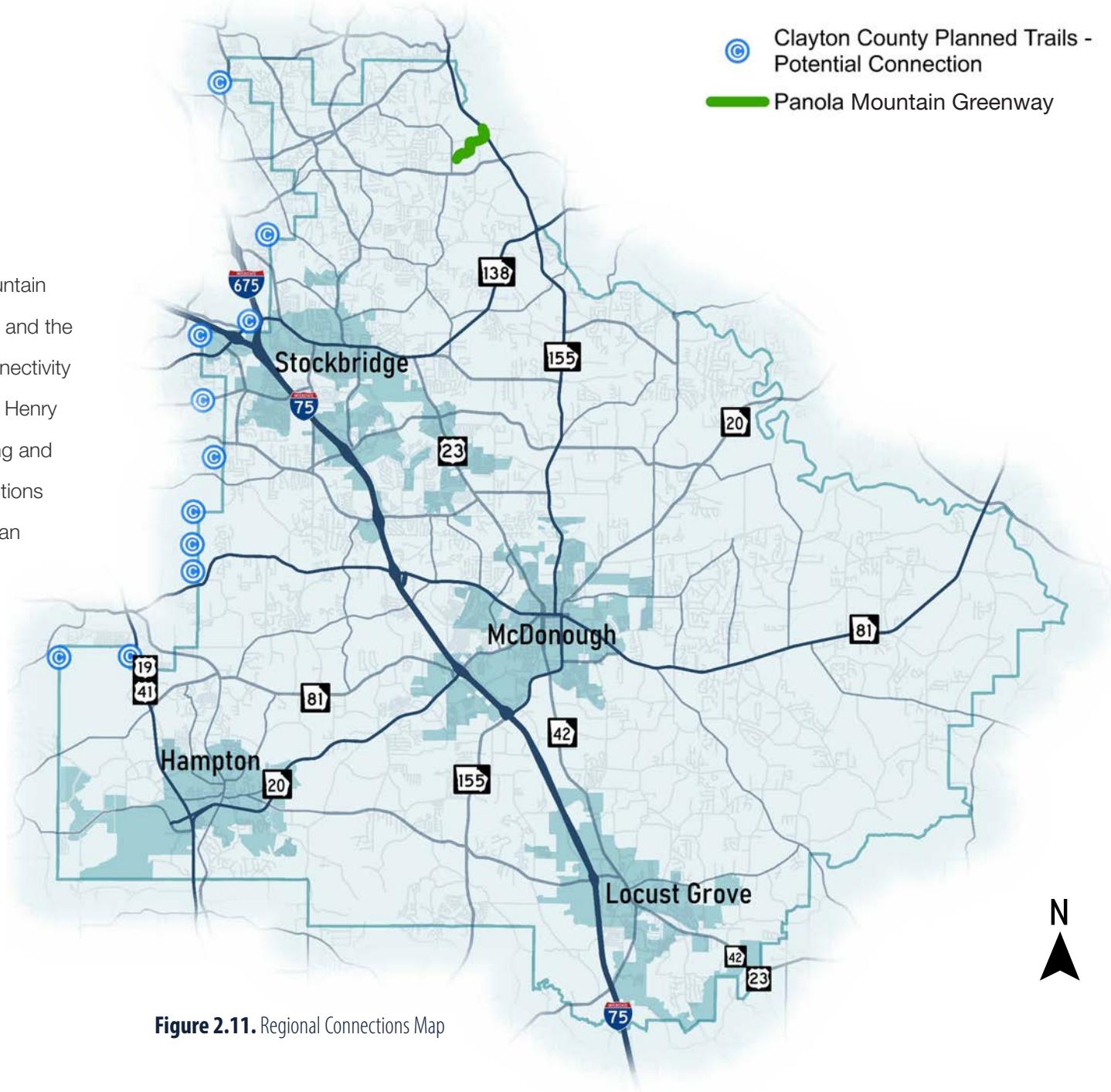
ACTIVITY CENTERS

Activity Centers are origins and destinations including cities, commercial and retail areas, residential areas, and other highly developed locations throughout the County yielding higher levels of activity. Some of these areas would benefit from increased pedestrian and cyclist traffic due to the presence of trails. Additionally, the trails may be advantageous from an economic development perspective, attracting more businesses to locate near the new amenity.



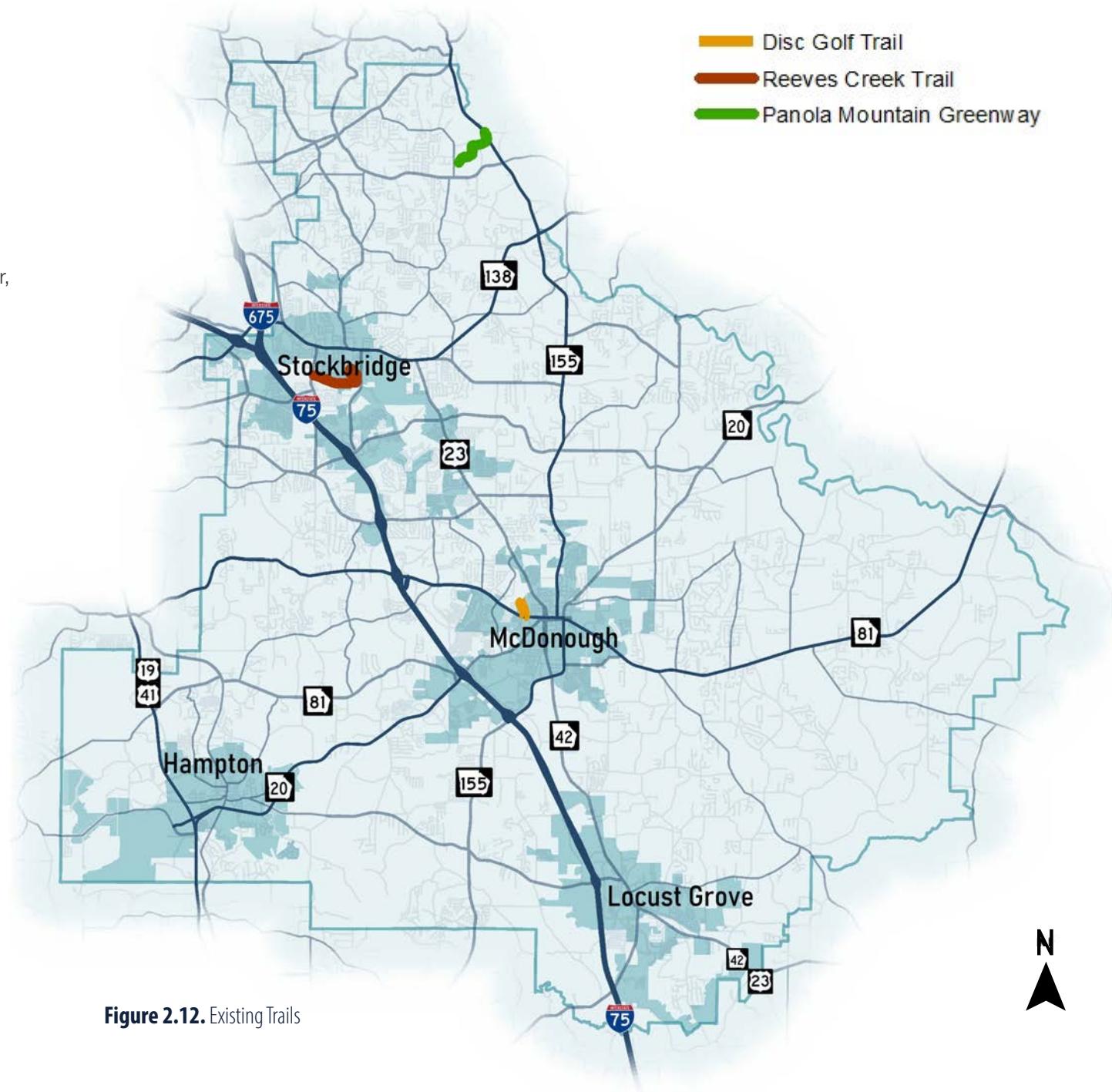
REGIONAL CONNECTIONS

A combination of the existing Panola Mountain Greenway, planned Clayton County trails, and the Atlanta Region's effort to expand trail connectivity are all possible future linkages with which Henry County could potentially connect. Planning and monitoring future projects in other jurisdictions will become a very important aspect of plan implementation.



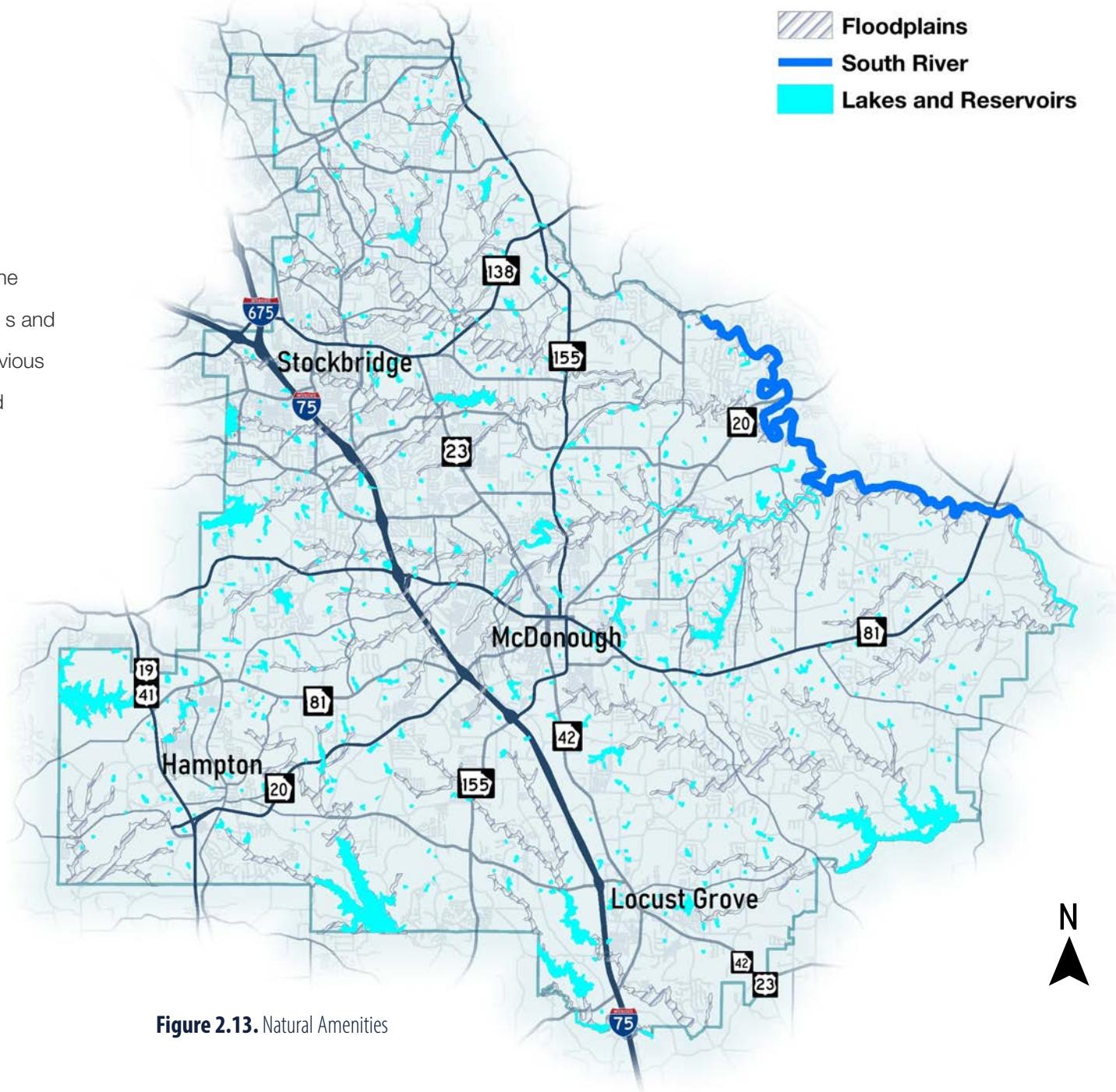
EXISTING TRAILS

The County currently has limited trails. However, the proposed trail network seeks to integrate existing trails as a part of the system.



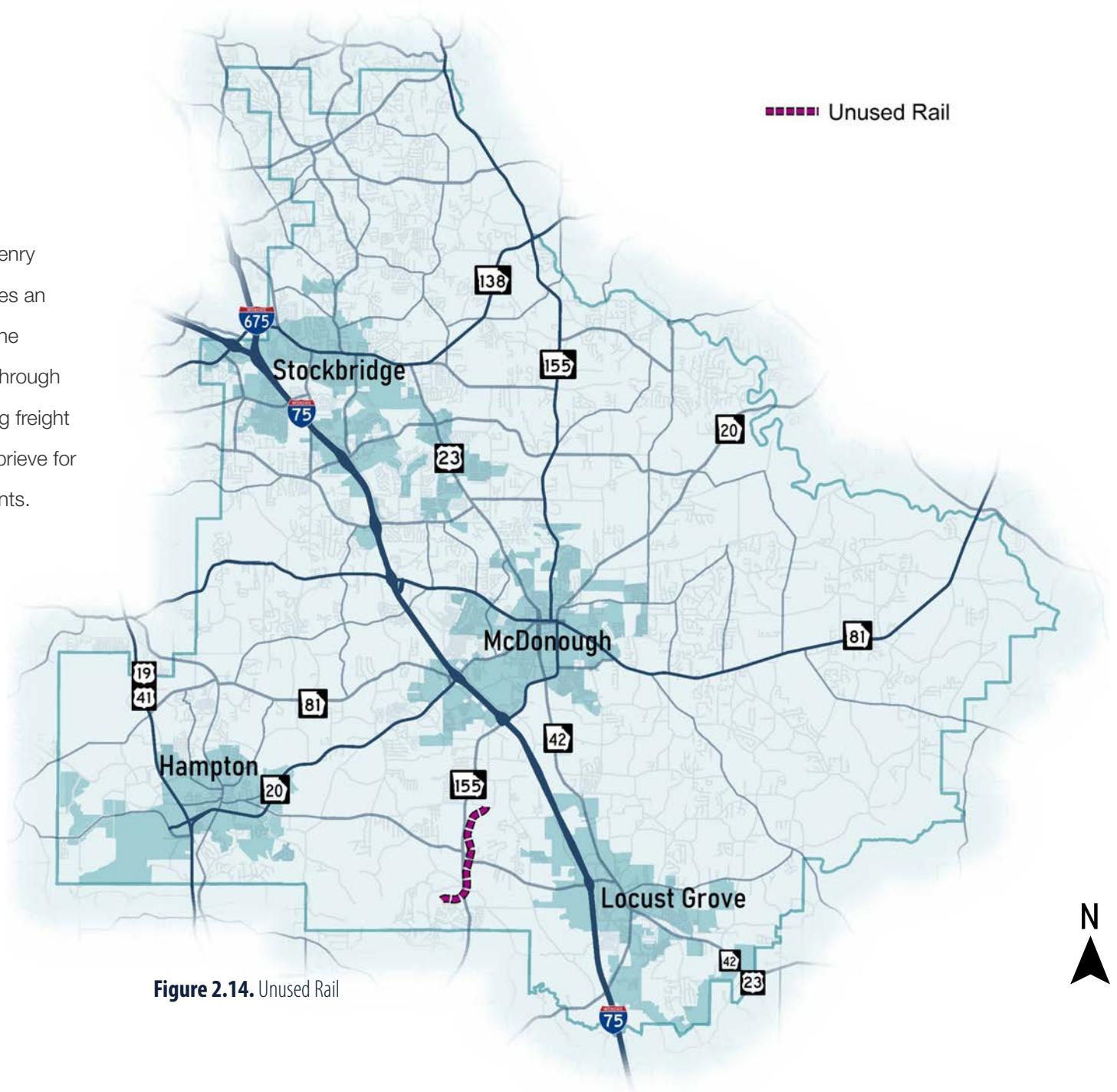
NATURAL AMENITIES

Water features such as the South River, the Clayton County Reservoir, and countless s and floodplains throughout the County are obvious amenities and natural conditions that lend themselves to trail connections.



UNUSED RAIL

Parallel to State Route 155 in southern Henry County, an abandoned CSX rail line creates an opportunity for trail right-of-way, barring the ability to acquire such land. Meandering through industrial property, a previously functioning freight line could eventually become a natural reprieve for warehouse employees and nearby residents.



DRI AND OTHER DEVELOPMENTS

Under the Georgia Planning Act of 1989, any large-scale development or a development likely to impact neighborhood jurisdictions, is subject to review as a Development of Regional Impact (DRI). From 2015-2021, there have been sixteen DRIs in Henry County submitted for review by the Atlanta Regional Commission. DRIs and other developments are important to consider as these are areas expected to obtain critical mass in addition to activity and population centers.

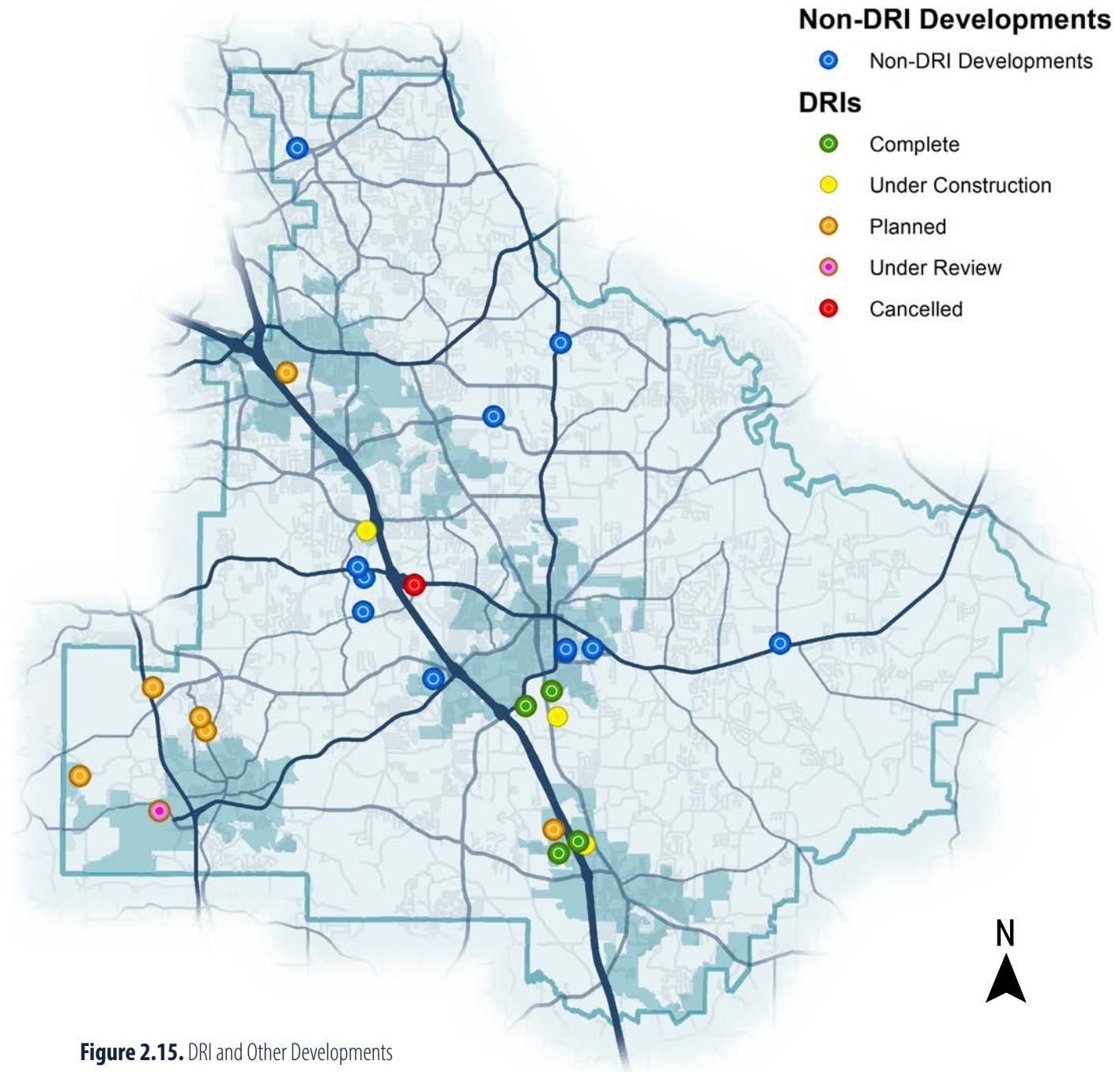


Table 2.3. DRIs in Henry County from 2015 to 2021

Development	Location	Description	Status
Bartram ADM Properties	160 & 180 Sedgewiew Drive	Waste transfer station	Planned
Garden Lakes	Hastings Bridge Road and SR81 in Hampton	1,135 housing units proposed, mix of single-family and townhomes	Planned
Gardner 42 Expansion (Gardner Logistics Park)	West of SR 42 & north of Market Place Boulevard	1,011,907 SF industrial	Under Construction
Gardner 42 Phase I (Gardner Logistics Park)	SR 42, north of the intersection with Market Place Boulevard	2,012,256 SF of industrial	Complete
Henry Promenade	I-75 and Jonesboro Road	891,450 square feet of commercial (retail, hotel, restaurants)	Canceled
Jodeco Crossings	I-75 and Jodeco Road	Mixed use with residential and retail	Under construction as Bridges Jodeco
Lambert Farms, Phase II	East side of SR 42/US 23 bordered by Wise Road, SR 42/US 23 & King Mill Road	817,200 SF of industrial	Under Construction
Locust Grove – Clayco (2017)	Between Bethlehem Road & an area roughly 2,750 feet north of Bill Gardner Parkway	3,500,000 SF of industrial	Planned
Locust Grove – Clayco (2016)	Price Drive, north of the intersection at Bill Gardner Parkway	1,002,998 SF of industrial	Complete
Lower Woolsey Henry	North of Lower Woolsey Rd & South of Wilkins Road	6,330,000 SF of industrial	Planned
McDonough Commerce Center II	Macon Street (SR/US 23), south of the intersections at N McDonough Road & S Zack Hinton Parkway (SR 155)	728,000 SF of industrial	Complete
Midland Logistics Park – Scannell	Midland Court, east of the intersection at King Mill Road & SR 155/N McDonough Road	699,732 SF of industrial	Complete
Reeves Creek	East of I-75 near I-675 interchange	1,643 residential units; 1.5 million square ft of commercial; potential location for convention center and arena and a "mass transit complex"	Planned
Southern Ready Mix Plant (2019)	Pine View Drive in Hampton area of Henry County	Concrete plant	Planned
Speedway Commerce Center	Bruton Smith Parkway (SR 20) in the City of Hampton, Georgia	Industrial but with 75,000SF commercial, and 300 residential units	Under Review

ORIGINS & DESTINATIONS SUMMARY

All origins and destinations present possibilities for future bicycle and pedestrian connectivity which guided the planning team and project stakeholders to create an achievable trail network. Identified origins and destinations are associated with day-to-day living and quality of life measures (activity centers, school clusters, high pedestrian propensity areas, etc) which were aligned with opportunities and constraints such as lakes, floodplains, parks, and existing trails. Figure 2.16 shows a composite of all of the previously mentioned considerations and how they stack up as areas needing trail connectivity.

LEGEND

Panola Mountain Greenway	Dense Population Area
Unused Rail	High Pedestrian Propensity Area
Disc Golf Trail	School Clusters
Existing Railroads	Activity Centers
Reeves Creek Trail	Stockbridge Amphitheater
Parks	South River Trail Access Point
Floodplains	Clayton County Planned Trails - Potential Connection
Lakes and Reservoirs	

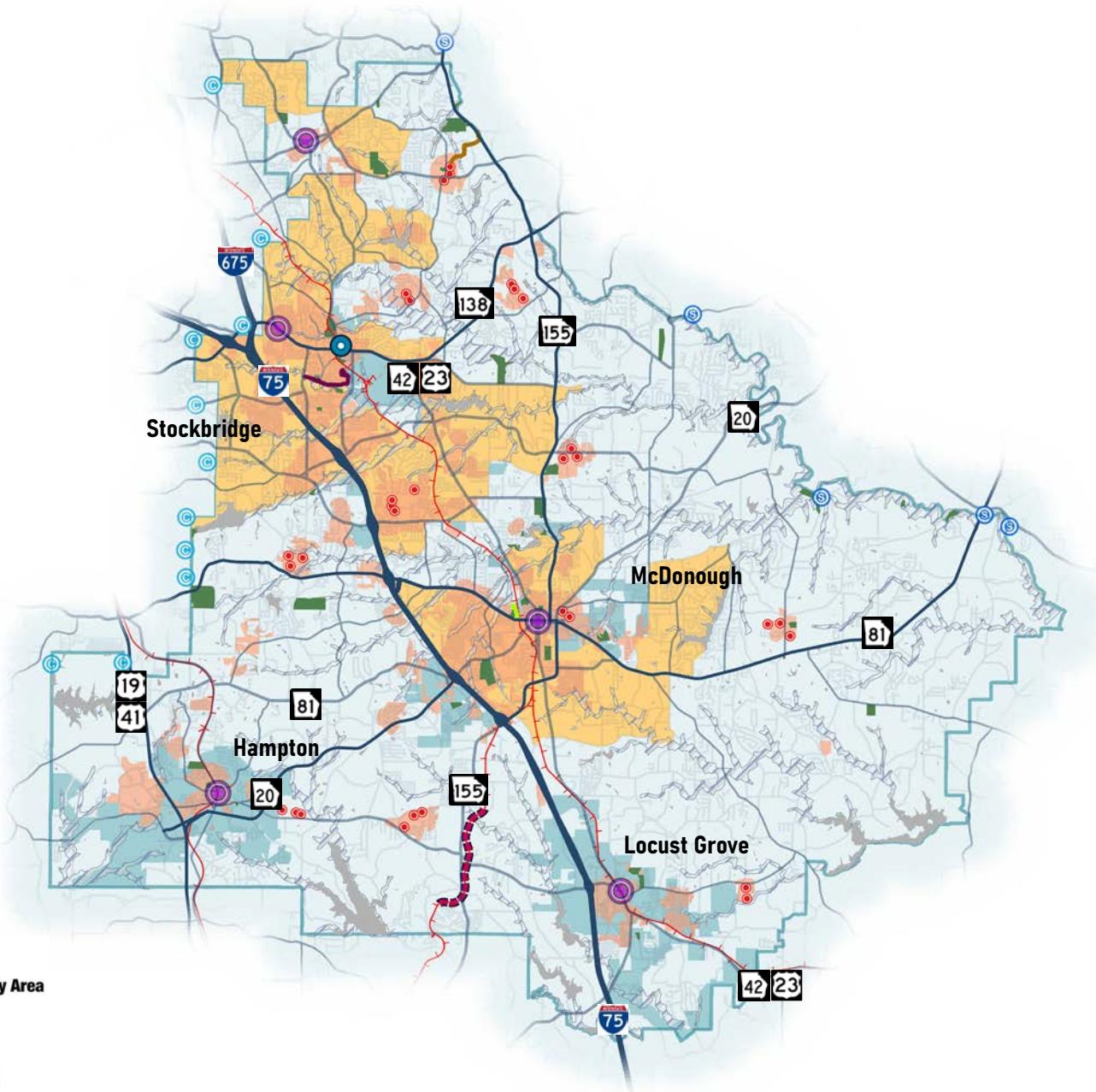


Figure 2.16. Origins & Destinations



PUBLIC INPUT

The involvement of Henry County citizens was vital to creating a trails plan that reflects the vision and desires of the community. The process and strategies used to engage the public are summarized in this section. For reference, a fully detailed account of all public engagement activities is included as Appendix A to this document.

Multiple outreach strategies were used to inform the Henry County community of this planning process, to gather input from the community, and provide any needed feedback. The main strategies for public engagement are summarized in the following section.

COORDINATION WITH CITIES

The Cities of Stockbridge, Hampton, Locust Grove, and McDonough are all very important and integral partners in implementation of a County-wide Trails plan. Municipal Elected officials and City Staff were involved in the planning process from start to finish and will continue being crucial partners as the County seeks to plan and construct the 87 proposed projects as a result of this plan.

STAKEHOLDER COMMITTEE

The project team, along with input from the county, identified 20 key stakeholders to participate in a Stakeholder Committee which helped guide the planning process and represented the public's interest throughout the life of the project. The Stakeholder Committee (shown in Table 2.4) was made up of representatives from each municipality within

Henry County (including the Cities of McDonough, Stockbridge, Hampton, and Locust Grove), the Henry County Board of Commissioners, the business community, members of the cycling community, park and recreation representatives, underserved group representatives from various nonprofits throughout Henry County, and representatives from the freight and logistics sector.

The project team held three stakeholder meetings throughout the life of the project. The meetings coincided with the project phases: Kick Off, Existing Conditions, and Needs Assessment/Recommendations. The strategic placement of these meetings ensured the stakeholder committee was guiding the plan phase by phase and ensured the plan's alignment with the community's vision.

Table 2.4. Steering Committee

Representative	Organization and Role	Represents
Brecca Carter	City of Stockbridge Representative	City interests
Devlin Cleveland	City of Hampton Representative	City interests
Herman Ryan	Henry County District 1 TAG Appointee	County interests
Bill Swift	Henry County District 2 TAG Appointee	County interests
Wayne Smith	Henry County District 3 TAG Appointee	County interests
J.T. Williams	Henry County District 4 TAG Appointee	County interests
Lakeshia Clements	Henry County District 5 TAG Appointee	County interests
Joe Henning	Chamber of Commerce	Business interests
Pastor TJ McBride	Tabernacle of Praise International Church	Historically underserved group
Shawn Norris	Henry County Senior Services	Historically underserved group
Torrie Sunstorm	Henry County Rotary Club	Serve underserved groups
Nick Craig	Kiwanis Club	Serve underserved groups
Tim Coley	Henry County Parks & Rec, Director	Trail users
Jonathon Penn	Henry County Cluster Leader for Leisure Services	Parks and recreation
Vic Murray	Southern Crescent Cycling Club, President	Trail users
Nick Groebner	Atlanta Trek, Manager	Trail users
Conner Poe	Norfolk-Southern	Freight and logistics industry
David Pittman	Bennet Int. Group	Freight and logistics industry
Keith Larson	Association of Pedestrian & Bicycle Professionals	Bicycle and Pedestrian
Patrick Kay	Griffin Economic Development and Downtown Development, Director	Trail users



PROJECT WEBSITES

The project team created and maintained a project website for the Trails Plan in tandem with the Henry County Transportation Plan. The project team continuously updated the project website throughout the life of the project and gave the public access to all project-related documents, maps, findings, schedules, contact information,

and even educational videos. It also served as the host for all project-related information. The website URLs and QR codes were included on all printed and electronic engagement materials allowing the public quick access to the site for project details and online activities.



planningatpond.com/henry-trails-plan

ONLINE COMMUNITY SURVEYS

The project team conducted two community surveys and an interactive mapping activity during key phases in the project to ensure the community was involved in all steps of the planning process and the plans aligned with what the community envisioned. Both surveys included open ended, ranking, multiple choice, and demographic questions. The surveys were promoted with URLs and QR Codes in both paper and virtual promotions and were available directly on the project websites.

ONLINE BRANDING SURVEY

The Trails Plan project team created a branding survey to gather input from the community on eight trail network logo designs as seen in Figure 2.17. The survey resulted in identification of the top three designs. The top three designs were presented to the Board of Commissioners for a final selection. County staff will incorporate the logo into future trail network wayfinding signs and online marketing. The project team will develop a coordinating logo for each city.



Figure 2.17. Trail Network Logo Design Options

PUBLIC MEETINGS

The project team held three rounds of public meetings during the project; one each to align with the Inventory, Assessment, and Recommendation phases. Each round provided the public an opportunity to attend a virtual or an in-person meeting designed to encourage engagement through interactive exercises and tools. The planning team posted all meeting materials to the project website for post-meeting viewing by those who could not make in-person meetings. The public meetings took place at a variety



Table 2.5. Public Meeting Opportunities

Round	Meeting	Date	Type	Attendance	Activities
1	1	10/5/21	Virtual	25	Presentation/SWOT/Goals & Objectives Poll
2	2	12/9/21	Stockbridge	11	Open House with Boards and Comment Cards
3	3	12/13/21	Hampton	10	Open House with Boards and Comment Cards
3	4	4/12/22	McDonough	27	Open House with Boards and Comment Cards
	5	4/20/22	Locust Grove	23	Open House with Boards and Comment Cards

ROUND ONE (INVENTORY OF EXISTING CONDITIONS)

The first public meeting, held virtually on October 5, 2021, introduced the inventory phase of the planning process. The meeting focused on informing the public about the plans and planning process, as well as reviewing existing conditions and how they could provide input throughout the life of the project. Participants took part in two interactive exercises during the meeting. The first was a real-time polling exercise that corresponded with the existing conditions presentation and queried participant level of agreement with project goals and objectives. The second activity took place in small breakout groups. The SWOT analysis asked participants to brainstorm and share their thoughts on the strengths, weaknesses, opportunities, and threats to the project.

ROUND TWO (NEEDS ASSESSMENT)

The project team held the second and third public meetings in-person during the assessment phase of the planning process. The second meeting took place on December 9, 2021, in Stockbridge. The third meeting took place on December 13, 2021, in Hampton. Both meetings presented the same material in an open house style format using fifteen poster boards showing various transportation analysis and the draft trail map. Comment cards were available for participant comments as well as two iPads with the community survey preloaded.

ROUND THREE (RECOMMENDATIONS)

The project team hosted the fourth and fifth public meetings in-person during the recommendations phase of the planning process. The fourth meeting was on April 12, 2022, in McDonough. The fifth meeting was on April 20, 2022, in Locust Grove. Both meetings presented the same material in an open house style format using 22 poster boards showing various transportation projects and trails projects. Comment cards were available for participant comments as well as two iPads with the community survey preloaded.



POP UP EVENTS

In an effort to bring the project to the community, the project team participated in three pop-up events throughout the life of the project. Table 2.6 details the event, date, location, and activity for each pop-up event. The pop-up set-up included a booth display with map, postcards, and input activities. The postcards promoted upcoming meetings, a survey, and guided people to the project websites for additional information about the project.

Table 2.6. Pop-Up Events

Event	Day and Time	Location	Input Activity
Geranium Festival	July 31, 2021	McDonough	Map Input and Comment Cards
Locust Grove Holiday Parade	December 4, 2021	Locust Grove	Map Input and Comment Cards
Youth Basketball Tournament	February 19, 2022	McDonough	Marble Exercise and Comment Cards

TACTICAL COMMUNITY EVENT AND INTERCEPT INTERVIEWING

The project team conducted two tactical community events which focused on the Trail Network and gathered input specifically to inform the Trails Plan.

SOUTH PEACHTREE CREEK AND SOUTH RIVER TRAILS TOUR

The project team hosted the Stakeholder Committee, Project Management Committee, and the Henry County Board of Commissioners for a trail tour of both the Dekalb County South Peachtree Creek trail and the Dekalb County South River Trail on October 26, 2021. A total of ten representatives from the Stakeholder Committee and the Project Management Committee attended the field trip. The field trip began with a guided tour of Dekalb County's S. Peachtree Trail by Park Ranger Jonah McDonald. The trail connects Dekalb County's Mason Mill Park and Medlock Park and the neighborhoods along the North Fork of Peachtree Creek. The field trip continued with a self-guided tour of the South River Trail's West Trail adjacent to Georgia State University's Perimeter College. The West Trail follows the South River through the Sugar

Creek Golf Course, several neighborhoods, under Bouldercrest Road, and ends at Intrenchment Creek Park. Both trails provided excellent examples of how paved greenway trails can incorporate seamlessly into residential areas.

SOUTHERN CRESCENT CYCLING CLUB BIKE RIDE

The project team, in coordination with the Southern Crescent Cycling Club, organized a round-trip group trail ride on May 7, 2022. The ride started and ended at the Lorraine Park Trail head and went out to the Monastery of The Holy Spirit. One member of the project team participated in the ride while other members conducted intercept interviews with the riders as they returned to Lorraine Park. Nine of the fifteen club members who participated in the ride also participated in the intercept interviews. The interview consisted of the two following questions.

1. Where do you regularly recreate?
2. What would make it better to recreate in Henry County?

Once the ride began, the two project team members conducting the intercept interviews traveled to another park in Henry County to ask park goers the same questions. Due to the inclement weather the project team only conducted two additional interviews at JP Mosley Park.

3 PROPOSED TRAIL NETWORK

The proposed trail network is comprised of 87 projects or segments that are intended to create effective connections across the county and municipal jurisdictions to accommodate long and short trips. Depending on the use and destination, the trail placement and design may vary.

Implementing a sizable amount of trail projects is a tremendous undertaking for the County. The project team and stakeholder committee selected three trail segments to focus on and to provide more detail. These model miles summarize the design and selection process as well as pricing and funding opportunities that can be used for any trail segment being implemented.



A CONNECTED HENRY COUNTY

The development of the proposed Henry County Trail network involved an iterative planning process that considered previous planning efforts, and the needs of the community. By synthesizing the findings of the research conducted for this plan, opportunities for various connections began to reveal themselves in the form of major regional connections, linkages to existing trails, connections to parks and school clusters, and recreational opportunities for population centers.





TRAIL DESIGN

The Henry Trail Network will include a variety of trails that can be used for exercise and leisure, while for others the network will provide a means of travel between destinations. The proposed trail system is mostly comprised of trail options that act as a hybrid between recreational use and transportation alternatives in the form of side paths and greenways.

Trails are intended to be centered around people, and implementing meaningful design will enhance user experience by accommodating all levels of physical ability, reducing personal risk, and offering several entry and exit points for users to customize routes and durations of trips.

Each trail typology is accompanied by a typical section and example imagery. Other unique trail conditions are explored in the Model Miles section of this chapter.

SIDE PATH

Side paths are facilities that share right of way with existing roads to accommodate a variety of user groups such as pedestrians, bicyclists, and/or other non-motorized users. Where right-of-way allows, this type of trail is to be buffered from lanes of travel by landscaping, providing a minimum of 11 feet in width. These paved trails would feature path lighting, signage, and roadway crossings, aiding in safety and navigability.

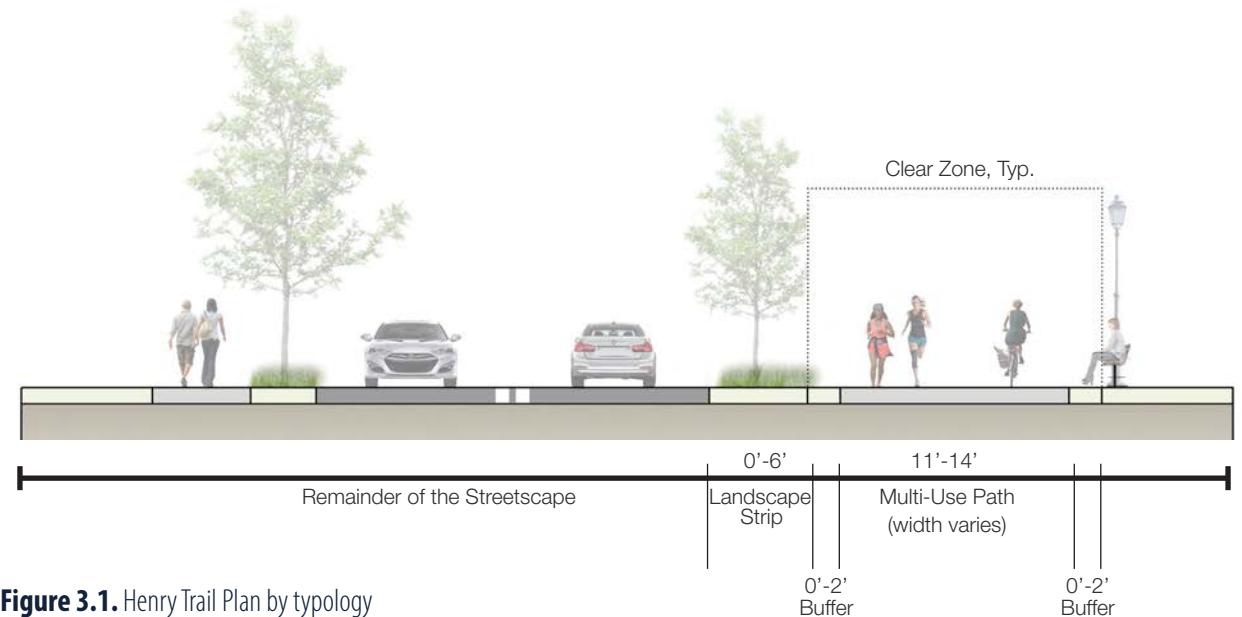
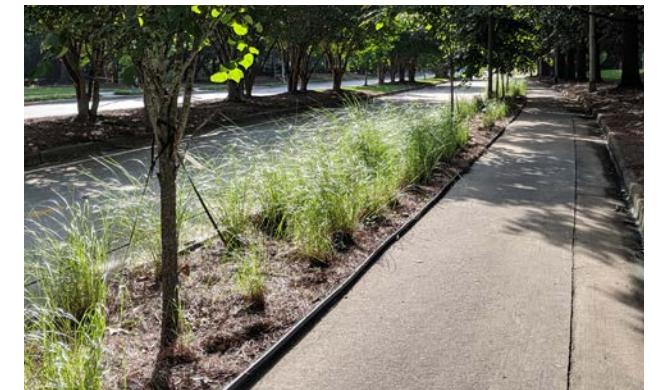


Figure 3.1. Henry Trail Plan by typology



GREENWAY

Greenways are linear open spaces established along a natural corridor, disused railway, canal, utility corridor, or other route. They contain four main elements: conservation, recreation, environmental education, and alternative transportation accommodating pedestrian and bicycle activity. Greenway trails ideally maintain 11 to 14 feet in width and feature amenities such as lighting, seating, and signage, while preserving natural vegetation.

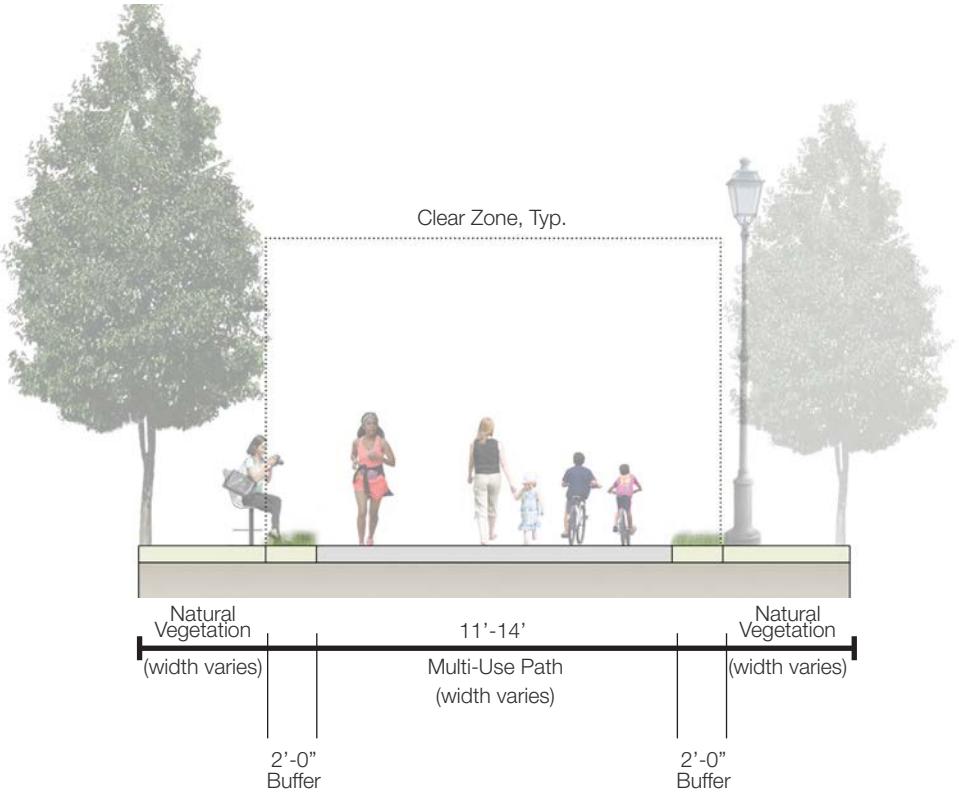


Figure 3.2. Side Path Typical Section



NATURE TRAILS

Nature trails are greenways intended for use only by pedestrians for walking, running, hiking, or biking. The typical sections below show how these can be achieved along a paved path or boardwalk. These trail types may be offshoots or segments that meander through existing floodplains and fluctuating terrain.

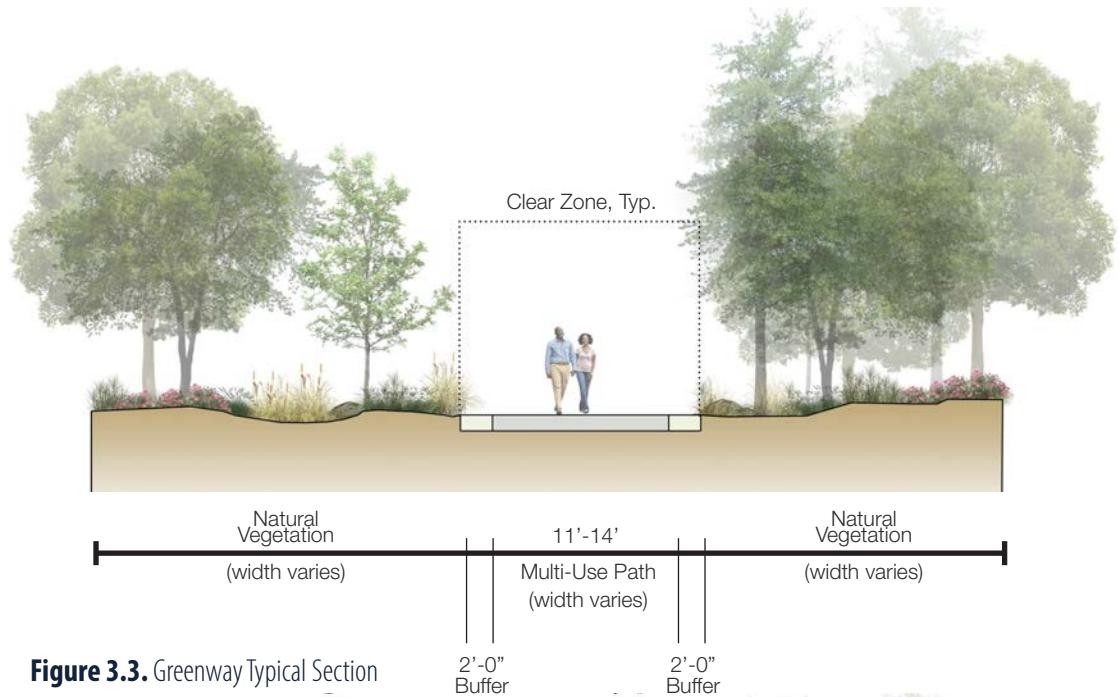


Figure 3.3. Greenway Typical Section

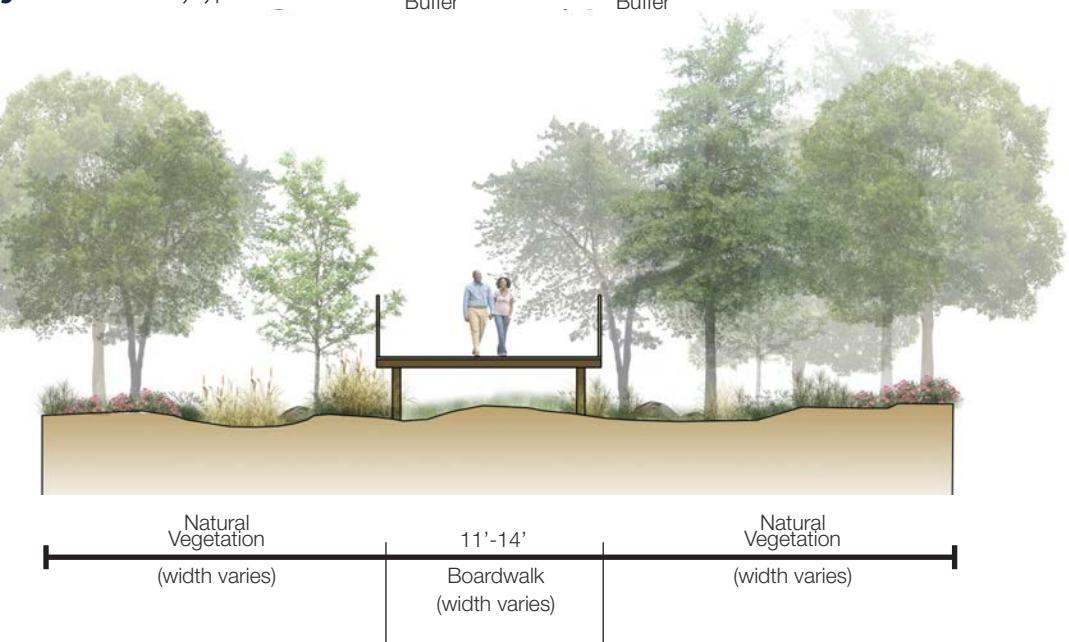


Figure 3.4. Nature Trail Typical Section

PROGRAMMING & FUNDING

Henry County is well positioned to lead the metro-Atlanta area in implementing trail connectivity locally and regionally. To continue the momentum, the County should establish a brand, refine local policy documents, boost zoning regulations, and seek funding opportunities. This chapter outlines strategies and various funding options for the County to consider for its bright future!

NETWORK LOGO & BRANDING

As a part of the planning process, branding and wayfinding were identified as important elements to the trail network and its success. The creation of an identity for the Henry County Trail Network will promote the trails themselves while forming a sense of place through consistent signage that celebrates the trails and the communities they serve.

The project team's graphic design professionals created several logo options for the County to choose from using various themes that came out of the planning process. The public and the County Commissioners were engaged to select their favorite of the options which best represents the spirit of Henry County. The trail logo will also represent the municipalities within the county through colors and subtext reading the Cities' names below the primary logo as shown in the selected logo concept and family to the right.



WAYFINDING

Attractive wayfinding signage will utilize the adopted trail branding. Signage should guide users on where they are, where they can go, and what amenities are along the way. Figure 3.5 below shows examples of how information can be displayed on various sign types. The implementation of a signage family would need to undergo a more detailed plan.

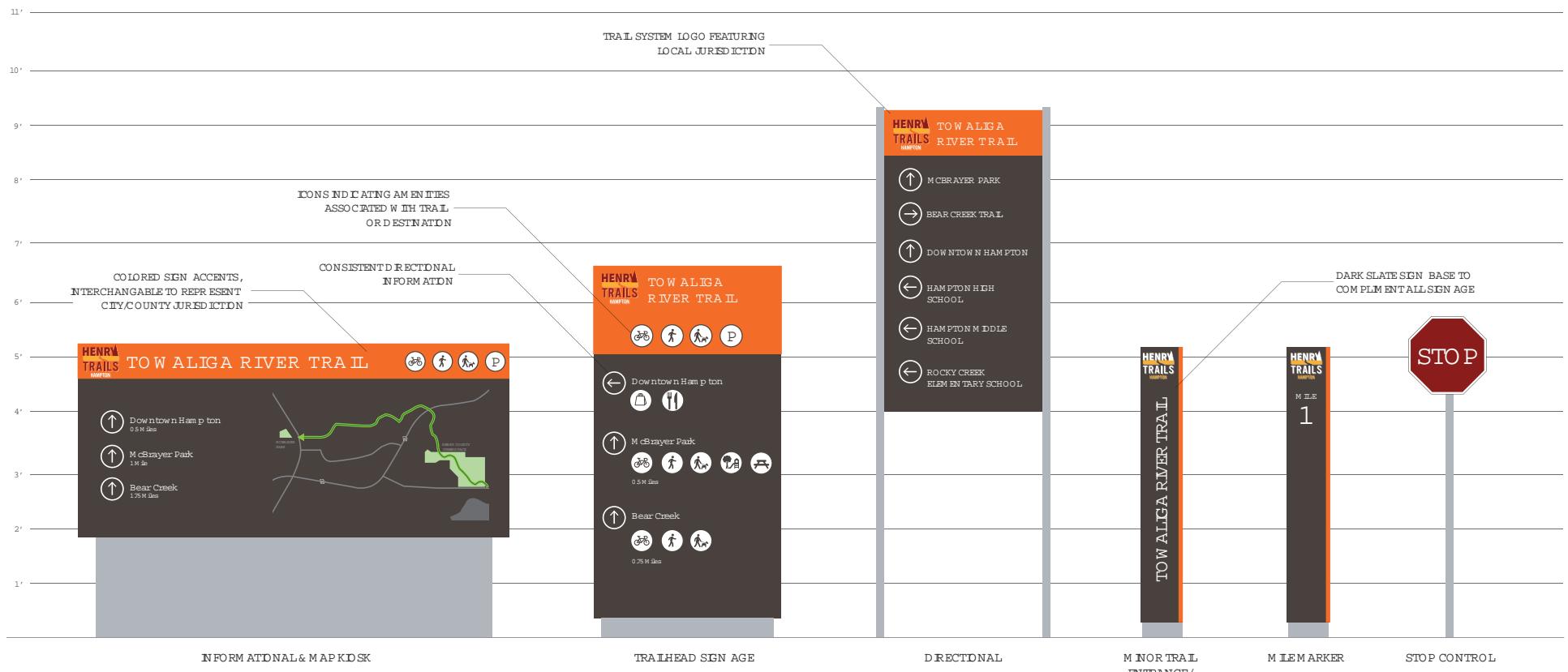


Figure 3.5. Nature Trail Typical Section with boardwalk

Figure 3.6 shows how one might experience signage along a trail route. At a conceptual level, an information & map kiosk can display a trail map with details on other connections and destinations along the trail and would be placed at trail entrances, trail parking lots, and trailheads. Trailhead signage would indicate the entrance to a trail with additional information regarding amenities, attractions, and distance. Directional signage would orient users at intersections and crossroads, signaling that the trail network either continues or they are nearing their destination. Smaller signs, including minor trail entrance signs and mile markers would be placed appropriately, guiding users as they use the trail for exercise, leisure, or as a method of transportation. Stop control signs would protect users as they approach vehicular intersections or curb cuts. Pavement markings should be consistent with standard AASHTO and MUTCD guidance.

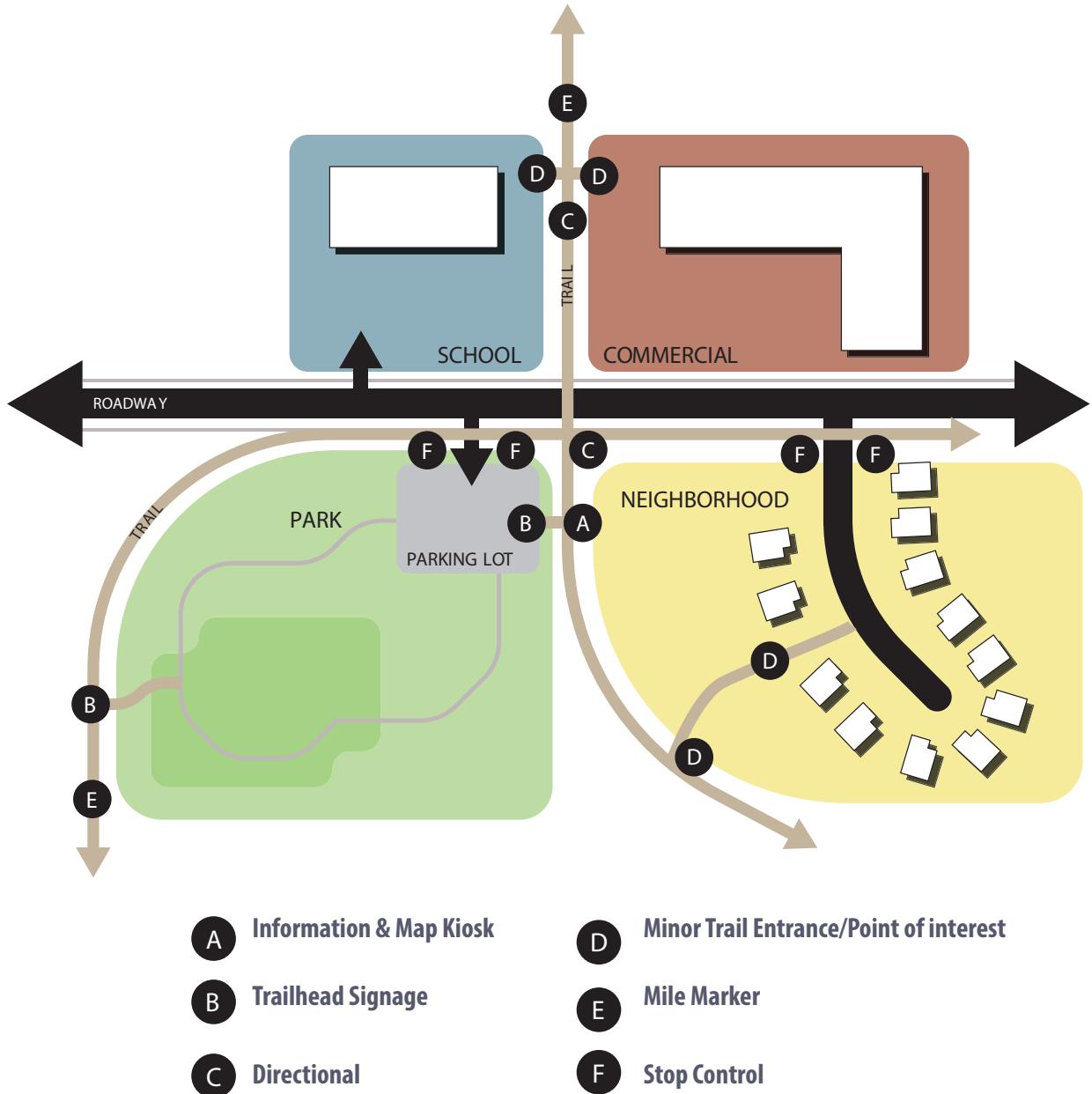


Figure 3.6. Wayfinding Signage Family

POLICY & REGULATORY RECOMMENDATIONS

While the need for a trail system has already been identified, future comprehensive planning processes may continue the conversation of mobility, health, and overall quality of life. After vetting with the community, current transportation and various character area policies should be modified to promote future trail development. Such a policy would allow local jurisdictions to consider trails and trail-related conditions as a part of the zoning approval process where appropriate.

Future land use should be further considered to promote complementary development along future trail routes. However, the Henry County Trails Plan is a living document that may be updated as needed in order to provide the best possible outcome for trail implementation.

Zoning is a regulatory land use tool enacted by local jurisdictions, which can be elevated to promote walkability and pedestrian friendly environments. With the support of comprehensive plan policies, elected officials may require the constructions of trail segments along planned trail routes, connections to future and existing trails, the dedication of right-of-way for future trails, or impact in-lieu fees equal to the value of required land dedication to go towards trail projects.

Local jurisdictions must evaluate current zoning and development ordinances to ensure setbacks, landscape requirements, parking, and other development standards are conducive and complementary to trail development. Access management and the prioritization of site level pedestrian flow is also encouraged to keep pedestrians safe and to encourage trail use, particularly on side paths. Greenway development may also benefit from further examination of conservation districts to promote environmentally sustainable development of trails.

FUNDING SOURCES

Funding opportunities range from federal grants and private sources to public-private partnerships and local set-asides. County leadership should explore different options and pursue what might best suit the parameters and needs of the trail segments being implemented. The following is a list of potential options, accompanied by a description.

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Trail projects that improve accessibility are considered for CDBG funds. Related activity might include property acquisition, public improvements, and paying for planning and administrative expenses.

SURFACE TRANSPORTATION BLOCK GRANT (STBG) & TRANSPORTATION ALTERNATIVES

The Infrastructure Investment and Jobs Act (IIJA) includes an allocation of Surface Transportation Block Grant (STBG) program funding for alternative transportation projects. Fundable activities include the planning, design, and construction of bicycle and pedestrian infrastructure. Side paths, off-road greenways and supporting amenities would be a valid application for these funds.

CARBON REDUCTION PROGRAM

As a part of the Infrastructure Investment and Jobs Act (IIJA), the Federal Highway Administration's (FHWA) Carbon Reduction Program will provide new formula funding for projects to reduce transportation emissions or projects that focus on the development of carbon reduction strategies. With the State of

Georgia's cooperation, 65% of funds would be suballocated to the Georgia Department of Transportation (GDOT) and the Atlanta Regional Commission (ARC). Eligible projects include trail projects among other improvements capable of contributing to carbon reduction.

RECREATIONAL TRAILS PROGRAM (RTP)

Recreational Trails Program (RTP) funds may be utilized to develop recreational trails and trail-related facilities. Trail uses recognized by the program include hiking, bicycling, and other active uses involving paved trails. Applicable projects may include the purchase and lease of trail construction and maintenance equipment, construction of new trails, property acquisition, state administrative costs related to the program, the operation of education programs to promote safety and environmental protection related to trails, and grant applications.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program (HSIP) focuses on project and programs that help community achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Relevant to trail planning, pedestrian and bicycle safety improvements are a major focus of the program, and supported strategies include sidewalks and shared-use paths, especially where supported by crash data. Many of the Henry Trail Network projects are side paths along major routes that may qualify for this program's funding.

LAND AND WATER CONSERVATION FUND (LWCF)

The Land and Water Conservation Fund (LWCF) provides grants for planning and acquiring outdoor recreation areas which include trails. Funds can be used for right-of-way acquisition and construction. Projects located within future park space can benefit from planning and land acquisition funding through this program. This program requires a 50/50 match.

FEDERAL TRANSIT ADMINISTRATION (FTA) FUNDING

Bicycle and pedestrian infrastructure can be funded through the FTA if they enhance or are related to public transportation facilities. This would require some alignment with future transit plans within Henry County. Per United States Code Title 29, Chapter 53, the grantee must fund capital project for pedestrian and bicycle access to a public transportation facility.

GEORGIA TRANSPORTATION INFRASTRUCTURE BANK (GTIB)

GTIB funds a competitive grant program supporting projects that are motor fuel tax eligible, including pedestrian projects such as trails. Awarded funds cover preliminary engineering, right-of-way acquisition, and construction.

LIVABLE CENTERS INITIATIVE (LCI)

The Atlanta Regional Commission's Livable Centers Initiative (LCI) is a grant program that provides up to 80% of project funds using federal transportation dollars. The program assists local jurisdictions by funding plans and projects that increase mobility and accessibility for people that walk, bike, and use public transit.

TRANSPORTATION SPECIAL PURPOSE LOCAL OPTION SALES TAX (TSPLOST)

TSPLOST is an additional sales tax on goods and services which must be approved by Henry County voters in a referendum. This pool of money funds transportation projects for the County and its cities. The County may seek TSPLOST approval for specific public improvements.

SPECIAL PURPOSE LOCAL OPTION SALES TAX (SPLOST)

SPLOST is an optional 1% County Sales tax. Also enacted by a general referendum, a SPLOST may fund specific improvement projects under a broader umbrella of categories.

LOCAL SET-ASIDES

The County and its cities can set aside portions of general transportation revenue, public school bonds, county health department funding, parking fees, and traffic violation revenue for upgrades to bicycle and pedestrian infrastructure.

CROWD FUNDING

Crowdsourcing funds is another effective way of raising money to fund trail projects. Internet donation sites such as kickstarter.com paired with an impactful campaign can be an effective way to raise funds.

IMPLEMENTATION PLAN

The proposed network of side paths and greenways within the Trail Plan concept depicted in Figure 3.7 connect existing trails to parks, activity centers, the natural environment, and other points of interest in Henry County. In order to consider the timing of how this network can be implemented, the trails were evaluated for their relative priority and compared against anticipated funding. The resulting implementation plan is depicted in Tables 3.1 through 3.3 and Figures 3.8 through 3.10 sorting the trail recommendations into three timeframes based on this priority evaluation:

- Mid-Term (2026-2035)
- Long Term (2036-2050)
- Aspirations (2050+)

As these three timeframes imply, there are no trails that are ready to be implemented in the immediate Short-Term (2022-2025). However, commitment to implementation through anticipated funding as described in the 2022 Henry County Transportation Plan can result in significant implementation relatively quickly.

LEGEND

- Lakes/Reservoirs
- Parks
- Greenways
- Side Paths
- Model Miles
- 1 Towaliga River Model Miles
- 2 Fairview Model Mile
- 3 Camp Creek Model Mile





Table 3.1. Mid-Term Trail Projects

ID	Name	Extents	Description	Preliminary Engineering	Right-of-Way	Construction	Contingency	Total
LM-189	Bowden Street Sidepath	Warren Holder Park to Locust Grove Recreation Center	Construct Multiuse Facility along Alignment	\$59,000	\$119,000	\$693,000	\$81,000	\$952,000
LM-190	Peeksville Road Sidepath	SR 42 and Peeksville Rd intersection to Warren Holder Park	Construct Multiuse Facility along Alignment	\$54,000	\$102,000	\$636,000	\$75,000	\$867,000
LM-211	East Lake Pkwy Sidepath	4097 E Lake Pkwy (near Clayton Co Reservoir) to Airline Rd	Construct Multiuse Facility along Alignment	\$544,000	\$1,084,000	\$6,364,000	\$747,000	\$8,739,000
LM-213	US 19/41 Sidepath I	Minter Dr to Proposed Bear Creek Greenway Alignment	Construct Multiuse Facility along Alignment	\$94,000	\$190,000	\$1,094,000	\$128,000	\$1,506,000
LM-215	US 19/41 Sidepath II	Bridges Dr to Proposed Bear Creek Greenway Alignment	Construct Multiuse Facility along Alignment	\$113,000	\$226,000	\$1,317,000	\$155,000	\$1,811,000
LM-217	SR 20 Sidepath	Old Hwy 3 to Proposed Thompson Creek Greenway	Construct Multiuse Facility along Alignment	\$17,000	\$34,000	\$195,000	\$23,000	\$269,000
LM-218	Old Highway 3 Sidepath	SR 20 to Old Griffin Rd	Construct Multiuse Facility along Alignment	\$103,000	\$208,000	\$1,204,000	\$141,000	\$1,656,000
LM-219	East Main St Sidepath I	Oak St to SR 20	Construct Multiuse Facility along Alignment	\$54,000	\$106,000	\$635,000	\$74,000	\$869,000
LM-220	SR 20 Sidepath	SR 3 to Floyd Rd	Construct Multiuse Facility along Alignment	\$114,000	\$223,000	\$1,332,000	\$156,000	\$1,825,000

For consistency in reporting, all costs depicted in these tables are provided in year 2026 dollars, representing the first year of the upcoming Mid-Term phase

Table 3.1 (Cont'd) Mid-Term Trail Projects

ID	Name	Extents	Description	Preliminary Engineering	Right-of-Way	Construction	Contingency	Total
LM-221	E Main St Sidepath II	Elm St to Ahmah Lee Rd	Construct Multiuse Facility along Alignment	\$92,000	\$184,000	\$1,073,000	\$126,000	\$1,475,000
LM-222	Old Hwy 3 Sidepath	Ahmah Lee Rd to Carl Parker Rd	Construct Multiuse Facility along Alignment	\$262,000	\$520,000	\$3,060,000	\$359,000	\$4,201,000
LM-226	Jonesboro Rd Sidepath	Walnut Creek to Fippen Rd Extension	Construct Multiuse Facility along Alignment	\$45,000	\$81,000	\$529,000	\$62,000	\$717,000
LM-232	North 40 Extension	Bluecoat Cir to Steele Dr	Construct Multiuse Facility along Alignment	\$29,000	\$229,000	\$335,000	\$39,000	\$632,000
LM-234	Jodeco Rd Sidepath	Chambers Blvd to US 23	Construct Multiuse Facility along Alignment	\$323,000	\$622,000	\$3,784,000	\$444,000	\$5,173,000
LM-242	SR 155 Sidepath	Panola Rd to Mountain Creek	Construct Multiuse Facility along Alignment	\$115,000	\$232,000	\$1,344,000	\$158,000	\$1,849,000
LM-243	Peeksville Connector	Cleveland St to Frances Ward Dr.	Construct Multiuse Facility along Alignment	\$18,000	\$36,000	\$215,000	\$25,000	\$294,000
LM-244	Peeksville Connector 2	Palmetto St to Indian Creek	Construct Multiuse Facility along Alignment	\$19,000	\$36,000	\$217,000	\$25,000	\$297,000
LM-245	Palmetto Connector	SR 42 to Frances Ward	Construct Multiuse Facility along Alignment	\$29,000	\$58,000	\$344,000	\$40,000	\$471,000
LM-249	Strong Rock Greenway 1	Tanger Blvd. to City Park Hub	Construct Multiuse Facility along Alignment	\$73,000	\$588,000	\$855,000	\$99,000	\$1,615,000
LM-264	MLK Connect	Shoal Creek to Peeksville Connector	Construct Multiuse Facility along Alignment	\$39,000	\$76,000	\$452,000	\$53,000	\$620,000
LM-265	Cleveland St Shareway	City Hall Connector to Ingles	Construct Multiuse Facility along Alignment	\$7,000	\$14,000	\$87,000	\$10,000	\$118,000

For consistency in reporting, all costs depicted in these tables are provided in year 2026 dollars, representing the first year of the upcoming Mid-Term phase

Table 3.1 (Cont'd) Mid-Term Trail Projects

ID	Name	Extents	Description	Preliminary Engineering	Right-of-Way	Construction	Contingency	Total
LM-266	Frances Ward Greenway	SR 42 to Frances Ward	Construct Multiuse Facility along Alignment	\$21,000	\$41,000	\$245,000	\$29,000	\$336,000
LM-267	City Hall Drive	Tanger Boulevard to City Hall	Construct Multiuse Facility along Alignment	\$36,000	\$70,000	\$422,000	\$50,000	\$578,000
LM-MM1	Towaliga River Greenway Model Mile	Main St in Hampton to Hampton Locust Grove Rd	Construct Multiuse Facility along Alignment	\$1,025,338	\$466,063	\$6,524,875	\$1,304,975	\$9,321,250
LM-MM2	Camp Creek Greenway Model Mile	From Henry Government Complex to Downtown McDonough	Construct Multiuse Facility along Alignment	\$1,199,264	\$545,120	\$7,631,680	\$1,526,336	\$10,902,400
LM-MM3	Fairview Road Sidepath Model Mile	Austin Rd Middle School to Fairview Rd @ Church Rd	Construct Multiuse Facility along Alignment	\$1,101,898	\$500,863	\$7,012,075	\$1,402,415	\$10,017,250

For consistency in reporting, all costs depicted in these tables are provided in year 2026 dollars, representing the first year of the upcoming Mid-Term phase

LEGEND

- Lakes/Reservoirs
- Parks
- Greenways
- Side Paths



Table 3.2. Long-Term Trail Projects

ID	Name	Extents	Description	Preliminary Engineering	Right-of-Way	Construction	Contingency	Total
LM-183	McGarity Road Sidepath	I20 to Airline Rd	Construct Multiuse Facility along Alignment	\$218,000	\$438,000	\$2,546,000	\$299,000	\$3,501,000
LM-185	Henry Pkwy Sidepath	Industrial Blvd to SR 155	Construct Multiuse Facility along Alignment	\$138,000	\$277,000	\$1,610,000	\$189,000	\$2,214,000
LM-186	Walnut Creek Greenway	Henry Pkwy/ Red Hawk Nature Preserve to End of South River & Walnut Creek	Construct Multiuse Facility along Alignment	\$1,440,000	\$11,662,000	\$16,848,000	\$1,944,000	\$31,894,000
LM-191	Brown Branch Creek Greenway	2098 Peeksville Rd to Warren Holder Park	Construct Multiuse Facility along Alignment	\$450,000	\$3,640,000	\$5,260,000	\$607,000	\$9,957,000
LM-192	S. Ola Road Sidepath	Proposed Brown Branch Creek Greenway to Warren Holder Park	Construct Multiuse Facility along Alignment	\$63,000	\$119,000	\$743,000	\$87,000	\$1,012,000
LM-193	Tanger Blvd Sidepath	Tanger Station Ballfield to Bill Gardner Pkwy	Construct Multiuse Facility along Alignment	\$216,000	\$422,000	\$2,532,000	\$297,000	\$3,467,000
LM-196	Elm Street Sidepath	E Main St to E Main St	Construct Multiuse Facility along Alignment	\$55,000	\$108,000	\$641,000	\$75,000	\$879,000
LM-197	Bear Creek Greenway	Bear Creek to E Main St	Construct Multiuse Facility along Alignment	\$365,000	\$2,888,000	\$4,272,000	\$493,000	\$8,018,000
LM-198	Towaliga River Greenway	Elm St to Upper Towaliga Boat Ramp	Construct Multiuse Facility along Alignment	\$670,000	\$5,410,000	\$7,836,000	\$904,000	\$14,820,000
LM-200	Flippin Road Sidepath	Jonesboro Rd to N Henry Blvd	Construct Multiuse Facility along Alignment	\$569,000	\$1,137,000	\$6,655,000	\$781,000	\$9,142,000

For consistency in reporting, all costs depicted in these tables are provided in year 2026 dollars, representing the first year of the upcoming Mid-Term phase

Table 3.2 (Cont'd) Long-Term Trail Projects

ID	Name	Extents	Description	Preliminary Engineering	Right-of-Way	Construction	Contingency	Total
LM-201	Little Cotton Indian Creek Greenway	Near GFL Atlanta South Stockbridge to JP Moseley Recreation Center	Construct Multiuse Facility along Alignment	\$404,000	\$3,277,000	\$4,729,000	\$546,000	\$8,956,000
LM-206	James Creek Greenway	Church Rd at Fairview Rd to JP Moseley Park	Construct Multiuse Facility along Alignment	\$762,000	\$6,164,000	\$8,910,000	\$1,028,000	\$16,864,000
LM-207	Fairview Road Sidepath I	E Atlanta Rd to Church Rd	Construct Multiuse Facility along Alignment	\$104,000	\$202,000	\$1,218,000	\$143,000	\$1,667,000
LM-209	Big Cotton Indian Creek Greenway	E Atlanta Rd to Proposed James Creek Greenway Alignment	Construct Multiuse Facility along Alignment	\$319,000	\$2,583,000	\$3,731,000	\$430,000	\$7,063,000
LM-227	Central Ave Sidepath	Oak St to W Main St	Construct Multiuse Facility along Alignment	\$34,000	\$69,000	\$403,000	\$47,000	\$553,000
LM-228	Central Ave Greenway	Central Ave to Caldwell Dr	Construct Multiuse Facility along Alignment	\$31,000	\$249,000	\$368,000	\$42,000	\$690,000
LM-230	North 40 Connector	Steele Dr to ML Corey Park	Construct Multiuse Facility along Alignment	\$22,000	\$174,000	\$254,000	\$29,000	\$479,000
LM-231	North 40 Trail	ML Corey Park to W Main St	Construct Multiuse Facility along Alignment	\$38,000	\$298,000	\$443,000	\$51,000	\$830,000
LM-235	Bridges Rd Sidepath	Willow Ln to SR 20	Construct Multiuse Facility along Alignment	\$205,000	\$411,000	\$2,392,000	\$281,000	\$3,289,000
LM-240	Panola Rd Sidepath	Fairview Rd to SR 155	Construct Multiuse Facility along Alignment	\$396,000	\$796,000	\$4,633,000	\$544,000	\$6,369,000
LM-248	Strong Rock Greenway 2	Strong Rock Schools to Shoal Creek area	Construct Multiuse Facility along Alignment	\$109,000	\$877,000	\$1,280,000	\$148,000	\$2,414,000

For consistency in reporting, all costs depicted in these tables are provided in year 2026 dollars, representing the first year of the upcoming Mid-Term phase

Table 3.2 (Cont'd) Long-Term Trail Projects

ID	Name	Extents	Description	Preliminary Engineering	Right-of-Way	Construction	Contingency	Total
LM-252	NW Greenway Trail	Davis Lake to Warren Holder	Construct Multiuse Facility along Alignment	\$198,000	\$1,556,000	\$2,313,000	\$267,000	\$4,334,000
LM-254	Warren Holder Greenway	Peeksville to Waters Edge	Construct Multiuse Facility along Alignment	\$63,000	\$510,000	\$742,000	\$86,000	\$1,401,000
LM-257	Berkeley Lakes Greenway	SR 42 at Bridle Creek to Tanger Ex Gway	Construct Multiuse Facility along Alignment	\$63,000	\$507,000	\$738,000	\$85,000	\$1,393,000
LM-258	LG Station Greenway	Existing to Existing	Construct Multiuse Facility along Alignment	\$40,000	\$320,000	\$470,000	\$54,000	\$884,000
LM-259	LG Station Greenway	Al Jennah to First Baptist	Construct Multiuse Facility along Alignment	\$65,000	\$525,000	\$765,000	\$88,000	\$1,443,000
LM-261	Tanger Greenway Upgrd	Indian Creek to MLK	Construct Multiuse Facility along Alignment	\$25,000	\$197,000	\$292,000	\$34,000	\$548,000
LM-262	Tanger Greenway Upgrand	Tanger to I-75 area	Construct Multiuse Facility along Alignment	\$27,000	\$214,000	\$313,000	\$36,000	\$590,000
LM-268	Tanger Trail Connector	SR 42 to SR 42 S	Construct Multiuse Facility along Alignment	\$177,000	\$346,000	\$2,067,000	\$243,000	\$2,833,000

For consistency in reporting, all costs depicted in these tables are provided in year 2026 dollars, representing the first year of the upcoming Mid-Term phase

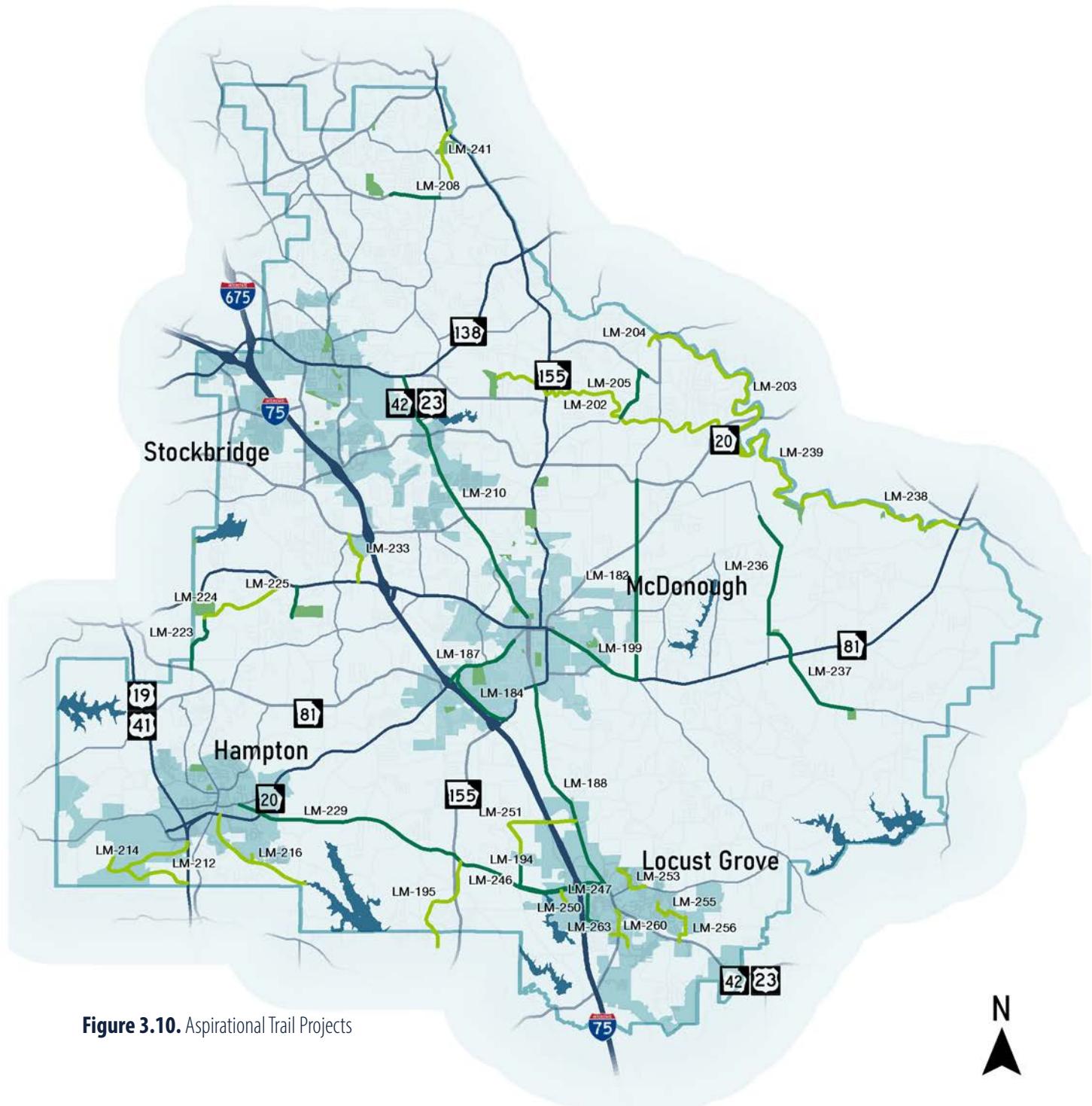


Figure 3.10. Aspirational Trail Projects

Table 3.3. Aspirational Trail Projects

ID	Name	Extents	Description	Preliminary Engineering	Right-of-Way	Construction	Contingency	Total
LM-182	Airline Road Sidepath	E Lake Rd to SR 81	Construct Multiuse Facility along Alignment	\$502,000	\$1,009,000	\$5,870,000	\$689,000	\$8,070,000
LM-184	Industrial Blvd Sidepath	I20 to N McDonough Rd/ SR 155	Construct Multiuse Facility along Alignment	\$185,000	\$371,000	\$2,159,000	\$253,000	\$2,968,000
LM-187	SR 20 Sidepath	I75 and I20 intersection to Simpson St	Construct Multiuse Facility along Alignment	\$206,000	\$408,000	\$2,408,000	\$283,000	\$3,305,000
LM-188	SR 42 Sidepath	SR 155 to Locust Grove Recreation Center	Construct Multiuse Facility along Alignment	\$558,000	\$1,193,000	\$6,532,000	\$766,000	\$9,049,000
LM-194	Bill Gardner Pkwy Sidepath	SR 155 to US 23	Construct Multiuse Facility along Alignment	\$426,000	\$817,000	\$4,985,000	\$585,000	\$6,813,000
LM-195	Railroad Greenway	Johnson Rd to Bill Gardner Pkwy	Construct Multiuse Facility along Alignment	\$275,000	\$2,227,000	\$3,222,000	\$372,000	\$6,096,000
LM-199	SR 81 Sidepath	Lemon St to 1638 Hwy 81	Construct Multiuse Facility along Alignment	\$243,000	\$490,000	\$2,838,000	\$333,000	\$3,904,000
LM-202	Big Cotton Indian Creek Greenway	JP Mosely Recreation Center to South River	Construct Multiuse Facility along Alignment	\$862,000	\$6,995,000	\$10,083,000	\$1,163,000	\$19,103,000
LM-203	South River Trail	Airline Rd to Walnut Creek	Construct Multiuse Facility along Alignment	\$640,000	\$5,198,000	\$7,488,000	\$864,000	\$14,190,000
LM-204	Bud Kelly Park Connector	Bud Kelley Park to Airline Rd	Construct Multiuse Facility along Alignment	\$33,000	\$262,000	\$382,000	\$44,000	\$721,000
LM-205	Crumbley Road Sidepath	Cotton Indian Creek to Bud Kelley Park	Construct Multiuse Facility along Alignment	\$163,000	\$328,000	\$1,903,000	\$223,000	\$2,617,000

For consistency in reporting, all costs depicted in these tables are provided in year 2026 dollars, representing the first year of the upcoming Mid-Term phase

Table 3.3 (Cont'd) Aspirational Trail Projects

ID	Name	Extents	Description	Preliminary Engineering	Right-of-Way	Construction	Contingency	Total
LM-208	Fairview Road Sidepath II	Proposed James Creek Greenway Alignment to Austin Rd	Construct Multiuse Facility along Alignment	\$125,000	\$250,000	\$1,463,000	\$172,000	\$2,010,000
LM-210	SR 42 Sidepath	SR 138 to Veterans Dr	Construct Multiuse Facility along Alignment	\$699,000	\$1,381,000	\$8,173,000	\$959,000	\$11,212,000
LM-212	Minter Dr Greenway	SR 81/Snapping Shoals to Walnut Creek	Construct Multiuse Facility along Alignment	\$182,000	\$1,479,000	\$2,133,000	\$246,000	\$4,040,000
LM-214	Clear Creek Greenway	Bridges Dr to Proposed Bear Creek Greenway Alignment	Construct Multiuse Facility along Alignment	\$256,000	\$2,081,000	\$2,994,000	\$345,000	\$5,676,000
LM-216	Thompson Creek Greenway	SR 20 to Cole Reservoir	Construct Multiuse Facility along Alignment	\$346,000	\$2,803,000	\$4,052,000	\$468,000	\$7,669,000
LM-223	Carl Parker Rd Sidepath	Old Hwy 3 to Twin Oaks Rd Terminus	Construct Multiuse Facility along Alignment	\$154,000	\$311,000	\$1,801,000	\$211,000	\$2,477,000
LM-224	Twin Oaks Greenway	Twin Oaks Dr Terminus to Jonesboro Rd	Construct Multiuse Facility along Alignment	\$242,000	\$1,965,000	\$2,836,000	\$327,000	\$5,370,000
LM-225	Mt Carmel Rd Sidepath	N Mt Carmel Park to Jonesboro Rd	Construct Multiuse Facility along Alignment	\$79,000	\$159,000	\$927,000	\$109,000	\$1,274,000
LM-229	Hampton Locust Grove Rd Sidepath	McDonough St to SR 155	Construct Multiuse Facility along Alignment	\$583,000	\$1,153,000	\$6,825,000	\$801,000	\$9,362,000
LM-233	Mt Olive Rd Greenway	Jonesboro Rd to Jodeco Rd	Construct Multiuse Facility along Alignment	\$134,000	\$1,079,000	\$1,562,000	\$180,000	\$2,955,000
LM-236	N Ola Blvd Sidepath	Ola High School to Butler Bridge Rd	Construct Multiuse Facility along Alignment	\$316,000	\$637,000	\$3,702,000	\$434,000	\$5,089,000
LM-237	Keys Ferry Rd Sidepath	N Ola Rd to Sandy Ridge Park	Construct Multiuse Facility along Alignment	\$316,000	\$637,000	\$3,693,000	\$433,000	\$5,079,000

For consistency in reporting, all costs depicted in these tables are provided in year 2026 dollars, representing the first year of the upcoming Mid-Term phase

Table 3.3 (Cont'd) Aspirational Trail Projects

ID	Name	Extents	Description	Preliminary Engineering	Right-of-Way	Construction	Contingency	Total
LM-238	South River Trail	SR 81 to Southeast River Sand	Construct Multiuse Facility along Alignment	\$482,000	\$3,915,000	\$5,633,000	\$650,000	\$10,680,000
LM-239	South River Trail	Big Cotton Indian Creek Greenway to Walnut Creek Greenway	Construct Multiuse Facility along Alignment	\$336,000	\$2,729,000	\$3,926,000	\$453,000	\$7,444,000
LM-241	Mountain Creek Greenway	SR 155 to Austin Rd Middle School	Construct Multiuse Facility along Alignment	\$128,000	\$1,035,000	\$1,494,000	\$172,000	\$2,829,000
LM-246	Indian Creek Upgrade	Strong Rock to Bethlehem Road	Construct Multiuse Facility along Alignment	\$225,000	\$455,000	\$2,629,000	\$308,000	\$3,617,000
LM-247	WestSide Trail	Bill Gardner to Strong Rock School	Construct Multiuse Facility along Alignment	\$61,000	\$492,000	\$716,000	\$83,000	\$1,352,000
LM-250	Indian Creek Pathway	Tanger Boulevard to Ingles	Construct Multiuse Facility along Alignment	\$104,000	\$209,000	\$1,218,000	\$143,000	\$1,674,000
LM-251	Tanger Trail Enhance	Bill Gardner to SR 42	Construct Multiuse Facility along Alignment	\$259,000	\$2,094,000	\$3,031,000	\$350,000	\$5,734,000
LM-253	Davis Lake Greenway	South Bethany to Peeksville	Construct Multiuse Facility along Alignment	\$103,000	\$816,000	\$1,201,000	\$139,000	\$2,259,000
LM-255	Peeksville Greenway	Waters Edge to S Unity Grove	Construct Multiuse Facility along Alignment	\$104,000	\$842,000	\$1,220,000	\$141,000	\$2,307,000
LM-256	Skyland Greenway	S Unity Grove to SR 42	Construct Multiuse Facility along Alignment	\$77,000	\$603,000	\$895,000	\$103,000	\$1,678,000
LM-260	Tanger Trail Upgrade	Shoal Creek to Exist Trail	Construct Multiuse Facility along Alignment	\$83,000	\$666,000	\$971,000	\$112,000	\$1,832,000
LM-263	Indian Creek Greenway	Shoal Creek to Cleveland St	Construct Multiuse Facility along Alignment	\$62,000	\$498,000	\$730,000	\$84,000	\$1,374,000

For consistency in reporting, all costs depicted in these tables are provided in year 2026 dollars, representing the first year of the upcoming Mid-Term phase

4 MODEL MILES

As a part of the overall Henry County Trail Network, three locations for model miles were selected by the County and planning team to complete a model mile feasibility study and to serve as blueprints for future trail design. These model miles provide a glimpse into how paths within the Henry County Trail Network will look, feel, and operate.



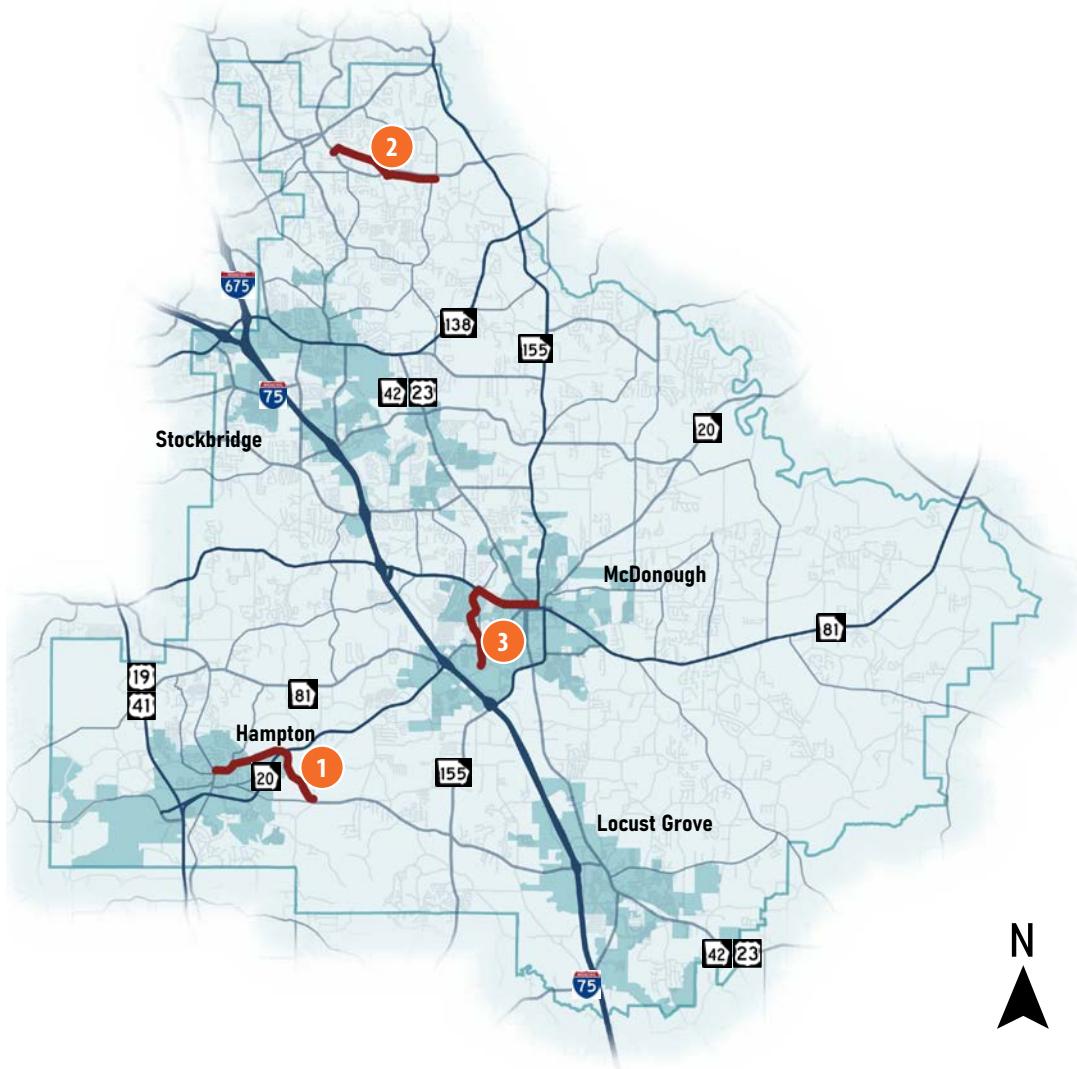


EXISTING CONDITIONS

In order to determine feasibility and potential alignments, the trail design team examined each model mile's existing conditions including topography, landmarks, environmental concerns, existing utilities, and current transportation networks. Additionally, on-site visits were conducted to validate the analysis.

ALTERNATIVES AND COST

The trails planning team, Henry County representatives, stakeholders, and the public explored multiple alignment alternatives for each model mile. After exploring each option and garnering input from the community, the team refined the preferred alignments and developed an opinion of probable cost for each, to aid in the pursuit of funding and development of next steps toward implementation.



1

TOWALIGA RIVER MODEL MILE

The Towaliga River Model Mile is proposed to run from downtown Hampton to the intersection of the Towaliga River and Rocky Creek Road.

2

FAIRVIEW MODEL MILE

Located in the northern tip of the county, the Fairview Model Mile connects Ellenwood and Hidden Valley Park to the Panola Mountain Greenway.

3

CAMP CREEK MODEL MILE

The Camp Creek Model Mile, located in McDonough, links the historic downtown to the Henry County Government Facilities.

MODEL MILE PROCESS

A stakeholder committee with members from each community where the model miles are located, embarked on a planning process that examined the feasibility of creating a model mile multi-use trail that will spark the development of an interconnected network of trails throughout Henry County.

Each model mile process included a study of existing conditions and the investigation of potential trail alignments. For each trail, proposed alignment routes explore multiple alternatives within the study area. These routes were influenced by the existing conditions, construction feasibility, and the ability to link key destinations.

Planned projects, conflict points, right-of-way acquisition, and potential construction costs were guiding factors that informed the development of these alternatives.

Figure 4.1. Model Miles

Input gathered from the public, city staff, and stakeholders was combined with a matrix that compares each alignment route. This analysis led to the identification of the preferred model mile alignment.

The process is designed to educate the County and communities about the level of effort needed to design and construct the trails, including the financial implications and resulting benefits.

Each model mile is presented with an overview of existing conditions, an assessment of the potential alignments, documentation of the preferred alignment and a feasibility and benefits analysis.

The comparison matrix on Figure 4.2 is an example of a side-by-side comparison included in this report for each model mile. Seven different criteria were used to evaluate opportunities and constraints.

- Length of Trail: This is a quantitative criterion that compares the total length of each alignment. Typically, longer trails are preferred to create a larger trail network.
- Environmental Impact: Environmental impacts are defined as tree, wetland and floodway/floodplain impacts. If the project were to utilize Federal funding, a full NEPA process would be required.
- Off-Road vs. On-Road Trail: Off-road trails are typically called greenways and follow corridors well away from roadways, while on-road trails are within or immediately adjacent to the existing right-of-way and place the trail parallel to the existing travel lanes.
- Conflict Points: This criterion is defined by the number of driveways and intersections that the trail crosses. Fewer conflicts naturally lead to a safer trail user experience.
- Infrastructure Impacts: Infrastructure impacts can include utilities, stormwater, and transportation systems. Reducing infrastructure impacts can reduce trail coordination and costs.
- Right-of-way Impacts: Reducing the amount of property impacts and easement acquisition can reduce trail construction coordination and costs.
- Connections: Capitalizing on easy, direct connections to neighborhoods, commercial districts, and civic uses make for a highly useful and desirable trail. The more connections a trail has, the more trail users a community can anticipate.

	Alignment 1	Alignment 2	Alignment 3
Length of Trail	16,731 linear feet	16,965 linear feet	17,621 linear feet
Environmental Impacts	Wetland Floodplain Stream Crossing Tree Impacts	Wetland Floodplain Stream Crossing Tree Impacts	Wetland Floodplain Stream Crossing Tree Impacts
On Road vs Off Road	51% On Road 49% Off Road	100% On Road	65% On Road 35% Off Road
Conflict Points	5 Intersections	7 Intersections	6 Intersections
Infrastructure Impacts	Road Alignment/ Sidepath	Road Alignment/ Sidepath	Road Alignment/ Sidepath
Right of Way Impacts	13 Properties	Road Widening Project	16 Properties
Connections	3 Neighborhoods 2 Greenspaces	7 Neighborhoods 6 Civic 2 Greenspaces	4 Neighborhoods 2 Greenspaces

Figure 4.2. Example of Model Mile Alignment Comparisons

SELECTING THE PREFERRED ALIGNMENTS

Upon completion of the alignment comparisons, the team presented the alternatives to the County and stakeholders for review and comment. The team then developed and presented a draft preferred alignment for another round of review and comment, and then refined the work for the final preferred alignments.

For each preferred alignment, the trail route is described, major trail features outlined, and key challenges identified.

Connecting outdoor gathering and recreational spaces that currently exist or that may develop in the future is a key technique to creating a trail system that is embraced by the community. The following features and elements help to make users feel safe and give the trail a sense of place, a connection to nature, and an additional means of building community through recreation. These features and elements are examined as they pertain to site conditions for each model mile.

COMMUNITY GATEWAY AND TRAILHEAD

A gateway and trailhead are all potential features that provide opportunity to enhance and reinforce the brand of a community and trail. Design features such as gateways, physical art, trailhead orientation signage, lighting, the inclusion of flexible event space for small community events, and/or parking are all possible elements to include in the design.

SAFETY AND SECURITY

User safety and security are two of the most important features to consider when designing a multi-use trail. Components like safety railings, visibility, site lighting, and traffic-calming measures are just a few elements that greatly affect how visitors feel when moving along a trail. When combined, these elements create a more welcoming environment. Safety railings are needed where grades adjacent to the trail are greater than a 3:1 slope, or there are drop-offs

greater than 30 inches. High visibility crosswalk designs are recommended to improve pedestrian safety. Custom pavement markings at these road crossings provide an opportunity for trail branding and placemaking designs. Rectangular rapid flashing beacons (RRFB's) enhance safety by reducing pedestrian and drive conflicts using additional signage prior to a crossing and flashing lights when activated for crossing.

INTERPRETIVE SIGNAGE

Utilize the wayfinding and branding plan (Chapter 4) to further develop interpretive signage through trail designers working with the community to capture and present the area's history and culture, bringing a richness to the trails.

ART

Incorporating art along the trail in multiple forms such as murals, interactive and collaborative art pieces, and sculptures will bring additional interest and draw to the model mile. Community officials, in partnership with trail designers, should set up community workshops to identify locations, develop community art projects, and select community artists to participate in and help lead the process. In addition to permanent physical art installations, community art events or pop-ups could help boost trail usage and provide another way for community members to engage with the model miles.

FUTURE TRAIL CONNECTIONS

As the model miles develop, it is important to keep in mind potential future connections and amenities which are important for creating an effective trail system.

TOWALIGA RIVER MODEL MILE

EXISTING CONDITIONS

The Towliga River Model Mile will create a direct link between downtown Hampton and the Hampton School Complex (Hampton High School, Hampton Middle School, and Rocky Creek Elementary School). Hampton has an ample amount of greenspaces and cemeteries all within close proximity to one another. These are adjacent to community facilities, such as the library and recreation center.

The surrounding context allows for the linking of greenspace, community spaces, local businesses, and schools.

CHALLENGES AND OPPORTUNITIES

When exploring various alignments, a number of challenges arose. While this area has the potential to run an alignment along the Towliga River, the majority of the immediate land near the water falls within floodplain Zone A. This would potentially require a flood hydrology study and additional

permitting. If an alignment were to avoid the floodplain completely, significant investment would be needed to provide safe pedestrian movement over McDonough-Hampton Road.

Opportunities to utilize existing and planned infrastructure are present. An alignment following the Towliga River would be able to cross under McDonough-Hampton Road along the waterway. Alignments along McDonough-Hampton Road could make use of ample right-of-way to avoid infringing on private land. Due to planned road-widening projects along Hampton-Locust Grove Road, right-of-way impacts would be minimal if an alignment followed this corridor.

LANDMARKS AND DESTINATIONS

The primary destinations of the Towliga River Model Mile are downtown Hampton and the Hampton School Complex. Potential alignments would be able to connect to the numerous small businesses, immediate neighborhoods, and municipal services.

Other destinations and landmarks include the Fortson Public Library, the Bear Creek Recreation Center, and Berea Cemetery.

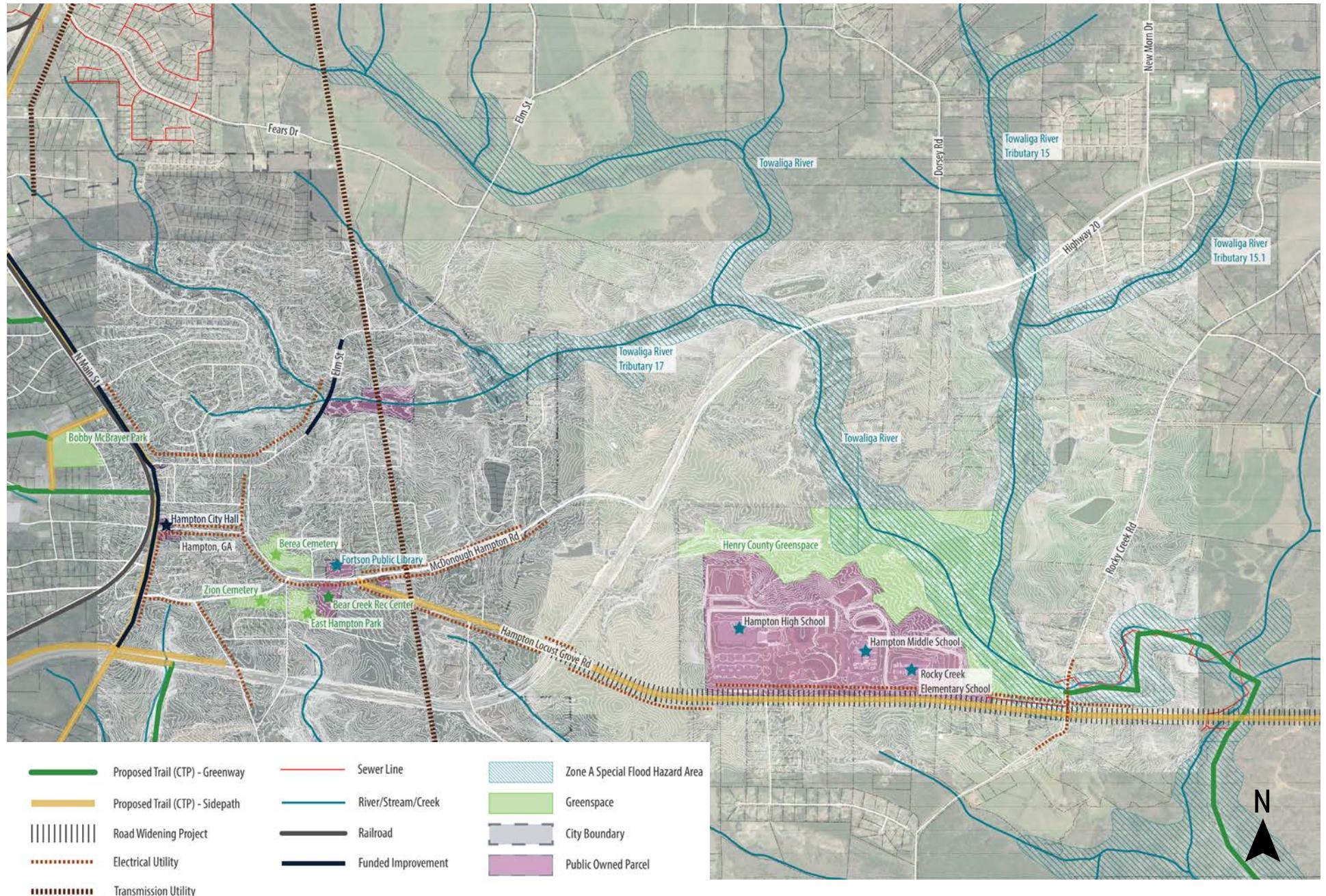


Figure 4.3. Towaliga River Model Mile Existing Conditions

ENVIRONMENTAL

Any alignment that follows the Towliga River will need to either stay outside of the floodplain or factor in the additional studies required to build within it. The topography in the area would not cause much difficulty in trail alignment, with the exception of areas close to the intersection of the Towliga River and Rocky Creek Road where there is grade change from the road down to the area adjacent to the river where the trail alignment could be placed.

Subdivision development impacted the amount of tree canopy coverage in Hampton, while more robust canopy exists near the Hampton School Complex. Any potential alignment should seek to mitigate the amount of trees impacted.

TRANSPORTATION NETWORK

Any alignment will help facilitate improved connections between the many proposed trails in the CTP and increase the potential for multi-modal transit. This will create new neighborhood connections that are less reliant on vehicular travel.

Alignments that cross McDonough-Hampton Road would need a dedicated pedestrian bridge in order to prioritize pedestrian safety. Alignments that follow the Towliga River will need to pass under Highway 20. Due to the land's previous use as a cow pasture, this should be feasible. While there is ample room on the west side of the river to cross, a flood study may be required if there is a large change to the existing grade.

Currently, there are planned road improvements along Elm Street. Any alignment should coordinate with that project.

UTILITIES

Transmission lines run north-south in Hampton through a multitude of properties. Any alignment that would utilize the easements under the lines would require utility company consensus.

Power lines run throughout the trail corridor, along the north side of Elm Street, the south side of McDonough Hampton Road, and along both sides of Hampton Locust Grove Road. Additionally, there is storm sewer along both sides of Elm Street.



PREFERRED ALIGNMENT

Length of Trail	18,282 linear feet
Environmental Impacts	Wetland Floodplain Stream Crossing Tree Impacts
On Road vs Off Road	16% On Road 84% Off Road
Conflict Points	3 Intersections
Infrastructure Impacts	Pedestrian underpass
Right of Way Impacts	29 Properties
Connections	2 Neighborhoods 1 Retail Center 1 Greenspace

The preferred alignment for the Towliga River Model Mile starts at the intersection of Main Street and Elm Street and runs east along the Towliga River until it hits Rocky Creek Road, tying into the Henry Trail Network. The opportunity for a gateway and trailhead at Main Street and Elm Street will require cooperative coordination between Henry County, the City of Hampton and property owners as well as adjacent stakeholders.

The alignment follows the river by crossing underneath Highway 20 and continuing through greenspace owned by Henry County. This would provide opportunities to connect to the Hampton School Complex, giving students an alternative way to get to and from school and connect to nature.

The trail would then cross over the Towliga River and connect to the wider trail network.

- 1 Potential for trail and downtown Hampton gateway at the intersection of N. Main St. and Elm St., including a small trailhead and flexible park space.
- 2 Wetland delineation will be necessary in this location and along extents of the stream.
- 3 Clearance for trail underpass. Area within floodplain Zone A. This will likely require alteration to existing grade, which may trigger a flood hydrology study and additional permitting requirements. Will need safety netting to protect trail users from objects that may be deflected from highway.
- 4 Continue the trail along the south and west side of the stream corridor, and outside of floodplain as is feasible.
- 5 Potential for trail connection to the Hampton School Complex.
- 6 Due to steep side slopes at the creek, connection up to Rocky Creek Road is better suited to the north side of the Towliga River. A bridge crossing in the floodplain will require flood study/hydrology study and additional permitting requirements.
- 7 For future phase connection, Rectangular Rapid Flashing Beacons (RRFB) and safe road crossing may be needed.

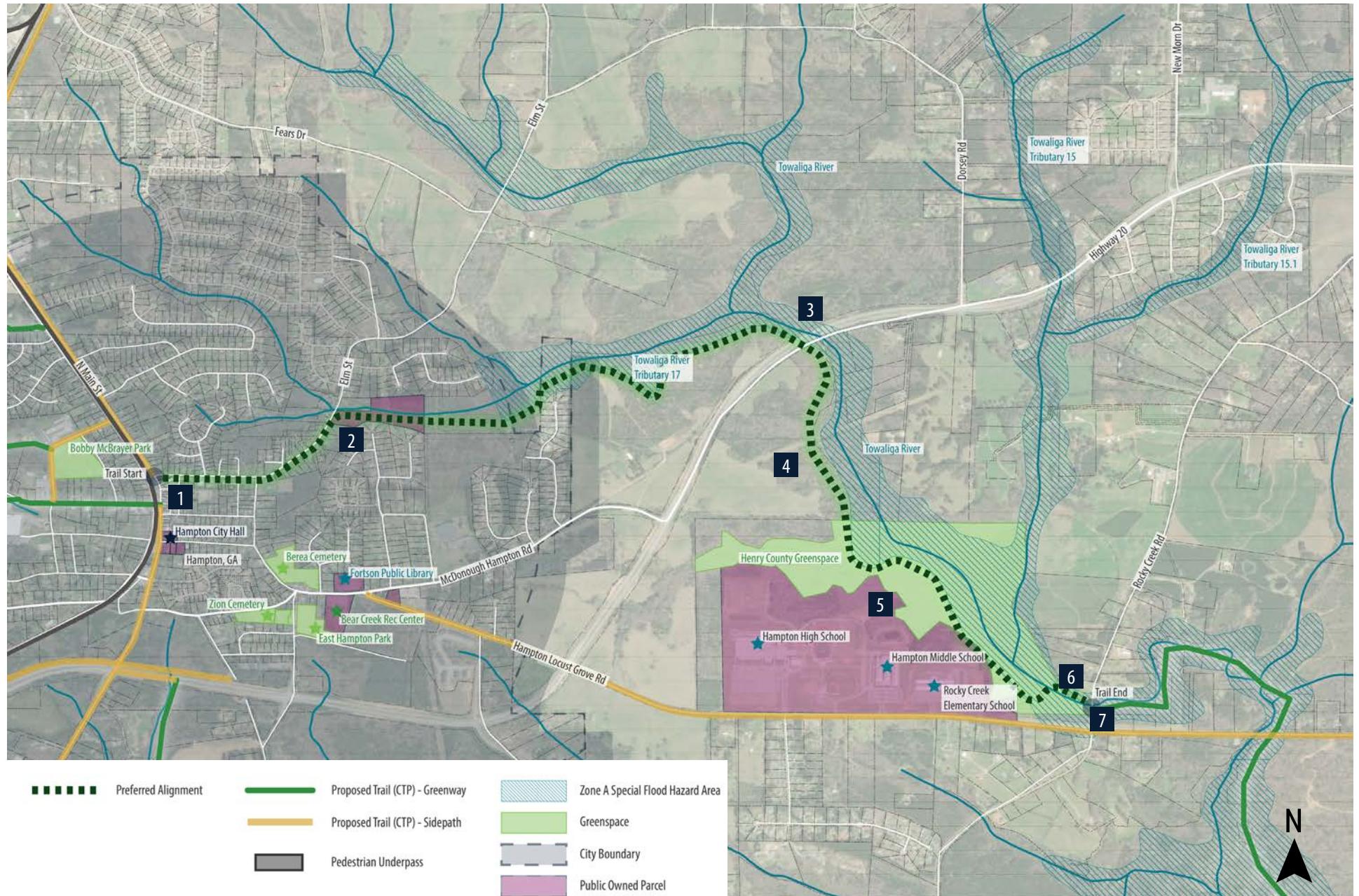


Figure 4.4. Towaliga River Model Mile Preferred Alignment

COMMUNITY GATEWAY AND TRAILHEAD

A recent demolition of an existing building and yard at Main Street and Elm Street provides an opportunity to create a flexible community gateway and gathering space that also serves as a trailhead. There is potential for a gateway feature, art, flexible community event space (movies, food trucks, small markets), parking, and trailhead orientation signage.

SAFETY AND SECURITY

Safety and security measures include lighting along the model mile along Elm Street, at the underpass, and at Rocky Creek Road. Removable bollards at intersecting streets along Elm Street, where the trail turns east at the tributary, and at Rocky Creek Road are necessary to discourage vehicular use of the trail.

Safety railings may be required where the trail turns east along the tributary, at the underpass between the trail and the river, and where the trail will need to switchback up to Rocky Creek Road as it exits the Towliga River floodplain.

Crosswalks will be required where the trail crosses Wolf Street, Barham Street, Derrick Avenue, and Rocky Creek Road. Custom pavement markings at these road crossings provide an opportunity for trail branding and placemaking designs.

A rectangular rapid flashing beacon (RRFB) is recommended at Rocky Creek Road.

INTERPRETIVE SIGNAGE

Highlighting Hampton's connection to the film industry is one possibility, and nature interpretation along the trail through the Henry County Greenspace and along the Hampton School Complex property is an opportunity for education.

ART

There is opportunity to create a unique pedestrian experience at the Highway 20 underpass while addressing safety issues such netting that prevents gravel or other projectiles kicked up by vehicles from the highway from striking trail users.

FUTURE TRAIL CONNECTIONS

As the Towliga River Model Mile develops it is important to keep in mind potential future connections and amenities which are important for creating an effective trail system. During stakeholder discussions desire was expressed for multiple loops within the Hampton area - this model mile can spur those connections and create a community network that is connected to the Henry County Network.

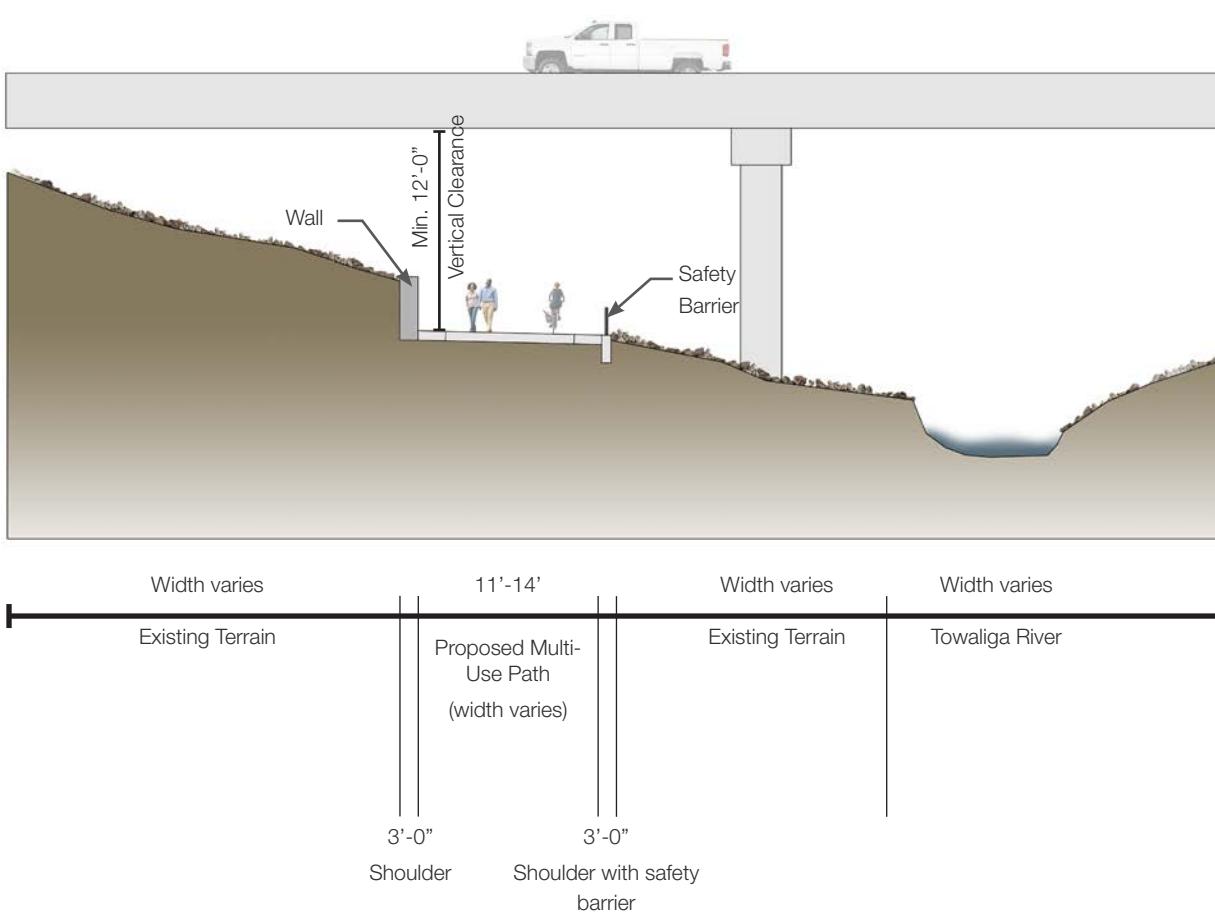


Figure 4.5. Proposed Underpath Section

UNIQUE TRAIL CONDITIONS

In order to emphasize pedestrian safety, the trail will run underneath Highway 20. This would allow mobility to be uninterrupted by high-speed vehicles, while also incorporating potential natural amenities.

The section to the left illustrates what a potential underpass trail could look like underneath Highway 20 following the Towaliga River.

Incorporating natural elements into the trail path helps create a feeling of separation from the outside world. Where possible, trail alignments will aim to follow streams and rivers. This will allow access to water that is generally unavailable. As a number of properties also fall within areas for potential alignments, minimal impacts to private property will be prioritized.

The section shows how a trail can run adjacent to private property and along the Towliga River.

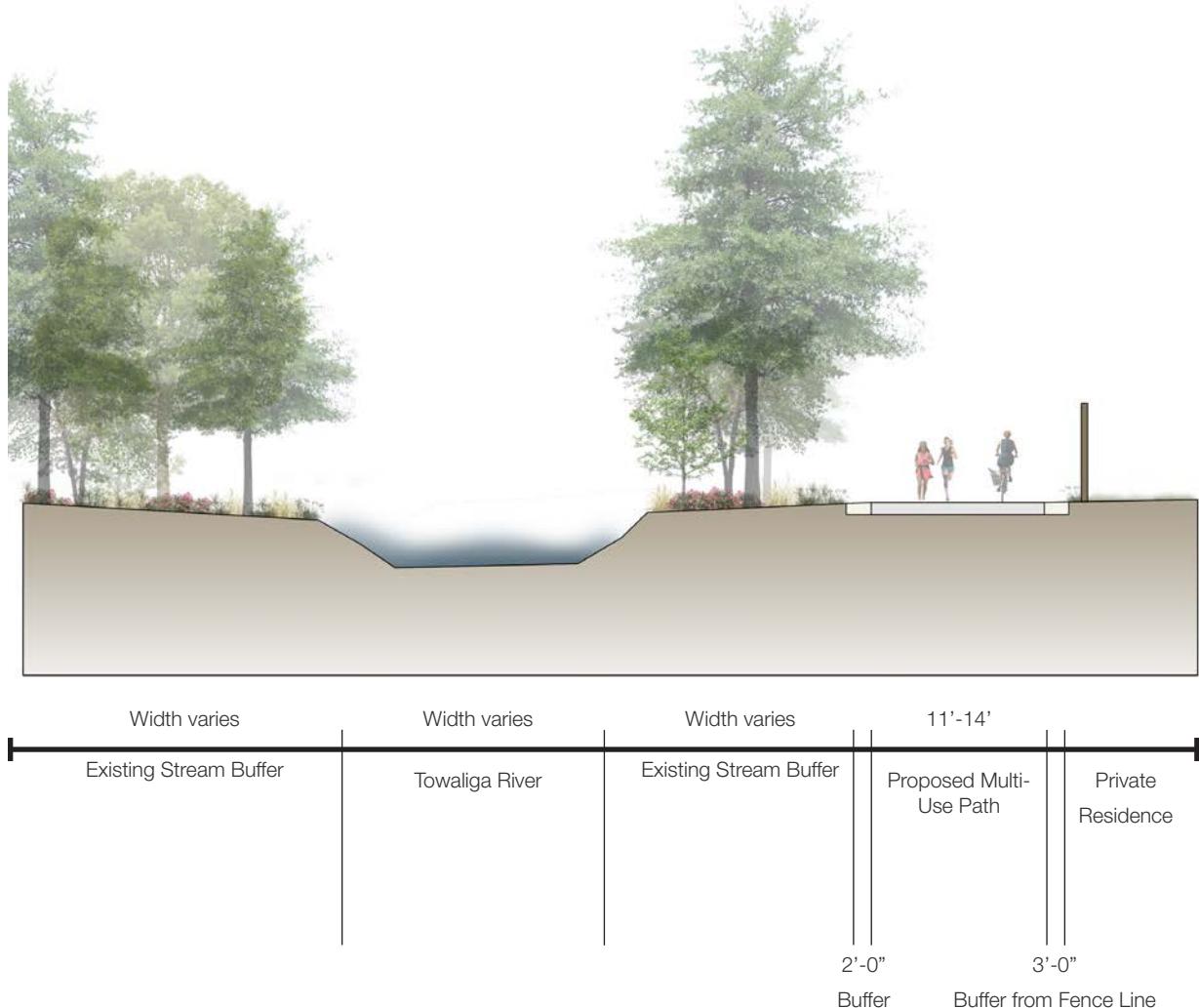


Figure 4.6. Adjacent to Property Alignment Section



FAIRVIEW MODEL MILE

EXISTING CONDITIONS

The Fairview Model Mile links the Fairview Recreational Center to the main shopping area of Ellenwood. Residential communities are plentiful along Fairview Road, which provides opportunities for a wider reach of trail users.

Hidden Valley Park is centrally located within the area. This can be used in any potential alignment as a hub for visitors to the trail and as a prime connection point to residents separated by Martin Creek.

The nearby Panola Mountain Greenway connects to the wider region and natural amenities.

CHALLENGES AND OPPORTUNITIES

The greatest challenge facing potential alignments that do not follow Fairview Road is the lack of publicly-owned land or easements to connect behind existing development. This is exacerbated due to the steep topography along Martin Creek, requiring greater intervention to connect to the adjacent neighborhoods.

A potential alignment along Martin Creek would serve as a direct link between the various residential neighborhoods and Hidden Valley Park. Additionally, an opportunity exists to link Hidden Valley Park to the wider trail network through the Panola Mountain Greenway.

LANDMARKS AND DESTINATIONS

The Fairview Recreational Center, Fairview Public Library, and Austin Middle and Elementary Schools anchor any potential alignment. Additionally, the Panola Mountain Greenway trail provides access to Panola Mountain State Park.

Along Fairview Road lies Hidden Valley Park, Fairview Elementary School, and the Fairview Performing Arts Center.

ENVIRONMENTAL

Due to Fairview Road's large right-of-way, there are a few trees that would be impacted by potential alignments. This changes, however, when moving off the main road and along Martin Creek. Additionally, topographic challenges arise when following the creek. There is a severe grade change specifically along the back of Hidden Valley Park that would require careful alignment of the trail to minimize significant grade changes. It appears possible to align the trail just inside of the tree line, requiring minimal tree removal and grading. Moving too close to the creek would increase impacts both from a grading standpoint and impacts to trees.

Alignments along Martin Creek would more than likely fall within the floodplain, requiring further study and additional permitting.

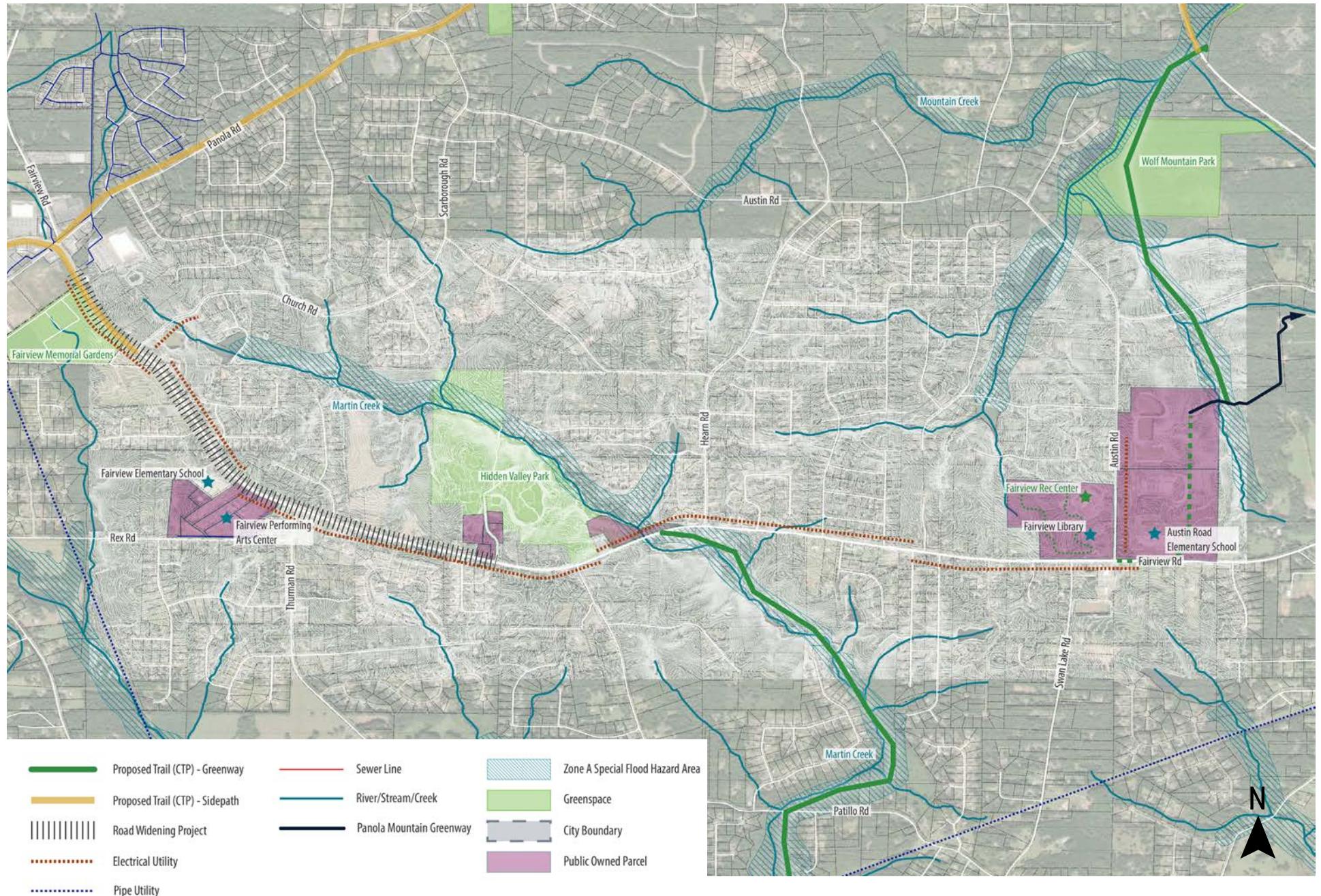


Figure 4.7. Fairview Model Mile Existing Conditions

TRANSPORTATION NETWORK

Fairview Road serves as the main arterial street between Ellenwood and the local neighborhoods, however there is little street connectivity between subdivisions. Alignments that run along Martin Creek will help better connect the various neighborhoods that end in cul-de-sacs. Trail spurs with bridges spanning the creek would be needed to accomplish this. This may be a difficult and costly task dependent upon the actual floodplain elevations at each crossing and permitting ramifications. Alignments that follow Fairview Road will provide increased safety for pedestrians and alternative methods of transit along the corridor.

Fairview Road from approximately Hearn's Road to Austin Road is slated for a future roadway widening project, similar to the roadway widening project already in progress for the western half of Fairview.

UTILITIES

Power lines run primarily along Fairview Road, alternating between the north and south side. Larger pipe utilities are present in the area but would not affect potential alignments.

A gas line runs along the north side of Fairview Road and would need to be coordinated with future work in the corridor.





PREFERRED ALIGNMENT

Length of Trail	16,731 linear feet
Environmental Impacts	Wetland Floodplain Stream Crossing Tree Impacts
On Road vs Off Road	51% On Road 49% Off Road
Conflict Points	5 Intersections
Infrastructure Impacts	Road Alignment/ Sidewalk
Right of Way Impacts	13 Properties
Connections	3 Neighborhoods 2 Greenspaces

The preferred alignment for the Fairview Road Model Mile starts at the Fairview Recreational Center and runs west along Fairview Road and Martin Creek until reaching Church Road, connecting south to Ellenwood.

Starting at the Fairview Recreational Center, the trail alignment provides direct access to the library, Austin Elementary and Middle Schools, and eventually the Panola Mountain Greenway. Additionally, any future nature trail within the recreational center property could connect to the alignment.

In order to better connect to the surrounding neighborhoods, the preferred alignment proposes a series of access points across Martin Creek to the trail. The trail then moves behind and through properties owned by Bethel United Methodist Church (UMC) before connecting to Church Road and south to Ellenwood.

- 1 Potential for trailhead at the Fairview Recreation Center and Library. Opportunity for expanded nature trail amenity on site.
- 2 Trail will follow the north side of Fairview Road.
- 3 Pedestrian bridge crossing needed on north side of Fairview Road.
- 4 Opportunity to create an internal park loop trail within Hidden Valley Park to connect with Model Mile.
- 5 Martin Creek has steep slopes adjacent to Hidden Valley Park. Trail will continue along hillside contour, outside of floodplain.
- 6 Parcels owned by Bethel UMC. May need realignment to connect with Church Road.
- 7 Church Road is narrow and winding, with limited visibility. Ideal to maintain trail along southwest side of the street to connect into Fairview Road.
- 8 Future connection to Panola Mountain Greenway through school sites.

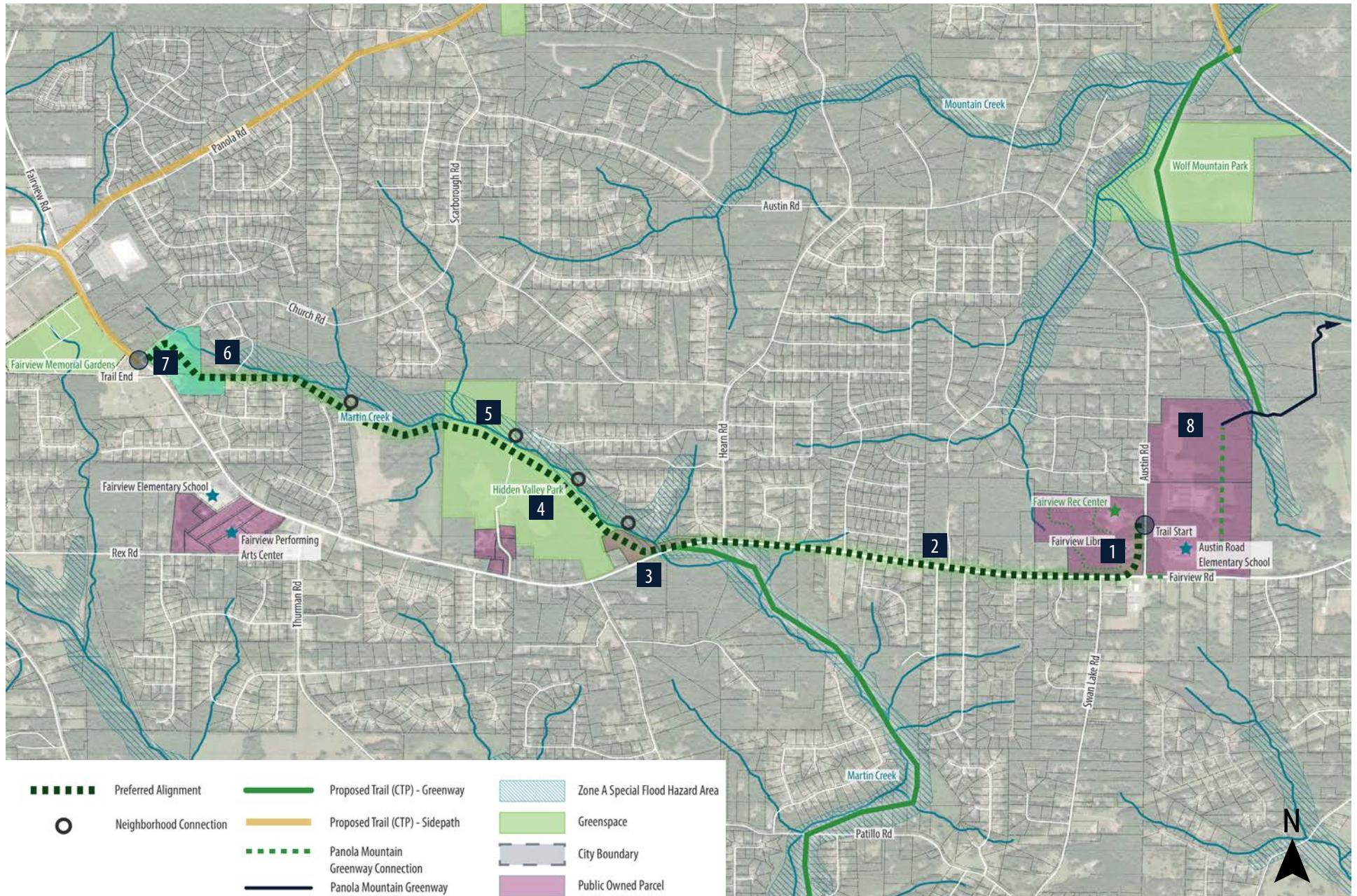


Figure 4.8. Fairview Model Mile Preferred Alignment

MODEL MILE TRAILHEADS

There is potential for a small shared-use trailhead with orientation signage in partnership with the Bethel UMC, at Fairview Road and Church Road. Hidden Valley Park also serves as an informal trailhead with ample parking and multiple access points. Fairview Recreation Center also serves as a trailhead with the ability to use existing parking and potentially create a nature trail on the property of both the recreation center and library as an added educational amenity.

SAFETY AND SECURITY

Safety and security measures include lighting along the model mile along Austin Road, Fairview Road, along the stretch of trail through Hidden Valley Park, and along Church Road. Removable bollards at intersecting streets and/or driveways along Austin Road, Fairview Road and Church Street are necessary to discourage vehicular use of the trail.

Safety railings may be required where the trail approaches the pedestrian bridge at Hidden Valley Park and Fairview Road.

High visibility crosswalk designs are recommended to improve pedestrian safety. Crosswalks will be required where the trail crosses Hearn Road. Custom pavement markings at these road crossings are an option to provide an opportunity for trail branding and placemaking designs.

INTERPRETIVE SIGNAGE

Develop interpretive signage highlighting nature along the Martin Creek corridor is an opportunity for education.

ART

There is opportunity to create a unique art experience at the Fairview Recreation Center that may be completed in conjunction with the

proposed nature trail through both the recreation center and library properties.

FUTURE TRAIL CONNECTIONS

During stakeholder discussions the connection with the most momentum and greatest potential for immediate regional connection is the Panola Mountain Greenway trail connection. A route is needed to continue along Fairview Road that turns north along the east side of the schools and connects to the planned trail connecting to Panola Mountain.

There are several greenway trails planned as part of the CTP, which include the continuance of a trail following Martin Creek to the south, and another trail connecting from the northern edge of the school properties north to Wolf Mountain Park and beyond.



Fairview Model Mile and Hidden Valley Park entrance

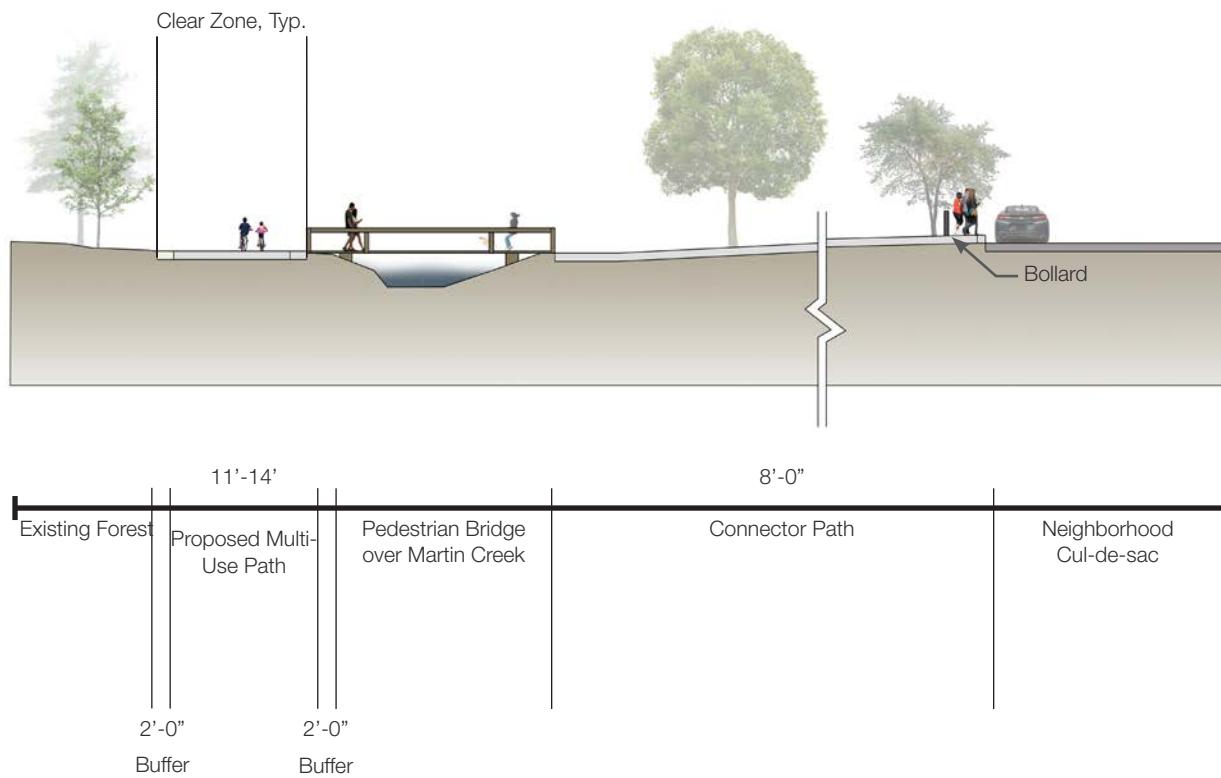


Figure 4.9. Proposed Fairview Neighborhood Connection Section

UNIQUE TRAIL CONDITIONS

Connecting people to the trails is a primary goal of the Henry Trail Network. As the potential alignments of the Model Miles run past a number of residential neighborhoods, various access points are proposed to make entry easier. These include trailheads at public gathering places such as schools, within existing cul-de-sacs, and through dedicated trail spurs.

The section shows how a spur trail with a pedestrian bridge can connect across Martin Creek to the residential area north of the creek.

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CAMP CREEK MODEL MILE

EXISTING CONDITIONS

The Camp Creek Model Mile links downtown McDonough to the Henry County Government Complex.

Due to the extensive sewer network in this area, easements provide potential space for alignments to run along Camp Creek. Additionally, there are many publicly owned properties along the creek, making potential alignments more feasible.

With downtown McDonough serving as a community node for shopping and dining, any alignment will look to provide direct pedestrian access to these amenities.

CHALLENGES AND OPPORTUNITIES

The area contains denser development due to the proximity to downtown McDonough and I-75. Because of this, any potential alignment will need to be strategic in avoiding right-of-way issues and infringing on private property. Additionally,

as the majority of development is subdivisions, there is a lack of cohesive connectivity, resulting in alignments needing to follow either collector or arterial roads.

Despite the challenges presented, opportunities to increase connectivity between destinations exist due to the large amount of publicly owned land. Potential alignments have the opportunity of linking downtown McDonough, Alexander Park, Wesley Lakes Elementary School, the Henry County Government Complex, and a number of residential neighborhoods.

LANDMARKS AND DESTINATIONS

The primary destination in the area is downtown McDonough, due to its historic square, small shops, and civic institutions. Other surrounding destinations include Alexander Park, the Henry County Government Complex, the Red Hawk Baseball Complex, Wesley Lakes Elementary School, and the Tracks Disc Golf Course.

ENVIRONMENTAL

Camp Creek runs north to south through the middle of the study area, with four tributaries branching off in various directions serving as a natural link between the areas parks and open spaces. These tributaries have caused subdivision development to remain compact, preserving more trees in the process.

Topography in the area is highly variable, with steep rises and declines. This is mainly found along sections of Camp Creek.

TRANSPORTATION NETWORK

The area is well-served due to the proximity of I-75. This provides a direct link between McDonough and the metro Atlanta region.

Despite this, connections between neighborhoods remain few, with residents relying primarily on autocentric road hierarchies. This is more evident further outside of downtown McDonough, which has a well-defined street grid.

UTILITIES

Due to higher density residential subdivisions, there is an extensive sewer system that runs throughout the area. This provides opportunities to utilize easements to minimize potential alignment property impacts. Additionally, there is a power line running along the north side of Jonesboro Road.

Alignments that follow along Keys Ferry Street could cause the curb line to shift, resulting in moving stormwater drains and stormwater lines.

- Proposed Trail (CTP) - Greenway
- Proposed Trail (CTP) - Sidepath
- ||||| Road Widening Project
- Electrical Utility
- Sewer Line
- Railroad
- River/Stream/Creek
- Zone A Special Flood Hazard Area
- Greenspace
- City Boundary
- Public Owned Parcel

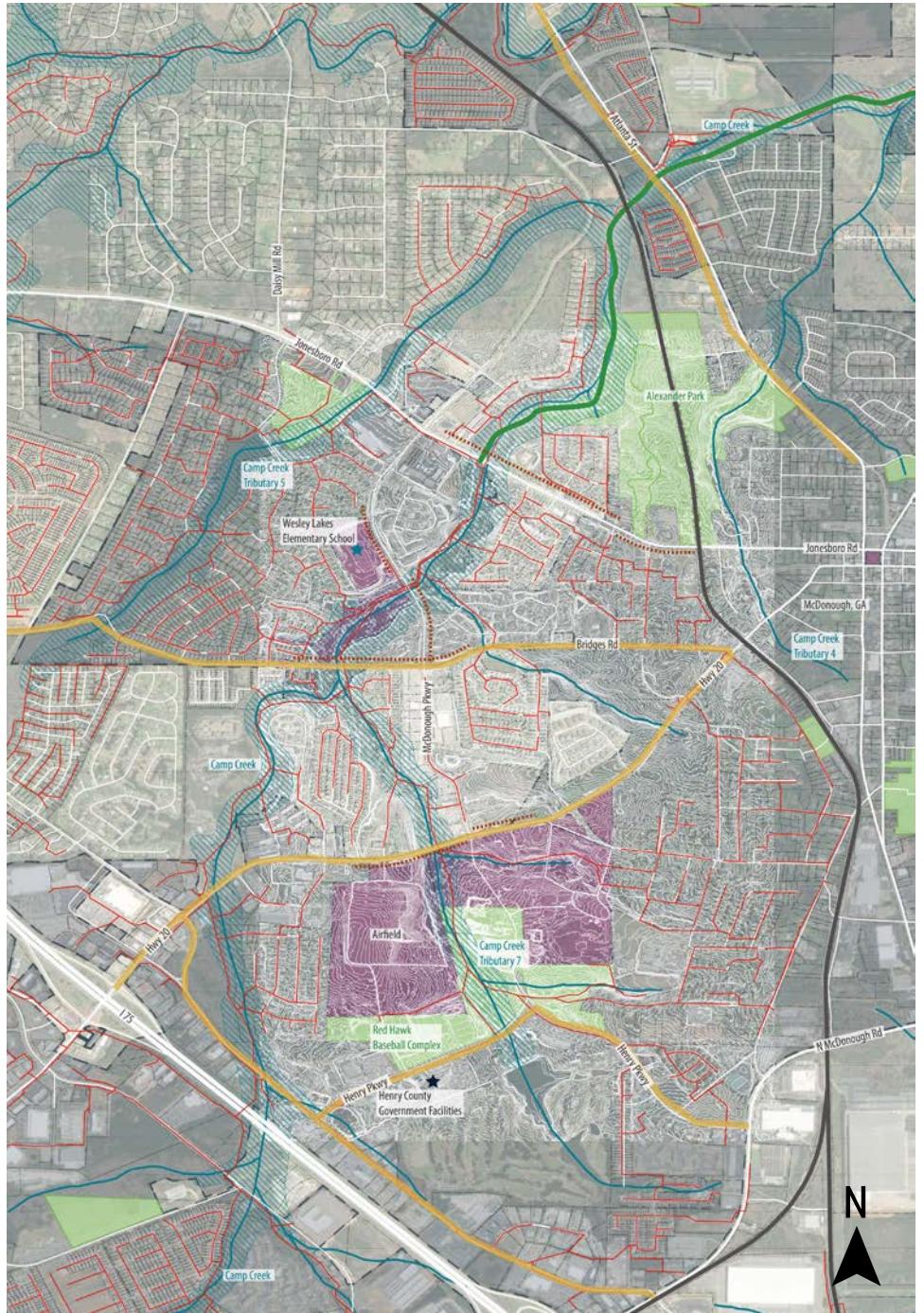


Figure 4.10. Camp Creek Model Mile Existing Conditions





PREFERRED ALIGNMENT

Length of Trail	17,221 linear feet
Environmental Impacts	Wetland Floodplain Stream Crossing Tree Impacts
On Road vs Off Road	40% On Road 60% Off Road
Conflict Points	9 Intersections
Infrastructure Impacts	Road Alignment/ Sidepath
Right of Way Impacts	30 Properties
Connections	3 Neighborhoods 4 Civic 3 Parks

The preferred alignment for the Camp Creek Model Mile starts in downtown McDonough and runs west along Keys Ferry Street before merging on to Jonesboro Road. The trail continues to McDonough Parkway then moves south.

This presents the opportunity for a trail spur to continue west along Jonesboro Road to link the greenspace to the wider network.

As the trail runs south along the west side of McDonough Parkway, it links to Wesley Lakes Elementary School which serves as a trailhead. The alignment leaves the road just south of the school and runs along Camp Creek, utilizing sewer easements. This provides neighborhood connections to the subdivisions that border the creek.

Continuing south, the alignment crosses Highway 20 at grade. Entering the Henry County Airfield, it follows along eastern tree line before intersecting with Henry Parkway. The alignment then terminates at Henry County Government Complex and Red Hawk Baseball Complex entrance.

This alignment links downtown McDonough and the Henry County Government Complex to Alexander Park and Wesley Lakes Elementary School, while providing access to Camp Creek.

- 1 Connect into pedestrian sidewalk at new roundabout/entrance to Alexander Park.
- 2 Sidepath along south side of Jonesboro Rd.
- 3 Utilize sewer easement access where advantageous.
- 4 Connect to Wesley Lakes Elementary School via dedicated trailhead.
- 5 Road crossing needed.
- 6 Road crossing needed.
- 7 Maintain trail outside of existing floodplain as is feasible. Confirm with airfield locating trail along eastern edge of field acceptance (within/along tree line).
- 8 Red Hawk Baseball Complex serves as trailhead.
- 9 Connect to Henry County Government facilities. Replace crosswalk to park with ADA crosswalk and RRFB, safe crossing (potentially raised crosswalk).

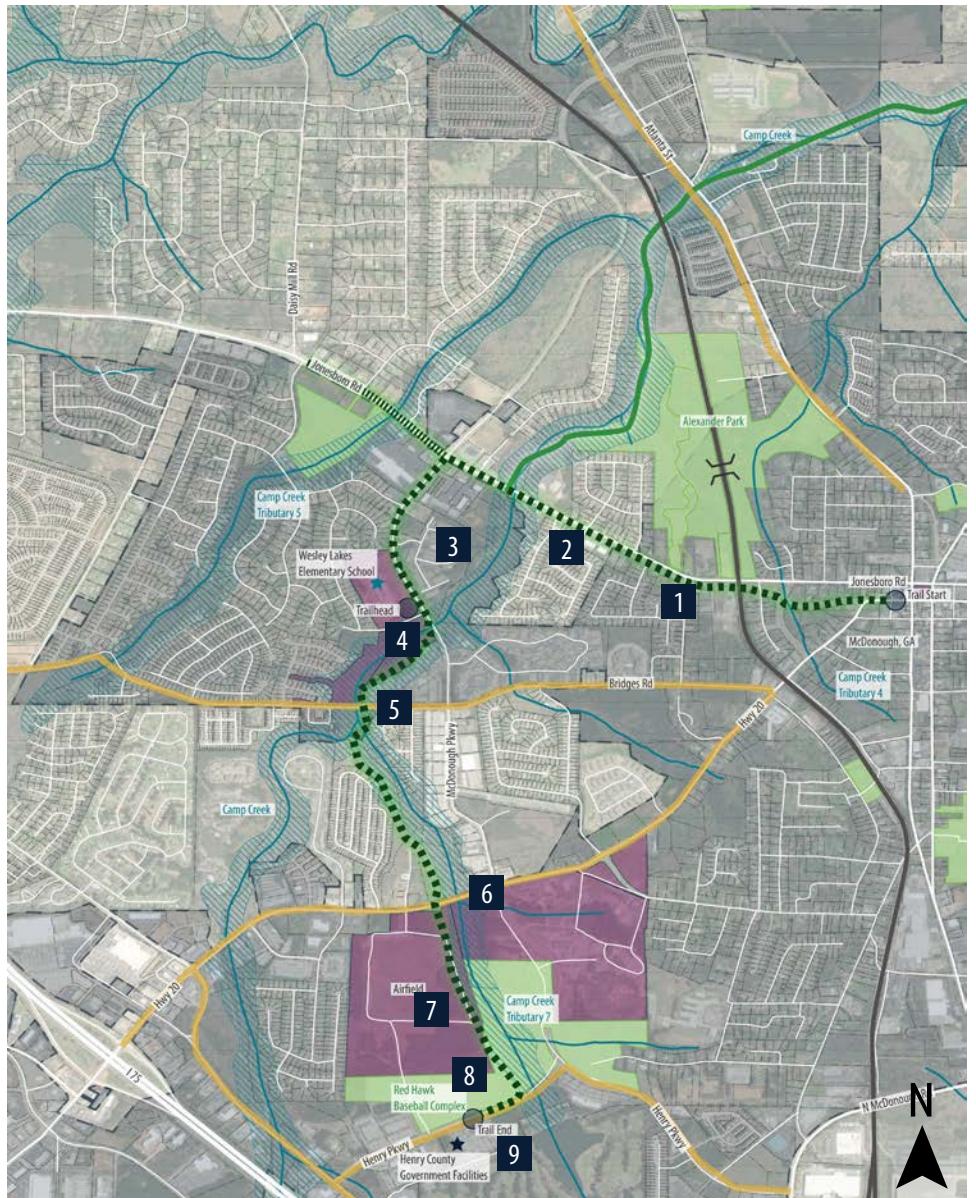


Figure 4.11. Camp Creek Model Mile Preferred Alignment

MODEL MILE TRAILHEADS

There is potential for a small shared-use trailhead with orientation signage in partnership with the Wesley Lakes Elementary School and at the Red Hawk Baseball Complex. Downtown McDonough serves as an informal trailhead, where parking downtown could mean a trail experience followed by activities downtown or vice-versa. Wesley Lakes Elementary School is an ideal location for a neighborhood access trailhead serving the residential areas to the west of Camp Creek. Utilize the Red Hawk Baseball Complex as a natural trailhead and low-cost way to integrate existing parking for trail recreation.

SAFETY AND SECURITY

Safety and security measures include lighting along the model mile along Jonesboro Road, McDonough Parkway, at trail crossings at Bridges Road, Highway 20, and along Henry Parkway. Removable bollards at intersecting streets and/or

driveways is critical to discourage vehicular use of the trail.

Safety railings may be required where the trail approaches road crossings including Bridges Road, Highway 20, and Henry Parkway, as well as the pedestrian bridge to the south of Bridges Road, where the alignment crosses Camp Creek Tributary 7.

Crosswalks will be required where the trail crosses Bridges Road, Highway 20, and Henry Parkway. Custom pavement markings at these road crossings are an option to provide an opportunity for trail branding and placemaking designs.

INTERPRETIVE SIGNAGE

Develop signage by highlighting nature along Camp Creek and its tributary's corridors as an opportunity for education. Interpretive signage within downtown McDonough can add richness to the trail experience and connect users to the history of the community.

ART

There are opportunities to create unique art experiences in downtown McDonough, at Jonesboro Park, Wesley Lakes Elementary School, the Red Hawk Baseball Complex and the Henry County Government Facilities.

FUTURE TRAIL CONNECTIONS

As the Camp Creek Model Mile develops, it is important to keep in mind potential future connections and amenities which are important for creating an effective trail system. The CTP identifies multiple side-path regional trails in the area including along Bridges Road, Highway 20, Henry Parkway, and Industrial Boulevard. The model mile should consider connection to these future sidepaths, and it will also act as an impetus to development of the sidepaths and greater pedestrian connectivity along the Camp Creek Corridor.



Camp Creek Model Mile at Henry Parkway and Red Hawk Baseball Complex

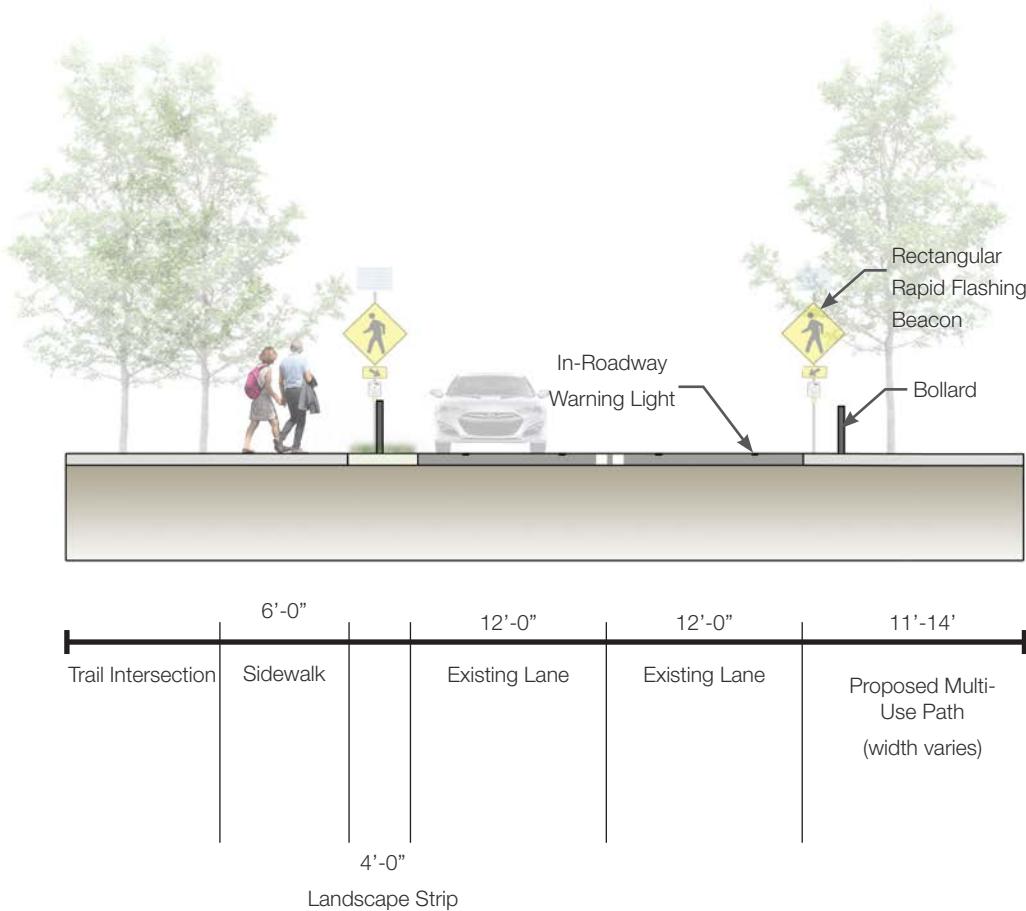
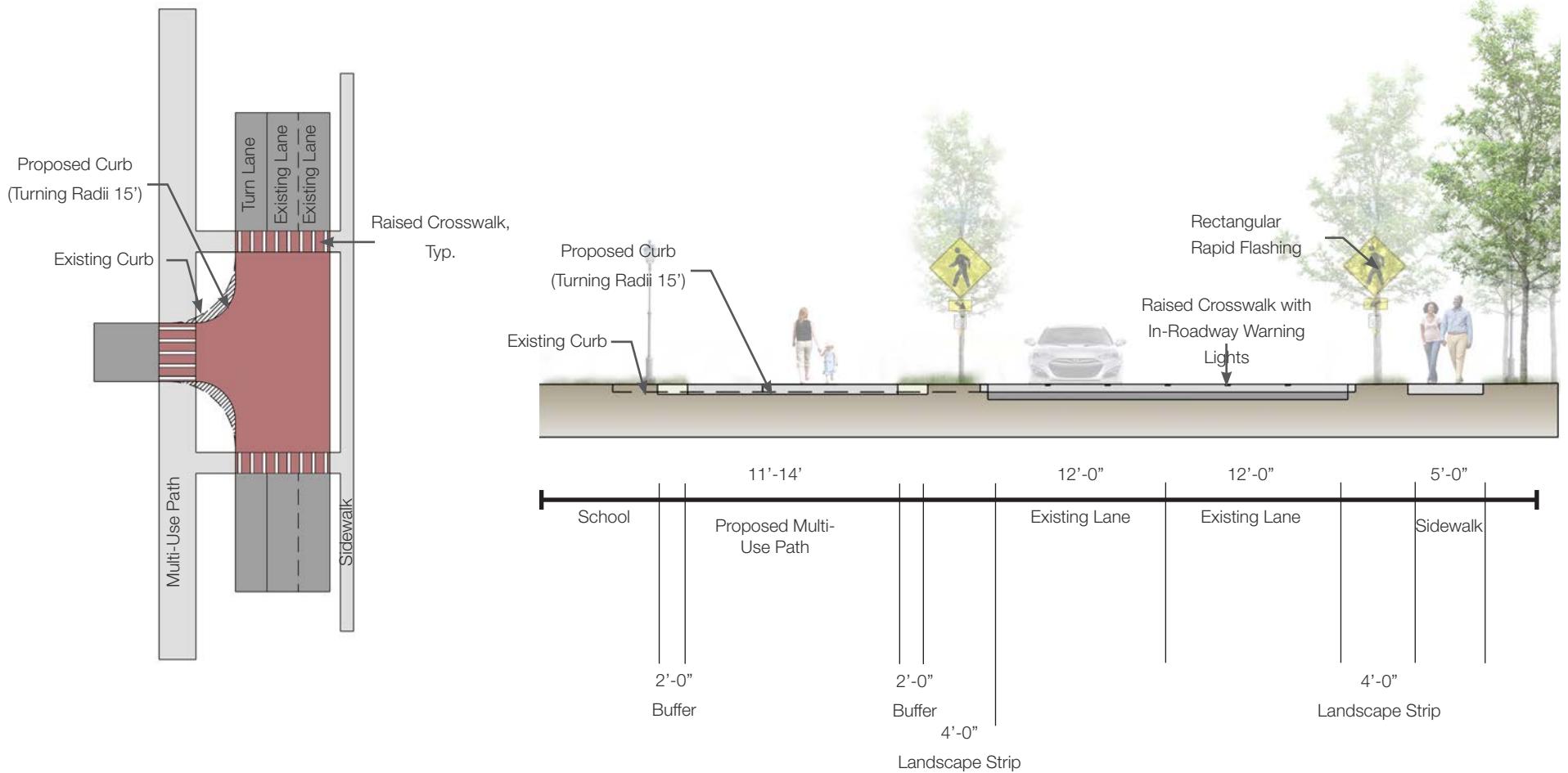


Figure 4.12. Proposed At-Grade Crossing Section

UNIQUE TRAIL CONDITIONS

Many trail alignments may have to eventually cross a road. In order to maintain pedestrian safety, a number of measures can be taken. The utilization of rectangular rapid flashing beacons (RRFBs) help alert drivers to pedestrians in the road by employing signage and in-the-road lights. These can be activated through motion sensor bollards. Where applicable, raised crosswalks can also serve as a traffic calming measure to slow vehicles down, allowing for safe crossings along the trails.

Schools serve as natural points of connection to the trails due to their high visibility, ample parking, and location along major roads. These gateways to the model miles will employ traffic calming measures, similar to the ones above, to make sure students and visitors feel safe using the trails. RRFBs and raised intersections slow speeds for oncoming traffic, while reduced turn radii drastically reduce the speed cars need to safely make a turn.



FEASIBILITY AND BENEFITS

Implementing the three model miles will serve as a catalyst for the Henry County Trails Network and desired connectivity to community destinations and the surrounding residential areas.

The model miles and future CTP trails will greatly enhance mobility and quality of life for area residents by expanding alternative means of travel. Leveraging connections of the multi-use trails into the communities and to community amenities will add to the vibrancy and unique elements of each trail. A key to realizing this vision is understanding the multiple components of implementation, including phasing and prioritization, project communication, potential funding sources (see Chapter 4), and projected costs for design and construction.

KEY STAKEHOLDERS

The model miles involve many property owners, which will be challenging to coordinate; however, the trails will provide numerous benefits to owners including connectivity, potential increased property values, and multi-modal access to key County destinations. Key stakeholders include:

- Towaliga River Trail:

- City of Hampton
- Multiple property owners along Elm Street
- Multiple property owners along the creek corridors
- Utility companies
- County Department of Public Works

- Fairview Trail:

- Bethel UMC
- Fairview Recreation Center staff
- Fairview Library staff
- Austin Road Elementary and Middle School leaders and staff
- PATH Foundation

- Multiple property owners along Fairview Road
- Multiple property owners along Martin Creek
- Utility companies
- County Department of Public Works

- Camp Creek Trail:

- City of McDonough
- Wesley Lakes Elementary School
- Multiple property owners along Jonesboro Road and McDonough Parkway
- Utility companies
- County Department of Public Works

IMPLEMENTATION CONSIDERATIONS

For this study, the preferred alignments are comprised of a single phase of work with the goal that funding will be secured for the entire project at one time. A number of steps need to be taken in order to initiate the design of the model miles.

Property owners along the preferred routes must be engaged and coordinated with early in the process because their support allows for a smoother acquisition of the required land and ultimately it is hoped that they regularly use the trail. The County must first determine if the landowners are willing to grant permanent access easements or sell the portion of the land that the proposed alignments travel through. If the landowners are unwilling to part with their land in any fashion, alternative routes must be determined.

Another step required before the design process can begin is to obtain a survey. The survey will validate the actual location of the trails and help identify the impacts on the right-of-way, utilities, and additional infrastructure. Due to each trail's proximity to blue line streams and tributaries, a wetland delineation and a flood study should be completed in conjunction with the survey. The limits of the wetlands and the location of the floodplain and floodway will affect the location of design elements and influence the type of construction methods used, as well as the permitting process. An understanding of National Register of Historic Places (NRHP) regulations and resources within each study area is critical to starting the design of the model miles. An initial desktop screening is a starting place and if resources exist, a survey will be required.

Coordinating and keeping up-to-date with stakeholders throughout the design process is important because they have sway within the community and can be potential funding sources.

Securing support and buy-in from local commissioners and municipal departments will help boost the community's perception of the projects. Local commissioners can allocate portions of their budget toward funding the project and are more likely to do so if their constituents are in support. Numerous County and municipal departments will be involved in the design, permitting, and maintenance of the model mile trails. Engaging them early and often will allow for a smoother and more efficient project timelines.

If there is need to phase the trails, refining and identifying initial phasing and future phasing will help communities take on achievable segments as funding and resources allow.

TOWALIGA RIVER MODEL MILE PROJECT

OVERALL PROJECT COST - TO BE DETERMINED	
CONSTRUCTION (70%)	\$ 5,473,174.50
UTILITIES (2%)	\$ 150,000.00
ROW ACQUISITION (3%)	\$ 200,000.00
ENGINEERING & INSPECTION (4%)	\$ 273,658.73
DESIGN FEE (8%)	\$ 656,780.94
CONTINGENCY (14%)	\$ 1,094,634.90
ESTIMATE SUBTOTAL	\$ 7,848,250.00

The project team developed a preliminary opinion of probable costs for the preferred alignment. The following costs are line items for key elements of the project. The costs represent standard calculations for 2022. Costs may vary based on several factors, including the final design, funding sources, and the date construction begins.

ESTIMATED INFLATION COSTS: 3.5% INCREASE PER YEAR

2022	\$ 8,122,938.75
2023	\$ 8,407,241.61
2024	\$ 8,701,495.06
2025	\$ 9,006,047.39
2026	\$ 9,321,259.05

FAIRVIEW MODEL MILE PROJECT

OVERALL PROJECT COST - TO BE DETERMINED	
CONSTRUCTION (70%)	\$ 5,937,415.00
UTILITIES (2%)	\$ 150,000.00
ROW ACQUISITION (2%)	\$ 150,000.00
ENGINEERING & INSPECTION (4%)	\$ 296,870.75
DESIGN FEE (9%)	\$ 712,489.80
CONTINGENCY (14%)	\$ 1,187,483.00
ESTIMATE SUBTOTAL	\$ 8,434,259.00

The project team developed a preliminary opinion of probable costs for the preferred alignment. The following costs are line items for key elements of the project. The costs represent standard calculations for 2022. Costs may vary based on several factors, including the final design, funding sources, and the date construction begins.

ESTIMATED INFLATION COSTS: 3.5% INCREASE PER YEAR

2022	\$ 8,729,458.07
2023	\$ 9,034,989.10
2024	\$ 9,351,213.72
2025	\$ 9,678,506.20
2026	\$ 10,017,253.91

CAMP CREEK MODEL MILE PROJECT COST

OVERALL PROJECT COST - TO BE DETERMINED	
CONSTRUCTION (69%)	\$ 6,408,432.50
UTILITIES (2%)	\$ 200,000.00
ROW ACQUISITION (2%)	\$ 200,000.00
ENGINEERING & INSPECTION (3%)	\$ 320,421.63
DESIGN FEE (8%)	\$ 769,011.90
CONTINGENCY (14%)	\$ 1,281,686.50
ESTIMATE SUBTOTAL	\$ 9,179,553.00

The project team developed a preliminary opinion of probable costs for the preferred alignment. The following costs are line items for key elements of the project. The costs represent standard calculations for 2022. Costs may vary based on several factors, including the final design, funding sources, and the date construction begins.

ESTIMATED INFLATION COSTS: 3.5% INCREASE PER YEAR

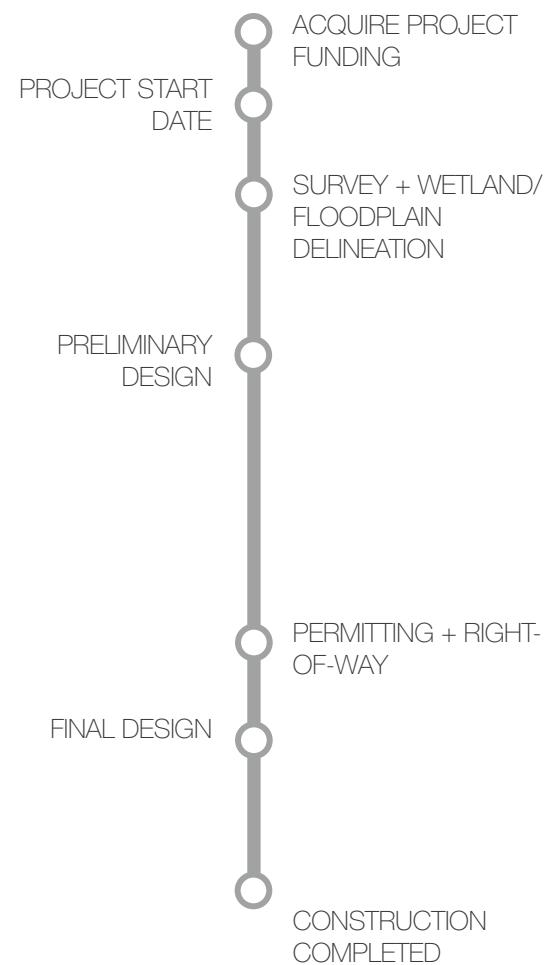
2022	\$ 9,500,837.36
2023	\$ 9,833,366.66
2024	\$ 10,177,534.50
2025	\$ 10,533,748.20
2026	\$ 10,902,429.39

DESIGN & ENGINEERING

The timeline assumes the projects will obtain approval and acquire project funding. Critical tasks in the timeline include the topographic and boundary surveys as well as wetland delineation and coordination with the property owners. Permitting is unknown at this time, but due to project complexities, it can be assumed that permitting will take a minimum of six months for each model mile. Locally funded trails can typically be constructed within 18 months to three years of securing funding, while federally funded trails can take a minimum of three to five years to be realized once funding is secured.

This model mile study identifies three preferred alignments. At the completion of the planning process, the County will move the projects forward to seek funding opportunities. Progression from the planning stages to construction and groundbreaking will introduce

a new set of variables. Those variables could include changes to the built environment, demographic shifts, transportation expansion, and changes in property ownership. It is important for the community and major stakeholders to remain involved and active in this process in order to advocate for the core components of the community's vision for the Henry County Model Miles.



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APPENDICES

Appendix A

Proposed Trails - City Maps

Appendix B

Public Engagement

Appendix C

Model Miles - Supplementary Material

APPENDIX A: PROPOSED TRAILS - CITY MAPS

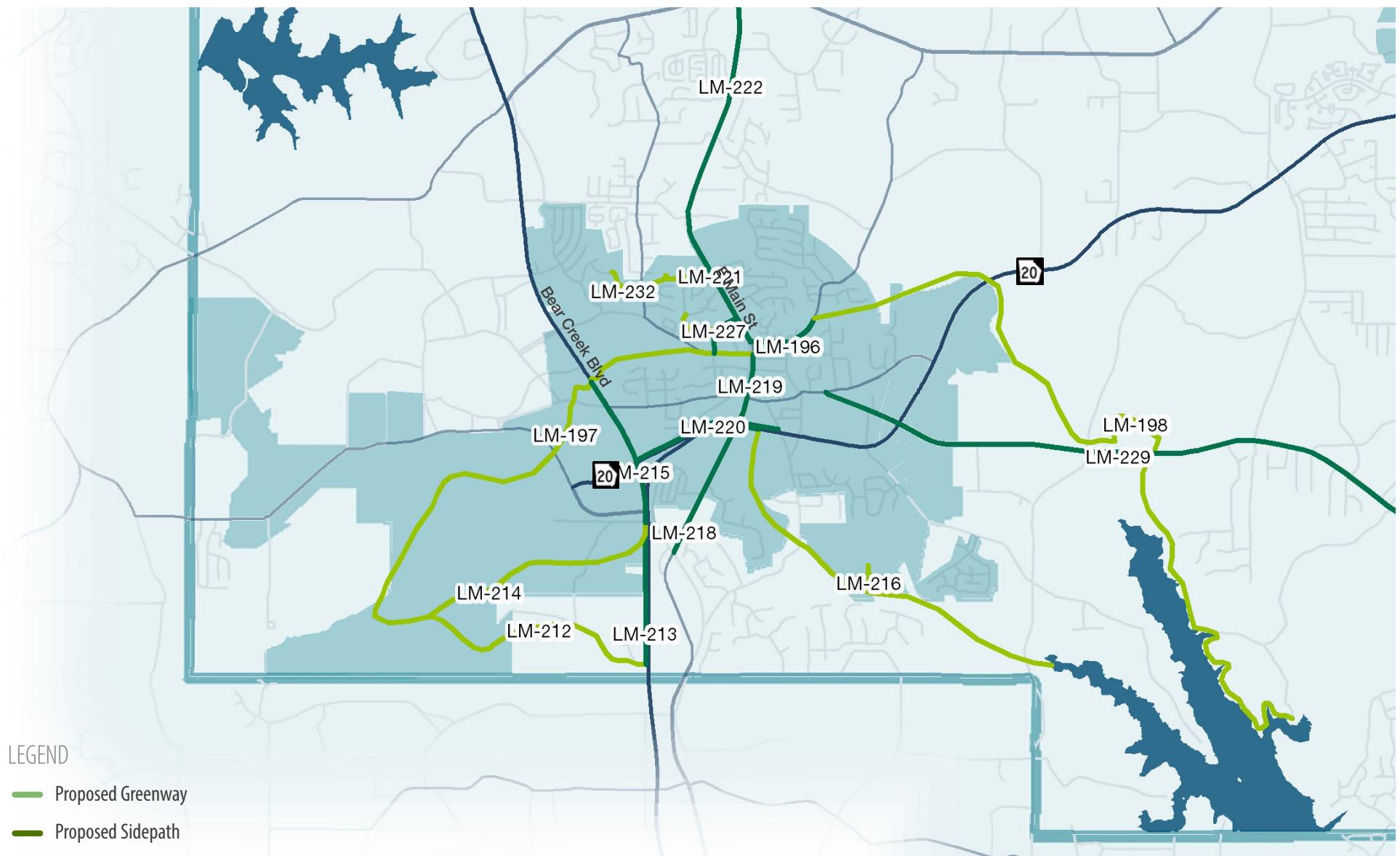


Figure A.1. Proposed Trails - City of Hampton

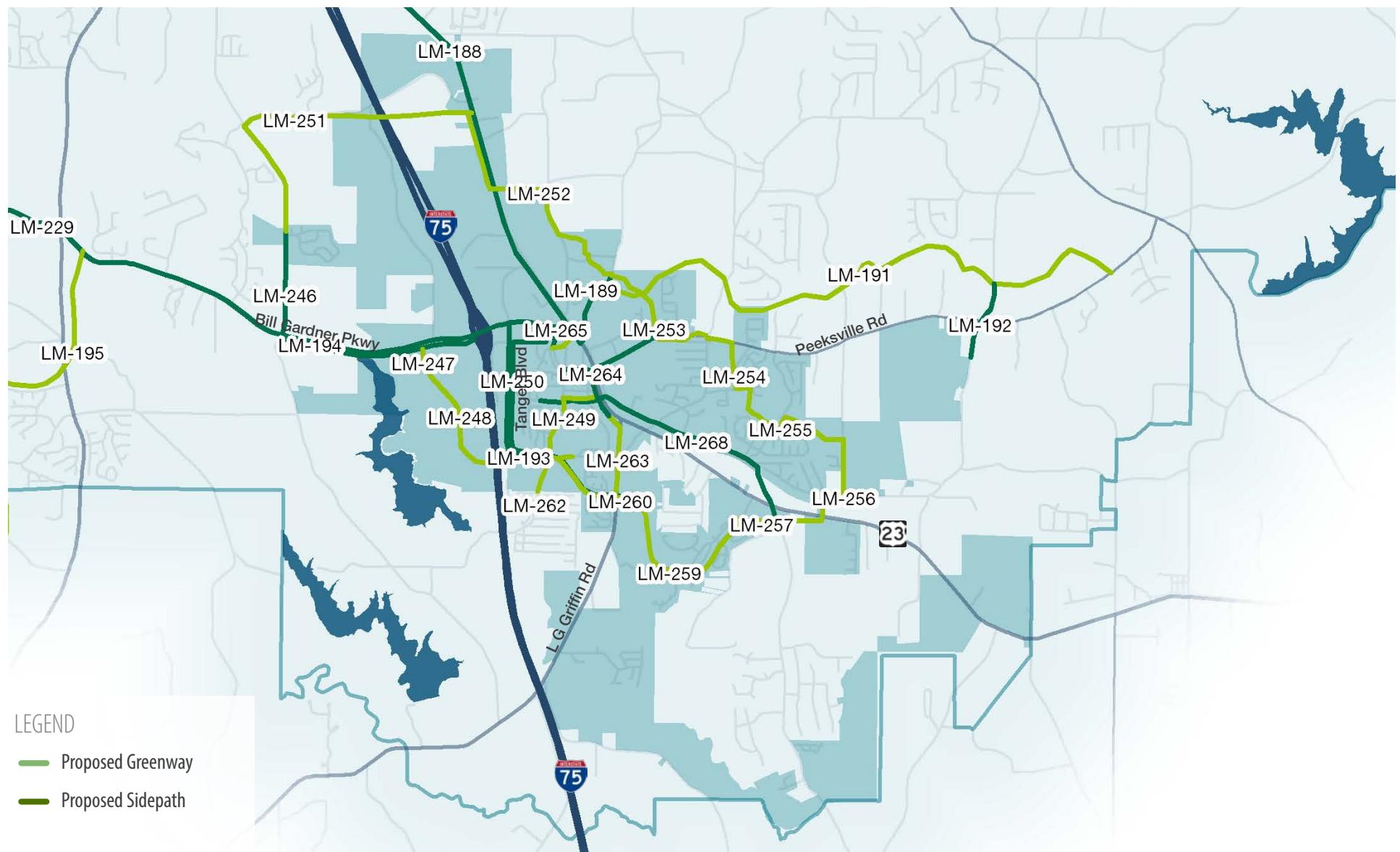


Figure A.2. Proposed Trails - City of Locust Grove

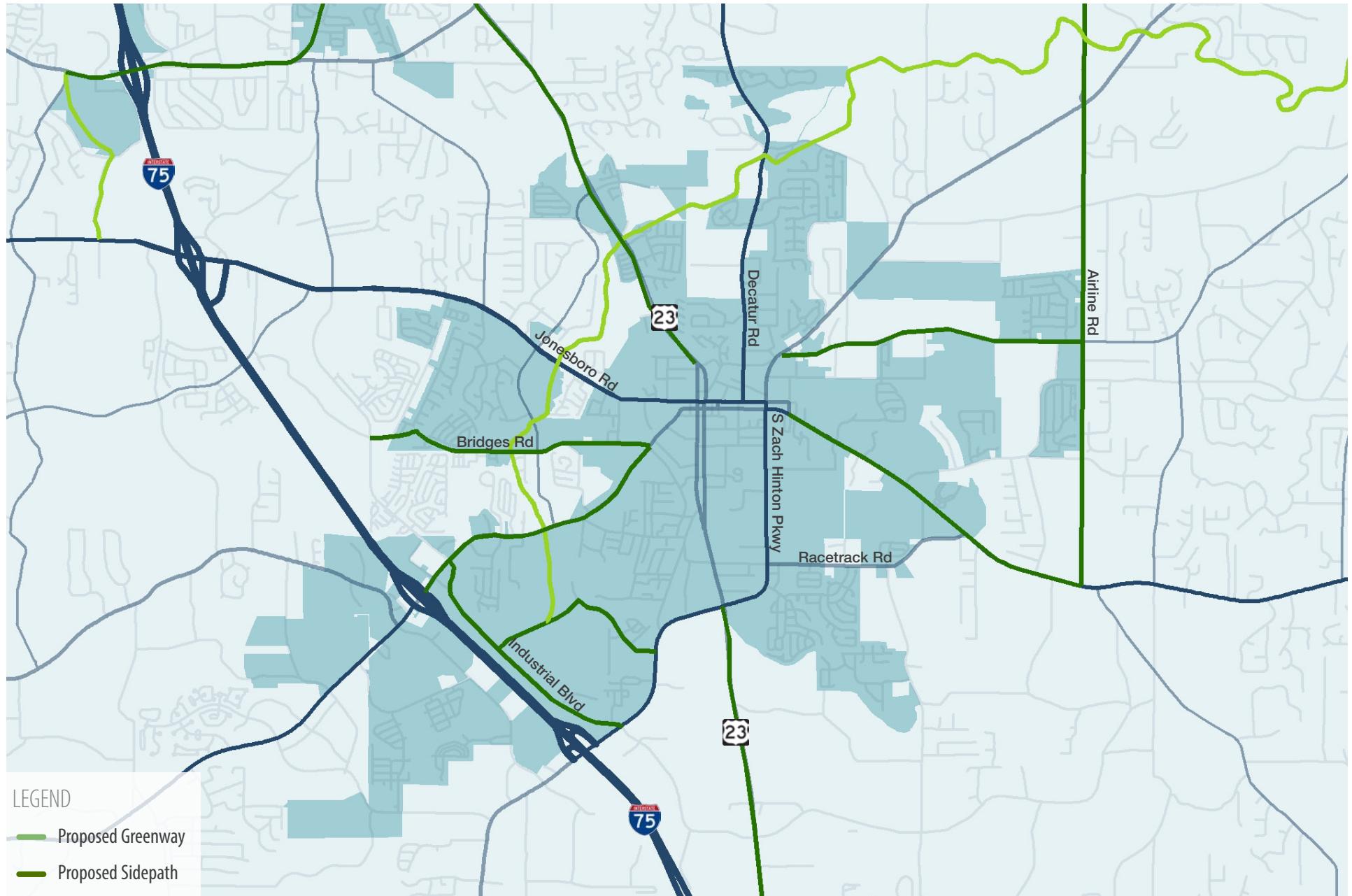


Figure A.3. Proposed Trails - City of McDonough

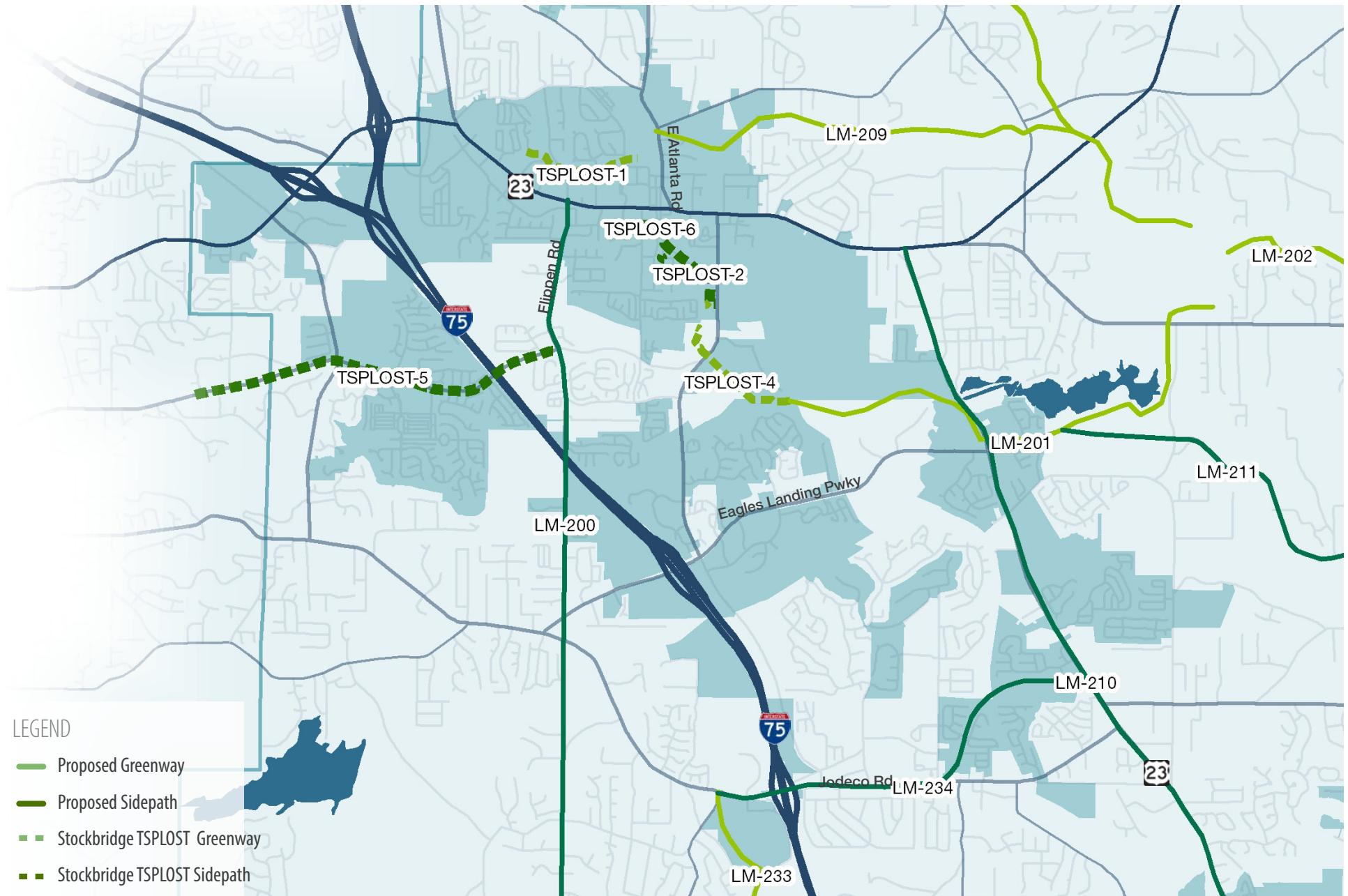


Figure A.4. Proposed Trails – City of Stockbridge



Round 2 Public Meeting #1 12/9/2021

Details

Location: Fairview Recreation Center, 35 Austin Rd., Stockbridge, GA 30281

Time: 5:30PM – 7:30PM

Type: Open House Style

Meeting Goals:

1. Gather feedback on needs assessment findings
2. Gather feedback on draft trail network
3. Promote online project survey

Attendees

Project Partners

- Sam Baker – Henry County, Director of Transportation Planning
- Roque Romero – Stakeholder Committee

Consultant Team

- Michael Kray (POND)
- Patrick McArdle (POND)
- Rebecca Hester (POND)
- Sarah Beddington (Blue Cypress Consulting)
- Ansley Jones (Blue Cypress Consulting)

Public

- 11 Participants

Summary

Participants

Meeting participants were welcomed to the meeting and asked to fill out the sign in sheet which asked for their name, home zip code, email, and “How did you learn about the meeting?”. Henry County zip codes represented at the in-person meeting are shown in Figure 1. The participants were asked to identify how they learned about the meeting (*Table 1*) to help the project team tailor effective future project promotions.

Figure 1. Henry Zip Codes Represented at Meeting

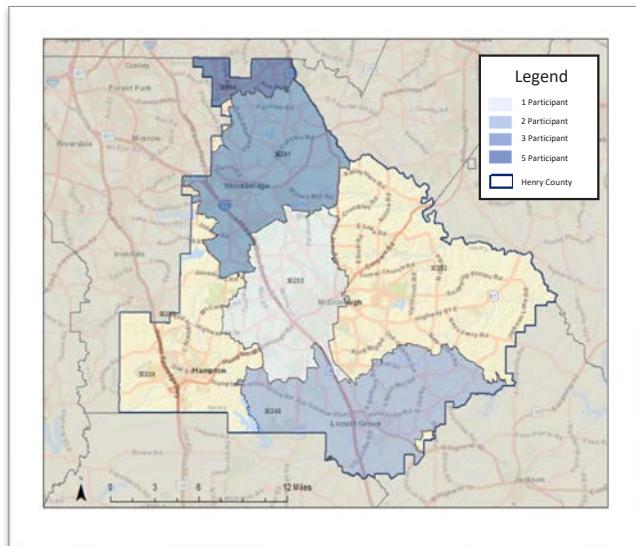


Table 1. How Participants Learned of the Meeting

Promotion Method	Participants
Email	2
Poster or Yard Sign	2
Henry Harold Article	2
Social Media (Facebook/Instagram)	3
Variable Message Sign	3

Figure 2. Yard Sign



Boards

Fifteen poster boards showing various transportation analysis and the draft trail map (*Table 2*) were spaced out around the room to allow participants to view each one at their own time and pace. Members of the project team were also spread out across the room to answer questions. All poster boards can be found in Appendix A.

Table 2. Poster Board Subjects

Transportation Plan	Trail Plan
1. Population Density	10. Predictive Risk Score – Walking
2. Employment Density	11. Predictive Risk Score – Bicycling
3. Traffic Congestion – Travel Demand Model	12. Sidewalk Gap Analysis
4. Travel Time Index (TTI)	13. Bicycle Level of Comfort
5. Committed Projects	14. Trail Typologies
6. Truck Volumes and Percentages	15. Draft Trail Network
7. Crash Rates – Road Segments	
8. Crash Rates – Intersections	
9. Crash Rates – I-75	

Picture 1. Michael Kray pointing out committed SPLOST V, T-SPLOST, and ARC TIP.



Picture 2. Rebecca Hester answers a community member's question about the trails plan.



Feedback

Participants were given several feedback opportunities including comment cards, two iPads with preloaded surveys, and directly speaking with project staff. Six meeting participants filled out comment cards and two completed the survey at the meeting.

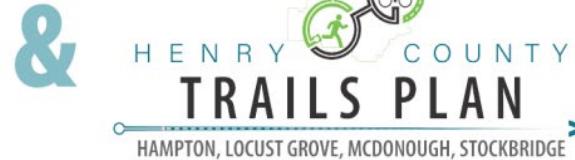
Comment Card Themes:

Transportation

1. Safety Indicator
 - Flashing light needed at Hwy. 155 and Alexander Lake Rd.
2. Reduce speed limit
 - Fairview Rd.
3. Street lights needed
 - Hwy. 155 heading South after Panola Rd.
 - Ward Rd. and Ward Dr.
 - Panola Rd. heading West toward Fairview Rd.
4. Sidewalks needed throughout county
5. Repaving older subdivision roads
 - Chateau Estates

Trails

1. Locust Grove specific trails and greenspaces needed
 - Need a safe space to walk for exercise
 - Existing County trails are not long enough



Round 2 Public Meeting #2 12/13/2021

Details

Location: Bear Creek Recreation Center, 56 McDonough St., Hampton, GA 30228

Time: 5:30PM – 7:30PM

Type: Open House Style

Meeting Goals:

1. Gather feedback on needs assessment findings
2. Gather feedback on draft trail network
3. Promote online project survey

Attendees

Project Partners

- Sam Baker – Henry County, Director of Transportation Planning
- Victor Murray – Stakeholder Committee

Consultant Team

- Michael Kray (POND)
- Patrick McArdle (POND)
- Rebecca Hester (POND)
- Sarah Beddington (Blue Cypress Consulting)
- Caroline Evans (Blue Cypress Consulting)

Public

- 10 Participants

Summary

Participants

Meeting participants were welcomed to the meeting and asked to fill out the sign in sheet which asked for their name, home zip code, email, and “How did you learn about the meeting?”. Henry County zip codes represented at the in-person meeting are shown in Figure 1. The participants were asked to identify how they learned about the meeting (*Table 1*) to help the project team tailor effective future project promotions.

Figure 1. Henry Zip Codes Represented at Meeting

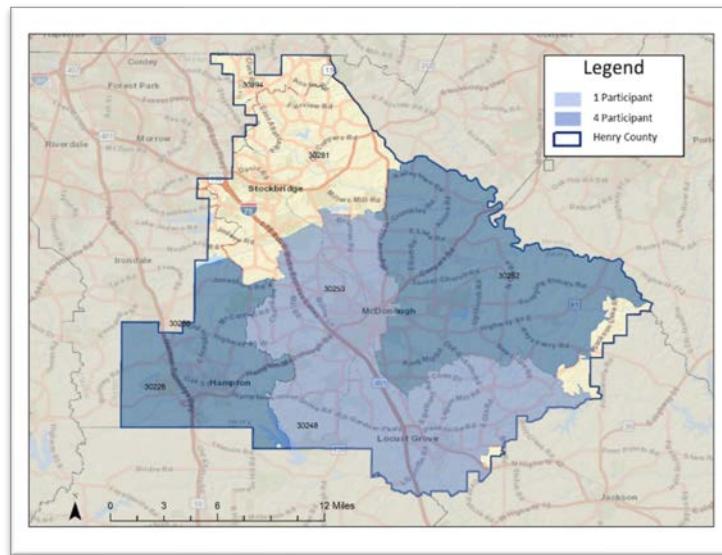


Table 1. How Participants Learned of the Meeting

Promotion Method	Participants
Website (Moving Henry Forward)	1
Email	1
Work for County/City	3
Steering Committee	1
Henry Harold Article	3
Social Media (Facebook/Instagram)	2

Figure 2. Yard Sign



Boards

Fifteen poster boards showing various transportation analysis and the draft trail map (*Table 2*) were spaced out around the room to allow participants to view each one at their own time and pace. Members of the project team were also spread out across the room to answer questions. All poster boards can be found in Appendix A.

Table 2. Poster Board Subjects

Table 2. Foster Board Subjects	
Transportation Plan	Trail Plan
1. Population Density	10. Predictive Risk Score – Walking
2. Employment Density	11. Predictive Risk Score – Bicycling
3. Traffic Congestion – Travel Demand Model	12. Sidewalk Gap Analysis
4. Travel Time Index (TTI)	13. Bicycle Level of Comfort
5. Committed Projects	14. Trail Typologies
6. Truck Volumes and Percentages	15. Draft Trail Network
7. Crash Rates – Road Segments	
8. Crash Rates – Intersections	
9. Crash Rates – I-75	

Figure 1. Michael Kray writes down a comment from a member of the community.



Figure 2. Rebecca Hester and Michael Kray answering a community member's question.



Feedback

Participants were given several feedback opportunities including comment cards, two iPads with preloaded surveys, and directly speaking with project staff. Three meeting participants filled out comment cards at the meeting.

Comment Card Themes:

Transportation

1. Safety
 - Woolsey Rd. should have higher risk prediction for pedestrians
2. Sidewalks needed along Woolsey Rd. (Hampton)
3. Resurfacing
 - Between Hwy. 155 and Hwy. 20
4. Employee Density Poster
 - Hampton area seems off given its mostly residential besides the air traffic control center



&



Round 3 Public Meeting #1 4/12/2022

Details

Location: Henry County Administration Building, 140 Henry Parkway, McDonough, GA 30253

Time: 6:00PM – 7:30PM

Type: Open House Style

Meeting Goals:

1. Gather feedback on the Transportation Plan recommendations
2. Gather feedback on the Trail Plan recommendations
3. Promote online project survey

Attendees

Project Partners

- Sam Baker – Henry County, Director of Transportation Planning
- Roque Romero – Stakeholder Committee

Consultant Team

- Michael Kray (POND)
- Patrick McArdle (POND)
- Serah Mungai (POND)
- Rebecca Hester (POND)
- Jonathan Corona (POND)
- Sarah Beddington (Blue Cypress Consulting)
- Caroline Evans (Blue Cypress Consulting)

Public

- 27 Participants

Summary

Participants

Meeting participants were welcomed to the meeting and asked to fill out the sign in sheet which asked for their name, home zip code, email, and an answer to the question, "How did you learn about the meeting?" Henry County zip codes represented at the in-person meeting are shown in Figure 1. The participants were asked to identify how they learned about the meeting (*Table 1*) to help the project team tailor effective future project promotions. Figure 2. is an example of a sign used to promote the meeting.

Figure 1. Henry County Zip Codes Represented at the In-person Meeting

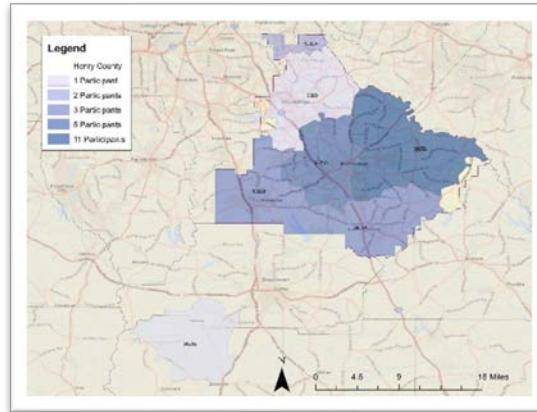


Table 1. How Participants Learned of the Meeting

Promotion Method	Participants
Email	1
Website	4
Word of Mouth	4
Social Media (Facebook/Instagram)	7
Signage	1
Unknown	6

Figure 2. Signage used to promote the meeting



Boards

The project team arranged twenty-two poster boards showing various transportation and trail projects (*Table 2*) around the room to allow participants to view each one at their own time and pace. Members of the project team were also spread out across the room to answer questions. All poster boards can be found in Appendix A.

Table 2. Poster Board Subjects

Transportation Plan	Trail Plan
1. Plan Background and Schedule	Trail Network:
2. Widening Projects	18. Origins-Destinations
3. Congested Corridors	19. Full Trail Network
4. New Roadway Connections	Model Miles
Intersection Capacity Projects:	20. Existing Conditions
5. Bottleneck Map	21. Alternative Alignments
6. Projects Map	22. Alignment
Intersection Safety Projects:	23. Typologies
7. Intersection Crash Map	
8. Projects Map	

Transportation Plan	Trail Plan
9. Arterial Upgrade & Roadway Safety Projects	
Sidewalk Projects:	
10. Walking Propensity Map	
11. Countywide	
12. Hampton	
13. Locust Grove	
14. McDonough	
15. Stockbridge	
16. Project Table	

Picture 1. Participants viewing the poster boards at their own pace.



Picture 2. Participants taking the community survey on the preloaded iPads.



Feedback

Participants were given several feedback opportunities including comment cards, two iPads with preloaded surveys, and directly speaking with project staff. Ten meeting participants filled out comment cards and three completed the survey at the meeting.

Comment Card Themes:

Transportation

1. Safety
 - o Flashing light needed at Hwy. 155 and Alexander Lake Rd.
2. Multimodal
 - o Golf cart access
3. Funding Opportunities
 - o Impact Fees to fund transportation projects
 - o CIDS for I-75 Ramps
4. Sidewalks needed throughout county
 - o Jonesboro Road corridor

Trails

1. Multimodal Nature Trails
 - o For walking, hiking, and cycling



Round 3 Public Meeting #2 4/20/2022

Details

Location: Locust Grove Public Safety Building, 3640 Highway 42, Locust Grove, GA 30248

Time: 6:00PM – 7:30PM

Type: Open House Style

Meeting Goals:

1. Gather feedback on the Transportation Plan recommendations
2. Gather feedback on the Trail Plan recommendations
3. Promote online project survey

Attendees

Project Partners

- Sam Baker – Henry County, Director of Transportation Planning
- Roque Romero – Stakeholder Committee

Consultant Team

- Michael Kray (POND)
- Andrew Kohr (POND)
- Patrick McArdle (POND)
- Serah Mungai (POND)
- Richard Fangmann (POND)
- Sarah Beddington (Blue Cypress Consulting)
- Caroline Evans (Blue Cypress Consulting)

Public

- 23 Participants

Summary

Participants

Meeting participants were welcomed to the meeting and asked to fill out the sign in sheet which asked for their name, home zip code, email, and a response to the question, "How did you learn about the meeting?" Henry County zip codes represented at the in-person meeting are shown in Figure 1. The participants were asked to identify how they learned about the meeting (*Table 1*) to help the project team tailor effective future project promotions. Figure 2. is an example of a sign used to promote the meeting.

Figure 1. Henry County Zip Codes Represented at the In-person

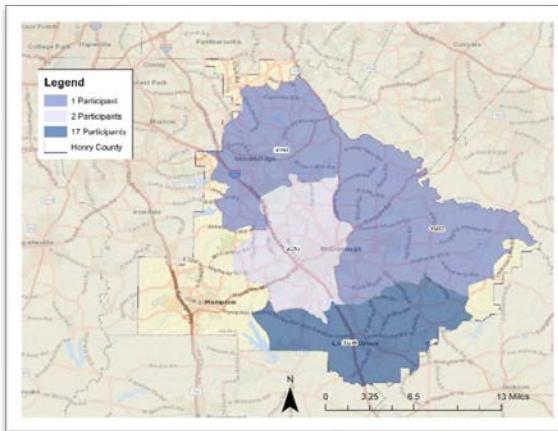


Table 1. How Participants Learned of the Meeting

Promotion Method	Participants
Email	2
Website	2
Word of Mouth	7
Social Media (Facebook/Instagram)	3
Variable Message Sign	8

Figure 2. How Participants Learned of the Meeting



Boards

The project team arranged twenty-two poster boards showing various transportation and trail projects (*Table 2*) around the room to allow participants to view each one at their own time and pace. Members of the project team were also spread out across the room to answer questions. All poster boards can be found in Appendix A.

Table 2. Poster Board Subjects

Transportation Plan	Trail Plan
1. Plan Background and Schedule	Trail Network:
2. Widening Projects	18. Origins-Destinations
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Transportation Plan	Trail Plan
9. Arterial Upgrade & Roadway Safety Projects	
Sidewalk Projects:	
10. Walking Propensity Map	
11. Countywide	
12. Hampton	
13. Locust Grove	
14. McDonough	
15. Stockbridge	
16. Project Table	

Picture 1. Participants viewing the poster boards at their own pace.



Picture 2. A Participant taking the community survey on the preloaded iPad.



Feedback

Participants were given several feedback opportunities including comment cards, two iPads with preloaded surveys, and directly speaking with project staff. None of the meeting participants filled out comment cards however three did complete the survey at the meeting.



Henry County Transportation Plan and Trails Plan Pop- up Event #3

Where: J.P. Moseley Recreation Center
McDonough, GA

When: Saturday, February 19, 2022

What: Blue Cypress Consulting set up a pop-up booth in the lobby of the J.P. Moseley Recreation Center during the Fall Youth Basketball tournament. The purpose of the pop-up was engaging with the public and receiving feedback regarding the Henry County Trails network draft logo designs. The team collected names and email addresses for those interested in receiving more information and passed out project postcard with website links and Round 3 Public Meeting save the date details.

Participants: Approximately 50 people stopped by the pop-up table and took a project postcard. Three people signed up for project updates and a total of 32 people participated in the feedback exercise.

Feedback Exercise: Each of the eight drafted logos was attached to a clear jar and set out on the pop-up table. Each participant was asked to drop a colored marble into the jar with their first choice for the trail network logo. The logos in order from most votes to least is as follows; C (9), H(8), E(6), G(3), A&D(2), and B&F(1).

FIGURE 1.DRAFT LOGOS





Henry County Transportation Plan and Trails Plan

FIGURE 2. POSTCARD PUBLIC MEETING ROUND 3 SAVE THE DATE



FIGURE 3: ANSLEY WITH BLUE CYPRESS CONSULTING MANNING THE POP-UP TABLE



FIGURE 4: BRANDING LOGO FEEDBACK EXERCISE



TOWALIGA RIVER MODEL MILE ALIGNMENTS

	Alignment 1	Alignment 2	Alignment 3	Alignment 4
Length of Trail	18,282 linear feet	15,225 linear feet	14,313 linear feet	16,315 linear feet
Environmental Impacts	Wetland Floodplain Stream Crossing Tree Impacts	Wetland Floodplain Stream Crossing Tree Impacts	Tree Impacts	Tree Impacts
On Road vs Off Road	16% On Road 84% Off Road	52% On Road 48% Off Road	100% On Road	70% On Road 30% Off Road
Conflict Points	3 Intersections	6 Intersections	4 Intersections	4 Intersections
Infrastructure Impacts	Pedestrian underpass	New pedestrian bridge	New pedestrian bridge	New pedestrian bridge
Right of Way Impacts	29 Properties	34 Properties	19 Properties	15 Properties
Connections	2 Neighborhoods 1 Retail Center 1 Greenspace	3 Neighborhoods 1 Retail Center 3 Civic 4 Greenspaces	4 Neighborhoods 1 Retail Center 4 Civic 3 Greenspaces	3 Neighborhoods 1 Retail Center 2 Civic

The proposed alignment routes shown in Figure A.5 explore multiple alternatives within the study area. These routes were influenced by the existing conditions, construction feasibility, and the ability to link key destinations. Planned projects, conflict points, right-of-way acquisition, and potential construction costs are the guiding factors that informed the alternatives development. The alternatives focus on ensuring safe connections to and from downtown Hampton, the connections to neighborhoods, the Henry County Greenspace, and the Hampton School Complex. Once the alignments were determined, the impact of constructing each route was explored. Input gathered from the public, County and City of Hampton staff, and stakeholders was combined with a matrix that compares each alignment route. This analysis led to the identification of the preferred model mile.

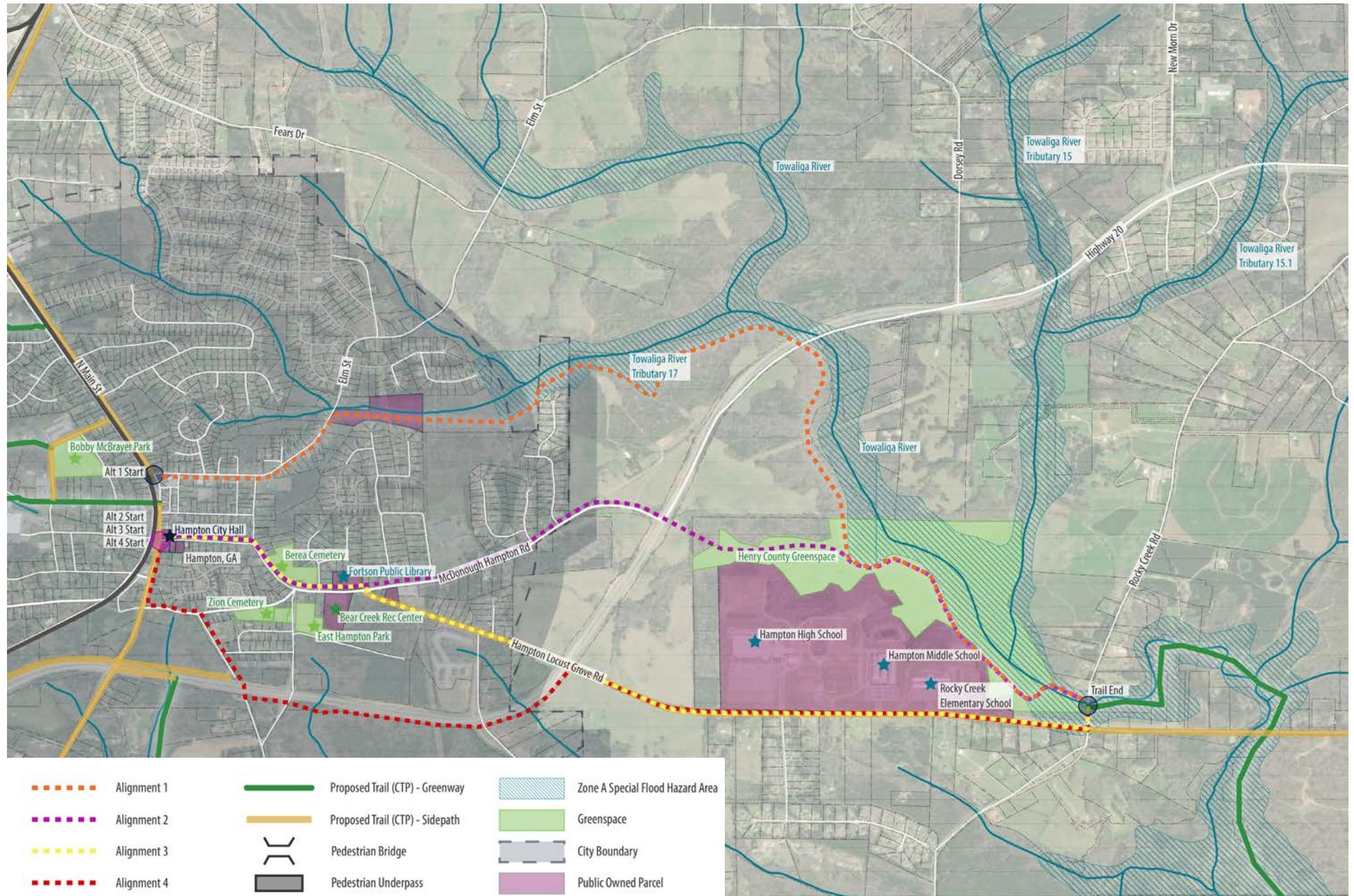


Figure A.5. Towaliga River Model Miles Alignments

TOWALIGA RIVER MODEL MILE ALIGNMENTS

ALIGNMENT 1

Alignment 1 begins at the intersection of Main Street and Elm Street. There is opportunity for the intersection to serve as a gateway to the community and to the trail, as well as potential for a small gathering space. From the intersection the alignment follows the south side of Elm Street and continues until just before the bridge over Towliga River Tributary 17. Turning east, the trail skirts just outside of the floodplain, along the southern side of the tributary. The alignment takes advantage of an existing underpass to cross Highway 20. Turning south after the underpass, the trail follows the west side of the Towliga River, connecting to the Henry County Greenspace, and then turns east again to skirt the northern edge of the Hampton School Complex and ending at Rocky Creek Road.

ALIGNMENT 2

This alignment begins at Hampton City Hall and travels east along McDonough Street. It then turns southeast along McDonough Street and connects to Berea Cemetery, the Hampton Senior Recreation Center, the Fortson Public Library, the Bear Creek Recreation Center and then turns northeast along McDonough Hampton Road. A pedestrian overpass bridge would be needed to cross Highway 20. The trail would then connect into the Henry County Greenspace and follow the same route as alignment 1 to Rocky Creek Road along the Towliga River.

ALIGNMENT 3

Alignment 3 begins in the same location and follows the same route as Alignment 2 until reaching McDonough Street and Hampton Locust Grove Road. The alignment then turns to the south and follows Hampton Locust Grove Road to cross Highway 20, requiring a pedestrian overpass bridge. The trail continues as a sidepath until reaching Rocky Creek Road.

ALIGNMENT 4

Alignment 4 begins in the same location as alignments 2 and 3, but turns directly south along the east side of Main Street to Rosenwald Drive. At Rosenwald Drive the trail would turn east, and then again south at Floyd Road. Following Floyd, the trail intersects with Highway 20, and would require a pedestrian overpass bridge. Then the trail would continue along the south side of Highway 20 until reaching Hampton Locust Grove Road, continuing as a sidepath until reaching Rocky Creek Road.

ALIGNMENT SUMMARY

The alternative routes were presented to Henry County, stakeholders, and the public to gauge interest and obtain feedback. After assessing this information, considering the comparison matrix, a preferred alignment for the Towliga River Model Mile was determined. From these four alternatives, the following elements helped to define the final preferred alignment.

- Create a safe connection between Downtown Hampton and Rocky Creek Road and future planned trail network connections.
- Link recreational, educational, and commercial destinations, and improve the sense of place within the community.
- Generate safe pedestrian crossings to the historic, recreational, and commercial resources in the community.

TOWALIGA RIVER MODEL MILE ALIGNMENTS

ALIGNMENT 1

PROS

- Connects downtown, the eastern neighborhoods, the Henry County Greenspace, the and the Hampton School Complex.
- Utilizes an existing underpass.
- Provides a long segment of off-road greenway trail.
- Provides the opportunity to create a dual community and trail gateway to Hampton at Main Street and Elm Street.
- Provides the opportunity for a small parklet where the trail turns east at Elm Street and the Towaliga Tributary 17.
- Garners direct access to the Hampton School Complex and sets up opportunities for nature-based learning and recreation.

CONS

- The trail alignment will impact to existing trees and right of way along Elm Street.
- Potential for wetland and floodplain impacts along the stream corridor.
- Does not connect to the southern neighborhoods of Hampton.

ALIGNMENT 2

PROS

- Connects downtown, Berea Cemetery, the Hampton Senior Recreation Center, the Fortson Public Library, the Bear Creek Recreation Center, the eastern neighborhoods, the Henry County Greenspace, and the Hampton School Complex.
- Opportunity to create a trail feature adjacent to or at City Hall.
- Garners direct access to the Hampton School Complex and sets up opportunities for nature-based learning and recreation.

CONS

- The trail alignment will impact the greatest number of properties and has the most conflict points.
- Requires an overpass at Highway 20.
- Does not connect to the northern neighborhoods of Hampton.

ALIGNMENT 3

PROS

- Connects downtown, Berea Cemetery, the Hampton Senior Recreation Center, the Fortson Public Library, the Bear Creek Recreation Center, the eastern neighborhoods, the Henry County Greenspace, and the Hampton School Complex.
- Opportunity to create a trail feature adjacent to or at City Hall.
- Garners direct access to the Hampton School Complex and sets up opportunities for safe routes to school.

CONS

- The trail alignment is adjacent to the road for its entire length.
- Requires an overpass at Highway 20.
- Does not connect to the northern neighborhoods of Hampton.

ALIGNMENT 4

PROS

- Connects downtown, the southern neighborhoods, new development south of Highway 20, the Henry County Greenspace, and the Hampton School Complex.
- Opportunity to create a trail feature adjacent to or at City Hall.
- Garners direct access to the Hampton School Complex and sets up opportunities for safe routes to school.

CONS

- The trail alignment is adjacent to the road for its entire length.
- Requires an overpass at Highway 20.
- Does not connect to the northern neighborhoods of Hampton.

FAIRVIEW MODEL MILE ALIGNMENTS

	Alignment 1	Alignment 2	Alignment 3
Length of Trail	16,731 linear feet	16,965 linear feet	17,621 linear feet
Environmental Impacts	Wetland Floodplain Stream Crossing Tree Impacts	Wetland Floodplain Stream Crossing Tree Impacts	Wetland Floodplain Stream Crossing Tree Impacts
On Road vs Off Road	51% On Road 49% Off Road	100% On Road	65% On Road 35% Off Road
Conflict Points	5 Intersections	7 Intersections	6 Intersections
Infrastructure Impacts	Road Alignment/ Sidepath	Road Alignment/ Sidepath	Road Alignment/ Sidepath
Right of Way Impacts	13 Properties	Road Widening Project	16 Properties
Connections	3 Neighborhoods 2 Greenspaces	7 Neighborhoods 6 Civic 2 Greenspaces	4 Neighborhoods 2 Greenspaces

The proposed alignment routes shown in Figure 6 explore multiple alternatives within the study area. These routes were influenced by the existing conditions, construction feasibility, and the ability to link key destinations. Planned projects, conflict points, right-of-way acquisition, and potential construction costs are the guiding factors that informed the alternatives development. The alternatives focus on ensuring safe connections along Fairview Road from Church Street to Austin Road. Once the alignments were determined, the impact of constructing each route was explored. Input gathered from the public, County and stakeholders was combined with a matrix that compares each alignment route. This analysis led to the identification of the preferred model mile alignment.

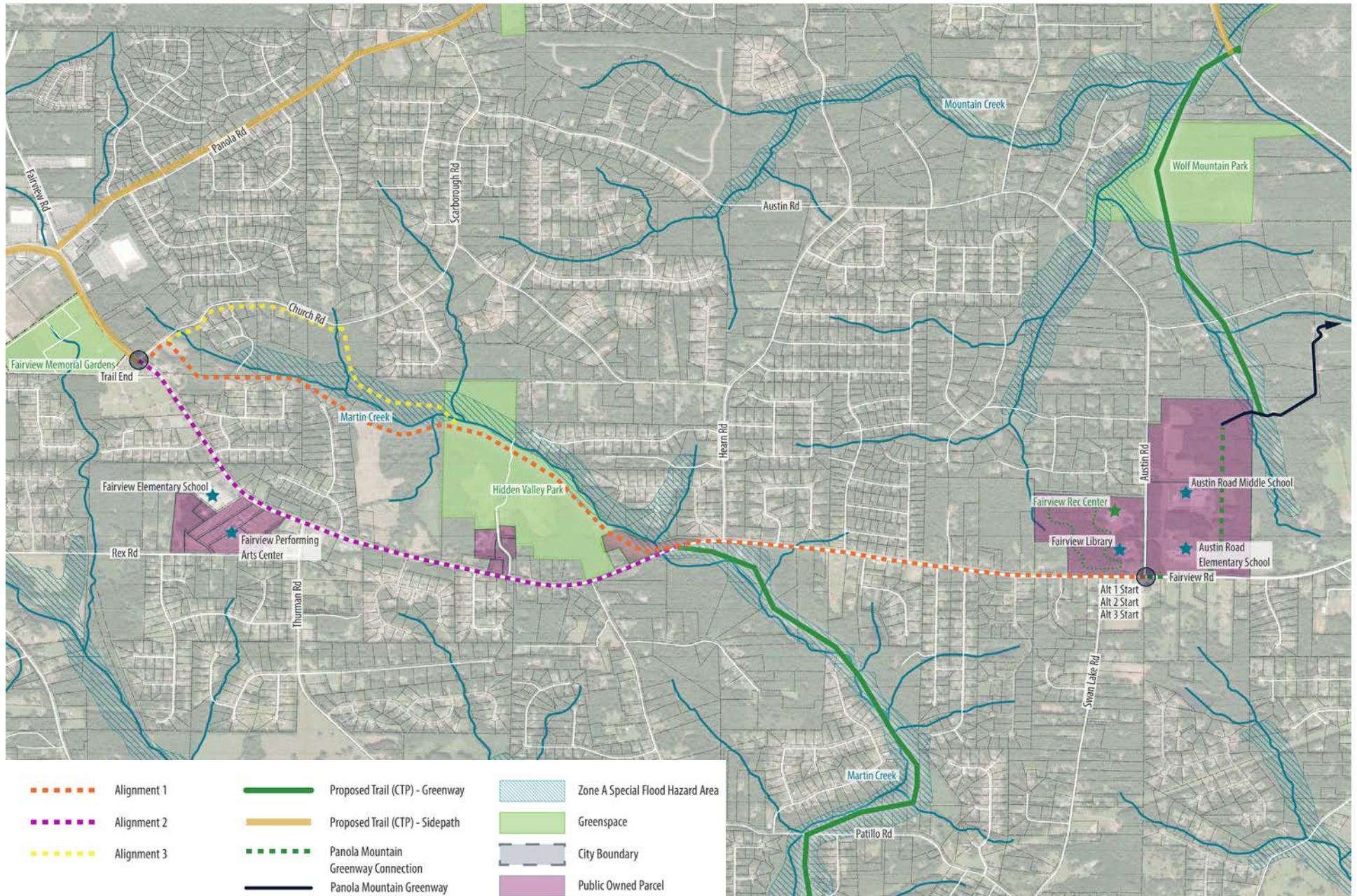


Figure A.6. Fairview Model Mile Existing Conditions

FAIRVIEW MODEL MILE ALIGNMENTS

ALIGNMENT 1

Alignment 1 begins at the Fairview Recreation Center. A future greenway connection is recommended to connect through the Austin Middle School Property and connect into the planned Panola Mountain Greenway Trail.

Along Austin Road the trail turns south, utilizing the Fairview Public Library and Recreation Center properties to garner greater separation from the road as well as connection to each of these community amenities.

The trail connects to Fairview Road and turns west, as a side-path, along the northern side of the corridor. Before connecting to Hidden Valley Park, a pedestrian bridge is required to cross over Martin Creek, and the trail turns northwest to skirt the northern boundary of the park, along the south side of Martin Creek.

The trail terminates at the intersection of Fairview Road and Church Road. There is opportunity near the intersection for a potential small shared use trailhead.

ALIGNMENT 2

Alignment 2 also begins at the Fairview Recreation Center and follows the same route as alignment 1, requiring a pedestrian bridge over Martin Creek. The alignment then continues along the north side of Fairview Road as a sidepath, for its entire length before terminating at Church Street.

ALIGNMENT 3

Alignment 3 begins at the same location as Alignments 1 and 2, and follows the same route as Alignment 1, until it turns due north just before the trail exits Hidden Valley Park. A pedestrian bridge is required to cross Martin Creek. Following the north side of Martin Creek, this alignment turns directly north and follows a tributary of the creek to Church Road. The trail turns west at Church Road and follows the southern side of the road, requiring another pedestrian bridge to navigate over the tributary, before ending at Church Road and Fairview Road.

FAIRVIEW MODEL MILE ALIGNMENTS

ALIGNMENT 1

PROS

- Provides a balance of on-road and off-road trail.
- Connects Hidden Valley Park, neighborhoods along Martin Creek, the Fairview Public Library, the Fairview Recreation Center, Austin Road Middle School, and Austin Road Elementary School.
- Potential to influence the future road widening project along Fairview to incorporate a wider path and buffer from the road.
- The trail connection within Hidden Valley Park is a valuable amenity, and the park can act as a primary trailhead due to available parking and multiple points of access.

CONS

- Church Road is narrow and requires coordination with property owners.
- Right-of-way impacts and property owner coordination.
- Potential for wetland and floodplain impacts along the stream corridor.
- Connects fewer neighborhoods.

ALIGNMENT 2

PROS

- Utilizes side-path as direct connection from start to end.
- Connects the most neighborhoods, civic amenities and greenspaces.

CONS

- Church Road is narrow and requires coordination with property owners.
- Right-of-way impacts and property owner coordination.
- The road widening project along the western half of Fairview Road until the entry to Hidden Valley Park is already approved and does not contain an allowance for a wider multi-use side path. Obtaining enough right-of-way space along the road will be difficult.

ALIGNMENT 3

PROS

- Connects to the northern neighborhoods directly.
- Is 35% off-road greenway trail.
- Longest trail alignment.

CONS

- Church Road is narrow and requires coordination with property owners.
- Right-of-way impacts and property owner coordination.
- Potential for wetland and floodplain impacts along the stream corridor.
- Requires four pedestrian bridges.

CAMP CREEK RIVER MODEL MILE ALIGNMENTS

	Alignment 1	Alignment 2	Alignment 3
Length of Trail	17,221 linear feet	18,674 linear feet	12,432 linear feet
Environmental Impacts	Wetland Floodplain Stream Crossing Tree Impacts	Wetland Floodplain Stream Crossing Tree Impacts	Wetland Floodplain Stream Crossing Tree Impacts
On Road vs Off Road	40% On Road 60% Off Road	100% On Road	83% On Road 17% Off Road
Conflict Points	9 Intersections	11 Intersections	6 Intersections
Infrastructure Impacts	Road Alignment/ Sidepath	Road Alignment/ Sidepath	Road Alignment/ Sidepath
Right of Way Impacts	30 Properties	49 Properties	33 Properties
Connections	3 Neighborhoods 4 Civic 3 Parks	3 Neighborhoods 3 Civic 3 Parks	4 Neighborhoods 3 Civic 4 Parks

The proposed alignment routes shown in Figure A.7 explore multiple alternatives within the study area. These routes were influenced by the existing conditions, construction feasibility, and the ability to link key destinations. Planned projects, conflict points, right-of-way acquisition, and potential construction costs are the guiding factors that informed the alternatives development. The alternatives focus on ensuring safe connections along from downtown McDonough to the Henry County Government Facilities. Once the alignments were determined, the impact of constructing each route was explored. Input gathered from the public, the County, City of McDonough staff, and stakeholders was combined with a matrix that compares each alignment route. This analysis led to the identification of the preferred model mile alignment.

ALIGNMENT 1

Alignment 1 begins in downtown McDonough at Tarpley Street and Keys Ferry Street/Highway 81. Keys Ferry merges into Jonesboro Road just past Geranium Drive. The alignment continues until it reaches Camp Creek. The alignment then turns south along the west side of the creek corridor following along the edge of the floodplain until reaching McDonough Parkway. The trail would cross at-grade, and then follow along the southeast side of Camp Creek until reaching Bridges Road requiring another at-grade crossing. Following along the east side of Camp Creek the trail crosses Camp Creek Tributary 7 and follows that corridor due south along the west side of the floodplain. The trail crosses Highway 20 at-grade, and continues south along the eastern edge of the County airfield, connecting into the Henry County Soccer Complex, crossing Henry Parkway and ending at the Henry County Government Facilities.

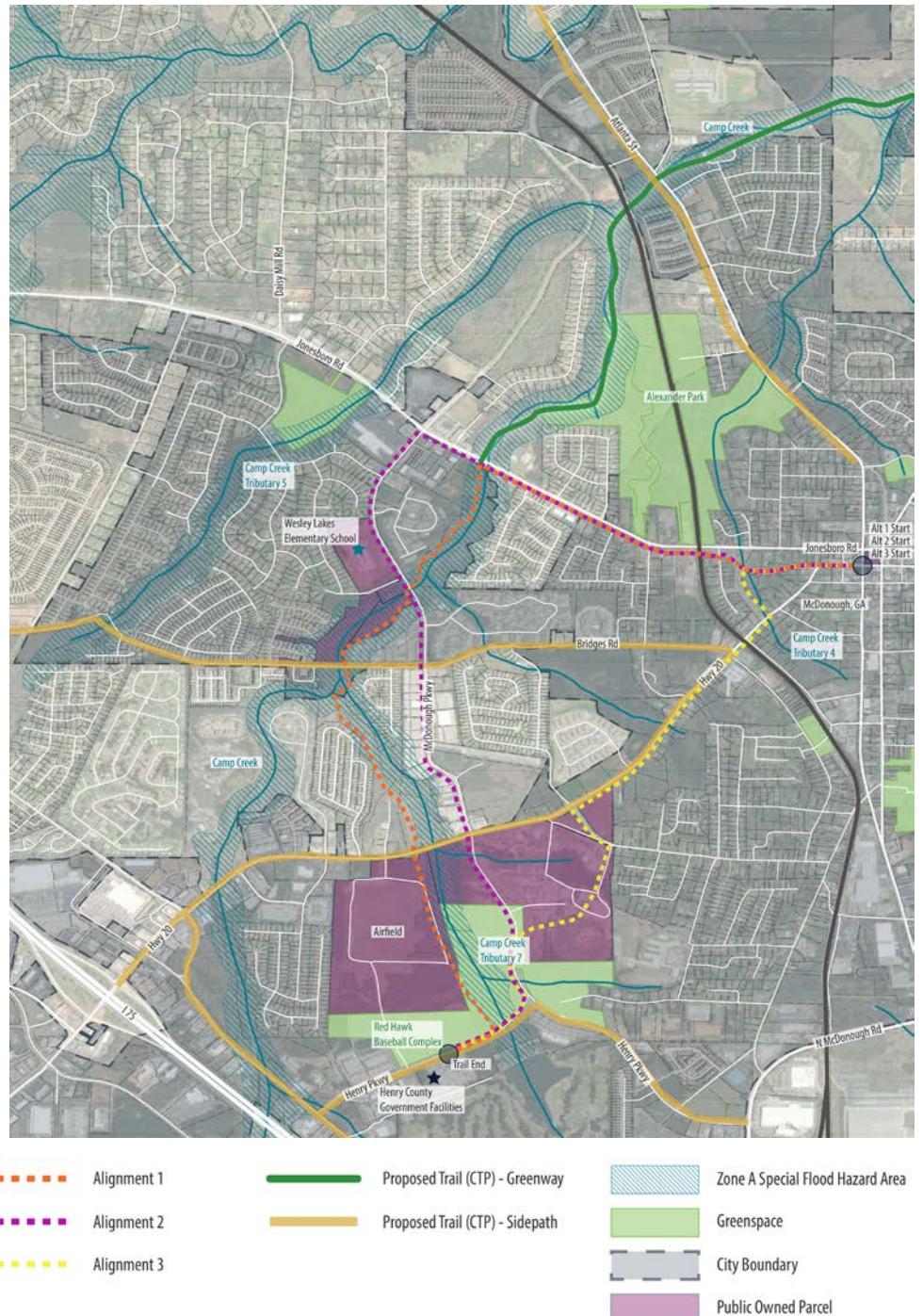


Figure A.7. Camp Creek Model Mile Alignments

CAMP CREEK RIVER MODEL MILE ALIGNMENTS

ALIGNMENT 2

Alignment 2 begins in downtown McDonough, following along Jonesboro Road as well, but continuing farther west to McDonough Parkway before turning south along the west side of the road. This alignment includes Wesley Lakes Elementary School and connection to Jonesboro Park, as well as the neighborhoods along the west side of Camp Creek. The alignment then continues as sidepath along McDonough Parkway all the way to Henry Parkway. The trail then turns west to end at the Henry County Government Facilities.

ALIGNMENT 3

Alignment 3 begins at the same location as Alignments 1 and 2, and follows the same route as both, until it turns due south, to the west of Camp Creek Tributary 4, crosses Highway 20, and then runs along the southeast side of the corridor until turning southeast at Phillips Drive. The trail then turns south at Ronnie Stewart Drive and goes through the Henry County Fleet Services property, and crosses in a westerly direction until it intersects with Camp Creek Tributary 7. The route then follows Alignment 2, to the Henry County Government Facilities.

CAMP CREEK RIVER MODEL MILE ALIGNMENTS

ALIGNMENT 1

PROS

- 60% of the trail is off-road.
- Impacts the fewest properties.
- Connects downtown McDonough, three neighborhoods, Alexander Park, the airfield, Henry County Soccer Complex, and the Henry County Government Facilities.
- Utilizes existing stormwater easements where possible within the floodplains to reduce right-of-way impacts and impacts to floodplains and potential wetlands.
- Provides ADA access from the Red Hawk Baseball Complex to the Henry County Government Facilities.

CONS

- Multiple at-grade road crossings are needed, and crossing Highway SR 20 will prove challenging.
- Confirming sewer easement locations and access is needed.
- A pedestrian bridge at the confluence of Camp Creek and Camp Creek Tributary 7 is required. Navigating floodplain requirements and keeping bridge length and abutments to a reasonable cost may challenging.

ALIGNMENT 2

PROS

- Utilizes side-path as direct connection from start to end, providing a familiar on-road experience for the community.
- Connects the most neighborhoods, civic amenities and greenspaces including downtown McDonough, 3 neighborhoods, Alexander Park, Jonesboro Park, Wesley Lakes Elementary School, Red Hawk Baseball Complex and the Henry County Government Facilities.
- Provides ADA access from the Red Hawk Baseball Complex to the Henry County Government Facilities.

CONS

- Crosses the most intersections therefore the alignment has the greatest number of conflict points.
- 100% on-road trail.

ALIGNMENT 3

PROS

- Connects to the neighborhoods to the east of Highway 20 and the west of the railroad.
- Connects downtown McDonough, 4 neighborhoods, Red Hawk Baseball Complex and the Henry County Government Facilities.
- Provides ADA access from the Red Hawk Baseball Complex to the Henry County Government Facilities.

CONS

- Is 83% on-road, with a significant segment along Highway 20.
- Is the shortest route.
- Connects through the fleet services property that is industrial in nature.

HENRY COUNTY TRAILS PLAN

PREPARED BY

POND