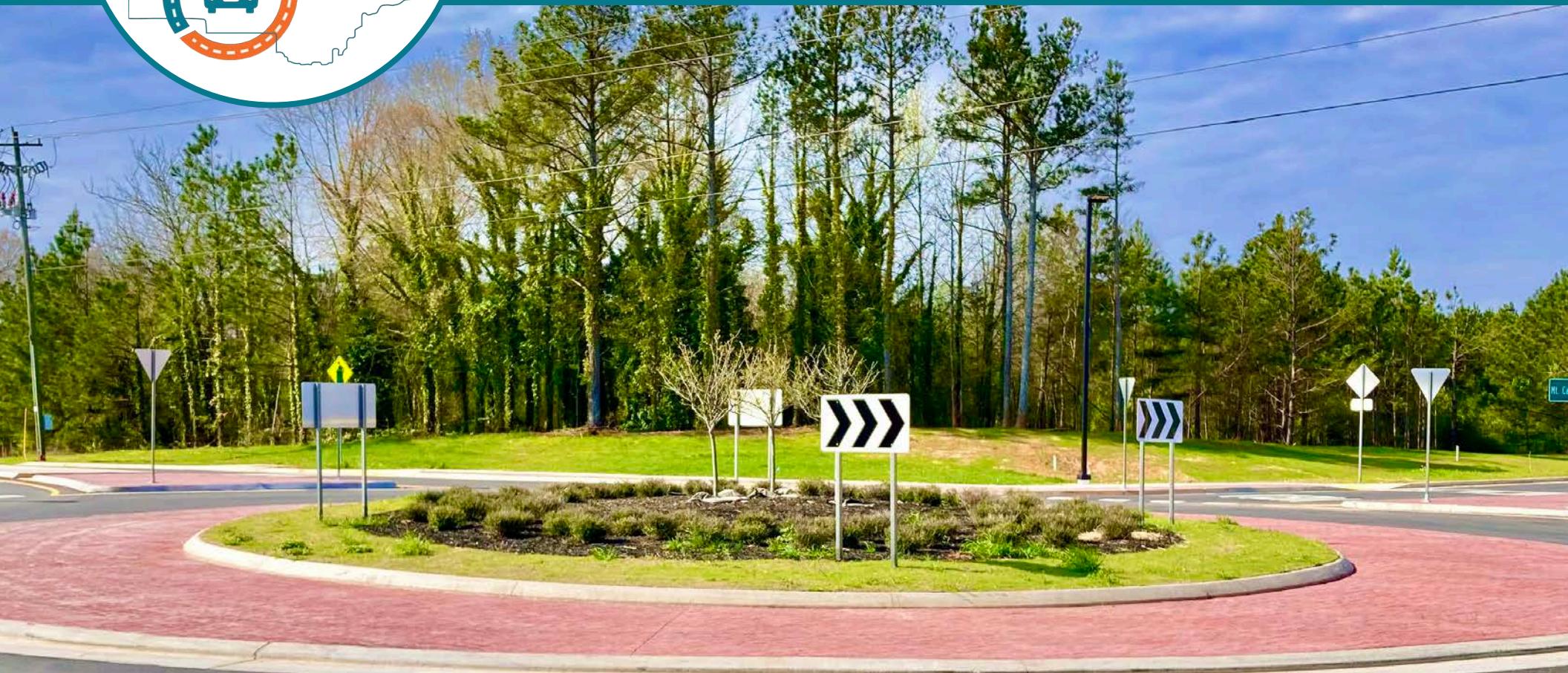




HENRY COUNTY TRANSPORTATION PLAN

2022 UPDATE



Stockbridge
Where Community Connects



Atlanta Regional Commission

JULY 2022
POND

BOARD OF COMMISSIONERS OF
HENRY COUNTY, GEORGIA

RESOLUTION NO. 22-187

**RESOLUTION OF THE HENRY COUNTY BOARD OF
COMMISSIONERS ADOPTING
THE HENRY COUNTY TRANSPORTATION PLAN: 2022 UPDATE**

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

WHEREAS, the BOC wished to update the CTP to cover a planning period from 2022 to 2050; and

WHEREAS, the BOC entered into a contract with Pond & Company on April 27, 2021 to update 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 the transportation 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 transportation plan update and share the local match based on their share of the County's population; and

WHEREAS, the update 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 CTP called "Henry County Transportation Plan: 2022 Update" dated July 19, 2022, as provided by Pond & Company.

This 19 of JULY, 2022.

HENRY COUNTY BOARD OF COMMISSIONERS

BY: Carlotta Harrell
Carlotta Harrell, Chair

RESOLUTION NO. 22-07-07(1)

RESOLUTION OF THE HENRY COUNTY BOARD OF COMMISSIONERS
ADOPTING THE HENRY COUNTY TRANSPORTATION PLAN: 2022 UPDATE

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

WHEREAS, the BOC wished to update the CTP to cover a planning period from 2022 to 2050; and

WHEREAS, the BOC entered into a contract with Pond & Company on April 27, 2021 to update 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 the transportation 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 transportation plan update and share the local match based on their share of the County's population; and

WHEREAS, the update 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, that the City of McDonough supports the adoption of the Henry County (Joint) Transportation Plan 2022 Update and approves the final draft of the CTP called "Henry County Transportation Plan: 2022 Update", as provided by Pond & Company.

BE IT SO RESOLVED THIS 7TH OF JULY, 2022.

CITY OF MCDONOUGH, GEORGIA

BY: Sandra Vincent
Sandra Vincent, Mayor

ATTEST:

Christy L. Taylor
Christy L. Taylor, City Clerk

STATE OF GEORGIA
HENRY COUNTY
CITY OF STOCKBRIDGE

RESOLUTION NO. R22-1470

**A RESOLUTION APPROVING HENRY COUNTY
TRANSPORTATION PLAN AND TRAILS PLAN**

WHEREAS, The City of Stockbridge (“City”) is a municipal corporation duly organized and existing under the laws of the State of Georgia and is charged with providing public services to residents located within the corporate limits of the City; and,

WHEREAS, Henry County has developed a Transportation Plan and Trails Plan that involves Hampton, Locust Grove, McDonough, and the City; and

WHEREAS, these plans were last updated in 2016 and have been based on collaboration between the county and cities; and

WHEREAS, the plan was also based on close collaboration with the Georgia Department of Transportation and the Atlanta Regional Commission; and

WHEREAS, the plan establishes long-term countywide goals for the transportation and trails systems and prioritizes certain projects through 2050; and

WHEREAS, the plan includes recommendations for sidewalk installations and improvements and a proposed trail network (greenways and sidepaths) and design guidelines that are essential to address the quality of life, congestion relief, equity, and other issues associated with transportation and mobility.

THEREFORE, IT IS NOW RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKBRIDGE GEORGIA AS FOLLOWS:

SECTION 1. Approval of Henry County Transportation Plan and Trails Plan - The City Council approves the 2022 Henry County Transportation Plan and Trails Plan and draft recommendations in such plans as described hereto in Exhibit A.

SECTION 2. Severability - To the extent any portion of this Resolution is declared to be invalid, unenforceable, or non-binding, that shall not affect the remaining portions of this Resolution.

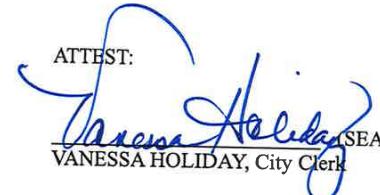
SECTION 3. Repeal of Conflicting Provisions - All City Resolutions inconsistent with this Resolution are hereby repealed.

SECTION 4. Effective Date. This resolution shall become effective immediately upon its adoption by the City Council of the City of Stockbridge as provided in the City Charter.

SO RESOLVED this 20th day of July, 2022.


ANTHONY S. FORD, Mayor

ATTEST:


VANESSA HOLIDAY (SEAL)
VANESSA HOLIDAY, City Clerk

APPROVED AS TO FORM:


QUINTON WASHINGTON, City Attorney

RESOLUTION NO. 22-08-050

TO ADOPT AN UPDATE TO THE HENRY JOINT COUNTY/CITIES
COMPREHENSIVE TRANSPORTATION PLAN; TO AUTHORIZE THE MAYOR AND
CITY CLERK TO EXECUTE AND DELIVER ANY DOCUMENTS NECESSARY TO
CARRY OUT THIS RESOLUTION; TO REPEAL CONFLICTING RESOLUTIONS; TO
PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

WITNESSETH:

WHEREAS, the City of Locust Grove (“City”) is a municipal corporation duly organized and existing under the laws of the State of Georgia and located in Henry County; and,

WHEREAS, the City, along with the cities of Hampton, McDonough, Stockbridge and Henry County approved a Henry Joint County/Cities Comprehensive Transportation Plan (“CTP”) in 2007 to provide a coordinated and comprehensive blueprint for addressing transportation needs through policies and collaboration; and,

WHEREAS, the CTP is an important supporting element of the Joint County/Cities Comprehensive Plan; and,

WHEREAS, the CTP was updated in 2016 in order to cover a planning period from 2015-2040; and,

WHEREAS, in accordance with City’s wish to update the CTP to cover a planning period from 2022-2050, the City entered into an agreement with Pond & Company to prepare an update of the CTP (“Update”); and,

WHEREAS, in addition to online outreach, the City held several in-person discussions regarding the Update that the public was invited to witness including a Public Information Open House on April 20, 2022, a formal presentation by Pond & Company to the City Council on June 21, 2022, a follow-up discussion on July 18, 2022 and a public hearing on August 1, 2022; and,

WHEREAS, a copy of the CTP, as updated by Pond & Company, is attached hereto as Exhibit A; and

WHEREAS, the Update has been completed in compliance with the standards established by the Atlanta Regional Commission to the satisfaction of the City; and,

**THEREFORE, THE CITY COUNCIL OF THE CITY OF LOCUST GROVE,
GEORGIA, HEREBY RESOLVES**

SECTION 1. The Update to the Henry Joint County/Cities Comprehensive Transportation Plan, prepared by Pond & Company, is approved.

SECTION 2. The Mayor and City Clerk are hereby authorized to execute and deliver any documents necessary to carry out this Resolution.

SECTION 3. All City resolutions are hereby repealed to the extent they are inconsistent with this Resolution.

SECTION 4. This Resolution shall take effect immediately.

So resolved this 1st day of August 2022.



Robert Price, Mayor

ATTEST:



Misty Spurling, City Clerk

(seal)

Approved as to form:



City Attorney

RESOLUTION NO. 2022-17

**RESOLUTION OF THE CITY OF HAMPTON CITY COUNCIL
ADOPTING THE HENRY JOINT COUNTY/CITIES
COMPREHENSIVE TRANSPORTATION PLAN: 2022 UPDATE**

WHEREAS, the City of Hampton City Council together with Cities Stockbridge, McDonough, and Locust Grove joined Henry County Board of Commissioners (BOC) in the approved a Henry Joint County/Cities Comprehensive Transportation Plan (CTP) on June 7, 2016; and

WHEREAS, the City of Hampton City Council recognized the Henry County BOC's desire to update the CTP to cover a planning period from 2022 to 2050; and

WHEREAS, the Henry County BOC entered into a contract with Pond & Company on April 27, 2021 to update the CTP; and separately entered into a contract with the Atlanta Regional Commission (ARC) for contribution of federal transportation planning funds from the U.S Department of Transportation through the Georgia Department of Transportation and, thus, share the cost of the transportation plan development; and

WHEREAS, the update has been completed in compliance with the standards established by ARC;

NOW, THEREFORE, BE IT RESOLVED, the City of Hampton City Council, approves the final draft of the CTP called "Henry Joint County/Cities Transportation Plan: 2022 Update" dated July 19, 2022, as provided by Pond & Company.

BE IT SO RESOLVED THIS 12TH OF JULY, 2022.

CITY OF HAMPTON, GEORGIA:



ANN N. TARPLEY, Mayor

ATTEST:



RASHIDA FAIRLEY, City Clerk

APPROVED AS TO FORM:



ACKNOWLEDGEMENTS

PROJECT PARTNERS

Carlotta Harrell, Chair
Johnny Wilson, District 1
Dee Clemmons, District 2
Dee Anglyn III, District 3
Vivian Thomas, District 4
Bruce B. Holmes, District 5

Ann Tarpley, Mayor

Robert Price, Mayor

Sandra Vincent, Mayor

Anthony S. Ford, Mayor

PROJECT MANAGEMENT TEAM

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Cheri Matthews, County Manager
David Simmons, Civil Engineer
Ronald Burckhalter, Public Works Director
Roque Romero-Muniz, Transportation Project Director
Jonathon Penn, Leisure & Public Services Lead

Alex Cohilas, City Manager
Wanda Moore, Community Development Director
Slesha Dahake, Planner

Timothy Young, City Manager
Bert Foster, Assistant City Manager

Preston Dorsey, City Administrator
Ronnie Thompson, Public Works Director
Charles Reese, Community Development Director
Diane Johnson, Planner

Brecca Carter, Community Development Director
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Byron Rushing
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Elizabeth Sandlin
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Andrew Babb, AICP, PE, Planner
Jonathan Corona, Planner & Urban Designer
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Peyton Moran

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HENRY COUNTY
TRANSPORTATION PLAN
HAMPTON, LOCUST GROVE, MCDONOUGH, STOCKBRIDGE

EXISTING CONDITIONS REPORT



A-1 INTRODUCTION

The Atlanta Regional Commission (ARC) created the Comprehensive Transportation Plan (CTP) program to encourage counties and their municipalities to develop joint long-range transportation plans. ARC uses CTPs as the foundation of the wider regional vision for transportation investment in the Atlanta region.

This CTP, known as the **Henry County Transportation Plan**, includes financial support from ARC and will be used to make funding and implementation decisions in the county for the next 30 years. Transportation projects identified during this planning process will be eligible for inclusion in the Regional Transportation Plan (RTP). Projects included

in the RTP may be considered for federal and state funding.

This **Inventory of Existing Conditions Report** details the condition of transportation facilities in Henry County, including the cities of Hampton, Locust Grove, McDonough, and Stockbridge. This planning process incorporates and builds upon the previous 2016 CTP as well as the ongoing Trails Plan and the recently completed and adopted Transit Master Plan. Unimplemented recommendations from the 2016 CTP were reevaluated under current situations to ensure validity.



STEP ONE:

An **INVENTORY** of the present-day makeup and condition of the transportation network in and around Henry County. This includes factors that influence transportation such as demographics, employment, land use, and development

STEP TWO:

STEP TWO:

An **ASSESSMENT** of transportation needs both today and through the year 2050. Needs are identified using technical methods such as travel demand modeling as well as input from community and stakeholders

The development of policy and project **RECOMMENDATIONS** designed to address the issues identified in step two

PLANNING PROCESS

The Henry County Transportation Plan follows a three-step technical documentation process:

INTENT OF REPORT

The purpose of the Inventory of Existing Conditions Report is to provide detailed information on the present day make up and condition of the transportation network in Henry County. This also includes factors that influence transportation demand such as demographics, employment, land use, and development. This background information is necessary to inform the planning process moving forward and help with needs identification in the next phase of the plan. The report includes sections that focus on a review of relevant studies, land use and development characteristics, demographics, the transportation network, traffic analysis, active transportation, transit, and previously proposed transportation improvements and transportation funding.

This report is designed to be descriptive in nature. The implications of the data collected here, in addition to future projections, will be analyzed in greater detail in the next step of the planning process. However, where appropriate, initial observations and key takeaways have been made for further analysis in the Assessment of Current and Future Needs Report.



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A-2 REVIEW OF PREVIOUS STUDIES

The Henry County Transportation Plan will be, in part, a synthesis of many planning efforts that have come before, incorporating these understandings of the community and its goals and intentions. This chapter showcases some key plans from Henry County and the cities that call it home, along with some of the key takeaways and conclusions from each.



IMAGINE HENRY 2040 (HENRY/CITIES JOINT COMPREHENSIVE PLAN 2040 UPDATE)

The County's Comprehensive Plan serves as a long-range policy and presents guiding principles for future development decisions concerning land use, zoning, and public facilities for Henry County and the Cities of Hampton, Locust Grove, and McDonough. This document affirms the County's and Cities' big picture vision, defines goals, and lays out a task list for City and County leaders, staff, and citizens to position Henry County as a leader within metro Atlanta. The 2040 Joint Henry County/Cities Comprehensive Plan includes a community vision element and implementation strategies. Based on public input, the community vision is intended to portray a complete picture of community desires for assessment of current and future needs in coordination with other elements in the plan. This vision was then used to create an implementation strategy to help guide the community towards achieving those desires with concrete tasks for different County and City leaders with the help of the public.

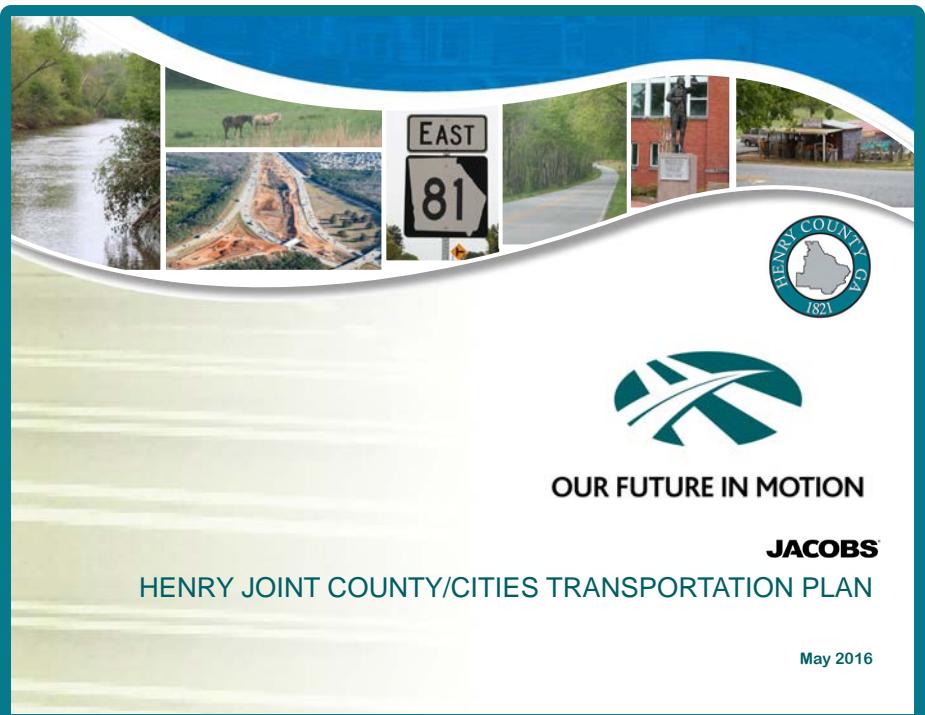
The plan identified the following goals for Henry County:

- Develop Henry County and its municipalities as the gateway of the Atlanta region.
- Create a countywide network of connected districts
- Connect people and business to opportunity
- Ensure countywide job growth appropriate to its location
- Promote resident prosperity
- Provide residential choices by providing different strategies for different areas
- Create a community of residents who engage in their own future

2040 HENRY JOINT COUNTY/CITIES TRANSPORTATION PLAN

The Henry Joint County/Cities Transportation Plan Update assessed current and projected transportation needs through the year 2040 and included Henry County and the Cities of Hampton, Locust Grove, McDonough, and Stockbridge. The goals and objectives of this Update provide the foundation for the development of performance measures which are then used to evaluate needs and prioritize projects in this plan to incorporate accessibility and mobility, active transportation, and other considerations as follows:

- Enhance mobility for people and goods in Henry County and its cities.
- Enhance accessibility for people and goods in Henry County and its cities.
- Reinforce growth patterns that meet county and city visions.
- Protect and enhance the county's and cities' environmental quality.
- Ensure coordination among the planning and development activities of the county, its cities, the school district, the water and sewerage authority, and other involved organizations.
- Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Maintain transportation infrastructure in a state of good repair.



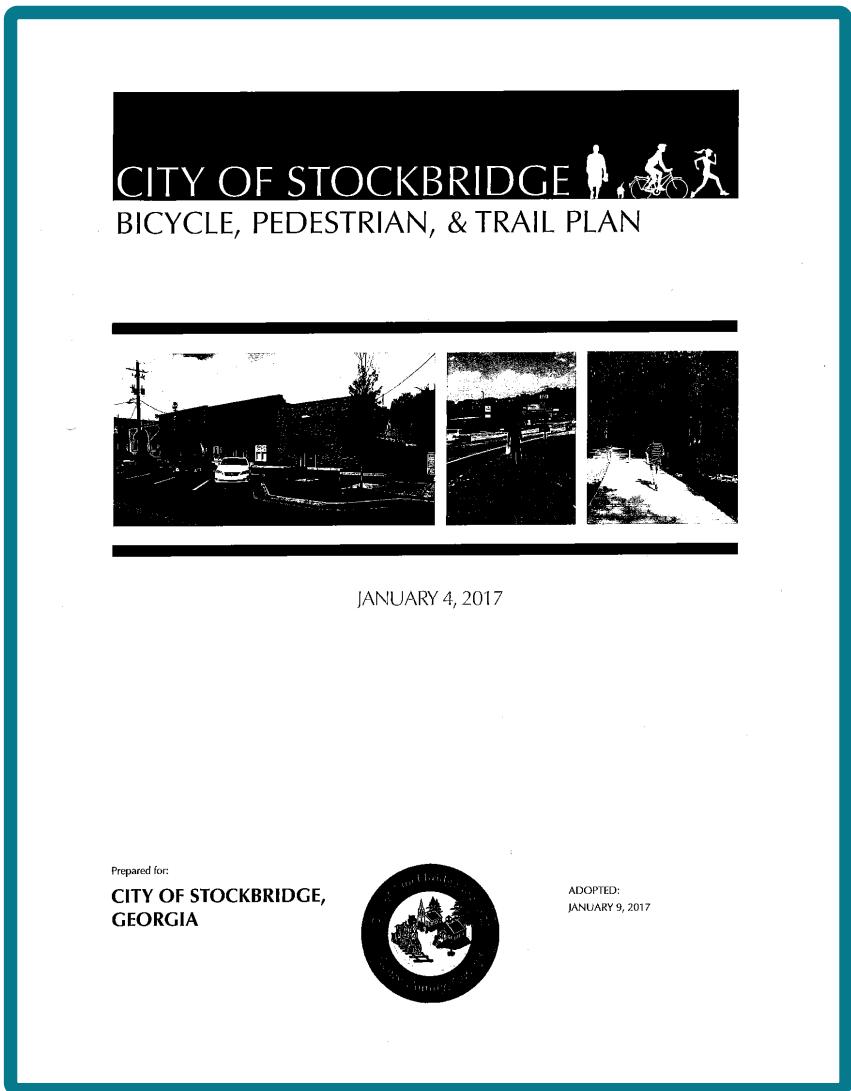
- Maintain transportation spending at appropriate levels to fund needed system expansion and maintenance.
- Enhance citizens' health and quality of life through transportation improvements.
- Improve county truck routes, provide access to freight land use, and support economic development.

2017 STOCKBRIDGE BICYCLE, PEDESTRIAN, AND TRAIL PLAN

Adopted in January 2017, the Stockbridge Bicycle, Pedestrian, and Trail Plan is intended as a guide for investment in bicycle and pedestrian infrastructure in the future and outlines associated priorities for the city. The overall goal of developing this bicycle, pedestrian, and trail plan was to provide a safe, connected, and efficient transportation system for the citizens of Stockbridge. There are many sidewalks in the core downtown area, but they are not connected to neighborhoods and parks. Several major north-south thoroughfares in the city lack pedestrian or bicycle facilities. The plan recommends off-road trail systems and better pedestrian access across SR 138 with additional solutions for erasing gaps in neighborhood sidewalk systems.

The overarching project goals are the following:

- Safety and health: ensure safe conditions for people to walk, run, or bike throughout the city.
- Accessibility: reduce demand for automobiles by enhancing access to other modes of travel to people of all ages and abilities.
- Community: increase public awareness of the benefits of walking and cycling to encourage interest and participation.
- Sustainability: build community developments that utilize sustainable environmental and economical practices.

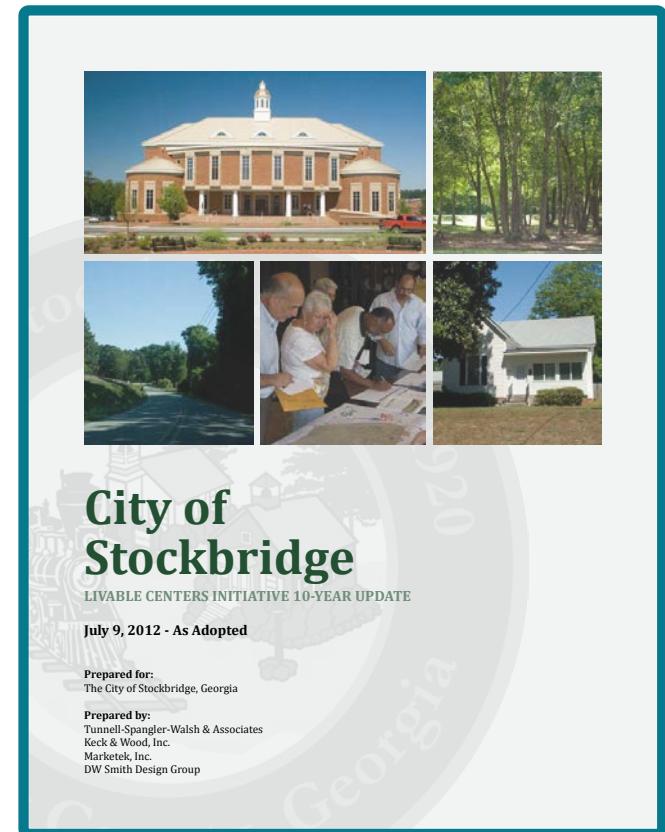


2012 CITY OF STOCKBRIDGE LIVABLE CENTERS INITIATIVE 10-YEAR UPDATE

The City of Stockbridge Livable Centers Initiative Ten-Year Update was adopted July 9, 2012. The purpose of this ten-year update from the 2001 Livable Cities Initiative (LCI) study was to reevaluate and update the previous vision of strengthening and expanding the downtown area, promoting commercial growth along SR 138, establishing a regional activity center near 1-675, improving multi-modal transportation connections, and updating land use regulations to reflect current market conditions and community needs.

This plan's key local goals included serving the needs of the area residents and providing a market-based strategy for creating a vibrant community center. The regional goals, established by the LCI program, position the community for transportation implementation funds available through the program and include:

- Develop a community-based transportation investment program at activity and town center levels that will identify capital projects, which can be funded in the annual Transportation Improvement Program (TIP).
- Provide transportation infrastructure incentives for jurisdictions to take local actions to implement the resulting activity or town center study goals.
- Provide for the implementation of the Regional Development Plan policies, quality growth initiatives and Best Development Practices in the study area, both through local governments and at the regional level.
- Develop a local planning outreach process that promotes the involvement of all stakeholders particularly low income, minority and traditionally under-served populations.
- Provide planning funds for development of activity and town centers that showcase the integration of land use policy and regulation and transportation investments with urban design tools.



City of Stockbridge

LIVABLE CENTERS INITIATIVE 10-YEAR UPDATE

July 9, 2012 - As Adopted

Prepared for:
The City of Stockbridge, Georgia

Prepared by:
Tunnell-Spangler-Walsh & Associates
Keck & Wood, Inc.
Marketek, Inc.
DW Smith Design Group

2018 SHAPING STOCKBRIDGE TOGETHER FOR 2038

The city of Stockbridge's long-term vision for growth and development is the City's first comprehensive plan to be completed on its own. The plan incorporates policies and strategies for a twenty-year planning period, but the Community Work Program outlines specific implementation strategies in five-year time frames.

Recommendations for this plan are broken into three categories: policy changes and investments that should be made to strengthen the City's product, tactics to market the City and better tell its economic development story, and organizational changes that will allow Stockbridge to significantly improve its economic development service delivery.

Implementation Strategies:

- Expand the existing Stockbridge Downtown Development Authority to encompass business districts beyond Main Street
- Create a sustainable funding source for economic development projects
- Continue to support the operation of the Stockbridge Association of Businesses (SAB) in efforts to develop a business retention and expansion program
- Identify programs and funding mechanisms that the City, local business leaders, and other economic development partners can leverage within economic development initiatives
- Explore New Market Tax Credits

- Consider adopting and implementing an Opportunity Zone
- Consider adopting and implementing a Tax Allocation District

Product Improvement:

- Recruit a vocational tech two-year college
- Create a plan to improve gateways into the City
- Provide the public with free, high-speed Internet access in the Core Business District and in disadvantaged neighborhoods
- Conduct a downtown traffic and parking study
- Conduct a leakage study to determine which types businesses are missing

Product Marketing

- Create a separate economic development portal to enhance the City's website
- Partner with local and regional economic development allies to market the City (Henry County Development Authority, Henry County Chamber of Commerce, Metro Atlanta Chamber of Commerce, etc.)
- Engage Atlanta area commercial developers to promote the City's assets and to help diversify its business sectors

2011 HAMPTON LIVABLE CENTERS INITIATIVE

The City of Hampton conducted an LCI study to identify appropriate preservation and redevelopment priorities in its downtown area. This plan has a feasible vision for compact and mixed-use development supported by a diverse transportation network. The study area was not found to have existing or near-term roadway capacity needs, but did identify transportation deficiencies in alternative modes. The goals of this plan also include supporting lifelong communities and the concept of aging in place. Transportation strategies and policies were also identified in the Hampton LCI to provide guidance for improvements.

Goals of the LCI include:

- Encourage integration of uses and land use policies/regulations with transportation investments to maximize the use of alternate modes.
- Through transportation investments, increase the desirability of redevelopment of land served by existing infrastructure at activity and town centers.
- Preserve the historic characteristics of activity and town centers and create a community identity.
- Develop a community-based transportation investment program at the activity and town center level that will identify capital projects, which can be funded in the annual Transportation Improvement Program (TIP).
- Provide transportation infrastructure incentives for jurisdictions to take local actions to implement the resulting activity or town center study goals.
- Provide for the implementation of the Regional Development Plan (RDP) policies, quality growth initiatives and Best Development Practices in the Study Area, both through local governments and at the regional level.
- Develop a local planning outreach process that promotes the involvement of all stakeholders, particularly low income, minority and traditionally under-served populations.
- Provide planning funds for development of activity and town centers that showcase the integration of land use policy and regulation and transportation investments with urban design tools.

LCI Transportation Policies and Strategies:

- Provide balanced public and private investments to address the needs of pedestrians and cyclists as well as those of automobiles, particularly with regard to connecting residential areas to downtown.
- Adopt a complete streets policy and process so that traveling by all modes is considered and accommodated, as appropriate, within public rights of way.
- For developments that include culs-de-sac or dead-end streets, provide opportunities for direct pedestrian connections to adjacent properties, particularly to schools, community centers, and commercial areas.
- Promote shared parking in new and existing mixed-use areas. Encourage the provision of on-street parking with redevelopment, particularly downtown.
- Design new buildings to support walking with basic urban design.
- Support existing Henry County and GRTA transit service through complementary investments in pedestrian infrastructure.
- Support efforts for a passenger rail station in central Hampton.

2009 MCDONOUGH LIVABLE CENTERS INITIATIVE FIVE-YEAR UPDATE REPORT

The McDonough Livable Centers Initiative Study, completed in 2004, provided an action plan for improving the quality of life in and around Downtown McDonough.

This study focused on the link between transportation and land use to purposefully improve livability, walkability, and connectivity in McDonough. In 2009, the City of McDonough completed a Five-Year Update for strategies and actions to implement from 2010 to 2014 which included an update to the Report of Accomplishments and the Five-Year Implementation Plan.

Included in the Five-Year Implementation Plan were the following projects and detailed programming:

- Four new gateway streetscape projects for gateways to be located at Macon/Griffin Street, Hampton Street, Highway 81, and Lawrenceville Street/N Zack Hinton Parkway to complement those already planned for Highway 42 north of town, and on the east-west one-way pairs;
- Five new sidewalk infill projects to address deficiencies remaining on Jonesboro Road, Doris Road, Marians Way, Highway 155 near the east-west one-way pairs, and in other areas where existing sidewalks pose safety/liability risks;
- Five new multi-purpose path projects to strengthen the sidewalk and path network to be more destination oriented;

- To safely connect residences in the Jonesboro Road, McDonough Parkway, Bridges Road, Willow Lane, and Kelly Road area to Alexander Park and Downtown;
- To connect Downtown and residential areas to Heritage Park and Richard Craig Park;
- To extend paths planned along the McDonough Parkway Extension north of Downtown to the Walnut Creek area;
- One new greenway initiative to develop a historical trail marker to memorialize the 1900 McDonough Train Accident at the rail site along the greenway trail network in Alexander Park;
- Two new pedestrian crossing safety projects to install countdown pedestrian signals in the Downtown Square and to realign the intersection at Bridges Road and Highway 20/81/Hampton Street; and
- Four new local projects including Phase II Alexander Park Improvements and the completion of a Downtown Development Plan, a Tourism and Hospitality Plan, and a Comprehensive Recreational and Greenspace Plan to define specific action items that will produce clear, viable projects for funding.

2011 I-75 AT BILL GARDNER PARKWAY INTERCHANGE MODIFICATION REPORT

The Bill Gardner Interchange Modification Report (IMR) document analyzes proposed improvements to the I-75 interchange at Bill Gardner Parkway located in City of Locust Grove. The IMR compares three build alternatives to a year 2035 no-build scenario. The Bill Gardner IMR was undertaken to address existing and future projected deficient traffic operations in and around the interchange. Existing traffic operations for several critical movements at the interchange during PM peak hour are currently deficient. Several large Developments of Regional Impact have been proposed near the interchange which are anticipated to further degrade traffic operations in the future.

All Build alternatives assume that the City of Locust Grove/Henry County sponsored Special Purpose Local Options Sales Tax (SPLOST) Bill Gardner Parkway widening project (with some modifications) is completed. The three alternatives include a single point urban interchange, diverging diamond interchange, and adding triple left turn lanes to the southbound off-ramp.

The recommended interchange type was selected based on the Federal Highway Administration (FHWA) policies. The Build Alternative 3 -Triple Left Turn Lanes on Southbound Off-ramp was selected assuming that Bill Gardner Parkway was widened from two to four lanes and requires no additional right-of-way to construct additional left-turn lane. The Build Alternative 3 has the lowest cost estimate of the three alternatives studied with an estimated total project cost of \$17 million.

Interchange Modification Report

I-75 at Bill Gardner Parkway (CR 650)

City of Locust Grove in Henry County, Georgia

Prepared for:

City of Locust Grove



In coordination with:

Georgia Department of Transportation



Prepared by:



February 2011

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LAND USE AND DEVELOPMENT

A-3 CHARACTERISTICS

Land use and developments have a strong impact on what kinds of transportation facilities are needed and how well transportation facilities operate. Existing and anticipated developments were reviewed to gain a better understanding of the needs and travel dynamics of Henry County.



EXISTING LAND USE

Land use and development characteristic data were based on LandPro 2012 data. This dataset is the most recent data from ARC to assess the existing land use patterns in Henry County. This data is a generalized, regional, land-cover database useful for county or municipal transportation planning.

In 1995, Henry County was the sixth-fastest growing county in the United States with explosive growth continuing into the 2000s. The County's existing land use consists of a variety of rural areas, single-family residential neighborhoods, and activity centers spread throughout. A map of the County's existing land uses is shown in **Figure A-3.1** and a graph showing the overall proportions of each land use category is shown in **Figure A-3.2**.

The most prevalent land use category in the county is Agriculture-Forest-Open Space which accounts for forty-one percent of land in the county. This includes forested, undeveloped land indicating the county has the capacity to accommodate the continuing growth trends. Agriculture is classified as a combination of cropland, pastureland, and areas dedicated to livestock production and equestrian facilities. Forest cover and open space are also included in this category which are observed extensively throughout the county, especially to the east and south of the county.

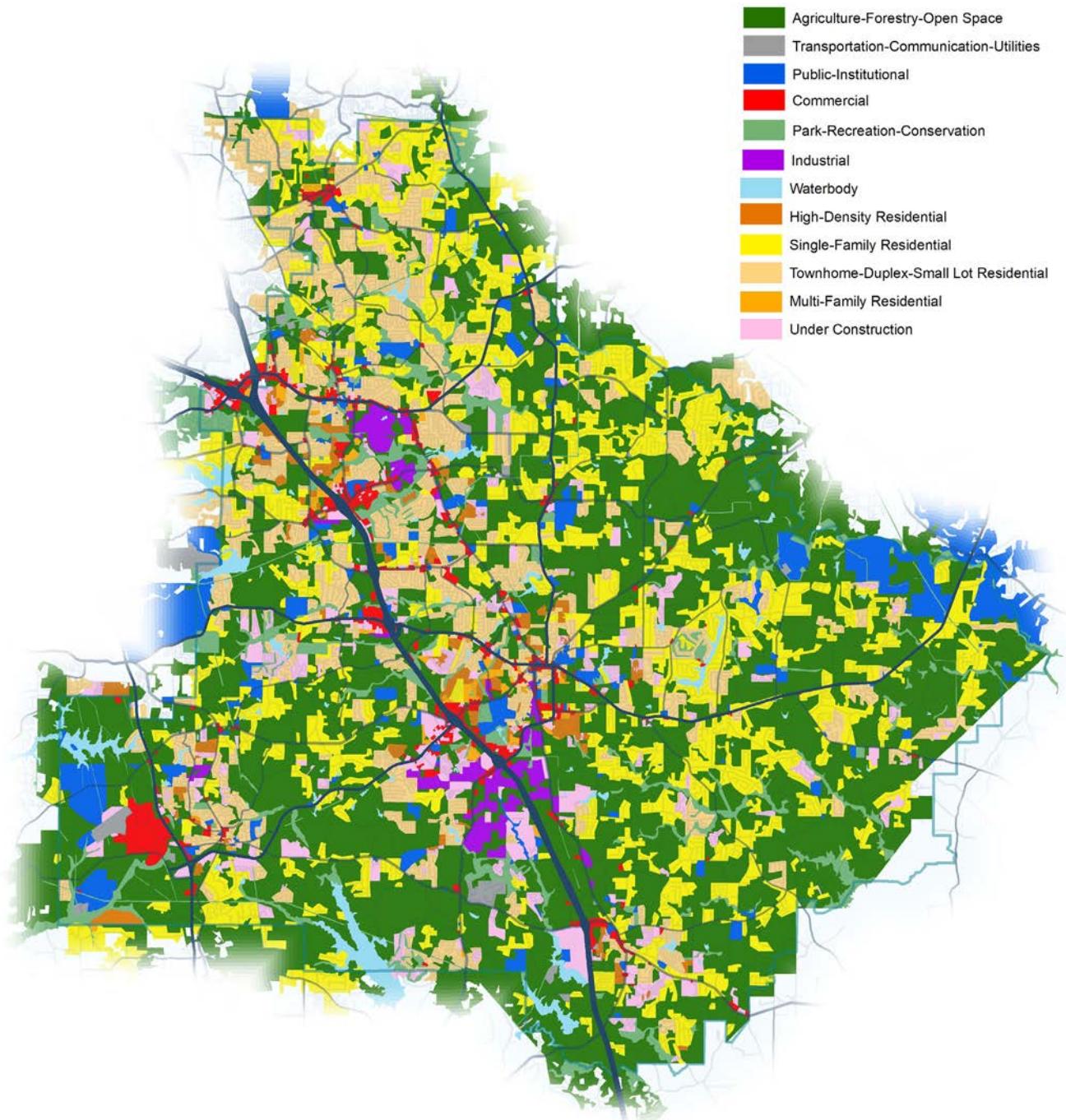


Figure A-3.1. Existing Land Use in Henry County (LandPro 2012)

The second most common land use in Henry County is single-family residential which includes planned residential subdivisions, residential development of varying lot size, and mobile home parks. This category makes up about eighteen percent of the county's area and is dispersed throughout the county. Less than half a percent of this category consists of mobile homes.

Medium-density residential includes townhomes, duplexes, and small-lot residential contributing to twelve percent of total land use in Henry County. Medium-density residential is more prevalent in Stockbridge and near the I-75 corridor. Located mostly in McDonough, high-density (one percent) and multi-family (half of a percent) residential makes up less than two percent of the county's land use.

At eight percent of the total land use, the third most common land use category is Parks-Recreation-Conservation and includes conservation areas, parks, wetlands, and golf courses. Wetlands are the most prominent (three percent) land use in this category. Developed by the Henry County Water Authority (HCWA), the Cubihatcha Outdoor Education Center, located in Locust Grove, encompasses almost 1,000 acres of wetland enhancement providing an avenue for public education and enjoyment.

Transitional land, which is land that has been cleared for construction, is currently under construction, or has been partially developed, makes up four percent of the county's land area. This category is heavily concentrated along the I-75 corridor in McDonough located near industrial clusters with some transitional land use spread throughout the county.

While making up just two percent of county land use, Commercial areas are primarily composed of shopping centers, restaurants, and convenience retail. These areas produce high amounts of ingress and egress trips. Access management is usually a priority in commercial areas as commercial uses are significant traffic generators. This category is found along major corridors (US 19/41, SR 20/81, SR 42, SR 138, SR 155) and heavily concentrated along the I-75 corridor.

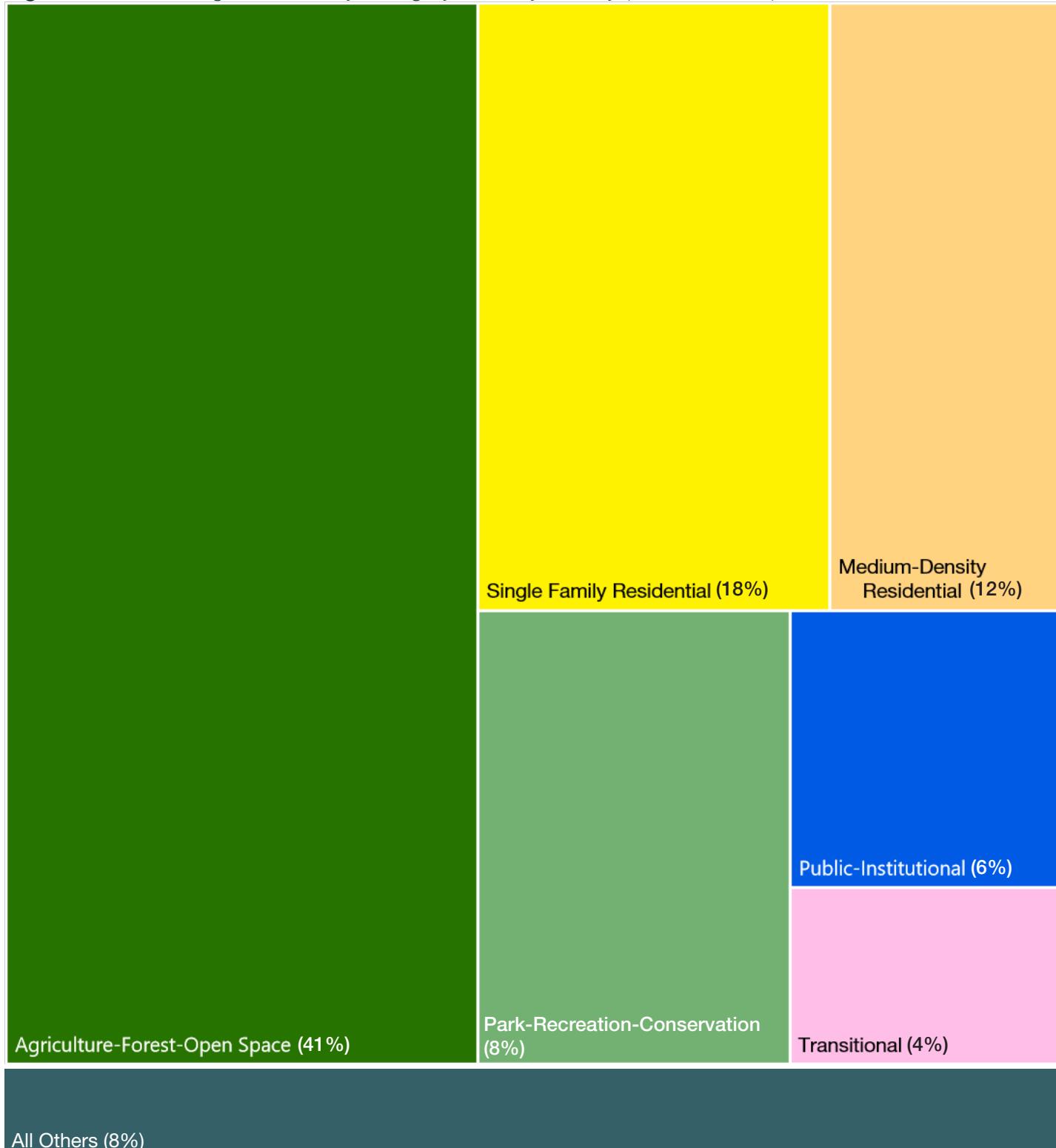
The Public-Institutional category, which makes up one percent of Henry County, includes schools, churches, cemeteries, libraries, hospitals, police and fire stations, and government facilities. The category is a traffic generator as it includes employment centers and uses with multiple visitors throughout the day. Schools are included in this category and also impact traffic due to the peak hour trips particularly in the AM peak hour.

Though not a major land use in the county by size, Industrial (about one percent) land use generates a much higher rate of truck traffic than other land uses. This category includes warehousing and distribution centers, manufacturing facilities, and quarries. Industrial areas are heavily concentrated near the I-75 corridor in McDonough with some industrial use on SR 138 in Stockbridge.

At almost two percent of land use, water bodies include lakes and reservoirs in the county. There are five drinking water reservoirs owned and operated by the Henry County Water Authority. This reservoir network includes the Tussahaw, Upper Towaliga, Lower Towaliga, Long Branch, and Gardner Reservoirs.

The Transportation-Communications-Utilities category is a diverse category, but makes up less than one percent of land use in Henry County. This category is compromised of the Henry County airport, large areas dedicated to utility infrastructure such as water pumping and electrical stations, power line easements, and communications uses for cell phone towers, antennas or satellite dishes.

Figure A-3.2. Existing Land Use by Category in Henry County (LandPro 2012)



DEVELOPMENTS OF REGIONAL IMPACT

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. These DRIs are shown in **Table A-3.1**. Eleven out of sixteen DRIs are industrial projects that will expand the regional warehousing and industrial freight cluster at I-75 in McDonough near SR 155 and SR 42.

Table A-3.1. 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

Source: ARC DRI database

Other Henry County projects that did not meet the DRI thresholds in size and intensity but are still notable in terms of significant development in the past five years.

- Canyon Springs Apartments – 223 luxury apartments near Jonesboro Road and I-75 (completed)
- Columns at South Point – 260 high-end units in McDonough (currently under construction)
- Fairview Corners – Mixed use development with medical center focus in Ellenwood (planned)
- Hawks Landing – 252 apartments in 11 three-story buildings in McDonough (approved)
- Shoppes at Ola Crossroads – 70,000 square feet of retail in Ola (under construction)
- Symphony Park – 499 mixed residential units (postponed)
- East Lake at Springdale – 184 residential units, primarily townhomes
- Kellytown Grocery Store – 48,000-SF grocery store plus 18,000 SF additional retail
- McDonough Family and Senior Housing – 470 apartment units for families and seniors
- Jonesboro Road Apartments – 268 residential units, 75,000 SF of medical/office/retail
- Mt Carmel Road Development – 104 condominium units and 222 single-family units

FUTURE LAND USE

A jurisdiction's Future land use map is a general guide for development intended for the future. The future land use map for Henry County is shown in **Figure A-3.3**.

Industrial development will continue to grow along the I-75 corridor in McDonough, Locust Grove, and off SR 138 in Stockbridge. The ARC-identified industrial cluster around the I-75 SR 155 and SR 20/81 exits is expected to continue to grow with more concentration east of the interstate toward SR 42 in McDonough.

A shift from agriculture-forest-open space to rural residential will be seen throughout the county. Locust Grove will experience a significant increase in medium-density residential along the SR 42 corridor into McDonough. The SR 81 corridor heading east toward Newton County will become predominantly low-density residential with some transportation-communication-utilities along the county border. High-density residential will also increase along the I-75 corridor with the most significant growth shown in Stockbridge and Locust Grove.

With a massive piece of land rezoned on the west of US 19/41 in Hampton for mixed-used, the approximate 6,000-acre tract is part of the Henry County Speedway Megasite which is proposed to include multi-family residential, commercial, and warehouse and distribution. The concept has a water park, 11,000 seat concert venue, hotel, timeshare apartments, and theme park. This development has the potential to create 3,000 jobs while under construction and 4,000-5,000 permanent jobs when completed.



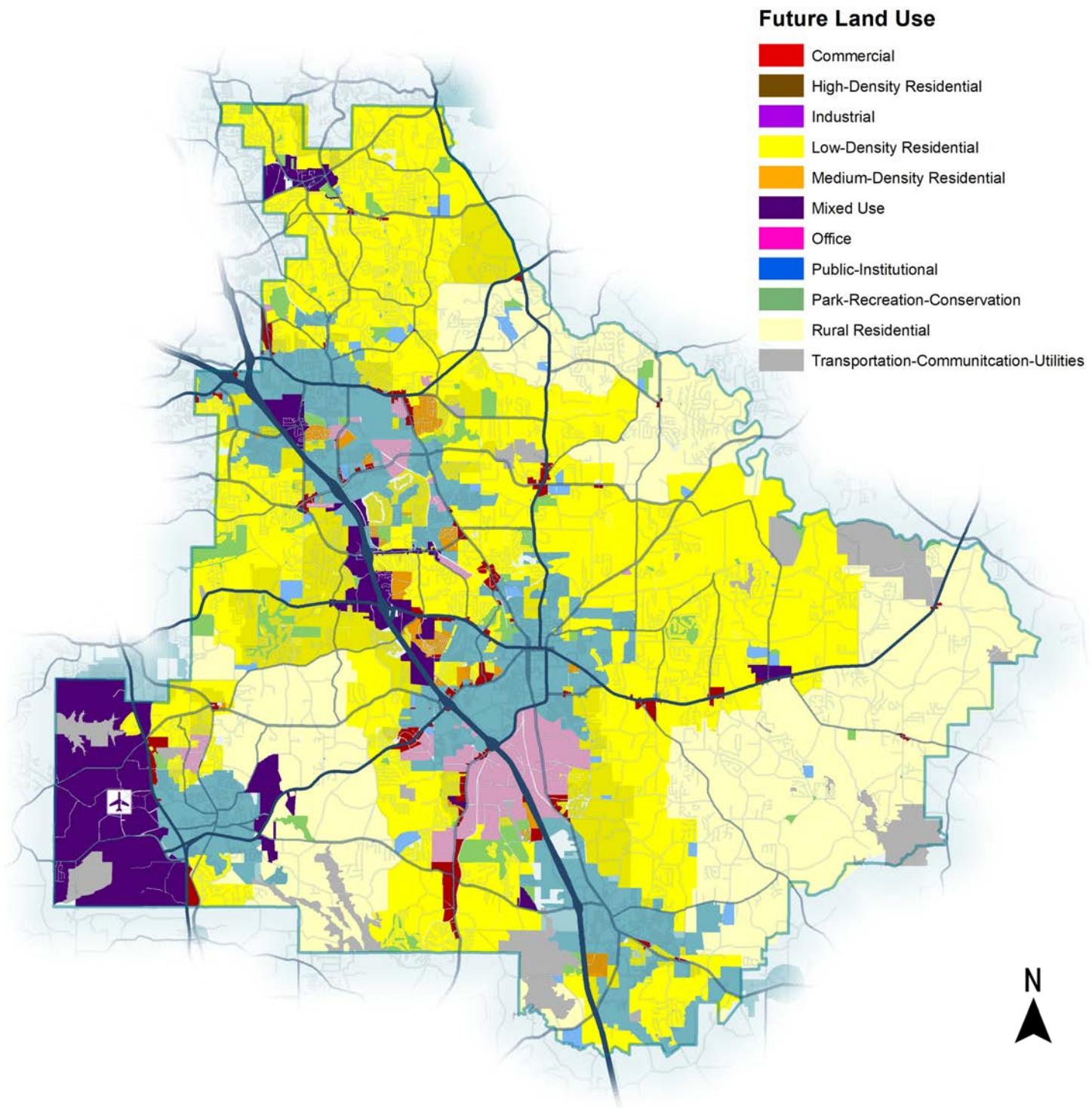


Figure A-3.3. Future Land Use in Henry County

COMMUNITY FACILITIES

A thorough inventory of community facilities is important for identifying major trip generators within the county.

These facilities are mapped in **Figure A-3.4**. They include government facilities such as city halls, libraries, and courthouses. In addition, schools and hospitals have been identified. Notable community facilities within Henry County include Piedmont Henry Hospital in Stockbridge and school locations throughout the county.

Piedmont Henry Hospital is located near at the intersection of Eagles Landing Parkway and Rock Quarry Road near the I-75 interchange. It will be important to maintain vehicular access and mobility to the hospital.

There are 49 public schools within the county, which includes thirty elementary schools, ten middle schools and nine high schools. The county also contains seven private schools. There are several school clusters where elementary, middle, and/or high school buildings are in close proximity, which are shown in **Table A-3.2**. Areas surrounding the school clusters should be the focus of automobile safety and operational improvements as well as sidewalk and/or bicycle infrastructure. The Austin Road cluster also includes a library (Fairview) and recreation center (Fairview).

Table A-3.2. Henry County School Clusters

School Cluster	School Names	Location
Austin Road	Austin Road Elementary, Austin Road Middle	Austin Road
Dutchtown	Dutchtown Elementary, Dutchtown Middle, Dutchtown High	Mitchel Road
Eagles Landing	Flippen Elementary, Eagles Landing Middle, Eagles Landing High	Eagles Landing Parkway
Locust Grove	Locust Grove Middle, Locust Grove High	South Ola Road
Luella	Luella Elementary, Luella Middle, Luella High	Hampton-Locust Grove Road
McDonough	McDonough Primary, Henry High	Tomlinson Street
Ola	Ola Elementary, Ola Middle, Ola High	North Ola Road
Old Conyers	Cotton Indian Elementary, Stockbridge High	Old Conyers Road
Union Grove	East Lake Elementary, Union Grove Middle, Union Grove High	East Lake Road
Woodland	Woodland Elementary, Woodland Middle, Woodland High	Mosley Drive

Five public libraries are located within the county (one in each municipality) including the Alexander Public Library (McDonough), the Cochran Public Library (Stockbridge), the Fairview Public Library (unincorporated Ellenwood), the Fortson Public Library (Hampton), and the Locust Grove Public Library.

County court and administrative services are located centrally in the City of McDonough along Henry Parkway.

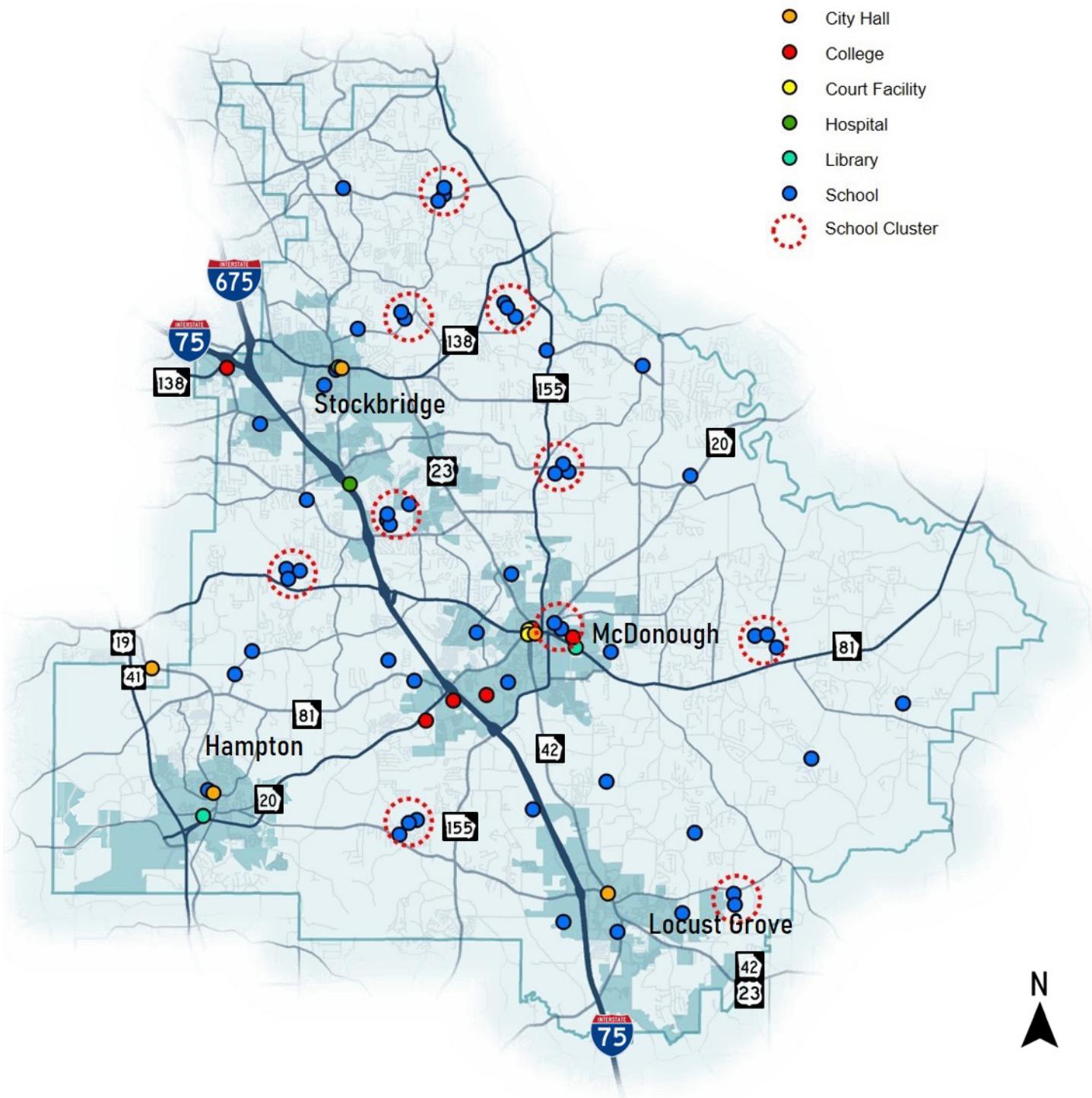


Figure A-3.4. Community Facilities in Henry County

A-4 DEMOGRAPHIC PROFILE

This section documents the demographic and employment profile for Henry County. The central demographic characteristics are total population, population density, income, poverty, seniors, disabled persons, minority population, and zero-car households.





TOTAL POPULATION

The 2019 population of Henry County was 255,356, according to the US Bureau of the Census American Community Survey (ACS), accounting for 3.84% percent of the Atlanta Metropolitan Statistical Area (MSA) population of 5,892,424.

Table A-4.1. Population Densities of Henry County and the Atlanta MSA

	Henry County		Atlanta MSA	
	Number	Persons per Acre	Number	Persons per Acre
Population	255,356	1.08	5,892,424	1.04
Area in Acres	208,908	-	5,653,627	-

POPULATION DENSITY

Population density per census block group is illustrated on the map (**Figure A-4.1**). Overall, Henry County has a population density of 1.08 persons per acre which is slightly higher than the density of the Atlanta MSA (1.04 persons per acre). Population is generally concentrated in the central and northern section of the county roughly parallel to the I-75 corridor. The block groups with the highest population density occur in McDonough in the triangle shaped area bounded by SR 20, Jonesboro Road, and I-75 and in Stockbridge south of SR 138 and east of I-75. **Table A-4.1** compares population density of Henry County and the Atlanta MSA.

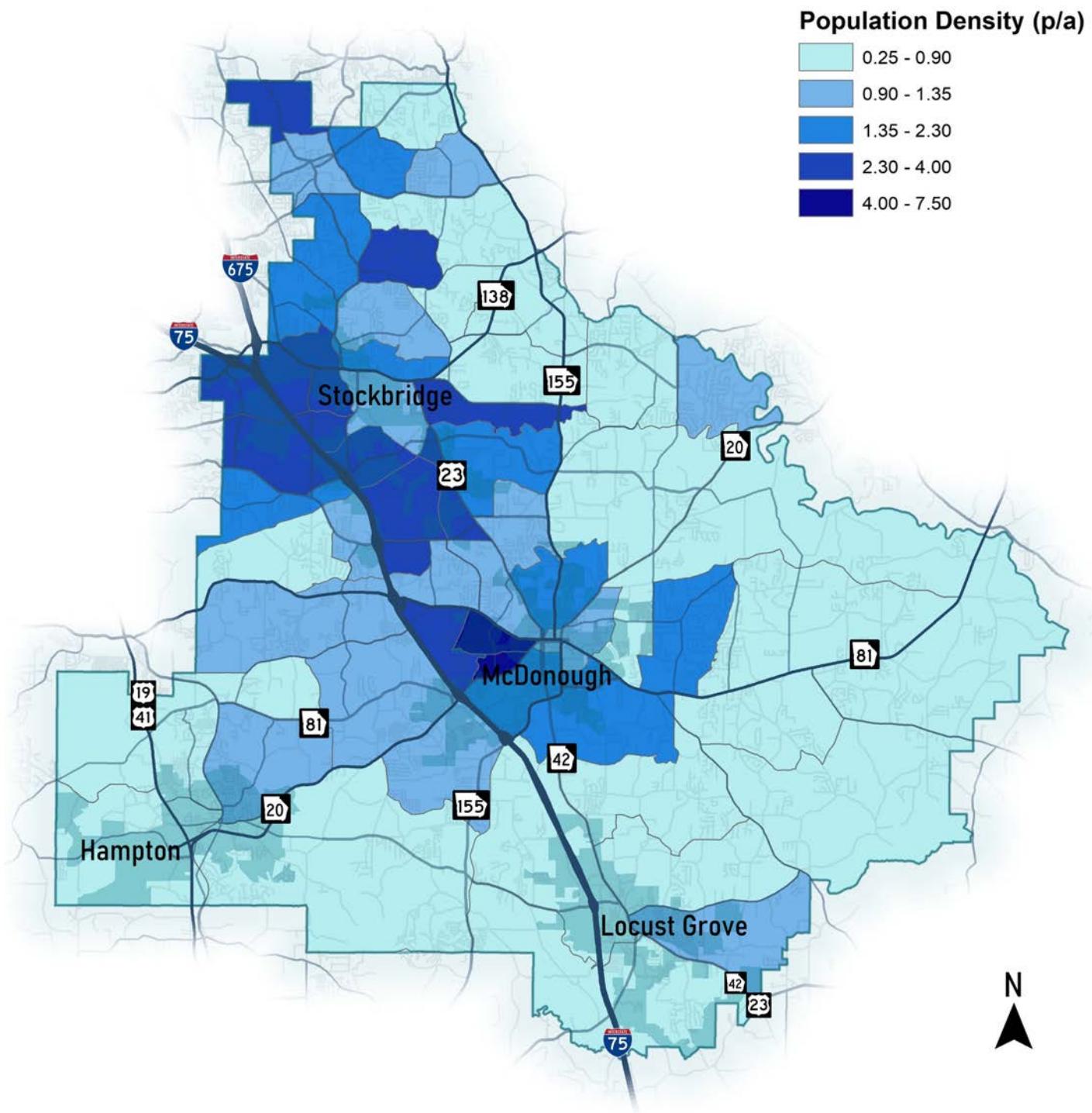


Figure A-4.1. Population Density per Census Block Group

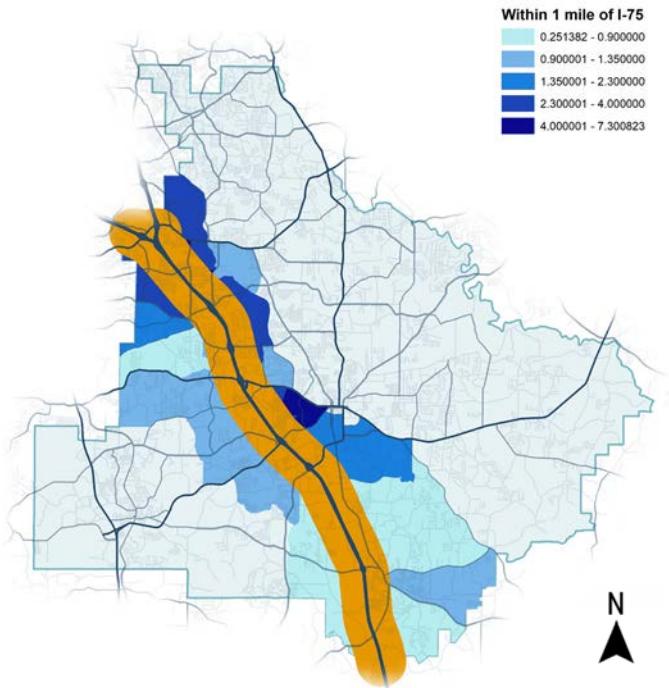


Figure A-4.2. Residents who Live within One Mile of I-75

Approximately forty-seven percent (105,665) of Henry County residents live in a block group located within one mile of I-75, as is depicted in **Figure A-4.2**. This corridor is a very important transportation asset for a high proportion of Henry County residents. Mobility along I-75 and access to it will be important considerations for this planning process.

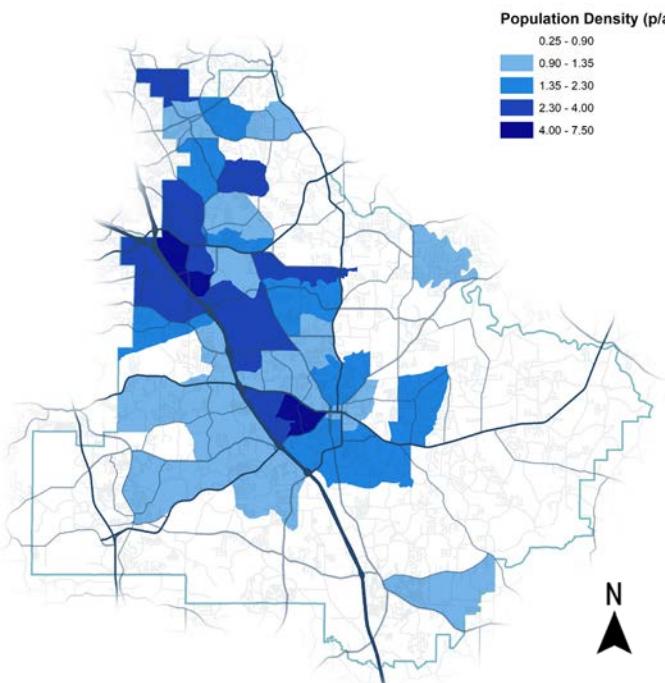


Figure A-4.3. Population Density of Henry County

Approximately sixty percent of Henry County residents live on thirty-six percent of the land area, as is shown in **Figure A-4.3**. The outer ring of census block groups is much less dense than the north-central core. Short term projects should address concerns in the core. Population and employment growth in the outer ring may have major transportation impacts in the future.

INCOME

The median household income in Henry County is \$71,288 which is slightly (four percent) higher than the median household income for the Atlanta 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 A-4.4 illustrates the median household income in Henry County.

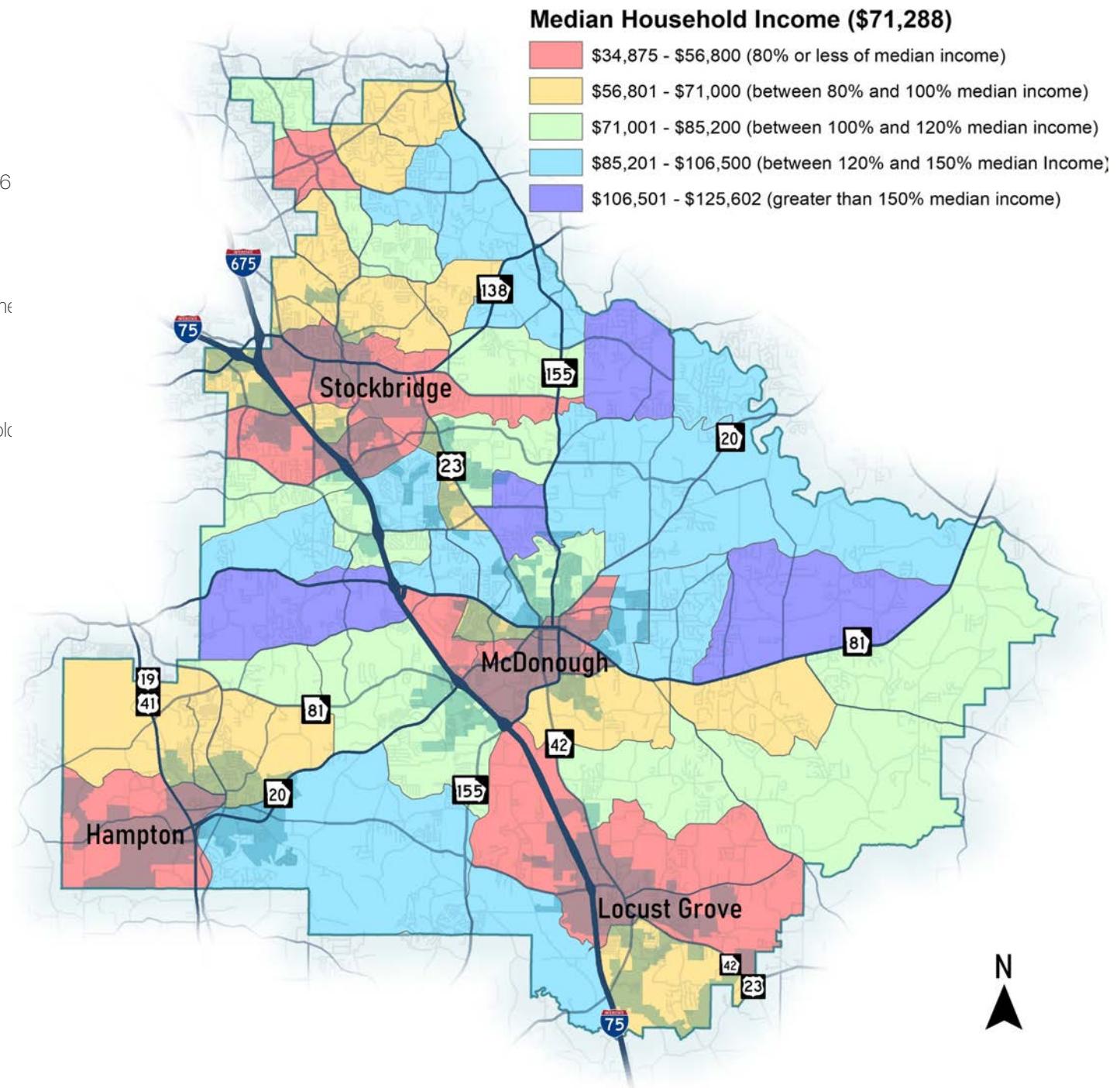


Figure A-4.4. Median Household Income in Henry County

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 eleven percent 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**

A-4.5 shows the percentage of households in poverty in Henry County.

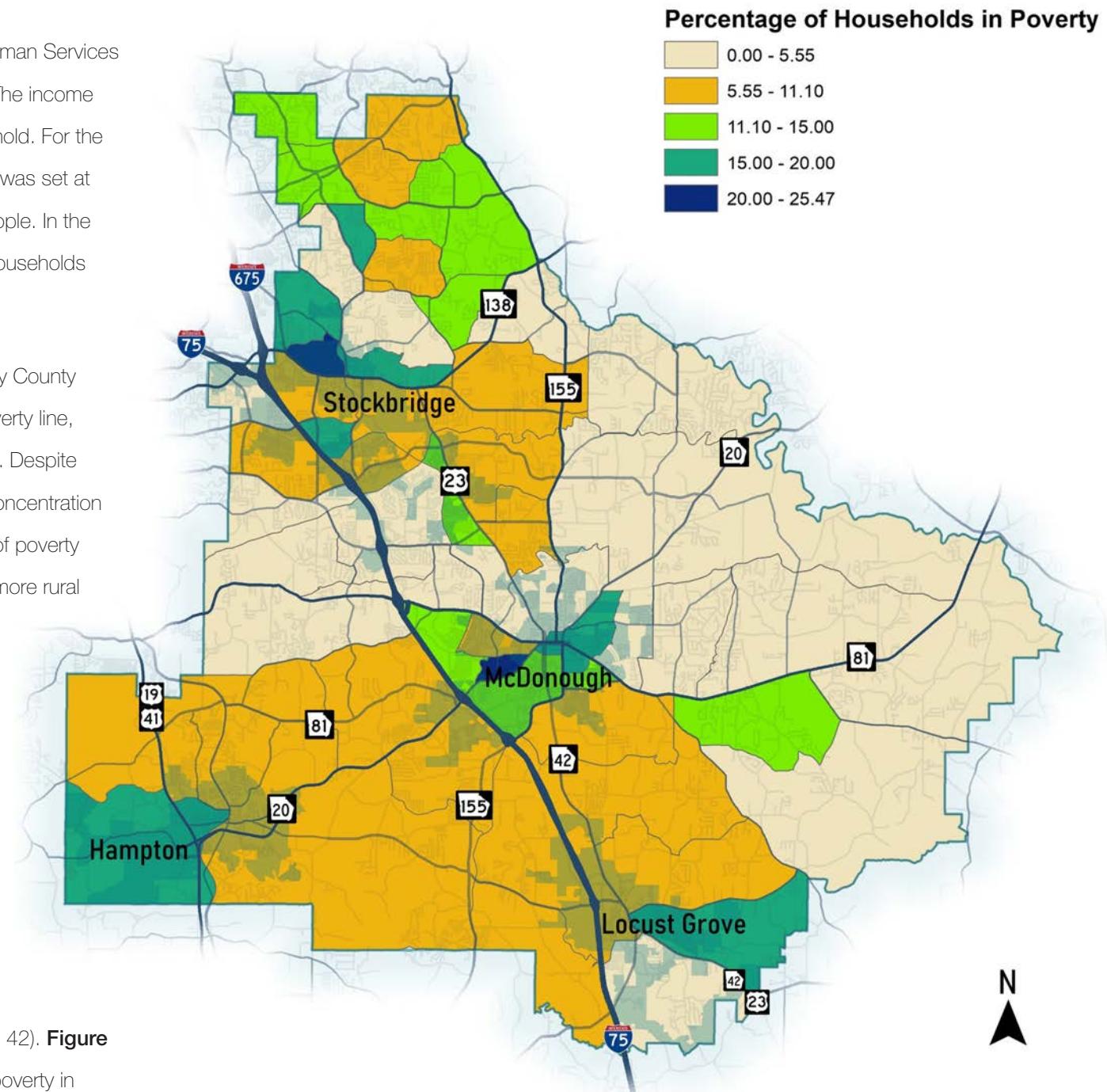


Figure A-4.5. Percentage of Households in Poverty in Henry County

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 percent. Senior populations are spread throughout Henry. 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. This block group is about thirty-four percent being sixty-five years or older. Another concentration (twenty-five percent being sixty-five years or older) occurs in western Henry County north of Jonesboro Road near the Clayton County boundary. Finally, another senior concentration (twenty-eight percent) 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 A-4.6**.

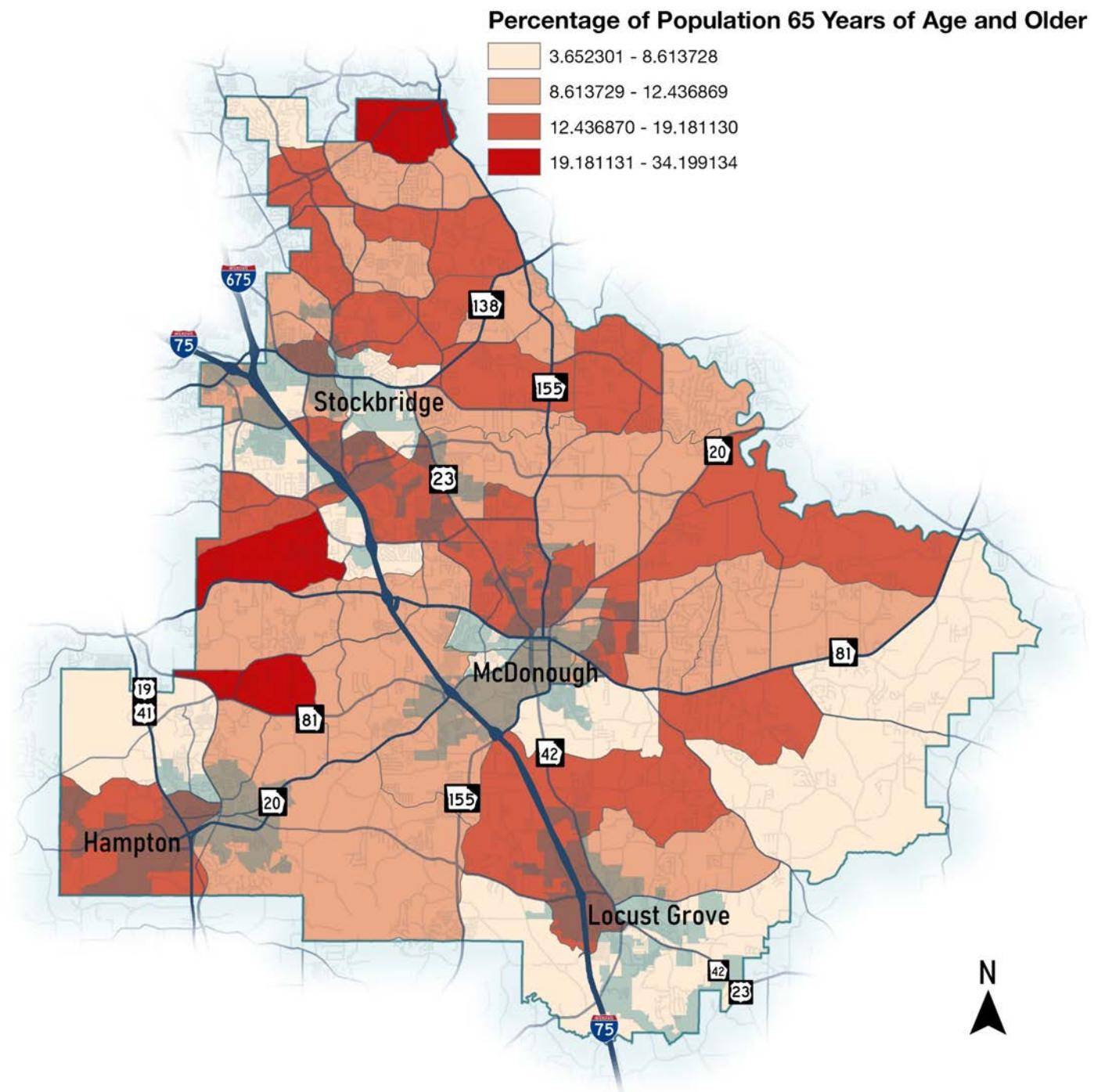


Figure A-4.6. Concentration of the Senior Population in Henry County

DISABILITY

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 A-4.7**, 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.

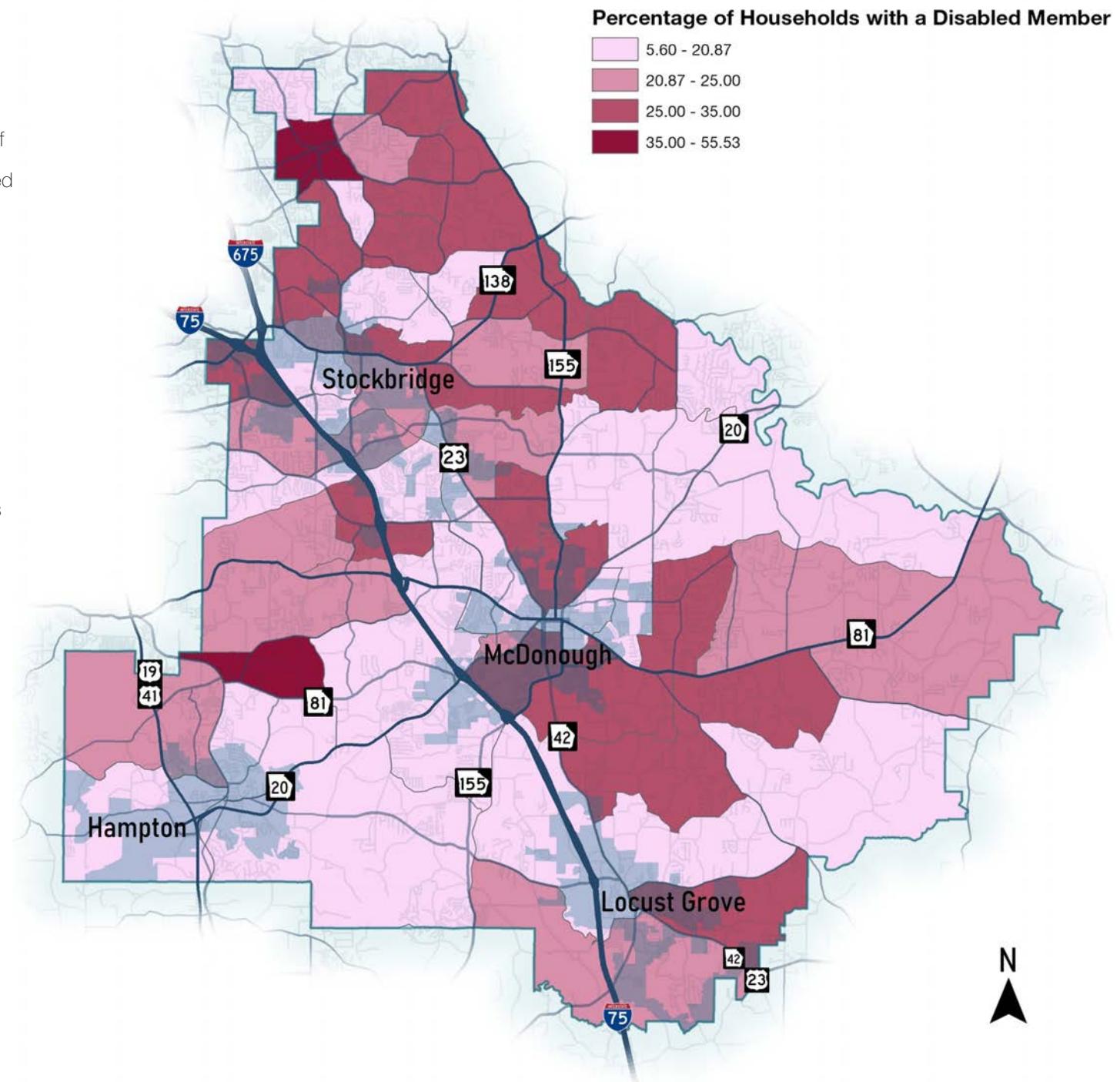


Figure A-4.7. Percentage of Households with a Disabled Member in Henry County

MINORITY

According to the 2019 ACS, Henry County is 56.6% minority population, which is defined as all persons who self-identify as non-white or Hispanic. This percentage is slightly higher than the MSA minority percentage of 52.9%. Minority populations are spread throughout the county. Of note, there are clusters of block groups that are more than three quarters minority in McDonough (between I-75, Jonesboro Road and SR 155), Stockbridge (south of SR 138 and on either side of I-75) and unincorporated northern Henry County near the DeKalb County border. In general, eastern Henry County east of SR 155 and SR 42 shows less minority presence than the county average, as is shown in **Figure A-4.8**.

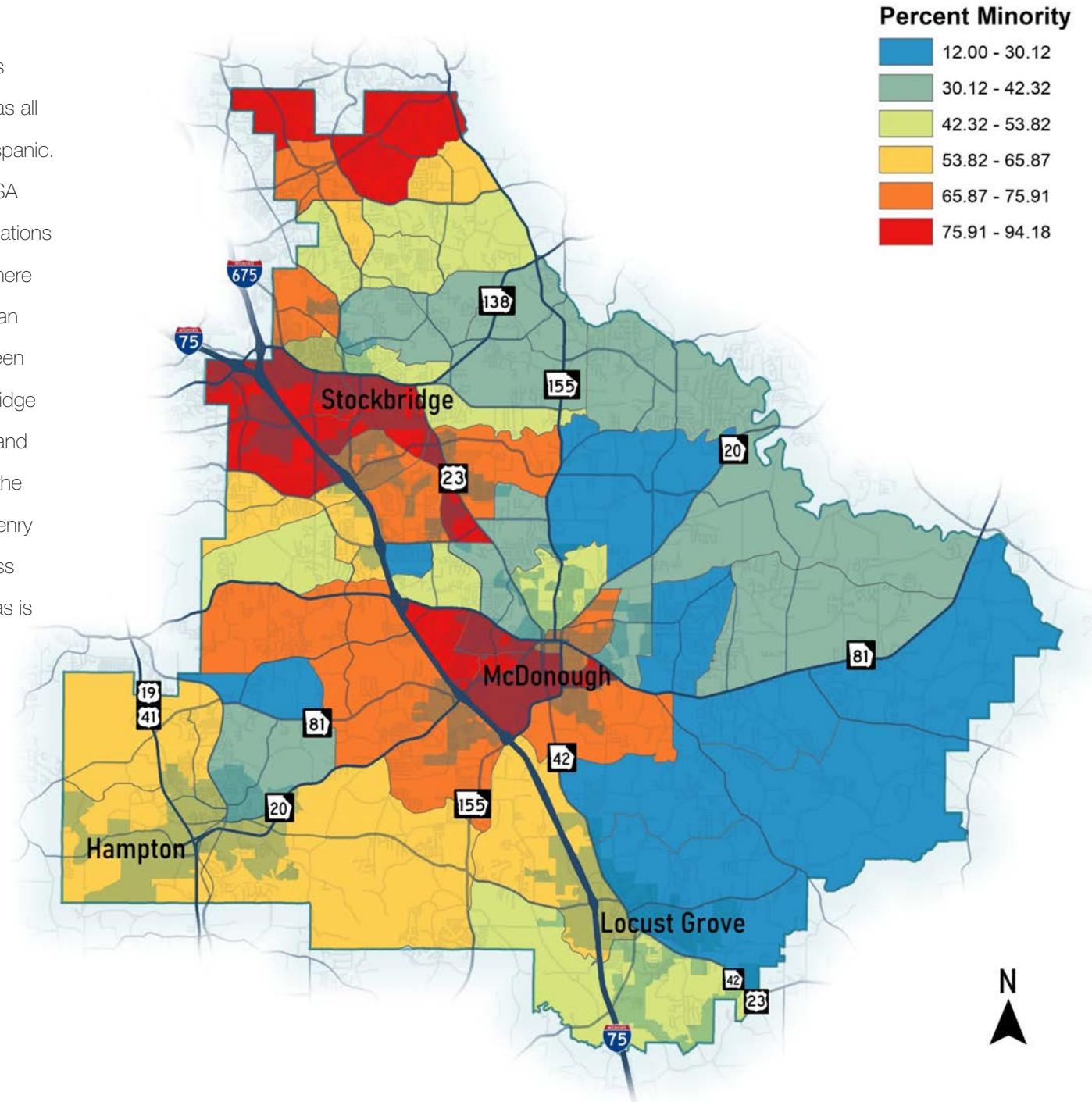


Figure A-4.8. Minority Population Percentage in Henry County

ZERO CAR HOUSEHOLDS

According to the 2019 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 A-4.9**, 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 Flippen Road, which also has a high concentration of households below the poverty income threshold.

Percentage of Households with No Vehicle

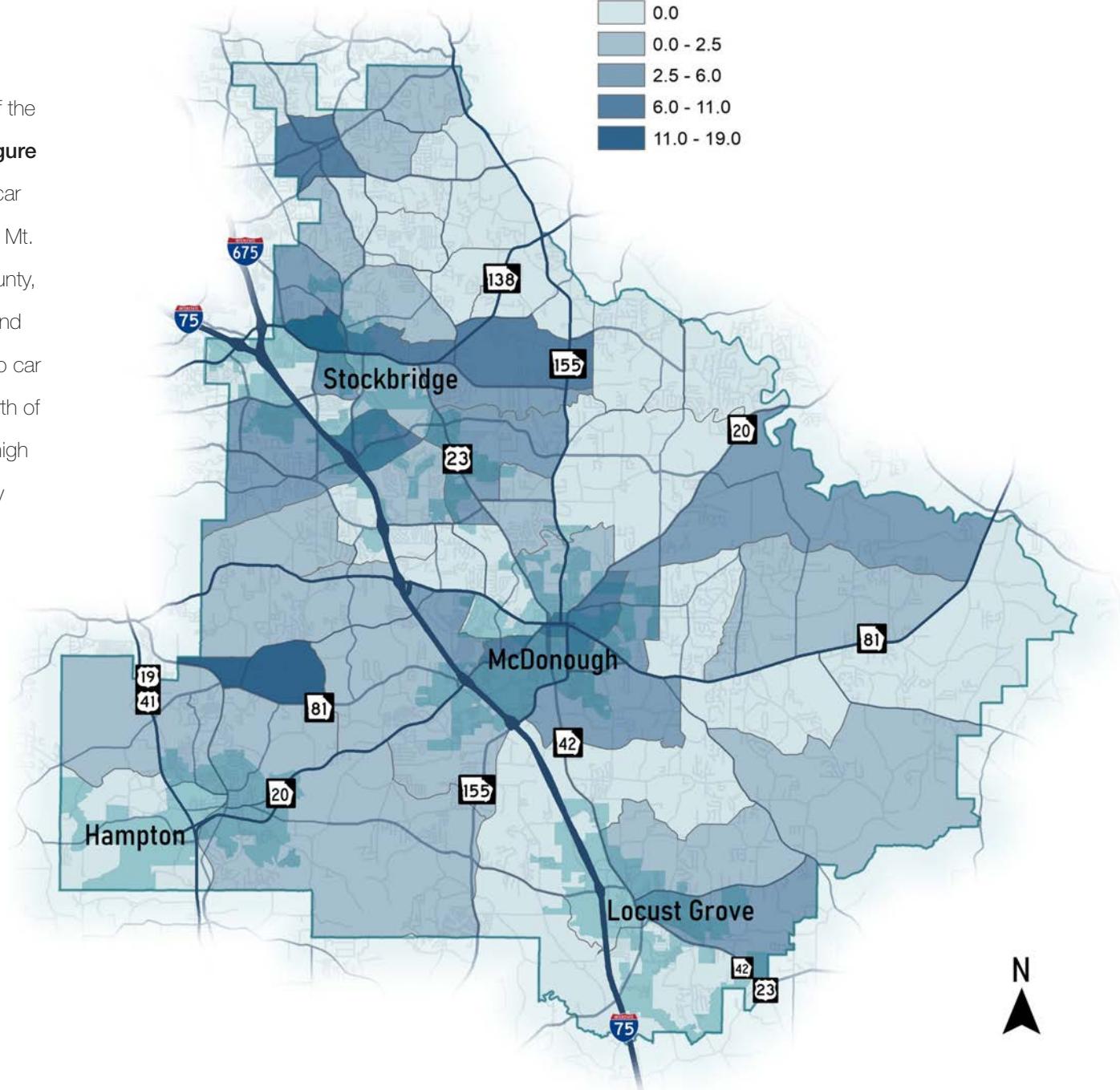
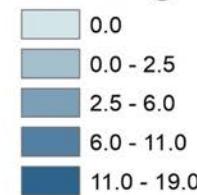


Figure A-4.9. Percentage of Households without a Vehicle in Henry County

CONCLUSION AND TAKEAWAYS

Taken as a whole, the Henry County demographic profile is remarkably similar to the Atlanta MSA. Of the seven demographic categories presented above, only three have any significant differences. Henry County has a higher median income, fewer households under the poverty threshold, and fewer households without access to a car. **Table A-4.2** compares the Atlanta MSA and Henry County.

The demographic profile will be used for further analysis of potential transportation impacts and/or recommendations during the Needs Assessment phase of the planning process.

Table A-4.2. Demographic Profile of Atlanta MSA and Henry County

Atlanta-Sandy Springs-Alpharetta MSA		Henry County	
Statistic	Value	Statistic	Value
Total Population	5,862,424	Total Population	225,356
Acres	5,653,627	Acres	208,908
Persons/Acre	1.04	Persons/Acre	1.08
Median Household Income	68,316	Median Household Income	71,288
Total Number of Households	2,104,360	Total Number of Households	75,984
Average Household Size	2.79	Average Household Size	2.83
Households below Poverty Line	233,556	Households below Poverty Line	6,061
% Of Households below Poverty Line	11.10%	% Of Households below Poverty Line	6.79%
Persons Age 65 and Older	697,693	Persons Age 65 and Older	25,576
% Senior Population	11.90%	% Senior Population	11.35%
Households with a Disabled Person	439,114	Households with a Disabled Person**	16,412
% Of Households with Disabled Member	20.87%	% Of Households with Disabled Member	21.60%
Persons Age 65 and Older	697,693	Persons Age 65 and Older	25,576
% Senior Population	11.90%	% Senior Population	11.35%
Households without a Vehicle	121,391	Households without a Vehicle	1,710
% Of Households without a Vehicle	5.77%	% Of Households without a Vehicle	2.25%
% Of Population Minority	52.93%	% Of Population Minority	56.58%

*2019 ACS 5-Year Estimates Were Used for All Data Types except Where Noted

**ACS 2019 5-Year Estimate Not Available, ACS 2019 1-Year Estimate Used

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A-5 EMPLOYMENT

This section documents the employment characteristics of Henry County. Employment characteristics include the total number of jobs, primary job sectors, locations of jobs within the county, the places where Henry County residents work, the places where those who work in Henry County live, and major employers within the county. Similar to the demographic section, this employment analysis provides insight into key trip origins and destinations.





HENRY COUNTY EMPLOYMENT

Per the US Census Bureau, there are nearly 63,000 total jobs located within Henry County. For consistency, census job categories were aggregated to the same groupings the Georgia Department of Transportation (GDOT) uses for travel demand modeling. **Table A-5.1** below displays the employment breakdown by aggregate sector.

Table A-5.1. NAICS Categories included in the GDOT Aggregates

Sector	Jobs	Percent
Ag, Mining, CST	2,925	5%
MTCUW	9,951	16%
Retail	10,937	17%
Service	39,179	62%
Total	62,992	100%

Source: US Census LEHD Data

The aggregate employment categories include multiple job types. **Table A-5.2** displays which North American Industry Classification System (NAICS) categories are included in the GDOT aggregates.

Table A-5.2. Employment breakdown of Henry County Jobs

Aggregate Category	NAICS Category	NAICS Code
Ag, Mining, CST	Agriculture, forestry, fishing & related activities	11
	Mining	21
	Utilities service employment	22
	Construction	23
MTCUW	Manufacturing	31-33
	Transportation and Warehousing	48-49
	Wholesale trade	42
Retail	Retail Trade	44-45
Service	Information	51
	Finance & Insurance	52
	Real Estate & Rental & Leasing	53
	Professional, scientific, and technical services	54
	Management of companies and enterprises	55
	Administration & waste services	56
	Educational services	61
	Health Care & social assistance	62
	Arts, entertainment & recreation	71
	Accommodation & food services	72
	Other services, except public administration	81
	Government & government enterprises	92

JOB DENSITY

The locations of Henry County's approximately 63,000 jobs are mapped in **Figure A-5.1**. Several concentrations of jobs become apparent. From north to south, major job clusters include the area around Piedmont-Henry Hospital along Eagles Landing Parkway near I-75, and the SR 155/SR 20 freight cluster in the City of McDonough. From north to south, minor job clusters include the Fairview Road commercial area in northern unincorporated Henry County, the SR 138 corridor near I-75 in downtown McDonough, the SR 20 @ I-75 interchange area, downtown McDonough, and the Bill Gardner Parkway at I-75 interchange area in Locust Grove.

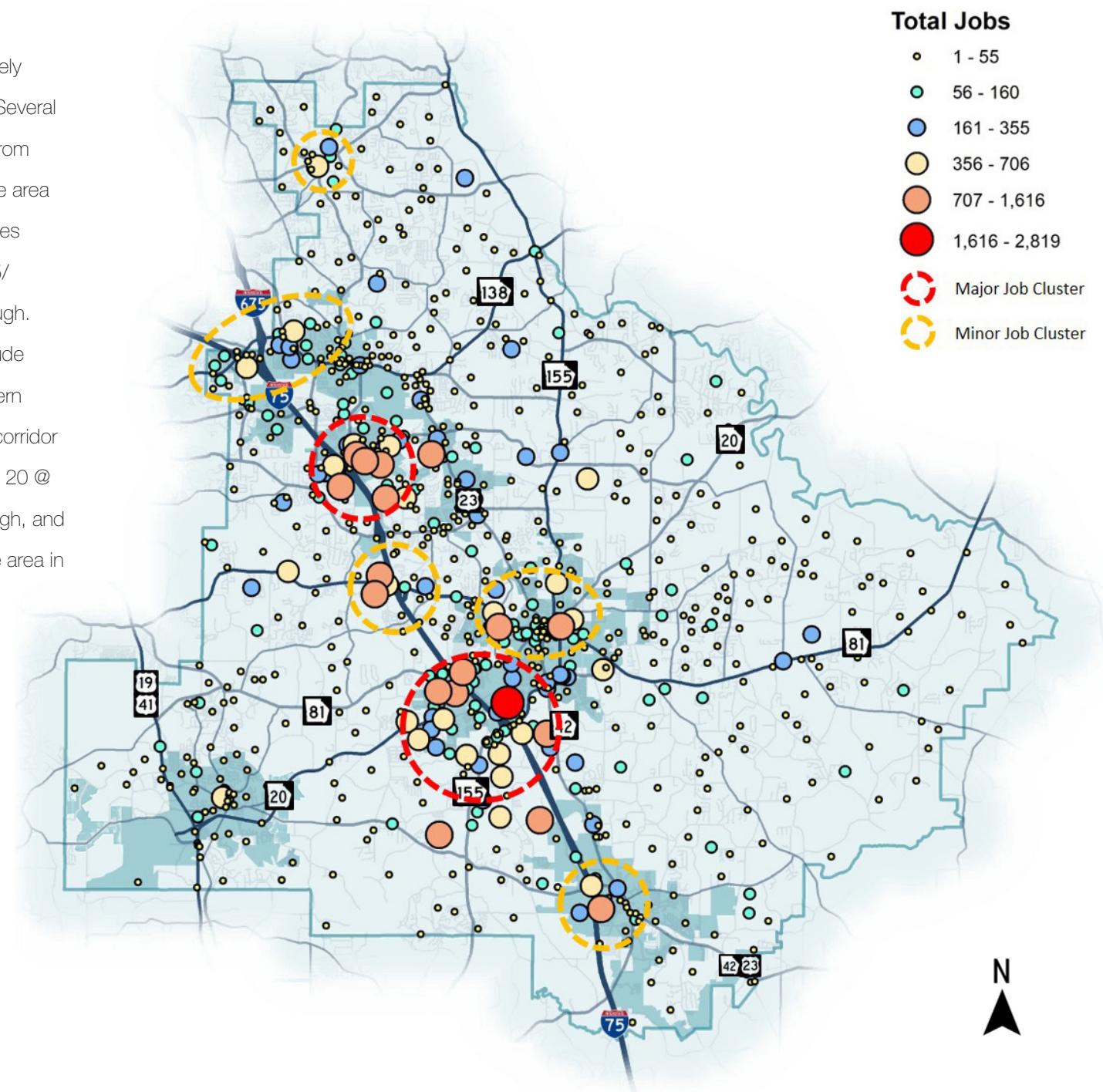


Figure A-5.1. Locations of Jobs in Henry County

WHERE HENRY COUNTY RESIDENTS WORK

Figure A-5.2 below displays data from the US Census Bureau of the locations of jobs for Henry County residents. Several areas have been identified that employ higher numbers of Henry County residents. These include downtown/midtown Atlanta, Hartsfield-Jackson Atlanta International Airport, the Piedmont-Henry Hospital cluster, the SR 155 freight cluster, and downtown McDonough.

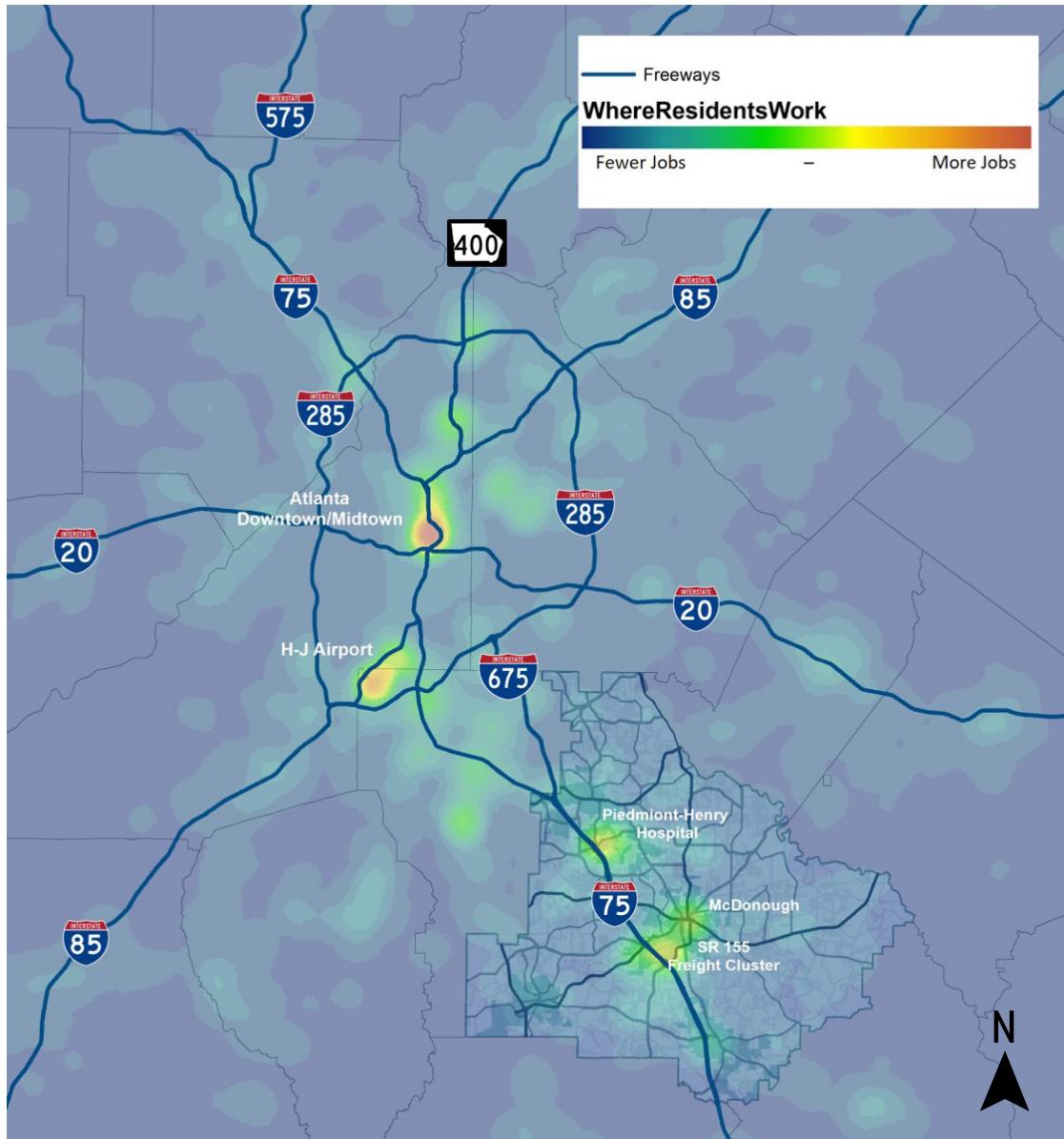


Figure A-5.2. Locations of Jobs for Henry County Residents

WHERE HENRY COUNTY WORKERS LIVE

Figure A-5.3 below displays data from the US Census Bureau of where those that work in Henry County live. In general, most workers live within Henry County. Henry County draws workers from surrounding communities as well, in particular Clayton County.

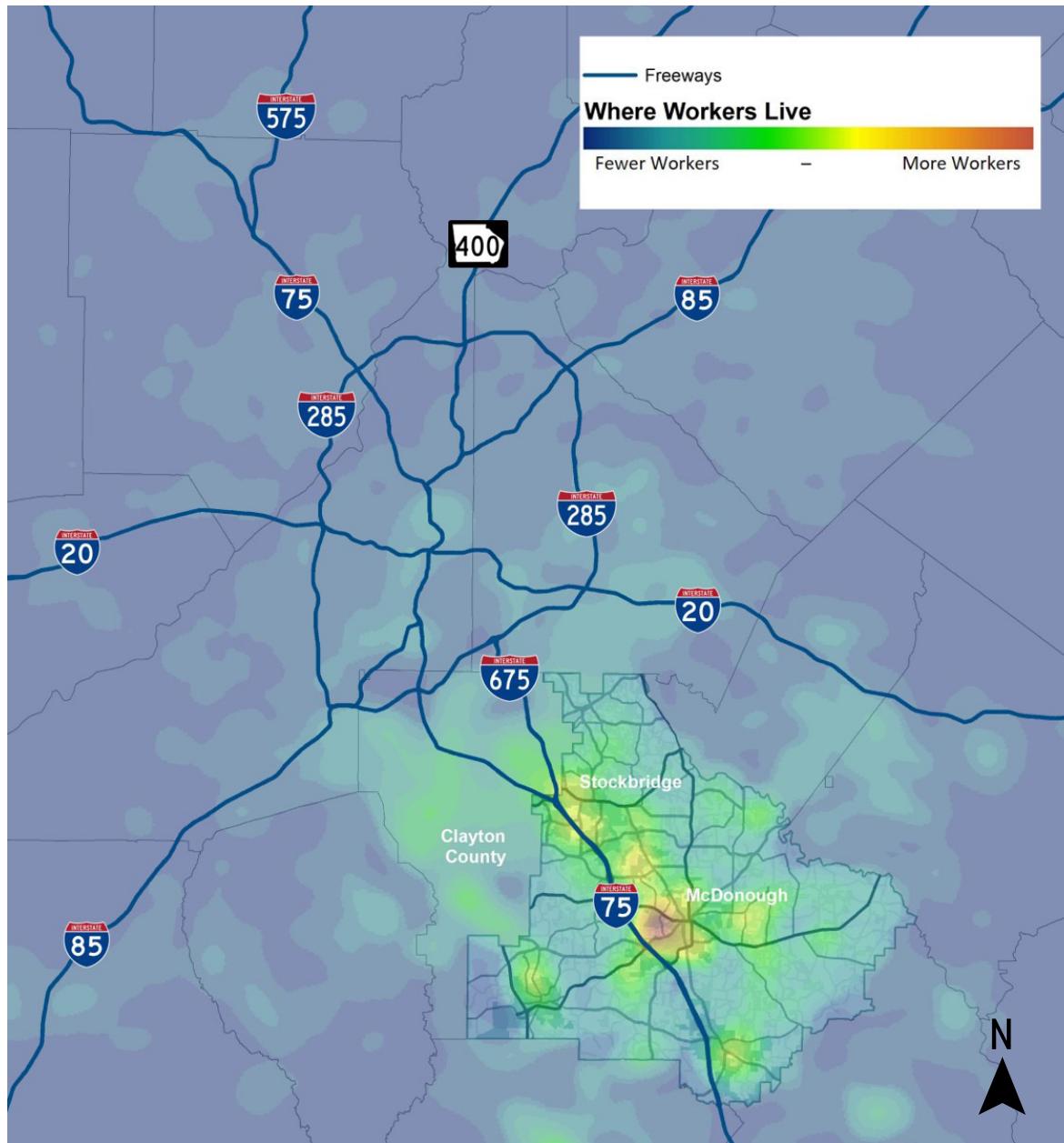


Figure A-5.3. Locations of Residences for Workers in Henry County

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TRANSPORTATION SYSTEM

A-6 CHARACTERISTICS

This section categorizes, quantifies and records aspects of the Henry County multimodal transportation system. This understanding of the county's existing transportation network is a critical foundation for the analysis and recommendations of the CTP.



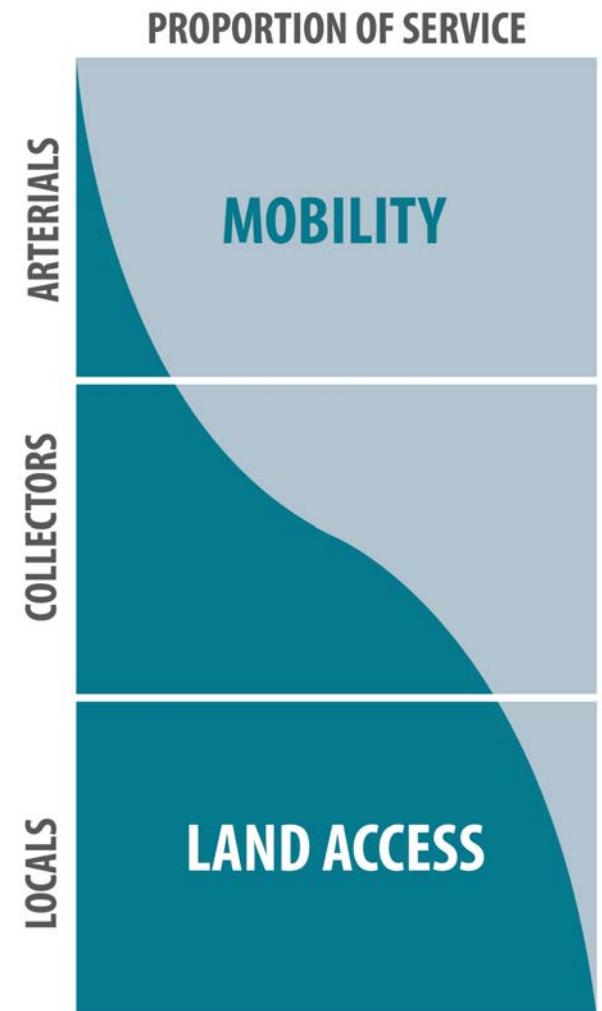


ROAD NETWORK CHARACTERISTICS

The Henry County roadway network can be understood through a number of different categorizations. Recorded in this document are functional classification, number of travel lanes, speed limits, traffic signals, bridge ratings, and pavement rating.

FUNCTIONAL CLASSIFICATION

A roadway's Functional Classification (FC) provides information about the intended character of the roadway by identifying the types of functions it is intended to serve. At the top of the hierarchy are **ARTERIALS** which are intended mainly for rapid, long distance travel. At the bottom of the hierarchy are **LOCAL** roads which are intended mainly for access to land use and development. In the middle are **COLLECTORS** which straddle the intents of the other two and are intended to provide shorter distance mobility while still allowing for access to land use and development.



Arterials and collectors can be further stratified into “Major” and “Minor”. Major (also known as Principal) arterials are typically interstates or highways and provide a high degree of mobility. They often connect metropolitan areas or major activity centers. Access on and off major arterials is typically controlled, and surrounding land uses often cannot be directly accessed. Minor arterials are typically used for shorter trips and provide access to the arterial roadway system. Collectors connect local and arterial roads to provide service between residential neighborhoods and commercial areas. **Table A-6.1** displays total centerline mileage per classification.



Table A-6.1. Total Centerline Mileage per Classification in Henry County

Functional Classification	Miles of Roadway in Henry County	Percent
Principal Arterial - Interstate	25.8	1.6%
Principal Arterial - Other	72.3	4.3%
Minor Arterial	123.1	7.4%
Major Collector	106.8	6.4%
Minor Collector	60.6	3.6%
Local	1,278.2	76.7%
All	1,666.8	100%

Principal arterials in the county include the following:



Between US 19/41 (Tara Blvd) and I-75



Between SR 155 in downtown McDonough and the South



Entire length in Henry County



Between I-75 and the DeKalb County line



Entire length in Henry County

Jonesboro Road

Between SR 42 in downtown McDonough and the Clayton County line

Based on GDOT's functional classification,

Figure A-6.1 shows the functional classification for the Henry County roadways.

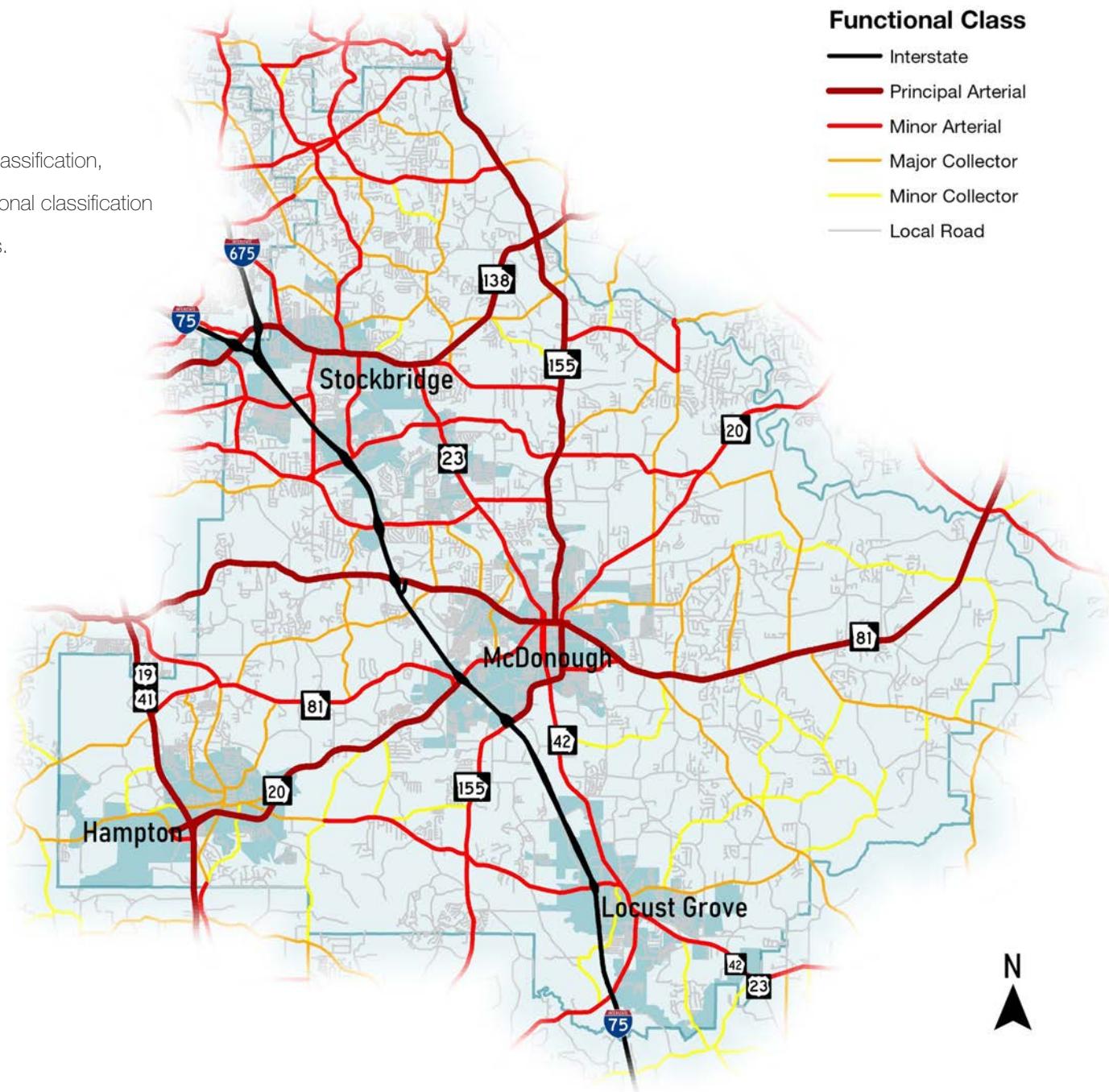


Figure A-6.1. Functional Classification for Henry County Roadways

NUMBER OF LANES

The number of lanes on a roadway is closely related to the capacity, or how many cars can use the road at any given time. Other road characteristics such as traffic signals and other stop controls, speed limits, and turning movements also influence the capacity of a roadway. The map below displays Henry County roads by how many through lanes are present.

In general, Henry County has relatively few multilane roadways, as is shown in **Figure A-6.2**. I-75 forms the backbone of the Henry County roadway system. I-75 and US 19/41 (Tara Boulevard) are the only multilane roadways that run north-south in the county. All of the other multilane roadways in the county are oriented east-west and provide connectivity to either I-75 or I-675.

Major Henry County multilane roadways include the following:



Eight lanes from Clayton County line to Eagles Landing Parkway. Six lanes from Eagles Landing Parkway to Spalding County line. Two reversible toll lanes from SR 155 to SR 138.



Four lanes between I-75 and US19/41 near the Atlanta Motor Speedway in the City of Hampton.



Four lanes from Clayton County line to SR 42.



Five lanes – three lanes northbound and 2 lanes southbound – the entire length within Henry County.

Jonesboro Road

Four lanes between SR 42 in McDonough and Mill Road just west of I-75.

Jodeco Road

Four lanes between Peach Drive and Mt. Olive Road just west of I-75.

Bill Gardner Parkway

Four lanes between I-75 ramps and SR 42 in downtown Locust Grove.

Eagles Landing Parkway

Six lanes between I-75 Ramps and Village Center Parkway. Four lanes between Country Club Drive and SR 155.

Hudson Bridge Road

Four lanes between I-75 ramps and Jodeco Road.

Fairview Road

Four lanes between Clayton County line and Panola Road in the Ellenwood commercial area.

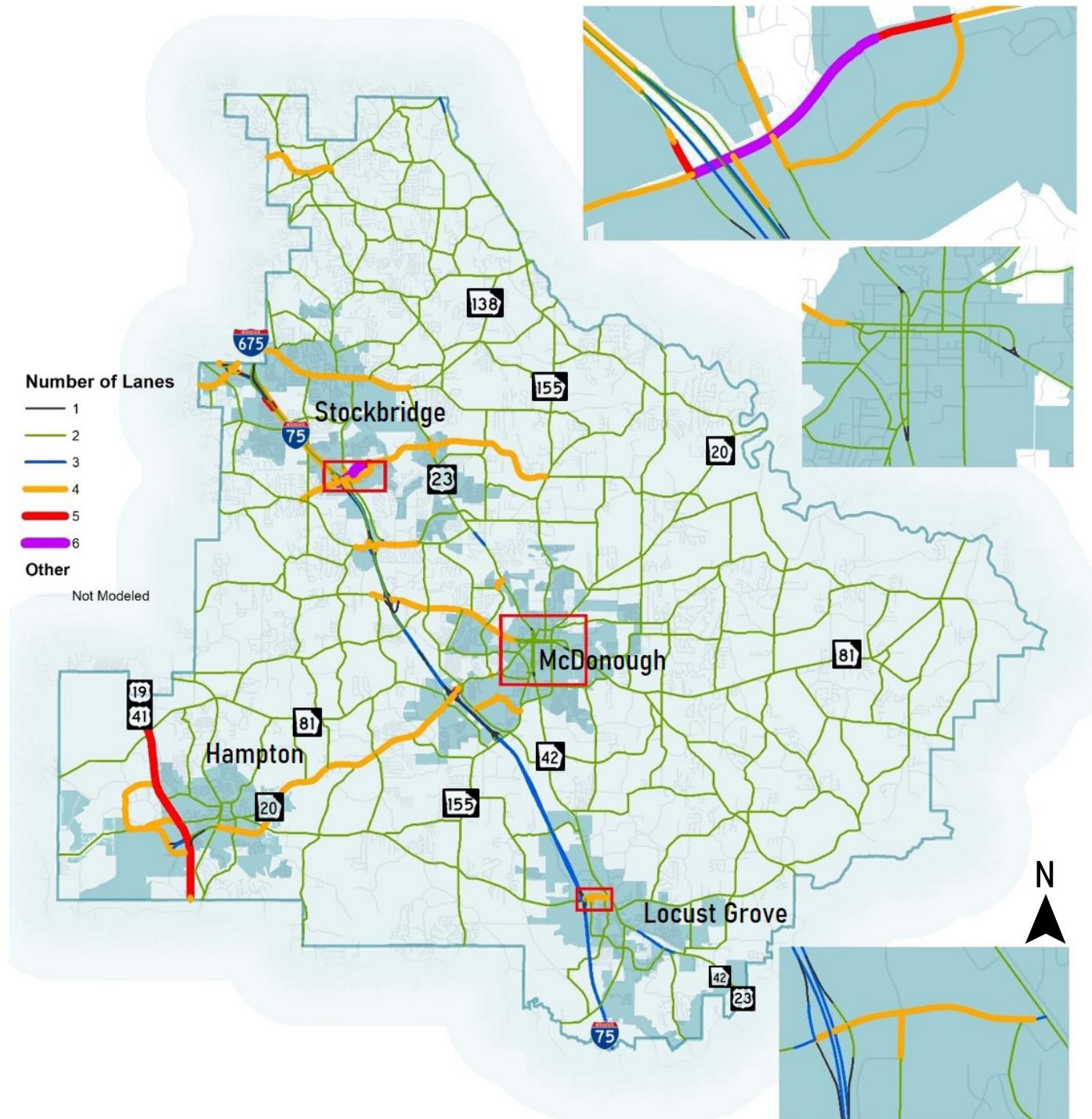


Figure A-6.2. Number of Lanes on Roadways in Henry County

SPEED LIMITS

Similar to the number of lanes on a roadway, speed limits can impact the capacity of a roadway. In addition, higher speed roadways can provide connectivity between activity centers in the county. The map below displays speed limits as recorded in the Regional Travel Demand Model. **Figure A-6.3** shows that Henry County has a robust network of roadways with 45+ MPH speed limits that provide intra-county connectivity.

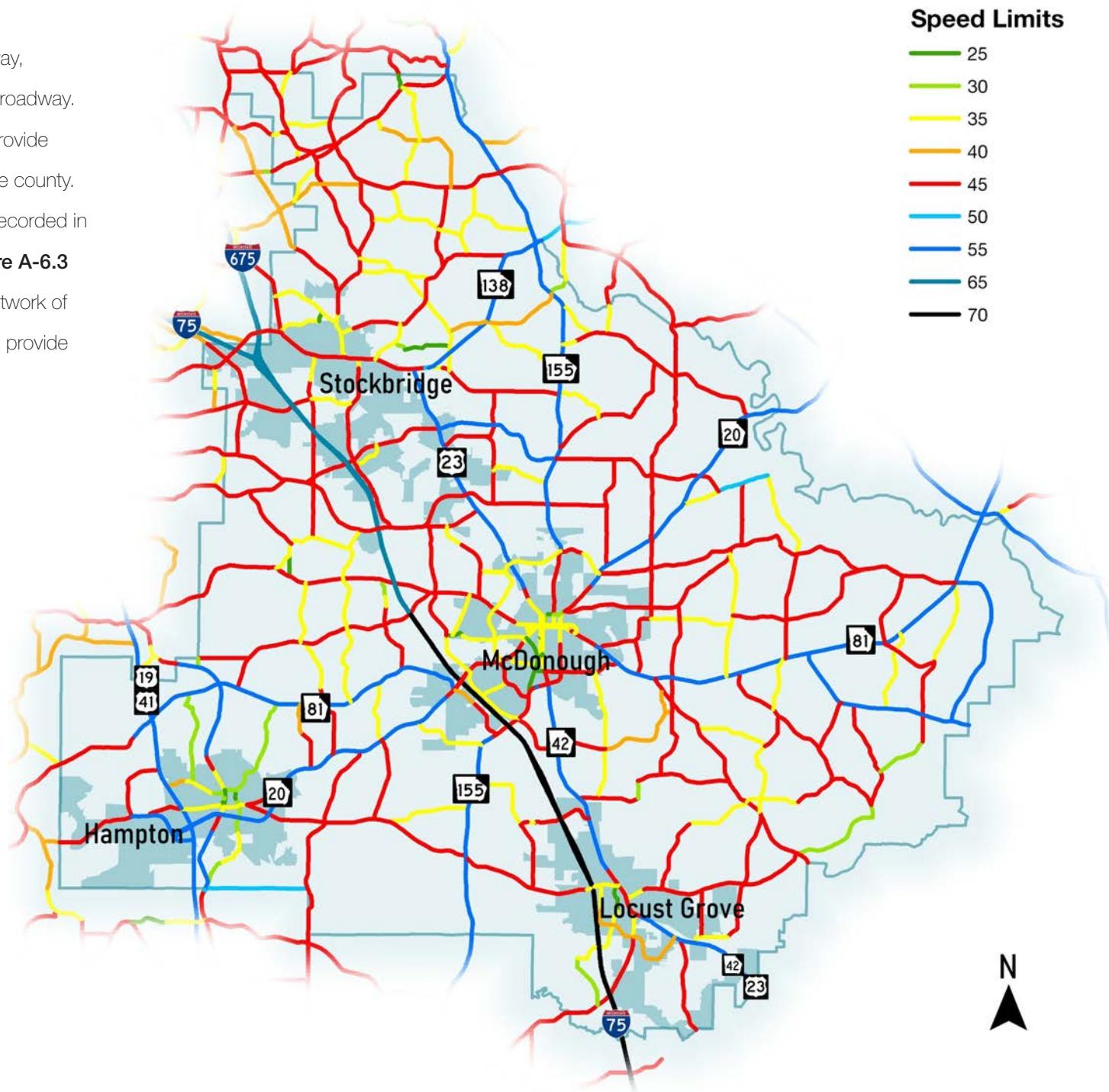


Figure A-6.3. Speed Limits of Roadways in Henry County

TRAFFIC SIGNALS

There are 211 signalized intersections in Henry County. These are shown in the map in **Figure A-6.4**. Twenty-nine signalized intersections are in City of Stockbridge, twenty-four signalized intersections are in the City of McDonough, eleven signalized intersections are in the City of Hampton, and seventeen signalized intersections are in the City of Locust Grove, leaving 130 in unincorporated Henry County. Most of these traffic signals are located on principal arterials, including SR 20, SR 42, SR 81, SR 138, and SR 155.

The most common Intelligent Transportation System (ITS) improvement for transportation remains traffic signals, enabling smart signal programming, regional operations coordination, or other improvements to provide enhanced mobility throughout the county. Traffic signals are typically installed at locations identified either through traffic volume or safety requirements from GDOT and Henry County signal warrants. Thus, these locations are already capable to improve traffic flow or reduce crashes and illustrate an opportunity to further enhance the signals with new and emerging technologies.

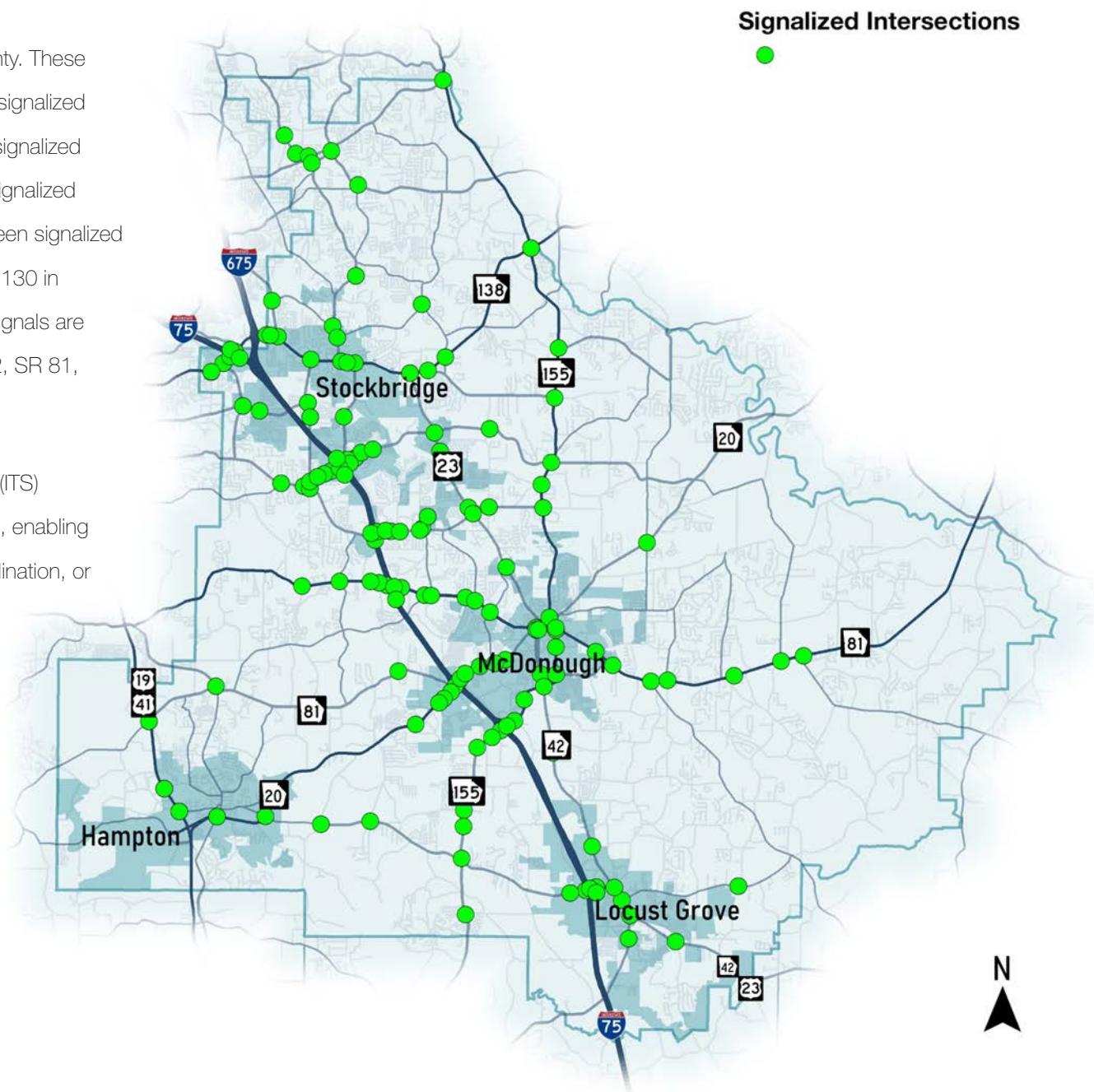


Figure A-6.4. Locations of Signalized Intersections in Henry County

ASSET MANAGEMENT

An asset management program assesses the life cycle of capital improvements and works to maintain the network in good working order. Two measures frequently used in asset management are Bridge Ratings and Pavement Conditions Index (PCI). The bridge rating of - Good, Fair, or Poor - assesses the structural integrity and life span of bridges. The PCI is a numerical assessment, which is used to indicate the general condition of a pavement section.

Bridge Rating

In order to evaluate the state of Henry County's bridges, the National Bridge Inventory (NBI) bridge database was reviewed. This database includes a record of each bridge in the nation, in addition to bridge inspection results. Based on the results of the most recent inspection, each bridge is assigned a rating of

Good (G), Fair (F), or Poor (P). This rating is determined by the lowest of the Deck, Superstructure, Substructure, or Culvert condition ratings. There are 139 bridges within Henry County, 81 with a Bridge Condition of Good, 58 with a Bridge Condition of Fair, and none with a Bridge Condition of Poor. **Figure A-6.5** presents bridges in Henry County and their respective Bridge Conditions.

Pavement Rating

The PCI is a numerical index from 0 to 100, which is used to indicate the general condition of a pavement section.

Henry County DOT is currently near the completion of a brand-new inventory. When complete and available, the results will be posted here.



Example of Good Pavement Conditions in Henry County

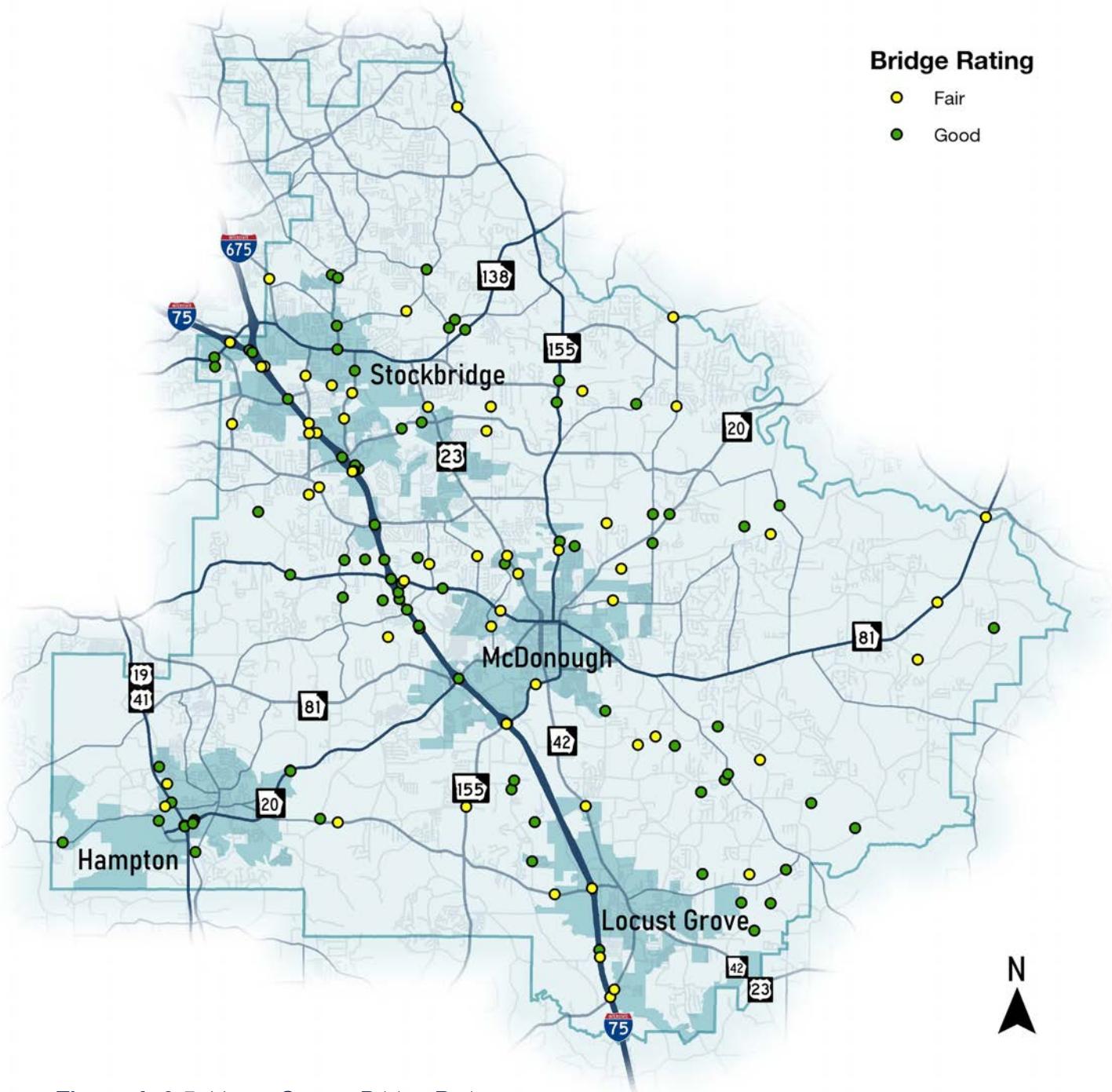


Figure A-6.5. Henry County Bridge Ratings

INTELLIGENT TRANSPORTATION SYSTEMS AND TECHNOLOGY

Intelligent Transportation Systems (ITS) and transportation technology enable infrastructure and vehicles to communicate with each other as well as central repositories such as traffic management centers to achieve efficiency. ITS and transportation technology rapidly shifted throughout the 21st century and continue to evolve into a real-time data driven system, advancing transportation safety and mobility. The transportation industry is finding that solutions to safety, capacity, and other modern transportation challenges can be achieved through incorporating select ITS and transportation technologies.

There are several ITS solutions, such as intelligent infrastructure, that can reduce crashes through advanced warnings to drivers via Variable Message Signs (VMS), enhance mobility through smart or coordinated signal corridors, and reduce emissions by reducing vehicle idling times. Henry County is a leader in metro Atlanta already incorporating elements of ITS and technology implemented within its existing infrastructure. This section outlines the existing state of ITS and technology within the county.

While some of these technologies are not directly related to transportation, such as public Wi-Fi, they are still covered to showcase Henry County's technology capabilities as they exist today and opportunities for expansion, especially as telecommuting and distance learning continues to remain prominent for many citizens due to the COVID-19 pandemic.

FIBER OPTIC CABLE

Fiber optic cable has become the go-to cabling for high-speed telecommunications throughout the world. While traditional copper cables still exist, they are limited in their transmission speeds (40 gigabits per second) and distance of transmittance (100 meters). In contrast, fiber optic cable can transmit data at up to terabits per second in distances of up to 24 miles. In order for ITS to function at its maximum potential, efficient data transmission from cameras, vehicles, infrastructure, and other sources will benefit from fiber optic cable.

As of June 2019, Henry County has close to 71 miles of loose tube fiber optic cables. Of these, 40.2 miles (57%) are owned by GDOT and 30.8 miles (43%) are owned by SRTA. As is shown in **Figure A-6.6**, the current fiber optic locations are primarily along I-75, as is most of the ITS infrastructure within the County, establishing the importance of this corridor by GDOT. This leaves ample opportunity to expand fiber optic cables within the county to allow the advancement of other ITS infrastructure. While costs for installing

fiber optic cable can be expensive, it is possible to leverage investments by partnering with other state and local agencies, or even private companies, to share infrastructure investments and thus expand coverage. Further, adding fiber optic as part of other construction projects can create efficiencies. Future analysis for ITS installation can look at both desired expansion areas and planned infrastructure projects to determine what partnerships are available for leveraging reduced installation costs.

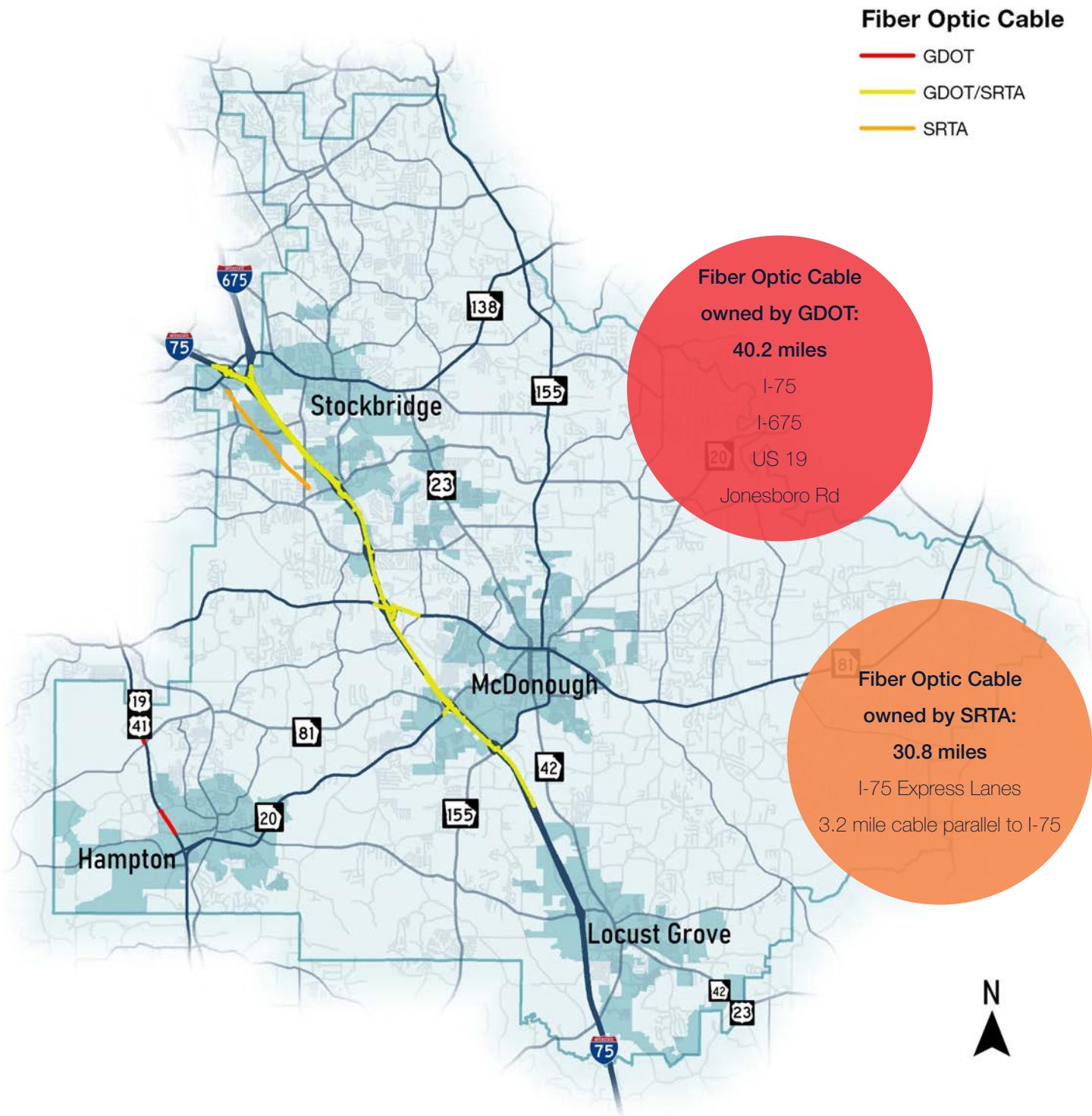


Figure A-6.6. Fiber Optic Cable Locations in Henry County



MAXTIME/MAXVIEW SIGNAL SOFTWARE

Taken from the GDOT ***Statewide Traffic Signal***

Program Concept of Operations, the MaxTime firmware runs on GDOT and local traffic signal controllers, and associated systems such as pedestrian accommodations, preemptions, and Connected and Autonomous Vehicle (CAV) applications. These signals are connected by the MaxView software which runs on the Traffic Management Center (TMC) servers. This software is a single interface that manages the operations of all traffic signals within the GDOT network that have MaxTime implemented.

While all GDOT MaxTime signals are currently interfaced with GDOT's MaxView server, some local jurisdictions have stand-alone MaxView servers

that do not communicate with the statewide GDOT MaxView server. This system allows for signals to be monitored and controlled remotely and provides high quality data collection for system performance monitoring. GDOT monitors these signals through their Automated Traffic Signal Performance Measures dashboard.

Of the 211 traffic signals in Henry County, 133 (63%) of them have MaxTime firmware as shown in

Figure A-6.7. This enables most signals within the county to be monitored by a central GDOT or other municipality server that can remotely update signal timings to respond to large one-off events such as county fairs, emergency weather conditions or incidents, and other situations that may be required on-the-fly signal updates. There are

sixteen MaxTime signalized intersections within the City of Stockbridge, eighteen MaxTime signalized intersections within the City of McDonough, three MaxTime signalized intersections within the City of Hampton, and seven MaxTime signalized intersections within the City of Locust Grove.

Additionally, these signals can be modified over time to integrate with vehicle to everything (V2X) cellular radios, which will prepare Henry County for the eventual arrival of CAVs. There is additional opportunity to upgrade the seventy-eight remaining signals within Henry County to MaxTime firmware, which will further improve signal operations across the county.

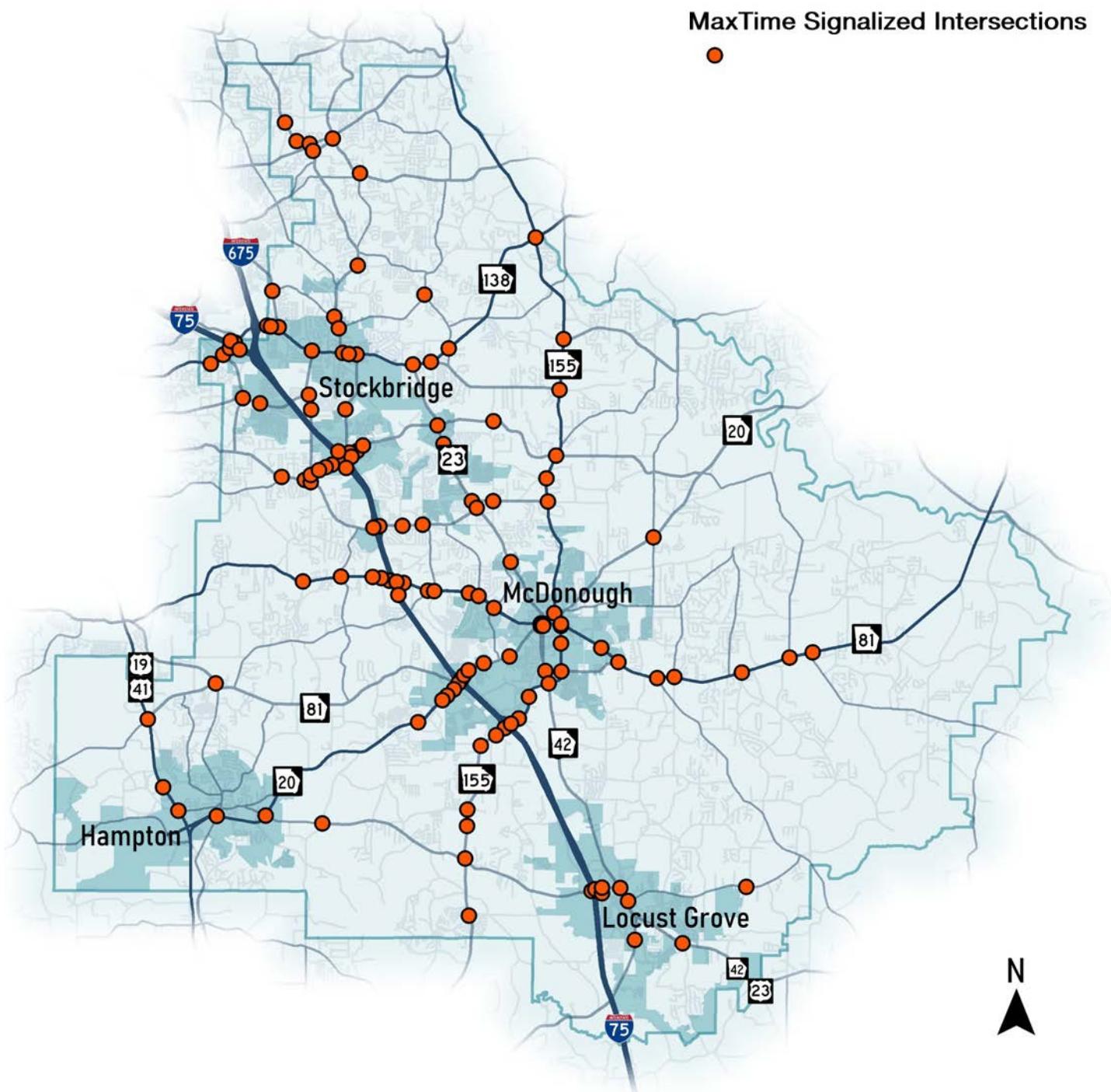


Figure A-6.7. Traffic Signals in Henry County which have MaxTime Firmware

DEDICATED SHORT RANGE COMMUNICATIONS / CELLULAR RADIOS LOCATIONS

Dedicated Short Range Communications (DSRC) and cellular radios service technology communicate traffic and roadway data for real-time information display, traffic operations, and other ITS. DSRC uses short-range radio frequencies to communicate between vehicle On-Board Units (OBUs) and Roadside Units (RSUs). Cellular radios are also a type of wireless communication that use cellular signals for communicating between OBUs and RSUs. However, cellular radios can communicate at longer distances than DSRC.

DSRC and Cellular radios are the basis for communication between transportation infrastructure and CAVs. GDOT is a national leader in ITS and preparing Georgia's infrastructure for CAVs. GDOT has been working to install radios across the state at a rapid pace, focusing on state routes and then expanding to local corridors.

The DSRC/Cellular Radios locations in Henry County are at intersections along I-75, SR 138, and US 19 as can be seen in **Figure A-6.8**. The installations on SR 138 and US 19 were a part of GDOT's Phase 2 Deployment in 2020 in which GDOT received a grant from the United States Department of Transportation (USDOT) as a part of the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program. The deployment allows for applications such as red-light warning, pedestrians in crosswalk, phase service remaining (e.g., green light time remaining), green speed for coordinated signals (i.e., what speed you should maintain to approach all green signals), emergency vehicle preemption, transit signal priority, and freight signal priority. Henry County is currently partnering with GDOT to install cellular roadside units at twenty additional intersections, which are also shown in **Figure A-6.8**.

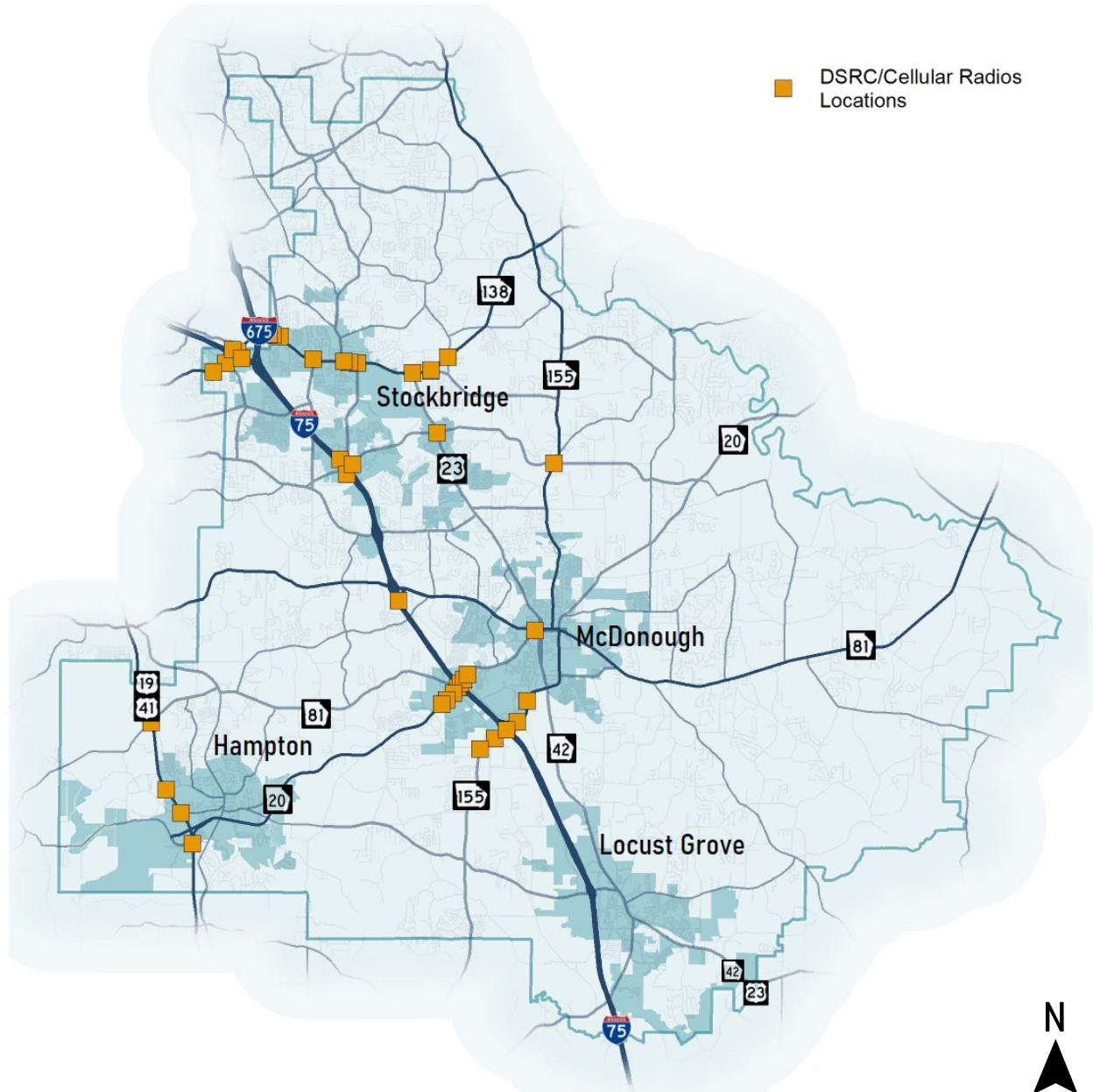


Figure A-6.8. DSRC/Cellular Radios Locations in Henry County

The future of DSRC is limited, according to the recent ruling by the Federal Communication Commission (FCC). This ruling set forth that the technology for CAVs shall be cell-based and that DSRC must be converted to cellular. However, GDOT is working with the ARC, counties, and cities to develop and deploy a Connected Vehicle 1,000+ (CV1K+) initiative to deploy radios across the metro Atlanta region. Deployment of this program is already underway in several metro counties.

REGIONAL TRAFFIC OPERATIONS PROGRAM CORRIDOR

The Regional Traffic Operations Program (RTOP) is GDOT's "multi-jurisdictional, cutting-edge signal timing and corridor operations program with the goal of improving traffic flow and reducing vehicle emissions through improved signal timing".

RTOP was developed to manage corridors of regional significance.

RTOP has been an extremely successful GDOT initiative. However, contracts are currently ending and will be transitioning to new SigOps contracts which utilize a regional approach for traffic signal operations.

The regional model for these new contracts allow for more flexibility in how GDOT resources can be used to support traffic signal operations across the entire state. All of the capabilities of RTOP will be available under the new SigOps contracts. To provide greater coverage for operational improvement, the new contracts will focus on leveraging the technology that GDOT has deployed over the last few years, including upgraded traffic signal software, high resolution data, and communication to the traffic signals, in order to remotely monitor and troubleshoot any identified deficiencies and send resources to the field when it is necessary.

Soon, any signal in Georgia is now "included" in the SigOps program. Therefore, SigOps has the flexibility to use the available resources both on and off system. The decision behind where the SigOps resources will be distributed will come from partnering with the local agencies to determine needs in each region based on where operational deficiencies exist according to the data, what resources the local maintaining agencies have available, and priorities for the Department and all the stakeholders we engage with.

RAMP METERS

According to GDOT's website, "the Ramp Meter Program was implemented to alleviate congestion and emphasize motorist safety. Ramp Meters are traffic signal devices located on entrance ramps to the freeway". Meters are like traffic signals, indicating when vehicles should stop and proceed. These help to pace the traffic entering the interstate. Ramp meters are installed along interstates and highways throughout the Atlanta region at locations that typically have heavier than normal peak-hour demand. GDOT outlines the benefits as:

- Reduced congestion on the freeway,
- Decreased fuel consumption,
- Maintain steadier flow on the interstate, and
- Increase freeway speeds.

As shown in **Figure A-6.9**, there are four ramp meters in Henry County.

- Two ramp meters are at the I-75 on ramps from Hudson Bridge Road, and
- The other two ramp meters are at the I-75 on ramps from SR 138.

All four of the ramp meters are equipped with MaxTime firmware and coordinated through the MaxView server. With the MaxTime firmware enabled on current and future ramp meters, the central location can control traffic during periods of inclement weather or traffic hazards that may necessitate shutting down portions of the interstate.

Similar to the RTOP program, there may be a need for additional ramp meters in Henry County as population and employment

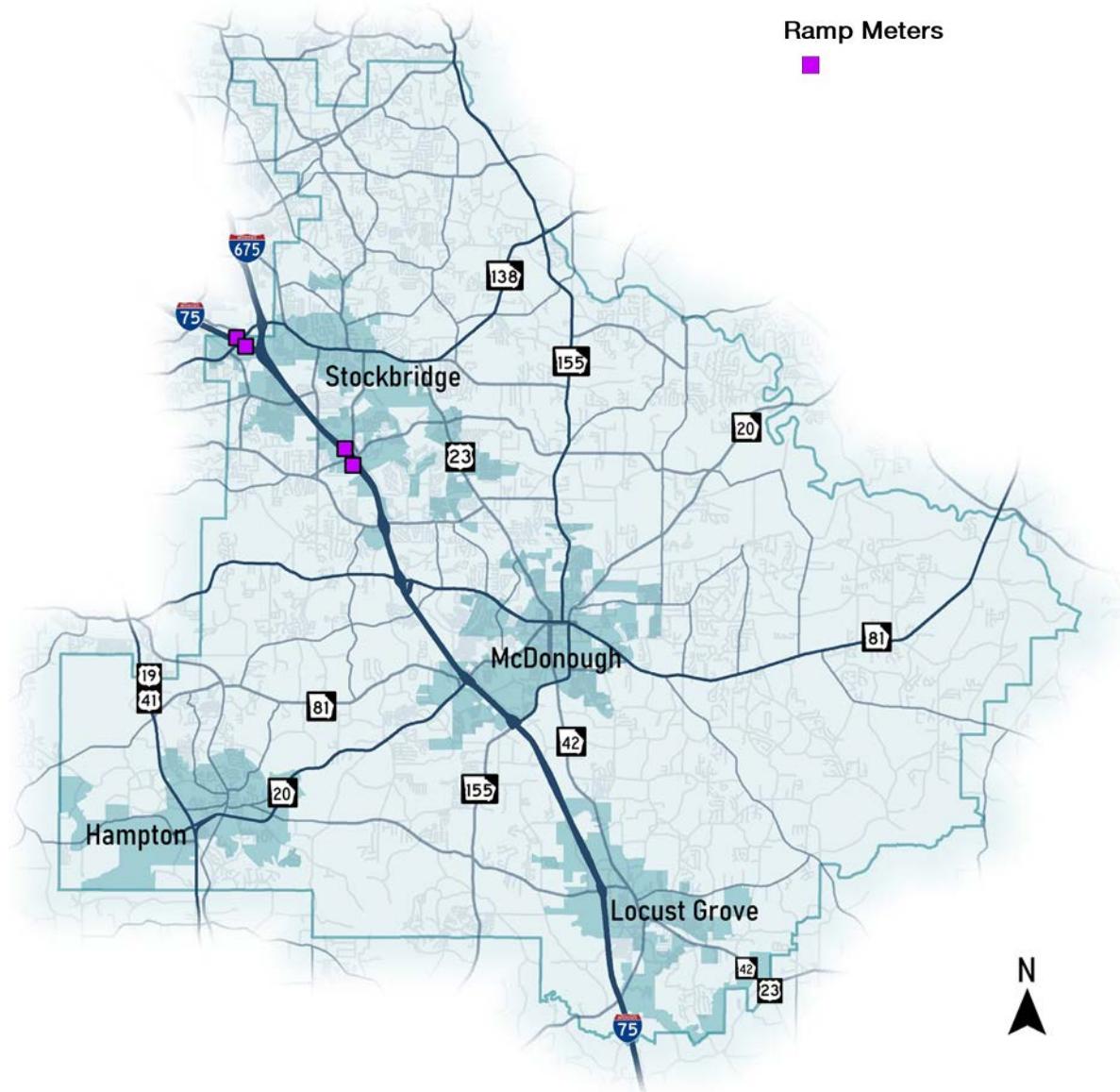


Figure A-6.9. Ramp Meters in Henry County

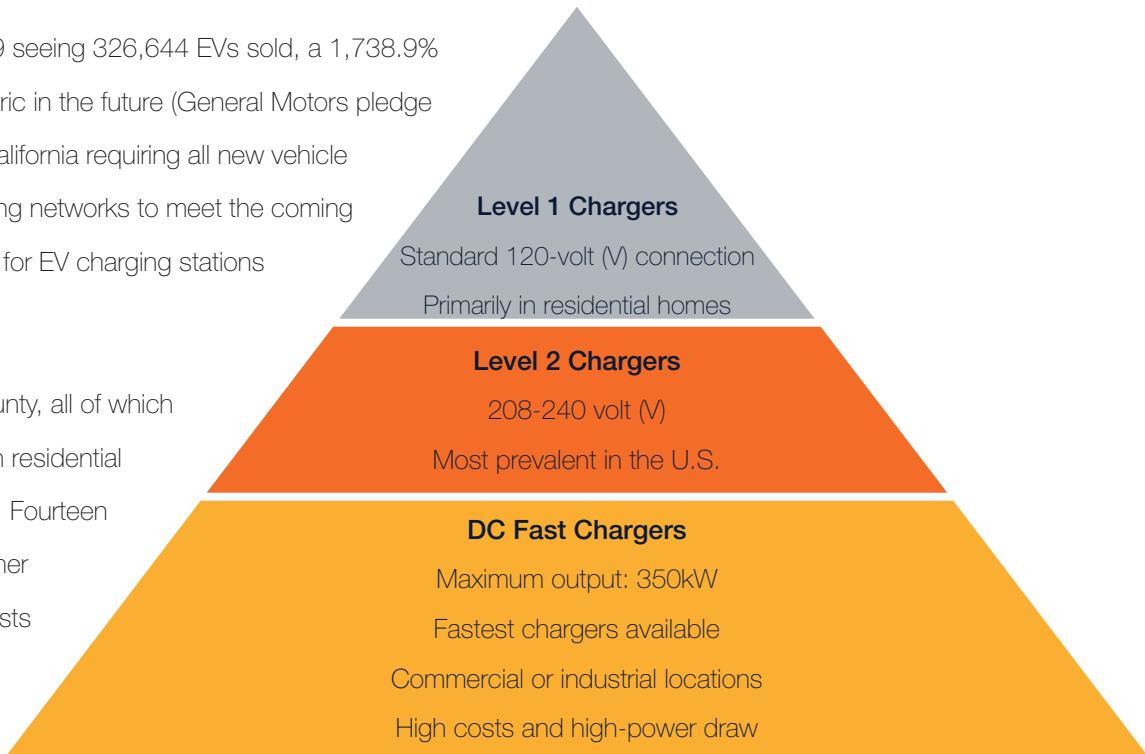
ELECTRIC VEHICLE (EV) CHARGING STATIONS

Electric Vehicle (EV) charging station locations were identified utilizing the US Department of Energy's Alternative Fuels Data Center. EV charging stations are currently identified as being one of three charging types — Level 1, Level 2, or Direct Current (DC) Fast.

According to the Federal Highway Administration (FHWA) Alternative Fuel Corridors, I-75 within Henry County is designated as an EV Ready Corridor. Currently, there are two locations along I-75 that are equipped with DC fast charging. One is in the City of McDonough and the other one in the City of Stockbridge.

In 2011 there were 17,763 EVs sold in the United States, with 2019 seeing 326,644 EVs sold, a 1,738.9% increase in 8 years. As vehicle manufacturers pledge to go all-electric in the future (General Motors pledge by 2035, Volvo by 2030, and Jaguar by 2025 as examples), and California requiring all new vehicle sales to be all-electric in 2035, jurisdictions must prepare EV charging networks to meet the coming changes. As such, Henry County can begin to identify future needs for EV charging stations from electric vehicle sales analysis within the region.

Currently, there are sixteen public EV charging stations in Henry County, all of which are Level 2 or DC Fast types. Level 1 charger types are found within residential homes and are not accounted for here due to lack of available data. Fourteen of these locations feature twenty-four Level 2 chargers, while the other two charging locations feature five DC Fast chargers. **Table A-6.2** lists the information associated with each of the EV charging stations in Henry County. The location of all sixteen EV charging stations can be seen in **Figure A-6.10**.



As of now, there are over 100,000 public chargers in the U.S. as recorded by the Department of Energy. The Infrastructure Investment and Jobs Act (IIJA) signed on November 15, 2021 will invest \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. It is expected that Georgia would receive about \$135 million over five years to support the expansion of an EV charging network in the state. Georgia will also have the opportunity to apply for grants out of a nationwide \$2.5 billion available for EV charging.

Table A-6.2. EV Charging Stations in Henry County

Station Name	Address	City	ZIP
Dekalb County Seminole	4295 Clevmont Road	Ellenwood	30294
Georgia Power Liberty Vill DC	1075 Hwy 155 S	McDonough	30253
Tru by Hilton Atlanta/McDonough - Tesla Destination	251 Avalon Court	McDonough	30253
Home2 Suites Atlanta South/McDonough - Tesla Destination	60 Mill Road	McDonough	30253
Comfort Suites McDonough - Tesla Destination	64 Hwy 81 W at Exit 218	McDonough	30253
Walgreens - Ellenwood, GA #9621	315 Fairview Road	Ellenwood	30294
Fairview Oaks	101 Fairview Road	Ellenwood	30294
Welcome Center	5 Griffin Street	McDonough	30253
Locust Grove Tanger EV 1	1000 Tanger Drive	Locust Grove	30248
Walmart 3402 (Stockbridge, GA)	1400 Hudson Bridge Road	Stockbridge	30281
Chpt Evse Mcdonough 1	1570 GA-20	McDonough	30253
South Point Shopping Center - Tesla Supercharger	1380 GA-20 West	McDonough	30253
Shoppes at Westridge	2142 GA-20	McDonough	30253
Security Direct Public Parking Deck	1004 Hospital Drive	Stockbridge	30281
Floor and Decor Outlets of America Inc	1120 Towne Center Drive	McDonough	30253
Station 75 Apartments	1301 Academic Parkway	Locust Grove	30248
South Point Shopping Center	1380 Highway 20 W	McDonough	30253

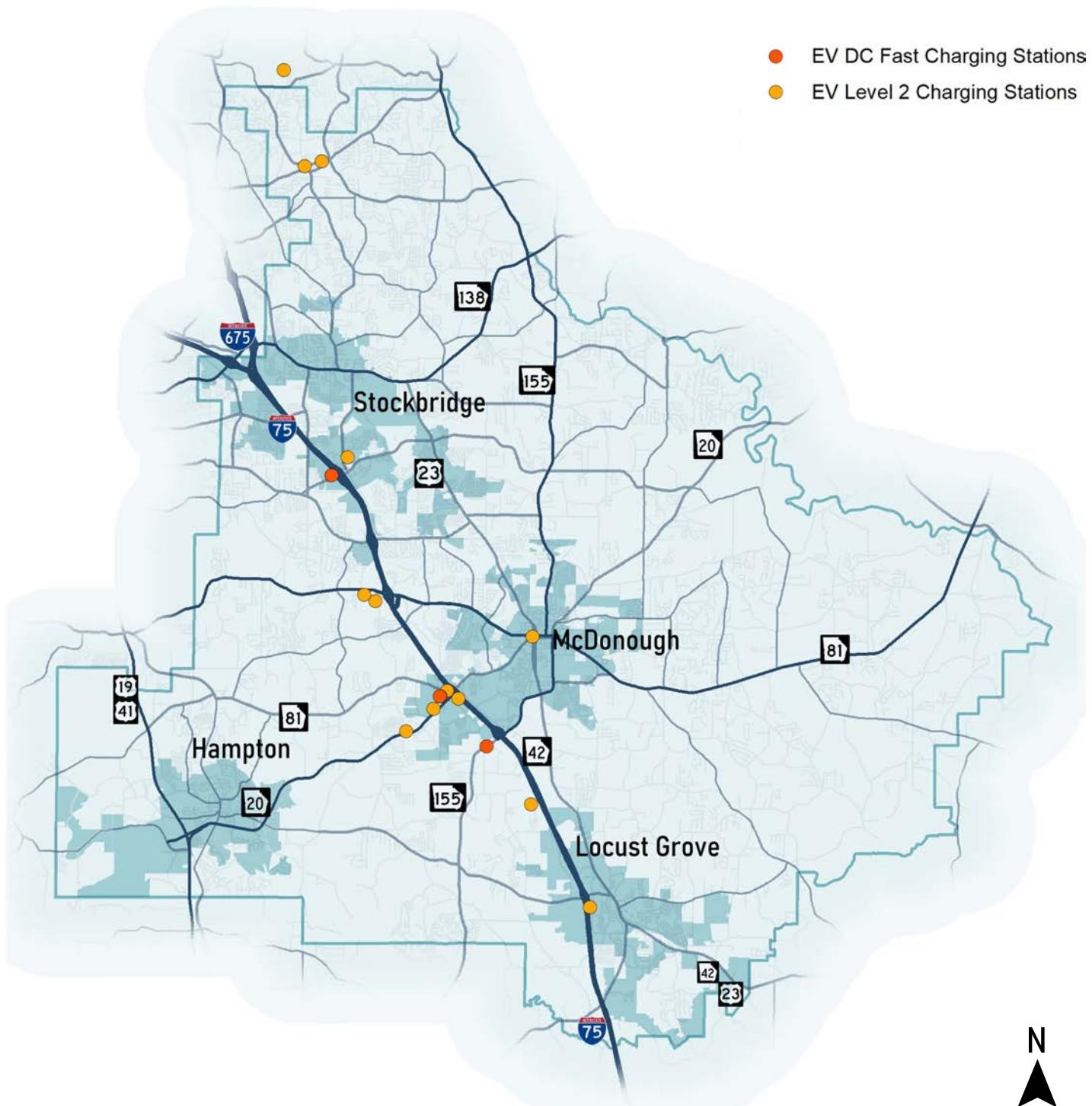


Figure A-6.10. Locations of Public EV Charging Stations in Henry County

GDOT 511 CAMERA SYSTEM

The GDOT 511 system provides real-time traffic and travel information in Georgia. The live cameras feed directly into GDOT's TMC and allow the system to provide real time traffic and traveler information, such as current traffic speeds and travel times, current incident and construction information, and travel alerts. Also, GDOT's Highway Emergency Response Operators (HERO) program takes advantage of the live cameras to monitor traffic and quickly respond to incidents. However, GDOT does not record the cameras but only provides their real-time information.

Camera locations were obtained through the Georgia Emergency Management Agency (GEMA). In total, Georgia has 3,216 live cameras in the 511 system with 104 of them located in Henry County. **Figure A-6.11** shows where the GDOT 511 live cameras are located in Henry County.

Cameras are essential to managing traffic incidents and safety concerns, ensuring adequate camera coverage along high-crash corridors that can help emergency responders and car towing services arrive quicker to serve motorists in need. The existing camera system can be used to help identify future locations for ITS implementation, providing an overarching system that provides all the needs of a modern ITS corridor — operations, safety, and management.

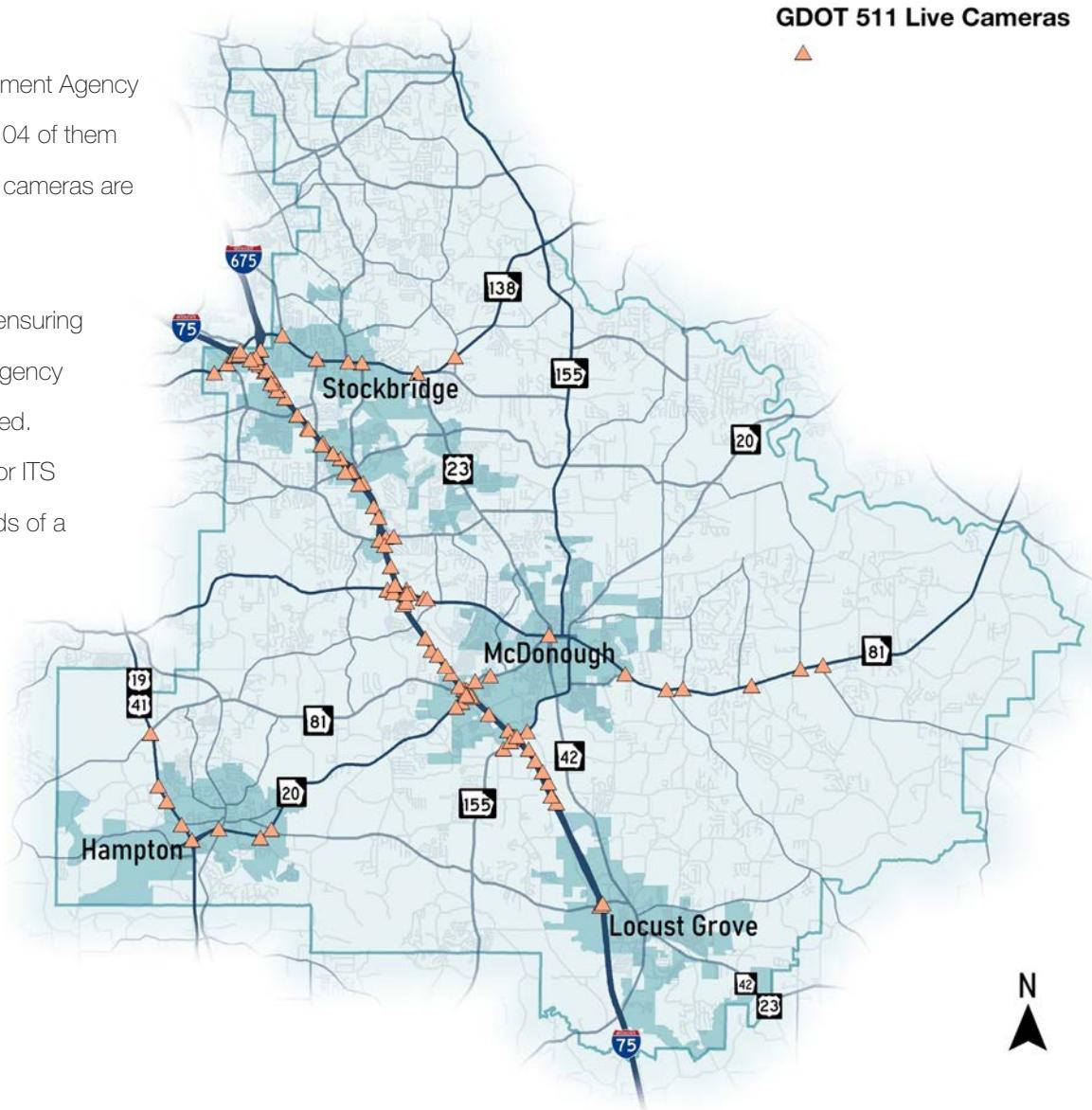
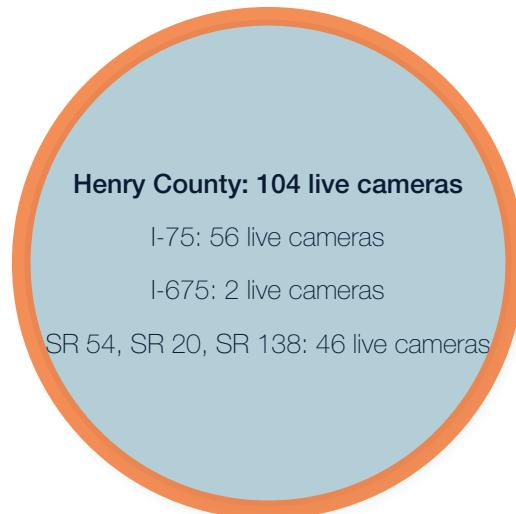


Figure A-6.11. Locations of GDOT 511 Live Cameras

RAILROAD CROSSINGS

The Federal Railroad Administration (FRA) data shows that highway-rail at-grade crossing collisions and pedestrians trespassing on tracks combined for over ninety-five percent of all railroad fatalities in the U.S. Georgia is currently third in the U.S. for highway-rail grade crossing collisions, with 103 in 2020. This included nine deaths and thirty-two injuries. Ensuring proper railroad crossing signals are provided within Henry County can help to prevent future collisions from occurring.

Railroad crossings are typically categorized as Active Grade Crossings or Passive Grade Crossings. Warning and control devices are identified within the Manual of Uniform Traffic Control Devices (MUTCD).

Active Grade Crossings

- Active warning and control signs
- Bells, flashing lights, gates
- Can be in addition to passive warning devices



The FRA monitors the location of railroad crossings throughout the U.S. There are fifty-five railroad crossings in Henry County, of which thirteen are private and the remaining forty-two are public. These railroad crossings are mapped in **Figure A-6.12**.

A-6.12. Private railroad crossings are railroad crossings on private streets or within industrial areas that are not open to the public. Forty-four of the railroad crossings are at-grade, the other eleven are grade-separated, traveling above or below the roadway. There are twenty-eight railroad crossings with road gates. Among them, there are two crossings with double gates: Old Griffin Road at Industrial Boulevard, and Jonesboro Road at Fayetteville Road. None of the railroad crossings have pedestrian arms.

There is an overall lack of active warning devices on at-grade railroad crossings in the county. As previously indicated, this can pose safety issues and conflicts with vehicles and pedestrians. According to the FRA, there have not been any highway-rail grade crossing incidents in Henry County over the last three years. However, it remains important to ensure proper signage, signals, or other active or passive devices are being utilized to prevent future highway-rail grade crossing collisions. Collisions are preventable when proper safety precautions are utilized to warn drivers.

Passive Grade Crossings

- Passive warning signs
- Yield or stop signs
- Pavement markings



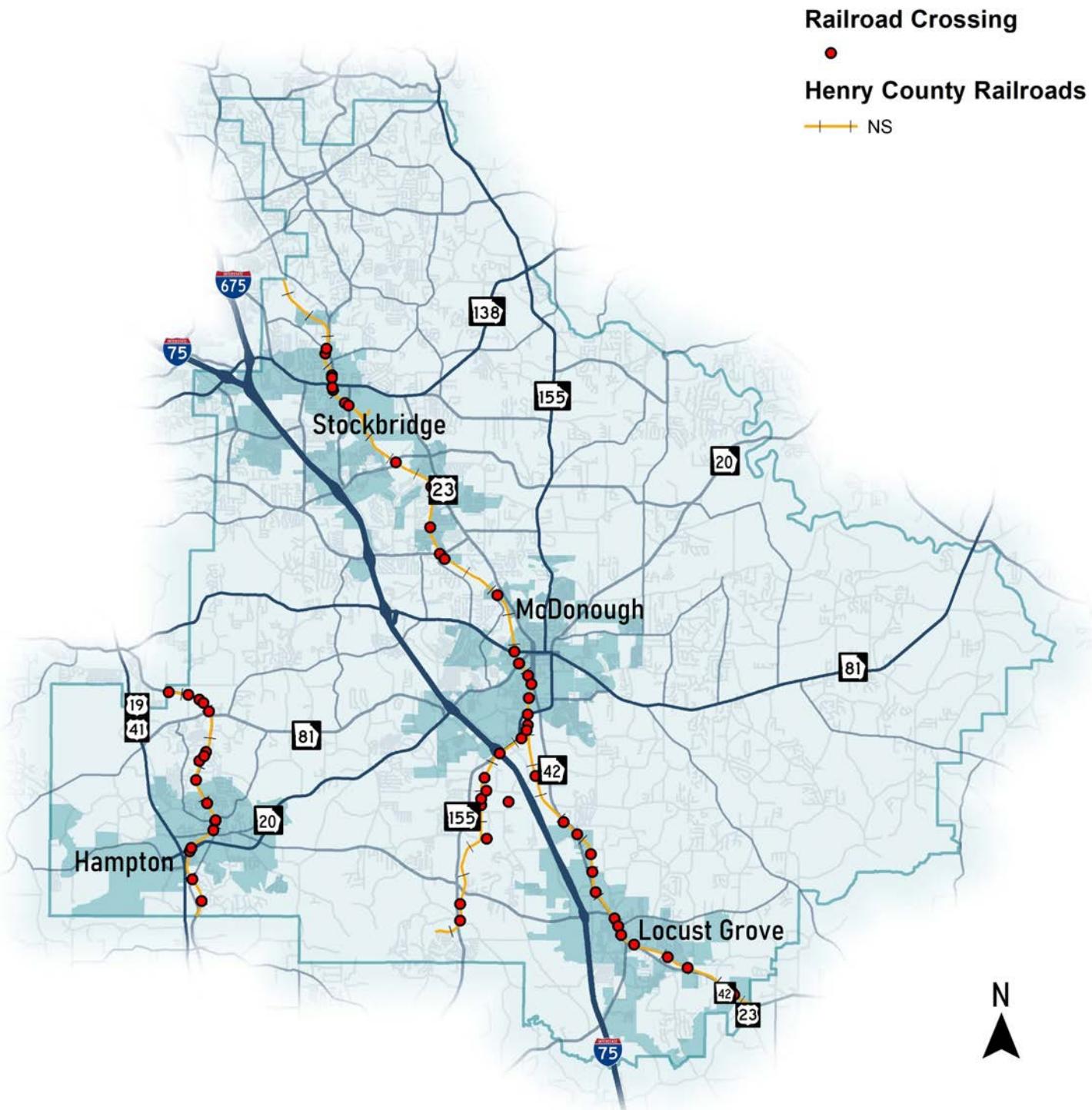


Figure A-6.12. Locations of Railroad Crossings in Henry County

PEDESTRIAN FLASHING BEACONS

Pedestrian flashing beacons are a traffic control device which can increase drivers' awareness of pedestrians crossing the street.

Pedestrian flashing beacons are typically placed at unsignalized marked crosswalk locations, such as mid-blocks or between intersections.

These devices can be installed based on pedestrian demand to cross at locations not served by nearby signalized intersections, such as transit stops. Potential crossing locations can also be identified through crash data identifying locations which have pedestrian collisions at locations not served by existing crossings.

There are six pedestrian flashing beacons in Henry County. Three of them are in school zones (Stockbridge Middle School, Smith Barnes Elementary School, Impact Academy), two are located in residential areas, and one located on US 23 in Locust Grove, which is a commercial street. The locations of pedestrian flashing beacons in Henry County are shown in **Figure A-6.13**.

Pedestrian flashing beacons can be useful for ITS by bridging gaps in the infrastructure network that primarily serves automobiles. Future Henry County pedestrian and bicyclist needs can be identified through multi-modal demand or safety analysis, with safe crossings provided for other modes through simple beacons activated by users.

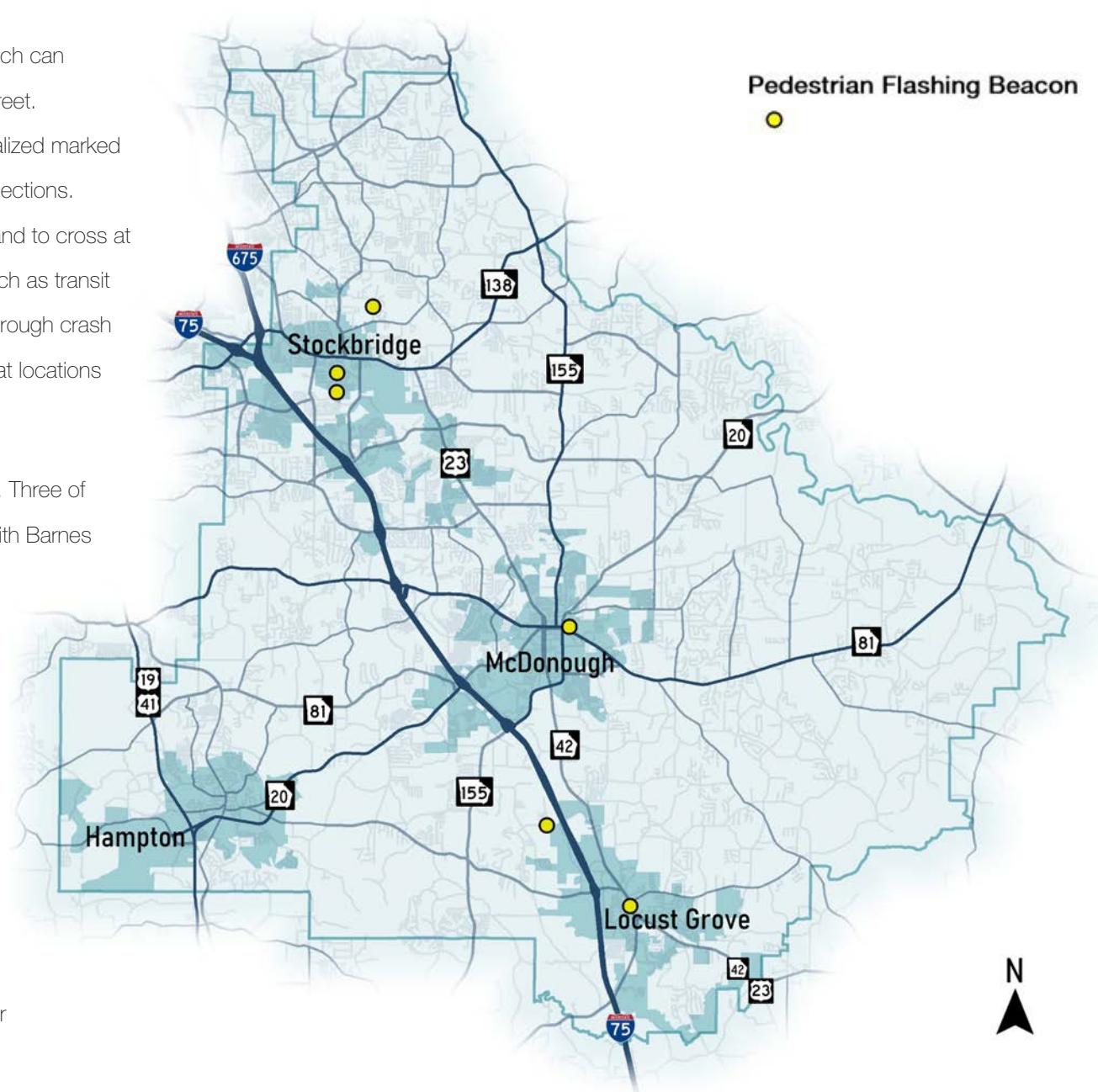


Figure A-6.13. Locations of Pedestrian Flashing Beacons in Henry County

SCHOOL ZONES WITH FLASHING LIGHTS

A school zone is a roadway segment near a school or near a crosswalk leading to a school that has a likely presence of younger pedestrians. These zones can feature flashing lights to increase drivers' awareness. The purpose of these school zones and flashing lights are to inform passing vehicles that during a certain time of day there are likely to be children in the vicinity crossing the street, and speeds should be reduced to accommodate them.

As can be seen in **Figure A-6.14**, in Henry County, there are twenty-one schools that currently have school zones with flashing lights. Stockbridge Middle School has two school zones with flashing lights, and some schools share one school zone with flashing lights. There are some school zones that are currently without flashing lights which presents an opportunity to upgrade those for pedestrian and bicycle safety.

Flashing lights within school zones is a great opportunity to implement a high-value safety project with minimal financing. These passive systems are modified to each school zones hours of operations and can be matched to holiday and break schedules. Through safety analysis, as well as public input, future school zones that may require flashing lights can be identified within Henry County.

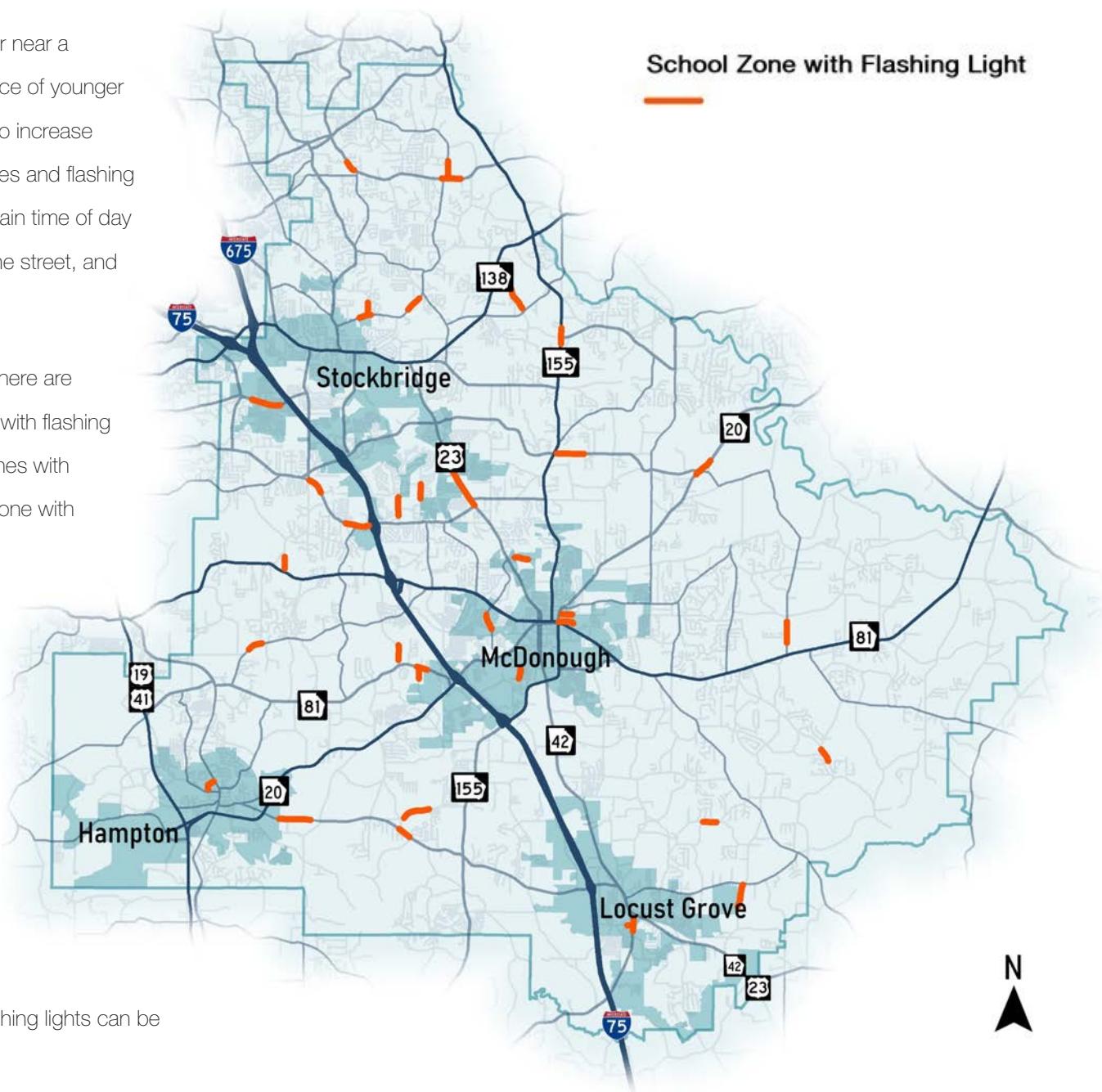


Figure A-6.14. Locations of School Zones with Flashing Lights in Henry County

PUBLIC WI-FI LOCATIONS

Broadband connectivity has become an essential need, as was particularly noted during the COVID-19 pandemic. Ensuring all citizens have adequate access to the internet is an essential service. While Wi-Fi may not be directly related to the transportation network, it does indicate whether there is adequate internet access for citizens and employees and is a technology that should be readily available to everyone. The Georgia Department of Community Affairs (DCA) manages the locations of public Wi-Fi. Currently, there are ten public Wi-Fi locations in Henry County, five of which belong to public libraries and can be accessed anytime with no login required. The Wi-Fi locations can be seen in **Figure A-6.15** and the details of each Wi-Fi location are in **Table A-6.3**.

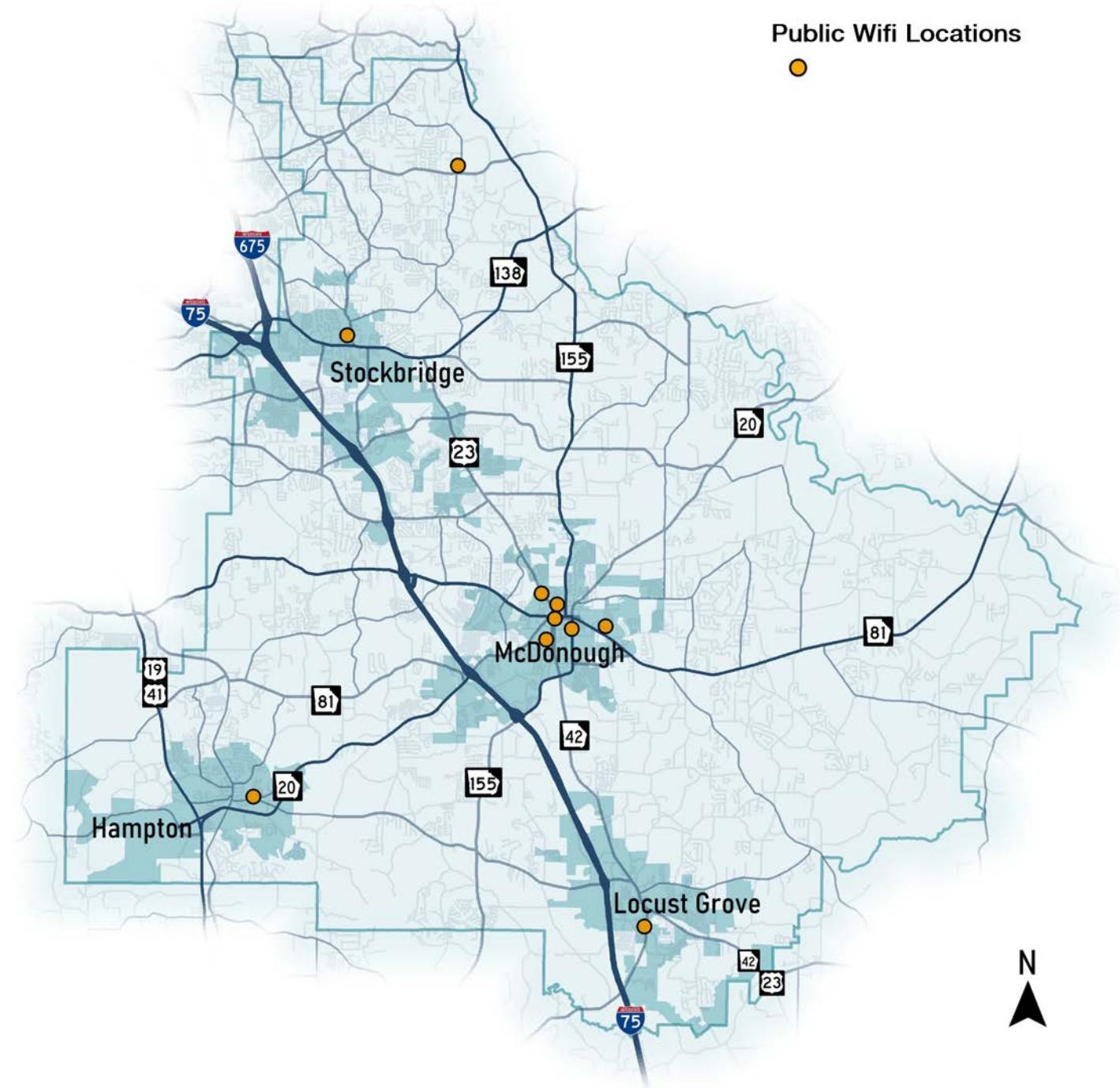


Figure A-6.15. Public Wifi Locations in Henry County

Table A-6.3. Public Wi-Fi Locations in Henry County

More Wi-Fi spots have been planned in Henry County. According to the AJC, Henry County Schools has a partnership with T-Mobile to offer free Wi-Fi to students in the south metro Atlanta community.

While public Wi-Fi can benefit the residents of Henry County and it is important to understand opportunities for Wi-Fi expansion, Wi-Fi does not provide the same benefits from a fiber optic network necessary for ITS implementation. Additionally, public Wi-Fi comes with a number of security risks. With recent cybersecurity attacks on local governments within Georgia, including the City of Atlanta's ransomware attack, which cost over \$2.7 million, there is little reason for ITS to utilize public Wi-Fi when such a risk may be posed to the responsible government agency.

Address	City	Zip Code	Provider	Login	Hours
61 McDonough Street	Hampton	30228	Fortson Public Library	None	24/7
115 Martin Luther King Jr. Boulevard	Locust Grove	30248	Locust Grove Public Library	None	24/7
300 Atlanta Street	McDonough	30253	Alexander Park	N/A	Mon, Wed, & Fri. 9:00 am - 7:00 pm; Tues & Thurs. 9:00 am - 9:00 pm; Sat & Sun 9:00 am - 5:00 pm
64 Veterans Drive	McDonough	30253	Big Springs Park	N/A	N/A
30 Macon Street	McDonough	30253	McDonough City Square	N/A	N/A
1001 Florence McGarity Boulevard	McDonough	30252	McDonough Public Library	None	24/7
300 Simpson Street	McDonough	30253	Rufus L. Stewart Park	N/A	N/A
125 S. Zack Hinton Boulevard	McDonough	30253	McDonough Richard Craig Park	N/A	N/A
174 Burke Street	Stockbridge	30281	Cochran Public Library	None	24/7
28 Austin Road	Stockbridge	30281	Fairview Public Library	None	24/7

ROADWAY PERFORMANCE

This section documents the performance of the roadway network as measured by traffic volumes, level of service (LOS), crashes, delay (congestion), and travel speed. Data for the section comes from multiple sources including GDOT count stations, the ARC Regional Travel Demand Model, the GDOT GEARS crash database, INRIX, and the National Performance Management Research Data Set (NPMRDS).

TRAFFIC VOLUMES

Roadway traffic volumes are presented below. These volumes come from two different sources. The first source, the GDOT Traffic Analysis & Data Application (TADA), provides historical traffic count data collected from the Georgia Traffic Monitoring Program using stations located on public roads.

The other source, ARC's Travel Demand Model (TDM), is a trip-based TDM developed for a 20-county Region. The TDM was calibrated and validated using the 2011 Regional Household Travel Survey and the 2009-2010 Regional On-Board Transit Survey. Because the TDM estimates travel patterns, it is not expected to be a perfect representation of travel conditions.

While the model has been tested and calibrated based on real world conditions and has been calibrated for accuracy within an acceptable range of error, the TDM is designed to evaluate transport demands and predict future travel patterns and traffic conditions using current travel behavior.

GDOT Count Locations

Traffic data was pulled from the GDOT's TADA application, which uses a dynamic mapping interface to allow the user to access data from the map and in a variety of report, graph, and data export formats. **Table A-6.4** displays the fifteen highest traffic counts on non-interstate roads in Henry County. The highest volume roadway in the county is I-75 which carries between 89,800 and 170,000 vehicles per day. The volume is heaviest in the north and tapers off as it goes further south.

Other high volume non-interstate roadways in Henry County include SR 138, Jonesboro Road, East Lake Parkway, US 19/41, SR 20, Bill Gardner Parkway, and SR 42. Data from 2019 is shown in **Figure A-6.16**.

Table A-6.4. Fifteen Highest Non-Interstate Traffic Counts

in Henry County

Road Name	2019 AADT	City	Functional Classification
SR 138	39,500	Stockbridge	Urban Minor Arterial
East Lake Parkway	37,400	Stockbridge	Urban Principal Arterial
SR 138	33,400	Stockbridge	Urban Principal Arterial
Jonesboro Road	33,100	McDonough	Urban Principal Arterial
SR 138	31,800	Stockbridge	Urban Principal Arterial
SR 138	30,100	Stockbridge	Urban Principal Arterial
SR 138	29,800	Stockbridge	Urban Principal Arterial
Jonesboro Road	29,300	McDonough	Urban Principal Arterial
US 19/41	28,800	Hampton	Urban Principal Arterial
US 19/41	26,500	Hampton	Urban Principal Arterial
SR 20	26,200	Henry County	Urban Principal Arterial
SR 20	24,900	McDonough	Urban Minor Arterial
US 19/41	24,800	Hampton	Urban Principal Arterial
SR 42	24,600	Locust Grove	Urban Minor Arterial
Bill Gardner Parkway	24,000	Locust Grove	Urban Minor Collector

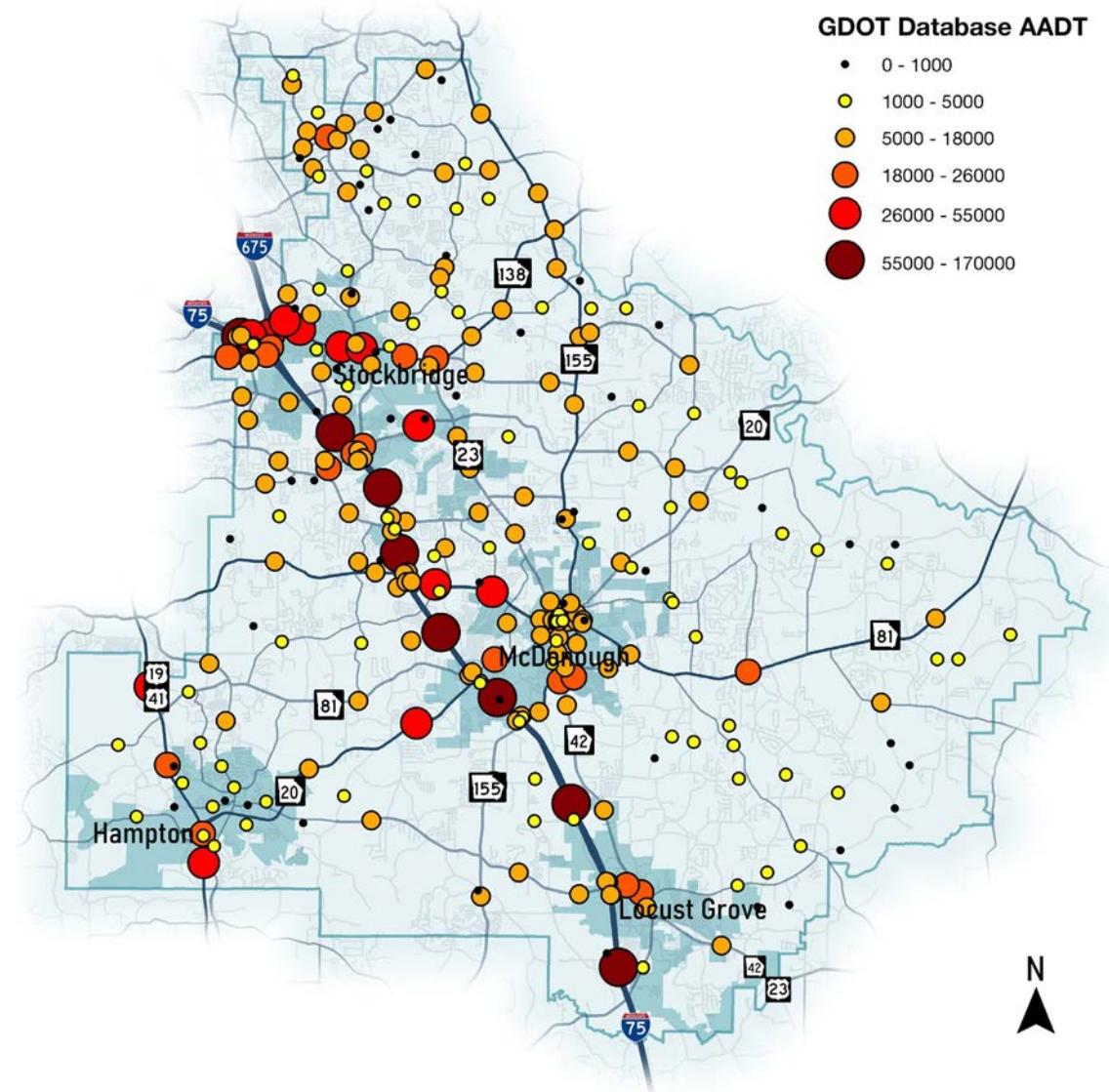


Figure A-6.16. 2019 GDOT Traffic Counts for Henry County

Travel Demand Model

The TMD for base year (2020) is mapped in **Figure A-6.17**.

A-6.17. In general, the TDM produces similar results as the GDOT TADA database – a major difference being that the map displays the traffic volumes by single direction whereas the count stations display total bi-directional volume.

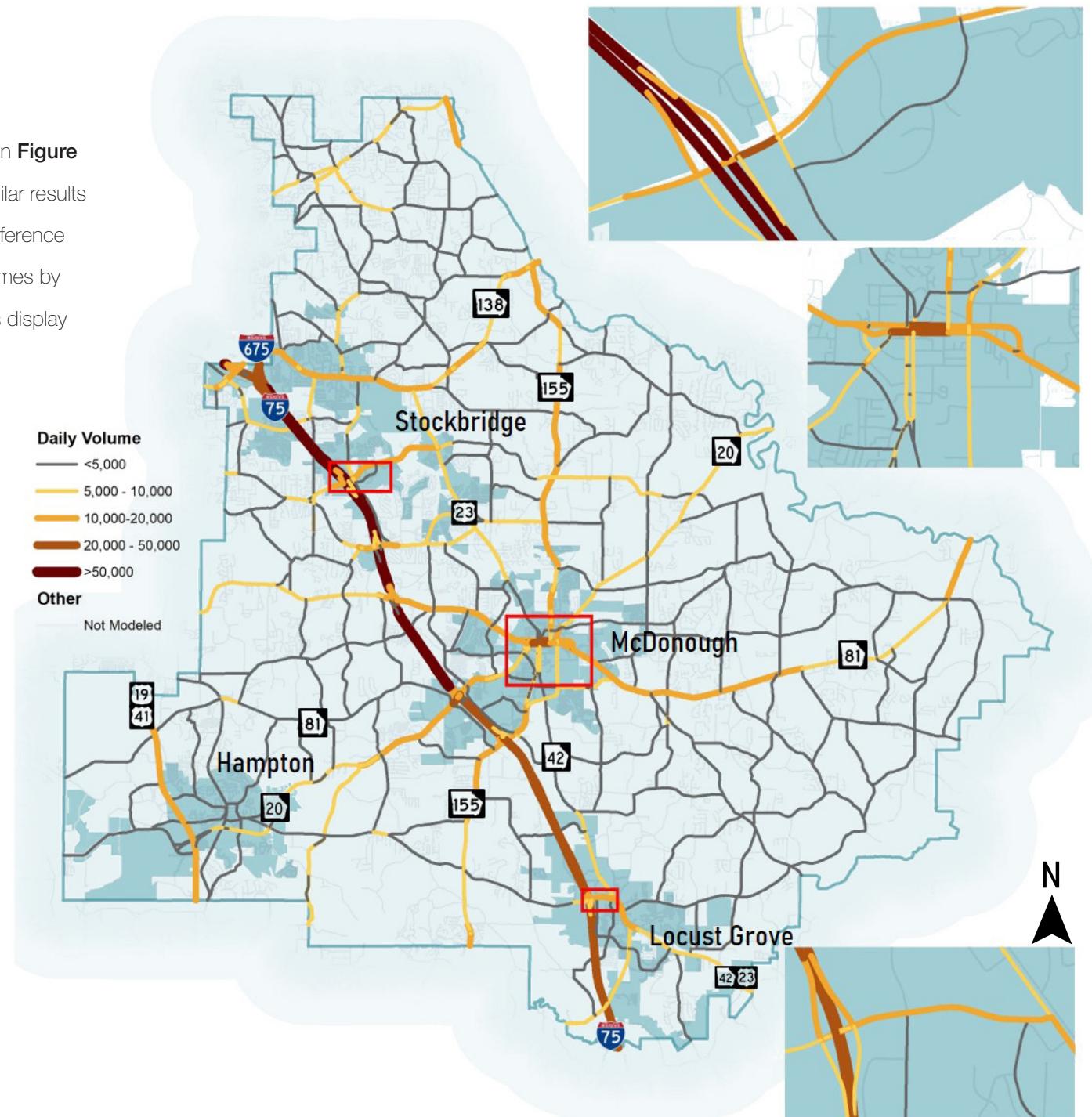
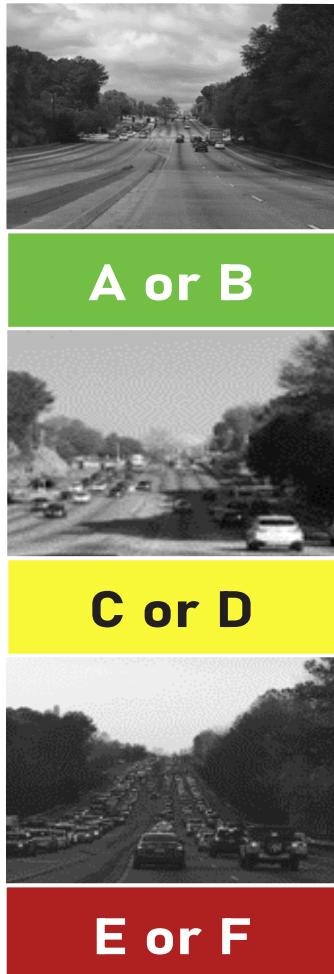


Figure A-6.17. Base Year (2020) Travel Demand Model for Henry County

LEVEL OF SERVICE

Level of Service (LOS) is a measure of congestion derived from the TDM. Similar to a grading scale, LOS ranges from A to F, with A being the least congested and F being the most congested. The image below shows the roadway conditions for the various LOS measurements.



Different jurisdictions have different policies, but generally an LOS of A through D is considered acceptable, while LOS of E or F indicates that an improvement may be appropriate. **Table A-6.5** displays all roadway segments in the county that have LOS E or F during either the AM or PM peak periods. **Figure A-6.18** shows 2020 LOS results for the AM (6am to 9am) peak travel period while **Figure A-6.19** shows 2020 LOS results for the PM (4pm to 7pm) peak travel period.

Table A-6.5. Roadway Segments in Henry County that have LOS E or F in the AM or PM Peak Periods

Road (including from & to)	AM Direction, LOS	PM Direction, LOS
SR 81 between John Frank Ward Boulevard & Lake Dow Road	WB, E	EB, F
SR 81 between Lake Dow Road & Racetrack Road		EB, F
SR 81 between Racetrack Road & Old Jackson Road	WB, F	EB, E
SR 81 between South Bethany Road & River Park Circle	WB, E	
SR 81 between South Bethany Road & Sunflower Meadows Drive		EB, E
SR 81 between Hilda Way & River Park Circle		EB, E
SR 42 between Bill Gardner Parkway & Peeksville Road	WB, F	WB, E & EB, F
SR 42 between Peeksville Road & Indian Creek Road	Both E	Both E
SR 42 between Indian Creek Road & MLK Jr Boulevard	Both E	WB, E & EB, F
SR 42 between MLK Jr Boulevard & Grove Road	WB, E	EB, E
SR 138 between SR 42 & Millers Mill Road	WB, F	EB, F
SR 138 between SR 155 & Camp Creek	WB, E	EB, F
SR 155 between I-75 NB ramp & King Mill Road	EB, E & WB, F	Both F
SR 155 between Avalon Parkway & I-75 SB ramp	WB, E	Both E
SR 155 between Avalon Parkway & Westridge Parkway		Both E
SR 155 between I-75 SB ramp and I-75 NB ramp		EB, F
SR 20 between Industrial Boulevard & Regency Park Drive	WB, E	WB, E & EB, F
SR 20 between Turner Street & Lawrenceville Street	SB, E	
SR 20 between Lawrenceville Street & McGarity Road	SB, F	Both E
SR 155 between Morningside Drive & SR 138	NB, E	SB, E
SR 155 between Moss Drive & East Lake Road		NB, E
SR 81 between Jackson Lake Road & South River		Both E

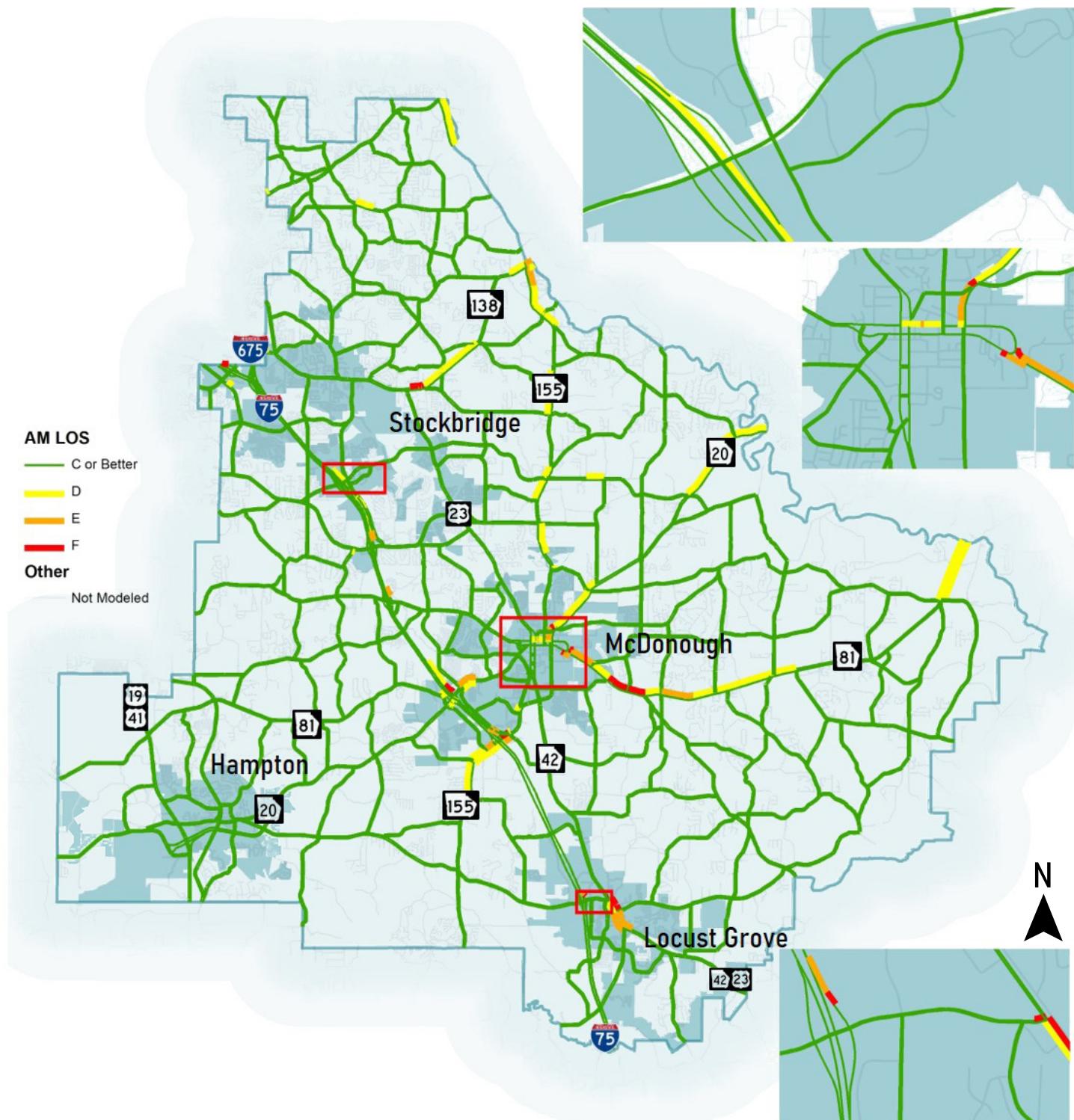


Figure A-6.18. 2020 LOS Results for the AM Peak Period

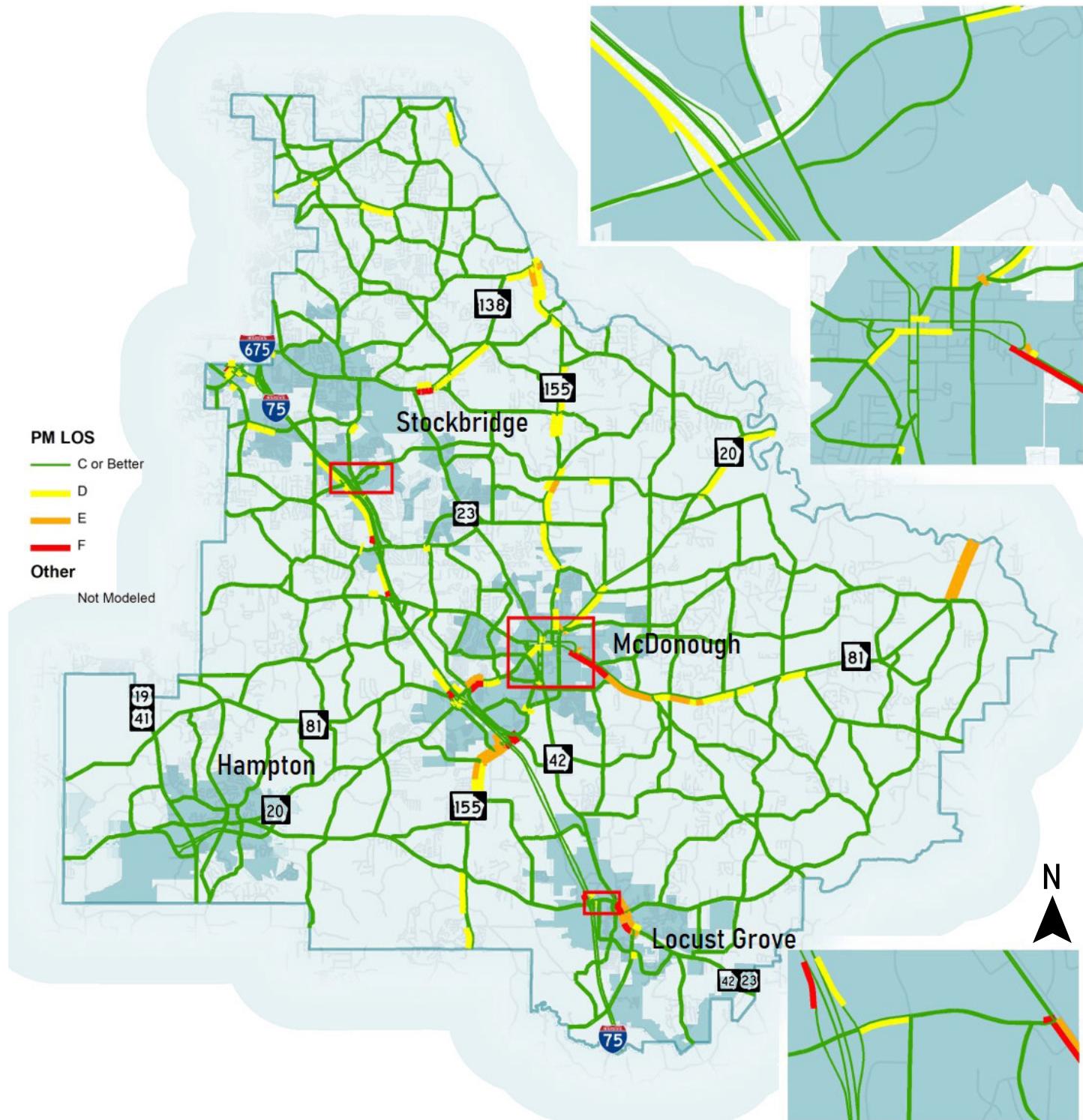


Figure A-6.19. 2020 LOS Results for the PM Peak Period

CRASHES

Crash data for Henry County was pulled for the years 2016 – 2020. This data comes from the GDOT Georgia Electronic Accident Reporting System (GEARS) database. This database collects crash data from law enforcement agencies across the entire state of Georgia. Crashes on the corridor are displayed in the map shown in **Figure A-6.20** where several crash hot spots are visible.

All Crashes

All vehicular crashes for the entire reporting period are displayed in **Figure A-6.20**. Crash hot spots tend to occur where the most traffic is present. The Henry County data shows the same pattern. Hot spots occur at all I-75 interchanges, downtown McDonough, downtown Locust Grove, and downtown Stockbridge. Based on traffic volumes, SR 81 west of McDonough is an unexpected hot spot. Crash rates will be examined in further detail during the needs assessment process.

The crash history is summarized in **Table A-6.6**. There were a total of 58,384 crashes reported in Henry County between 2016 and 2020.

Table A-6.6. Crash Review Summary for Henry County from 2016 to 2020

Crash Type	2015	2016	2017	2018	2019	2015-2019	Percentage of Total Crashes
Angle	2,701	2,865	3,350	3,536	3,700	16,152	27.70%
Head On	194	209	233	250	222	1,108	1.90%
Rear End	4,474	4,546	4,709	4,673	4,804	23,206	39.70%
Sideswipe-Same Direction	991	1,191	1,108	1,202	1,207	5,699	9.80%
Sideswipe-Opposite Direction	296	335	334	333	342	1,640	2.80%
Not a Collision with a Motor Vehicle	1,814	1,633	1,930	2,189	2,197	9,763	16.70%
Other/Unspecified	147	225	261	107	76	816	1.40%
Total Crashes	10,617	11,004	11,925	12,290	12,548	58,384	100.00%
Injury Crashes	2,309	2,354	2,496	2,505	2,663	12,327	21.10%
Fatality Crashes	33	27	31	22	22	135	0.20%
Pedestrian Crashes	54	56	86	68	54	318	0.50%
Bicyclist Crashes	12	18	14	11	10	65	0.10%
Commercial Vehicle Crashes	653	748	750	796	791	3,738	6.40%

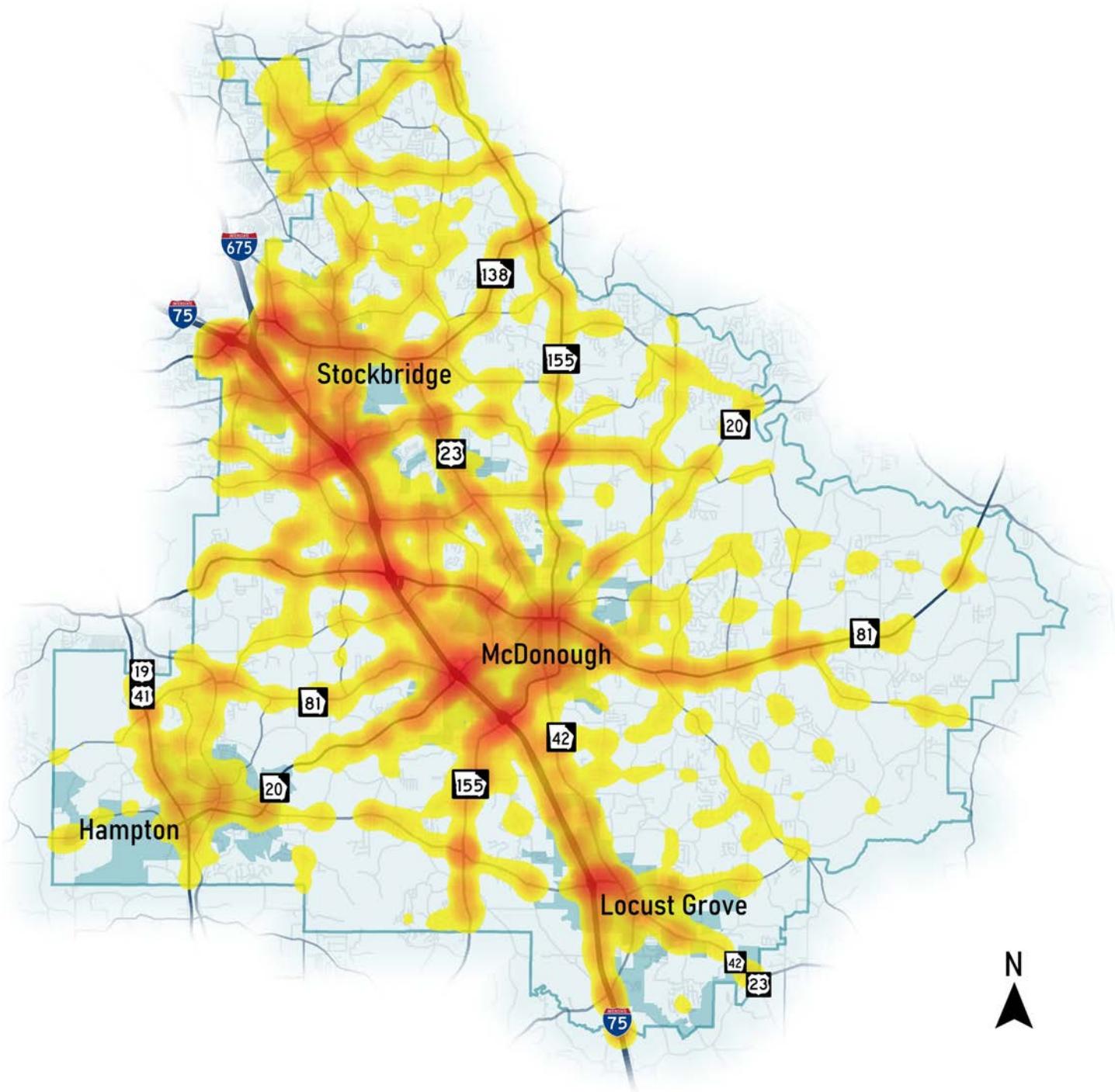


Figure A-6.20. Vehicular Crashes in Henry County from 2016 to 2020

Bicycle Crashes

There were a total of sixty-five reported vehicle crashes involving a bicycle which is about 0.1% of the total crashes. Hot spots include downtown McDonough and SR 138 near US 23 (Henry Boulevard) in Stockbridge, as is shown in **Figure A-6.21**.

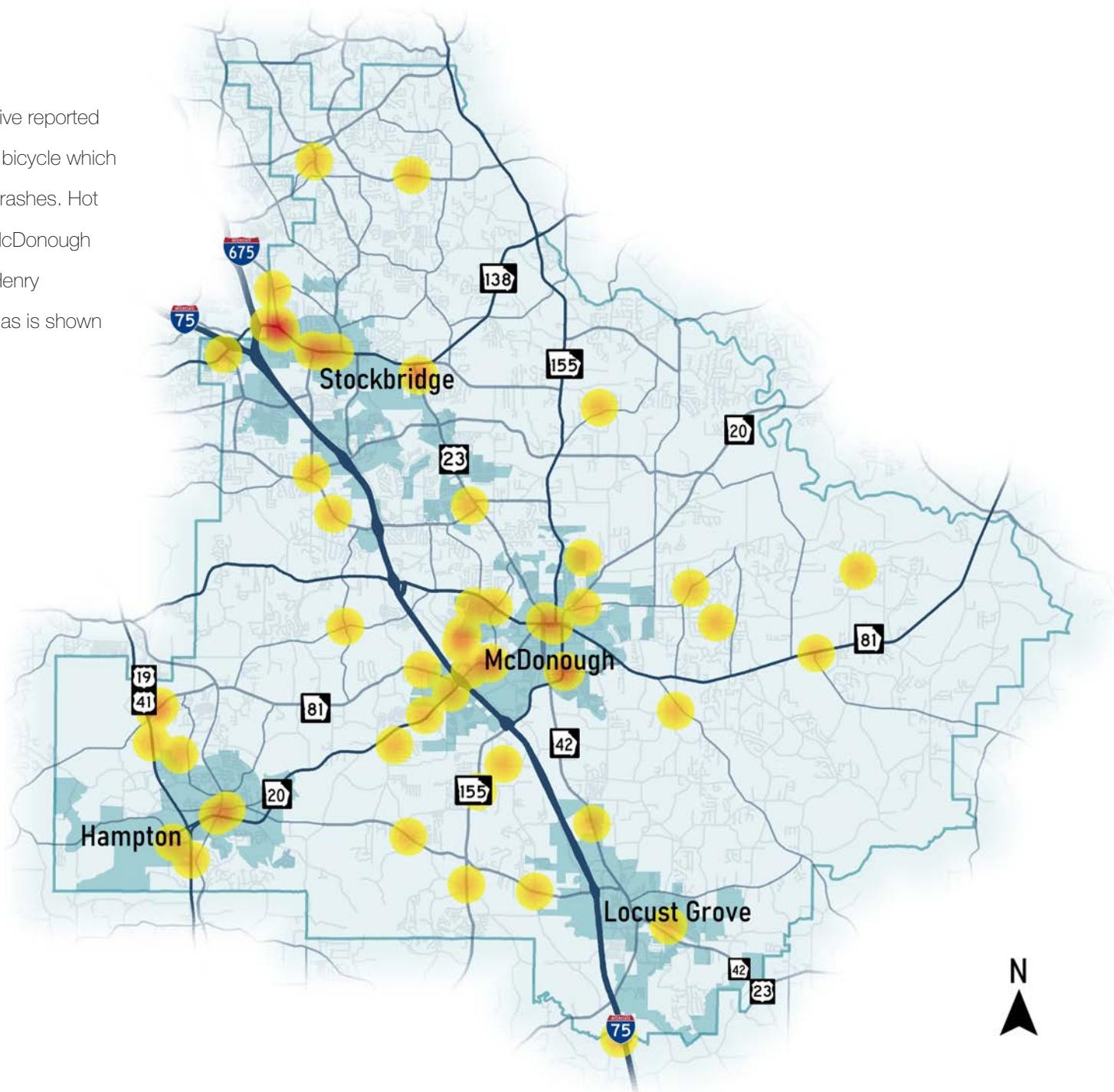


Figure A-6.21. Vehicle Crashes Involving a Bicycle in Henry County from 2016 to 2020

Commercial Vehicle (Truck) Crashes

There were a total of 3,738 crashes involving commercial vehicles which is about 6.4% of all crashes in the county. The vast majority of these crashes occur along I-75 with other hot spots being SR 155 and downtown McDonough, as shown in **Figure A-6.22**.

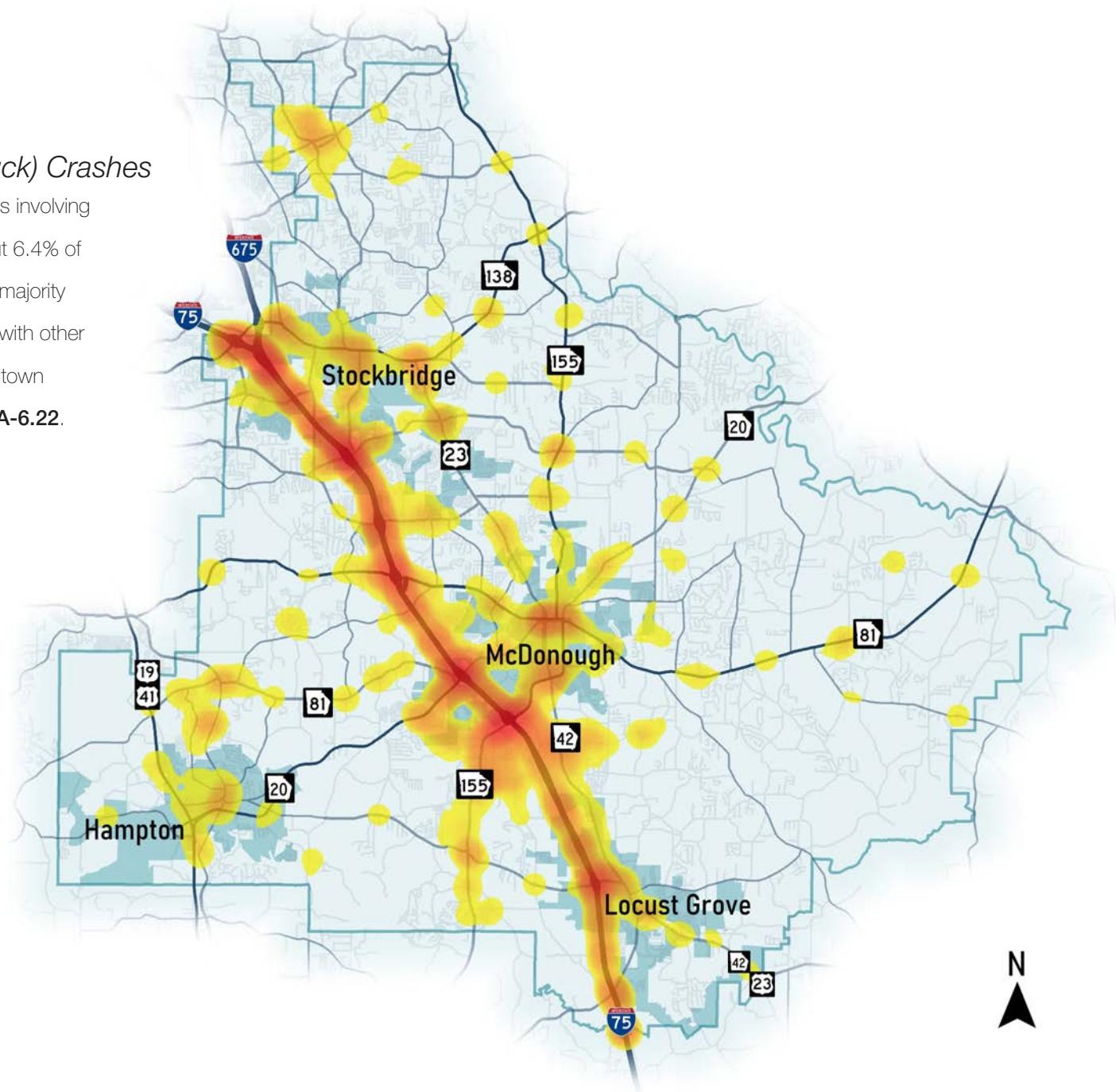


Figure A-6.22. Commercial Vehicle Crashes in Henry County from 2016 to 2020

Fatal Crashes

There were 135 crashes with a fatality between 2015 and 2019 which is about 0.2% of all crashes. Hot spot locations include SR 138 at I-75, Walt Stephens Road near I-75, SR 20 at I-75, SR 155 at I-75, Bill Gardner Parkway at I-75, and US 19/41 in Hampton, as shown in

Figure A-6.23.

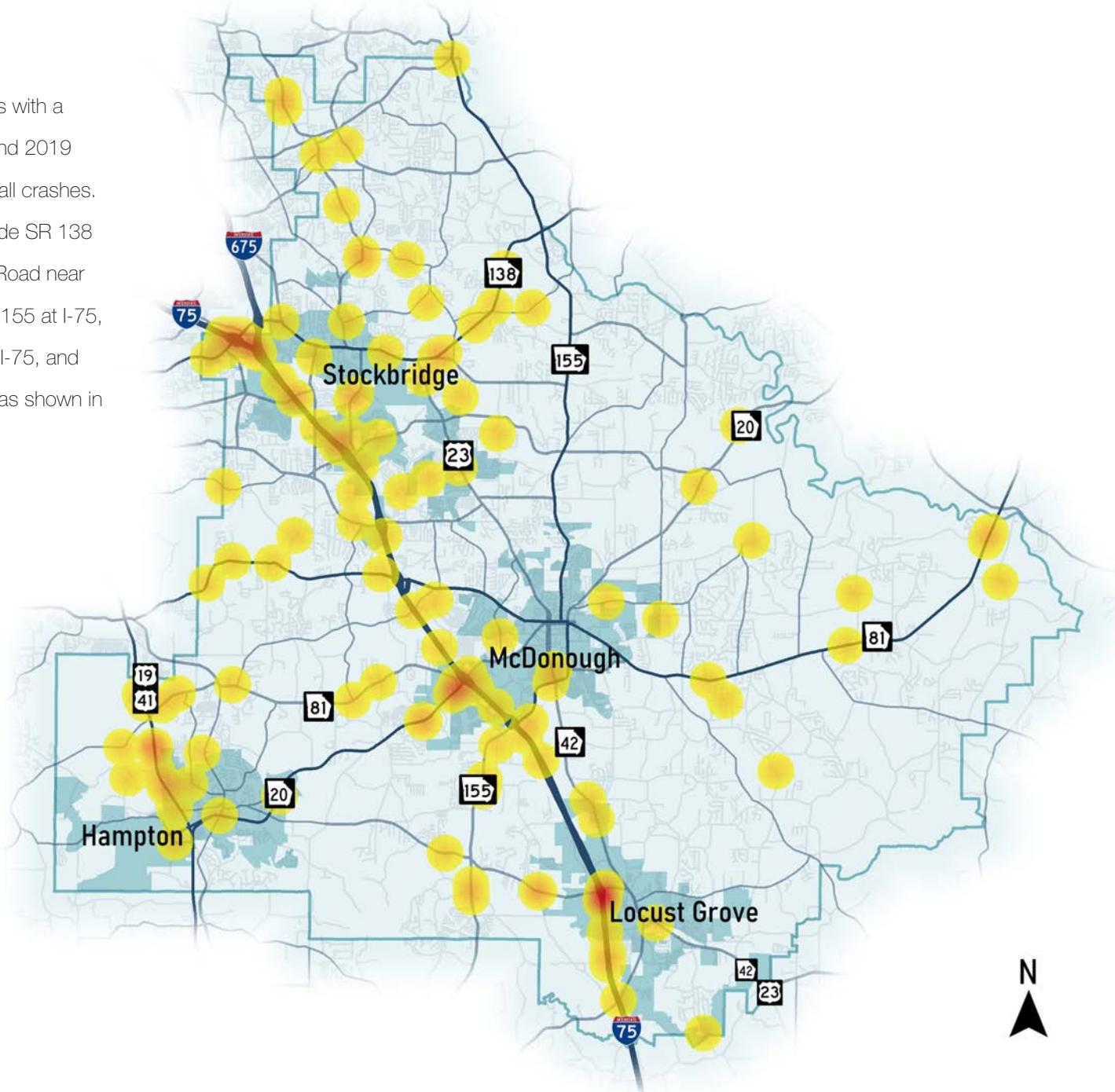


Figure A-6.23. Vehicle Crashes Resulting in a Fatality in Henry County from 2016 to 2020

NON-MOTORIZED TRIPS

Non-motorized modes of transportation, such as walking and biking, are an important part of Henry County's multimodal transportation system. From a system level mobility point of view, if shorter trips shifted to walking or biking it can take vehicles off the roadway. Such trips also produce fewer emissions which can improve air quality. Sidewalks and trails also support transit operations. Perhaps more importantly, the ability to safely walk and bike offers greater opportunities for recreation and can increase quality of life for Henry County residents. This section documents existing sidewalks and bicycle facilities in the county.

EXISTING SIDEWALKS

Henry County recently completed an in-depth survey of existing sidewalk locations throughout the entire county. **Figure A-6.24** displays the results of the surveys.

The figure shows that the sidewalk network has been expanded over the past five years. It also shows a disconnected system with isolated pockets of sidewalks. Almost all sidewalks in the county are on local roads within subdivisions. Sidewalk coverage along arterials and collectors is minimal. This situation makes trips connecting origins and destinations difficult and potentially unsafe.

The needs assessment phase of this planning process will examine ways of creating greater sidewalk connectivity. This assessment will focus mainly on collector and arterial roadways. In addition, it will consider connections to recommendations from the ongoing Henry County Trail Plan.



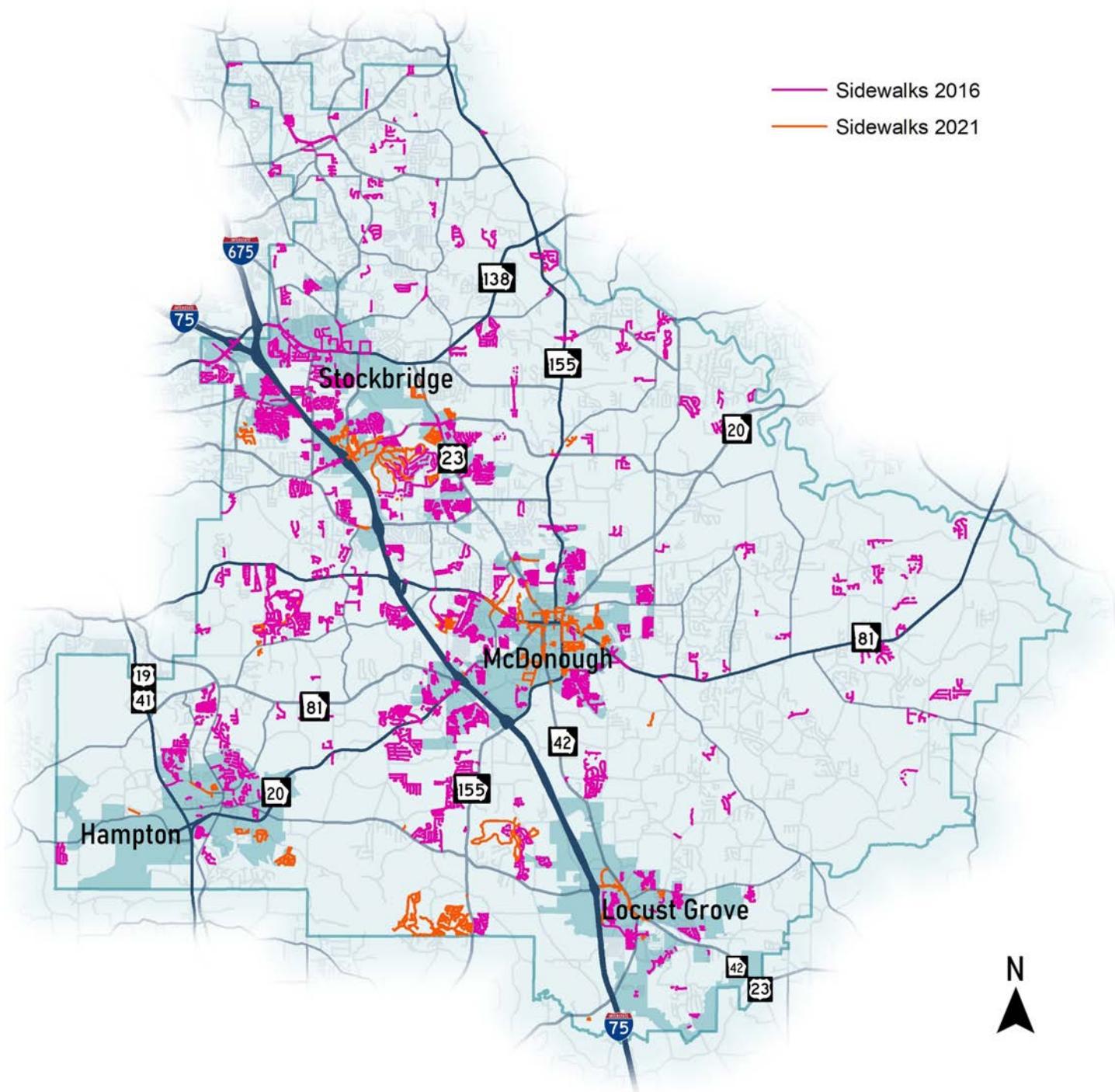


Figure A-6.24. Henry County Sidewalk Network

EXISTING BICYCLE FACILITIES

Figure A-6.25 displays the existing bicycle facilities in Henry County. Bicycle facilities can be broken down into different types including on-road bike lanes, shared travel lanes, multiuse side paths, and greenway trails. As shown in the figure below, Henry County currently has a limited amount of bicycle facilities. The existing ones are disconnected and spread throughout the county.

New facilities include the Panola Mountain trail extension to Austin Road Middle School in the northeast corner of the county. This multi-use greenway trail provides a connection across SR 155 to the extensive Panola Mountain trail system. There are plans to extend this trail an additional 0.9 miles.

The Henry County Trail Plan will recommend a countywide network of greenway trails and other connections. These recommendations will be incorporated into the overall transportation plan.

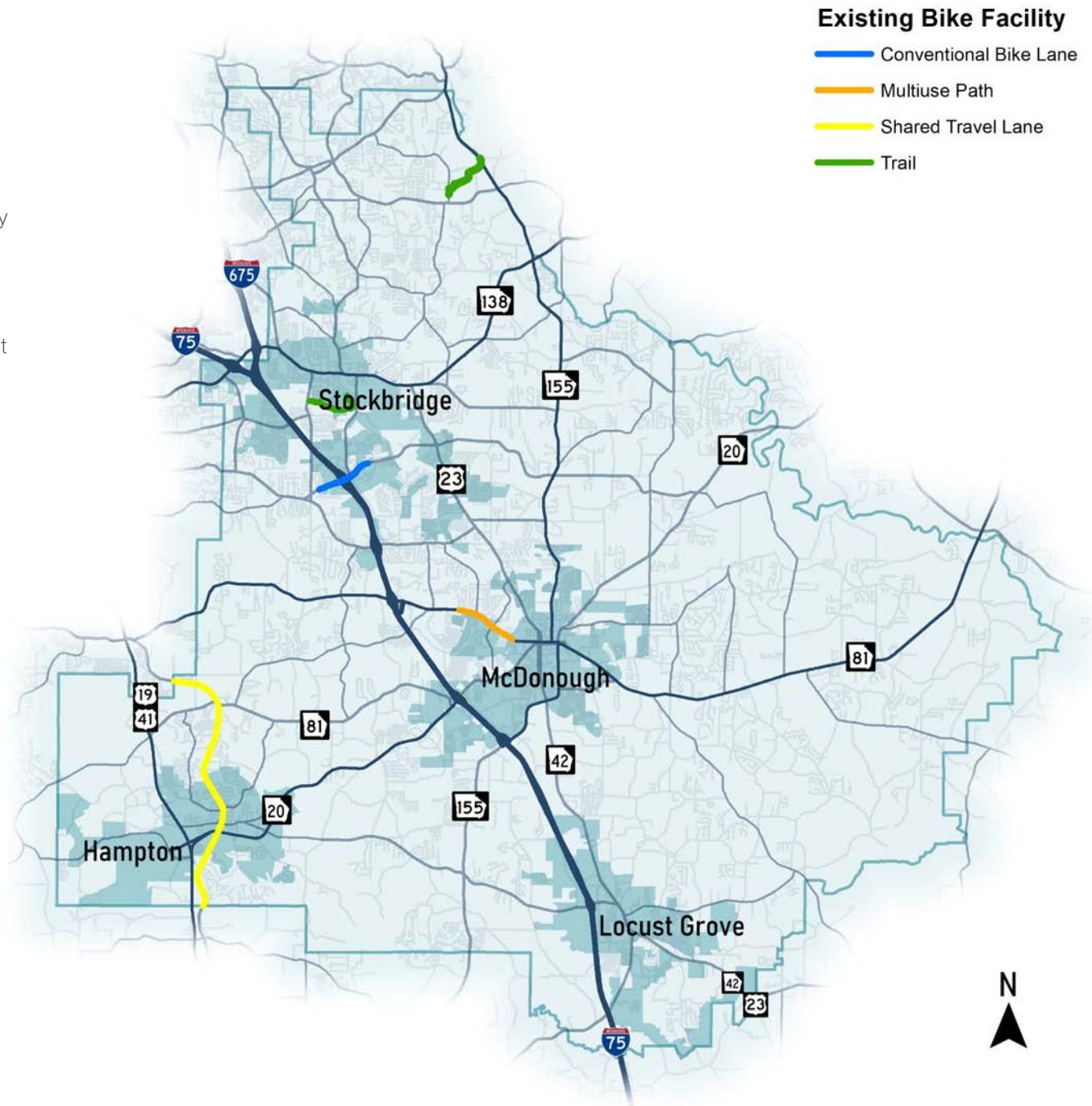


Figure A-6.25. Existing Bicycle Facilities in Henry County

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A-7 TRANSIT

This section documents the existing public transportation system that operates within Henry County. This system includes service provided by the Henry County Transit Department, the Atlanta-Region Transit Link Authority, and Georgia Commute Options.



HENRY COUNTY TRANSIT SYSTEM

Countywide public transportation is provided by Henry County Transit (HCT) by a demand-response system for medical appointments, shopping, social activities, employment, and other locations. Xpress service is operated by the Atlanta-Region Transit Link Authority (ATL) with four commuter bus routes connecting to four park-and-rides. Fifteen vanpools throughout the county are offered by Commute with Enterprise through the Georgia Commute Options.

LOCAL TRANSIT SERVICE

HCT demand-response service is a curb-to-curb transportation service operating Monday through Friday 6am–6pm with reservations required. Their goal is to provide convenient and affordable transportation for all Henry County residents. Fares are collected by cash or check at \$4.00 per person, per stop for residents under 60 years of age. Reduced fares are offered for 60 and older at \$2.00 per person, per stop. The service fleet consists of thirty-two vehicles including: twenty-eight 16-passenger cutaways, one 20-passenger cutaway, two 6-passenger vans, and one 33-passenger bus.



A cutaway is a vehicle in which a bus body designed to transport passengers is mounted on the chassis of a van or light- or medium-duty truck chassis. A cutaway bus may accommodate standing passengers.

In February 2018, a pilot 12-mile fixed-route service was started in the northern part of Henry County with six stops. This enhanced transportation and mobility service was discontinued in March 2020 due to reduced ridership levels and concerns resulting from the COVID-19 pandemic.

Human service transportation is also provided by HCT for essential transportation services under the Georgia Department of Human Services (DHS). Ridership eligibility for human service transportation is determined by DHS division or other department/agency such as: Division of Aging Service (DAS), Division of Family and Children Services (DFCS), Department of Behavioral Health and Disabilities (DBHDD), and Georgia Vocational Rehabilitation Agency. **Figure A-7.1** shows existing transit services in Henry County.

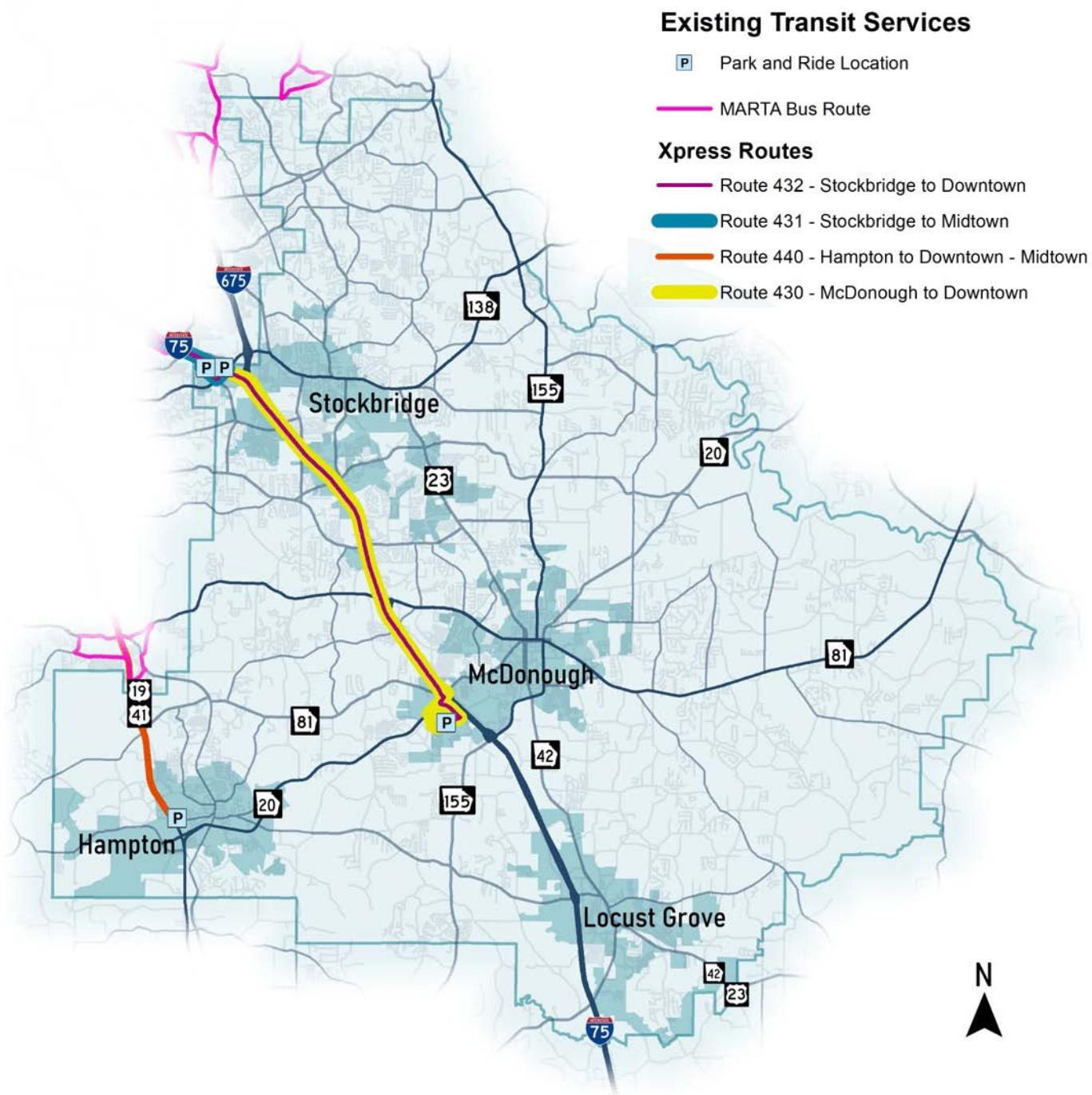


Figure A-7.1. Existing Transit Services

REGIONAL BUS SERVICE

The ATL operates four commuter bus routes within Henry County servicing two park-and-ride facilities in Stockbridge, one in McDonough, and a Hampton location. Commuter Xpress buses primarily serve the I-75 corridor with three routes from McDonough or Stockbridge to Downtown and Midtown Atlanta. One route serves the US 19/41 corridor from Hampton to Downtown/Midtown with a stop at the Jonesboro park-and-ride before reaching Downtown/Midtown Atlanta.

Henry Xpress Transit Routes:

- 440 - Hampton - Jonesboro to Downtown-Midtown
- 430 - McDonough to Downtown
- 431 - Brandsmart - Stockbridge to Midtown
- 432 - Brandsmart - Stockbridge to Downtown

Park and Ride:

- Stockbridge Brandsmart
- Stockbridge I-75 and SR 138
- Hampton at Boothe's Crossing shopping center
- McDonough at Avalon Park on Industrial Parkway



VANPOOLS

Commuter vanpool services in Henry County are provided by the State Road and Tollway Authority (SRTA). This program enables commuters with similar trip origins and destinations to share rides. SRTA provides financial incentives to riders to promote participation and maximize contracts with private sector vendors. SRTA's vanpool vendors such as Commute with Enterprise supply the vans and place individual riders in vanpool groups. Commuter vans range in capacity from seven to fifteen passengers and include features such as GPS navigation and in-vehicle Wi-Fi. Ride matching services are provided through Georgia Commute Options.

A-8 FREIGHT

This section documents the freight sector of the roadway and rail network. While freight is not a separate mode of transportation, it is a specific user group with its own specific set of issues and opportunities. In Henry County, in particular, warehousing-distribution-manufacturing-industrial land use is an important part of the local economy providing high paying jobs and adding to the tax base.





FREIGHT ROUTES

The Henry County Freight Road Network is a subset of the overall roadway network. All State and Federal roads are considered to be part of the freight network. These routes cannot be closed to truck traffic and generally provide longer distance mobility. The Atlanta Regional Commission has also identified a Regional Truck Route Network which prioritizes regional truck mobility. Finally, Henry County has designated several Local Routes. These different subsets of the road network are displayed in the maps in **Figure A-8.1**. Combined, they represent a comprehensive network of truck routes throughout the county.

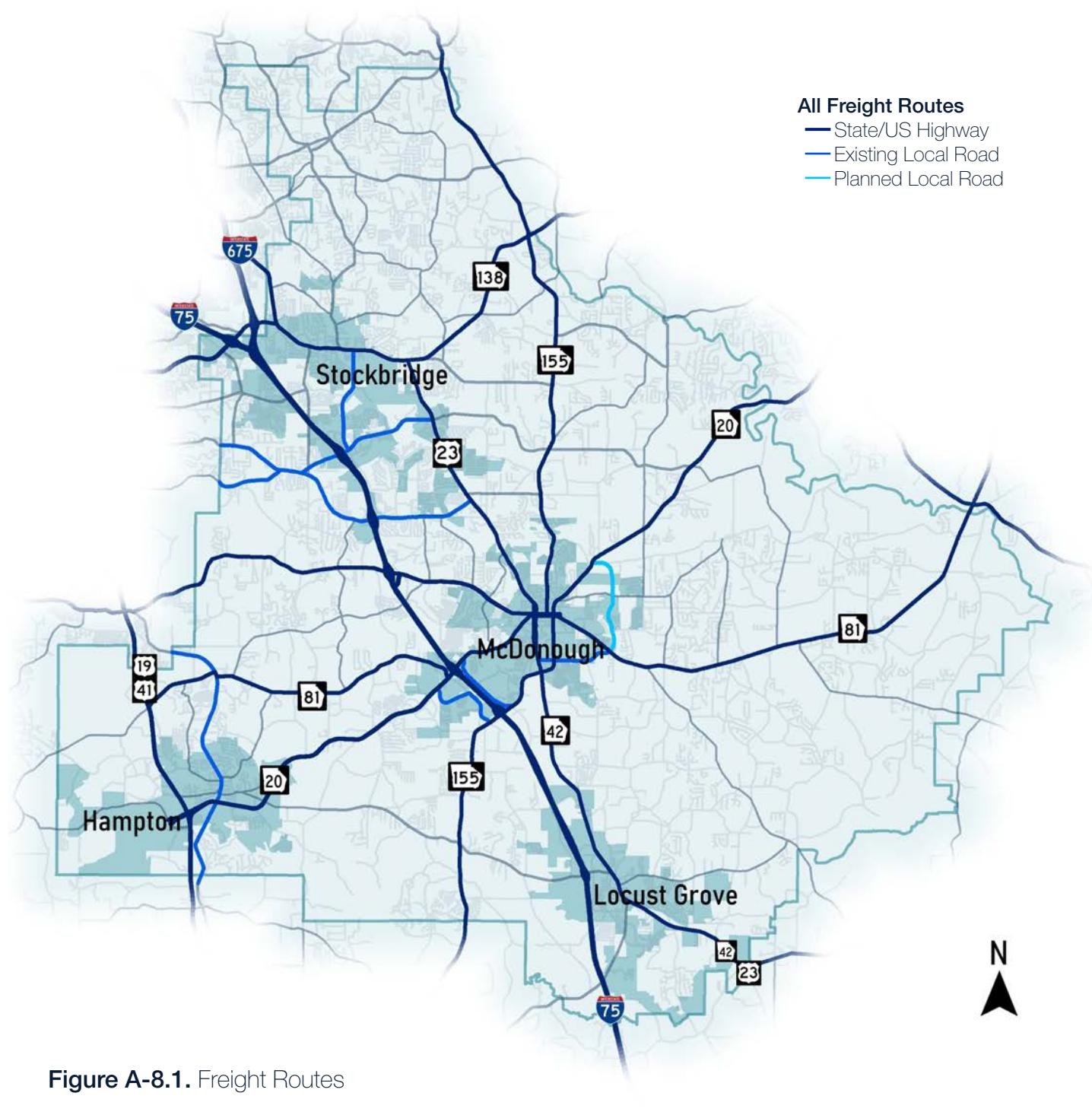
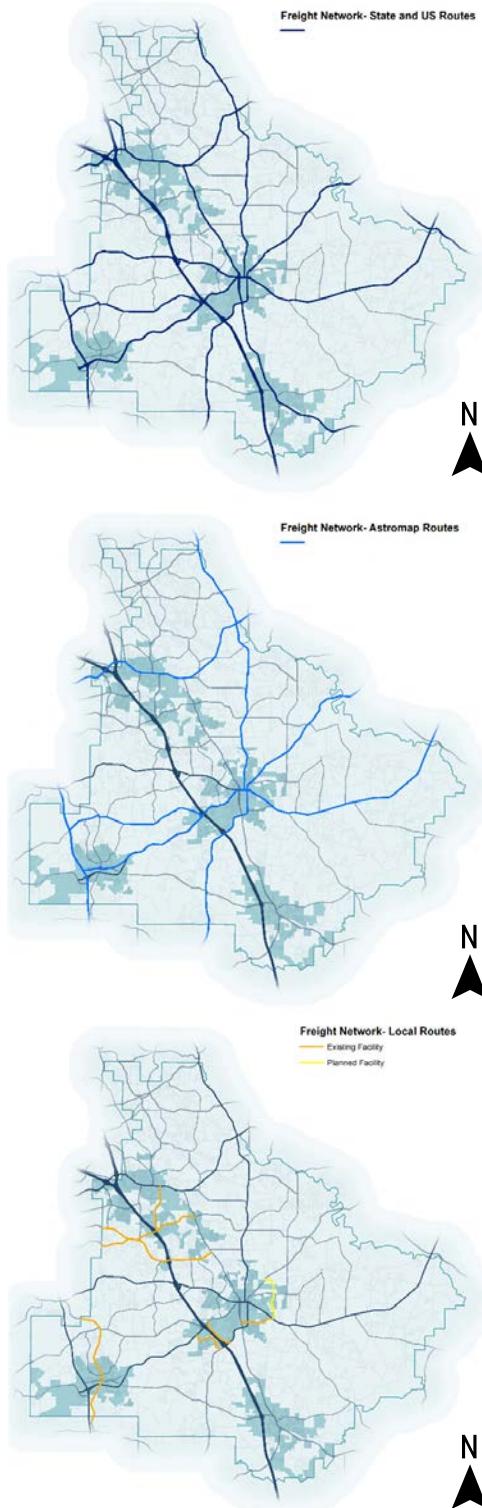


Figure A-8.1. Freight Routes

TRUCK VOLUMES

The map in **Figure A-8.2** displays truck volumes as derived from GDOT count station data. Major carriers of truck traffic include I-75, SR 20, SR 138, SR 155, Eagles Landing Parkway, and Jonesboro Road.



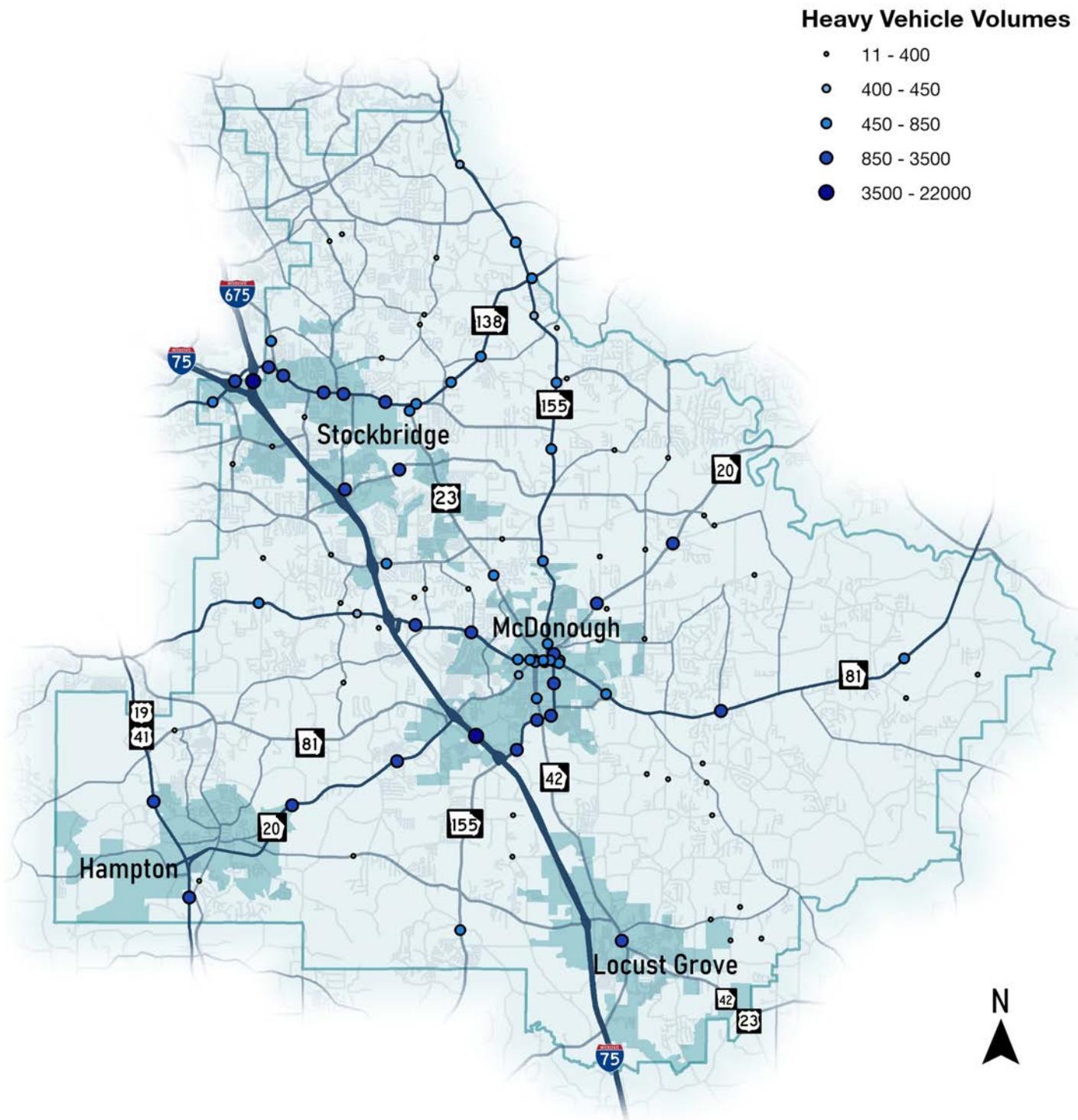


Figure A-8.2. Truck Volumes

FREIGHT RAIL

Norfolk Southern owns and operates freight rail within Henry County, which is shown in **Figure A-8.3**. The most active line runs in a north-south orientation to the east of, and roughly parallel to I-75. Another active line operates in the western part of the county east of and parallel to US 19/41. A rail spur offers direct access to industrial land uses along SR 155 west of I-75.



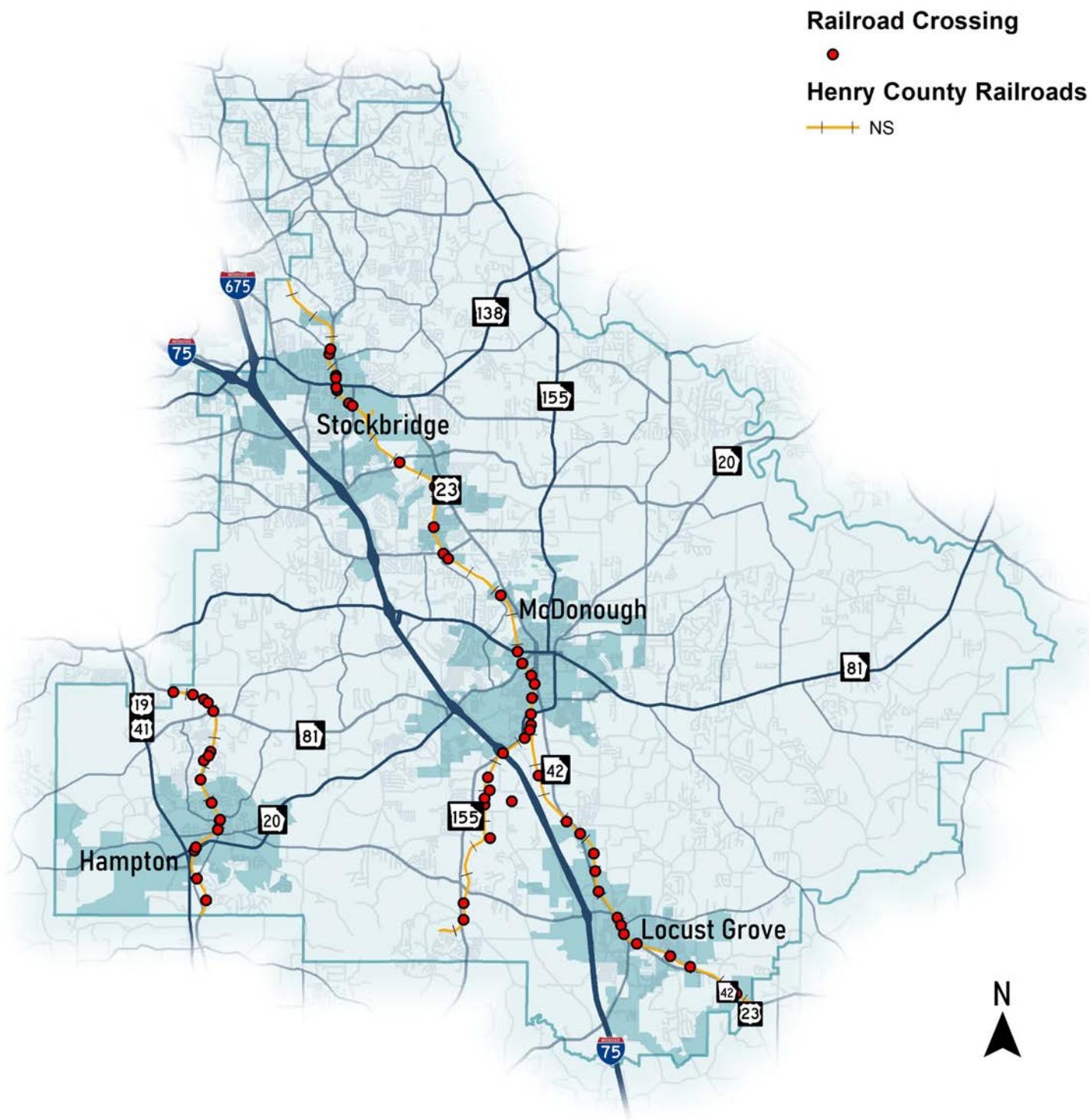


Figure A-8.3. Freight Railroads and At-Grade Roadway Crossings

FREIGHT ACTIVITY CENTERS

As stated above, freight generating land uses are an important part of the county economy. They provide jobs and add to the tax base without requiring extensive services. Beyond just the county economy, the concentration of freight land uses around the SR 155 at I-75 interchange in McDonough is a regionally significant economic cluster.

ARC FREIGHT CLUSTERS

In the Regional Freight Mobility Plan, ARC identifies seven Regional Freight Clusters, which are shown in **Figure A-8.4**. According to this plan, the McDonough Cluster (shown in the map below) exhibits the densest amount of clustering. This area is the 2nd largest such cluster in the entire region with 13 percent of all regional warehouse and distribution space. This area is the most recent to emerge, giving it the advantage of newer buildings. It has the largest building size with an average of 543,000 sq ft vs. other average size of 200,00 – 300,00 sq ft.

Issues concerning the freight network will be assessed during the next phase of the planning process.

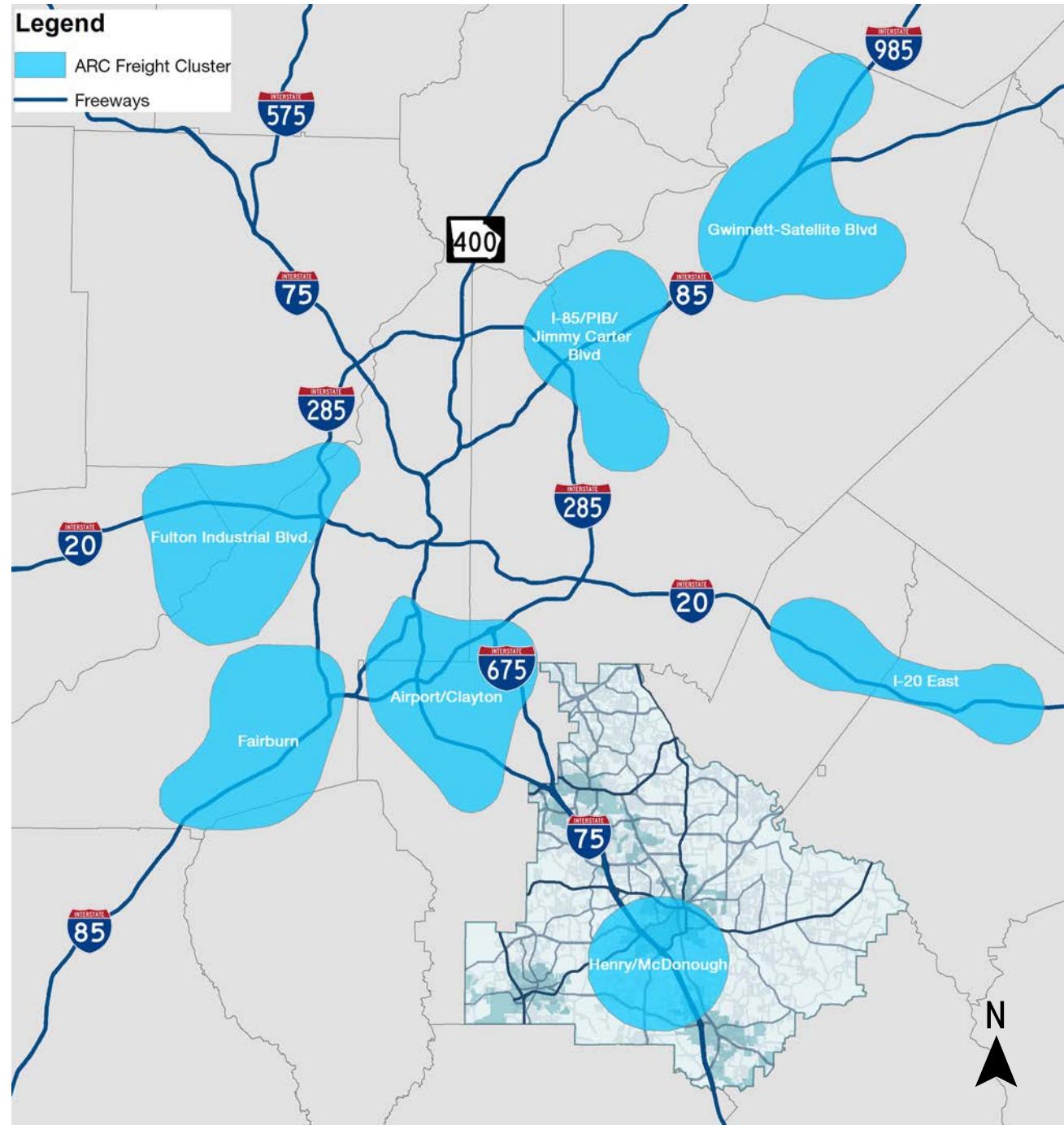


Figure A-8.4. Atlanta Regional Commission-Designated Regional Freight Clusters

A-9 PLANNED AND PROGRAMMED PROJECTS

In addition to the earlier references to previous and legacy plans in Henry County and the region, it is important to consider the transportation infrastructure recommendations of those plans and other similar efforts.

SPECIAL PURPOSE LOCAL OPTION SALES TAX TRANSPORTATION PROJECTS

Henry County has funded many transportation and other community infrastructure projects through a Special Purpose Local Option Sales (SPLOST) since January 1997 when SPLOST I was approved by voters the previous November. Since then, four additional SPLOSTs have been approved by voters. At the time of this writing (August 2021), SPLOST V is active, though some residual funds from SPLOST IV are still being used. **Table A-9.1** shows SPLOST collections from January 1997 to March 2025.

Table A-9.1. Henry County SPLOST Collections from January 1997 to March 2025

SPLOST	Collection Period	Total Collections	Approximate % Spent on Transportation
SPLOST I	January 1997–December 2001	\$72,312,591	57%
SPLOST II	April 2003–March 2008	\$131,564,883	70%
SPLOST III	April 2008–March 2014	\$173,245,668	70%
SPLOST IV	April 2014–March 2020	\$218,822,982	TBD
SPLOST V	April 2020–March 2025	\$204,000,000 (projected)	TBD

SPLOST IV

SPLOST IV was approved by voters in November 2013, with collections beginning on April 1, 2014 and ending on March 31, 2020. While revenue collections were projected at \$190,000,000, actual collections surpassed that projection totaling \$218,822,982. In part, because of the relatively recent end of collections and the excess revenue, SPLOST IV funds are still in active use. Transportation projects are mapped in **Figure A-9.1**.

Key projects that received funding from SPLOST IV include:

- Campground Road at SR 155
- Mill Road at SR 81
- South Cleveland Church Road
- Simpson Mill Road at Hampton Locust Grove Road
- Anvil Block Road widening

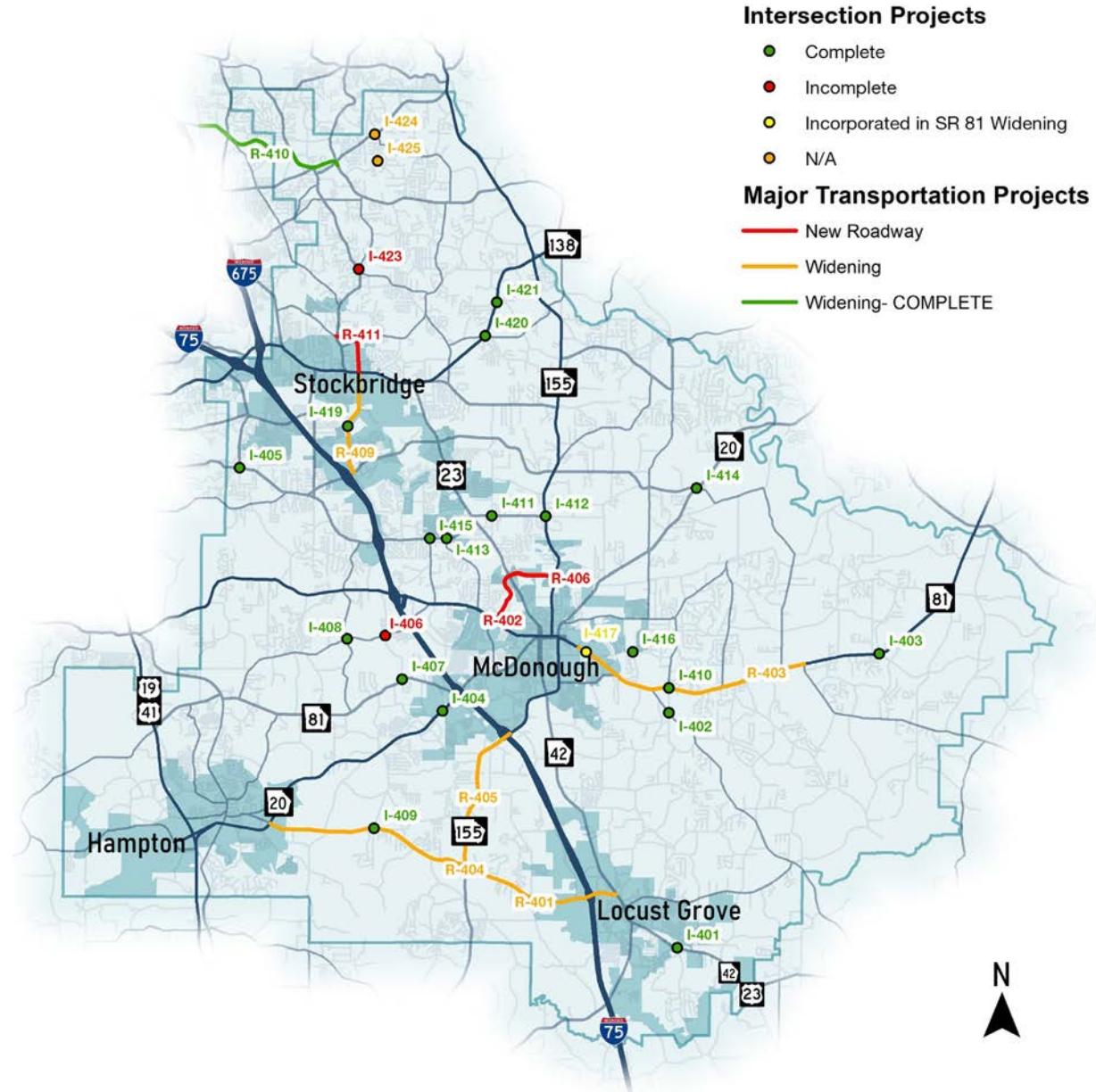


Figure A-9.1. SPLOST IV Transportation Projects

SPLOST V

SPLOST V was approved by voters in November 2019, with collections beginning on April 1, 2020 and authorized to continue until March 31, 2025.

The program is expected to collect over \$204,000,000 in revenue and includes transportation projects mapped in **Figure A-9.2** below.

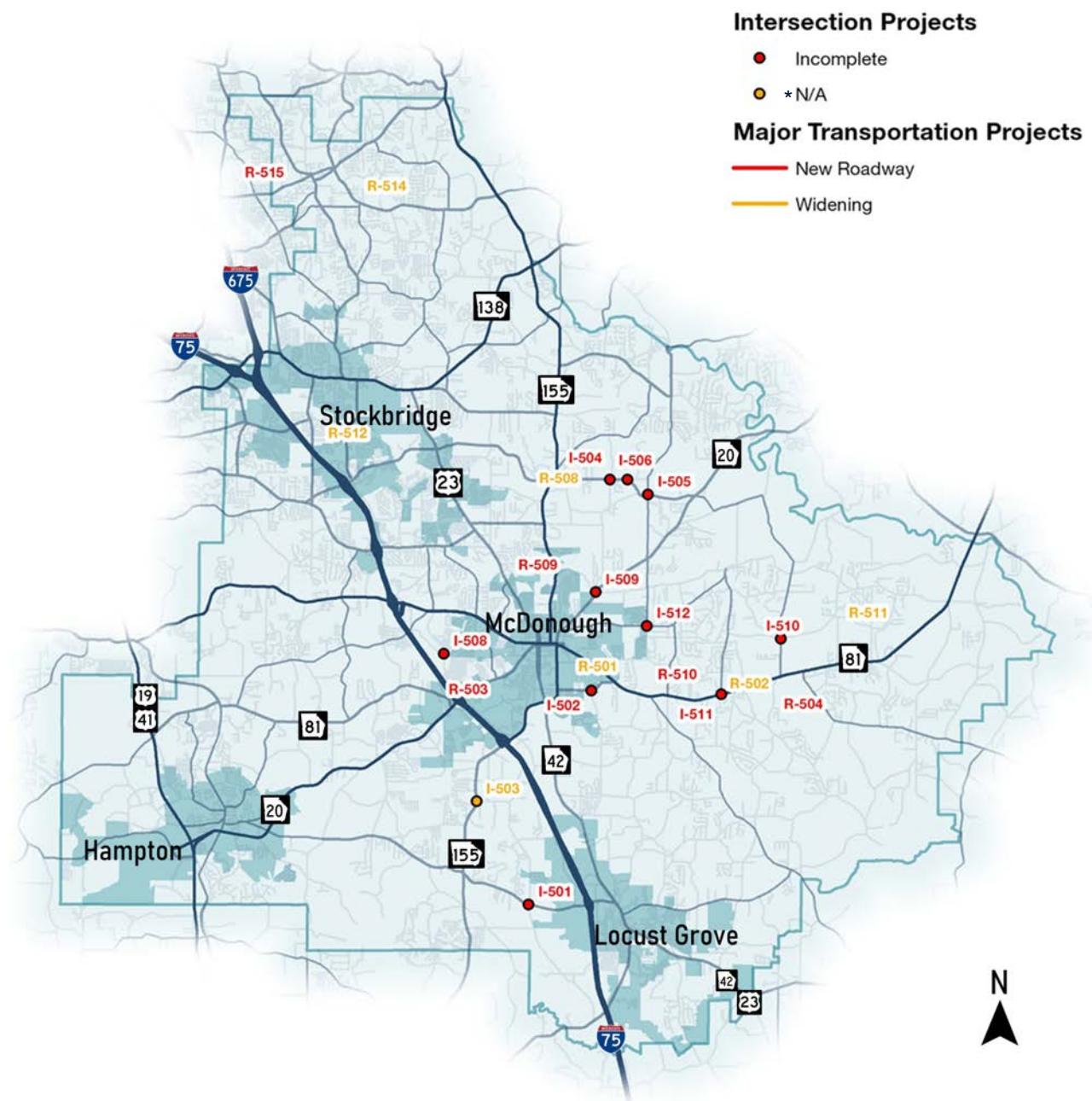


Figure A-9.2. SPLOST V Transportation Projects

TRANSPORTATION SPECIAL PURPOSE LOCAL OPTION SALES TAX

County voters will also have an opportunity to consider an additional Transportation Special Purpose Local Option Sales Tax (TSPLOST) on November 2, 2021. This proposal could add a one percent sales tax to Henry County's current rate of seven percent. If approved, this TSPLOST is anticipated to generate \$245 million in transportation revenue over five years, from 2022 to 2027. A final project list was developed as a collaboration between Henry County and the Cities of Stockbridge, McDonough, Locust Grove, and Hampton. As of July 19, 2021, that list has been approved and was guided by four themes (Transparent, Achievable, Aspirational, Multi-Modal), which includes funding support for projects depicted in the map below (**Figure A-9.3**).

Key projects in the TSPLOST include:

- Fairview Road widening
- Bill Gardner Parkway widening
- SR 81 Widening
- Rock Quarry Road widening
- East King, McDonough and Rosenwald intersection
- SR 42 at Bethlehem Road
- SR 20 at Turner Church Road
- Rock Quarry Road extension
- Jonesboro Road Widening

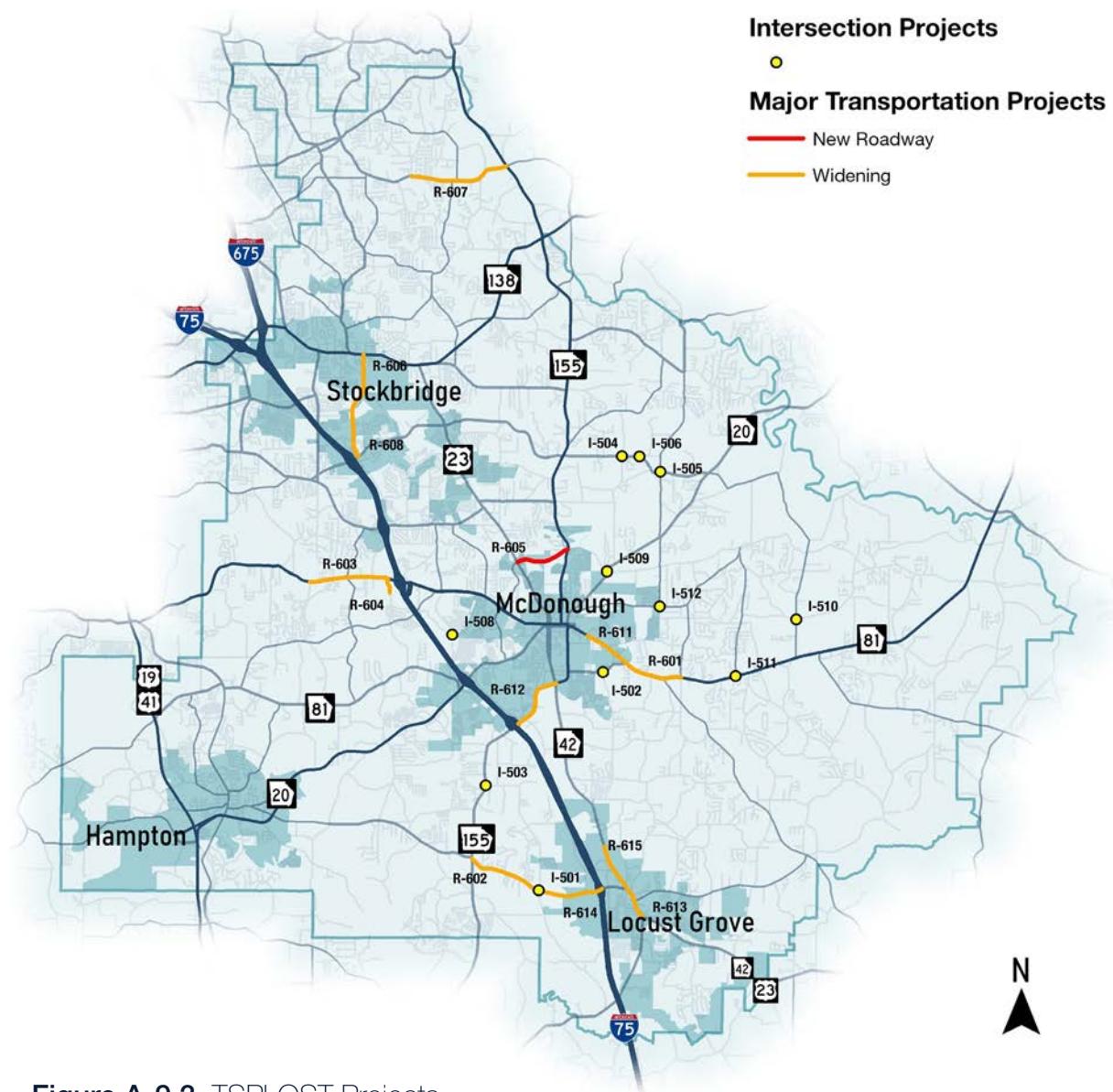


Figure A-9.3. TSPLOST Projects

STATE AND FEDERALLY FUNDED TRANSPORTATION PROJECTS

CTPs such as the Henry County Transportation Plan are important within the broader Atlanta region in helping to define major priorities that are likely to require state and federal transportation funding to implement. Federal regulations require that projects in urban areas that will be using federal dollars be included in an urban region's Regional Transportation Plan (RTP), which is a long-term articulation of a region's needs and infrastructure plans. Similarly, short-term (typically within six years) expenditures are included in the region's Transportation Improvement Program (TIP). In most cases, such projects are also likely to utilize state transportation funding.

Transportation Improvement Program

The TIP includes those transportation projects in which use of federal transportation dollars is anticipated within six years in order to move the project towards implementation. These expenditures can include some or all phases of a project including Preliminary Engineering, Right-of-Way, or Construction. Projects located within Henry County that are included in the current TIP are provided in **Figure A-9.4**.

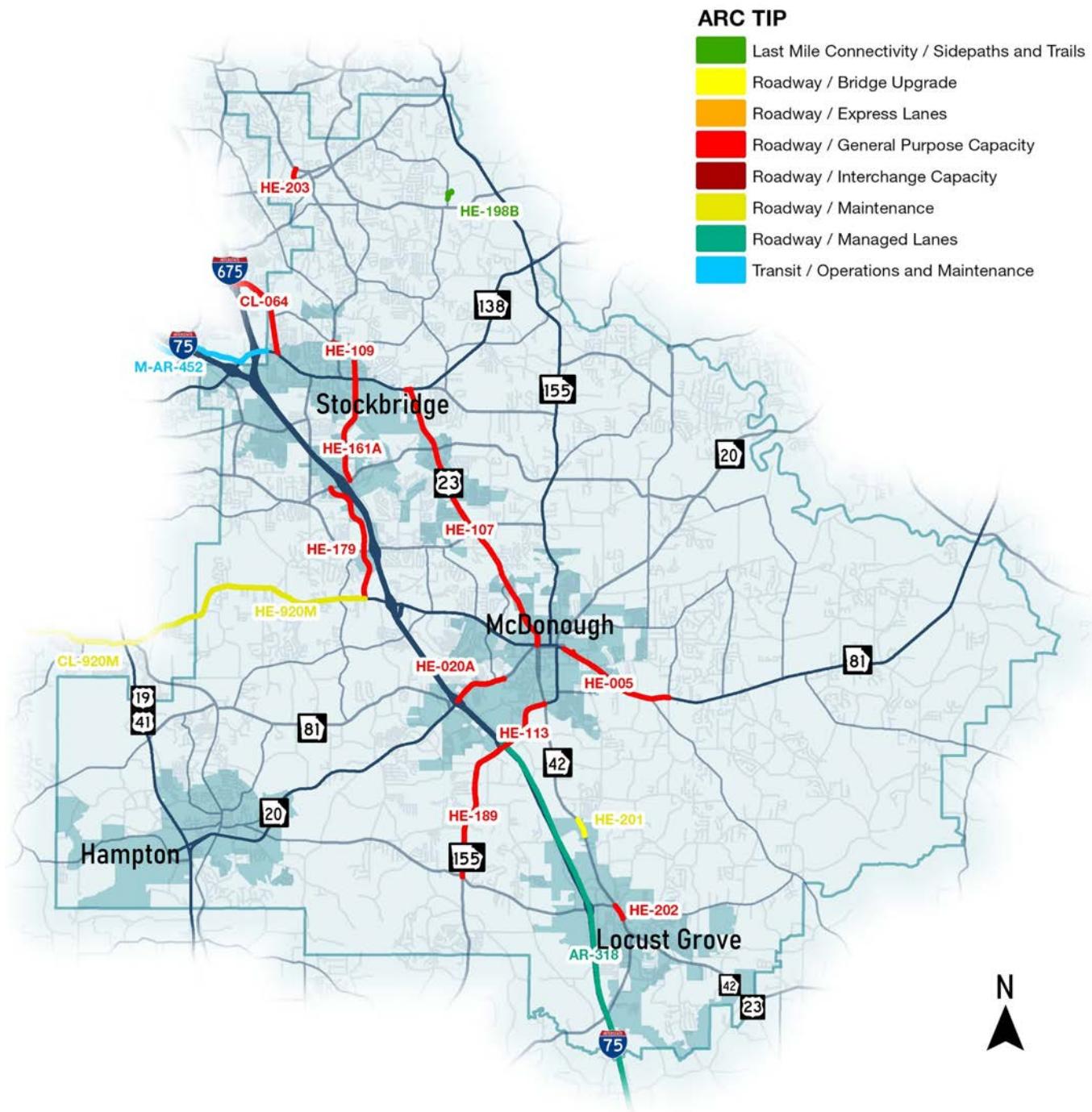


Figure A-9.4. Henry County TIP Projects

Regional Transportation Plan

The RTP includes projects that are anticipated to receive federal transportation expenditures further into the future. The current Atlanta Regional Commission RTP includes anticipated expenditures through the year 2050 and can include all phases of a project up to and including Construction.

Projects located within Henry County that are included in the current RTP are provided in

Figure A-9.5.

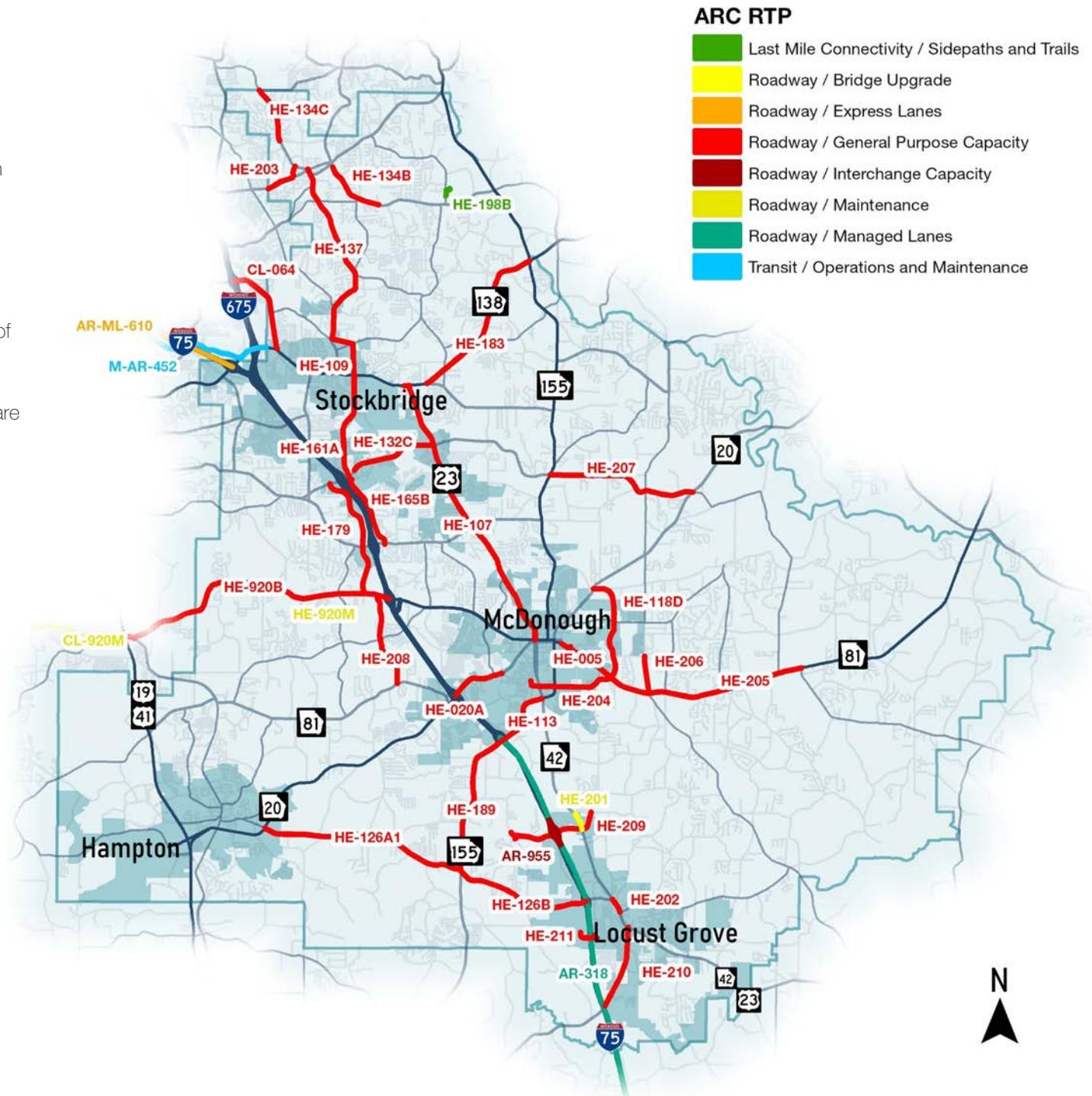


Figure A-9.5. Henry County RTP Projects



HENRY COUNTY
TRANSPORTATION PLAN
HAMPTON, LOCUST GROVE, MCDONOUGH, STOCKBRIDGE

NEEDS ASSESSMENT REPORT



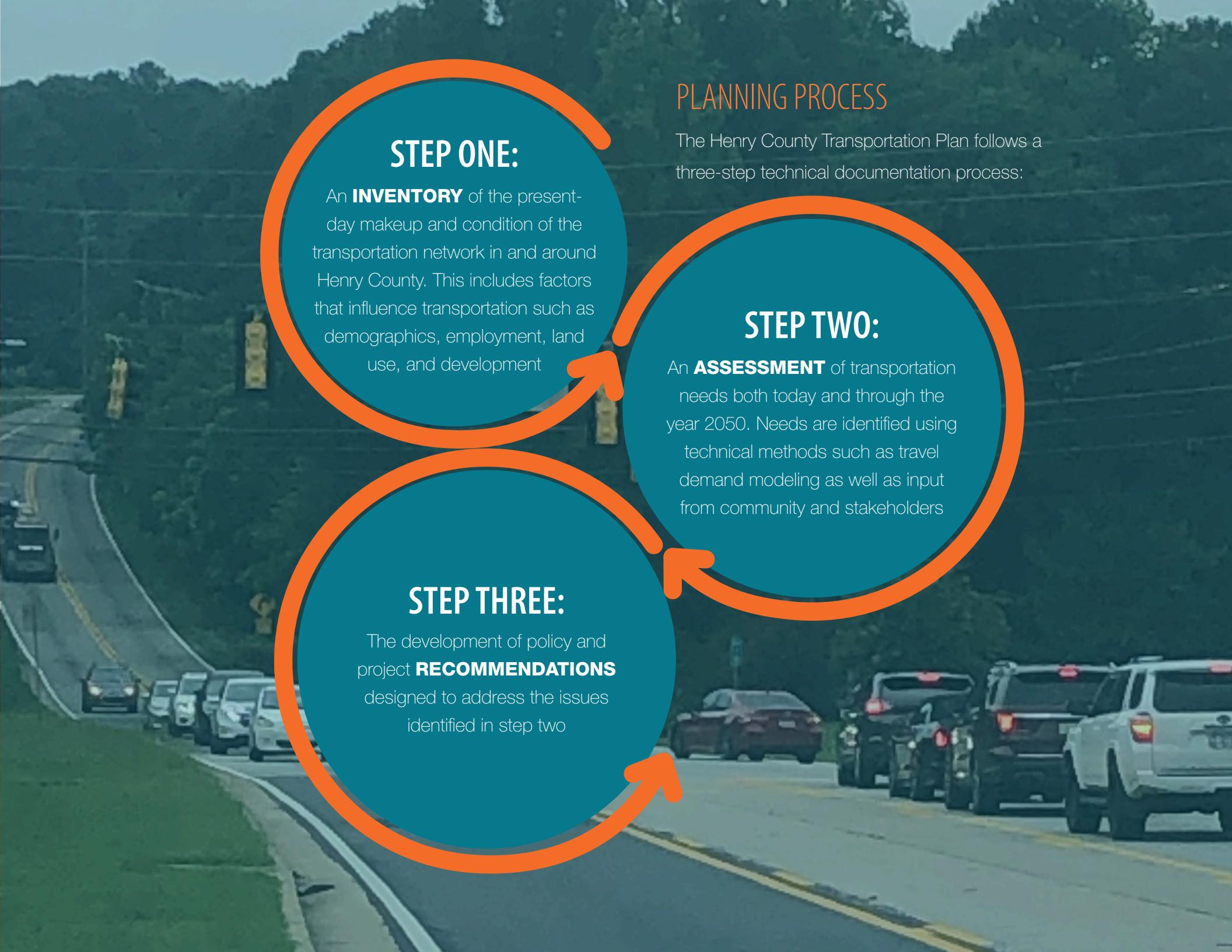
B-1 INTRODUCTION

This report is part of an overall process to update Henry County's long-range vision for transportation improvements. It is funded through a grant from the Atlanta Regional Commission's (ARC) Comprehensive Transportation Plan (CTP) Program. The CTP program was created to encourage counties and their municipalities to develop joint long-range transportation plans.

The impact of these plans is twofold: 1) ARC uses CTPs as the foundation of the wider regional vision for transportation investment in the Atlanta region, and 2) local governments such as Henry County establish transportation goals, identify problems and opportunities in the multimodal transportation network, and propose capital project and policy recommendations for improvements.

This CTP, known as the **HENRY COUNTY TRANSPORTATION PLAN: 2022 UPDATE**, will be used to make funding and implementation decisions in the county for the next 30 years. Transportation projects identified during this planning process will be eligible for inclusion in future local SPLOST, bond, or other local funding options; the Regional Transportation Plan (RTP); and may be considered for federal and state funding.

The **Needs Assessment Report** details the condition of transportation facilities in Henry County, and the cities of Hampton, Locust Grove, McDonough, and Stockbridge. This planning process incorporates and builds upon the previous 2016 CTP as well as the ongoing Trails Plan and the recently completed and adopted Transit Master Plan.

The background of the slide is a photograph of a road from an aerial perspective. The road curves through a landscape with green trees and some buildings. Several cars are visible on the road, particularly in the lower right foreground.

PLANNING PROCESS

The Henry County Transportation Plan follows a three-step technical documentation process:

STEP ONE:

An **INVENTORY** of the present-day makeup and condition of the transportation network in and around Henry County. This includes factors that influence transportation such as demographics, employment, land use, and development

STEP TWO:

STEP TWO:

An **ASSESSMENT** of transportation needs both today and through the year 2050. Needs are identified using technical methods such as travel demand modeling as well as input from community and stakeholders

STEP THREE:

The development of policy and project **RECOMMENDATIONS** designed to address the issues identified in step two

INTENT OF REPORT

The purpose of the Needs Assessment Report is to provide detailed analysis on the current and future performance of the transportation network in Henry County. The analysis includes metrics relating to issues such as congestion, safety, connectivity, sidewalk gaps, bicycle mobility, technology, and freight movements. This also includes factors that influence transportation demand such as demographics, employment, land use, and development.

The needs and opportunities identified in this phase of the planning process will be used as the basis for project and policy recommendations in the next phase.



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B-2 POPULATION AND EMPLOYMENT GROWTH

Henry County is a complex system of residents, businesses, and interconnecting infrastructure that all contributes to how and where people live, work, and play. As such, this document is dependent on an understanding of population and employment growth in order to plan for the future.

POPULATION GROWTH

U.S. CENSUS DATA

Henry County's population has experienced significant growth since 1980. Based on data from the US Census Bureau, Henry County's population has increased by almost 600% from 1980 to 2020, from about 37,000 to about 241,000. By extrapolating historical growth trends, Henry County's population could potentially grow to almost 370,000 by 2050, as is shown in **Figure B-2.1** and **Table B-2.1**. This would represent a nearly 50% increase from 2020 if recent growth trends were to remain in place through 2050.

Table B-2.1. Historical and Projected Population

Year	Population
1980	36,309
1990	58,741
2000	119,341
2010	203,922
2020	240,712
2030	264,691
2040	305,211
2050	369,047

Credit: U.S. Census

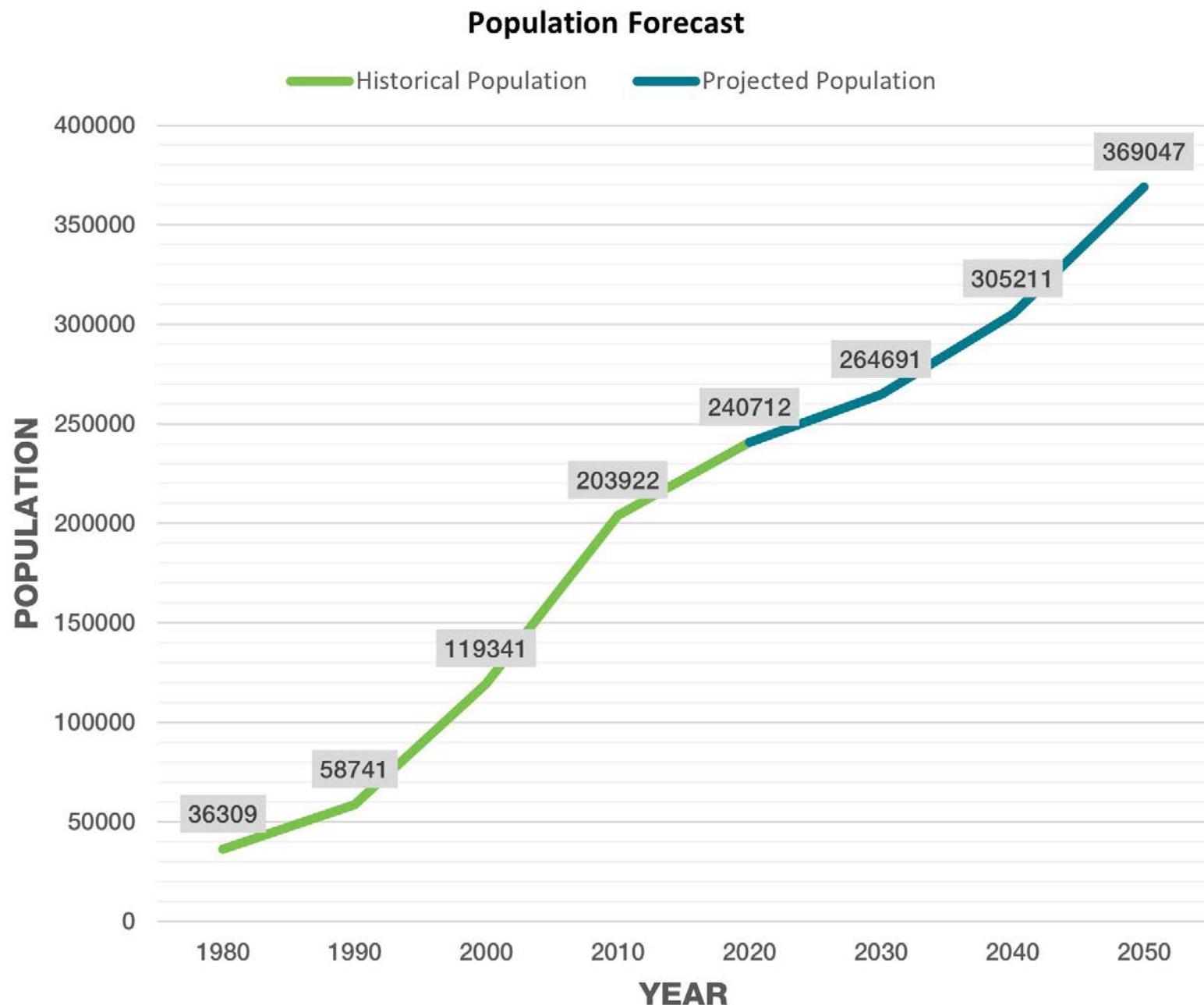


Figure B-2.1. Historical and Projected Population Growth

URBAN VS. RURAL GROWTH RATES

As can be seen in **Figure B-2.2**, the recent growth rates indicate that the urban population could grow rapidly while the rural population could decrease slightly, at an annual growth rate of -0.11%. This growth pattern should be considered when evaluating transportation conditions and when projecting the need for improved or new facilities. These trends, along with future land use plans imply that the denser, more urbanized areas of the county will add population faster than the more rural areas on the outskirts of the county.

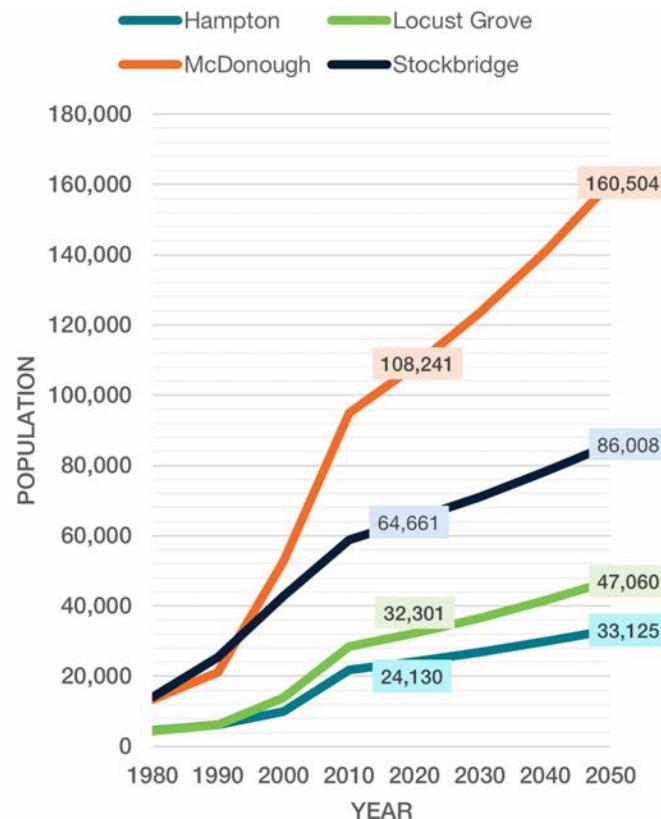


Figure B-2.2. Subcounties Population Growth

CITY GROWTH

As the overall county population increases, the cities of Hampton, McDonough, Locust Grove, and Stockbridge can expect to see similar growth. The graph on the right extrapolates recent growth trends showing higher population in each city by 2050 (**Figure B-2.3**). This growth could be changed (either up or down) by factors such as remaining developable land, annexation, and zoning codes. Regardless, the four incorporated areas of Henry County are expected to remain drivers of population growth in the future.

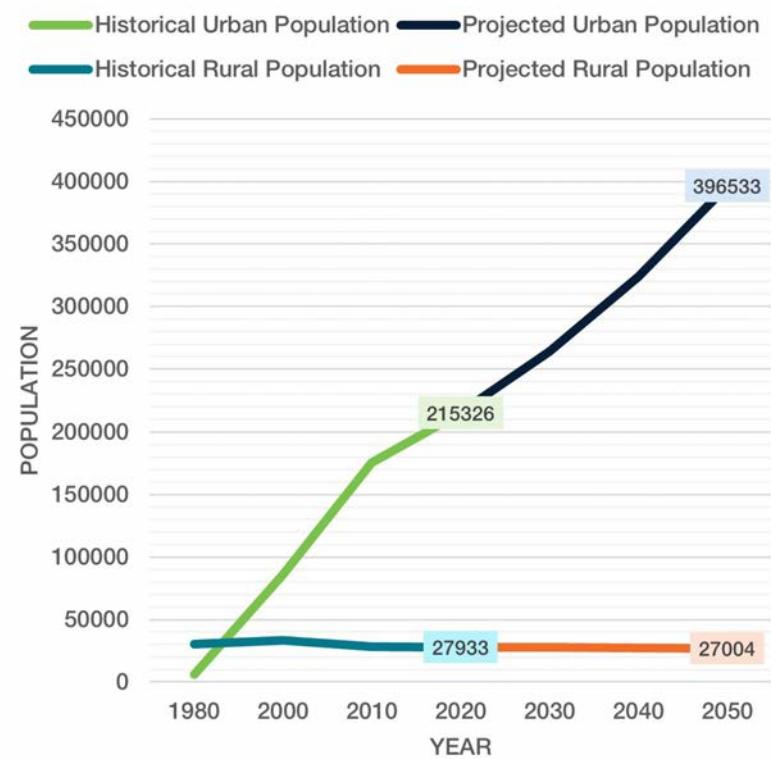


Figure B-2.3. Urban vs. Rural Growth Projections

ARC TRAVEL DEMAND MODEL GROWTH PROJECTIONS

The ARC maintains a Regional Travel Demand Model (TDM) used to make projections for future travel volumes on roadways and transit systems. The TDM is based on detailed population and employment projections based on existing numbers, future land use plans, and other similar "socioeconomic" details. This section presents and assesses the socioeconomic underpinnings of the TDM. The maps below show projected population growth between 2020 and 2050 by both percent and absolute value.

When examining population growth by percentage, we can observe that Henry County is projected to experience high growth rates in areas spread throughout the entire study area – especially in areas of lower starting populations. This trend is shown in **Figure B-2.4**.

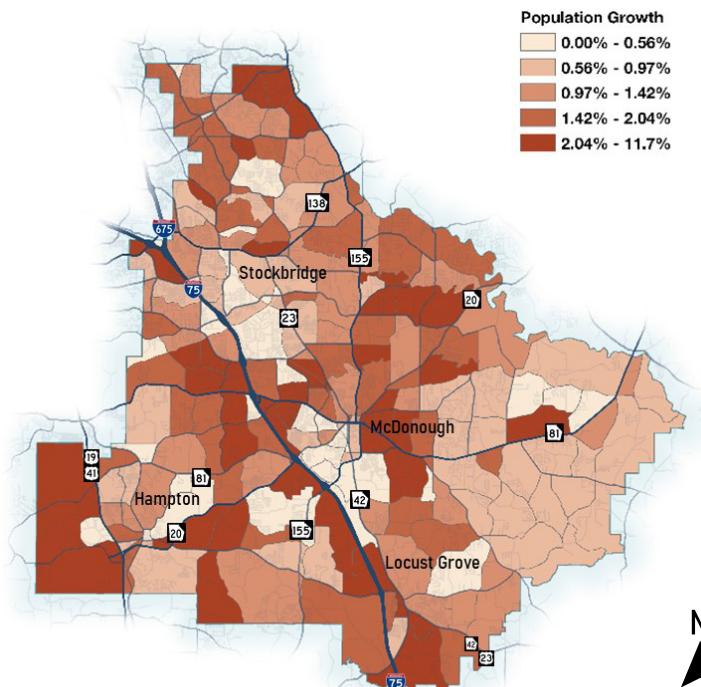


Figure B-2.4. Percent Population Difference (2020 to 2050)

When examining population growth by absolute values, we can observe that population is projected to grow the most in a swath of land starting in unincorporated north Henry County then moving south along the I-75 corridor, as shown in **Figure B-2.5**. Outside of this growth zone areas in Hampton, Locust Grove, and McDonough are projected to experience significant growth.

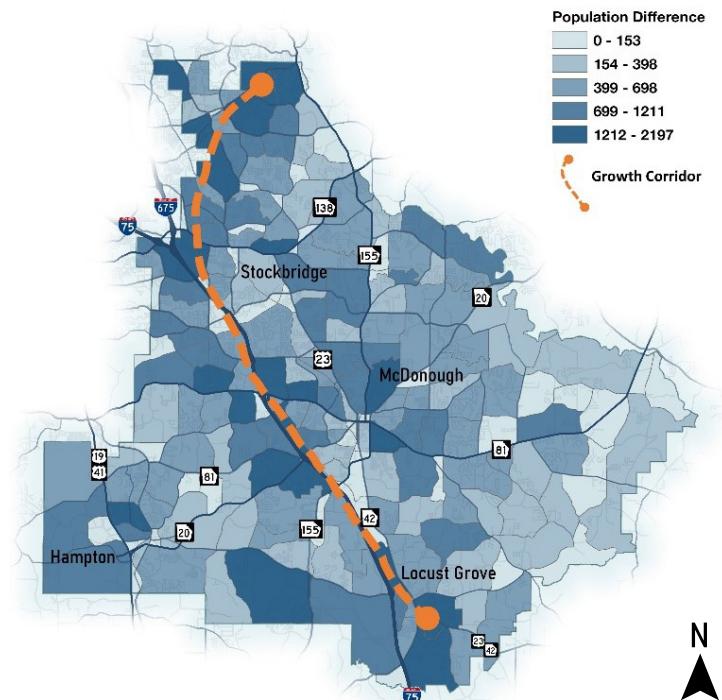


Figure B-2.5. Population Difference (2020 to 2050)

Ultimately, the projected population growth in Henry County by the TDM results in greater densities concentrated in the already more urbanized areas of the county, as can be seen by comparing **Figures B-2.6** and **B-2.7**. By 2050, population will be concentrated in and around the cities of McDonough and Stockbridge, as well as unincorporated north Henry County. In addition, there will be emerging clusters of higher population density in both Hampton and Locust Grove. These results are very similar to the population projections based on historical census data presented earlier and are shown in **Figure B-2.7**.

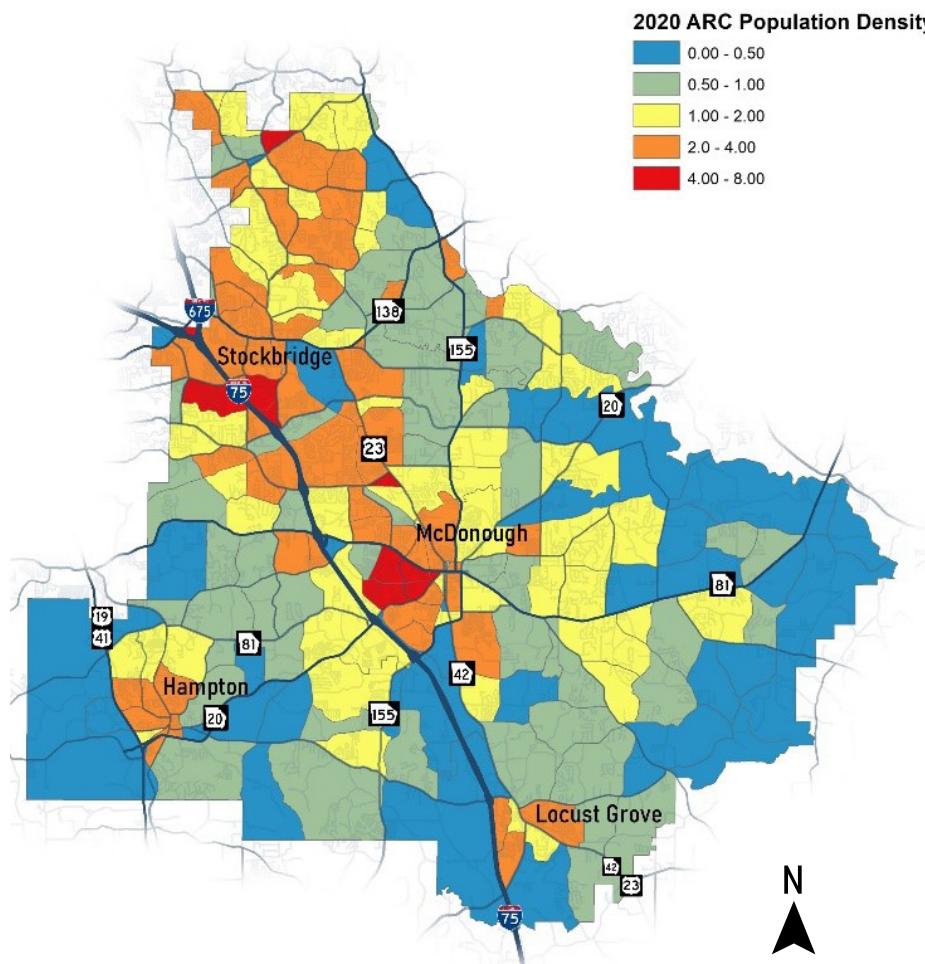


Figure B-2.6. ARC Population Density (2020)

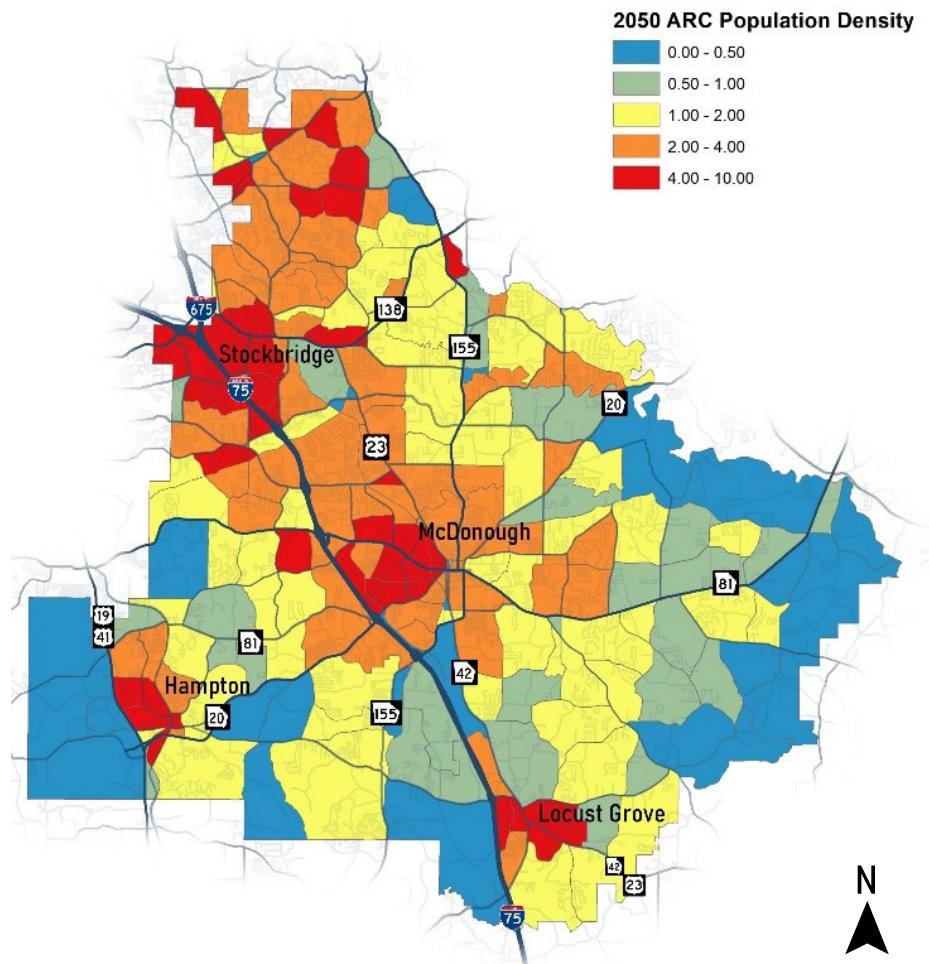


Figure B-2.7. ARC Population Density (2050)

EMPLOYMENT GROWTH

An important aspect of determining transportation needs for the county is employment centers and access to jobs. The major employment areas in Henry County are located in the Cities of McDonough and Stockbridge and in the unincorporated areas of the county between SR 155 and Bill Gardner Parkway. In McDonough, employment is concentrated in the historic downtown area as well as near the I-75 at SR 155 interchange. In Stockbridge, the major employment area centers on the Piedmont-Henry Hospital and surrounding office and commercial land uses along Eagles Landing Parkway and Rock Quarry Road. The unincorporated Henry County job center is also a large cluster of industrial, warehousing, and distribution businesses.

The ARC travel demand model includes projections of employment growth. The model projects that between 2020 and 2050 Henry County will add more than 20,000 jobs. Employment density for 2020 and 2050 by Traffic Analysis Zone (TAZ) is shown in **Figures B-2.8 and B-2.9** below. This represents an increase of more than 20% over baseline employment numbers.

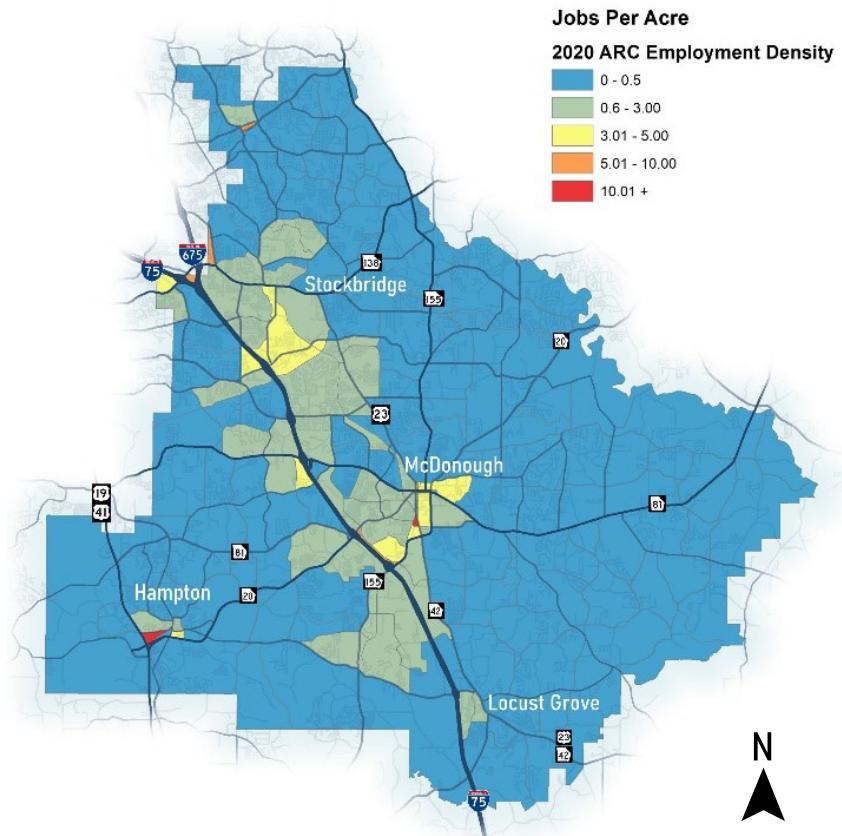


Figure B-2.8. 2020 Employment Density

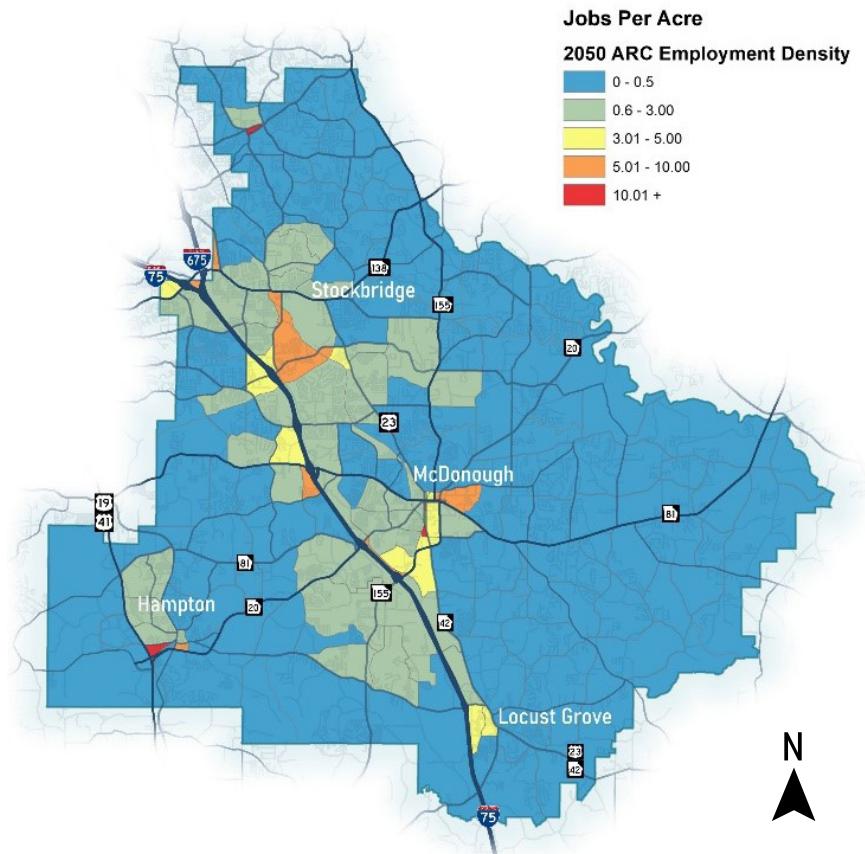


Figure B-2.9. 2050 Employment Density

While this growth is significant, population is expected to grow at a faster rate. Henry County is currently considered a mostly bedroom community, meaning that most residents work outside the county. If the model projections hold true, most Henry County residents will remain employed somewhere outside the county, as shown in **Table B-2.2**.

Table B-2.2. Employment and Population Growth Comparison

Year	Henry County Employment	Henry County Population
2050	92,503	368,889
2020	72,410	245,333
Differential	20,093	123,556
Percent Growth	22%	33%

Source: ARC Travel Demand Model

Employment Based Transportation Needs

Access to major employment sectors will be essential to supporting this growth. Based on current and future employment growth, major transportation corridors include I-75, Eagles Landing Parkway, and SR 155. Secondary employment corridors include SR 20, SR 138, and SR 42. For access to out of county jobs, I-75 will remain the single most important transportation asset in the county.

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FUTURE LAND USE AND B-3 DEVELOPMENT NEEDS

Transportation needs are heavily influenced by land use. Similarly, the way land is developed is influenced by available transportation infrastructure. Because of this intertwined relationship between transportation and land use, this section of the Needs Assessment examines the established future land use plan for the county. In addition, large, planned developments have been identified to ensure that sufficient transportation infrastructure is in place. Because land use and transportation planning can often occur in separate processes, this analysis attempts to ensure proper coordination between these two efforts.

The information presented in this assessment will be used in later phases of the planning process to determine if transportation projects are consistent with the land use plans and policies of local jurisdictions. This analysis will also be used to prioritize transportation projects.



DEVELOPMENTS OF REGIONAL IMPACT

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). ARC is responsible for conducting these reviews in the 11-county metro Atlanta area, which includes Henry County. Now part of the State Road and Tollway Authority (SRTA), the Georgia Regional Transportation Authority (GRTA) is also required by Georgia State law to review DRIs and focus on the transportation and traffic impacts of proposed developments and potential mitigation strategies. Upon review, SRTA/GRTA issues a Notice of Decision (NOD), which is an official SRTA/GRTA approval decision on the use of state or federal transportation funds for Land Transportation Services and Access improvements, and whether or not there are any Conditions of Approval that must be met as part of the approval.



Between 2015-2021, there have been fifteen DRIs in Henry County submitted for review by the Atlanta Regional Commission. DRI locations are shown by type in **Figure B-3.1**. In addition to these recent DRIs, there have been a number of other significant Henry County development projects that did not quite meet the DRI thresholds in size and intensity. These locations have also been identified and are shown as "non-DRI Developments" in **Figure B-3.1**. DRIs and other the other non-DRI developments are also detailed in **Tables B-3.1** and **B-3.2**.

Table B-3.1. DRIs in Henry County from 2015 - 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

Table B-3.2. Other Non-DRI Developments

Name of Development	Type	Map ID
Canyon Springs Apartments	223 luxury apartments near Jonesboro Road and I-75	A
Columns at South Point	260 high-end units in McDonough	B
Fairview Corners	Mixed use development with medical center focus in Ellenwood	C
Hawks Landing	252 apartments in 11 three-story buildings in McDonough	D
Shoppes at Ola	70,000 square feet of retail in Ola	E
Symphony Park	499 mixed residential units	F
East Lake at Springdale	184 residential units, primarily townhomes	G
Kellytown Grocery Store	48,000-SF grocery store plus 18,000 SF additional retail	H
McDonough Family and Senior Housing	470 apartment units for families and seniors	I
Jonesboro Road Apartments	268 residential units, 75,000 SF of medical/office/retail	J
Mt Carmel Road Development	104 condominium units and 222 single-family units	K

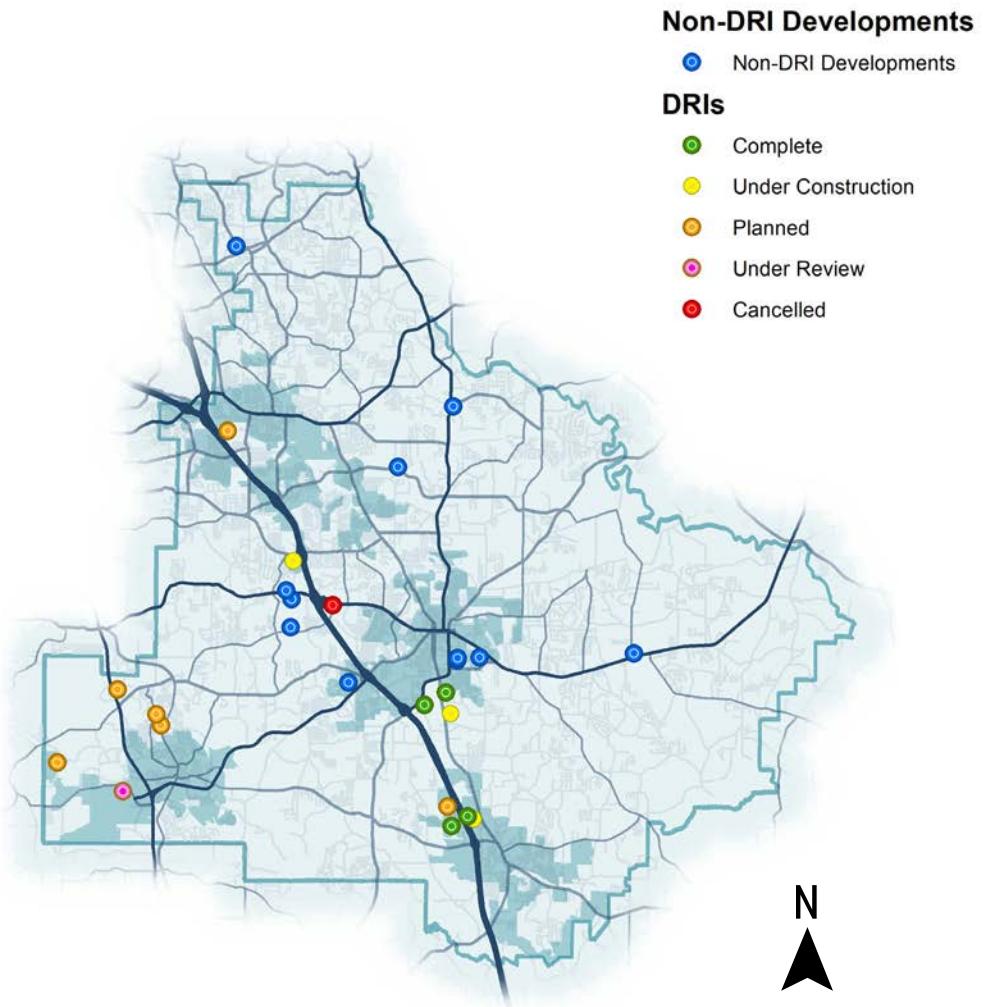


Figure B-3.1. Major Recent Land Development Projects

DRI NEEDS

Eleven out of the fifteen DRIs are industrial projects. Seven of these industrial projects will be built in the McDonough/Locust Grove freight cluster. These projects will add additional warehousing and distribution square footage along I-75 near SR 155 just south of McDonough and near Bethlehem Rd in Locust Grove. This area already suffers from some of the worst traffic congestion along SR 155 north and south of the interchange with I-75. It is likely these developments will put additional strain on the roadway network. This trend gives additional justification to complete the planned new interchange at I-75 and Bethlehem Road as well as a widening of SR 155 between I-75 and Bill Gardner Parkway. Consideration for additional capacity or operational improvements should be given to the SR 42 corridor between Locust Grove and McDonough.

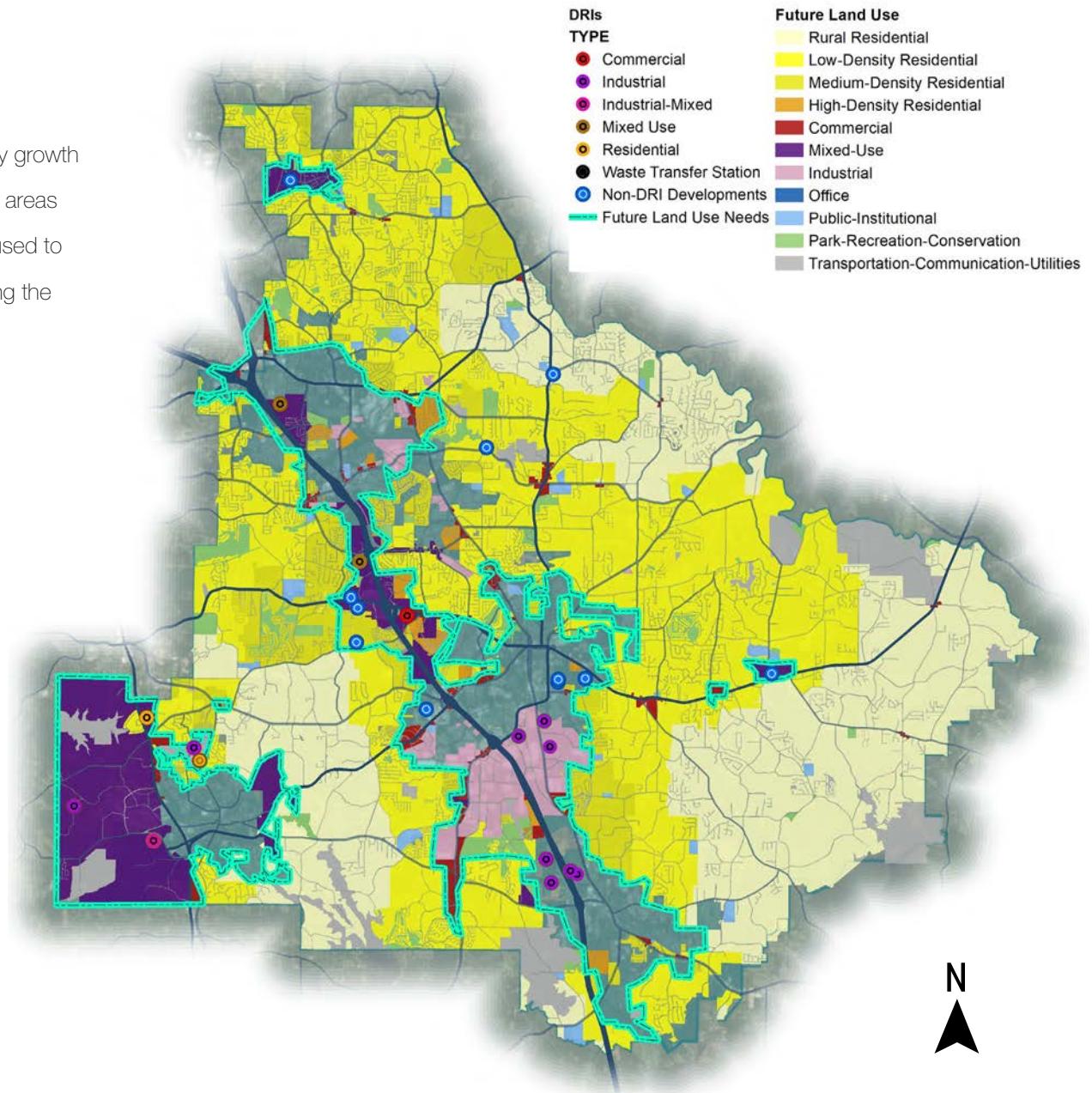
The distribution of DRIs throughout the county generally mirrors existing patterns of development. Most of the developments are located along the I-75 corridor with a few outlying developments in the lower density residential areas of the county.

However, the DRI distribution pattern also shows a growing cluster of industrial development centered in and around the City of Hampton. Congestion on the major roadways in the area including US 19/41 and SR 20 is not currently at failing levels. However, access to US 19/41 and SR 20 will need continued observation and maintenance.

FUTURE LAND USE

The Future Land Use Needs map was developed to identify growth areas in Henry County. The map in **Figure B-3.2** illustrates areas of immediate development need in Henry County. Criteria used to develop the Future Land Use Needs map included analyzing the following conditions:

- Future high-density residential land use
- Future Industrial land use
- Future Mixed Use land use
- Future Commercial Land Use
- DRIs and other larger developments
- Identifying equity-focused areas, which are areas with a dense population, high pedestrian propensity, high percentage of people without vehicles, and a low median household income.
- Increase in population and employment density



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Figure B-3.2. Areas of Immediate Development Need

FUTURE LAND USE NEEDS

I-75 Corridor

Areas of future land use and development needs follow a similar pattern to areas of high population and employment density. As can be seen in **Figure B-3.3**, future land use and developments are situated along the I-75 corridor, and in Hampton and Ellenwood. The County's easy access to I-75 and Hartsfield-Jackson International Airport make it a suitable location for many job and housing developments. Since there is expected to be a jobs-housing imbalance between 2020 and 2050 as was discussed previously, prioritizing developments in these areas will alleviate some of the needs and increase the rate of Henry County residents who work in the County. Based on past trends and future land use designations, the I-75 corridor will continue to capture a significant portion of future growth. The corridor will have an increase of high-density residential, mixed-use, and industrial land-use.

Much of the recent county investment in transportation infrastructure has occurred in this corridor. Access to I-75 must be maintained. There is also a need for alternative parallel routes to I-75 that can alleviate the pressure of local trips.

Outside the Denser Core

The County will continue the shift in land use from agriculture-forest-open space to rural residential on the outskirts of the county.

The SR 81 corridor heading east toward Newton County will become predominantly low-density residential with some transportation-communication-utilities along the county border. Similarly, the SR 20 and SR 155 corridors heading east to Rockdale and north to DeKalb County will remain lower density residential areas which will require fewer and more strategic investments in additional roadway capacity.

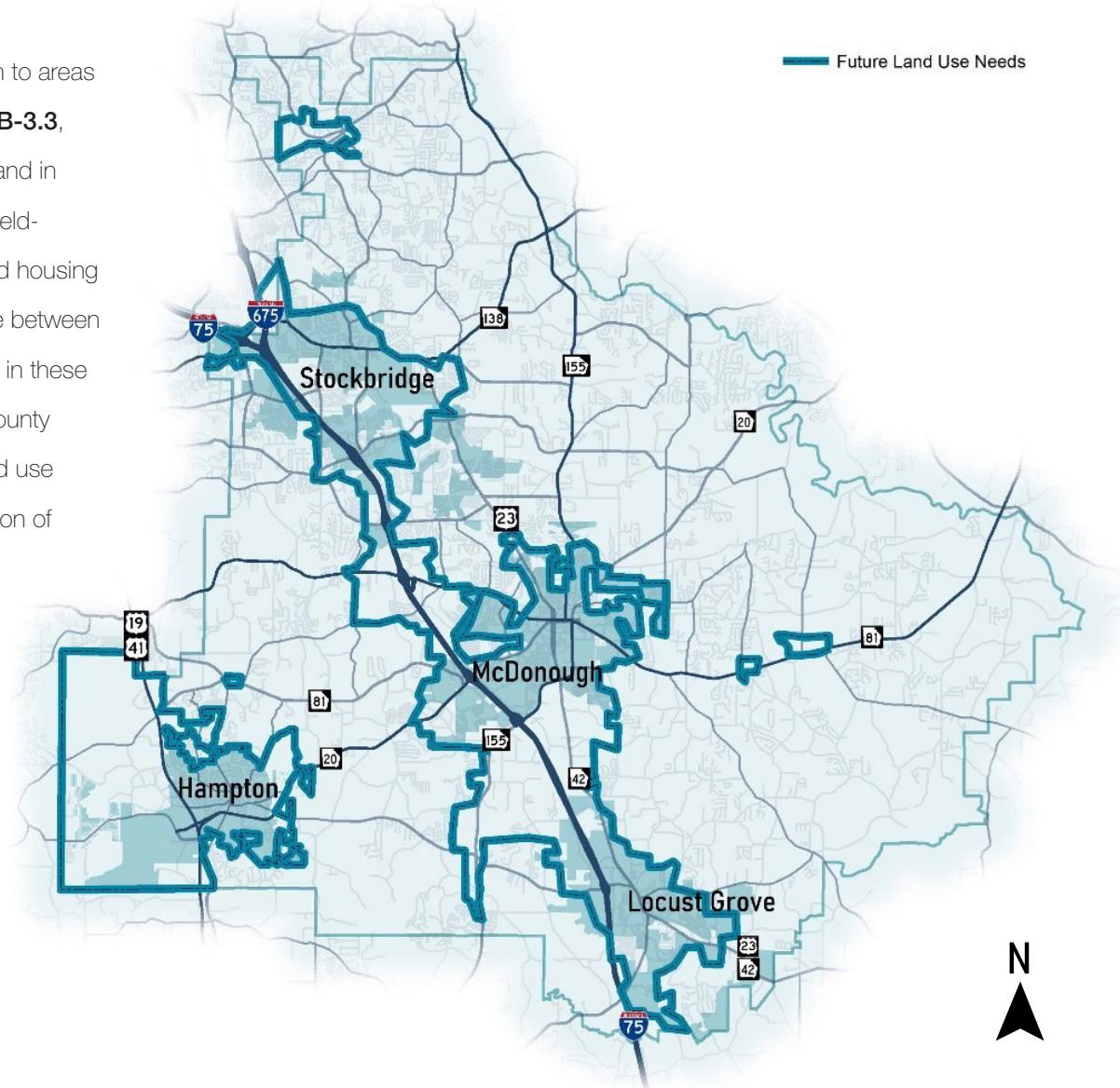
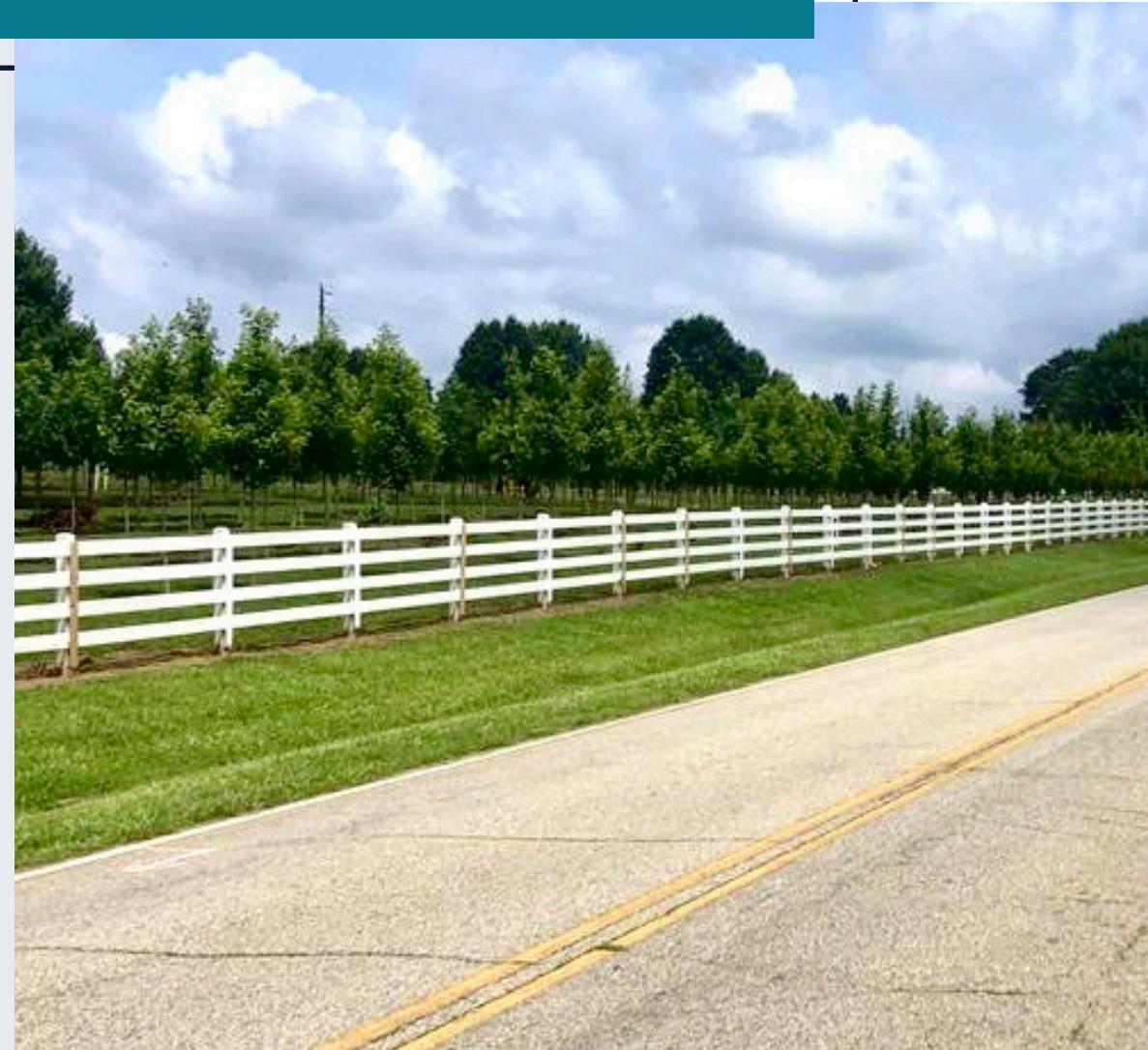


Figure B-3.3. Future Land Use Transportation Needs

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B-4 ROADWAY NEEDS

The current and future needs of Henry County's roads and intersections were assessed by analyzing, traffic congestion, bottlenecks, automobile/bicycle/pedestrian crashes, and bridge conditions. The analysis was performed using four primary tools: 1) an Existing + Committed (E+C) model run, 2) real world speed data from INRIX, 3) crash rates analysis using GDOT crash data, and 4) data from the National Bridge Inventory (NBI) database.





The E+C model run examines the performance of the existing transportation network in conjunction with transportation improvements expected to be completed by 2050 (based upon existing programmed funding). Population and employment projections for the 2040 horizon year were incorporated into the E+C model run. The results of the E+C model run form the primary basis for determining roadway capacity needs in year 2050.

In addition to modeled data, observed performance data from INRIX provides valuable insight into the conditions of the transportation system. Two key measures are the travel time index (TTI) and bottleneck rankings.

Finally, a detailed safety analysis has been completed for input into the development of potential transportation projects. Building upon the crash analysis included within the Existing Conditions Report, crash rates have been evaluated through the needs assessment and are summarized in this document. The crash rate analysis enables the identification of roadway segments and intersections where the relative instances of crashes are higher than average.

TRAFFIC CONGESTION

This section assesses traffic congestion on the Henry County road network. It includes analysis of LOS, TTI, and crash rates.

2050 E+C MODEL ADJUSTMENT

The ARC Regional Travel Demand Model (TDM) was used to identify roadway congestion needs in Henry County. The Regional Transportation Plan (RTP) 2020 update Transportation Improvement Program (TIP) Amendment #3 year 2050 model was utilized as the basis for representing existing projects plus those with committed funding (E+C). Coordination with staff from Henry County, ARC, GDTO, and the cities was used to assess which projects had committed funding at this time and could realistically be expected to be completed by 2050. Some projects in the initial RTP list were edited or removed and some new projects were added to the base network based on updated funding opportunities such as the Henry County T-SPLOST which was approved in November of 2020. **Figure B-4.1** displays the E+C projects while **Table B-4.1** lists all of the projects included in the E+C network.

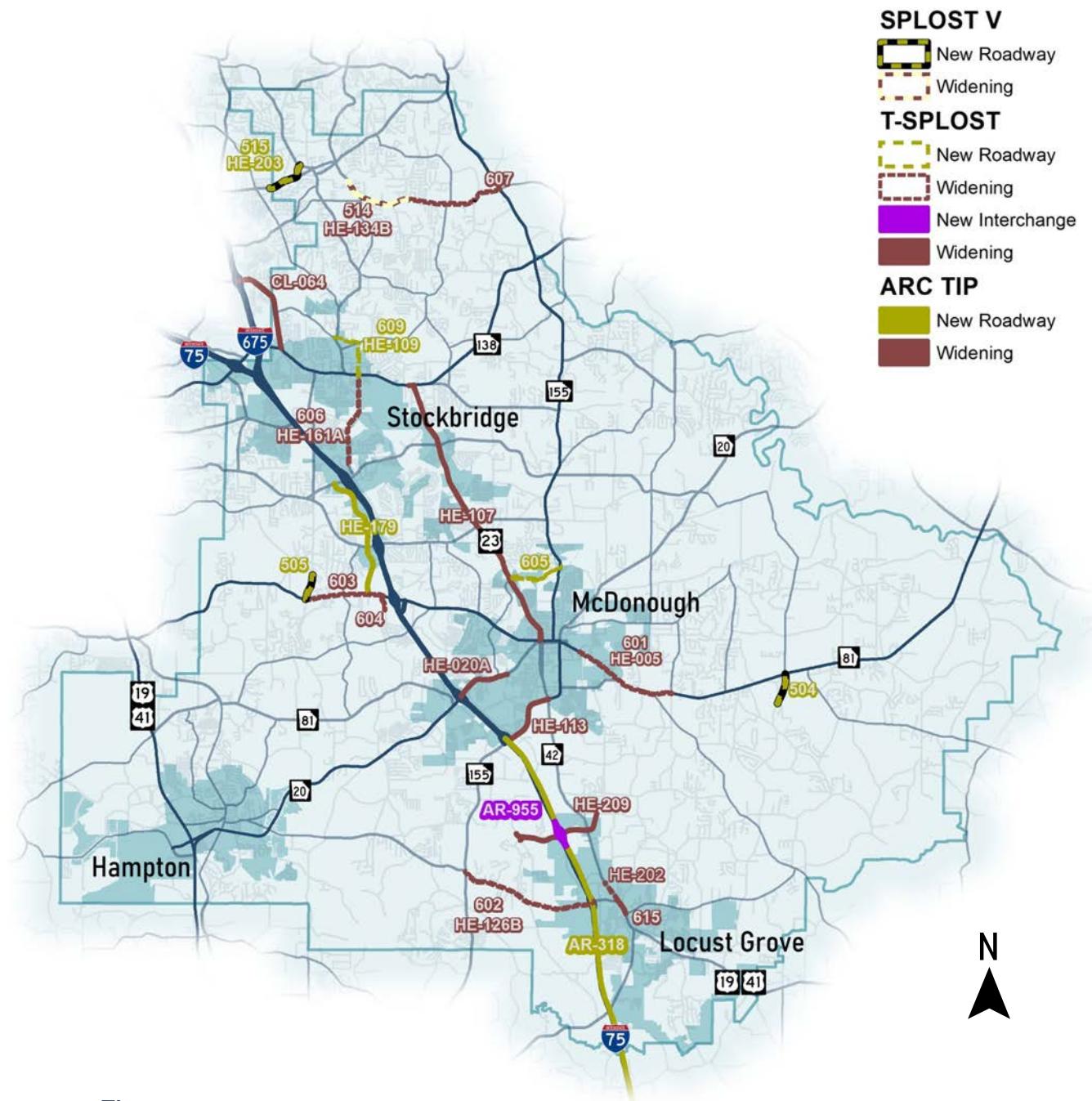


Figure B-4.1. E+C Projects

Table B-4.1. E+C Project List

SPLCOT ID	ARC-ID	Type	Name
504	-	New Roadway	South Ola Road Extension from Intersection of N. Ola Road at SR 81 to S. Ola Road
505	-	New Roadway	Flippen Road Extension from Stratford Circle to N. Mt. Carmel Road
514	HE-134B	Widening	Fairview Road Widening from Just Southwest of Panola Road to Hearn Road
515	HE-203	New Roadway	West Village Parkway Widening from Stagecoach Road to Fairview Road
-	HE-202	Widening	SR 42/US 23 Widening from Bill Gardner Parkway to Peeksville Road
-	HE-020A	Widening	SR 20 Widening from I-75 South Ramps to Phillips Drive
-	HE-179	New Roadway	Western Parallel Connector from Hudson Bridge Road to Jonesboro Road
-	AR-318	New Roadway	Western Parallel Connector from I-475 in Monroe County to SR 155
-	CL-064	Widening	US 23 Widening from I-675 to SR 138
-	HE-107	Widening	SR 42/US 23 Widening from SR 138 to Downtown McDonough
612	HE-113	Widening	SR 155 Widening from I-75 South Ramps to SR 42/US 23
606	HE-161A	Widening	Rock Quarry Road Widening from SR 138 to Eagles Landing Parkway
609	HE-109	New Roadway	Rock Quarry Road Extension from Valley Hill Road to SR 138
615	-	Widening	SR 42/US 23 Widening from Commerce Parkway to Bill Gardner Parkway
605	-	New Roadway	McDonough Parkway Extension from Old McDonough Road (Near Walnut Creek Elementary) to SR 155
602	HE-126B	Widening	Bill Gardner Parkway Widening from SR 155 to I-75 South Ramps
603	-	Widening	Jonesboro Road Widening from N. Mount Carmel Road to Mill Road
601	HE-005	Widening	SR 81 Widening Phase 1 from Post Master Drive to N. Bethany Road
604	-	Widening	Mill Road Widening from Jonesboro Road to Crittle Creek
607	-	Widening	Fairview Road Widening from Hearn Road to SR 155
	HE-AR-020	Interchange	SR 20 DDI
	AR-955	Interchange	Bethlehem Road interchange including Bethlehem Road extension and realignment
		Transit	Mt Carmel Park & Ride

Figures B-4.2 and **B-4.3** compare the number of lanes in the 2020 model network and the 2050 E+C network. Using the updated laneage of the E+C Model Network, daily volumes of the E+C model were compared to resultant capacity of the roadways to get a measure of congestion call Level of Service (LOS).

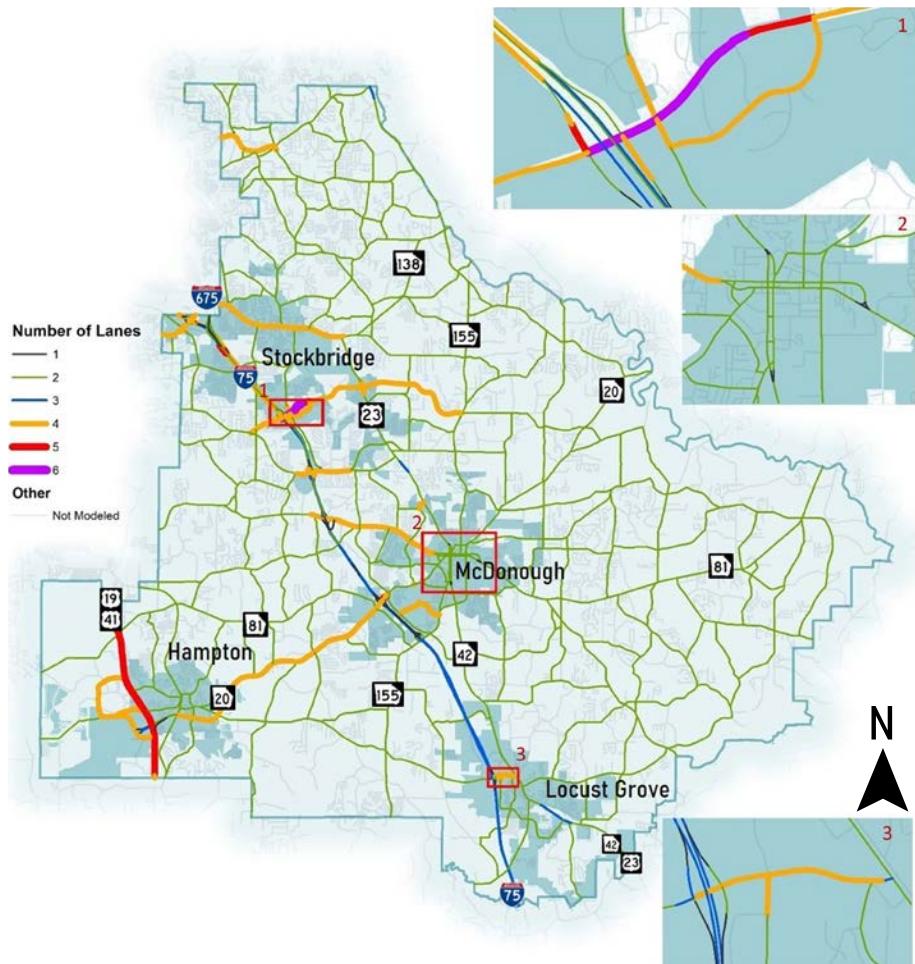


Figure B-4.2. 2020 Laneage

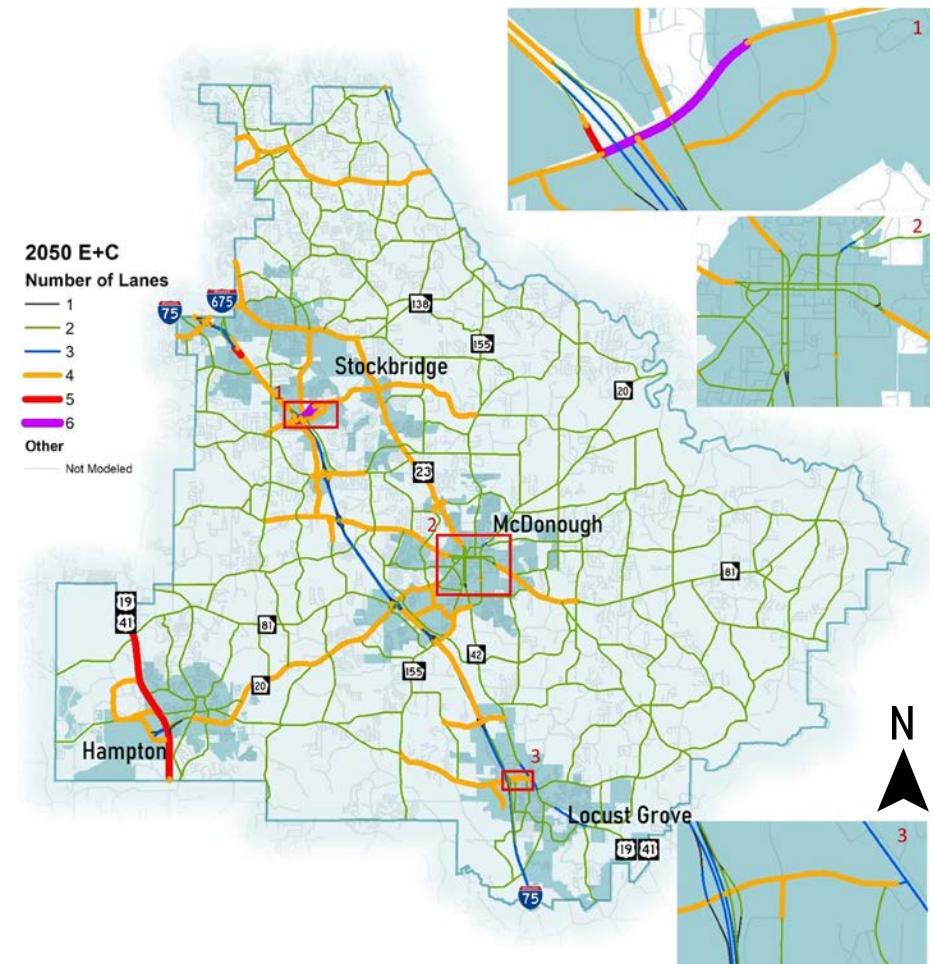
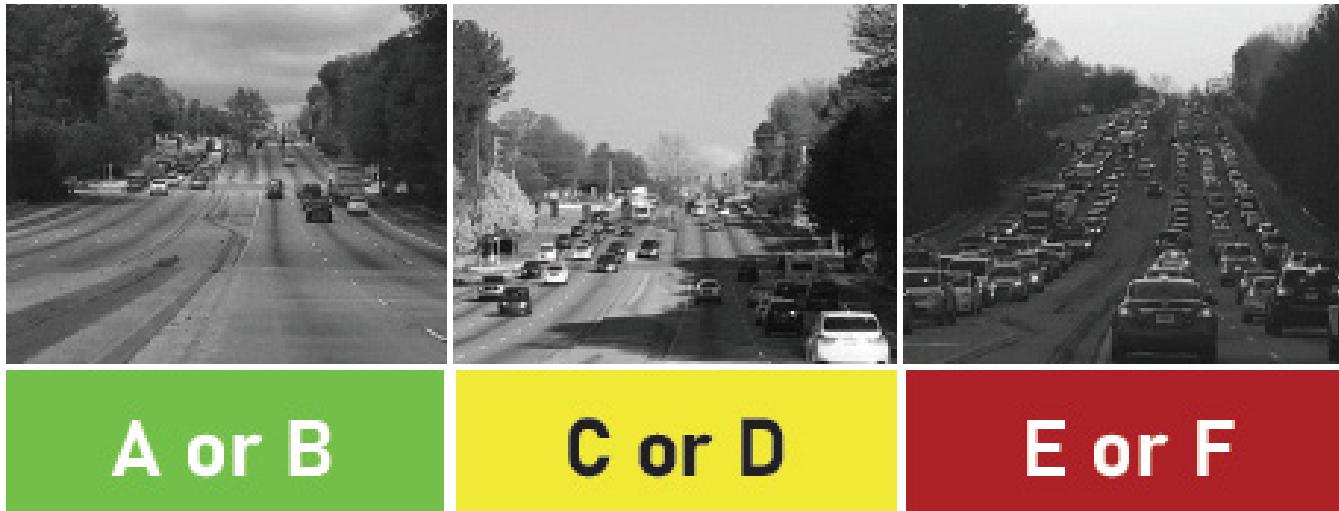


Figure B-4.3. 2050 E+C Laneage

LEVEL OF SERVICE

Level of Service (LOS) is a measure of congestion derived from the TDM. Similar to a grading scale, LOS ranges from A to F, with A being the least congested and F being the worst congested. The image below shows what drivers see during these LOS environments.



Different jurisdictions have different policies, but generally a LOS of A through D is considered acceptable, while LOS of E or F indicates that an improvement is needed. Based on projected growth by 2050 and after the committed projects are implemented, several roadway segments are forecast to remain congested. **Table B-4.2** lists the major congested roadway segments in the E+C model that experience LOS E or F in the morning or afternoon peak period. These needs can be grouped and summarized into the following key congested corridors. Long-range projects already in the RTP are also listed as applicable.

The AM and PM 2050 E+C modeled LOS are shown in **Figures B-4.4** and **B-4.5**.

Table B-4.2. Major Congested Roadways (2050 E+C)

Congested Corridor	Road (including from & to)	AM Direction, LOS	PM Direction, LOS
SR 155 south of I-75	SR 155 between Avalon Parkway & I-75 SB ramp	EB, E WB, F	Both, F
	SR 155 between Avalon Parkway & Westridge Parkway	Both, E	EB, E WB, F
	SR 155 between Westridge Parkway & Greenwood Industrial Parkway	SB, E	Both, E
	SR 155 between Moseley Road & Millers Mill Road	SB, E	NB, F SB, E
	SR 155 between McDonough Parkway & Campground Road		Both, E
	SR 155 between Campground Road & N Salem Drive		NB, E
	SR 155 between N Salem Drive & E Lakes Parkway	SB, E	Both, E
	SR 155 between E Lakes Parkway & SR 155	SB, E	NB, F
	SR 155 between Millers Mill Road & Little Canadian Creek		NB, E
	SR 155 between Moseley Road & Reagan Road	SB, E	NB, E
SR 155 north of McDonough	SR 155 between Lawrenceville Street & Ben Horton Drive		NB, E
	SR 81 between S Bethany Road & Sunflower Meadows Drive	WB, F	EB, F WB, E
	SR 81 between Sunflower Meadows Drive & Hilda Way	WB, F	EB, F
	SR 81 between Hilda Way & River Park Circle	WB, F	EB, F WB, E
	SR 81 between River Park Circle & Pine Tree Drive	WB, F	EB, F
	SR 81 between Pine Tree Drive & Keys Ferry Road	WB, E	EB, E
SR 138 east of US 23	SR 138 between SR 42 & Millers Mill Road	WB, F	EB, F WB, E
	SR 138 between Millers Mill Road & Moseley Road	WB, E	EB, E
Flippen Road south of Jodeco Road	Flippen Road between Hudson Bridge Road & Jodeco Road	NB, E	SB, E
	Flippen Road between Jodeco Road & Jodeco Station Drive	NB, E	SB, F
	Flippen Road between Jodeco Station Drive & Roundtree Court	NB, E	SB, E
	Flippen Road between Roundtree Court & Lewie Road		SB, E

Table B-4.2. (Cont'd) Major Congested Roadways (2050 E+C)

Congested Corridor	Road (including from & to)	AM Direction, LOS	PM Direction, LOS
US 23 south of Bill Gardner Parkway	SR 42 between Bill Gardner Parkway & Peeksville Road	NB, F	NB, F
	SR 42 between Peeksville Road & Indian Creek Road	Both, E	NB, E SB, F
	SR 42 between Indian Creek Road & MLK Jr Boulevard	Both, F	Both, F
	SR 42 between MLK Jr Boulevard & Grove Road	NB, F	NB, E SB, F
SR 20 north of McDonough	SR 20 between Tomlinson Street & Turner Street	SB, E	SB, E
	SR 20 between Lawrenceville Street & Tomlinson Street	SB, E	
	SR 20 between Lawrenceville Street & north of St McGarity Road		SB, F
	SR 20 between Clearview Circle & north of McGarity Road	SB, F	NB, E
	SR 20 between Clearview Circle & Packer Road	SB, E	NB, E
	SR 20 between Packer Road & Turner Church Road	SB, E	
	SR 20 between Turner Church Road & Elliott Road	SB, E	NB, E
	SR 20 between Elliott Road & Airline Road	SB, E	
		SB, E	NB, E
	SR 20 between Lawrenceville Street & Tomlinson Street	SB, E	
	SR 20 between Lawrenceville Street & north of St McGarity Road		SB, F
	SR 20 between Clearview Circle & north of McGarity Road	SB, F	NB, E
	SR 20 between Clearview Circle & Packer Road	SB, E	NB, E
	SR 20 between Packer Road & Turner Church Road	SB, E	

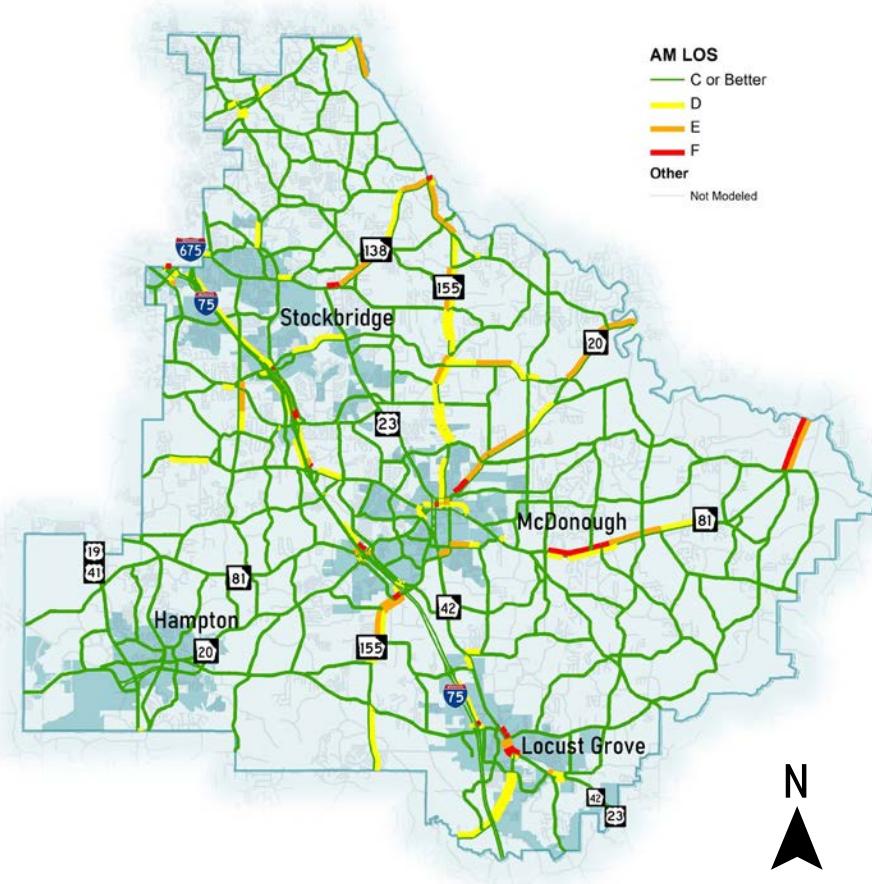


Figure B-4.4. 2050 AM LOS

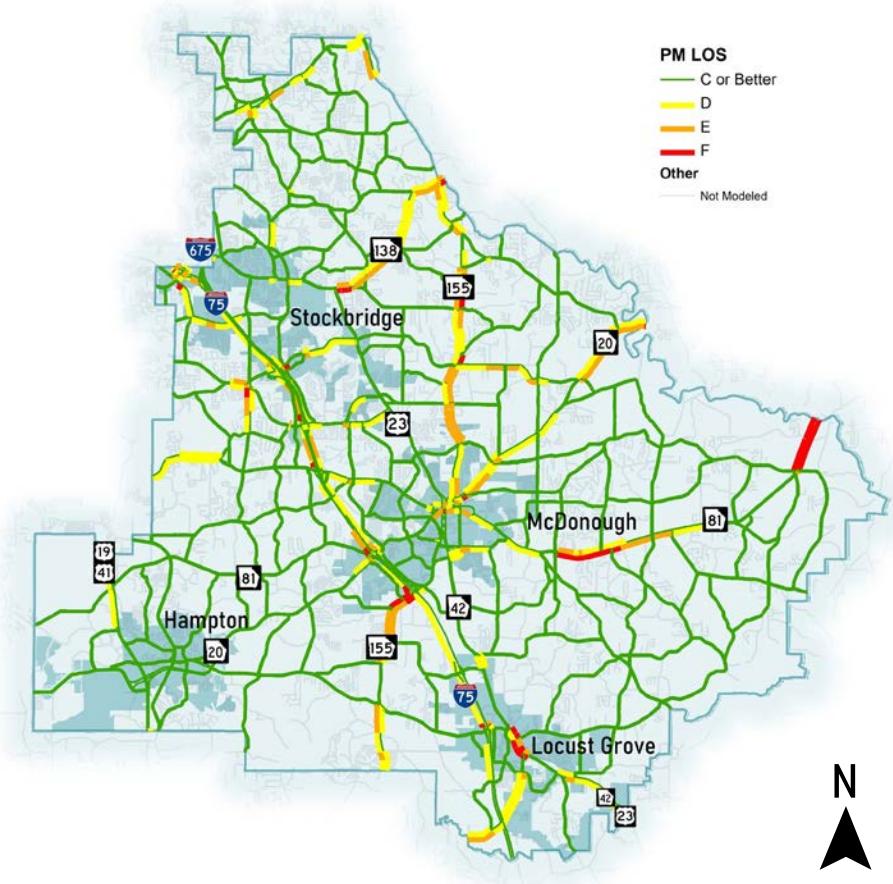


Figure B-4.5. 2050 PM LOS

TRAVEL TIME INDEX

INRIX is a data set that collects historical observed, real world, performance data from cell phones, car navigation systems, and GPS units. This data can be used to create two key measures of the roadway network, 1) the travel time index (TTI), and 2) bottleneck rankings. This section ranks roadway segments by TTI, describes TTI trends throughout the day and between 2019 and 2020, and examines weekend TTI patterns. Trends between 2019 and 2020 were examined to explore the impacts of the COVID-19 pandemic on travel patterns. It is important to note that, while this data set provides fantastic insight into the historical performance of the road network, not all roadways in the county are covered. The data covers mainly the state routes in the county along with a selection of county or city roads.

TTI is the ratio of congested travel time to free-flow travel time. A TTI of 1.0 indicates no congestion, as the congested travel time equal the free-flow travel time. When the TTI is 2.0, travel during congested conditions takes twice as long as during free flow.

Table B-4.3 lists the roadway segments ranked by TTI for 5pm weekday. Note that several congested segments are Interstate ramps. SR 155, SR 20, and downtown McDonough are key congested areas. **Figure B-4.6** displays the TTI for a representative congested condition – 5PM afternoon peak hour in 2019 (April through December). In addition to April through December 2019, TTI was also examined for April through December 2020. The TTI data and rankings shows similar overall trends between 2019 and 2020. However, 2019 has slightly more congestion than 2020, likely due to COVID-19 in 2020.

Table B-4.3. Congestion Ranking: 2019 5PM Weekday Travel Time Index (TTI)

Rank	TTI	Road Name	From	To	Direction	Notes
1	2.74	I-75 NB off ramp	I-75	SR 138 / Lake Spivey Parkway	WB	Interstate ramp
2	2.60	Jonesboro Road	McDonough Parkway	Tarpley Street	EB	Roundabout
3	2.60	Jonesboro Road	Tarpley Street	Griffin Street	EB	Continuation of #2
4	2.49	I-75 SB off ramp	I-75	SR 138 / Lake Spivey Parkway	EB	Interstate ramp
5	2.44	Amah Lee Drive	Old Hwy 3	W Main Street	WB	Railroad crossing
6	2.32	Zack Hinton Parkway S / SR 155	John Frank Ward Boulevard	Keys Ferry Street	SB	Downtown McDonough
7	2.17	Zack Hinton Parkway S / SR 155	Macon St	Keys Ferry Street	NB	Downtown McDonough
8	2.17	SR 155	I-75 EB on/off ramp	I-75 WB on/off ramp	NB	Between I-75 ramps
9	2.17	SR 155	Bill Gardner Parkway	I-75 EB on/off ramp	NB	Continuation of #8
10	2.15	Clark Road	Fairview Rd	Mid-block	NB	
11	2.12	W Panola Road	East Atlanta Rd	Mid-block	WB	
12	2.06	SR 155	US 29	I-75 WB on/off ramp	SB	Connecting to I-75 ramps
13	2.06	SR 155	I-75 WB on/off ramp	I-75 EB on/off ramp	SB	Between I-75 ramps
14	2.06	E Main Street S	SR 20 EB off ramp	SR 20 WB off ramp	NB	Between SR 20 ramps
15	2.03	SR 155	I-75 WB on/off ramp	US 29	NB	Continuation of #9
16	2.01	Hampton-McDonough Road	I-75 EB off ramp	Avalon Parkway	SB	
17	2.01	SR 20 SB off ramp	SR 20	Avalon Parkway	SB	Interstate ramp
18	2.01	Little Road	Bear Creek Boulevard SB	Bear Creek Boulevard NB	EB	Bear Creek Boulevard at Little Road Intersection

Hourly TTI Assessment

The INRIX TTI data indicates that conditions on many of the most congested road segments in Henry County remain congested throughout the day, without typical peaks in the morning and afternoon that taper off mid-day. This can be seen in **Table B-4.4**, which shows the hourly TTI of the congested segments ranked by 5pm TTI. In addition, the afternoon peak is more congested than the morning peak. The 5PM weekday TTI in 2019 is mapped in **Figure B-4.6**.

Table B-4.4. Hourly Congestion Distribution of Top Congested Segments (2019 TTI)

Rank	Road	AM Peak						Mid-Day						PM Peak												
		12am	01am	02am	03am	04am	05am	06am	07am	08am	09am	10am	11am	12pm	01pm	02pm	03pm	04pm	05pm	06pm	07pm	08pm	09pm	10pm	11pm	
1	I-75 NB off ramp	1.49	1.50	1.49	1.49	1.50	1.59	1.81	2.28	2.98	2.45	2.51	2.57	2.54	2.58	2.66	2.74	2.77	2.74	2.82	2.69	2.56	2.57	2.57	1.74	
2	Jonesboro Rd	1.03	1.03	1.03	1.03	1.03	1.05	1.16	1.41	1.69	1.70	1.76	1.81	1.90	2.00	1.97	2.10	2.30	2.60	2.25	1.83	1.82	1.76	1.63	1.17	
3	Jonesboro Rd	1.03	1.03	1.03	1.03	1.03	1.05	1.16	1.41	1.69	1.70	1.76	1.81	1.90	2.00	1.97	2.10	2.30	2.60	2.25	1.83	1.82	1.76	1.63	1.17	
4	I-75 SB off ramp	1.14	1.12	1.12	1.11	1.13	1.14	1.33	1.64	1.83	1.98	2.04	2.18	2.35	2.39	2.45	2.42	2.42	2.49	2.34	2.14	1.96	1.86	1.69	1.30	
5	Amah Lee Dr	1.22	1.22	1.22	1.22	1.22	1.21	1.20	1.25	1.98	2.51	2.65	2.66	2.77	2.83	2.63	2.55	2.31	2.44	2.31	1.87	1.25	1.22	1.22	1.23	
6	Zack Hinton Pkwy 5	1.11	1.10	1.10	1.10	1.10	1.11	1.16	1.48	1.83	1.72	1.80	1.97	2.26	2.10	2.06	2.20	2.20	2.32	2.25	2.04	1.87	1.90	1.77	1.20	
7	Zack Hinton Pkwy 5	1.00	1.00	1.00	1.00	1.00	1.01	1.14	1.32	1.53	1.45	1.50	1.66	1.82	1.88	1.91	2.16	2.17	2.17	1.81	1.49	1.38	1.34	1.26	1.03	
8	SR 155	1.00	1.00	1.00	1.02	1.01	1.11	1.27	1.47	1.50	1.38	1.42	1.48	1.62	1.67	1.97	2.39	2.05	2.17	1.79	1.39	1.26	1.23	1.20	1.03	
9	SR 155	1.00	1.00	1.00	1.02	1.01	1.11	1.27	1.47	1.50	1.38	1.42	1.48	1.62	1.67	1.97	2.39	2.05	2.17	1.79	1.39	1.26	1.23	1.20	1.03	
10	Clark Rd	1.41	1.40	1.40	1.40	1.41	1.42	1.47	1.81	2.10	2.14	2.14	2.12	2.14	2.20	2.21	2.20	2.17	2.15	2.12	2.09	2.09	2.09	2.09	2.02	1.64
11	W Panola Rd	1.41	1.41	1.41	1.41	1.37	1.39	1.45	1.56	1.80	1.84	1.90	1.95	2.00	2.01	2.04	2.07	2.09	2.12	2.12	2.05	2.06	2.00	1.87	1.51	
12	SR 155	1.00	1.00	1.00	1.00	1.00	1.05	1.34	1.63	1.53	1.41	1.46	1.57	1.77	1.77	2.16	2.10	1.76	2.06	1.73	1.40	1.30	1.31	1.25	1.02	
13	SR 155	1.00	1.00	1.00	1.00	1.00	1.05	1.34	1.63	1.53	1.41	1.46	1.57	1.77	1.77	2.16	2.10	1.76	2.06	1.73	1.40	1.30	1.31	1.25	1.02	
14	E Main St 5	1.15	1.14	1.14	1.14	1.16	1.23	1.18	1.36	1.70	1.78	1.90	1.97	1.96	2.05	2.02	2.11	2.06	2.06	2.10	2.07	2.11	2.03	1.85	1.30	
15	SR 155	1.03	1.02	1.02	1.02	1.03	1.05	1.16	1.33	1.38	1.31	1.31	1.37	1.47	1.51	1.50	1.58	1.70	2.03	1.62	1.36	1.27	1.22	1.19	1.07	
16	Hampton-McDonough Rd	1.05	1.04	1.05	1.05	1.06	1.03	1.14	1.28	1.36	1.44	1.51	1.65	1.95	1.97	1.97	2.06	2.05	2.01	1.95	1.65	1.45	1.38	1.31	1.10	
17	SR 20 SB off ramp	1.05	1.04	1.05	1.05	1.06	1.03	1.14	1.28	1.36	1.44	1.51	1.65	1.95	1.97	1.97	2.06	2.05	2.01	1.95	1.65	1.45	1.38	1.31	1.10	
18	Little Rd	1.01	1.02	1.02	1.01	1.02	1.02	1.04	1.04	1.48	1.91	2.12	2.18	2.33	2.37	2.30	2.30	2.21	2.01	1.83	1.35	1.04	1.04	1.03	1.02	

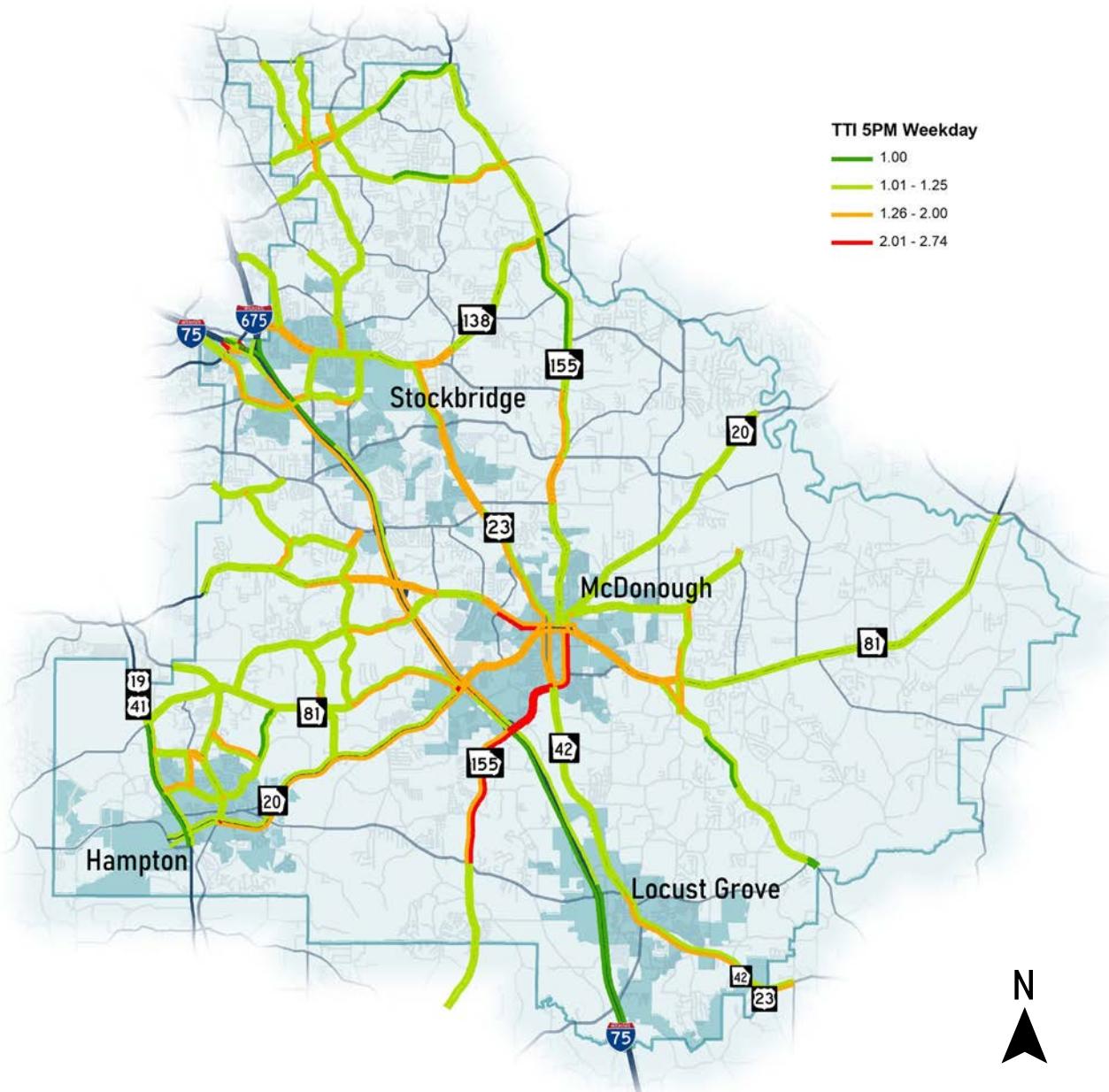


Figure B-4.6. 2019 5PM Weekday Travel Time Index (TTI)

Weekend TTI Assessment

Weekends generally do not experience morning and afternoon peak periods typical of weekdays. However, roads can often have higher mid-day congestion than on weekdays due to shopping and other generated activities. **Figure B-4.7** shows the mid-day TTI comparison between weekday and weekend. Overall, during the mid-day period, TTI on weekdays are higher than on weekends, especially for those roads connected with downtown McDonough, including SR 20 and SR 155.

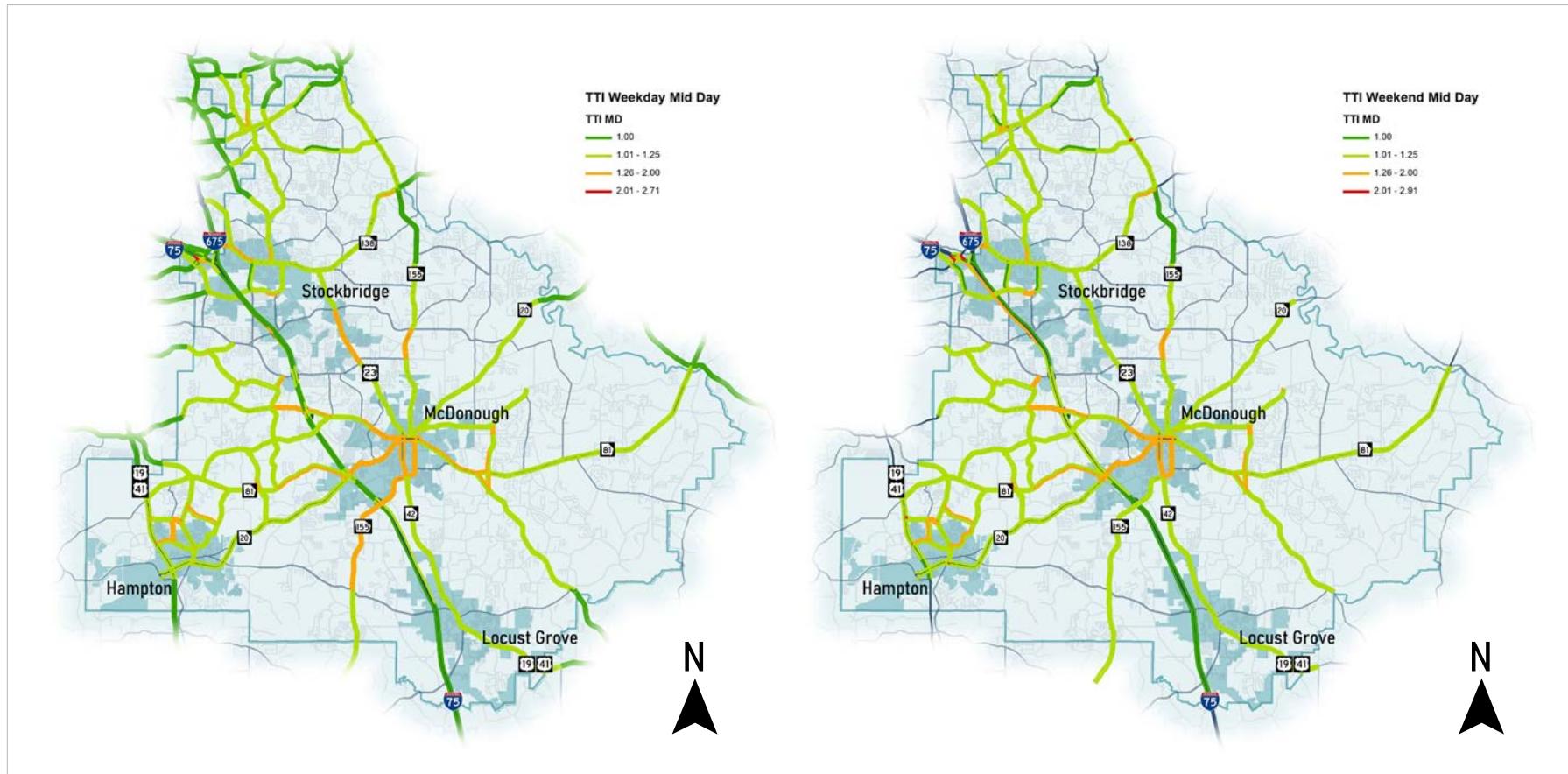


Figure B-4.7. 2019 MD TTI comparison

However, when comparing the TTI values between weekday and weekend in 2019 mid-day, some roads have larger TTI on weekends than weekdays. Jonesboro Road between Chambers Road and I-75 has higher TTI on weekends (approximately 12% higher TTI on weekends than weekdays in the westbound direction and 25% higher eastbound), as **Figure B-4.8** shows. This road serves Henry Town Center, which could experience significant weekend shopping activity.

I-75 southbound from SR 138 to Hudson Bridge Road/Eagles Landing Parkway also shows more than 5% TTI increase on weekends compared to weekdays (see **Figure B-4.9**). Adjacent land uses that could generate weekend traffic include shopping centers, hospitals, and restaurants located along Hudson Bridge Road.

Several roads in Hampton show more than 5% TTI increase in mid-day, such as Elm Street and Oak Street in (see **Figure B-4.10**). Additionally, Chambers Road northbound experiences 11% higher TTI on weekends than weekdays (see **Figure B-4.11**). Chambers Road connects residential communities to major activities centers along Jodeco Road and I-75.

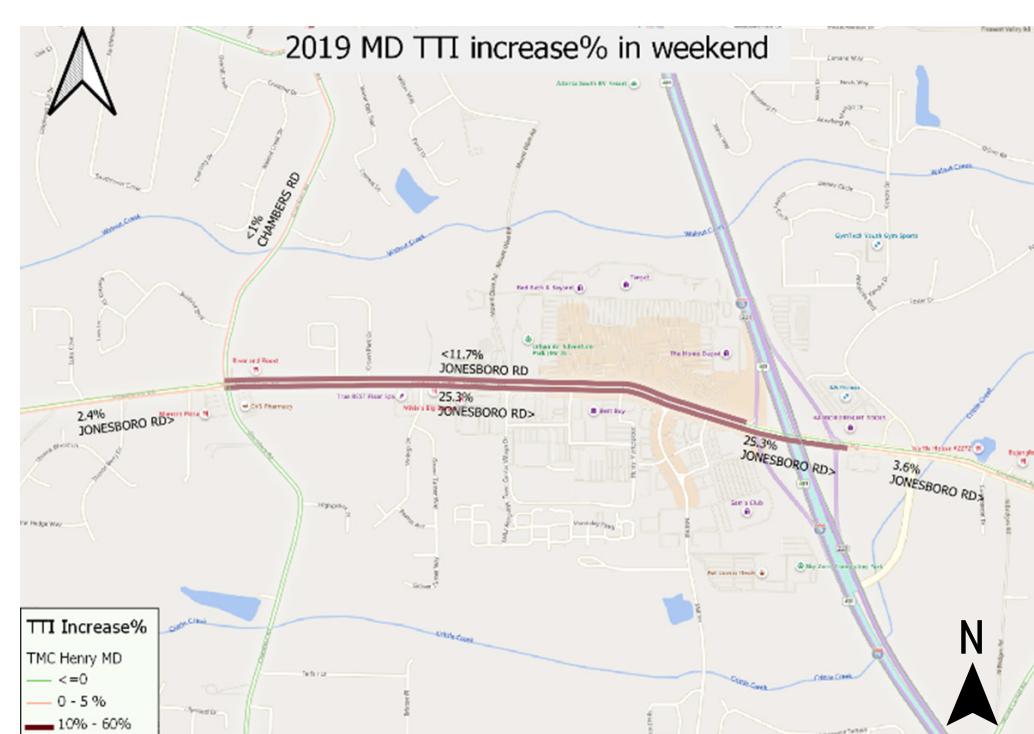


Figure B-4.8. 2019 Mid-Day TTI Comparison on Jonesboro Road

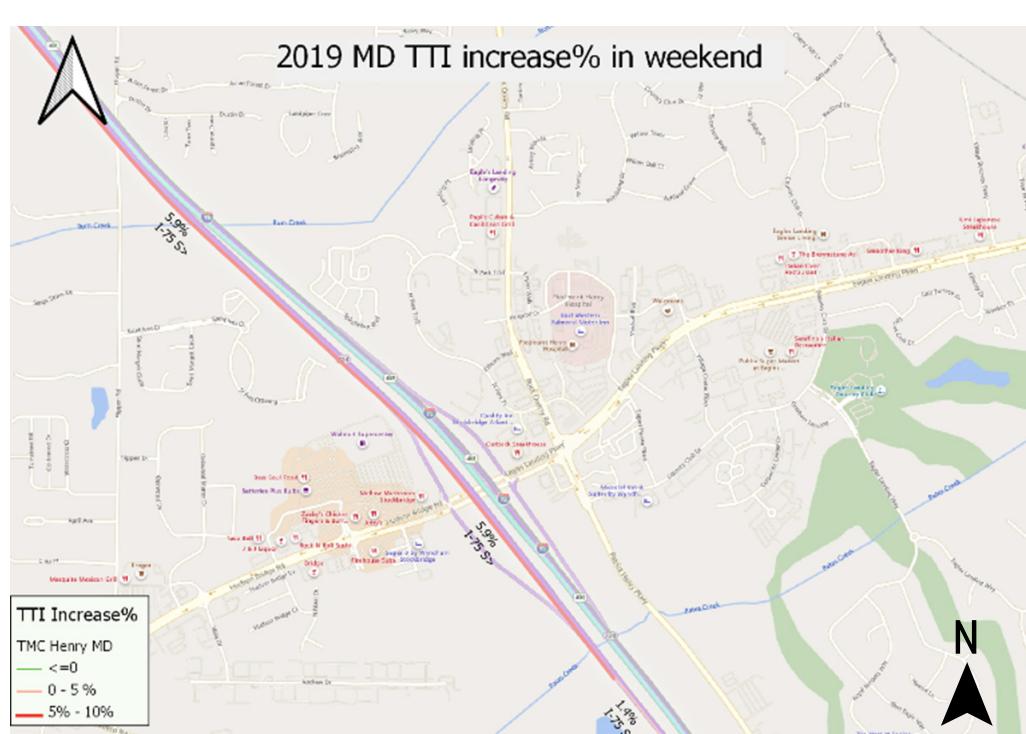


Figure B-4.9. 2019 Mid-Day TTI comparison on I-75 SB



Figure B-4.10. 2019 Mid-Day TTI Comparison in Hampton

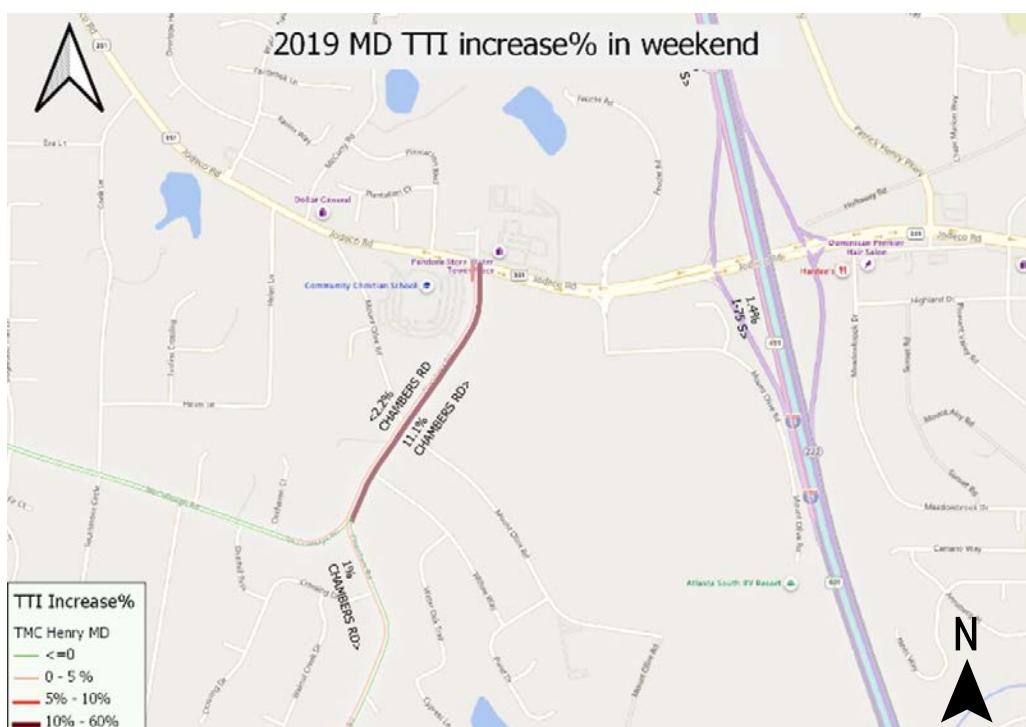


Figure B-4.11. 2019 Mid-Day TTI comparison on Chambers Road

BOTTLENECKS

In addition to the TTI along roadway segments outlined in the previous subsection, INRIX also identifies key bottlenecks, which can inform roadway and intersection existing conditions. A bottleneck occurs when observed speed drops below a threshold. **Figure B-4.12** and **Table B-4.5** show top bottlenecks from April through December 2019.

The bottleneck head location in the table and the point locations in the map indicate where the congestion starts. The bottlenecks can extend for miles and last for hours, as indicated by average queue lengths and daily duration. The speed differential compares the free-flow speed and observed speed, and “congestion” relates the queue length weighted by the observed speed as a percentage of free-flow speed. The total delay considers the queue length weighted by the difference in free-flow and observed travel time and the traffic volume.

Most of the top bottlenecks are along I-75, which has higher volumes than other roads in the county. The bottlenecks that start at locations not involving I-75 are highlighted in yellow in Table X. Key local bottlenecks include downtown McDonough, SR 155 near I-75, and SR 20 near I-75. Of particular note are the downtown McDonough bottlenecks that despite having moderate volume experience a large speed differential.

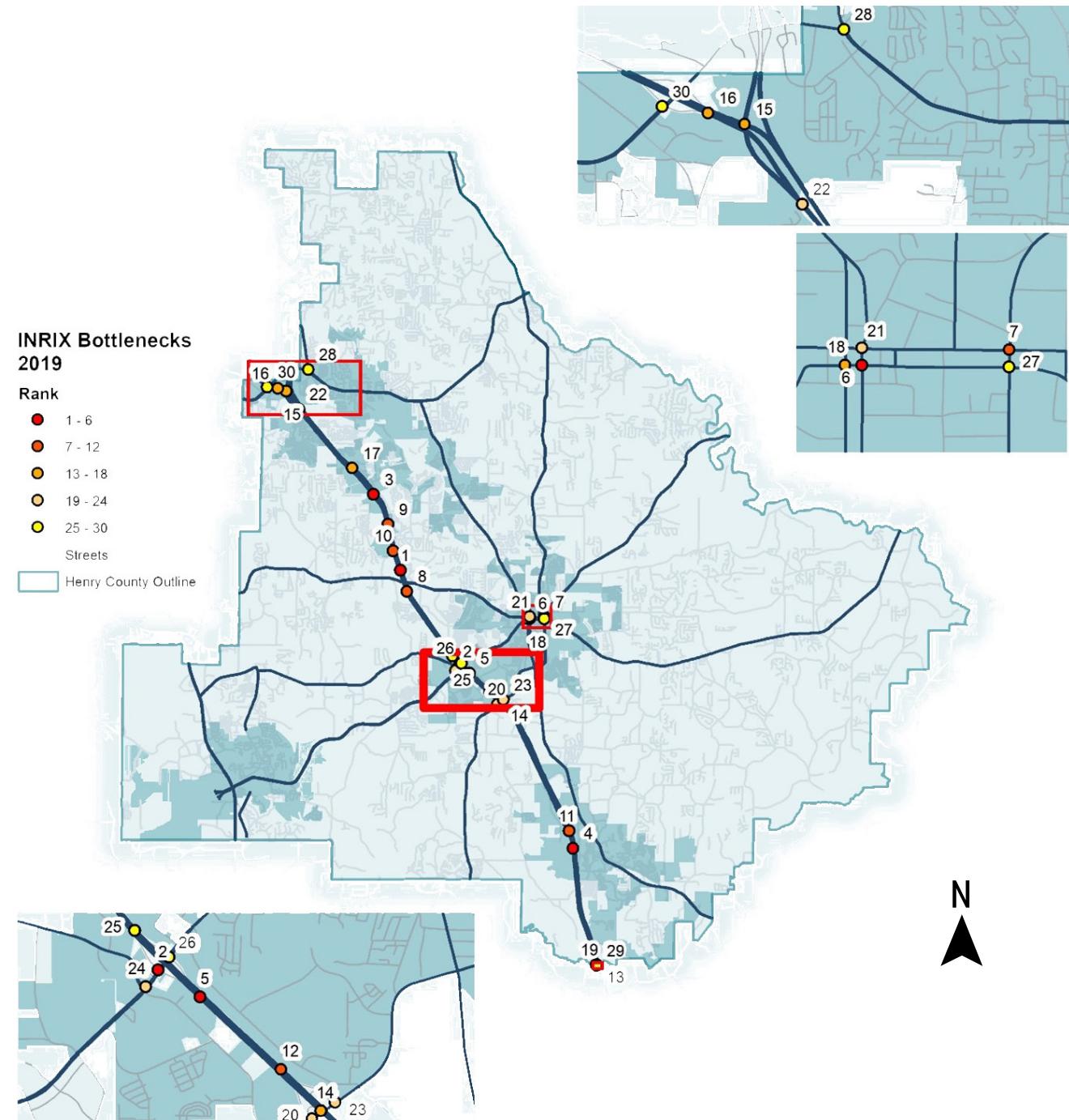


Figure B-4.12. INRIX Bottlenecks (2019)

Table B-4.5. INRIX Bottlenecks (2019)

Rank	Bottleneck Head Location	Queue Length (mi.)	Average Daily Duration	Volume Estimate	Speed Differential	Congestion	Total Delay
1	I-75 N at Jonesboro Road/Exit 221	7.1	1 h 53 m	52,519	8,391,814	368,404	314,162,352
2	SR 20 S at I-75	3.1	2 h 59 m	59,220	2,166,005	167,496	238,390,857
3	I-75 S at Hudson Bridge Road/Exit 224	4.1	2 h 2 m	65,110	5,040,837	229,719	237,445,913
4	I-75 S at Bill Gardner Parkway/Exit 212	6.0	39 m	45,251	2,807,542	221,541	202,725,930
5	I-75 S at SR 20/SR 81/Exit 218	5.4	1 h 7 m	64,911	3,736,270	168,181	170,461,063
6	SR 20 N at US-23/SR 42/JF Ward Boulevard/Atlanta Street	3.5	3 h 1 m	38,429	2,930,914	196,693	168,405,624
7	SR 20 N at SR 155/J F Ward Boulevard/Keys Ferry Street	2.7	4 h 22 m	31,506	3,215,213	220,305	168,144,110
8	I-75 S at Jonesboro Road/Exit 221	6.2	28 m	62,987	2,301,781	133,988	157,959,635
9	I-75 N at Jodeco Road/Exit 222	7.7	47 m	54,199	3,784,756	168,754	149,639,763
10	I-75 S at Jodeco Road/Exit 222	5.2	30 m	64,923	1,923,631	109,449	130,025,655
11	I-75 N at Bill Gardner Parkway/Exit 212	5.0	34 m	36,098	2,106,449	176,892	124,489,797
12	I-75 N at SR 155/Exit 216	6.1	21 m	42,928	1,632,661	132,991	107,108,008
13	I-75 S at Henry/Spalding County Line	5.4	16 m	38,239	1,217,768	110,462	85,716,570
14	I-75 S at SR 155/Exit 216	3.5	19 m	58,147	1,048,681	69,723	78,846,480
15	I-75 N at I-675/Exit 227	4.5	7 m	70,451	499,062	51,090	68,496,597
16	I-75 S at SR 138/Exit 228	3.1	10 m	61,661	420,881	55,098	68,382,604
17	I-75 N at Hudson Bridge Road/Exit 224	5.3	11 m	65,553	720,372	47,059	57,719,559
18	SR 20 S at US 23/SR 42/JF Ward Boulevard/Atlanta Street	0.6	3 h 26 m	43,932	427,820	40,080	57,499,219
19	I-75 N at Spalding/Henry County Line	4.0	14 m	36,651	832,503	73,431	54,007,943
20	SR 155 S at I-75	2.3	4 h 16 m	9,390	2,799,837	211,129	52,051,235
21	US 23 N at SR 20/SR 81/Courthouse Square	1.7	2 h 45 m	21,620	1,224,757	93,851	50,841,381
22	I-75 S at I-675/Exit 227	2.0	14 m	59,112	453,324	40,029	46,315,366
23	SR 155 N at I-75	3.7	3 h 3 m	8,767	3,881,028	242,531	45,097,972
24	SR 81 S at SR 20/Hampton-McDonough Road	1.3	6 h 35 m	11,688	1,817,454	146,047	45,005,801
25	I-75 N at SR 20/SR 81/Exit 218	3.6	21 m	47,789	965,727	50,682	43,188,719
26	SR 20 N at I-75	7.1	17 m	61,928	804,740	39,565	38,615,854
27	SR 155 N at SR 20/SR 81/Keys Ferry Street	3.2	2 h 40 m	7,883	2,757,853	185,541	34,517,253
28	SR 138 E at US 23/SR 42/N Henry Boulevard	0.9	4 h 37 m	13,018	913,012	78,725	29,069,846
29	I-75 S at Spalding/Henry County Line	3.0	8 m	38,725	400,823	33,828	26,945,293
30	SR 138 W at I-75	1.2	2 h 58 m	16,431	796,083	61,178	24,572,285

BRIDGE CONDITIONS

In order to evaluate the state of Henry County's bridges, the National Bridge Inventory (NBI) bridge database was reviewed. This database includes a record of each bridge in the nation, in addition to bridge inspection results. Based on the results of the most recent inspection, each bridge is assigned a rating of Good (G), Fair (F), or Poor (P). This rating is determined by the lowest of the Deck, Superstructure, Substructure, or Culvert condition ratings. There are 139 bridges within Henry County, 81 with a Bridge Condition of Good, 58 with a Bridge Condition of Fair, and none with a Bridge Condition of Poor. Since there are no bridges that are categorized as substandard, it is not necessary to perform a needs assessment for bridges. **Figure B-4.13** presents bridges in Henry County and their respective Bridge Conditions.

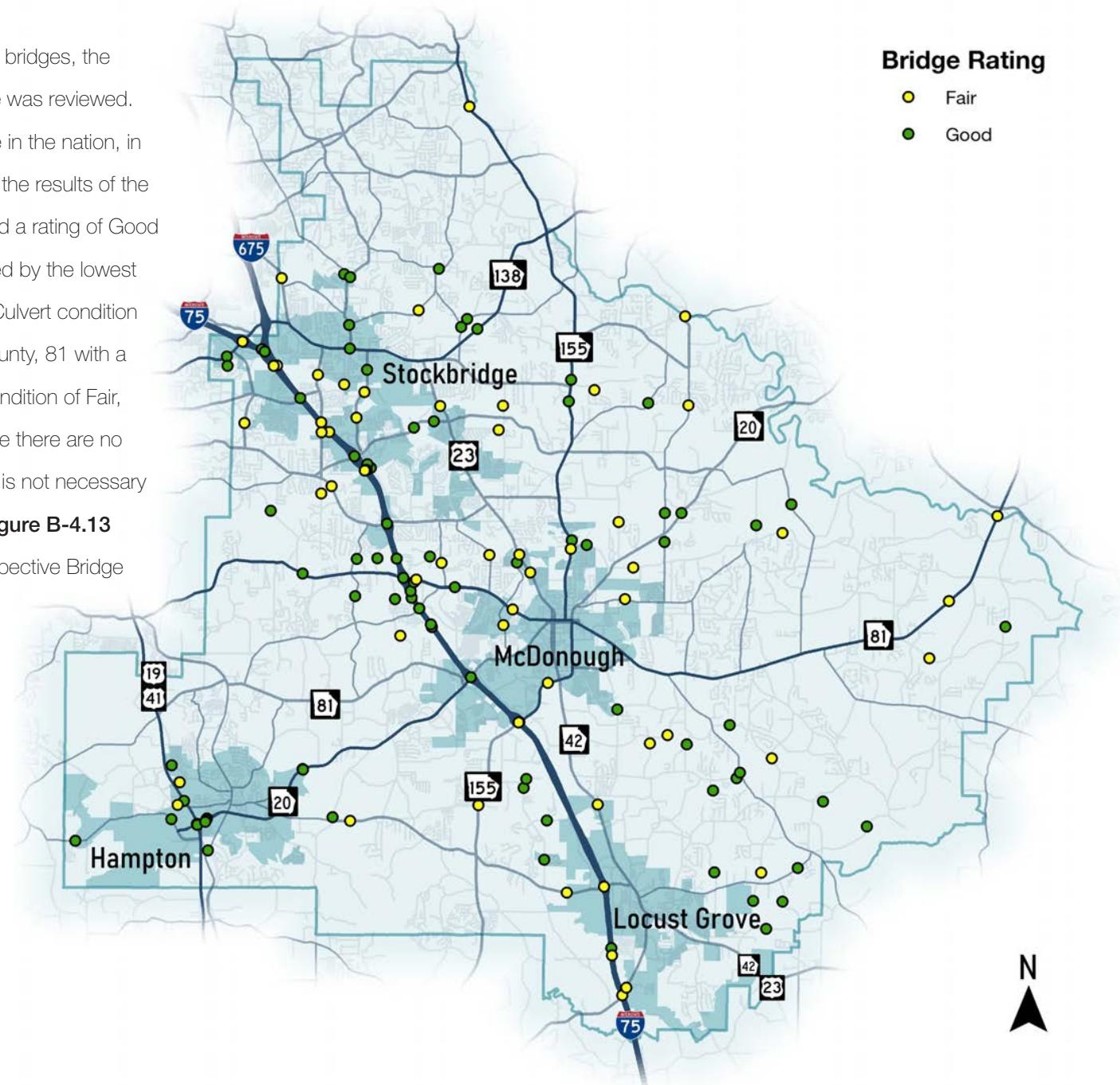


Figure B-4.13. Henry County Bridge Ratings

SAFETY

Safety is a critical component of any transportation network. Facility design and travel patterns can lead to conditions which increase the probability of crashes. Not only are locations with these safety deficiencies dangerous to the user, but they can also restrict mobility and connectivity as frequent crashes severely reduce capacity by blocking one or more travel lanes for a period of time. Safety analysis was performed with the goal of identifying these locations. Two safety analyses were performed: an automobile safety analysis and a bicycle/pedestrian safety analysis. Separate safety analysis methodologies are needed for these modes due to the fact that historical crash trends are far less predictive of bicycle and pedestrian crashes than automobile crashes.

AUTOMOBILE SAFETY ANALYSIS

The methodology for automobile safety analysis primarily consisted of comparing crash rates across intersections and corridors to identify the locations with the most frequent crashes relative to vehicular demand. Crash rates identify the rate of crashes per 100 million vehicle miles traveled/million entering vehicles along corridors and at intersections. Utilizing crash rates instead of number of crashes as the criteria ensures that the analysis would not overly weight high volume locations, since locations with the highest volume often correlate to locations

with the highest number of crashes. The Atlanta Regional Commission's (ARC) 2020 Travel Demand Model was used to identify the volume and location of roadway segments and intersections. For this analysis, roadway segments were considered as the entire section of a roadway between two intersections of ARC model facilities. This is a different definition than the ARC model segments, which are separated by intersections with connectors. This aggregation was performed so that segments would be of sufficient length to ensure that analysis corridors are of meaningful length. The daily volume along each segment was determined using the average traffic volumes from all model segments within the roadway segment, weighted by volume. Intersection volumes were determined by calculating the daily volume entering each intersection. Using geospatial data from GDOT's Georgia Accident Electronic Reporting System (GEARS), crash data from the years 2016-2020 were assigned to each segment using a buffer and intersection and crash rates were calculated. Interstates in the county were analyzed separately, due to the unique nature of the facility type. A crash rate was calculated for each interstate segment. Segment crash rates are presented in

Figure B-4.14.

The calculated crash rate for each roadway segment was compared with the GDOT reported state average for roadways of the segment's functional classification. As GDOT does not maintain statewide crash rate data for intersections, each intersection was compared to the average calculated crash rate for intersections within the county. Segments with crash rates over twice the state average and intersections with rates over twice the county average were determined to be high crash locations. These locations are presented in **Figure B-4.15**. Of these high crash rate locations, the thirty intersections and segments with the highest crash rates were identified, and a preliminary safety screening to identify possible safety concerns was performed. The 10 unsignalized intersections with the highest crash rate were also identified, as unsignalized intersections are more likely to have simple design solutions to safety deficiencies. **Figures B-4.17 and B-4.18** and **Tables B-4.6, B-4.7, and B-4.8** present these identified locations.

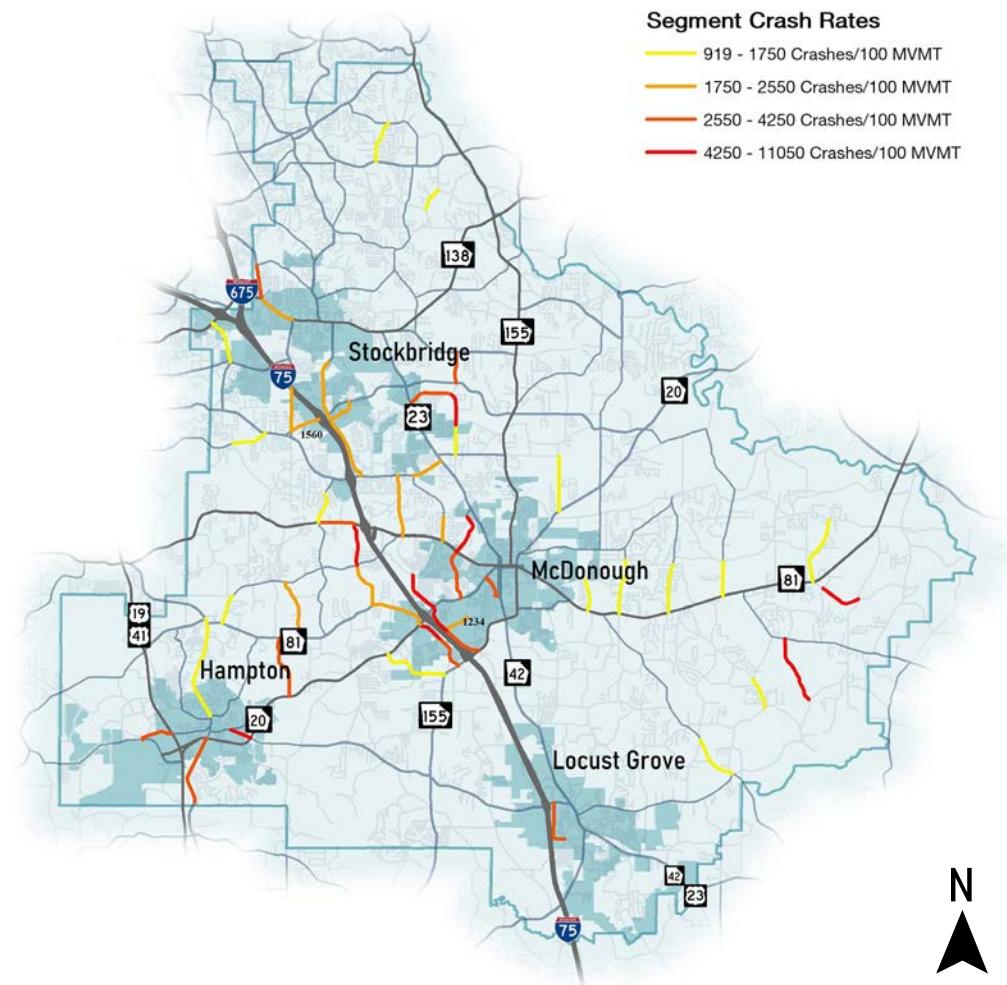


Figure B-4.14. Segment Crash Rates

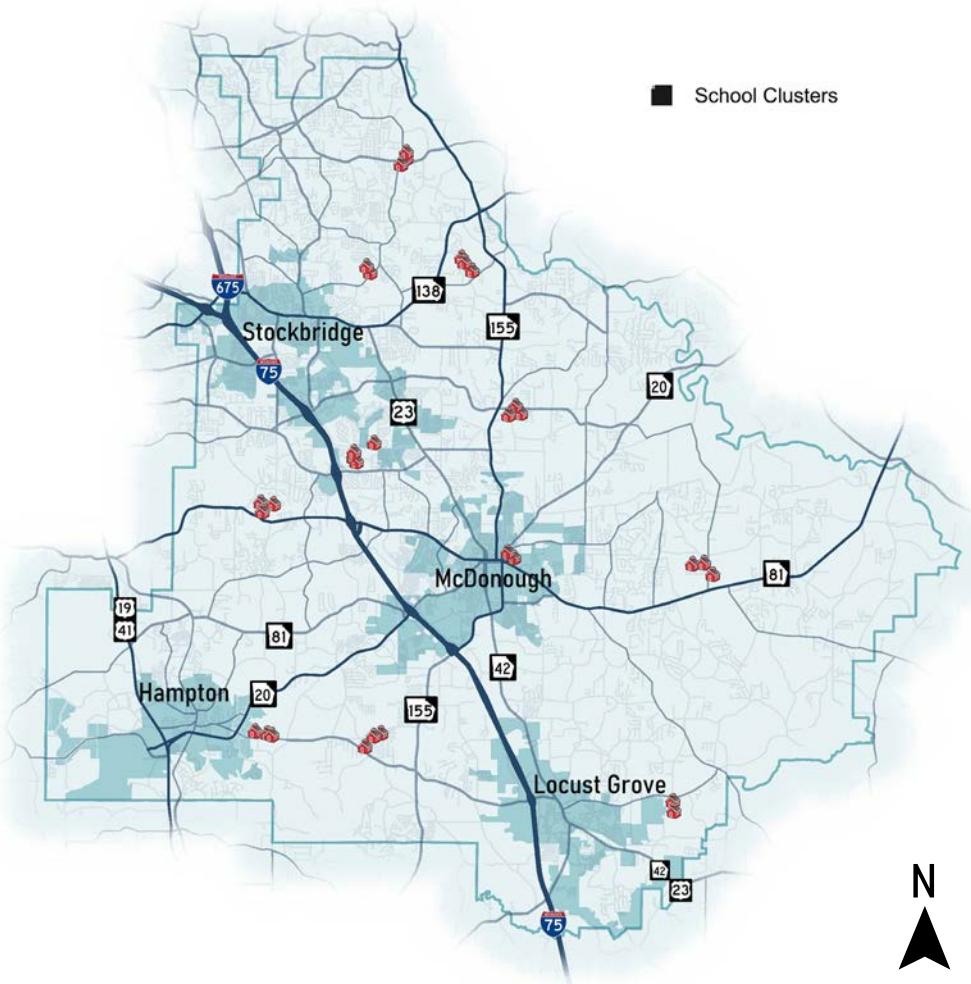


Figure B-4.16. Highest Crash Rate Segments

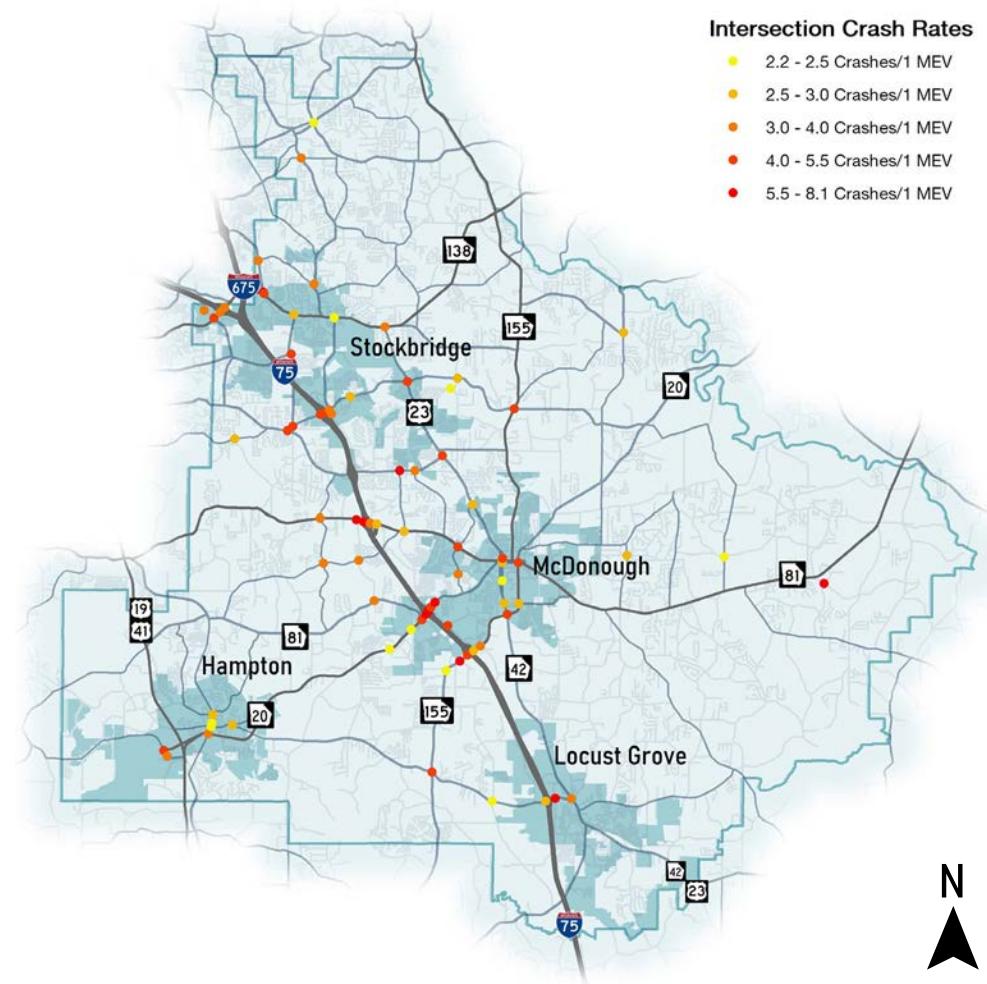


Figure B-4.15. Intersection Crash Rates

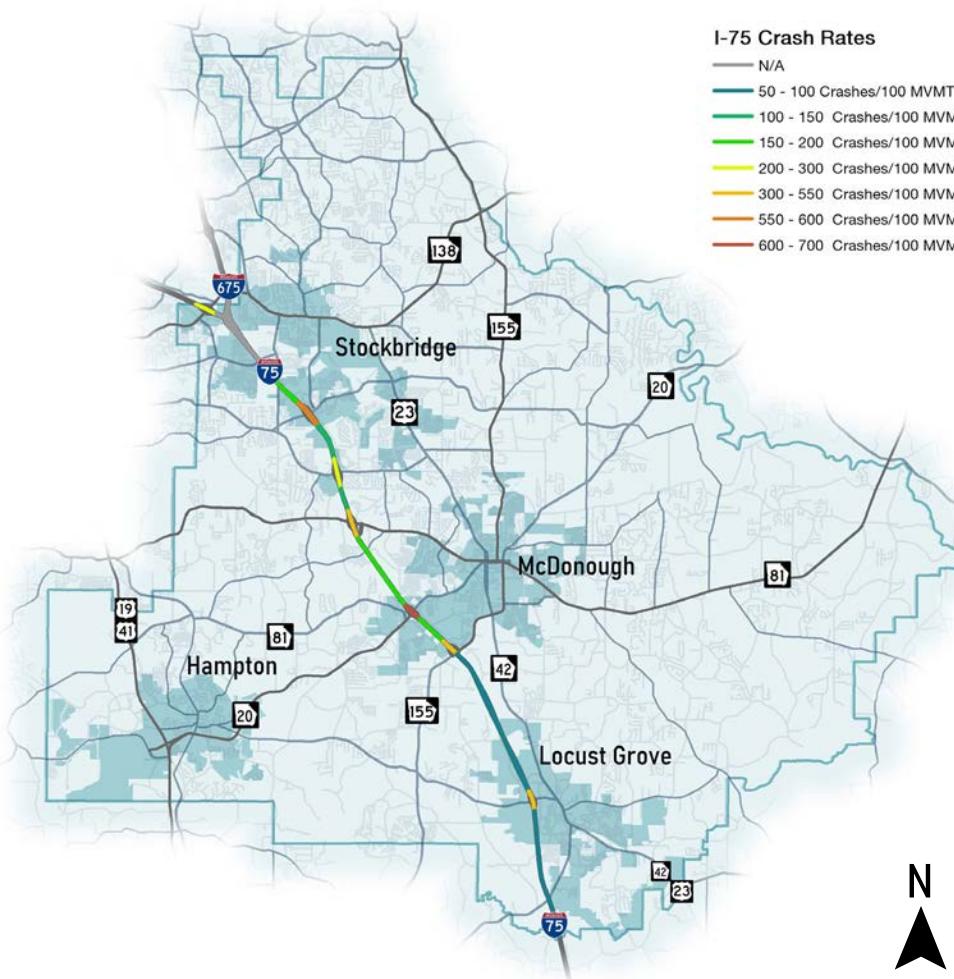


Figure B-4.17. I-75 Crash Rates

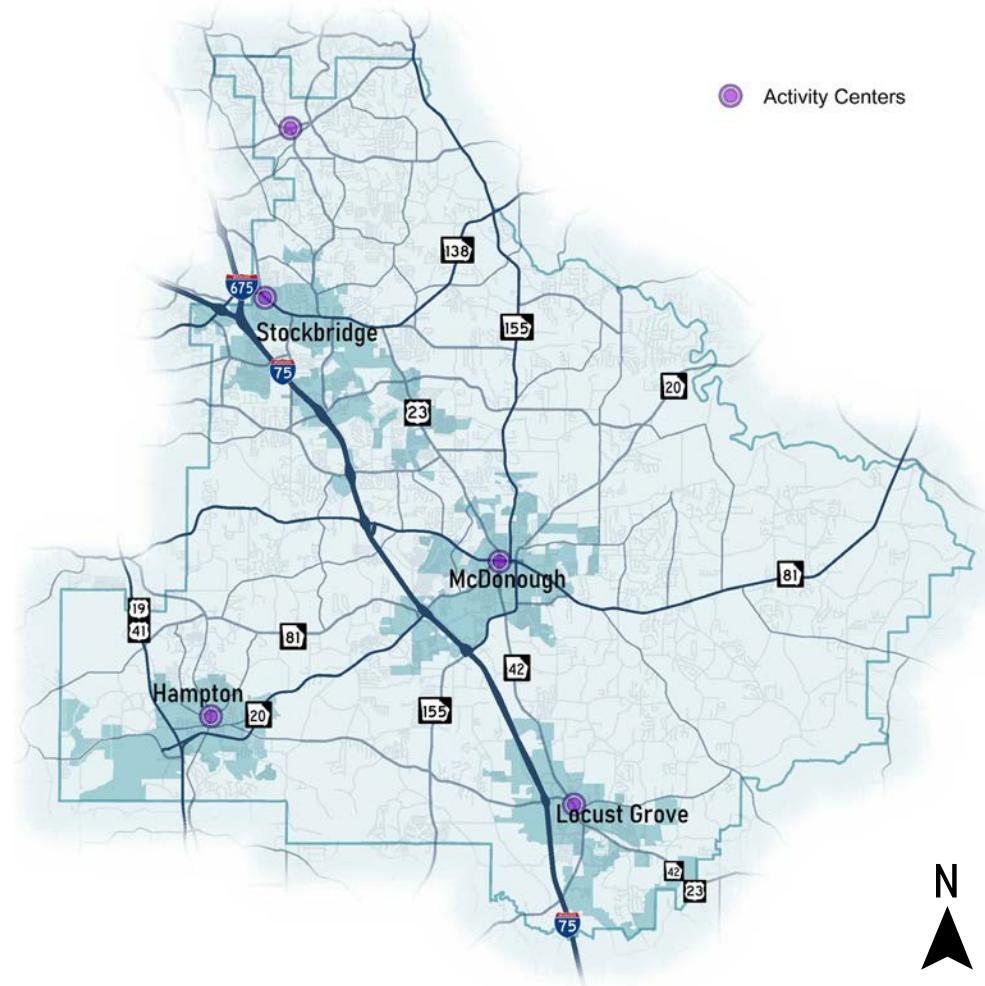


Figure B-4.18. Unsignalized Intersections with the Highest Crash Rate

Table B-4.6. Preliminary Screening of Highest Crash Rate Segments

ID	Roadway	From	To	Comments
1023	Tanger Boulevard	Indian Creek Road	Bill Gardner Parkway	There is a sharp curve near the southern end of the corridor, many intersections/access points lack left turn lanes
1072	Old Hwy 3	Old Griffin Road	SR 20	Rural road with minimal shoulders, high density of single family home driveways in some sections, few turn lanes, sight distance concerns at several intersections
1090	Woolsey Road	Woosley Drive	SR 3	There is a sharp curve near the eastern end of the corridor, the intersection at the western end is closely spaced with other unsignalized intersections
1094	Hampton Locust Grove Road	McDonough Hampton Road	SR 20	Faded pavement markings, minimal/no shoulders, no turn lanes, residential driveways, skewed intersection at the northern end of the corridor
1183	Peeksville Road	Keys Ferry Road	Ellistown Road	Winding road with no shoulders or turn lanes
1187	Avalon Parkway	SR 155	Industrial Parkway	Winding road with minimal shoulders, surrounding land use indicates significant truck traffic, high density of commercial driveways and subdivision/apartment access points
1188	Dorsey Road	SR 20	SR 81	Winding road with no shoulders or turn lanes, residential driveways
1204	Industrial Boulevard	Henry Parkway	SR 155	High density of commercial driveways, few turn lanes, minimal shoulders, land use indicates significant truck traffic
1210	Avalon Parkway	Industrial Parkway	SR 81	The curvature of the roadway approaching SR 20 could be a risk
1233	Henry Parkway	Industrial Boulevard	Henry Parkway	Faded pavement markings, minor street stop control at the corridor termini, certain movements lack turn lanes
1276	Industrial Boulevard	SR 81	Henry Parkway	Minimal shoulders, few turn lanes, commercial driveways present, skewed intersection with SR 81
1281	SR 81	Mill Road	SR 20	Winding road with several access points missing left turn lanes, crash rate likely driven by intersections along this corridor
1310	Mt Bethel Road	Sandy Ridge Road	Stroud Road	Pavement is in poor condition, no shoulders, turn lanes, faded pavement markings, intersections at the termini are minor street stop controlled
1325	McDonough Parkway	Bridges Road	SR 20	No shoulders or turn lanes, high driveway density, several horizontal curves
1327	Simpson Road/James Street	SR 20	Old Griffin Road	No shoulders, objects in clear zone, no turn lanes, commercial and residential driveways
1339	Willow Lane	Bridges Road	SR 20	No shoulders, overgrown vegetation on the northern section, no turn lanes, high driveway density on the southern section

Table B-4.6. (Cont'd) Preliminary Screening of Highest Crash Rate Segments

ID	Roadway	From	To	Comments
1406	McDonough Parkway	Bridges Road	Jonesboro Road	Few turn lanes, relatively high driveway density, elementary school along the corridor
1447	Mill Road	Jonesboro Road	Mt Carmel Road	There are no turn lanes along the southern section of the corridor, while there is high commercial driveway density along the northern section
1451	Jonesboro Road	Chambers Road	Mill Road	Relatively high intersection density, including several full access unsignalized intersections
1463	McDonough Parkway	Jonesboro Road	Ivey Edwards Lane	Several horizontal curves that may cause poor sight distance for side streets, driveways with full access near the southern end of the corridor
1512	Oak Grove Road	Jodeco Road	Jonesboro Road	No shoulders in some sections, residential driveways, many intersections lack turn lanes, intersection with Foster Drive has poor angle
1523	Jodeco Road	Dailey Mill Road	SR 42	No shoulders in some sections, high density of commercial driveways in some sections, many intersections lack turn lanes
1560	Hudson Bridge Road	Flippen Road	I-7 NB Ramps	High intersection and commercial driveway density
1588	Country Club Drive	Patrick Henry Parkway	Eagles Landing Parkway	Four lane road with no median, high density of full access commercial driveways, most intersections and driveways lack turn lanes
1590	Brannan Road	N Salem Drive	Springdale Road	Faded pavement markings, minimal shoulders, sight distance concerns at several intersections
1591	Brannan Road	Springdale Road	SR 42	Faded pavement markings, minimal shoulders, sight distance concerns at several intersections
1592	Flippen Road	Hudson Bridge Road	I-75 Overpass	High driveway/intersection density at the southern end of the corridor, few left turn lanes, minimal shoulders in some sections, permitted passing section through several intersections
1617	Rock Quarry Road	Eagles Landing Parkway	Red Oak Road	Faded pavement markings and high driveway density in the segment where the road tapers to a two lane section, many intersections lack turn lanes, degraded shoulders
1627	Springdale Road	E Lake Parkway	Millers Mill Road	Winding road with degraded pavement, frequent residential driveways
1822	SR 42	Davis Road	Valley Hill Road	High density of commercial driveways, few turn lanes, degraded pavement

Table B-4.7. Preliminary Screening of Highest Crash Rate Intersections

ID	Location	Control	Preliminary Screening Comments
92	SR 20 WB at Lower Woolsey Road	Minor Street Stop Control	Channelized westbound right-turn movement has poor angle, potential for driver confusion
175	SR 138 at Mt Zion Parkway	Traffic Signal	Intersection is mostly 'built out', no safety concerns noted, crash frequency may be driven by congestion
239	US 23 at Davis Road	Minor Street Stop Control	Intersection is spaced about 100 ft from major intersection of US 23 and SR 138, potential sight distance concerns, no turn lanes with the exception of the southbound left-turn lane, which may be blocked by queue overspilling
240	US 23 at SR 138	Traffic Signal	Intersection is skewed and there are multiple driveways/minor intersections near the signal
261	Jodeco Road at Hudson Bridge Road	Traffic Signal	Intersection is skewed, multiple driveways/minor intersections near the signal, lack of a westbound right-turn lane could be a concern given the angle of the turn
268	Red Oak Road at Flippen Road	Traffic Signal	Potential sight distance concerns for eastbound left-turning movement, faded pavement markings
275	Hudson Bridge Road at Flippen Road	Traffic Signal	Intersection is mostly 'built out,' however it is significantly skewed
295	Hudson Bridge Road at I-75 SB Ramps	Traffic Signal	Extremely faded pavement markings
303	Hudson Bridge Road at I-75 NB Ramps	Traffic Signal	Extremely faded pavement markings, potential queue spillback with Rock Quarry Road at Eagles Landing Parkway
336	Jonesboro Road at Mill Road	Traffic Signal	Intersection is mostly 'built out', no safety concerns noted, crash frequency may be driven by congestion
345	Jonesboro Road at I-75 SB Ramps	Traffic Signal	Intersection is mostly 'built out', no safety concerns noted, crash frequency may be driven by congestion
380	Jodeco Road at Oak Grove Road	Minor Street Stop Control	Potential sight distance concerns for northbound approach, close proximity to signalized intersection, no turn lanes along Jodeco Road. May have been affected by Campground Road construction.
384	SR 42 at Eagles Landing Parkway	Traffic Signal	Intersection is mostly 'built out', no safety concerns noted, crash frequency may be driven by congestion
409	Avalon Parkway at SR 81	Traffic Signal	Aerial imagery shows westbound left-turn lane storage along SR 81 may not be sufficient
415	SR 81 at I-75 SB Ramps	Traffic Signal	There is no eastbound right-turn lane along SR 81

Table B-4.7. (Cont'd) Preliminary Screening of Highest Crash Rate Intersections

ID	Location	Control	Preliminary Screening Comments
431	SR 81 at I-75 NB Ramps	Traffic Signal	Intersection is mostly 'built out', no safety concerns noted, crash frequency may be driven by congestion
436	SR 81 at Old Industrial Boulevard	Traffic Signal	Right turn lanes along SR 81 are short, vehicles turning right from Old Industrial Boulevard may be trapped in a drop lane, creating weaving concerns
437	SR 155 at Hampton Locust Grove Road	Traffic Signal	Intersection is badly skewed. Intersection upgrades were constructed in 2018
443	SR 20 at Industrial Boulevard	Traffic Signal	Approach along Industrial Boulevard is skewed, there is potential for vehicles from upstream intersection to get trapped in the southbound-shared through/right-turn lane
450	SR 42 at Jodeco Road	Traffic Signal	No turn lanes turning out of the church, no eastbound left- or northbound right-turn lanes, full access driveways spaced closely to the intersection
456	Henry Parkway at Industrial Boulevard	Minor Street Stop Control	Industrial Boulevard is generally a substandard road, no southbound left-turn lane, high driveway density in the area, lack of sufficient pavement markings
464	Jonesboro Road at McDonough Parkway	Traffic Signal	Slightly skewed intersection
468	SR 155 at Avalon Parkway	Traffic Signal	High driveway density, adjacent land use suggests high truck traffic, lack of right turn lanes along minor street approaches, permissive only phasing for side street left-turn movements
474	SR 155 at I-75 SB Ramps	Traffic Signal	Faded pavement markings, aerial imagery shows high truck traffic
524	US 23 at SR 155	Traffic Signal	Permissive only phase for southbound left-turn movement, lack of a westbound right-turn lane
532	E Lake Parkway at SR 155	Traffic Signal	Skewed intersection with high driveway density in the area, otherwise it is mostly 'built out'
533	SR 42 at King Mill Road	Traffic Signal	Adjacent land use suggests high truck traffic
536	SR 81 EB at Keys Ferry Street	Traffic Signal	No turn lanes along Keys Ferry, high driveway density, lack of a northbound right-turn lane
575	Bill Gardner Parkway at Tanger Boulevard	Traffic Signal	Abnormal lane geometry along northbound approach, lack of a westbound right-turn lane
682	Sandy Ridge Road at Mt Bethel Road	Minor Street Stop Control	No turn lanes at the intersection, trees may obstruct sight distance, nature of the two roadways (mostly straight, rural) indicates possibility of speeding vehicles

Table B-4.8. Preliminary Screening of Highest Crash Rate Intersections

ID	Location	Control	Preliminary Screening Comments
520	SR 42 NB at Lawrenceville Street	Minor Street Stop Control	There is a sharp curve along the WB approach of Lawrenceville St
339	Mt Carmel Road at Mitt Road	All Way Stop Control	No turn lanes, faded pavement markings, minimal shoulders, nature of the two roadways (mostly straight, rural) indicates possibility of speeding vehicles
95	SR 20 at Lower Woolsey Road	Minor Street Stop Control	Faded pavement markings, limited way finding signage
300	Mt Carmel Road at Chambers Road	Roundabout	A roundabout was constructed at this location in 2017; therefore the high crash rate at this location is driven primarily by crashes occurring prior to the roundabout installation. This location is noted, but is not included in the 10 unsignalized locations.
466	McDonough Parkway at Bridges Road	Minor Street Stop Control	No turn lanes, faded pavement markings, minimal shoulders, nature of the two roadways (mostly straight, rural) indicates possibility of speeding vehicles, sight distance concerns regarding the east leg of the intersection
394	Jodeco Road at Dailey Mill Road	Minor Street Stop Control	A channelized NBR turn lane was installed in 2017. However, there are no other turn lanes, the intersection is less than 175 ft from a grade crossing
155	Mt Zion Parkway at Brandsmart Park/Ride Lot	Minor Street Stop Control	Faded pavement markings, degraded curb
309	Patrick Henry Parkway at Country Club Drive	Minor Street Stop Control	There is a risk of vehicles getting "trapped" in the SB left turn lane, faded pavement markings, sight distance concerns regarding the south leg, wide median increases the crossing distance
281	E Atlanta Road at Rex Road	All Way Stop Control	No turn lanes, lack of shoulders, sight distance concerns, potential for high speeds
617	N Bethany Road at Lake Dow Road	All Way Stop Control	Steep grades along Lake Dow Rd approaches, west and east legs are not aligned, 'add lane' is unstripped for a section
221	Pates Creek Road at Noahs Ark Road	Minor Street Stop Control	Potential sight distance concerns, north leg has no striping, passing is permitted near the intersection along the east leg

BICYCLE/PEDESTRIAN SAFETY ANALYSIS

Bicycle and pedestrian safety analysis performed consisted of two methodologies to identify safety deficiencies: the identification of bicycle/pedestrian crash hotspots, and the identifications of locations with a high number of risk factors for bicyclists and pedestrians. Locations or areas with a history of bicycle and pedestrian crashes are significant, and likely indicate safety deficiencies. A geospatial kernel density was applied to historical crash data from GEARS to generate heatmaps for both bicycle and pedestrian crashes. **Figures B-4.19** and **B-4.20** present heatmaps for bicycle and pedestrian crashes, respectively.

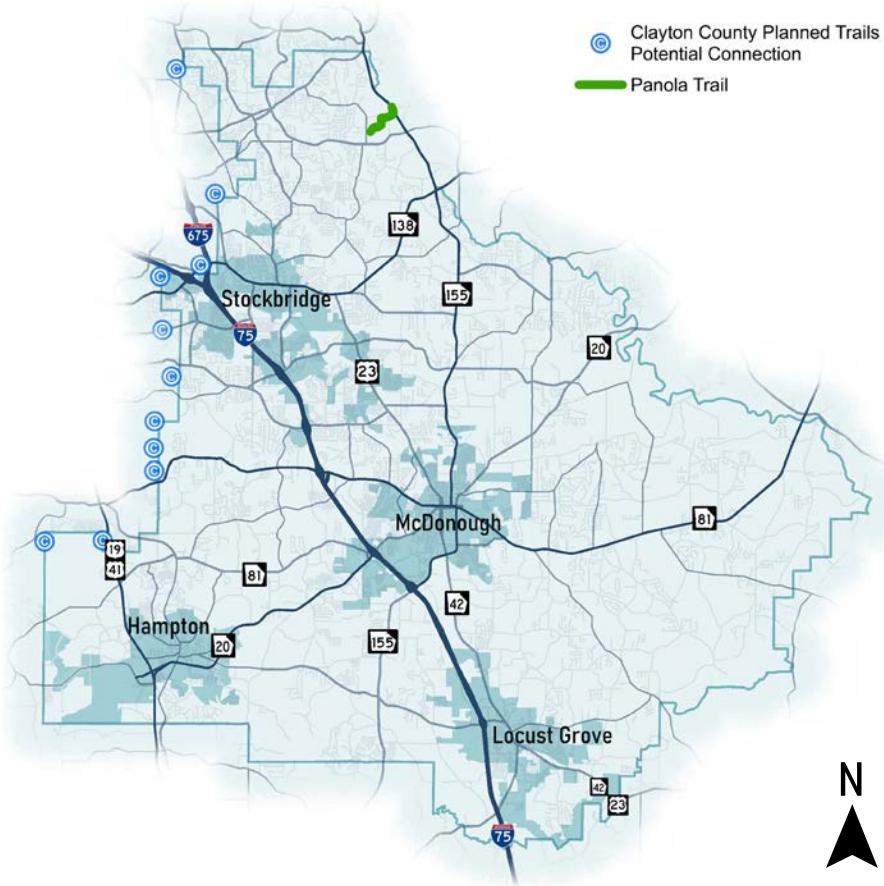


Figure B-4.19. Bicycle Crash Hotspots

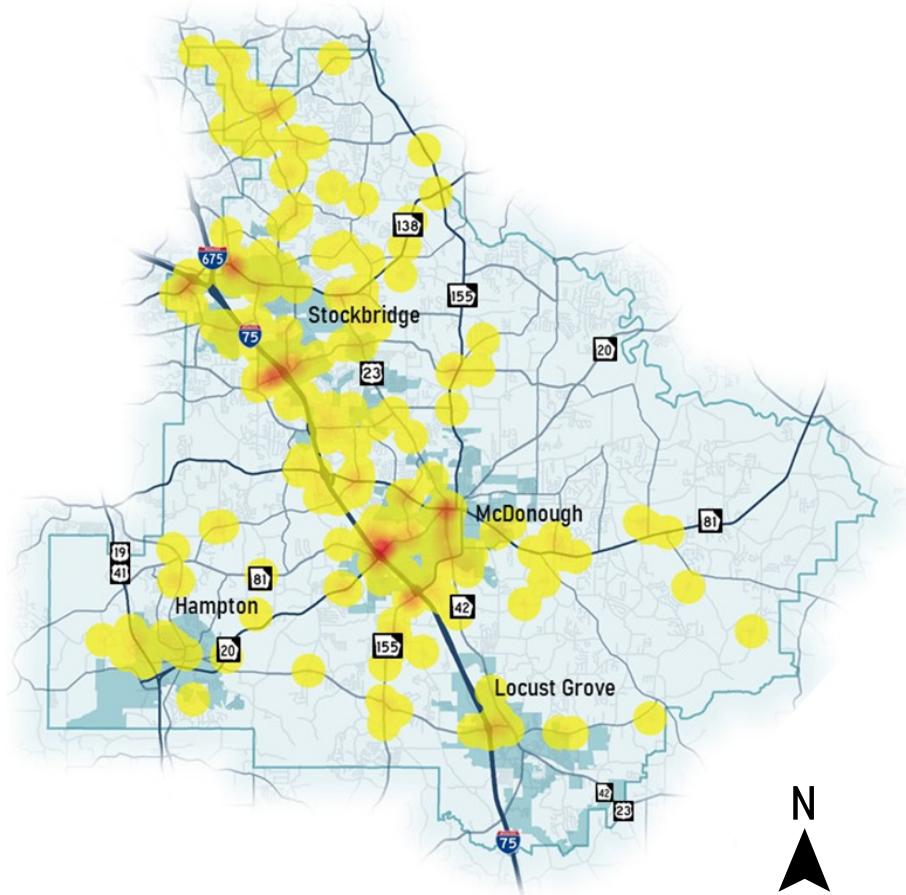


Figure B-4.20. Pedestrian Crash Hotspots

However, due to the sparsely distributed nature of these crashes historical trends are not particularly predictive of future crashes. In response to this phenomenon, the Atlanta Regional Commission developed bicycle and pedestrian safety indexes for roadway segments in the metro Atlanta area to identify high risk corridors. The factors included in the risk index for each mode are:

- Crash history (with fatal and serious injury crashes weighted three times other crashes)
- Risk factors (design elements and street characteristics associated with a higher number of and/or more serious crashes). These elements and characteristics include:
 - A lack of lighting
 - A posted speed limit greater than 35 MPH
 - Roadway functional classification (arterial and collector streets have the highest number of pedestrian and bicycle crashes per mile)
 - Number of lanes (streets with four or more lanes have more crashes per mile than those with fewer lanes)
 - ARC policy priorities

Roadways with higher risk were assigned a higher score. Scores for segments within and near Henry county range from 1-14 for pedestrian risk and 1-12 for bicycle risk. Segments were placed into 'buckets' based on the percentile of risk index. Segments with a score of seven or greater for both bicycle and pedestrian risk index were identified as 90th percentile facilities in risk respective to each mode. Segments with a score of 9 for pedestrian risk and segments with a score of 8 for bicyclist risk were identified as 98th percentile facilities in risk respective to each mode. **Figures B-4.21** and **B-4.22** display segments grouped by percentile for bicycle and pedestrian risk.

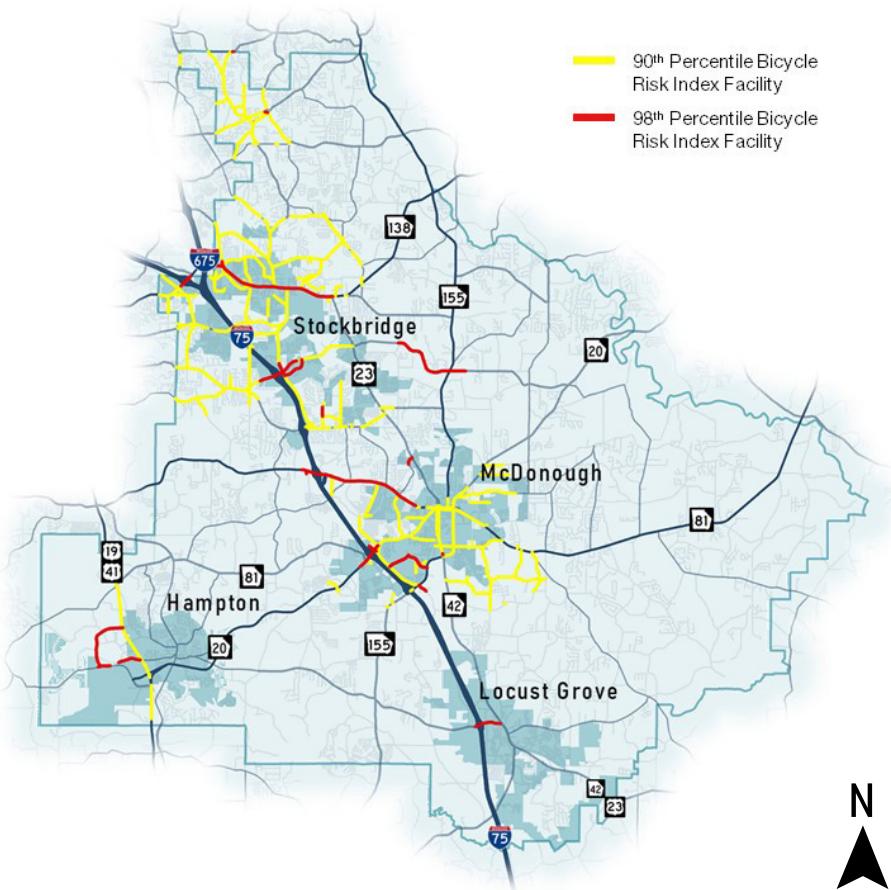


Figure B-4.21. Segments grouped by Percentile for Bicycle Risk

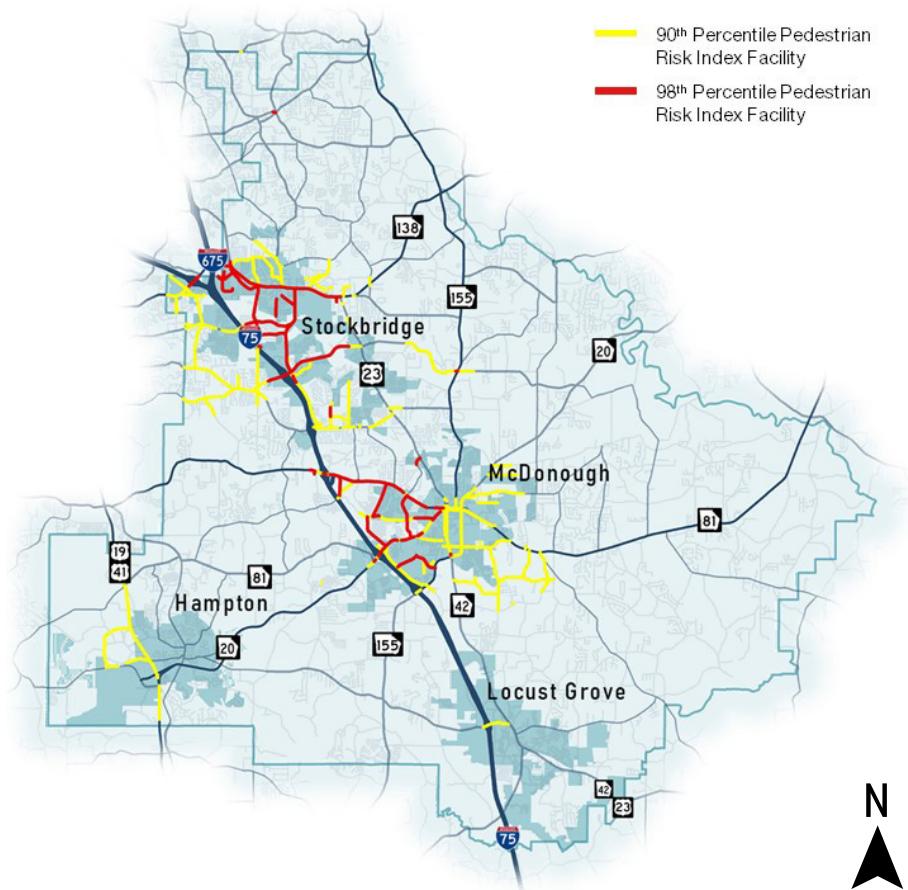


Figure B-4.22. Segments grouped by Percentile for Pedestrian Risk

INTELLIGENT TRANSPORTATION SYSTEMS AND TECHNOLOGY NEEDS

B-5

Intelligent Transportation Systems (ITS) are an important part of the overall transportation network.

By applying technology and other coordination strategies, we can move towards getting the most performance out of existing infrastructure. ITS can be used to improve safety, create more reliable traffic flow, reduce congestion, and reduce fuel consumption. This section identifies ITS and technology-related needs in the Henry County transportation system.



INTELLIGENT TRANSPORTATION SYSTEMS - NETWORK SUPPORT

The Henry County Intelligent Transportation Systems (ITS) network was fully documented in the previous Existing Conditions Report.

Fiber optic cable is the preference for high-speed telecommunications for ITS and is essential to supporting ITS elements within the county to improve operations, safety, and maintenance of the transportation network.

The ITS needs assessment for this document consisted of identifying existing and future locations of planned fiber optic installations and evaluating their support of Dedicated Short-Range Communication (DSRC)/Cellular Radios, Georgia 511 cameras, Regional Traffic Operations Program (RTOP). **Figure B-5.1** shows the current fiber optic locations in Henry County.

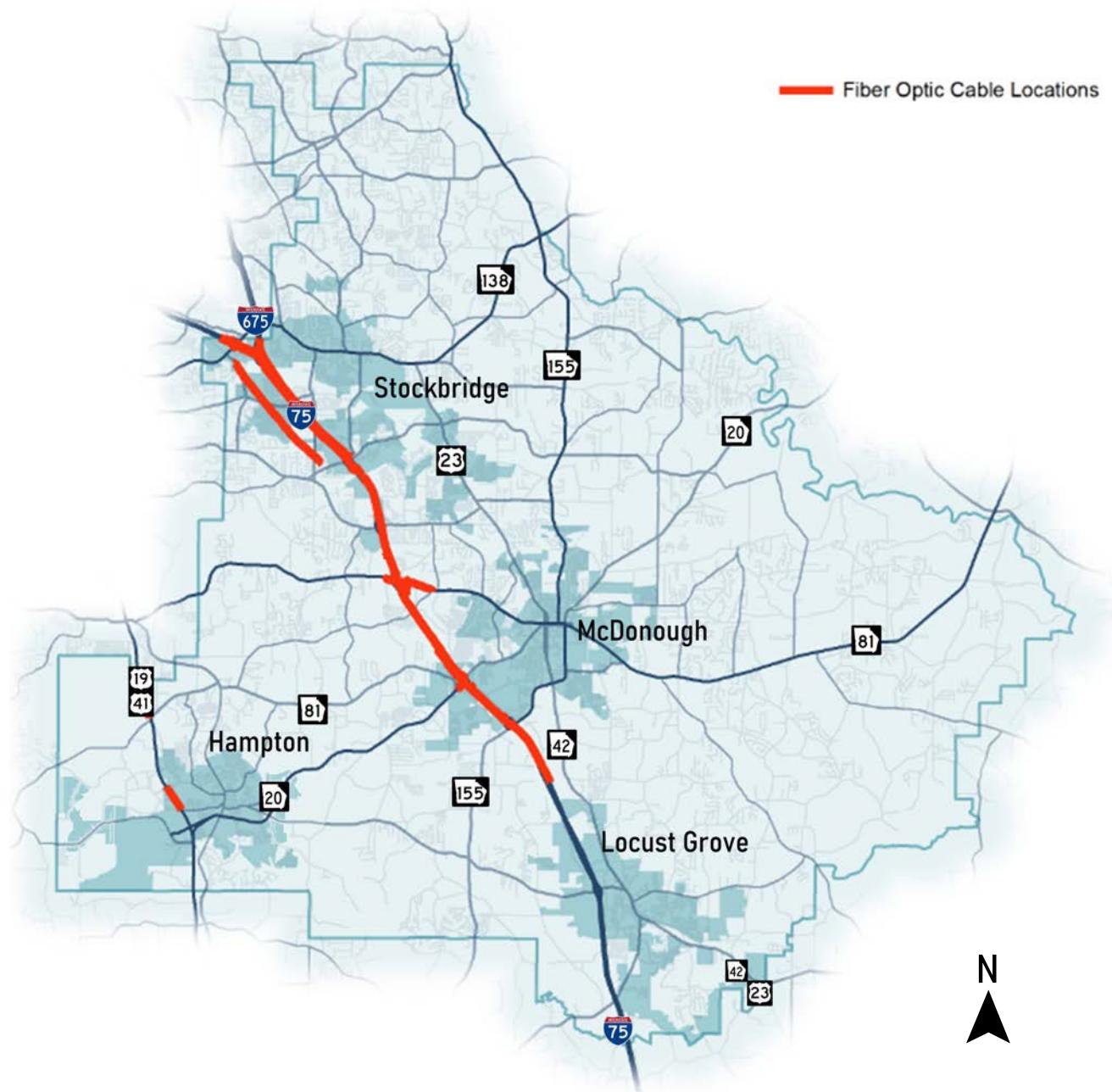


Figure B-5.1. Fiber Optic Cable Locations in Henry County

VEHICLE COMMUNICATIONS (DSCR/CELLULAR RADIOS)

Analysis of DSRC/Cellular Radios at the existing locations along I-75, SR 138, and US 19/41 shows how they tend to follow the fiber optic network, as shown in **Figure B-5.2**. The installations on SR 138 and US 19/41 were a part of GDOT's Phase 2 Deployment in 2020 in which GDOT received a grant from the United States Department of Transportation (USDOT) as a part of the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program. The deployment allows for applications such as red-light warning, pedestrians in crosswalk, phase service remaining (e.g., green time remaining), green speed for coordinated signals (i.e., what speed you should maintain to approach all green signals), emergency vehicle preemption, transit signal priority, and freight signal priority. The Federal Communications Commission has ruled that all DSRC should be converted to Cellular Radio to fit within the revised transportation communication safety spectrum. This will require converting any remaining DSCR locations to cellular in the county.

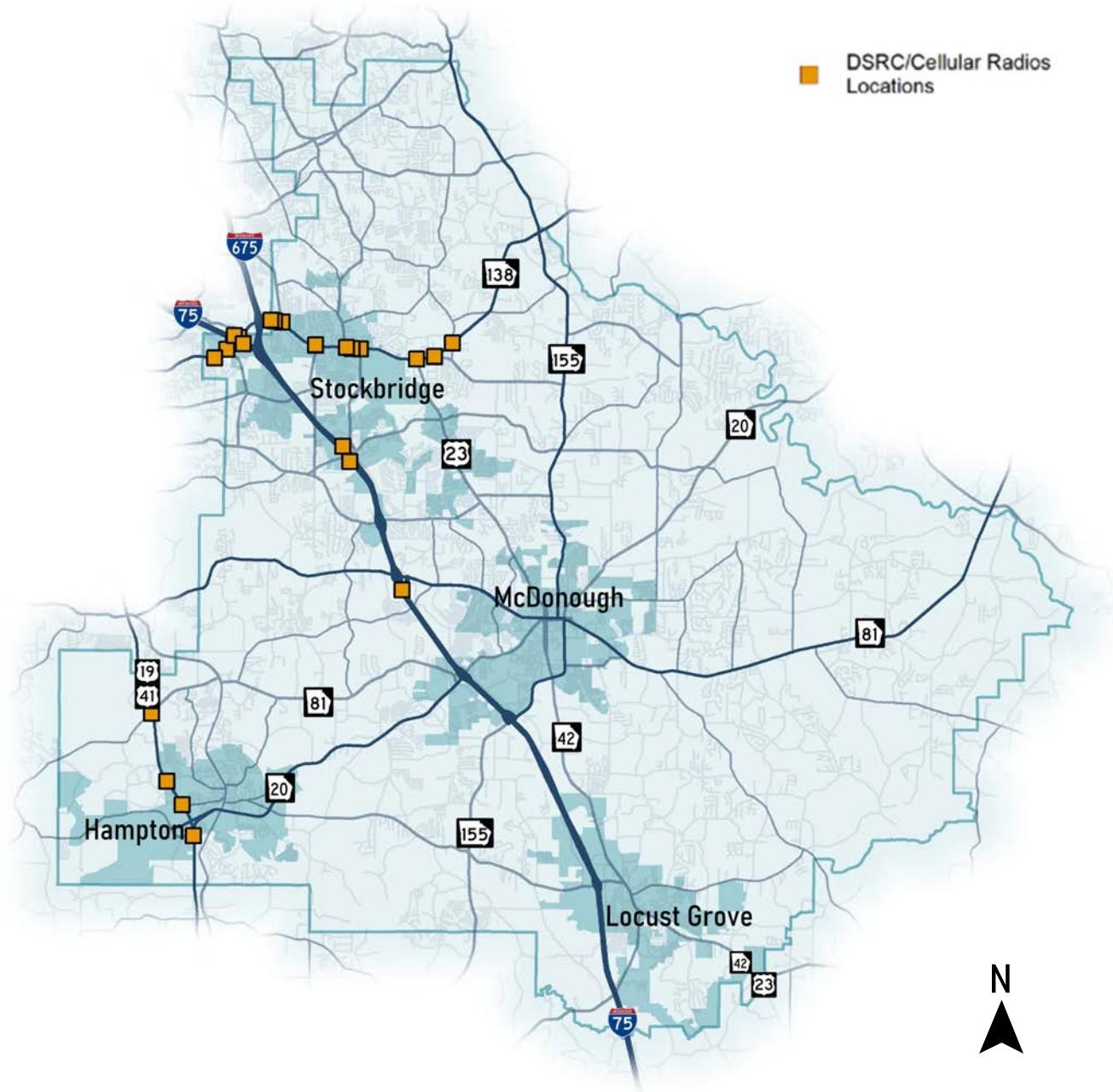


Figure B-5.2. DSRC/Cellular Radio Locations in Henry County

MAXTIME/ MAXVIEW AND RAMP SIGNALS

The MaxTime/MaxView signal analysis was performed by evaluating traffic signals in Henry County that have been upgraded from the standard traffic signal firmware. The software is a single interface that manages the operations of all traffic signals within the GDOT network with the firmware installed. This enables most signals within the county to be monitored by a central GDOT server or another municipality server. The servers can remotely update signal timings to respond to large one-off events such as county fairs, emergency weather conditions or incidents, and other situations that may be required on-the-fly signal updates. Updates to the MaxTime network will improve safety and reliability on the transportation network for all residents.

Figure B-5.3 shows traffic signals in Henry County with the firmware installed. Analysis shows that only 133 (63%) of the 211 traffic signals in Henry County have MaxTime firmware. Henry County should enable the remaining traffic signals to be remotely monitored and adjusted by Henry County and through GDOT's Traffic Management Center. Such upgrades will also prepare signals for future rollouts of Connected and Autonomous Vehicles.

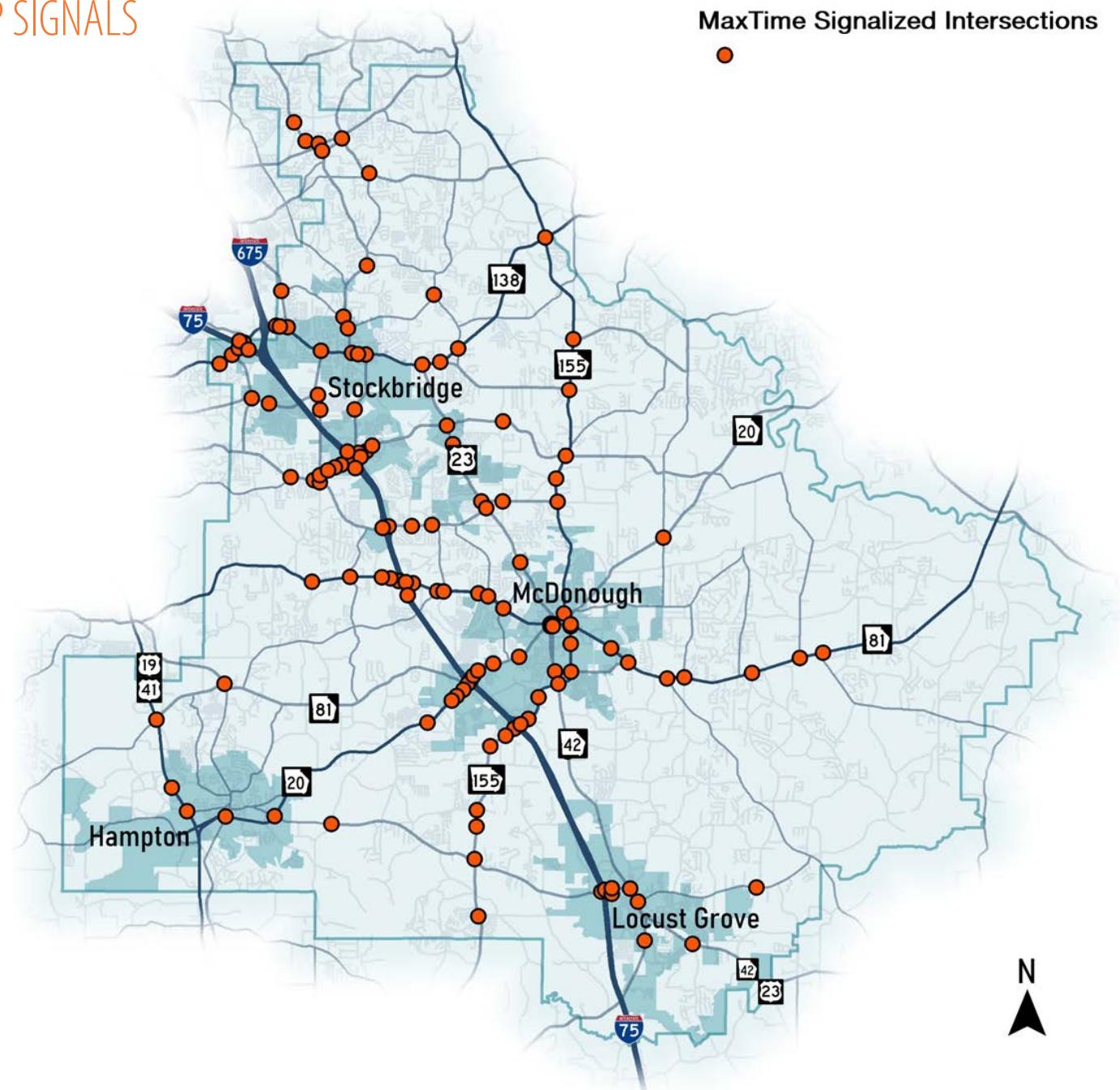


Figure B-5.3. Traffic Signals in Henry County with MaxTime Firmware Installed

There are four ramp meters in Henry County (Figure B-5.4), and all are equipped with MaxTime firmware and coordinated through the MaxView server. With the MaxTime firmware enabled on current and future ramp meters, the central location can control traffic during periods of inclement weather or traffic hazards that may necessitate shutting down portions of the interstate.

The heavy traffic flow from SR 138 during peak periods can cause congestion on I-675 due to merging. Installation of a ramp meter for both northbound and southbound could work to alleviate congestion during the peak period.

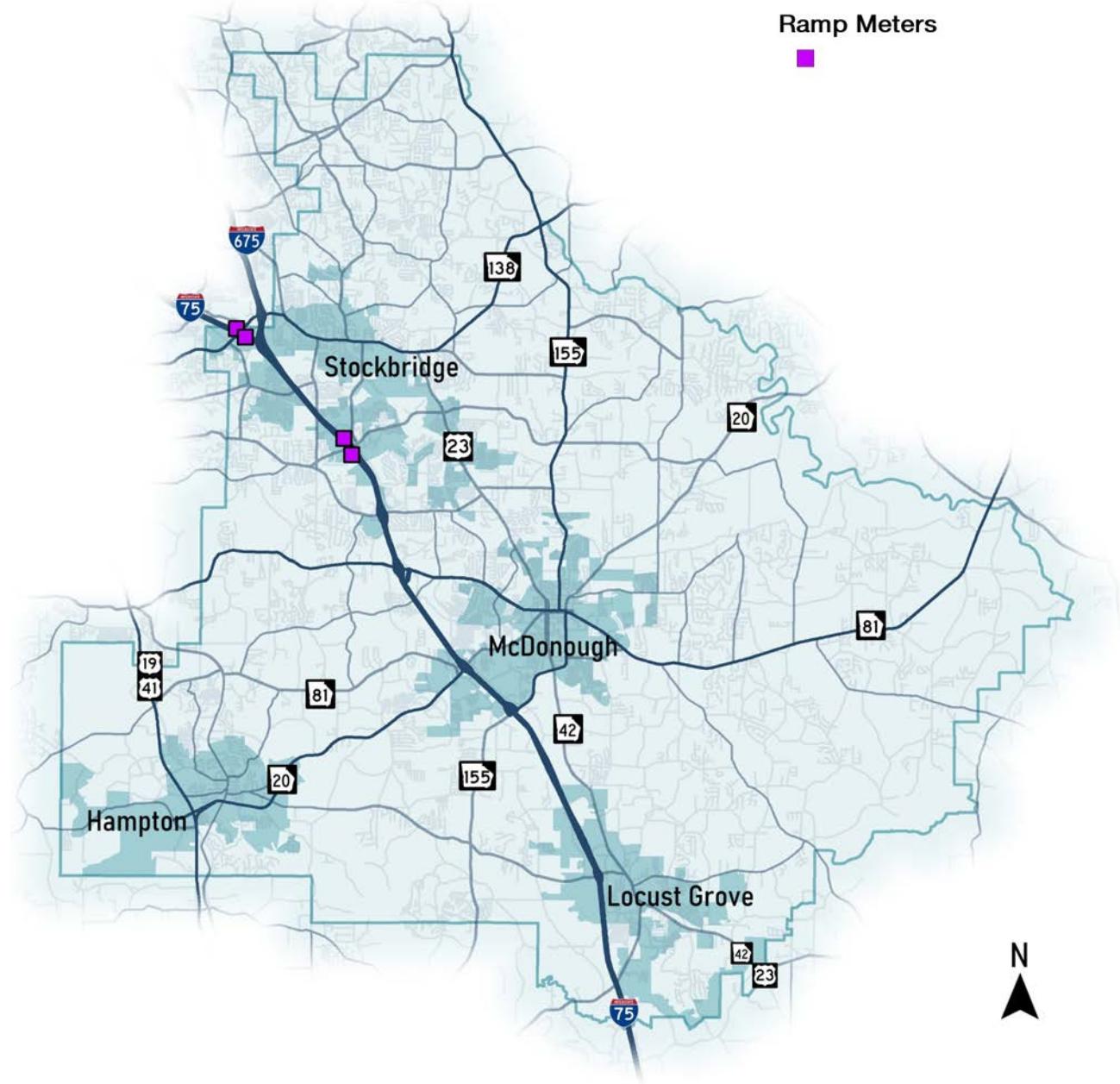


Figure B-5.4. Ramp Meters in Henry County

ELECTRIC VEHICLE CHARGING STATIONS

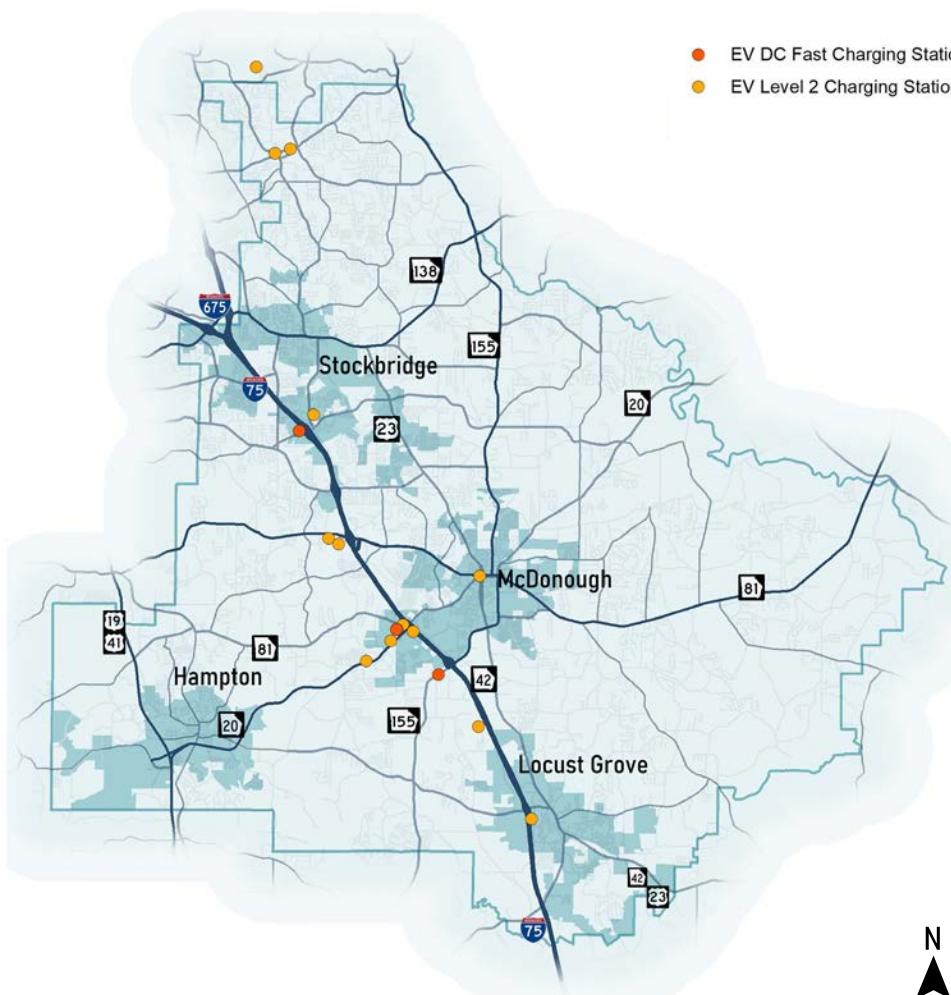


Figure B-5.5. Locations of EV Charging Stations in Henry County

Electric Vehicle (EV) charging stations are currently identified as being one of three charging types - Level 1, Level 2, or DC Fast. Level 1 chargers use a standard 120-volt (V) connection, which occurs primarily in residential homes. Level 2 chargers operate at 208-240 volt (V), with Level 2 being the most prevalent type of charger in the U.S. DC fast chargers are the fastest chargers available with a maximum output of 350kW and are intended for commercial or industrial locations due to the high costs and high-power draw.

Sixteen Electric Vehicle (EV) Charging Stations in Henry County were identified utilizing the US Department of Energy's Alternative Fuels Data Center. The locations of these charging stations are shown in **Figure B-5.5**. The I-75 corridor has already been identified by the Federal Highway Administration (FHWA) as an Alternative Fuel Corridor, making it an EV ready corridor. Currently, there are two locations along I-75 that are equipped with DC fast charging, with future locations capable of securing federal funding due to the routes FHWA designation.

The recently enacted Bipartisan Infrastructure Bill includes a \$15 billion rollout for charging stations that could be used in Henry County. To take advantage of this funding Henry County would need to initiate a study to identify appropriate future locations for EV charging stations. Potential locations could include the locations listed below. However, a full study would be needed for better understanding.

- Convergence of I-75 and I-675 in Stockbridge
- US 19/41 in Hampton
- Near I-75 in Locust Grove adjacent to the Walmart Supercenter or Tanger Outlets

RAILROAD CROSSINGS

The Railroad Crossings analysis was performed through a geospatial mapping of current railroad crossings within Henry County and evaluating crashes from the Federal Railroad Administration (FRA) at each location to determine what existing safety concerns exist. According to the FRA, there have not been any highway-rail grade crossing incidents over the last three years in Henry County. However, it remains important to ensure proper signage, signals, or other active or passive devices are being utilized to prevent future highway-rail grade crossing collisions. Collisions are preventable when proper safety precautions are utilized to warn drivers.

Railroad crossings are typically categorized as Active Grade Crossings or Passive Grade Crossings. Active Grade Crossings have active warning and control devices such as bells, flashing lights, and gates. These can be in addition to passive warning devices such as yield or stop signs and pavement markings. Warning and control devices are identified within the Manual of Uniform Traffic Control Devices (MUTCD).

Figure B-5.6 shows railroad crossings in Henry County.

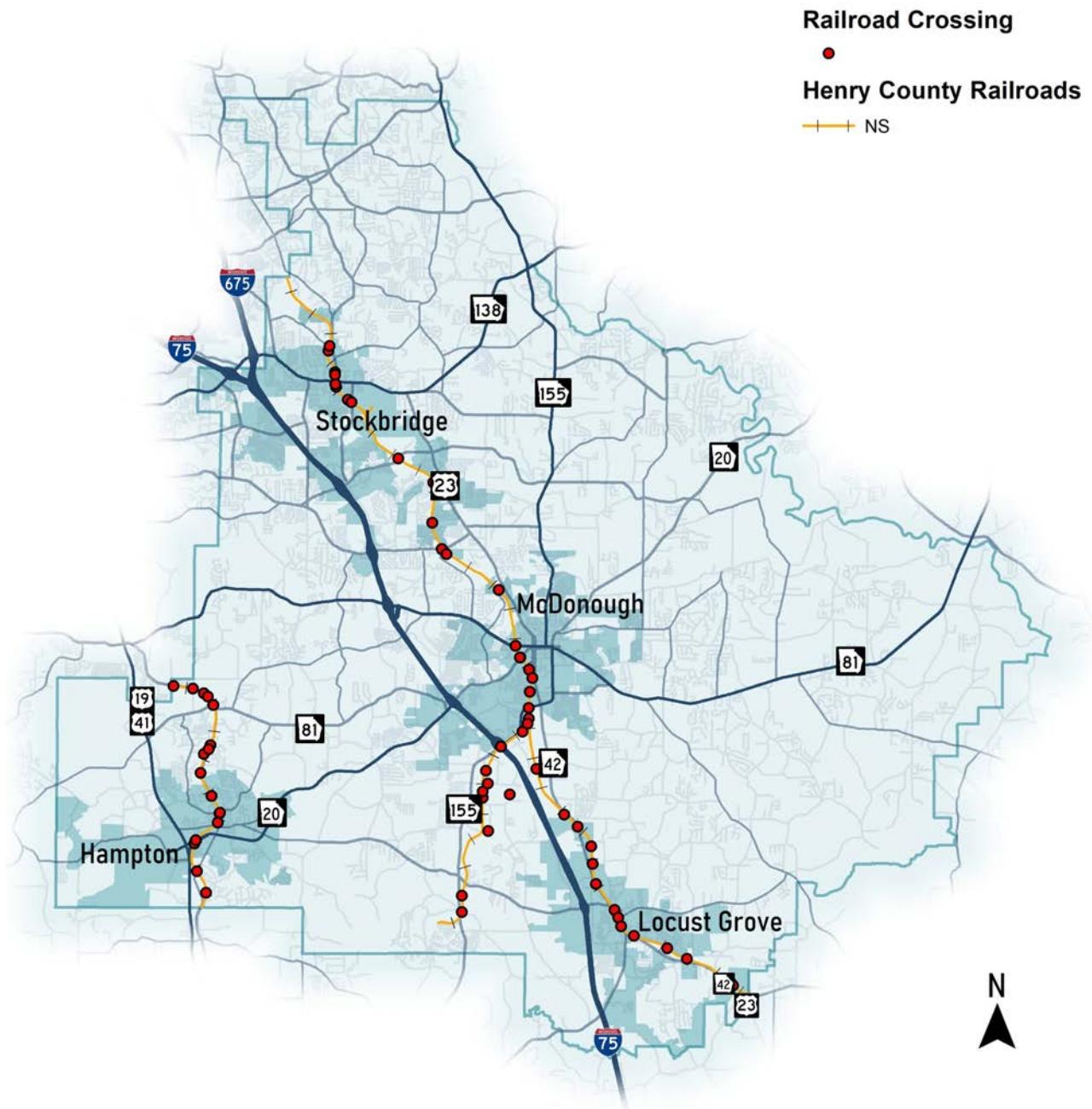


Figure B-5.6. Locations of Railroad Crossings in Henry County

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B-6 FREIGHT NEEDS

Industry clusters are large regional concentrations of related industries. Industry clustering has been an important approach to economic development for many years. Development authorities and policy makers around the country have encouraged this type of development to provide employment for residents and to increase the tax base.





In recent years, a significant cluster of freight-related industries has emerged in Henry County centered on the I-75 at SR 155 interchange. The geographic extents of this area, known as the McDonough-Locust Grove freight cluster, are shown in **Figure B-6.1**.

B-6.1. The boundaries include both existing developed land as well as undeveloped land zoned for industrial land use. Jurisdiction for the area is split between unincorporated Henry County, the City of McDonough, and the City of Locust Grove.

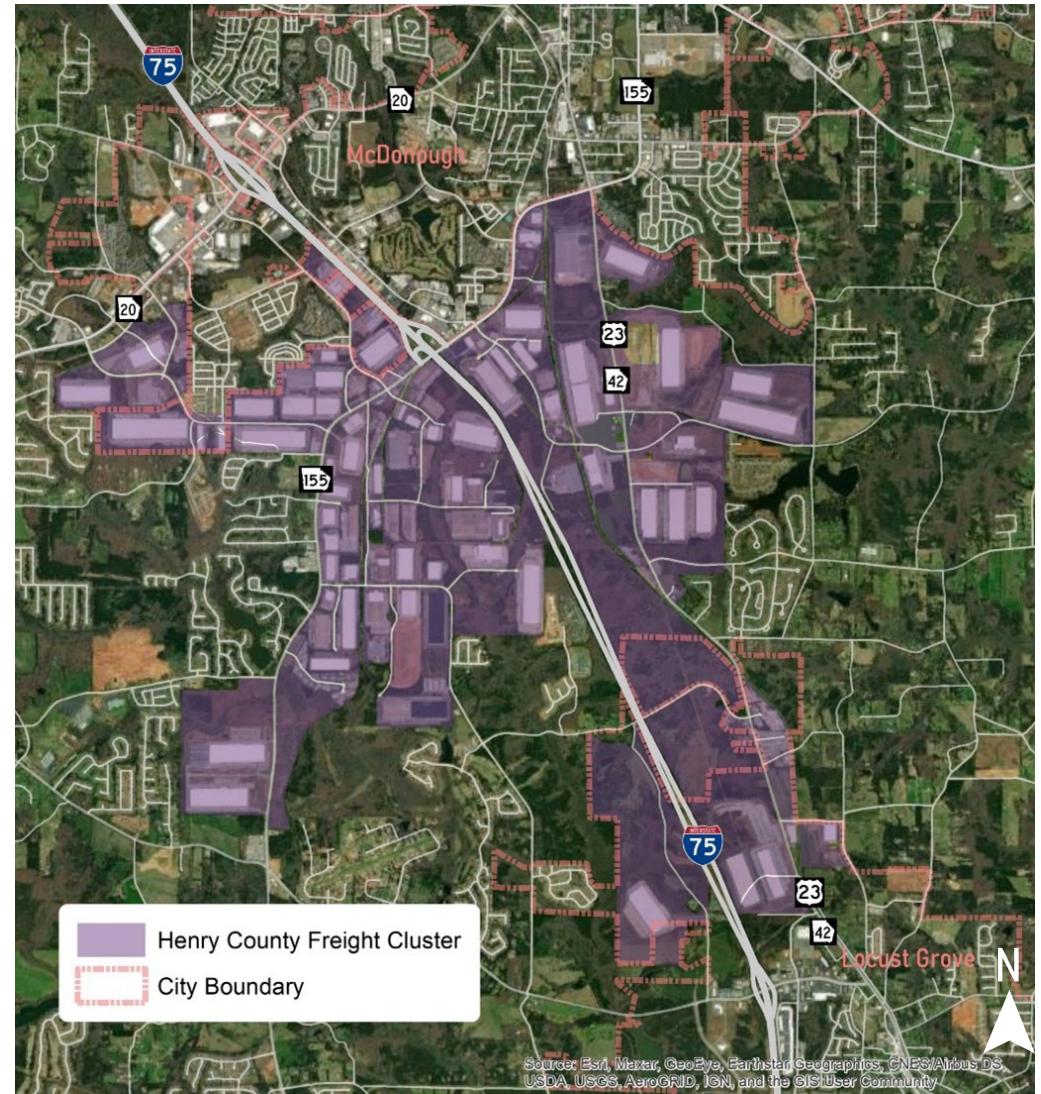


Figure B-6.1. McDonough-Locust Grove Freight Cluster Location

According to the 2016 Atlanta Regional Freight Mobility Plan, the McDonough-Locust Grove freight cluster is the second largest collection of the Atlanta region's warehouses and distribution centers, behind only the Fulton Industrial Boulevard area. This cluster alone accounts for about 13 percent of the total warehousing and distribution space in the Atlanta region. The McDonough/Locust Grove freight cluster is also unique in that it features, by far, the largest average size (nearly 543,000 square feet) of warehouse and distribution centers, as shown in **Table B-5.3**. The other clusters generally have average sizes between 200,000 and 300,000 square feet. This larger sized facility represents that relative newness of the freight cluster – older warehousing and distribution centers were built to smaller specifications. The newer, larger facilities in McDonough/Locust Grove should provide a competitive advantage in the competition for leases.

Table B-5.3. Industrial Leasing Breakdown

	Leased Area (Square Ft)	Percent of Regional Total	Number of Firms/Buildings	Average Facility Size
Warehousing and Distribution	17,364,802	13%	32	542,650
Manufacturing	1,776,677	2%	14	126,906
Vacant Industrial Properties	1,144,820	6%	9	127,202
Percent Growth	22%	33%		

Source: 2016 Atlanta Regional Freight Mobility Plan

While the McDonough-Locust Grove freight cluster is primarily made up of warehouses and distribution centers, there is also a significant amount of manufacturing space. There is nearly 2 million square feet of manufacturing in the area which accounts for about 2% of the regional total.

MOBILITY ASSESSMENT

This section examines automobile and truck mobility in and around the McDonough-Locust Grove freight cluster.

TRAVEL TIME INDEX (TTI)

TTI is presented in detail at a countywide level in Section 4. This analysis takes a closer look at TTI within the freight cluster. Results for the most congested period (an average weekday evening rush hour) shows significant delay for commuters on SR 155 between Bill Gardner Parkway in the south and SR 42 in the north (**Figure B-6.2**). Both approaches to the I-75 on/off ramps show significant delay. East of I-75, SR 42 operates with minimal congestion between McDonough and Locust Grove.

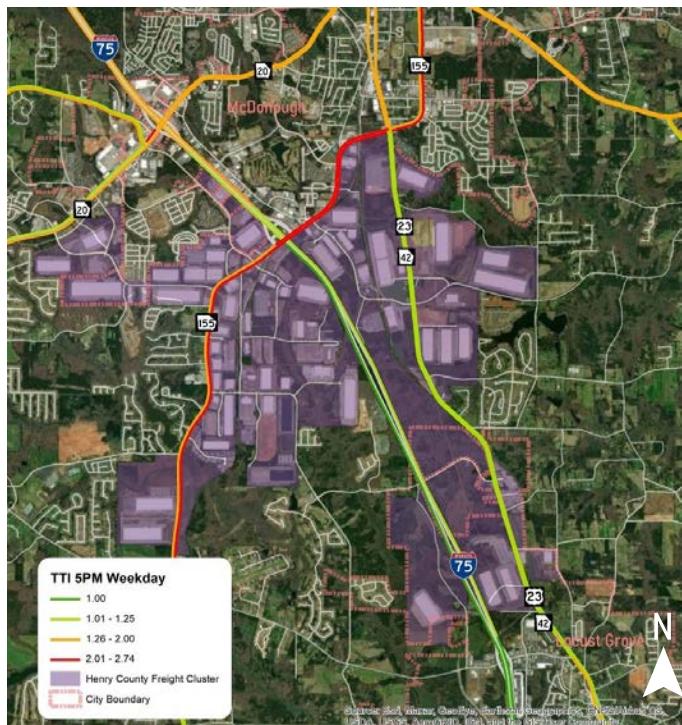


Figure B-6.2. TTI (5PM to 6PM on weekdays, 2019)

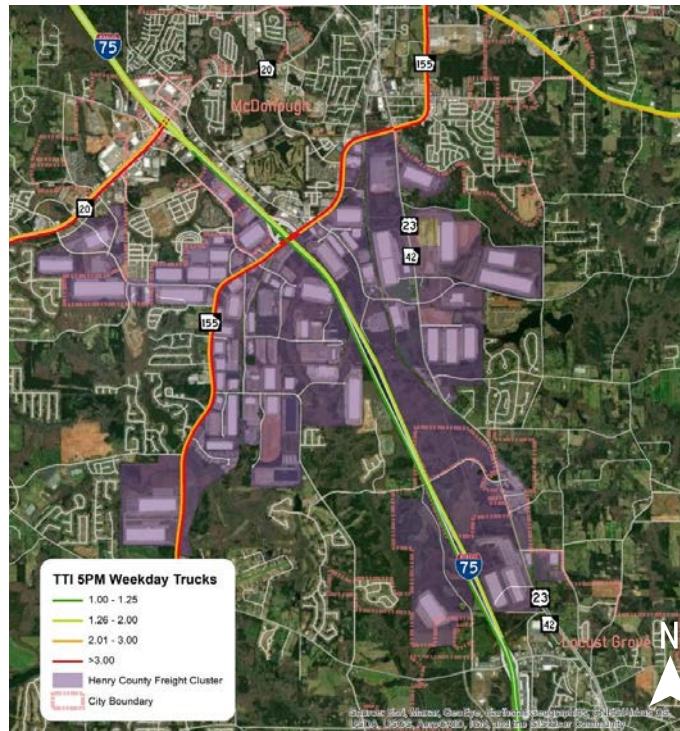


Figure B-6.3. Truck TTI (5PM to 6PM on weekdays, 2019)

TRUCK TTI

TTI for trucks is available from the National Performance Measures Research Dataset (NPMRDS), which has slightly different coverage than that available for INRIX for all traffic. NPMRDS is limited to the National Highway System (NHS), and INRIX includes more local roads. **Figure B-6.3** maps representative truck TTI (from 5 PM to 6 PM on weekdays in 2019). Overall, TTIs for trucks are higher than for all traffic, likely due to lower congested speeds for trucks than for passenger cars. SR 20 and SR 155 are the major corridors with severe truck congestion, with TTI greater than 3.

INTERNAL ROAD SYSTEM

Major roads within the cluster such as SR 20, SR 42, SR 155, and Westridge Parkway are built to specifications designed to accommodate truck traffic.

However, other internal connecting roadways within the cluster have not been built to adequately handle truck traffic. Issues include:

- Thoroughbred Road - could provide north-south connectivity but is too narrow and an at grade rail crossing with a sharp curve presents obstacles to truck mobility.
- Greenwood/Lester Mill Road – provides connection between SR 155 and Bill Gardner Parkway and will be a future connection point to the new Bethlehem Road interchange with I-75. This road will see increased traffic upon completion of the interchange and should be upgraded to include wider travel lanes and shoulders as well as bicycle and pedestrian accommodations.

UNSIGNALIZED INTERSECTIONS

There are some unsignalized intersections between internal connections and major routes in the McDonough-Locust Grove freight cluster that may need further analysis. Due to heavy traffic backups, especially along SR 155, turning movements may be difficult for trucks at partial stop-controlled intersections.

- Westridge Parkway at SR 155 – Partial stop control. Minor street approach has stop signs while main routes does not stop.

- Greenwood Industrial at SR 155 - Partial stop control. Minor street approach has stop signs while main routes does not stop.
- Thoroughbred Road at SR 155 - Partial stop control. Minor street approach has stop signs while main routes does not stop.
- Lester Mill Road at Bill Gardner Parkway – Four way stop.
- Lester Mill Road at Bethlehem Road – Four way stop. After interchange project is complete this intersection will likely see much higher traffic volumes and my need a signal.

TRUCK PARKING

The need for adequate truck parking is an emerging issue in freight planning across the county. Trucks drivers are required to arrive for deliveries at an exact time slot or risk missing the delivery window. Because of these strict operating procedures by receivers, truck drivers often arrive early and need a safe place to wait. Due to lack of official parking spots, truck drivers often must park in unsafe, unsecure locations. Some examples are illustrated in **Figure B-6.4**.

This need has identified throughout Henry County, and specifically in the McDonough-Locust Grove freight cluster. Site visits to the area revealed many occurrences of trucks pulling over on the side of the road or queuing in a center turn lane as they stage for pick ups or deliveries.



Figure B-6.4. Examples of Trucks Parked in Unsafe Locations in Henry County

PROGRAMMED PROJECTS

Previously identified in section 4, there are number of funded projects that are expected to be built by the year 2050 (see **Figure B-6.5**). These include:

- SR 20 Widening
- SR 155 Widening
- Bill Gardner Parkway Widening
- New Commercial Vehicle lanes on I-75
- New interchange at I-75 and Bethlehem Road (Including widening of Bethlehem Road)
- Operational improvements on SR 42 in Locust Grove

These projects will go a long way to addressing congestion issues in the freight cluster. However, based on the mobility analysis, issues remain. SR 155 south of I-75 (including a new interchange) remains congested. SR 42 has received public input about the difficulty in entering the roadway due to heavy truck traffic. As this portion of the freight cluster builds out and the new interchange is built more trucks will likely use SR 42. This roadway may benefit from either operational/safety improvements or additional capacity.

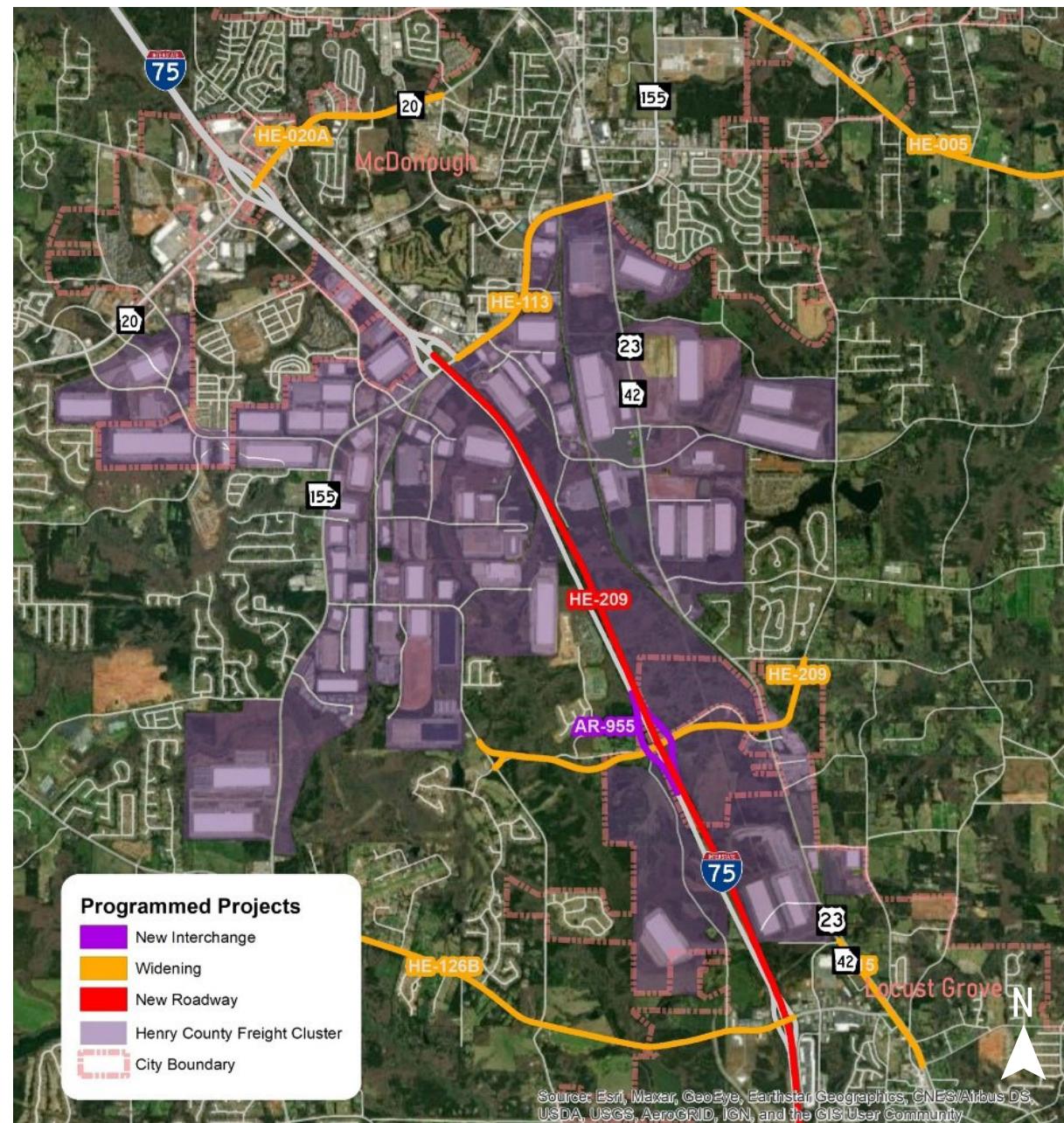


Figure B-6.5. Programmed projects

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B-7 ACTIVE TRANSPORTATION

Active transportation is a way of getting from one place to another that relies on human activity – e.g. walking and bicycling. Active modes of transportation are important to communities for reasons of health, economic development, quality of life, and mobility. The term “active transportation” is preferred by organizations such as the Partnership for Active Transportation because it is a more positive statement that expresses the key connection between healthy, active living and our transportation choices. In the past these modes of transportation have often been referred to as “Non-Motorized” or “Alternative” transportation. This section of the Needs Assessment Report examines Henry County’s Active Transportation Network and how it performs for its citizens.





According to the US Department of Transportation:

“ *Investing in public transportation and bicycle and pedestrian facilities creates opportunities for people to exercise. This helps reduce obesity and the risks for developing costly chronic conditions such as diabetes and cardiovascular disease. Active transportation facilities are particularly important in low-income and minority communities, or communities with high percentages of new immigrants. People in those communities are less likely to own vehicles, and unsafe streets might pose a barrier to using active transportation.* **”**

WALKING PROPENSITY ANALYSIS

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 proximity to school and park zones, intersection density, existing land uses, 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 B-7.1** below.

Table B-7.1. Walking Propensity Analysis Factors and Weights

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 B-7.2** details the point values assigned to each land use category used in the analysis.

SCHOOL AND PARK ZONES

In addition to the school and park uses captured in the land use analysis, an additional element was included which represents comfortable walking distances to schools and parks. This is reflected as a half-mile buffer around the entrance of schools, and a quarter mile buffer around greenspace areas. All areas falling within these buffers were given a score of 10. Since many younger students 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.

Table B-7.2. Point Values for Land Use Categories

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
Rivers	1
Transportation, Communication, Utilities	1
Transitional	1
Urban Other	1
Wetlands	1

PEDESTRIAN CRASHES

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

INTERSECTION DENSITY

Research has consistently shown that one of the strongest predictors of pedestrian activity is intersection density. Intersection density is a measure of how closely roadways are grouped together and relative block size. Areas with high levels of intersection density are more conducive to pedestrian travel as they provide more connection opportunities, shorter blocks, and more direct routes for those on foot. Intersection density was included in the analysis by developing a kernel density raster based on intersection locations. In addition, four leg intersections were weighted more highly than three leg intersections, as these intersections offer the greatest connectivity. Two leg and one leg junctions

were not considered intersections in this analysis, as they provide limited benefit to pedestrians. This methodology avoids over weighting suburban style neighborhoods that 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.

RESULTS

The map in **Figure B-7.1** 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 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 Road near I-75 and the area near the intersection of SR 155 and East Lake Parkway which is near the Union Grove school cluster and an emerging commercial area. For use in further analysis, the highest tier of walking propensity areas were isolated and are shown in **Figure B-7.2**.

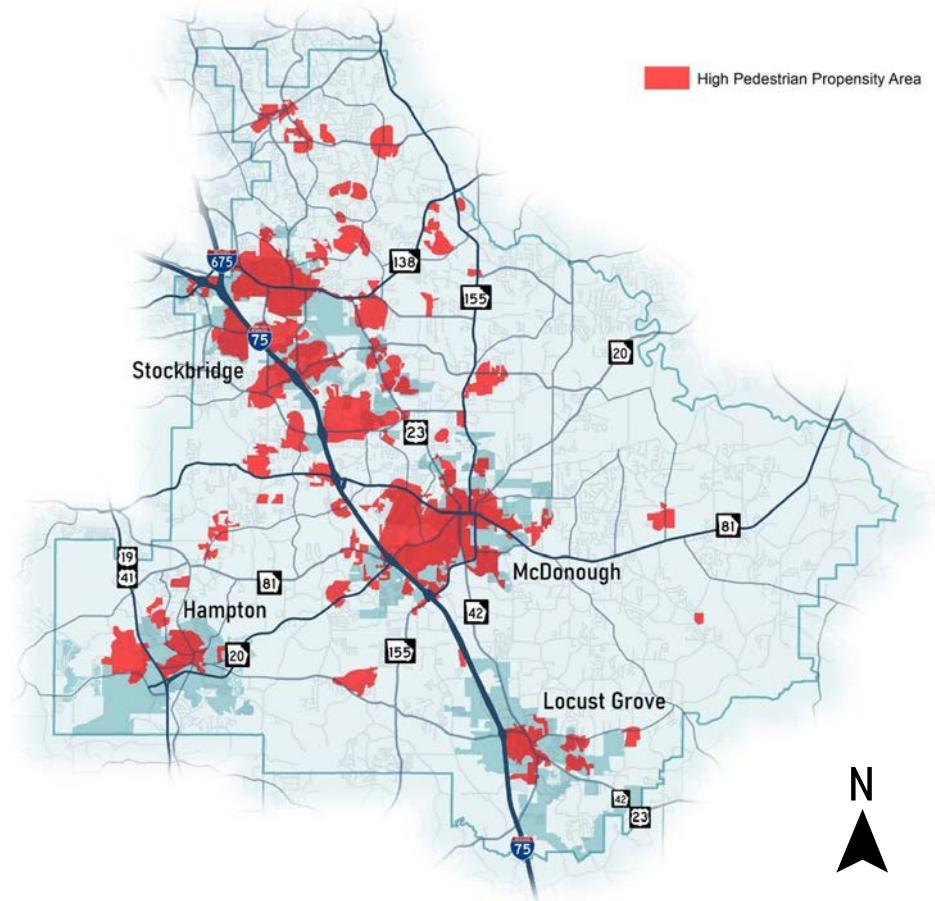
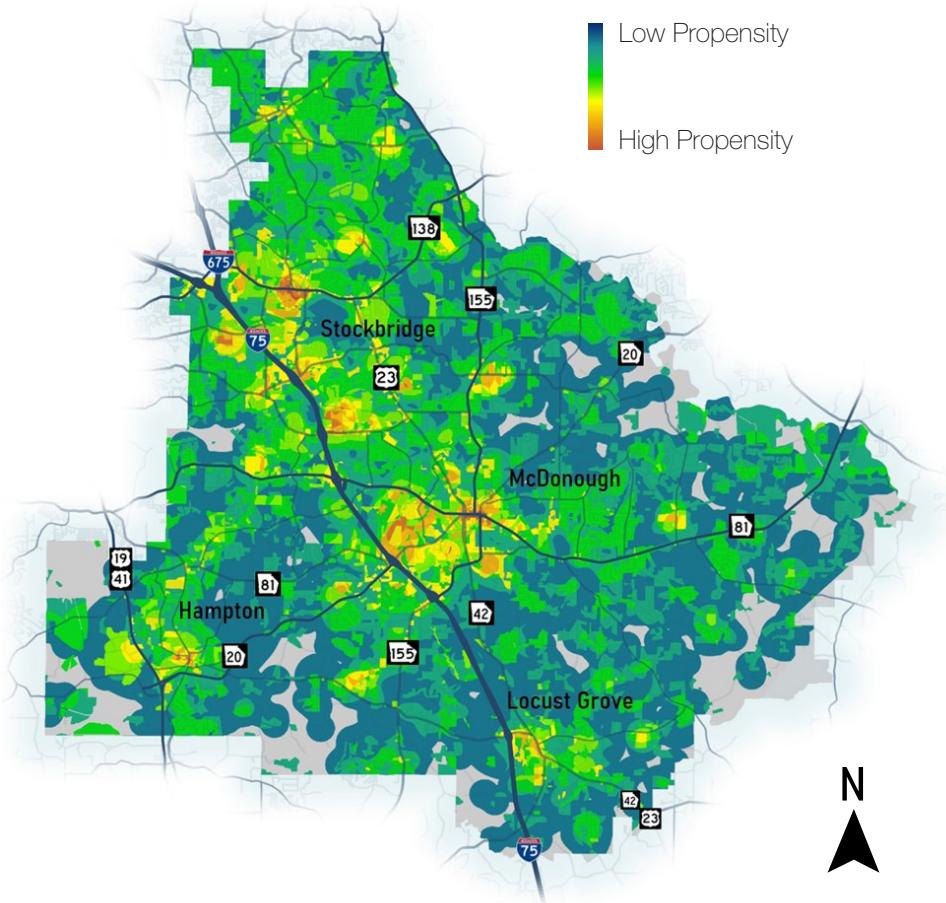


Figure B-7.1. Walking Propensity Analysis

Figure B-7.2. High Pedestrian Propensity Areas

SIDEWALK GAP ANALYSIS

In order to identify needed sidewalk projects in Henry County, a gap analysis was performed. There were three primary objectives of the analysis:

1. Identify facilities where there is a need for sidewalk due to high pedestrian propensity and/or a high risk of pedestrian crashes.
2. Identify corridors with significant gaps in sidewalk coverage in the county, particularly along arterial and collector roadways that provide connectivity to pedestrians.
3. Identify the overlap between the facilities identified in objectives 1 and 2 as these corridors will be the most effective locations for potential sidewalk projects.

The analysis methodology and inputs are described as follows.

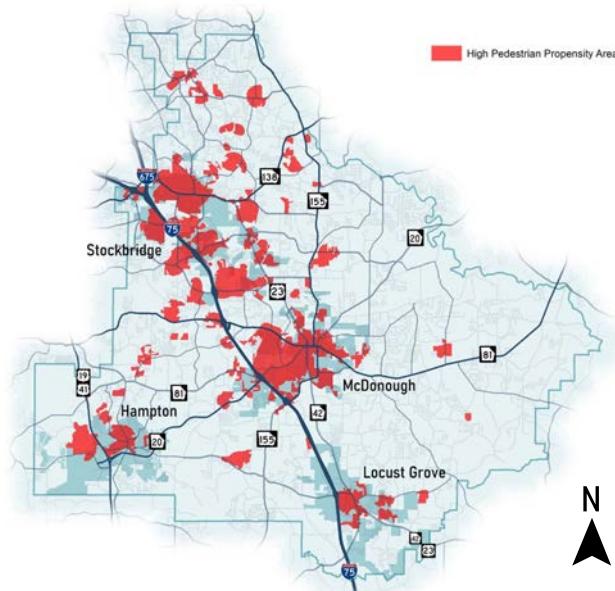


Figure B-7.3. High Pedestrian Propensity Areas

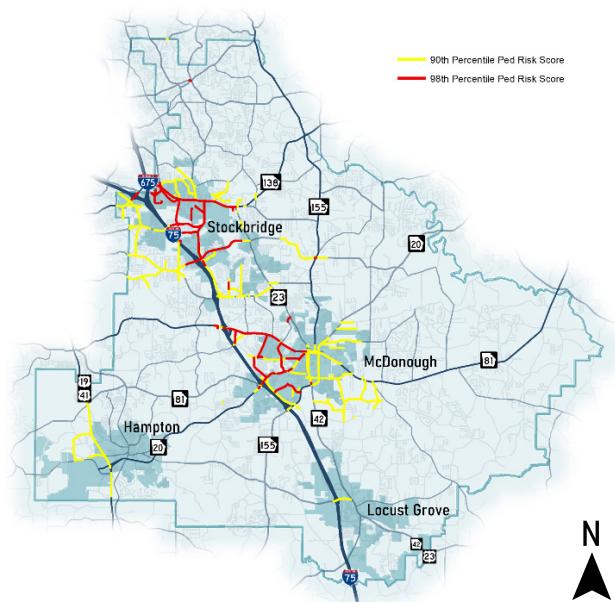


Figure B-7.4. High Crash Risk Facilities

HIGH PROPENSITY AREAS

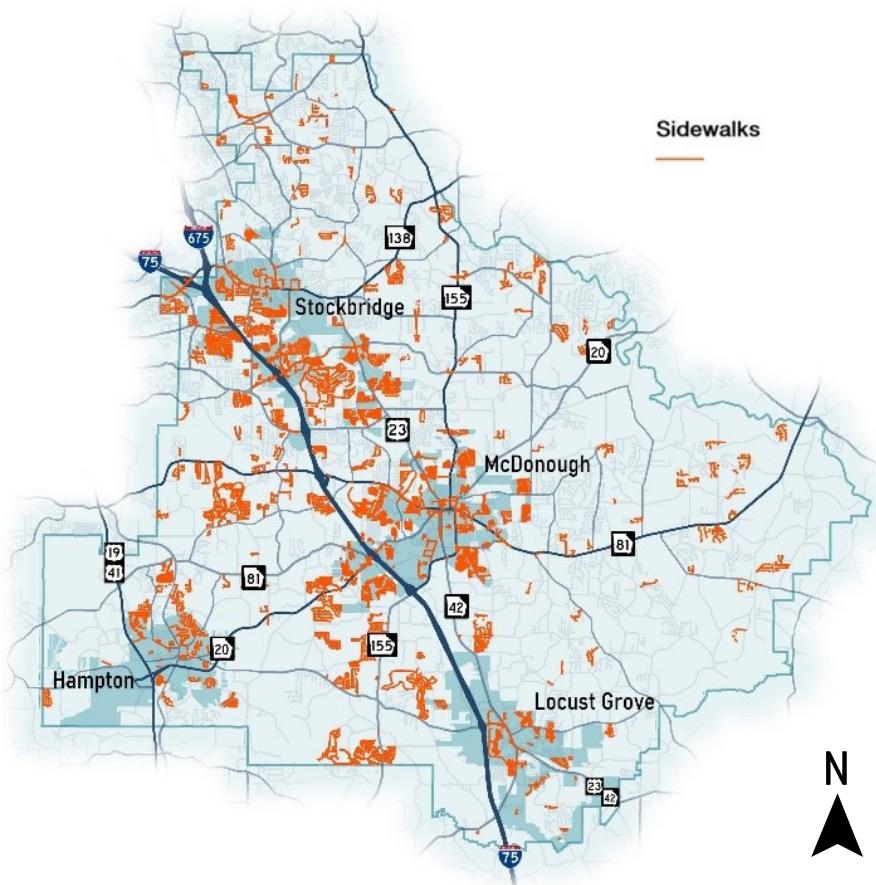
High propensity areas are locations identified as areas with a high propensity for pedestrian activity. These locations are presented in **Figure B-7.3**. Factors included in identifying these high propensity areas include land use, presence of community facilities, intersection density, and pedestrian crash history. Additional information on the pedestrian propensity analysis methodology is included in the Walking Propensity Analysis section above.

HIGH CRASH RISK FACILITIES

Due to the nature of the distribution of pedestrian crashes, historical crash trends alone are not sufficient to gauge the crash risk for pedestrians along facilities. As a response to this, the Atlanta Regional Commission developed a pedestrian safety index for roadway segments in the metro Atlanta area to identify high risk corridors. The high crash risk facilities located in Henry County are shown in **Figure B-7.4**. Additional information on this risk index is included in the Bicycle/Pedestrian Safety Analysis section in Chapter B4 - Roadway Needs.

SIDEWALK INVENTORY

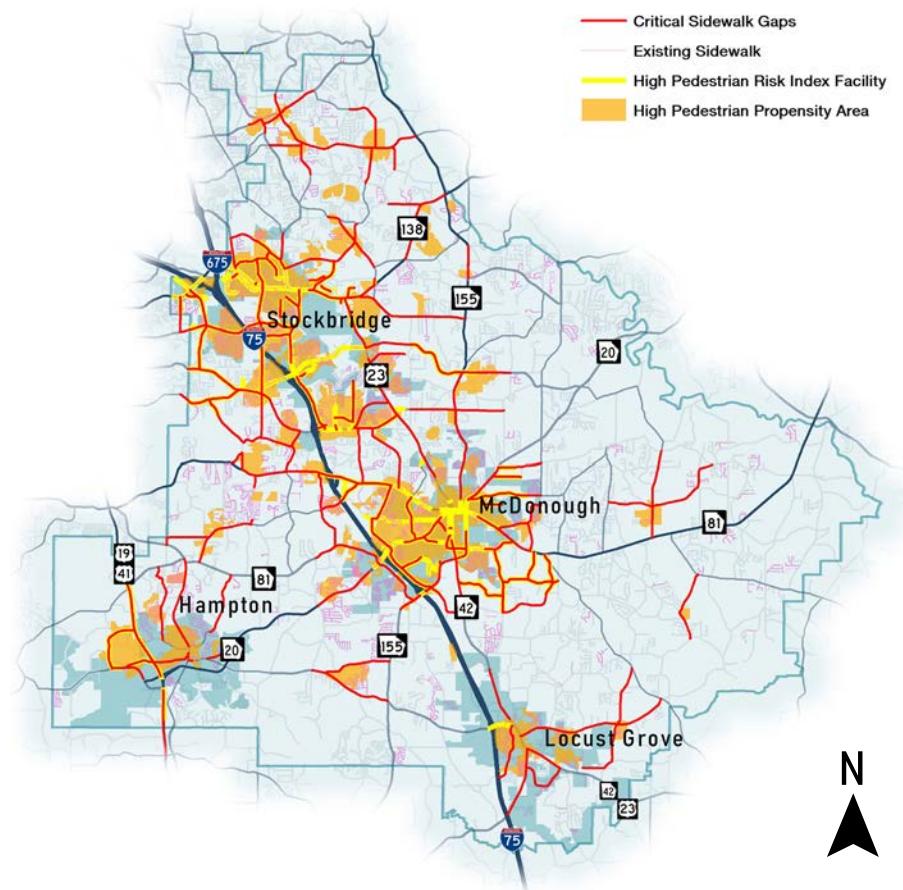
Henry County maintains a sidewalk inventory, identifying locations in the county where sidewalk is present. This inventory is presented in **Figure B-7.5** below. Geospatial analysis was performed using this inventory to identify corridors along arterial, collector, and certain significant local roads with significant sidewalk gaps. For this analysis, a corridor with significant sidewalk gaps was defined as a corridor with less than 75% coverage on either side. There was significantly less than 75% coverage along the majority of analyzed corridors identified as having significant gaps.



CRITICAL SIDEWALK GAPS

An overlay analysis was performed to identify corridors with significant sidewalk gaps that overlapped with either a high propensity area or a high-risk facility as locations with critical sidewalk gaps. These locations, presented in **Figure B-7.6**, are identified as targets to be investigated for potential sidewalk installation projects. The addition of sidewalks to these roadways could effectively meet pedestrian demands and reduce the risk of pedestrian crashes.

In total, the analysis identified about **206 miles of roadways with sidewalk gaps** that need to be addressed.



BICYCLE COMFORT ANALYSIS

A bicycle comfort index was developed in order to effectively evaluate the existing connectivity of the bicycle network within Henry County. While bicycles may be technically permitted to travel along certain roadways, if conditions are or feel unsafe for cyclists, the roadway is less likely to be utilized and should not be considered as part of an effective bicycle network without sufficient facilities. The index was developed using the Atlanta Regional Commission's (ARC) 2020 Travel Demand Model (TDM.) Average daily volume and speed limit data for each modeled roadway segment in the county was incorporated into the analysis. While there is a wide range of factors that could be included when evaluating bicycle comfort, vehicular volume and speed are the most commonly utilized.

Table B-7.3. Bicycle Comfort Index Inputs

Volume	Score	Speed	Score
<=3,000 ADT	1	<=25 MPH	1
3,001 – 10,000 ADT	2	30-40 MPH	2
>=10,001	3	>=45 MPH	3

Roadway segments throughout the county were scored based upon speeds and volumes. The scoring thresholds are shown in **Tables B-7.3** and **B-7.4**. A variety of sources including the London Cycling Design Standards, Ohio Department of Transportation (ODOT) Bicycle and Pedestrian Design Guide (2011), and the National Association of City Transportation Officials (NACTO) were consulted to develop these scoring thresholds. These thresholds are frequently used to determine

Table B-7.4. Bicycle Comfort Index

Scoring Scale

Score	Rating
2	Highest Level of Comfort
3	-
4	-
5	-
6	Lowest Level of Comfort

the most appropriate bicycle facility for a given roadway based upon comfort level.

Figure B-7.7 presents the bicycle index for all analyzed roadways, while **Figure B-7.8** presents high comfort (with a score of 2-3) and low comfort (with a score of 4-6) roadways in addition to existing bicycle facilities in the county.

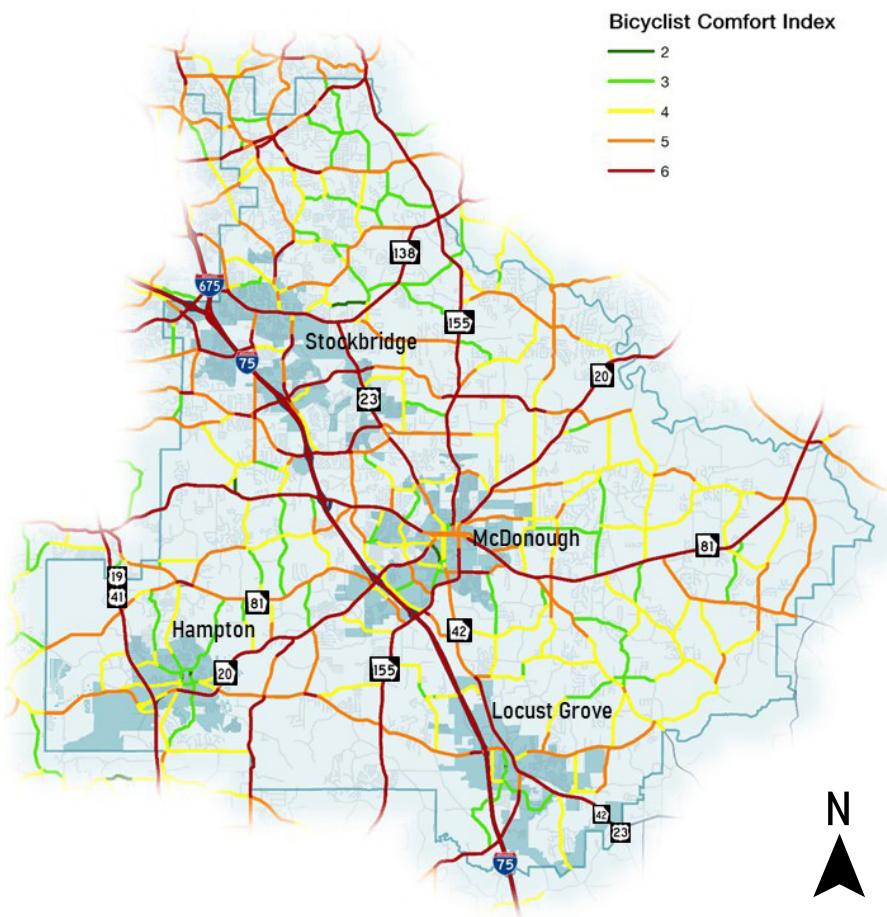


Figure B-7.7. Bicycle Comfort Index

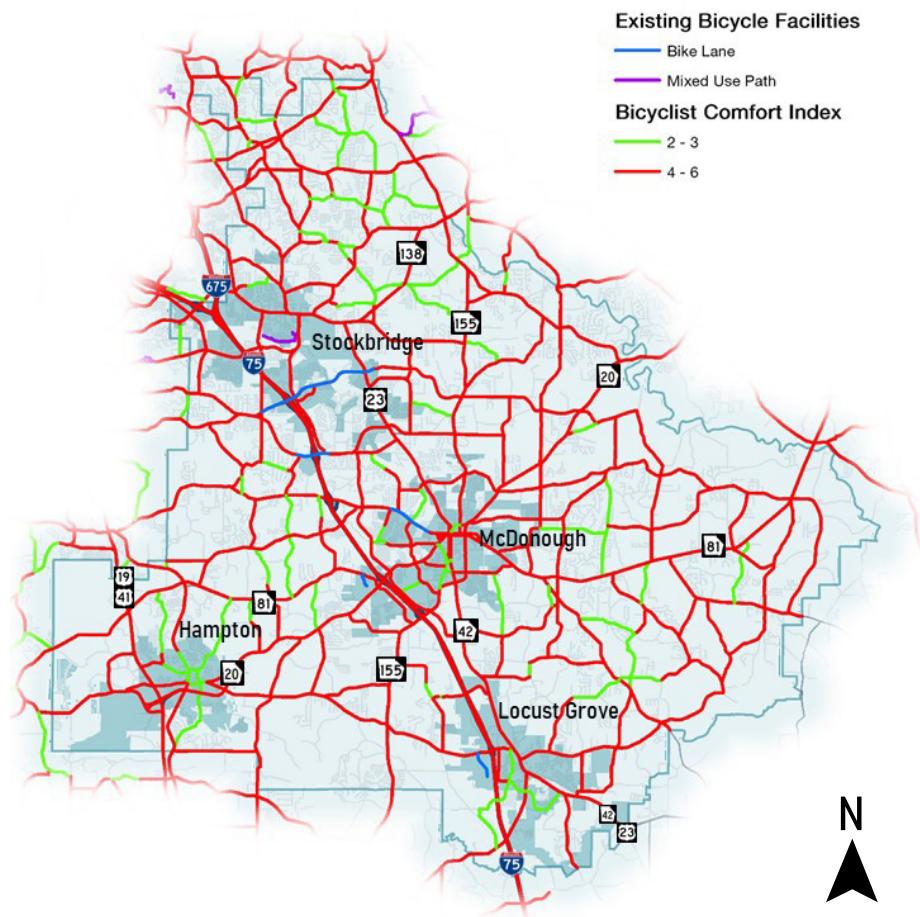


Figure B-7.8. Existing Bicycle Facility Comfort Index

Bicycle facilities can be installed along low-comfort facilities to provide safe and comfortable pathways for cyclists. This is typically a more feasible strategy than fundamentally changing the character of arterial and collector roadways. When determining the appropriate facility for a location, the existing comfort level of the roadway should be included. Bicycle facilities along extremely low comfort roads (such as major arterial roadways) require significant vertical or horizontal separation of bicycles and automobiles. This can be accomplished with a variety of design elements such as buffer zones or raised barriers. Along facilities with high comfort, lower cost treatments such as the installation of sharrows or signage indicating the presence of cyclists may be all that is needed to provide sufficient cycling conditions. Improvements such as simple bike lanes which provide a separate path for cyclist with minimal separation of traffic may be a cost-effective option to provide bicycle facilities along mid comfort roadways.

KEY FINDINGS

- The majority of arterials and collectors (including all state routes) that provide vehicular connectivity throughout the county have a poor comfort rating.
- Similarly, the connectivity of roadways accommodating to cyclists is poor. There are few to no connections between cities and major activity centers, or between dense residential areas and activity centers.
- For most of the suburban areas in the county, there is no access to high comfort roadways, with the exception of local streets that typically provide little connectivity.
- The high comfort roadways that do exist are often not part of any network, isolated with no connections to other high comfort roadways.
- The installation of appropriate bicycle facilities can provide sufficient conditions for cyclists on roadways with poor comfort. However, the existing bicycle facilities in the county do not address the lack of a bicycle facility network. Therefore, cyclists are unable to travel throughout the county safely or comfortably.
- Outside of the traditional downtown areas of the cities, almost all sidewalks in the county are on local roads within subdivisions.
- Sidewalk coverage along arterials and collectors is minimal.
- It is difficult or unsafe to walk outside of internal subdivision streets.



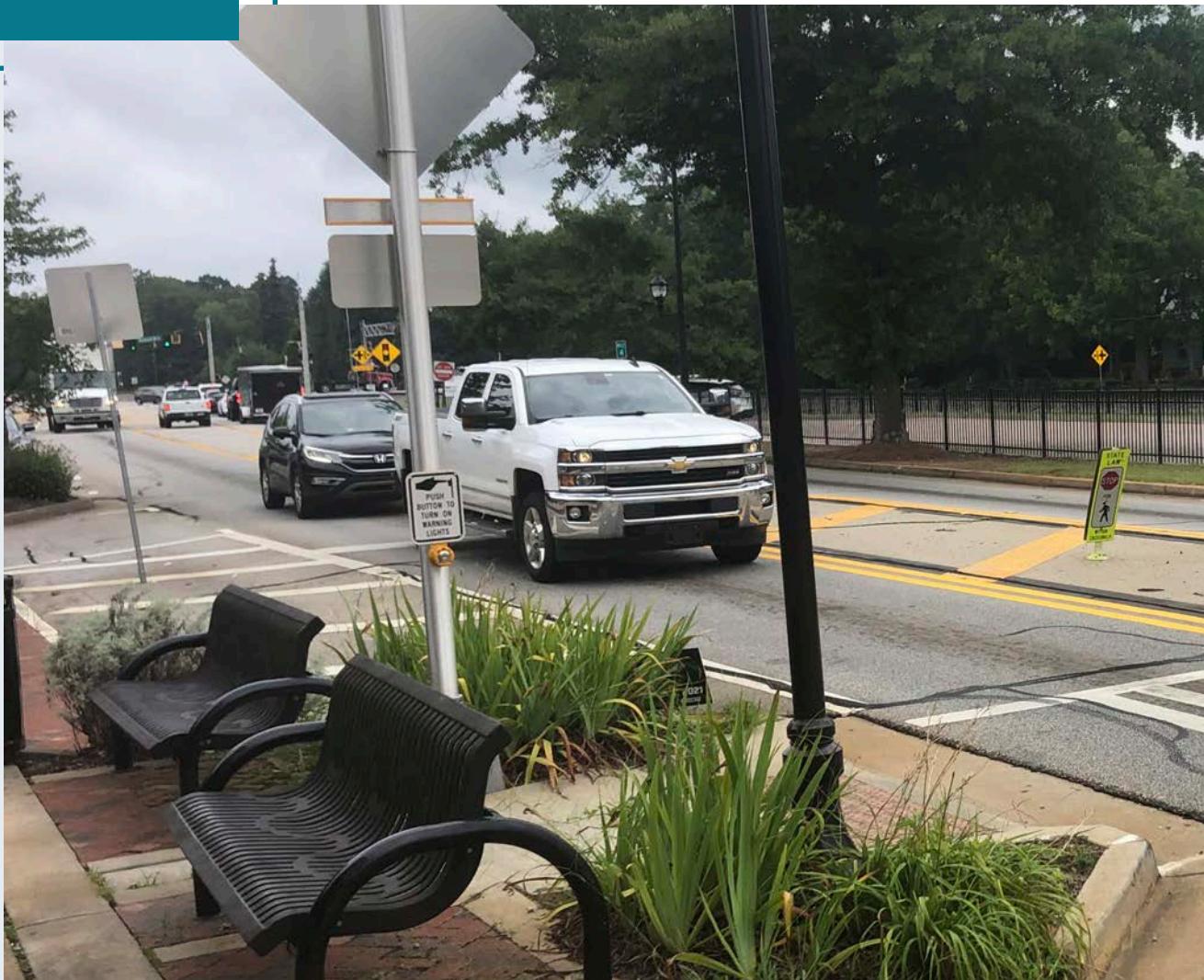
HENRY COUNTY
TRANSPORTATION PLAN
HAMPTON, LOCUST GROVE, MCDONOUGH, STOCKBRIDGE

RECOMMENDATIONS REPORT



C-1 INTRODUCTION

In 2005, the Atlanta Regional Commission (ARC) initiated the Comprehensive Transportation Plan (CTP) program to encourage counties and their municipalities to develop long-range transportation plans. ARC allocates federal funding to all counties in its transportation planning jurisdiction on a five-year update cycle. The intent of the program is to help counties and municipalities create a local transportation vision that complements local comprehensive plans.





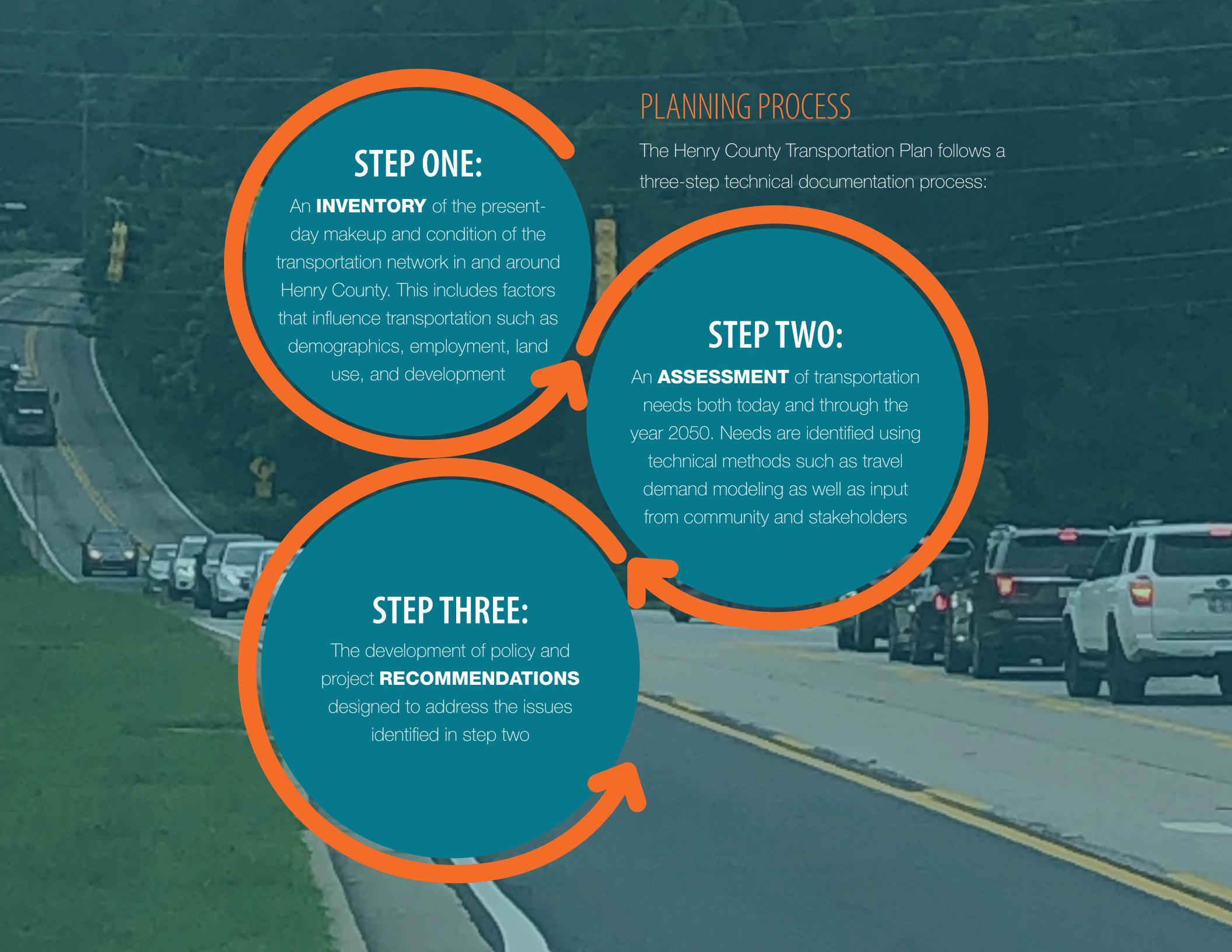
This planning effort creates a framework for project and program implementation at both the local and regional levels. This plan, called the **Henry County Transportation Plan**, is important because it directs funding decisions locally for the next 30 years. In addition, ARC uses CTPs as the foundation of the wider regional vision for transportation. Transportation projects identified by this planning process are eligible for inclusion in the Regional Transportation Plan (RTP) and may be considered for federal funding.

INTENT OF REPORT

The purpose of this Recommendations Report is to detail recommended projects and policies developed through the CTP process and is preceded by an Existing Conditions report and a Needs Assessment report, which relate to Steps 1 and 2 of the Planning Process depicted on the next page. It also includes background on the public involvement process that informed project and policy development. A description of the project prioritization methodology is also provided, which was used to help determine the appropriate time frame for the implementation of projects.

PROJECT OVERVIEW

The Henry County Transportation Plan is an update to the 2016 Transportation Plan. It assesses current and projected transportation needs through the year 2050 and involves Henry County and the cities of Hampton, Locust Grove, McDonough, and Stockbridge. Transportation plans funded through ARC's CTP program follow a three-step technical documentation process.



STEP ONE:

An **INVENTORY** of the present-day makeup and condition of the transportation network in and around Henry County. This includes factors that influence transportation such as demographics, employment, land use, and development

PLANNING PROCESS

The Henry County Transportation Plan follows a three-step technical documentation process:

STEP TWO:

An **ASSESSMENT** of transportation needs both today and through the year 2050. Needs are identified using technical methods such as travel demand modeling as well as input from community and stakeholders

STEP THREE:

The development of policy and project **RECOMMENDATIONS** designed to address the issues identified in step two

STAKEHOLDER ENGAGEMENT C-2 AND PUBLIC OUTREACH

Community Engagement is a key element to all successful planning efforts including the Henry County Transportation Plan and the Henry County Trails Plan. The involvement of Henry County citizens was vital to creating a transportation 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.





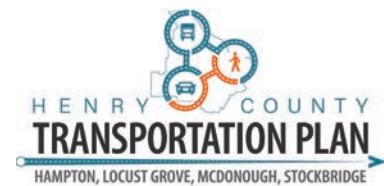
STAKEHOLDER COMMITTEE

The project team, along with input from the county, identified 20 representative stakeholders to participate in a Stakeholder Committee which helped guide the planning process. The Stakeholder Committee (shown in **Table C-2.1**) was made up of representatives from each municipality within Henry County (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 C-2.1. Stakeholder 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



planningatpond.com/henry-transportation-plan



planningatpond.com/henry-trails-plan

PROJECT WEBSITES

The project team created and maintained two project websites, one for the Transportation Plan and one for the Trails Plan, which served as the public face for the two plans. 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 describing the planning process. It also served as the host for all project-related information. The websites' 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.

ONLINE COMMUNITY SURVEYS

The project team conducted two community surveys and an online interactive map 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.

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 of public venues across the county giving more members of the community at large access to participate in the planning process. **Table C-2.2** highlights the date, location, attendance, and activities for each of the public meetings.

Table C-2.2. Public Meeting Opportunities

Meeting	Date	Round	Location	Attendance	Activities
1	10/5/21	1	Virtual	25	Presentation/SWOT/Goals & Objectives Poll
2	12/9/21	2	Stockbridge	11	Open House with Boards and Comment Cards
3	12/13/21	2	Hampton	10	Open House with Boards and Comment Cards
4	4/12/22	3	McDonough	27	Open House with Boards and Comment Cards
5	4/20/22	3	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, 2022, 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 C-2.3** 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 C-2.3. 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



C-3 PLAN PERFORMANCE

The potential benefits of proposed major capacity improvements (roadway widenings and new location roadways) were assessed using a Travel Demand Model. The Travel Demand Model tool considers anticipated transportation demand in the year 2050 and in a 2050 Build Scenario how that demand would be accommodated by the proposed transportation network offered by these proposed major capacity improvements. This 2050 Build Scenario is compared to an existing conditions scenario (2020), and a theoretical year 2050 Existing + Committed Scenario, in which the transportation system consists of only what is existing today plus transportation projects that are currently fully funded and anticipated to be implemented in the near future. This comparison shows major overall travel time savings countywide and corridor specific reductions in congestion. The results of the 2050 Build Scenario were used to further refine capacity projects to better address future needs.

VEHICLE MILES TRAVELED

Vehicle miles traveled (VMT) is a unit to measure vehicle travel made by private vehicles within Henry County, such as automobiles, vans, pickup trucks, and/or motorcycles. Each mile traveled counts as one vehicle-mile regardless of the number of persons in the vehicle. When VMT is used with vehicle hours traveled (VHT), an estimate of the average speed over the entire network can be ascertained. Used as part of a travel model, this provides an indication of the relative effectiveness of transportation improvements.

OBSERVATIONS: DIFFERENCE BETWEEN 2050 E+C AND 2050 BUILD SCENARIO

Table C-3.1 is a comparison of VMT between the 2020 base year network, the 2050 Existing plus Committed (E+C) scenario, and the 2050 Build scenario. VMT in the 2050 E + C scenario is projected to increase by about 32% over 2020 levels. This increase reflects future population and employment growth in Henry County as well as induced travel due to less congested roadways. Overall, the

VMT in the 2050 Build scenario changes very little compared to the 2050 E+C scenario. The results show that if the Build scenario were implemented, overall VMT on the Henry County roadway network would increase by less than 1%. Model analysis shows that the proposed roadway projects will shift VMT from local and collector roads onto arterials roadway and I-75. This shift is considered a positive result because arterial and interstate roadways are designed to more safely and efficiently carry higher traffic volumes than local and collector roads.

Table C-3.3. Vehicle Miles Traveled Comparison

	2020	2050 E+C	2050 Build	Percent Change 2050 E+C to 2050 Build
Interstate	2,248,006	2,875,923	2,913,516	1.31%
Principal Arterial	1,380,775	1,776,700	1,833,915	3.22%
Minor Arterial	1,332,692	1,790,468	1,817,388	1.50%
Major Collector	335,851	484,163	456,102	-5.80%
Minor Collector	206,555	263,064	246,191	-6.41%
Local	376,799	596,221	579,068	-2.88%
Total	5,880,678	7,786,539	7,846,180	0.77%

VEHICLE HOURS TRAVELED

Vehicle hours traveled (VHT) is a measurement of the total hours traveled by all vehicles within Henry County. VHT is calculated by multiplying the number of vehicles by the travel time of those vehicles on a specific link, or the entire Henry County roadway network. VHT is an indicator of how additional travel demand influences congestion in the system from a travel time standpoint. It is commonly used as a system-wide measurement of travel demand.

OBSERVATIONS: DIFFERENCE BETWEEN 2050 E+C AND 2050 BUILD SCENARIO

The travel demand model results show a decrease in overall VHT, which indicates that the transportation projects added as part of the 2050 Build scenario result in a positive reduction of travel time (travel time savings) for all vehicles within Henry County, as shown in **Table C-3.2**. The 2050 Build Scenario shows a reduction in VHT on all roadway classifications.

This is a significant result considering that Vehicle Miles Traveled actually increase on Interstate and Arterial roadways between the 2050 E+C and Build Scenarios. This reflects that the proposed additional roadway capacity will allow roadways to operate more efficiently.

Table C-3.4. Vehicle Hours Traveled Comparison

	2020	2050 E+C	2050 Build	Percent Change 2050 E+C to 2050 Build
Interstate	36,582	50,272	48,535	-3.46%
Principal Arterial	35,514	48,692	48,136	-1.14%
Minor Arterial	38,623	54,709	53,329	-2.52%
Major Collector	10,674	16,152	15,166	-6.10%
Minor Collector	5,506	7,491	7,001	-6.54%
Local	12,455	20,926	20,211	-3.42%
Total	139,354	198,242	192,378	-2.96%

VEHICLE HOURS OF DELAY

Vehicle hours of delay (VHD) is defined as the difference between vehicles hours traveled under congested conditions and vehicle hours of travel that would otherwise be expected under free flow conditions. Thus, VHD is calculated using travel times and travel speeds.

OBSERVATIONS: DIFFERENCE BETWEEN 2050 E+C AND 2050 BUILD SCENARIOS

Comparison of the 2050 Build and 2050 E+C scenarios results indicate a reduction of VHD for all road classifications. Similar to the analysis of VHT, the 2050 Build Scenario shows that arterials and interstate roadways will handle more traffic volume but with much less congestion. Minor arterials experienced the largest reduction of 38%, as

shown in **Table C-3.3**. The travel demand model results show a substantial decrease (-31%) in overall VHD, which indicates that the transportation projects added as part of the 2050 Build scenario would result in less traffic congestion for all vehicles within Henry County.

Table C-3.5. Vehicle Hours of Delay Comparison

	2020	2050 E+C	2050 Build	Percent Change 2050 E+C to 2050 Build
Interstate	3,234	7,649	5,341	-30.17%
Principal Arterial	3,351	6,355	4,559	-28.26%
Minor Arterial	2,859	5,610	3,470	-38.15%
Major Collector	207	463	373	-19.44%
Minor Collector	136	227	196	-13.66%
Local	299	839	613	-26.94%
Total	10,086	21,143	14,552	-31.17%

LEVEL OF SERVICE

Level of service (LOS) is a qualitative rating of the effectiveness of roadway traffic conditions measured in terms of operating conditions. LOS describes the state of traffic flow on a roadway and is derived from other measures such as travel speed and volume-to-capacity ratio. Six letter grades, ranging from A (most desirable) to F (least desirable), are used to rank performance of roadways. For purposes of this study, LOS E and F are considered failing LOS. A, B, and C are considered satisfactory. LOS D is considered a midpoint LOS – while still a passing measure of roadway performance, it is on the brink of failing.

Table C-3.6. Level of Service Comparison

LOS	AM			PM		
	2050 E+C	2050 Build	Change	2050 E+C	2050 Build	Change
A/B	40.40%	55.16%	14.77%	34.15%	44.65%	10.50%
C	35.89%	34.70%	-1.18%	31.46%	42.17%	10.71%
D	16.33%	7.20%	-9.13%	23.43%	9.50%	-13.93%
E	5.68%	1.79%	-3.89%	8.73%	2.37%	-6.36%
F	1.71%	1.15%	-0.56%	2.22%	1.30%	-0.92%
Total	100.00%	100.00%		100.00%	100.00%	

OBSERVATIONS: DIFFERENCE BETWEEN 2050 E+C AND 2050 BUILD SCENARIO

A comparison of the LOS for the 2050 E+C scenario against the 2050 Build scenario for both the AM and PM peak periods was completed. The results, shown in **Table C-3.6**, indicate that in both the AM and PM peak periods, there is a significant increase in the number of modeled roadway segments with a LOS of A, B, and C. There is a corresponding decrease in the number of modeled roadway segments with a LOS of D, E, and F. These results align with the other metrics, particularly VHD, indicating the projects within the 2050 Build scenario would have a positive impact reducing travel congestion within Henry County.

In the PM peak period, when congestion is typically worst, the 2050 Build Scenario shows particularly excellent results compared to the E+C Scenario. The number of segments showing a LOS of D, E, or F is reduced from 34.38% to 13.17% in the 2050 Build Scenario. Taken all together, the Travel Demand Model metrics show that, when implemented, the proposed roadway capacity projects will have a transformative positive impact on traffic congestion in Henry County.



A or B



C or D



E or F

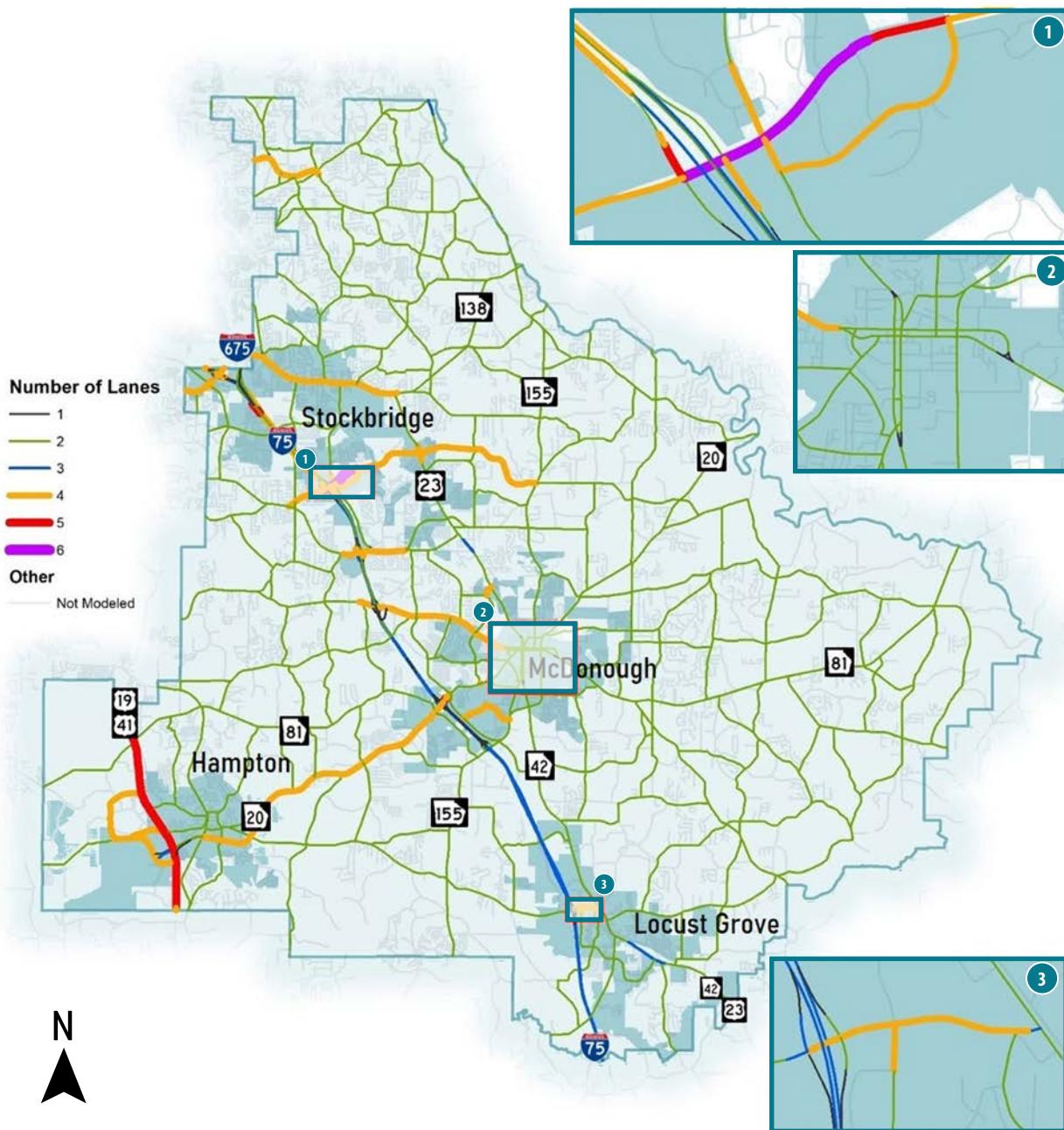


Figure C-3.5. 2020 Laneage

NUMBER OF LANES

Figures C-3.1, C-3.2, and C-3.3 show the number of lanes on Henry County roadways for the 2020 Base Year, 2050 E+C, and 2050 Build scenarios. The 2050 Build scenario represents a mature and interconnected roadway system capable of handling projected future traffic volumes. The Henry County roadway network remains anchored by the I-75 corridor, but with a more robust local network that provides alternatives to I-75 for shorter local trips or during times of heavy congestion or travel disruptions from vehicle crashes.

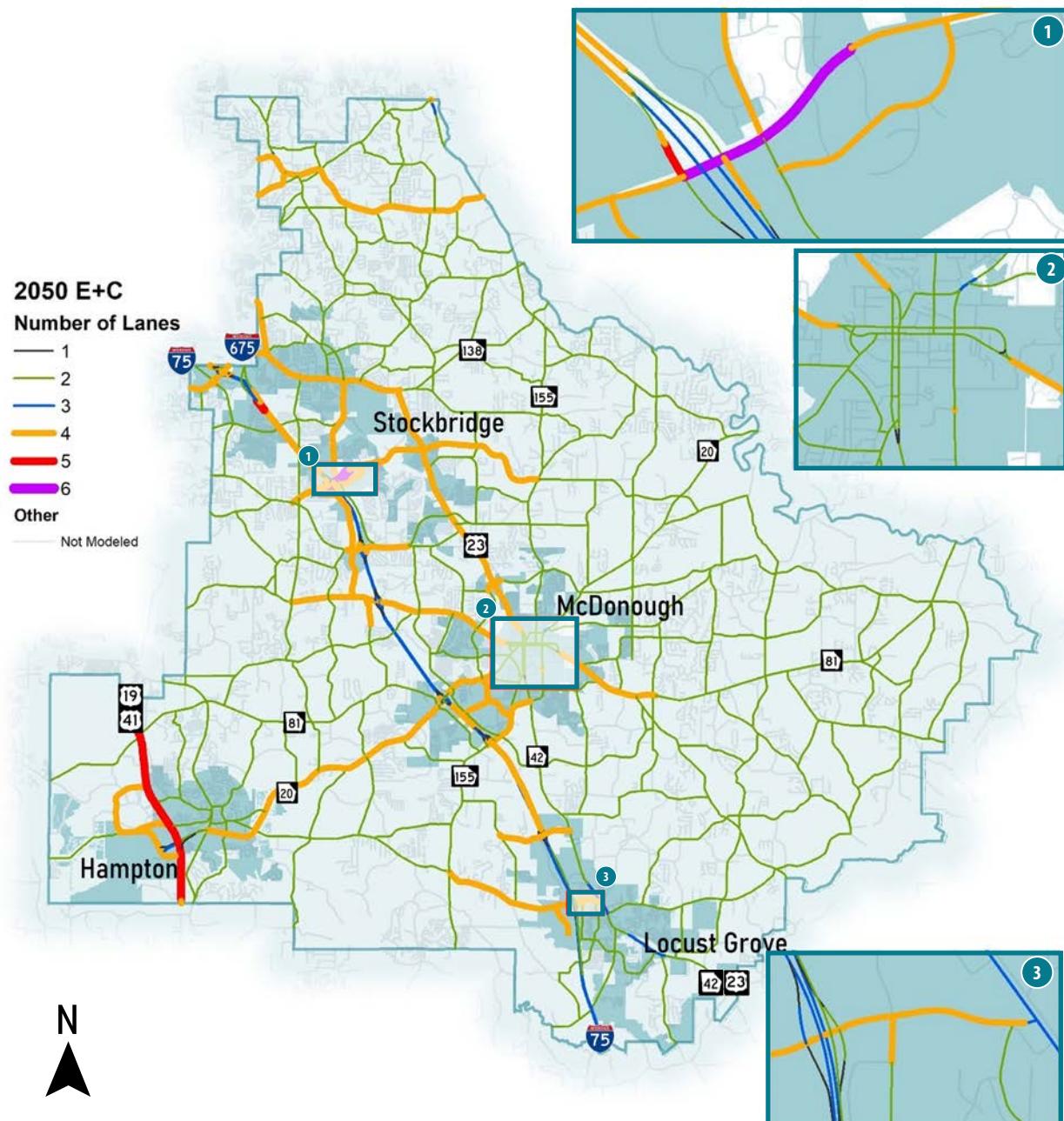


Figure C-3.6. 2050 E+C Laneage

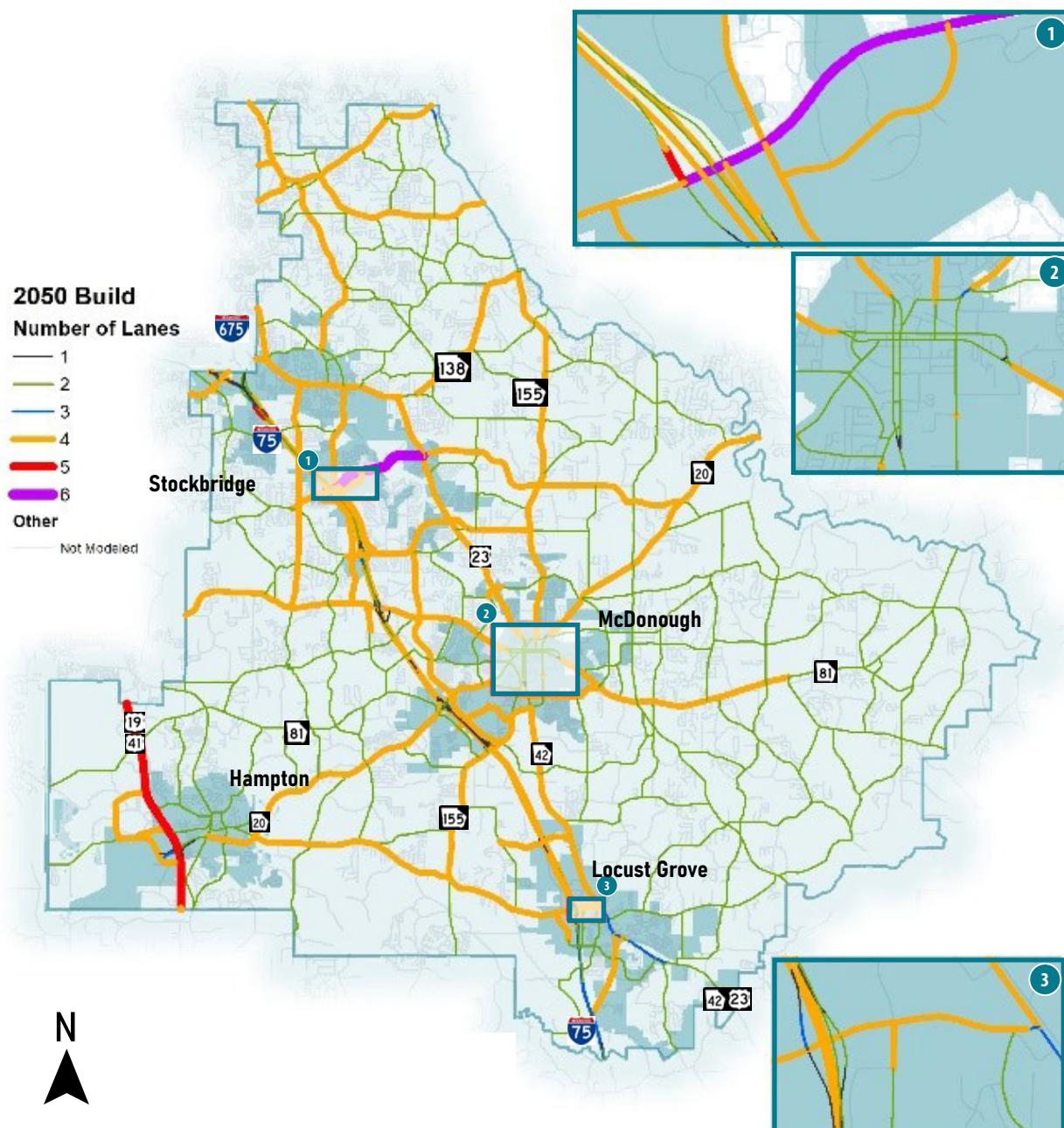


Figure C-3.7. 2050 Build Scenario Laneage

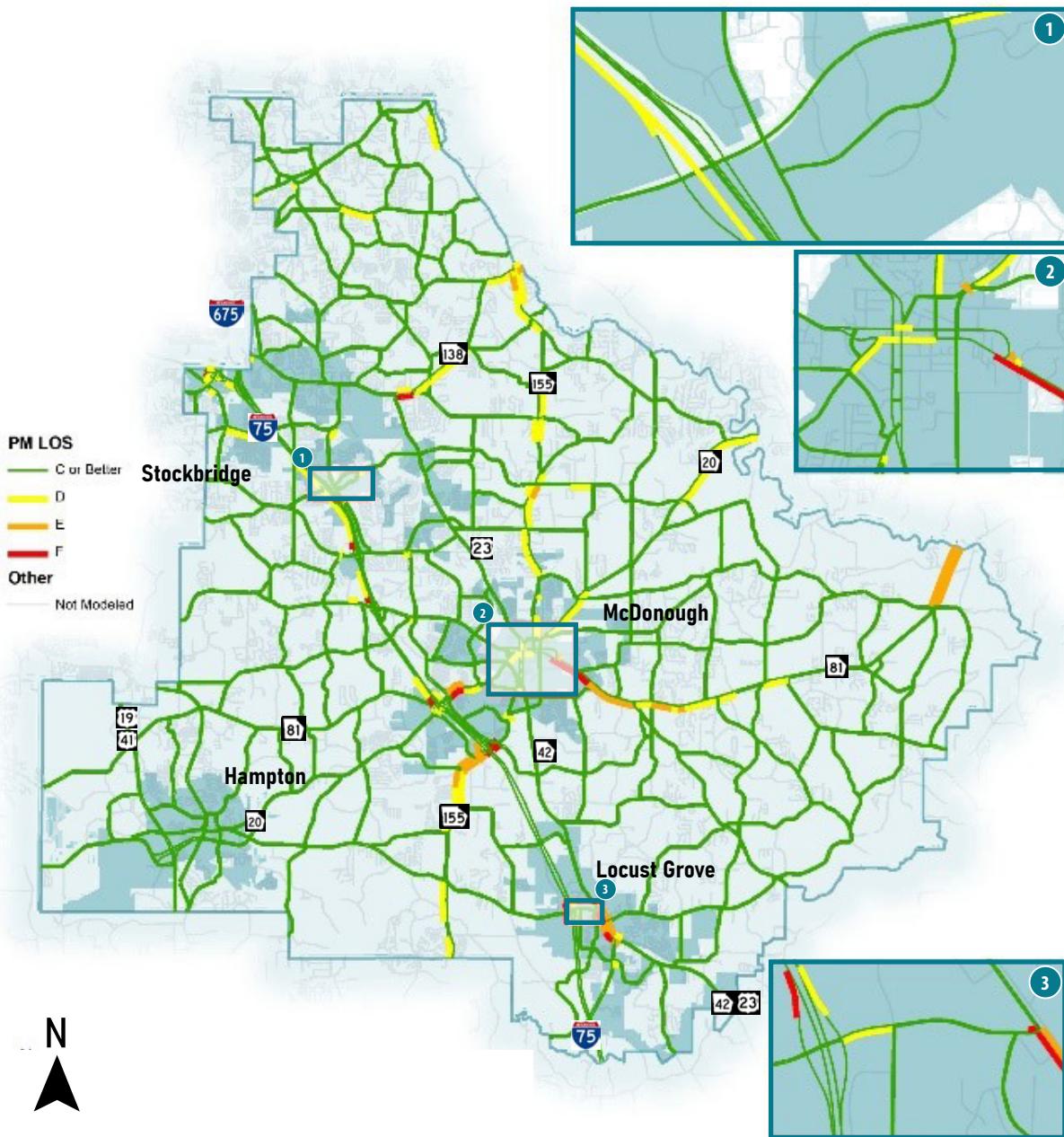


Figure C-3.8. 2020 LOS

NETWORK LEVEL OF SERVICE

Figures C-3.4, C-3.5, and C-3.6 show the modeled Level of Service on Henry County roadway links. LOS is projected to worsen between the 2020 baseline scenario and the 2050 E+C scenario. However, the 2050 Build scenario makes improvements throughout the roadway network. If implemented, the proposed roadway capacity projects are expected to resolve major capacity challenges on all major roadways in Henry County.

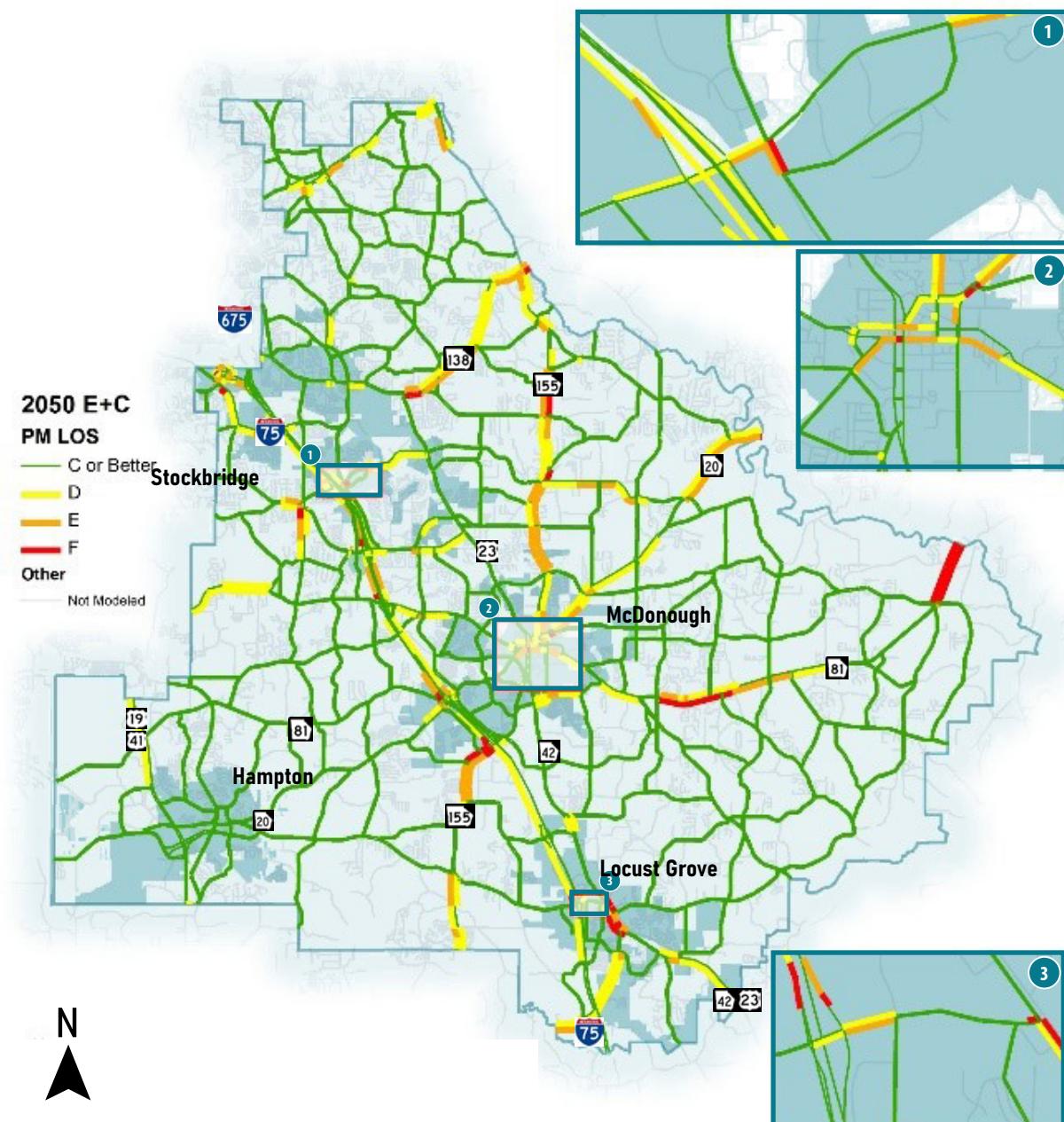


Figure C-3.9. 2050 E+C LOS

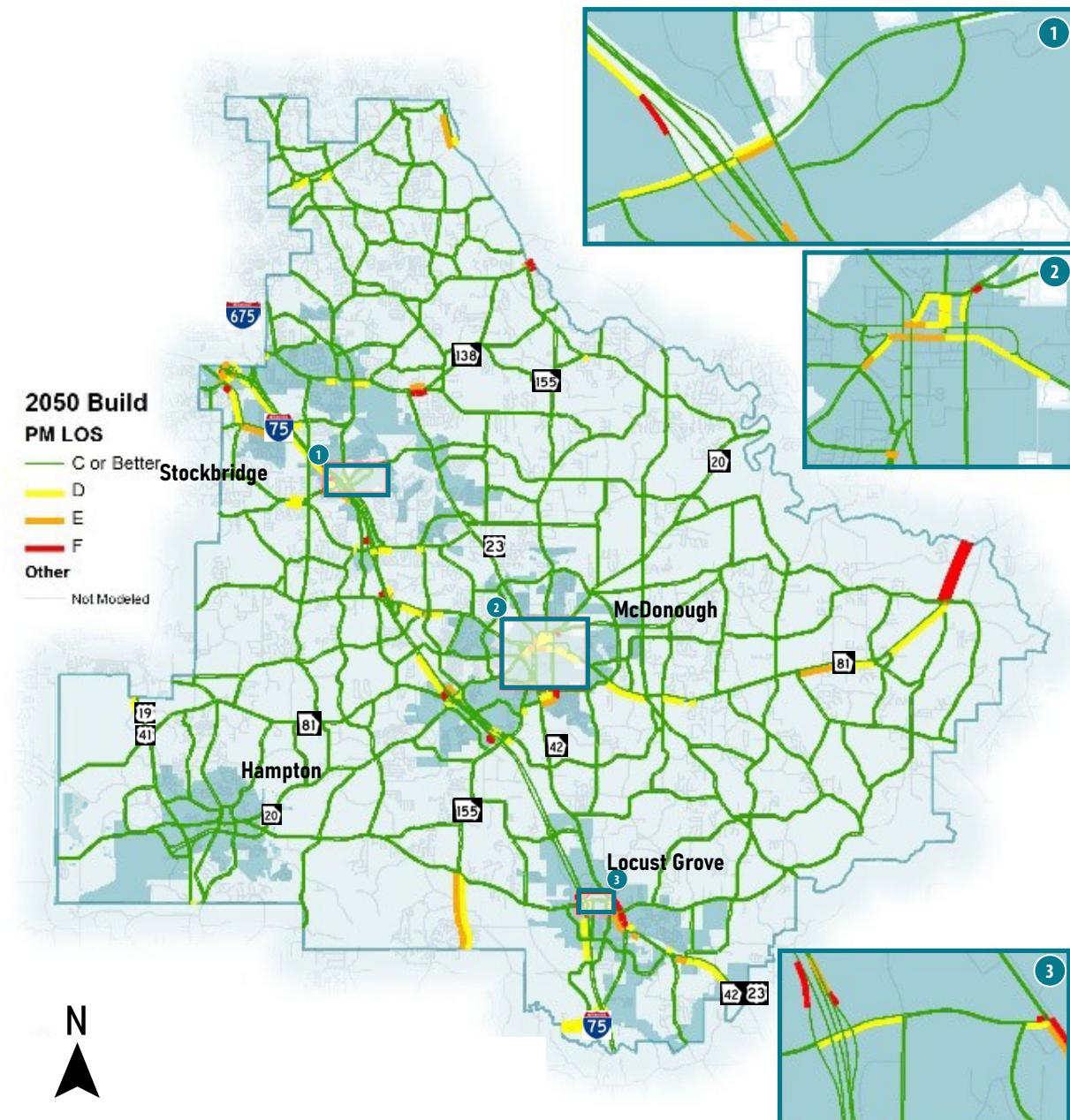
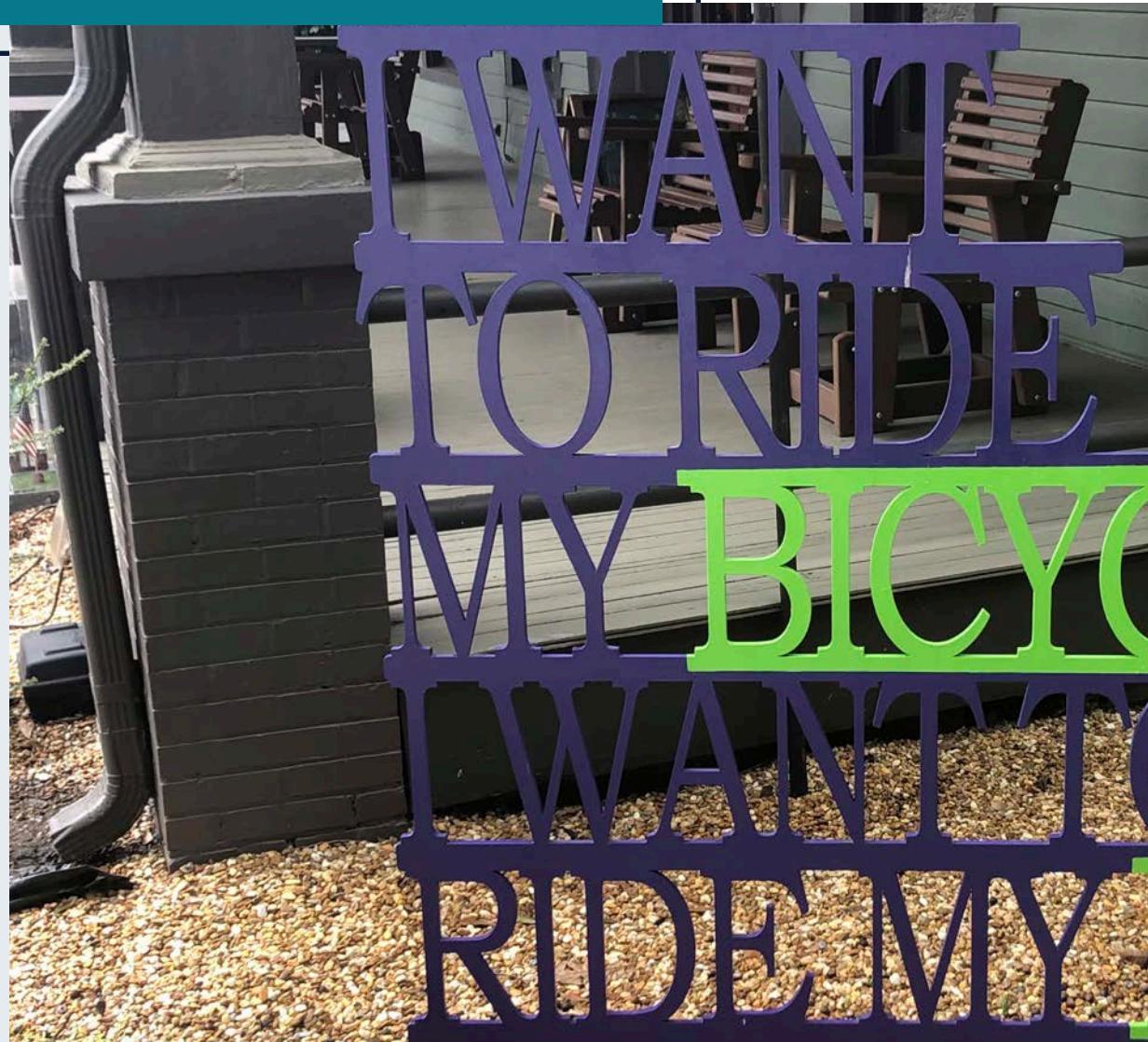


Figure C-3.10. 2050 Build Scenario LOS

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C-4 POLICY RECOMMENDATIONS

This section outlines transportation policy changes recommended for Henry County. These policy recommendations were identified during the planning process through a variety of sources including staff recommendations, stakeholder input, public comment and technical analysis.





SIDEWALKS

COMPLETE STREETS POLICY

Henry County has recently built a number of new roads that did not include any pedestrian or bicycle accommodations (Henry Parkway, Campground Road Extension, Anvil Block Rd). Henry County should adopt a formal complete streets policy for new road alignments and road widenings that ensures bicycle and pedestrian accommodations are always considered during County capital improvements. Coordination between the Transportation Planning Department and the SPLOST and/or Henry County Department

of Transportation should be required to ensure that recommended sidewalk, bicycle, and/or multiuse trail recommendations are incorporated into roadway design as appropriate.

Similarly, coordination between the Department of Planning and Zoning and the Transportation Planning Department should be required to ensure that future land developments take into account and help implement trails and sidewalk projects.

HENRY COUNTY UNIFIED LAND DEVELOPMENT CODE SIDEWALK POLICY

Sidewalk regulations are included in Chapter 8 (Infrastructure) of the Unified Land Development Code (ULDC). Chapter 8 of the ULDC requires sidewalks on both sides of streets within all commercial, industrial, or residential subdivisions and all mixed-use developments. Sidewalks are required to be four feet wide, permit handicapped access at intersections, and be a minimum of two feet back from the curb line to provide a buffer between pedestrians and vehicles.

As first identified in the 2016 Henry County Transportation Plan, ULDC requirements have resulted in an incomplete sidewalk network, particularly along collector and arterial roadways. The resulting gaps in the sidewalk network were identified in this planning process with specific implementation recommendations detailed in the following sections. From a policy perspective the following recommendations have been identified:



- The ULDC should be amended to require the construction of sidewalks along any frontage a new development may have along any local, collector, or arterial roadways adjacent to the site – not only within the development as is currently required. Sidewalks standards for these frontage areas should include a minimum six (6) feet in width and installed no closer than four (4) feet to the back of curb line.

Dedicated Sidewalk Funding

To facilitate the construction of missing sidewalk segments along developed corridors, it is recommended that the County allocate a portion of the local revenues (SPLOST, T-SPLOST, Bond, General Funds, Impact Fees, etc.) annually to fund a **Sidewalk Program**. As mentioned earlier, sidewalk projects have been identified and prioritized for construction and presented in the following sections.



NORTH/SOUTH ALTERNATIVES

There are currently limited options for north-south mobility in the County, which forces much of that travel to 1-75. There is an ongoing need to prioritize and designate improvements to other parallel north-south corridors to the west and east of 1-75.

I-75 CAPACITY

I-75 is the most important roadway in Henry County. Even with the recently completed managed lanes, it currently suffers from recurring congestion which is projected to worsen in future years. There is currently a regional policy prohibiting new single occupancy vehicle capacity on interstates in the Atlanta Region. It is recommended that Henry County work with ARC, GDOT, and FHWA to find a way to add capacity on I-75 preferably one additional general-purpose lane in each direction between Bill Gardner Pkwy and Eagles Landing Pkwy.

To start this process, it is recommended that Henry County partner with GDOT on a robust scoping/corridor study for I-75 in the similar vein of the ongoing I-85 Corridor Study being conducted in partnership between GDOT Gwinnett County (PI No. 0016164 & 0016321) <https://85study-gdot.hub.arcgis.com>. This is a \$6 million study that will “propose solutions for the corridor to reduce congestion, enhance traffic operations, and improve safety. Through collaboration with stakeholders and the public, a wide range of potential alternatives will be identified. These alternatives will be analyzed, and recommendations will be developed for implementation.

ADDITIONAL LOCAL FUNDING

The proposed project recommendations for this study have a price tag upwards of \$5 billion. While it is expected that some of the cost will be funding through state and federal sources, Henry County must commit its own local funding to supplement and fully leverage opportunities to access those state and federal sources.. Currently the SPLOST and T-SPLOST are the two main sources of transportation funding. While they will provide the ability for significant investment into the Henry County transportation system, the considerable cost and long list of transportation needs necessitate a rapid infusion of capital funds in order to proactively implement recommendations.

It is recommended that Henry Count explores the possibility of **Transportation Bond** backed by general funds to kickstart transportation projects.

STREET LIGHTING POLICY

During this planning process there has been public input about the general lack of street lighting in Henry County. This includes concerns for automobile, pedestrian, and bicycle safety. Henry County should explore the possibility of adopting an official street light policy that details when and where street lighting should be installed and how it will be funded. This policy exploration could be started with a street lighting study.

REGIONAL TRANSPORTATION PLAN CLEAN UP

Henry County should coordinate with ARC to make sure that all currently funded capacity projects are include in the Regional Transportation Plan (RTP). Similarly, there are a some previously proposed projects listed in the RTP that are not recommended in the plan update. Henry County should work with ARC to remove these projects from the RTP project list.

This includes the following considerations:

- HE-126B – RTP shows part of this project will include widening to 6 lanes but it will only widen to 4.
- HE-208 – RTP shows project going all the way south to SR 81. But the SPLOST project doesn't go that far south. Amend to reflect SPLOST extents.
- HE-929B – Project is no longer a GDOT project. Needs to change to Henry County sponsor and local funds. Extent now goes to Clayton County line.
- HE-165B – RTP shows long range. Update timeframe.
- Add all SPLOST Capacity projects to TIP for air quality conformity purposes.



PUBLIC
P

MAINSTREET

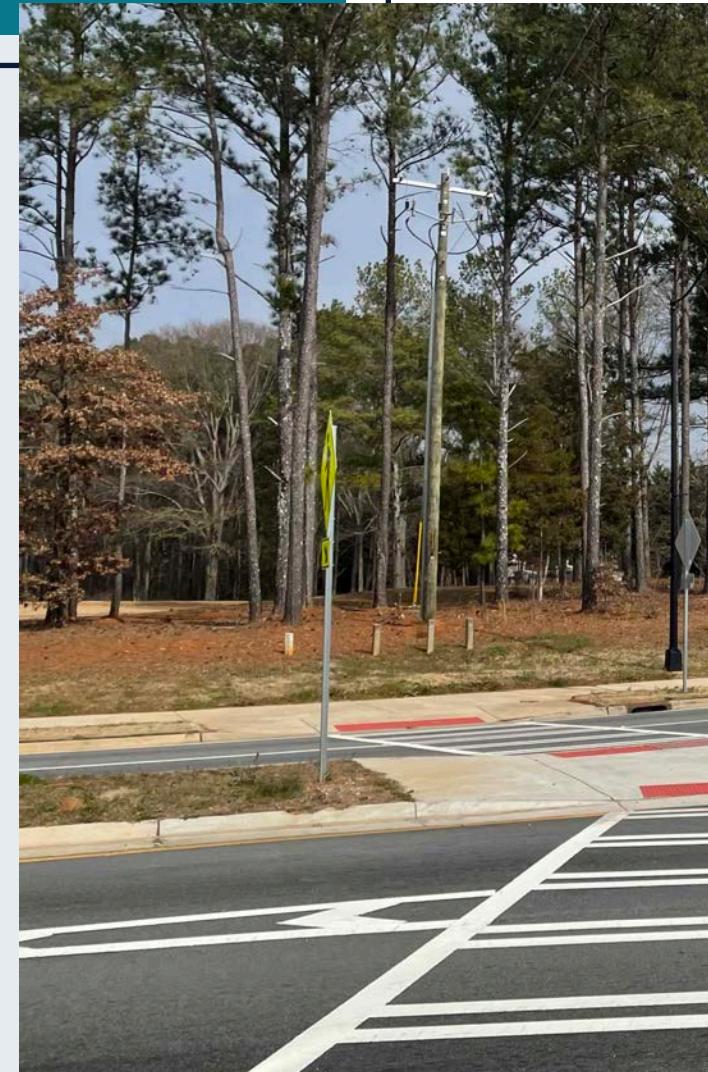
HAMPTON

STOP

C-5 PROJECT RECOMMENDATIONS

This section details final recommendations based on technical analysis from the Existing Conditions and Needs Assessment phases as well as public and stakeholder input. The project recommendations are broken down into roadway and active transportation. Transit recommendations are documented separately in the recently completed Transit Master Plan (2022).

Each project has a unique ID. Project IDs do not correspond to priority level (i.e. CTP-R01 is not necessarily higher in priority than CTP-R30). Projects are presented on maps and tables with additional description. Additionally, project recommendations within each of the four municipal jurisdictions in Henry County are presented in **Appendix B**.





ROADWAY PROJECTS

A variety of project types are recommended to improve the roadway network within Henry County and to facilitate automobile movements. These include widenings, new roadways, arterial upgrades, intersection improvements, and technology projects. Roadway projects have been grouped into these five sub-types and have been detailed in following sections.

MAJOR CAPACITY ADDING PROJECTS

Traffic congestion is a major issue on Henry County roads. The explosive population and employment growth in the county has been difficult to keep up with. One way this issue will be addressed in the plan is with roadway capacity projects. Such projects will add additional travel lanes to existing roadways or new roadway connections entirely.

Road Widenings

Roadway widenings are the costliest and highest impact way of increasing capacity on an existing roadway. Despite this, roadways suffering from severe congestion may require additional through lanes to facilitate a level of service that is acceptable to Henry County drivers. Given the expense of such projects, widenings should be prioritized along the most critical roadways.

Data inputs used to identify widening projects include previous studies, the regional travel demand model, INRIX speed data, NPMRDS speed data, stakeholder input, and public input. Roadway widenings will also incorporate intersection and design standard upgrades, where appropriate, to ensure that the added capacity is utilized to its full potential and that negative impacts to the Built environment and environmental resources are considered and minimized. Recommended road widening projects are shown in **Figure C-5.1**. Project descriptions are detailed in the following tables.



Figure C-5.1. Road Widening Recommendations

New Connections

Henry County's increasing density, traffic volumes, and population and job growth demand the construction of new road connections. As activity centers grow and evolve, new roadways can provide critical connections between activity centers and alleviate overburdened existing routes. While new roadway projects can represent significant investments of time and money for Henry County, ongoing rapid growth increases the importance that the county remain committed to a long-term vision of a connected roadway network.

Multiple strategies were utilized to make these recommendations. They include extending existing corridors to create longer, more coherent mobility corridors (such as the Airline Road and Chambers Road and Flippin Road extensions); creating new crossings of I-75 (Bridges Road, Henry Parkway, and Indian Trail); and completing the bypass around downtown McDonough. **Figure C-5.2** shows recommendations for new roadway connections.

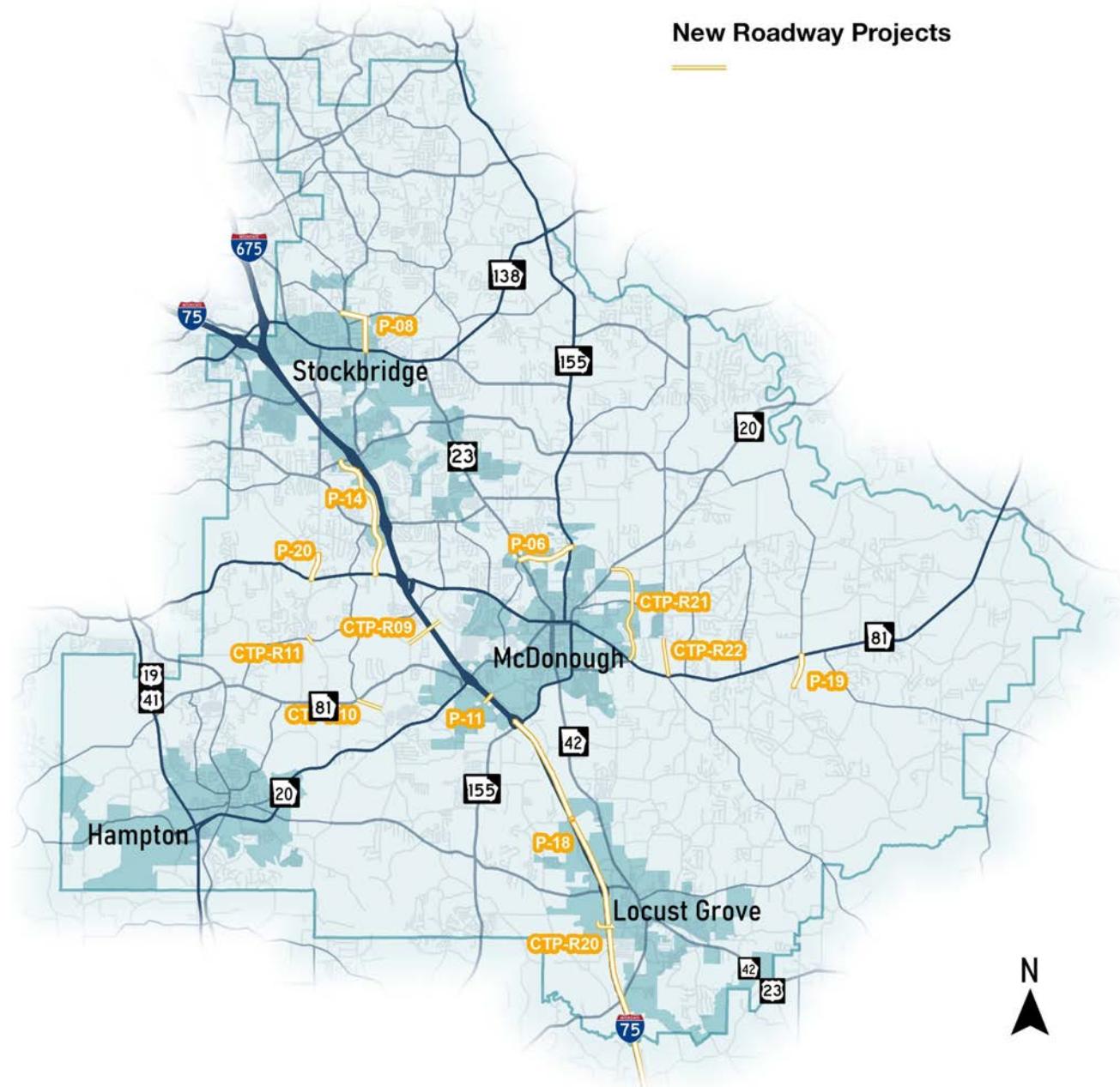


Figure C-5.2. New Road Connection Recommendations

Roadway Widening Projects

New Roadway Projects

When taken together, the widening and new roadway recommendations will create a more robust and redundant road network. There will be multiple multilane north-south corridors that will provide viable alternatives to using I-75. Major bottlenecks at I-75 interchanges (such as SR 155 at I-75) will be addressed with new crossing options and/or capacity improvements at the bottlenecks.

Figure C-5.3 shows all roadway capacity project recommendations, while **Table C-5.1** details these capacity projects.



Figure C-5.3. All Road Capacity Recommendations

Table C-5.1. Major Capacity Adding Projects

ID	Name	Extents	Description
CTP-R01	SR 155 Widening	From SR 138 to McDonough Parkway (Lawrenceville Street)	Widening from 2 to 4 lanes
CTP-R02	Flippen Road Widening	From SR 138 in Stockbridge to Jonesboro Rd	Widening from 2 to 4 lanes
CTP-R03	SR 42/US 23 Widening	Bill Gardner Parkway to Grove Road	Widening from 2 to 4 lanes
CTP-R04	SR 20 Widening	County line to McDonough Parkway (or Lawrenceville Street)	Widening from 2 to 4 lanes
CTP-R05	SR 42/US 23 Widening	SR 155 to Bill Gardner Parkway in Locust Grove	Widening from 2 to 4 lanes
CTP-R06	Industrial Boulevard/Willow Lane/Oak Grove Road Widening	SR 155 in McDonough to Jodeco Road	Widening from 2 to 4 lanes
CTP-R07	Campground Road Widening	From End of 4-Lane Section Near Jodeco Road To SR 155	Widening from 2 to 4 lanes
CTP-R08	Henry Parkway Extension	New bridge over I-75 between Henry Parkway and Avalon Road	New road and bridge over I-75
CTP-R09	Bridges Road Extension	New bridge over I-75 between Willow Lane and Mill Road	New 2-lane roadway
CTP-R10	Chambers Road Extension	New connection between SR 81 and Oakland Road	New 2-lane roadway
CTP-R11	N. Mt Carmel/S. Mt Carmel Realignment	New Connection between N. Mt Carmel and S. Mt Carmel at Mt. Carmel Road	New 2-lane roadway
CTP-R12	Panola Road Widening	From Fairview Road to SR 155	Widening from 2 to 4 lanes
CTP-R13	I-75 Widening	From just south of Bill Gardner Parkway to Eagles Landing Parkway	Widening from 2 to 4 lanes
CTP-R20	Tanger Boulevard New Alignment and Flyover Bridge	From Strong Rock Parkway to Tanger Boulevard	New 2-lane roadway
CTP-R21	McDonough Parkway Extension (McDonough Bypass): Phase IV – New Alignment	From SR 20 to SR 81	New 2-lane roadway
CTP-R22	Airline Road Extension	From Rodgers Road to intersections of SR 81 and Old Jackson Road	New 2-lane roadway
CTP-R23	SR 81 Widening	From Keys Ferry Road to North/South Bethany Road	Widening from 2 to 4 lanes
CTP-R24	L.G. Griffin Road Widening	From Hosannah Road to SR 42/US 23	Widening from 2 to 4 lanes
CTP-R25	SR 155 Widening	From I-75 South to Bill Gardner Parkway	Widening from 2 to 4 lanes
CTP-R26	Jonesboro Road Widening	Clayton County Line to N. Mt. Carmel Road	Widening from 2 to 4 lanes
CTP-R27	Fairview Road Widening: Phase III	From DeKalb County Line to Cook Road	Widening from 2 to 4 lanes
CTP-R28	Racetrack Road Widening	From SR 81 to Old Griffin Road	Widening from 2 to 4 lanes
CTP-R29	Eagles Landing Parkway Widening	From Eagles Pointe Parkway to SR 42/US 23	Widening from 4 to 6 lanes
CTP-R30	East Atlanta Road Widening	From Valley Hill Road to Fairview Road	Widening from 2 to 4 lanes
CTP-R31	East Lake Pkwy Widening	From SR 155 to SR 20	Widening from 2 to 4 lanes
CTP-R32	SR 138 Widening	From SR 42 to SR 155	Widening from 2 to 4 lanes
CTP-R33	Hampton Locust Grove Widening	From SR 20 To SR 155	Widening from 2 to 4 lanes
CTP-R34	Patrick Henry Parkway: Segment 2 - Widening	From Jodeco Road to Eagles Landing Parkway	Widening from 2 to 4 lanes

OPERATIONAL & SAFETY RECOMMENDATIONS

This section of the Recommendations Report details operational and safety recommendations at both the corridor level and the intersection level.

Operations-based projects such as turn lanes, shoulder additions, signal re-timings, innovative intersection treatments, and functional class upgrades can provide critical improvements to a region's transportation network. The benefits of such projects include safety improvements (reduction in the amount and severity of automobile crashes) and better flow of traffic. Essentially, these projects create a safer and more efficient transportation network.

A major issue impacting the safe and efficient flow of automobile traffic in Henry County is the mismatch between the original design of a roadway and its current usage. This issue was identified in the 2016 Transportation Plan and the issue remains relevant in this current planning process. Many roads in Henry County were originally designed



and built as rural collectors but are now operating more as urban minor arterials. However, due to the rapid growth of the last few decades, these roads have not been upgraded to accommodate this new usage. Examples of such roadways include Chambers Road and Mill Road.

Functioning as north-south alternatives to I-75 (especially during peak periods and accidents on I-75), Chambers and Mill both exhibit higher than average crash rates. For large portions of these

corridors there are no turn lanes, narrow or non-existent shoulders combined with steep drop offs, narrow travel lanes, and no medians.

Project recommendations in this section were identified using a combination of crash rate analysis for both corridors and intersections, INRIX congestions bottlenecks, and identification of key mobility corridors.

ARTERIAL UPGRADES

Arterial Upgrades area a category of corridor-level operational and safety projects designed to eliminate the mismatch between current usage and original design. They can also be considered safety improvements. These projects may include adding turning or passing lanes, signal retiming, shoulder additions, or median improvements to improve roadways. They can be relatively low-cost projects that have a major impact on improving roadway conditions with minimal negative impacts.

Arterial upgrade projects are shown in **Figure C-5.4** and described in detail in **Table C-5.2**.



Figure C-5.4. Arterial Upgrade Recommendations

Table C-5.2. Arterial Upgrade Recommendations

ID	Name	From	To	Project Type
CTP-S01	Tanger Boulevard	Indian Creek Road	Bill Gardner Parkway	Arterial Upgrade
CTP-S02	Old Hwy 3	Old Griffin Road	SR 20	Arterial Upgrade
CTP-S03	Woolsey Road	Woosley Drive	SR 3	Arterial Upgrade
CTP-S04	Hampton Locust Grove Road	McDonough Hampton Road	SR 20	Arterial Upgrade
CTP-S05	Peeksville Road	Keys Ferry Road	Ellistown Road	Arterial Upgrade
CTP-S06	Avalon Parkway	SR 155	Industrial Parkway	Arterial Upgrade
CTP-S07	Dorsey Road	SR 20	SR 81	Arterial Upgrade
CTP-S09	Avalon Parkway	Industrial Parkway	SR 81	Arterial Upgrade
CTP-S10	Henry Parkway	Industrial Boulevard	Henry Parkway	Arterial Upgrade
CTP-S12	SR 81	Mill Road	SR 20	Arterial Upgrade
CTP-S13	Mt Bethel Road	Sandy Ridge Road	Stroud Road	Arterial Upgrade
CTP-S14	McDonough Parkway	Bridges Road	SR 20	Arterial Upgrade
CTP-S15	Simpson Road/James Street	SR 20	Old Griffin Road	Arterial Upgrade
CTP-S17	McDonough Parkway	Bridges Road	Jonesboro Road	Arterial Upgrade
CTP-S18	Mill Road	Jonesboro Road	Mt Carmel Road	Arterial Upgrade
CTP-S20	McDonough Parkway	Jonesboro Road	Ivey Edwards Lane	Arterial Upgrade
CTP-S22	Jodeco Road	Dailey Mill Road	SR 42	Arterial Upgrade
CTP-S23	Hudson Bridge Road	Flippen Road	I-7 NB Ramps	Arterial Upgrade
CTP-S24	Country Club Drive	Patrick Henry Parkway	Eagles Landing Parkway	Arterial Upgrade
CTP-S25	Brannan Road	N Salem Drive	Springdale Road	Arterial Upgrade
CTP-S26	Brannan Road	Springdale Road	SR 42	Arterial Upgrade
CTP-S29	Springdale Road	E Lake Parkway	Millers Mill Road	Arterial Upgrade
CTP-S30	Chambers Road	SR 81	Jodeco Road	Arterial Upgrade
CTP-S31	Thoroughbred Road/Greenwood Road	Greenwood Industrial Parkway	SR 155	Arterial Upgrade
CTP-S32	Greenwood Ind/Lester Mill Road	Bill Gardner Parkway	SR 155	Arterial Upgrade

INTERSECTION IMPROVEMENTS

Similar to arterial upgrades, intersection improvements can improve both safety and operations at dangerous or inefficient intersections. Because intersection operations tend to govern the overall flow of a corridor, these types of improvements can have positive impacts to traffic flow. Perhaps more importantly, these upgrades at intersections can decrease the rate and severity of crashes. These improvements are generally much very cost effective in comparison to corridor-level widening. Intersection improvements can target specific turning movements and reconfigure lanes and timings to facilitate the movements with the greatest volumes. This can greatly enhance throughput and safety at intersections where delays are high due to turning vehicle obstructions, insufficient turning storage, or inefficient timings.

Although recommendations to improve intersections are similar, two methods of identifying locations were used. The first method used intersection crash rates to identify the areas of safety concerns. The second method used bottleneck ratings from INRIX data set combined with regional travel demand model data. These “safety” and “capacity” project recommendations are shown in **Figures C-5.6 and C-5.7**.

All intersection projects are identified in **Figure C-5.5**.

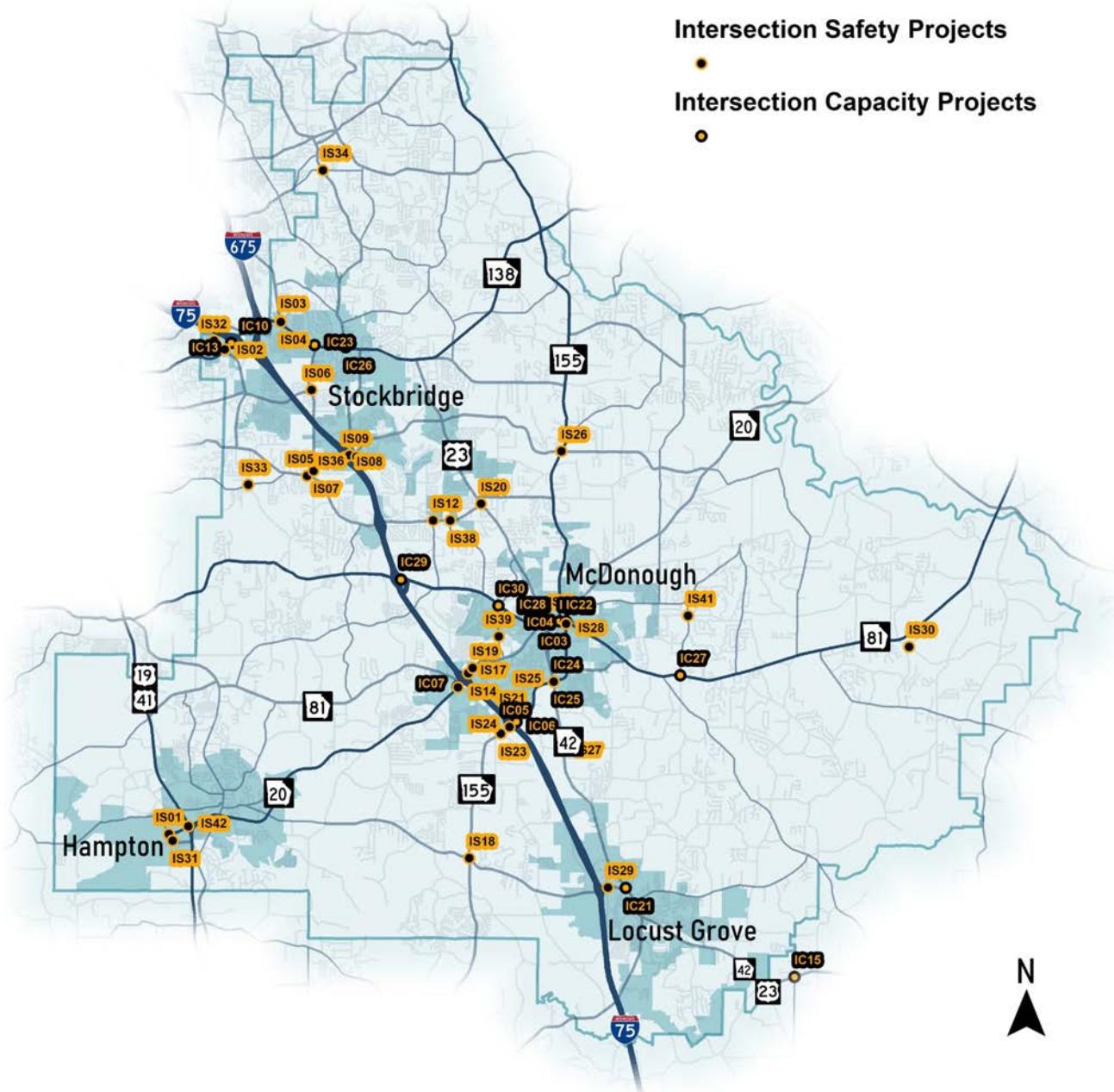


Figure C-5.5. All Intersection Upgrade Recommendations

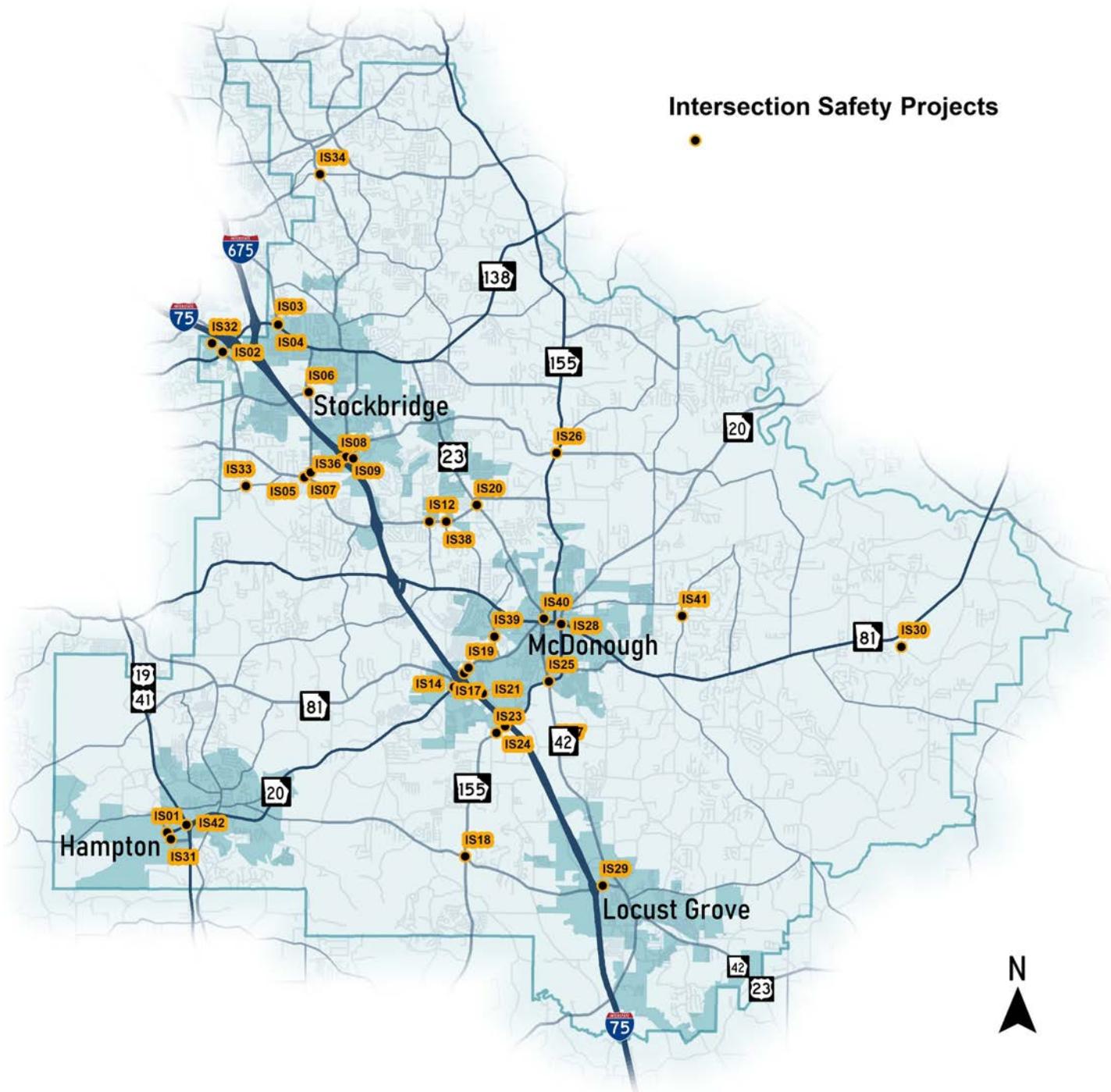


Figure C-5.6. Intersection Safety Recommendations

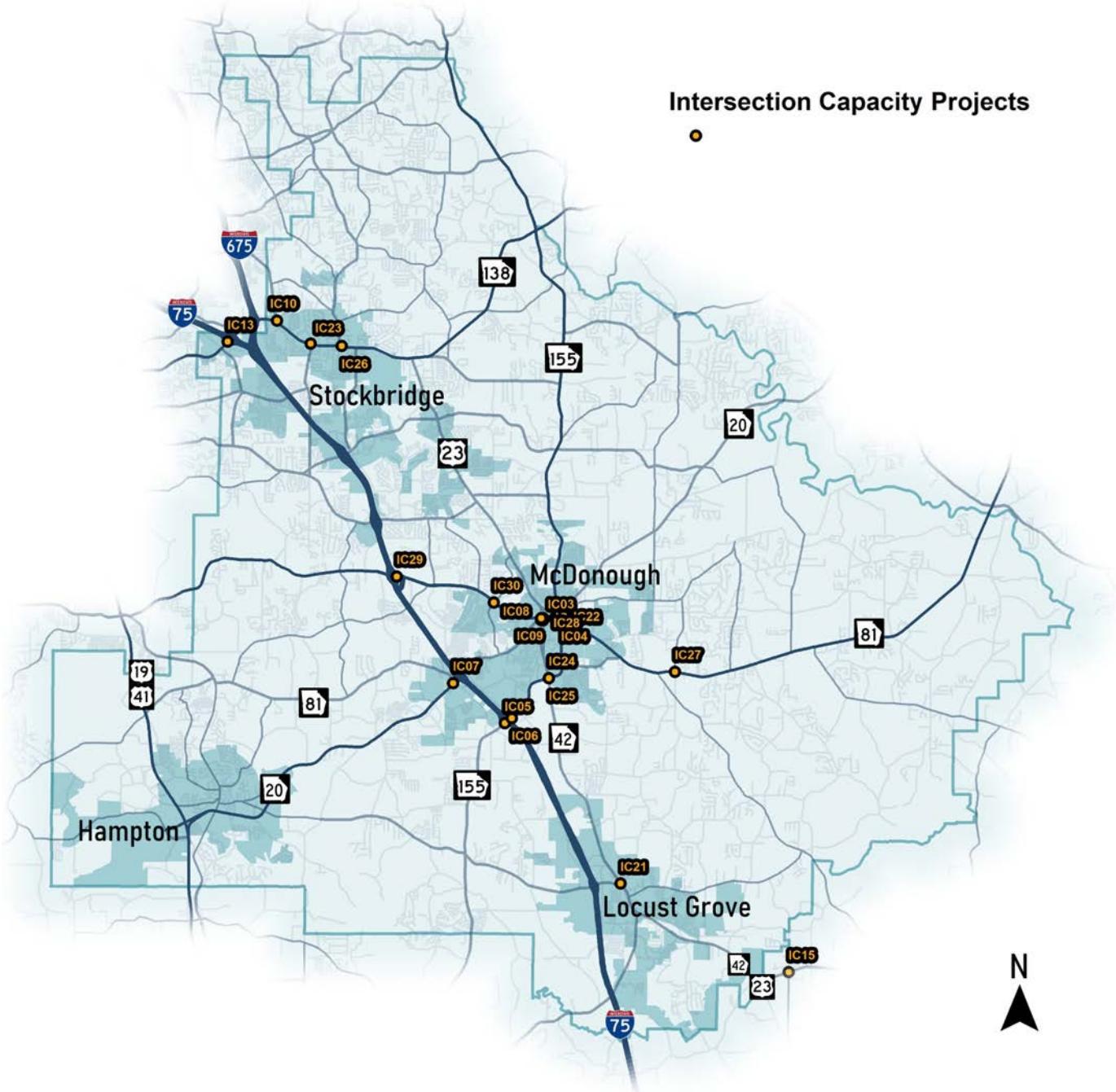


Figure C-5.7. Intersection Capacity Recommendations

EMERGING TECHNOLOGY CONSIDERATIONS

The Henry County CTP project identification process also identified gaps in the emerging technologies segment of transportation improvements. These considerations include the recommendations listed in **Table C-5.3** which address safety, reliability, Connected and Autonomous Vehicles (CAV), and other transportation issues throughout the County.



Table C-5.3. Emerging Technology Project Recommendations

ID	Project Name	Project Description	Project Need
1	MaxTime/MaxView Signal Conversion	Install MaxTime Firmware on the remaining traffic signals in Henry County that do not currently have it	There are 211 Signalized Intersections in all of Henry County. Meanwhile, 139 of the signalized intersections are enabled by MaxTime/MaxView Firmware. Henry County should enable the remaining traffic signals to be remotely monitored and adjusted by Henry County and through GDOT's Traffic Management Center. This also prepares signals for CAVs.
2	Conversion of Dedicated Short-Range Communication throughout Henry County	Henry County should convert the remaining DSRC locations along I-75 and US 41 to Cellular	The FCC ruled that all DSRC should be converted to Cellular Radio to fit within the revised transportation communication safety spectrum
3	Ramp Meter at I-675 and SR 138	Installation of ramp meter in NB and SB Direction of I-675 to alleviate congestion during the peak period.	The heavy traffic flow from SR 138 during peak periods can cause congestion due to merging.
4	Electric Vehicle Charging Station Study	<p>Henry County to initiate a study to examine future electric vehicle charging stations. The proposed locations could include the following:</p> <ul style="list-style-type: none"> ■ EV DC Fast Charging Station or Level 2 Charging Stations near the convergence of I-75 and I-675 in Stockbridge. ■ EV DC Fast Charging Stations or Level 2 Charging Stations along SR 3 in Hampton. ■ EV DC Fast Charging Stations in Locust Grove adjacent to the Walmart Supercenter or Tanger Outlets. 	The American Jobs Plan includes \$15 billion rollout for charging stations that could be used in Henry County
5	Railroad Event Broadcasting along Fayetteville Road	Install a railroad event broadcasting system at the intersection of Fayetteville Road and the Railroad Crossing.	This is a key railroad crossing at a busy local street. It should be fully upgraded.
6	Railroad Event Broadcasting Along Highway 81	Install a railroad event broadcasting system at the intersection of Highway 81 and the Railroad Crossing.	This is a key railroad crossing at a busy local street. It should be fully upgraded.
7	Freight Signal Priority (FSP) along SR 155	Installation of freight signal priority at signals along SR 155 to assist with the movement of goods throughout the corridor.	SR 155 serves as an important route that connects freight from I-20 East to reach Henry County.
8	Freight Signal Priority (FSP) along SR 20	Installation of freight signal priority at signals along SR 20 to assist with the movement of goods throughout the corridor.	The City of Hampton has an abundant amount of warehousing facilities that house and distribute goods, thereby contributing to increased freight movement in the area. SR 20 serves as an excellent east-west corridor to move goods.
9	Freight Signal Priority (FSP) along SR 41	Installation of freight signal priority at signals along SR 41 to assist with the movement of goods throughout the corridor.	The City of Hampton has an abundant amount of warehousing facilities that house and distribute goods, thereby contributing to increased freight movement in the area. SR 41 serves as an excellent north-south corridor to move goods.
10	Solar and Smart Streetlights In Downtown McDonough	Installation of solar-powered smart streetlights throughout Downtown McDonough	These will include sustainable and upgraded street lighting in a lively area within Henry County.
11	Smart Parking Meters In Downtown McDonough	Installation of smart parking meters in Downtown McDonough	These will be upgraded parking meters that accommodate payment via mobile applications and are automated.
12	Connected Vehicle Deployment Program along I-75	Evaluation of projects surrounding interchanges along I-75 to prepare for CV	Evaluate fiber optic, MaxTime/MaxView, and cellular radio projects surrounding I-75 that can assist in implementing this technology.

ACTIVE TRANSPORTATION PROJECTS

Active transportation encompasses modes of travel that require human energy, primarily walking and bicycling. As part of this 2022 Transportation Plan, sidewalks are the major focus of capital investment recommendations. The needs assessment process identified over 200 miles of corridors with sidewalk needs. This represents a major need for investment for Henry County. In addition, a parallel planning process has been conducted to create a Henry County Trails Master Plan. When built, the sidewalk projects recommended in the Henry County Transportation Plan combined with the Multiuse Trail projects recommended in the Henry County Trails Master Plan will create a more walkable, bikeable community that may result in increased quality of life through improved health outcomes and increased recreational opportunities, reduced roadway congestion, and travel-time savings.

SIDEWALKS

As documented in the 2016 Henry County Transportation plan, the National Association of City Transportation Officials (NACTO) recommends a desired minimum sidewalk through zone of six feet, with an absolute minimum of five feet. Where



a minimum through zone of eight feet is desired. These widths allow for a comfortable buffer between sidewalk users and roadway users. NACTO also recommends that sidewalks be cleared of fixed objects and obstructions such as utility poles and that street trees and lower design speeds be implemented along roadways where pedestrian traffic is expected.

Ultimately, pedestrian comfort and safety standards should remain flexible to support a wide variety of locations and roadway typologies.

However, standards must remain committed to the following principals in order to ensure safe and comfortable walking facilities:

- Minimum sidewalk through zones of five or six feet.

- The use of street trees and other vertical buffers to provide separation between traffic and pedestrians.
- The use of an extended horizontal buffer, planted or otherwise, along streets with high speeds or traffic volumes.
- Implementation of well-marked and frequent crosswalks, including mid-block crosswalks where appropriate.
- The use of curbs and curbed medians wherever appropriate to provide increased buffers and protection for pedestrians.

Sidewalk project recommendations are shown in

Figure C-5.8 and described in the following **Table C-5.4**.

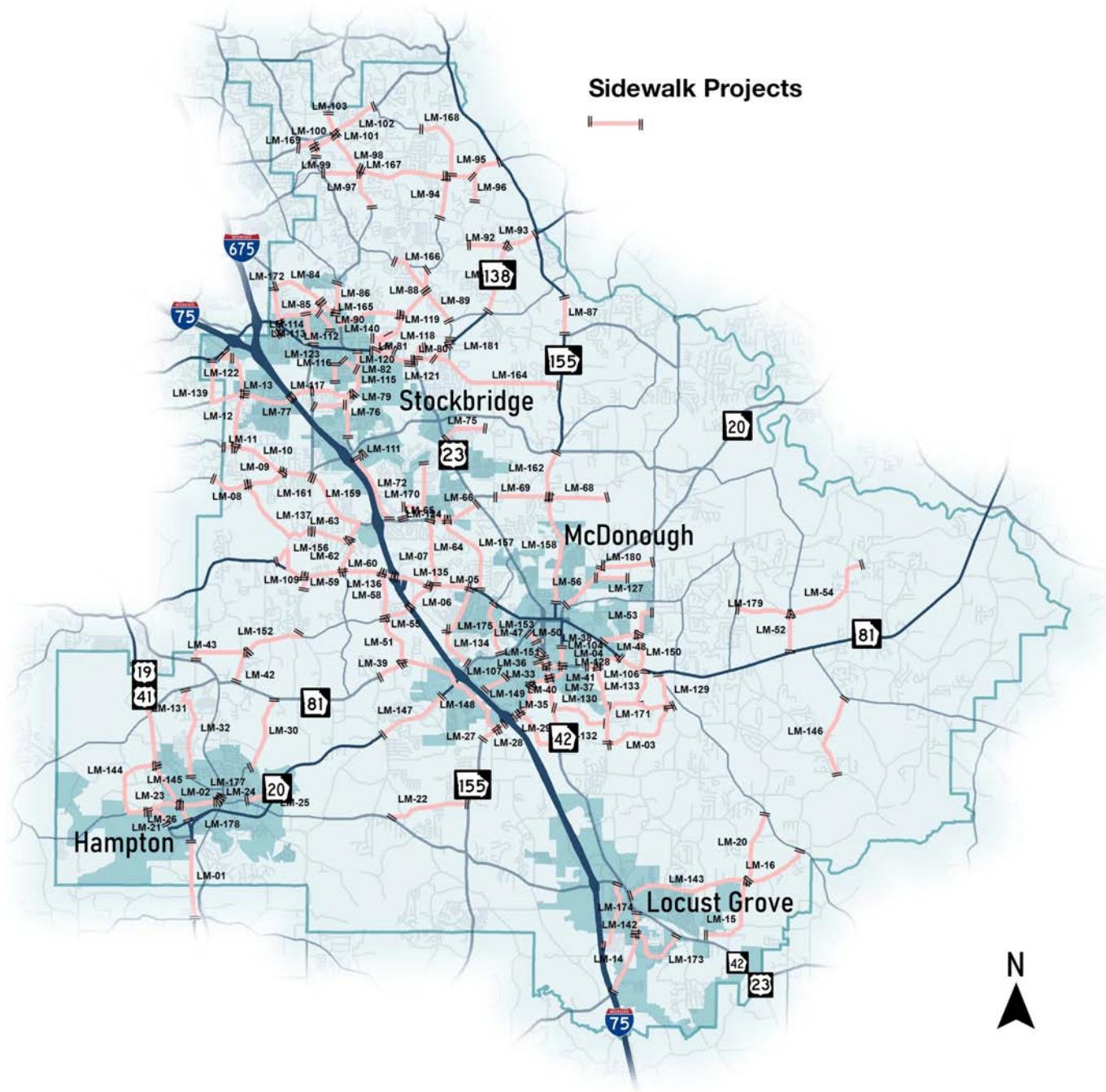


Figure C-5.8. Sidewalk Recommendations

Table C-5.4. Sidewalk Recommendations

ID	Facility	From	To	Improvements
LM-01	US 41	Teamon Road	Lower Woolsey Road	Install Sidewalk along Both Sides of US 41
LM-02	US 41	Lower Woolsey Road	SR 20	Install Sidewalk along Both Sides of US 41
LM-03	King Mill Road	Iris Lake Road	S Bethany Road	Install Sidewalk along Both Sides of King Mill Road
LM-04	Racetrack Road	Iris Lake Road	SR 81	Install Sidewalk along Both Sides of Race Track Road
LM-05	Jonesboro Road	Mt Carmel Road	Kelly Road	Install Sidewalk along Both Sides of Jonesboro Road
LM-06	Mt Carmel Road	I-75	Jonesboro Road	Install Sidewalk along Both Sides of Mt Carmel Road
LM-07	Oak Grove Road	Jodeco Road	Jonesboro Road	Install Sidewalk along Both Sides of Oak Grove Road
LM-08	Noahs Ark Road	Floyd Road	Crown Oaks Drive	Install Sidewalk along Both Sides of Noahs Ark Road
LM-09	Noahs Ark Road	Crown Oaks Drive	Jodeco Road	Install Sidewalk along Both Sides of Noahs Ark Road
LM-10	Jodeco Road	Blackhall Road	Noahs Ark Road	Install Sidewalk along Both Sides of Jodeco Road
LM-11	Jodeco Road	Floyd Road	Blackhall Road	Install Sidewalk along Both Sides of Jodeco Road
LM-12	Blackhall Road	Walt Stephens Road	Jodeco Road	Install Sidewalk along Both Sides of Blackhall Road
LM-13	Speer Road	SR 138	Walt Stephens Road	Install Sidewalk along Both Sides of Speer Road
LM-14	LG Griffin Road	I-75	Tanger Boulevard	Install Sidewalk along Both Sides of LG Griffin Road
LM-15	Davis Road/S Ola Road	S Unity Grove Road	Peeksville Road	Install Sidewalk along Both Sides of Davis Road/S Ola Road
LM-16	Peeksville Road	S Ola Road	Wolf Creek Road	Install Sidewalk along Both Sides of Peeksville Road
LM-20	S Ola Road	Peeksville Road	Old Jackson Road	Install Sidewalk along Both Sides of S Ola Road
LM-21	Lower Woolsey Road	Richard Petty Boulevard	SR 20 WB Ramps	Install Sidewalk along Both Sides of Lower Woolsey Road
LM-22	Walker Road	Hampton Locust Grove Road	SR 156	Install Sidewalk along Both Sides of Walker Drive
LM-23	Richard Petty Boulevard	Lower Woolsey Road	US 41	Install Sidewalk along Both Sides of Richard Petty Boulevard
LM-24	Magnolia Parkway	W Main Street	E Main Street	Install Sidewalk along Both Sides of Magnolia Parkway
LM-25	McDonough Street	Hampton Locust Grove Road	SR 20	Install Sidewalk along Both Sides of McDonough Street
LM-26	Woolsey Road	US 19	W Main Street	Install Sidewalk along Both Sides of Woolsey Road
LM-27	SR 155	Westridge Parkway	Avalon Parkway	Install Sidewalk along Both Sides of SR 155
LM-28	SR 155	Avalon Parkway	I-75 SB Ramps	Install Sidewalk along the North Side of SR 155
LM-29	SR 155	I-75 NB Ramps	Industrial Boulevard	Install Sidewalk along the North Side of SR 155

Table C-5.4. (Cont'd) Sidewalk Recommendations

ID	Facility	From	To	Improvements
LM-30	Elm Street	Bridgemill Drive	SR 81	Install Sidewalk along Both Sides of Elm Street
LM-32	Steele Drive	Oak Street	SR 81	Install Sidewalk along Both Sides of Steele Drive
LM-33	SR 155	Old Griffin Road	US 23	Install Sidewalk along Both Sides of SR 155
LM-35	Henry Parkway	Industrial Boulevard	Henry Parkway	Install Sidewalk along North Side of Henry Boulevard
LM-36	SR 155	US 23	Racetrack Road	Install Sidewalk along Both Sides of SR 155
LM-37	Macon Street	Racetrack Road	SR 155	Install Sidewalk along Both Sides of Macon Street
LM-38	Racetrack Road	Macon Street	SR 155	Install Sidewalk along South Side of Racetrack Road
LM-39	SR 81	Oakland Road	Mill Road	Install Sidewalk along Both Sides of SR 81
LM-40	Racetrack Road	Old Griffin Road	Macon Street	Install Sidewalk along South Side of Racetrack Road
LM-41	Macon Street	Griffin Street	Racetrack Road	Install Sidewalk along Both Sides of Macon Street
LM-42	Mt Carmel Road	SR 81	Conkle Road	Install Sidewalk along Both Sides of Mt Carmel Road
LM-43	Carl Parker Road/Conkle Road	Old Hwy 3	Mt Carmel Road	Install Sidewalk along Both Sides of Carl Parker Road/Conkle Road
LM-45	Phillips Drive	SR 20	Washington Street	Fill sidewalk gaps along both sides of Phillips Drive
LM-47	Depot Street	Griffin Street	Macon Street	Install Sidewalk along Both Sides of Depot Street
LM-48	Lake Dow Road	SR 81	Rosser Road	Install Sidewalk along Both Sides of Lake Dow Road
LM-50	Simpson Street	SR 20	Depot Street	Install Sidewalk along Both Sides of Simpson Street
LM-51	Mill Road	SR 81	Mt Carmel Road	Install Sidewalk along Both Sides of Mill Road
LM-52	N Ola Road	SR 81	Snapping Shoals Road	Install Sidewalk along Both Sides of N Ola Road
LM-53	Lake Dow Road	Rodgers Road	Airline Road	Install Sidewalk along Both Sides of Lake Dow Road
LM-54	Snapping Shoals Road	N Ola Road	Honey Creek Road	Install Sidewalk along Both Sides of Snapping Shoals Road
LM-55	Mt Carmel Road	Mill Road	I-75	Install Sidewalk along Both Sides of Mt Carmel Road
LM-56	SR 20	Fairview Drive	Turner Church Road	Install Sidewalk along Both Sides of SR 20
LM-58	Mill Road	Mt Carmel Road	Jonesboro Road	Install Sidewalk along Both Sides of Mill Road
LM-59	Jonesboro Road	N Mt Carmel Road	Chambers Road	Install Sidewalk along Both Sides of Jonesboro Road
LM-60	Jonesboro Road	Chambers Road	Mill Road	Install Sidewalk along Both Sides of Jonesboro Road
LM-62	Chambers Road	Jonesboro Road	McCullough Road	Install Sidewalk along Both Sides of Chambers Road

Table C-5.4. (Cont'd) Sidewalk Recommendations

ID	Facility	From	To	Improvements
LM-63	McCullough Road	Flippen Road	Chambers Road	Install Sidewalk along Both Sides of McCullough Road
LM-64	Oak Grove Road	Jodeco Road	Jonesboro Road	Install Sidewalk along Both Sides of Oak Grove Road
LM-65	Jodeco Road	Oak Grove Road	Dailey Mill Road	Install Sidewalk along Both Sides of Jodeco Road
LM-66	Jodeco Road	Dailey Mill Road	US 23	Install Sidewalk along Both Sides of Jodeco Road
LM-68	Campground Road	SR 155	Elliot Road	Install Sidewalk along Both Sides of Campground Road
LM-69	Campground Road	Brannan Road	SR 155	Install Sidewalk along Both Sides of Campground Road
LM-72	Patrick Henry Parkway	Country Club Drive	Jodeco Road	Install Sidewalk along Both Sides of Patrick Henry Parkway
LM-75	Brannan Road	SR 42	Springdale Road	Install Sidewalk along Both Sides of Brannan Road
LM-76	Rock Quarry Road	Red Oak Road	Hospital Drive	Install Sidewalk along Both Sides of Rock Quarry Road
LM-77	Watt Stephens Road	Blackhall Road	Flippen Road	Install Sidewalk along Both Sides of Watt Stephens Road
LM-79	Red Oak Road	Flippen Road	Rock Quarry Road	Install Sidewalk along Both Sides of Red Oak Road
LM-80	SR 138	US 23	Flat Rock Road	Install Sidewalk along Both Sides of SR 138
LM-81	SR 138	Neal Boulevard	US 23	Install Sidewalk along Both Sides of SR 138
LM-82	Rock Quarry Road	US 23	Red Oak Road	Fill Sidewalk Gaps along Both Sides of Rock Quarry Road
LM-84	Valley Hill Road	US 23	Davis Road	Install Sidewalk along Both Sides of Valley Hill Road
LM-85	Davis Road/N Davis Drive	US 23	Valley Hill Road	Install Sidewalk along Both Sides of Davis Road/N Davis Drive
LM-86	Valley Hill Road	N Davis Drive	E Atlanta Road	Install Sidewalk along Both Sides of Valley Hill Road
LM-87	SR 155	Reagan Road	Camp Creek Drive	Install Sidewalk along Both Sides of SR 155
LM-88	Old Conyers Road	Pinehurst Drive	Flakes Road	Install Sidewalk along Both Sides of Old Conyers Road
LM-89	Flat Rock Road	Old Conyers Road	W Hemphill Road	Install Sidewalk along Both Sides of Flat Rock Road
LM-90	E Atlanta Road	Valley Hill Road	Stagecoach Road	Install Sidewalk along Both Sides of E Atlanta Road
LM-91	SR 138	Hemphill Road	Old Conyers Road	Install Sidewalk along Both Sides of SR 138
LM-92	Old Conyers Road	Flat Shoals Church Road	SR 138	Install Sidewalk along Both Sides of Old Conyers Road
LM-93	SR 138	Old Conyers Road	SR 155	Install Sidewalk along Both Sides of SR 138
LM-94	Swan Lake Road	Fairview Road	Gardner Road	Install Sidewalk along Both Sides of Swan Lake Road
LM-95	Fairview Road	Swan Lake Road	SR 155	Install Sidewalk along Both Sides of Fairview Road

Table C-5.4. (Cont'd) Sidewalk Recommendations

ID	Facility	From	To	Improvements
LM-96	Flat Shoals Church Road	Fairview Road	E Mays Road	Install Sidewalk along Both Sides of Flat Shoals Church Road
LM-97	Thurman Road	Fairview Road	Patillo Road	Install Sidewalk along Both Sides of Thurman Road
LM-98	Rex Road	E Atlanta Road	Thurman Road	Install Sidewalk along Both Sides of Rex Road
LM-99	E Atlanta Road	Panola Road	Orchard Road	Install Sidewalk along Both Sides of E Atlanta Road
LM-100	Panola Road	E Atlanta Road	Flakes Mill Road	Install Sidewalk along Both Sides of Panola Road
LM-101	Fairview Road	Panola Road	Thurman Road	Install Sidewalk along Both Sides of Fairview Road
LM-102	Flakes Mill Road	Cook Drive	Panola Road	Install Sidewalk along Both Sides of Flakes Mill Road
LM-103	Panola Road	Flakes Mill Road	Scarborough Road	Install Sidewalk along Both Sides of Panola Road
LM-104	S Zach Hinton Parkway	Cap Welch Drive	Racetrack Road	Install Sidewalk along Both Sides of S Zach Hinton Parkway
LM-106	Racetrack Road	Towne Park Drive	Iris Lake Road	Install Sidewalk along Both Sides of Racetrack Road
LM-107	Old Griffin Road	SR 155	Existing sidewalk	Install Sidewalk along Both Sides of Old Griffin Road
LM-109	N Mt Carmel Road	Jonesboro Road	Existing sidewalk	Install Sidewalk along Both Sides of N Mt Carmel Road
LM-111	Country Club Drive	Existing Sidewalk	Existing sidewalk	Install Sidewalk along the North Side of Country Club Drive
LM-112	Shields Road	Davis Road	SR 138	Install Sidewalk along Both Sides of Shields Road
LM-113	Davis Road	N Davis Drive	Creek Circle	Install Sidewalk along Both Sides of Davis Road
LM-114	Davidson Parkway	Addy Lane	Old Atlanta Road	Install Sidewalk along Both Sides of Davidson Parkway
LM-115	MLK Senior Heritage Trail	S Berry Street	Rock Quarry Road	Install Sidewalk along Both Sides of MLK Senior Heritage Trail
LM-116	Tye Street	Tramore Drive	2nd Street	Install Sidewalk along Both Sides of Tye Street
LM-117	Banks Road	Flippen Road	Rock Quarry Road	Install Sidewalk along Both Sides of Banks Road
LM-118	Guthrie Pl	Scott Boulevard	Harriette Drive	Install Sidewalk along Both Sides of Guthrie Pl
LM-119	Oakland Boulevard/Pine Street	Neal Ave	Pinehurst Drive	Install Sidewalk along Both Sides of Oakland Boulevard/Pine Street
LM-120	Love Drive	SR 138	Redwood Valley Road	Install Sidewalk along Both Sides of Love Drive
LM-121	Dent Drive	US 23	Roadway Terminus	Install Sidewalk along Both Sides of Dent Drive
LM-122	N Mill Road	SR 138	Speer Road	Install Sidewalk along Both Sides of N Mill Road
LM-123	Cobblestone Lane	SR 42	Villas 52 Apartments	Install Sidewalk along East Side of Cobblestone Lane
LM-124	Tunis Road	Jodeco Road	Meadowbrook Drive	Install Sidewalk along East Side of Tunis Road

Table C-5.4. (Cont'd) Sidewalk Recommendations

ID	Facility	From	To	Improvements
LM-126	Tomlinson Street	Zach Hinton Parkway	Tomlinson Street Curve	Install Sidewalk along both sides of Tomlinson Street
LM-127	Parker Road	Conyers Road	Roadway Curve	Install Sidewalk along South Side of Parker Road
LM-128	Sowell Road	Whitaker Road	SR 81	Install Sidewalk along East Side of Sowell Road
LM-129	Whitaker Road/Sowell Road	Iris Lake Road	King Mill Road	Install Sidewalk along South Side of Whitaker Road/Sowell Road
LM-130	Nail Mill Road	US 23	Iris Lake Road	Install Sidewalk along South Side of Nail Mill Road
LM-131	US 41	Talmadge Road	Speedway Boulevard	Install Sidewalk along Both Sides of US 41
LM-132	King Mill Road/US 23	SR 155	SR 155	Install Sidewalk along Both Sides of King Mill Road/US 23
LM-133	Old Jackson Road/King Mill Road	SR 81	Sowell Road	Install Sidewalk along Both Sides of Old Jackson Road/King Mill Road
LM-134	Willow Lane	Bridges Road	SR 20	Install Sidewalk along West Side of Willow Lane
LM-135	Jonesboro Road	I-75	Mt Carmel Road	Install Sidewalk along Both Sides of Jonesboro Road
LM-136	Jonesboro Road	Mill Road	I-75	Install Sidewalk along Both Sides of Jonesboro Road
LM-137	Pates Creek Road/McCullough Road	Noahs Ark Road	Flippen Road	Fill Sidewalk Gaps along Both Sides of Pates Creek Road/McCullough Road
LM-139	Soyview Road/Walt Stephens Road	SR 138	Speer Road	Install Sidewalk along Both Sides of Soyview Road/Walt Stephens Road
LM-140	Pinehurst Drive	N Henry Boulevard	Old Conyers Road	Install Sidewalk along Both Sides of Pinehurst Drive
LM-142	Indian Creek Road	I-75	Bill Gardner Parkway	Install Sidewalk along West Side of Indian Creek Road
LM-143	Peeksville Road	US 23	S Ola Road	Install Sidewalk along Both Sides of Peeksville Road
LM-144	Speedway Boulevard	US 41	Lower Woolsey Road	Install Sidewalk along Both Sides of Speedway Boulevard
LM-145	US 41	Speedway Boulevard	Richard Petty Boulevard	Install Sidewalk along Both Sides of US 41
LM-146	New Hope Road	Leguin Mill Road	Keys Ferry Road	Install Sidewalk along One Side of New Hope Road
LM-147	SR 20	Oakland Road	Industrial Parkway	Install Sidewalk along Both Sides of SR 20
LM-148	SR 81/Avalon Parkway	Mill Road	SR 155	Install Sidewalk along Both Sides of SR 81/Avalon Parkway
LM-149	SR 155	Industrial Boulevard	Old Griffin Road	Install Sidewalk along Both Sides of SR 155
LM-150	SR 81/Rosser Road	Racetrack Road	Lake Dow Road	Install Sidewalk along Both Sides of SR 81/Rosser Road
LM-151	Old Griffin Road	Griffin Street	Phillips Drive	Install Sidewalk along Both Sides of Old Griffin Road
LM-152	Mt Carmel Road	Conkle Road	N Mt Carmel Road	Install Sidewalk along Both Sides of Mt Carmel Road

Table C-5.4. (Cont'd) Sidewalk Recommendations

ID	Facility	From	To	Improvements
LM-153	McDonough Parkway	Jonesboro Road	SR 20	Install Sidewalk along Both Sides of McDonough Parkway
LM-156	McCullough Road/Mitchel Road/Jonesboro Road	Jonesboro Road	N Mt Carmel Road	Install Sidewalk along Both Sides of McCullough Road/Mitchel Road/Jonesboro Road
LM-157	Dailey Mill Road	Jodeco Road	Jonesboro Road	Install Sidewalk along Both Sides of Dailey Mill Road
LM-158	SR 155	Campground Road	Fairview Drive	Install Sidewalk along Both Sides of SR 155
LM-159	Jodeco Road/Chambers Road	Flippen Road	McCullough Road	Install Sidewalk along Both Sides of Jodeco Road/Chambers Road
LM-161	Jodeco Road	Noahs Ark Road	Flippen Road	Install Sidewalk along Both Sides of Jodeco Road
LM-162	SR 155	E Lake Parkway	Campground Road	Install Sidewalk along Both Sides of SR 155
LM-164	Millers Mill Road	SR 138	SR 155	Install Sidewalk along Both Sides of Millers Mill Road
LM-165	E Atlanta Road/Old Conyers Road	Valley Hill Road	Pinehurst Road	Install Sidewalk along Both Sides of E Atlanta Road/Old Conyers Road
LM-166	Flat Rock Road	Belair Drive	Old Conyers Road	Install Sidewalk along One Side of Flat Rock Road
LM-167	Fairview Road	Thurman Road	Swan Lake Road	Install Sidewalk along Both Sides of Fairview Road
LM-168	Austin Road	Hearn Road	Fairview Road	Install Sidewalk along Both Sides of Austin Road
LM-169	W Panola Road/E Atlanta Road	W Village Parkway	Panola Road	Install Sidewalk along Both Sides of W Panola Road/E Atlanta Road
LM-170	Harold Drive/Peach Drive	Tunis Road	Cog Hill	Install Sidewalk along Both Sides of Harold Drive/Peach Drive
LM-171	Iris Lake Road	Racetrack Road	King Mill Road	Install Sidewalk along Both Sides of Iris Lake Road
LM-172	US 23	Valley Hill Road	Davis Road	Install Sidewalk along Both Sides of US 23
LM-173	Stanley K Tanger Boulevard	LG Griffin Road	SR 42	Install Sidewalk along Both Sides of Stanley K Tanger Boulevard
LM-174	LG Griffin Road	SR 42	Stanley K Tanger Boulevard	Install Sidewalk along Both Sides of LG Griffin Road
LM-175	Kelly Road/Bridges Road	Jonesboro Road	Willow Lane	Install Sidewalk along Both Sides of Kelly Road/Bridges Road
LM-177	W Main Street	Woodlawn Ave	Georgia Ave	Install Sidewalk along Both Sides of W Main Street
LM-178	W Main Street	Old Griffin Road	Woodlawn Ave	Install Sidewalk along Both Sides of W Main Street
LM-179	Wilson Drive	Upchurch Road	N Ola Road	Install Sidewalk along Both Sides of Wilson Drive
LM-180	Turner Church Road	SR 20	Airline Road	Install Sidewalk along Both Sides of Turner Church Road

MULTIUSE TRAILS

In addition to the above sidewalk recommendations the Henry County Trail Plan recommends greenway and sidepath multiuse trails throughout the county.

These multiuse trails are intended to accommodate all forms of active transportation including but not limited to walking, biking, and rollerblading.

The methodology behind the identification of this countywide trail network is provided in detail in that plan.

The sidewalk recommendations from the Transportation Plan and the multiuse trail recommendations from the Trail Plan are intended to work together to create a full bicycle and pedestrian network for the citizens of Henry County. Trail recommendations are included here for reference in

Figure C-5.9 and Table C-5.5.



Figure C-5.9. Trail Network Recommendations

Table C-5.5. Multiuse Trail Recommendations

ID	Facility	From	To	Improvements
LM-177	Airline Road Sidepath	E Lake Road	SR 81	Construct Multiuse Facility along Alignment
LM-178	McGarity Road Sidepath	I20	Airline Road	Construct Multiuse Facility along Alignment
LM-179	Industrial Boulevard Sidepath	I20	N McDonough Road/SR 155	Construct Multiuse Facility along Alignment
LM-180	Henry Parkway Sidepath	Industrial Boulevard	SR 155	Construct Multiuse Facility along Alignment
LM-181	Walnut Creek Greenway	Henry Parkway/Red Hawk Nature Preserve	End of South River & Walnut Creek	Construct Multiuse Facility along Alignment
LM-182	SR 20 Sidepath	I75 and I20 intersection	Simpson Street	Construct Multiuse Facility along Alignment
LM-183	SR 42 Sidepath	SR 155	Locust Grove Recreation Center	Construct Multiuse Facility along Alignment
LM-184	Bowden Street Sidepath	Warren Holder Park	Locust Grove Recreation Center	Construct Multiuse Facility along Alignment
LM-185	Peeksville Road Sidepath	SR 42 and Peeksville Road intersection	Warren Holder Park	Construct Multiuse Facility along Alignment
LM-186	Brown Branch Creek Greenway	2098 Peeksville Road	Warren Holder Park	Construct Multiuse Facility along Alignment
LM-187	S. Ola Road Sidepath	Proposed Brown Branch Creek Greenway	Warren Holder Park	Construct Multiuse Facility along Alignment
LM-188	Tanger Boulevard Sidepath	Tanger Station Ballfield	Bill Gardner Parkway	Construct Multiuse Facility along Alignment
LM-189	Bill Gardner Parkway Sidepath	SR 155	US 23	Construct Multiuse Facility along Alignment
LM-190	Railroad Greenway	Johnson Road	Bill Gardner Parkway	Construct Multiuse Facility along Alignment
LM-191	Elm Street Sidepath	E Main Street	Proposed Towliga River Greenway	Construct Multiuse Facility along Alignment
LM-192	Bear Creek Greenway	Bear Creek	E Main Street	Construct Multiuse Facility along Alignment
LM-193	Towliga River Greenway	Elm Street	Upper Towliga Boat Ramp	Construct Multiuse Facility along Alignment
LM-194	SR 81 Sidepath	Lemon Street	1638 Hwy 81	Construct Multiuse Facility along Alignment
LM-195	Flippen Road Sidepath	Jonesboro Road	N Henry Boulevard	Construct Multiuse Facility along Alignment
LM-196	Little Cotton Indian Creek Greenway	Near GFL Atlanta South Stockbridge	JP Moseley Recreation Center	Construct Multiuse Facility along Alignment
LM-197	Big Cotton Indian Creek Greenway	JP Moseley Recreation Center	South River	Construct Multiuse Facility along Alignment
LM-198	South River Trail	Airline Road	Walnut Creek	Construct Multiuse Facility along Alignment
LM-199	Bud Kelley Park Connector	Bud Kelley Park	Airline Road	Construct Multiuse Facility along Alignment
LM-200	Crumbley Road Sidepath	Cotton Indian Creek	Bud Kelley Park	Construct Multiuse Facility along Alignment
LM-201	James Creek Greenway	Church Road at Fairview Road	JP Moseley Park	Construct Multiuse Facility along Alignment

Table C-5.5. (Cont'd) Multiuse Trail Recommendations

ID	Facility	From	To	Improvements
LM-202	Fairview Road Sidepath I	E Atlanta Road	Church Road	Construct Multiuse Facility along Alignment
LM-203	Fairview Road Sidepath II	Proposed James Creek Greenway Alignment	Austin Road	Construct Multiuse Facility along Alignment
LM-204	Big Cotton Indian Creek Greenway	E Atlanta Road	Proposed James Creek Greenway Alignment	Construct Multiuse Facility along Alignment
LM-205	SR 42 Sidepath	SR 138	Veterans Drive	Construct Multiuse Facility along Alignment
LM-206	East Lake Parkway Sidepath	4097 E Lake Parkway (near Clayton Co Reservoir)	Airline Road	Construct Multiuse Facility along Alignment
LM-207	Peeksville Connector	Cleveland Street	Frances Ward Drive.	Construct Multiuse Facility along Alignment
LM-208	Peeksville Connector 2	Palmetto Street	Indian Creek	Construct Multiuse Facility along Alignment
LM-209	Palmetto Connector	SR 42	Frances Ward	Construct Multiuse Facility along Alignment
LM-210	Indian Creek Upgrade	Strong Rock	Bethlehem Road	Construct Multiuse Facility along Alignment
LM-211	WestSide Trail	Bill Gardner	Strong Rock School	Construct Multiuse Facility along Alignment
LM-212	Strong Rock Greenway 2	Strong Rock Schools	Shoal Creek area	Construct Multiuse Facility along Alignment
LM-213	Strong Rock Greenway 1	Tanger Boulevard.	City Park Hub	Construct Multiuse Facility along Alignment
LM-214	Indian Creek Pathway	Tanger Boulevard	Ingles	Construct Multiuse Facility along Alignment
LM-215	Tanger Trail Enhance	Bill Gardner	SR 42	Construct Multiuse Facility along Alignment
LM-216	NW Greenway Trail	Davis Lake	Warren Holder	Construct Multiuse Facility along Alignment
LM-217	Davis Lake Greenway	South Bethany	Peeksville	Construct Multiuse Facility along Alignment
LM-218	Warren Holder Greenway	Peeksville	Waters Edge	Construct Multiuse Facility along Alignment
LM-219	Peeksville Greenway	Waters Edge	S Unity Grove	Construct Multiuse Facility along Alignment
LM-220	Skyland Greenway	S Unity Grove	SR 42	Construct Multiuse Facility along Alignment
LM-221	Berkeley Lakes Greenway	SR 42 at Bridle Creek	Tanger Ex Greenway	Construct Multiuse Facility along Alignment
LM-222	LG Station Greenway	Existing	Existing	Construct Multiuse Facility along Alignment

Table C-5.5. (Cont'd) Multiuse Trail Recommendations

ID	Facility	From	To	Improvements
LM-223	LG Station Greenway	Al Jennah	First Baptist	Construct Multiuse Facility along Alignment
LM-224	Tanger Trail Upgrade	Shoal Creek	Exist Trail	Construct Multiuse Facility along Alignment
LM-225	Tanger Greenway Upgrd	Indian Creek	MLK	Construct Multiuse Facility along Alignment
LM-226	Tanger Greenway Upgrnd	Tanger	I-75 area	Construct Multiuse Facility along Alignment
LM-227	Indian Creek Greenway	Shoal Creek	Cleveland Street	Construct Multiuse Facility along Alignment
LM-228	MLK Connect	Shoal Creek	Peeksville Connector	Construct Multiuse Facility along Alignment
LM-229	Cleveland Street Shareway	City Hall Connector	Ingles Market	Construct Multiuse Facility along Alignment
LM-230	Frances Ward Greenway	SR 42	Frances Ward	Construct Multiuse Facility along Alignment
LM-231	City Hall Drive	Tanger Boulevard	City Hall	Construct Multiuse Facility along Alignment
LM-232	Tanger Trail Connector	SR 42	SR 42 S	Construct Multiuse Facility along Alignment
LM-233	Minter Drive Greenway	SR 81/Snapping Shoals	Walnut Creek	Construct Multiuse Facility along Alignment
LM-234	US 19/41 Sidepath I	Minter Drive	Proposed Bear Creek Greenway Alignment	Construct Multiuse Facility along Alignment
LM-235	Clear Creek Greenway	Bridges Drive	Proposed Bear Creek Greenway Alignment	Construct Multiuse Facility along Alignment
LM-236	US 19/41 Sidepath II	Bridges Drive	Proposed Bear Creek Greenway Alignment	Construct Multiuse Facility along Alignment
LM-237	Thompson Creek Greenway	SR 20	Cole Reservoir	Construct Multiuse Facility along Alignment
LM-238	SR 20 Sidepath	Old Hwy 3	Proposed Thompson Creek Greenway	Construct Multiuse Facility along Alignment
LM-239	Old Highway 3 Sidepath	SR 20	Old Griffin Road	Construct Multiuse Facility along Alignment
LM-240	East Main Street Sidepath I	Oak Street	SR 20	Construct Multiuse Facility along Alignment
LM-241	SR 20 Sidepath	SR 3	Floyd Road	Construct Multiuse Facility along Alignment
LM-242	E Main Street Sidepath II	Elm Street	Ahmah Lee Road	Construct Multiuse Facility along Alignment
LM-243	Old Hwy 3 Sidepath	Ahmah Lee Road	Carl Parker Road	Construct Multiuse Facility along Alignment

Table C-5.5. (Cont'd) Multiuse Trail Recommendations

ID	Facility	From	To	Improvements
LM-244	Carl Parker Road Sidepath	Old Hwy 3	Twin Oaks Road Terminus	Construct Multiuse Facility along Alignment
LM-245	Twin Oaks Greenway	Twin Oaks Drive Terminus	Jonesboro Road	Construct Multiuse Facility along Alignment
LM-246	Mt Carmel Road Sidepath	N Mt Carmel Park	Jonesboro Road	Construct Multiuse Facility along Alignment
LM-247	Jonesboro Road Sidepath	Walnut Creek	Flippen Road Extension	Construct Multiuse Facility along Alignment
LM-248	Central Avenue Sidepath	Oak Street	W Main Street	Construct Multiuse Facility along Alignment
LM-249	Central Avenue Greenway	Central Avenue	Caldwell Drive	Construct Multiuse Facility along Alignment
LM-250	Hampton Locust Grove Road Sidepath	McDonough Street	SR 155	Construct Multiuse Facility along Alignment
LM-251	North 40 Connector	Steele Drive	ML Corey Park	Construct Multiuse Facility along Alignment
LM-252	North 40 Trail	ML Corey Park	W Main Street	Construct Multiuse Facility along Alignment
LM-253	North 40 Extension	Bluecoat Circle	Steele Drive	Construct Multiuse Facility along Alignment
LM-254	Mt Olive Road Greenway	Jonesboro Road	Jodeco Road	Construct Multiuse Facility along Alignment
LM-255	Jodeco Road Sidepath	Chambers Boulevard	US 23	Construct Multiuse Facility along Alignment
LM-256	Bridges Road Sidepath	Willow Lane	SR 20	Construct Multiuse Facility along Alignment
LM-257	N Ola Boulevard Sidepath	Ola High School	Butler Bridge Road	Construct Multiuse Facility along Alignment
LM-258	Keys Ferry Road Sidepath	N Ola Road	Sandy Ridge Park	Construct Multiuse Facility along Alignment
LM-259	South River Trail	SR 81	Southeast River Sand	Construct Multiuse Facility along Alignment
LM-260	South River Trail	Big Cotton Indian Creek Greenway	Walnut Creek Greenway	Construct Multiuse Facility along Alignment
LM-261	Panola Road Sidepath	Fairview Road	SR 155	Construct Multiuse Facility along Alignment
LM-262	Mountain Creek Greenway	SR 155	Austin Road Middle School	Construct Multiuse Facility along Alignment
LM-263	SR 155 Sidepath	Panola Road	Mountain Creek	Construct Multiuse Facility along Alignment

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C-6 IMPLEMENTATION PLAN

The implementation of the projects recommended in the Henry Transportation Plan is reliant on sufficient funding and reflects prioritizing needs and project recommendations. This section of the Recommendations Report focuses on how transportation projects are prioritized and funded. Projected levels of funding must be used to create a financially constrained project list. In general, there are three primary sources of transportation funding for projects in Henry County: local, state, and federal.

Local Funds: County and City transportation dollars typically come from either the general fund or specially dedicated sales taxes such as the 1 percent Special Purpose Local Option Sales Tax (SPLOST) or a Transportation Special Purpose Local Option Sales Tax (T-SPLOST). Currently, the sources of Henry County transportation funding are SPLOST V (2020 – 2025) and the recently approved T-SPLOST (2022 – 2027) with infrequent application of general funds.

State Funds: State transportation dollars come mainly through a combination of a 26 cents per gallon excise tax on gasoline, a 29 cents per gallon excise tax on diesel, a \$5 per day hotel/motel fee, an annual fee for heavy vehicles, and an annual fee on alternative fuel vehicles. The State of Georgia, through the Georgia Department of Transportation (GDOT), allocates state transportation funds mainly to state owned and maintained roadways throughout the state.

Federal Funds: Federal transportation dollars come mainly through the Highway Trust Fund which is backed by an 18.4 cents per gallon gasoline tax, a 24.3 cents per gallon diesel tax, and other taxes on tires, trucks, and trailers. In general, federal transportation dollars can only fund between 50 percent and 80 percent of the total cost of a project. The remaining amount must be paid with matching state and/or local funds.

Local, state, and federal funds have been projected through year 2050. Data was collected from Henry County, the Atlanta Regional Commission, the Georgia Department of Transportation, and the Federal Highway Administration.

PROJECT PRIORITIZATION METHODOLOGY

Before considering how the recommended projects can be funded, it is appropriate to consider their relative priority. Rigorous evaluation methods support transparent decision-making in competitive funding environment. It also provides context for plan development and helps balance analysis across competing needs. Finally, performance-based evaluation helps to ensure that investment decision align with long-term goals.

The process used for this planning process follows three guiding principles:

1. Define a strategic set of goals/objectives to guide investment across key performance areas
2. Focus on performance measures that align with investment goals and are easily understood
 - Combination of qualitative and quantitative performance metrics is preferred
 - Support federal, state, and regional performance focus areas
 - Data to support evaluation
3. Yield High/Medium/Low project ranking to inform future funding opportunities

Plan level goals and objectives were initially developed for the previous Transportation Plan in 2016 and updated and confirmed during previous phases of this planning process. The Henry Transportation Plan Goals are described in **Table C-6.1**. From these 10 high level goals, and supporting objectives. The following criteria were used to evaluate and prioritize the project recommendations:

■ Mobility and Reliability	■ Growth Patterns	■ Safety	■ Quality of Life
■ Accessibility	■ Environmental Quality	■ Funding	■ Freight

All identified projects were assigned an initial prioritization score which formed the basis for the draft prioritization tiers (short-term, mid-range, long-range). This initial tiering was then adjusted based on input from staff, stakeholders, and elected officials. The prioritization results are provided in **Appendix C**.

Table C-6.1. Updated 2022 Henry County Transportation Plan Goals

Goals		Objectives
1	Enhance Mobility for People and Goods in Henry County and Its Cities.	1.1 Minimize congestion on the road network 1.2 Provide the most cost-effective improvements in transportation system performance 1.3 Support implementation of smart corridor network 1.4 Project reduces delay along an evacuation route or a military deployment route (Strategic Highway Network (STRAHNET))
2	Enhance Accessibility for People and Goods in Henry County and its Cities.	2.1 Enhance the connectivity of key County activity centers 2.2 Better manage road access to adjacent land uses 2.3 Project fills gap in the existing transportation network 2.4 Project improves access options and experiences to community resources within an Equity Emphasis Area
3	Reinforce Growth Patterns that Meet County and City Visions.	3.1 Preserve the County's rural areas 3.2 Provide transportation investments that reinforce the land use plans and development visions of the County and its Cities 3.3 Promote development that is fiscally sustainable (that is, that uses existing infrastructure or that helps pay for new infrastructure) 3.4 Preserve and enhance the character of the historic and existing communities
4	Protect and Enhance the County's and Cities' Environmental Quality.	4.1 Minimize air quality impacts of transportation investment 4.2 Preserve the County's natural and environmentally sensitive areas
5	Ensure Coordination among the Planning and Development Activities of the County, its Cities, the School District, the Water and Sewerage Authority, and other involved organizations.	5.1 Convene an Continue inter-departmental planning work session to meet at regular intervals (quarterly, semi-annually, etc.) to coordinate future planning and development activities

Table C-6.1. (Cont'd) Updated 2022 Henry County Transportation Plan Goals

	Goals	Objectives
6	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	<p>6.1 Achieve a fatality rate below the regional average</p> <p>6.2 Achieve fatality rates of less than 1 per 100 million VMT</p> <p>6.3 Achieve crash rates below 300 per 100 million VMT</p> <p>6.4 Prioritize 50 percent of safety improvements at the 10 most dangerous and frequent crash locations</p>
7	Maintain transportation infrastructure in a state of good repair	<p>7.1 Achieve a PACES rating of 70 or above on 85 percent of county and city centerline road miles</p> <p>7.2 Prioritize bridge maintenance to prolong structural integrity</p> <p>7.3 Prioritize local funding to match at least 100 percent of state maintenance grants</p> <p>7.4 Coordinate road maintenance with storm water and drainage maintenance, planned roadway improvements, and new developments</p>
8	Maintain transportation spending at appropriate levels to fund needed system expansion and maintenance.	<p>8.1 Allocate at least 75 percent of SPLOST projects to transportation purposes</p> <p>8.2 Leverage federal funding to maximize impact of local dollars</p> <p>8.3 Track eligibility of projects for emerging funding sources</p>
9	Enhance citizens health and quality of life through transportation improvements.	<p>9.1 Increase access to parks and schools via active transportation infrastructure</p> <p>9.2 Provide comfortable, safe, and convenient options to walk to nearby destinations</p> <p>9.3 Provide access and connections to regional trails</p> <p>9.4 Prioritize at least 50% of bicycle and pedestrian improvements in appropriate areas with high demand corresponding to active transportation focus areas identified in the needs assessment process</p>
10	Improve county truck routes, provide access to freight land use, and support economic development.	<p>10.1 Fund improvements for trucks on national, state, regionally, and locally identified freight routes</p> <p>10.2 Prioritize investments in the top 10 corridors or areas with heavy truck movements</p>

LOCAL FUNDS

Local Henry transportation funds are allocated from two main sources: SPLOST and T-SPLOST. The preference is to fund transportation through these two sources since general funds cannot be relied upon to regularly fund transportation projects. The forecast of local funds uses only SPLOST and T-SPLOST projections. Henry County's existing SPLOST V runs through 2025. The current Henry County T-SPLOST will collect revenue through 2027. For purposes of this analysis, it is assumed that both SPLOST and T-SPLOST will continue uninterrupted through 2050. However, community support and voting approval would be needed to continue generating revenue as shown.

SPLOST AND T-SPLOST

SPLOST collections data was gathered from Henry County. The average monthly growth rate in SPLOST V monthly collections between 2020 and 2022 was 2.10 percent. However, the rapid increase in SPLOST V revenue collections is a more likely due to suppressed demand in 2020 due to the Covid pandemic followed by post pandemic demand and stimulus funding which cannot be expected to continue in the long term. For a more realistic projection, the SPLOST V monthly collections data was projected out with a High Growth and Low Growth flat monthly growth rate of 0.50 (6.2% annualized) and 0.10 (1.2% annualized) percent respectively. In order to forecast future SPLOST and T-SPLOST revenues these growth rates were applied beginning 2026 for SPLOST and 2028 for T-SPLOST and run through the year 2050.

Table C-6.2. Total SPLOST Revenue Projection 2026 - 2050

	Total Revenue	Transportation Share (50%)
SPLOST Revenue Low	\$1.463 Billion	\$731.8 million
SPLOST Revenue High	\$2.912 Billion	\$1.456 Billion
CTP-R03	SR 42/US 23 Widening	Bill Gardner Parkway to Grove Road

Table C-6.3. Total T-SPLOST Revenue Projection 2028 - 2050

	Total Revenue	Revenue after Admin Expenses
T-SPLOST Revenue Low	\$1.463 Billion	\$1,332,384,747
T-SPLOST Revenue High	\$2.912 Billion	\$2,761,465,345
CTP-R03	SR 42/US 23 Widening	Bill Gardner Parkway to Grove Road

Transportation Related SPLOST Funds

In addition to transportation, SPLOSTs are often used to fund a variety of other capital projects such as parks, libraries, schools, courts, and/or public safety. The Henry County has consistently used SPLOST revenues to fund both transportation and non-transportation capital projects. For purposes of the revenue projections, it was assumed that 50% of SPLOST funds and 100% of T-SPLOST funds would be used for transportation purposes.

Total projected local revenue for the High Growth and Low Growth scenarios are shown in **Tables C-6.2** and **C-6.3**.

Implementation Periods

The local revenue projections for the High Growth and Low Growth scenarios are shown broken into implementation periods in **Tables C-6.4** to **C-6.7**.

The Short-term implementation period for this planning process is considered the years 2022 to 2025. No revenue projections are shown for this period because the SPLOST and T-SPLOST lists have already been voted on and are not changeable. New projects will only enter into the implementation program starting in the year 2026.

The Mid-term implementation period for this planning process is considered the years 2026 to 2035.

Table C-6.4. SPLOST Revenue Projection by Implementation Period

	Low Growth	High Growth
Short Term (2022-2025)	-	-
Mid-Term (2026-2035)	\$266,703,666	\$344,362,674
Long-Term (2036-2050)	\$465,111,562	\$1,111,838,235
Total	\$731,815,228	\$1,456,200,909

Table C-6.5. T-SPLOST Revenue Projection by Implementation Period

	Low Growth	High Growth
Short Term (2022-2025)	-	-
Mid-Term (2026-2035)	\$423,463,854	\$572,025,640
Long-Term (2036-2050)	\$908,920,892	\$2,189,439,706
Total	\$1,332,384,747	\$2,761,465,345

The Long-term implementation period for this planning process is considered the years 2036 – 2050.

Based on the High Growth and Low Growth scenarios, Henry County can expect anywhere between \$2.064 Billion and \$4.217 Billion in local transportation funds between 2026 and 2050. To fiscally constrain this plan conservatively, the Low Growth scenario was chosen. Expected project costs will be matched to the \$2.064 Billion number.

Table C-6.6. Low Growth Total Local Revenue by Implementation Period

	SPLOST	T-SPLOST	Total
Short Term (2022-2025)	-	-	-
Mid-Term (2026-2035)	\$266,703,666	\$423,463,854	\$690,167,520
Long-Term (2036-2050)	\$465,111,562	\$908,920,892	\$1,374,032,454
Total	\$731,815,228	\$1,332,384,747	\$2,064,199,975

Table C-6.7. High Growth Total Local Revenue by Implementation Period

	SPLOST	T-SPLOST	Total
Short Term (2022-2025)	-	-	-
Mid-Term (2026-2035)	\$344,362,674	\$572,025,640	\$916,388,313
Long-Term (2036-2050)	\$1,111,838,235	\$2,189,439,706	\$3,301,277,941
Total	\$1,456,200,909	\$2,761,465,345	\$4,217,666,254

Table C-6.8. Roadway Capacity Projects That Can Be Implemented in Mid-Term With Bond

ID	Name	Extents	Total
CTP-R01	SR 155 Widening	SR 138 to McDonough Parkway (or Lawrenceville Street)	\$210,217,000
CTP-R03	SR 42/US 23 Widening	Bill Gardner Parkway to Grove Road	\$11,720,000
CTP-R04	SR 20 Widening	County line to McDonough Parkway (or Lawrenceville Street)	\$154,731,000
CTP-R05	SR 42/US 23 Widening	SR 155 to Bill Gardner Parkway in Locust Grove	\$120,568,000

STATE AND FEDERAL FUNDS

State and federal funds are allocated on a case-by-case basis, typically by GDOT and ARC. Because these funds depend on a competitive grant application process it is not realistic to assume a specific funding amount for future years. Instead, federal and state funding assumptions have been made on a project-by-project basis.

ADDITIONAL FUNDING SOURCE

Local SPLOST and T-SPLOST revenue is significant. With the addition of state and federal investment, a large portion of recommended projects will have the opportunity to be implemented by the 2050 time horizon. However, the total cost of recommended projects will still outstrip expected available revenues. This revenue disparity will cause delays in project implementation, especially for larger, more complicated projects such as road widenings that can address congestion.

One potential solution to the revenue shortfall would be a **Henry County Transportation Bond**. A proposed \$200 Million bond backed by general fund revenues could have a significant impact on implementation and help Henry County get ahead of the curve on both congestion relief and building new sidewalks.

For instance, **Table C-6.8** includes projects that could be moved from the Long-Term implementation period to the Mid-Term implementation period if such a bond were in place.

The total expected 2026 cost of these projects is \$497,236,000. With a bond Henry County would be able to contribute 20% of the project cost (\$99,447,200) and have about \$100 million remaining to invest in needed sidewalk and trail projects.

IMPLEMENTATION STRATEGY

Using this fiscal constraint analysis along with programmed projects, recommendations were sorted into the three implementation periods (Short-Term, Mid-Term, and Long-Term). An additional fourth category of projects that could potentially be implemented with additional funding or after the year 2050 were also identified as Aspirations projects. **Figures C-6.1** through **C-6.16** as well as **Tables C-6.9** through **C-6.24** document this implementation strategy.

Short-Term (2022-2025)

Table C-6.9. Short Term Roadway Capacity

CTP ID	ARC ID	Name	Extents	Project Classification	Sponsor	GDOT PI
P-01	N/A	SR 42 Widening	From Bill Gardner Parkway to Market Place Boulevard	Road Widening from 2 to 3 lanes	City of Locust Grove	N/A
P-02	HE-126B	Bill Gardner Parkway Widening	From SR 155 to I-75 Southbound Ramps	Road widening from 2 to 4 lanes	Henry County	N/A
P-03	HE-005	SR 81 Widening	From Post Master Drive to N. Bethany Road	Road widening from 2 to 4 lanes	GDOT	15089
P-04	N/A	Mill Road Widening	From Crittle Creek to Jonesboro Road	Road widening from 2 to 4 lanes	Henry County	N/A
P-05	N/A	Jonesboro Road Widening	From N. Mt Carmel Road to Mill Road	Road widening from 2 to 4 lanes	Henry County	N/A
P-06	N/A	McDonough Parkway Extension	From Old McDonough Road (Near Walnut Creek Elementary) to SR 155	New 2-Lane Road	Henry County	N/A
P-07	HE-161A	Rock Quarry Road Widening	From Eagles Landing Parkway to SR 138	Road widening from 2 to 4 lanes	Henry County	15090
P-08	HE-109	Rock Quarry Road Extension	From SR 138 to Valley Hill Road	New 2-Lane Road	Henry County	N/A
P-10	N/A	Fairview Road Widening	From Hearn Road to SR 155	Road widening from 2 to 4 lanes	Henry County	N/A
P-11	AR-318	Commercial Vehicle Lanes	From I-475 in Monroe County to SR 155	2 Truck-Only Lanes - Northbound Only	GDOT	14203
P-12	HE-113	SR 155 Widening	From I-75 Southbound Ramps to SR 42/US 23	Road widening from 2 to 4 lanes	GDOT	7856
P-13	HE-020A	SR 20 Widening	From I-75 Southbound Ramps to Philips Drive	Road widening from 2 to 4 lanes	GDOT	13531
P-14	HE-179	Western Parallel Connector	From Jonesboro Road to Hudson Bridge Road	New 4-Lane Road	GDOT	14482
P-15	HE-107	SR 42 Widening	From Downtown McDonough to SR 138	Road widening from 2 to 4 lanes	GDOT	7855
P-16	CL-064	US 23 Widening	From SR 138 in Stockbridge to I-675 in Clayton County	Road widening from 2 to 4 lanes	GDOT	322050
P-17	HE-209	Bethlehem Road Extension and Realignment	From Lester Mill Road to intersection of Iris Lake Road and Harris Drive	Road widening from 2 to 4 lanes and realignment	City of Locust Grove	
P-18	AR-955	Bethlehem Road interchange	At Bethlehem Road	New interchange on I-75 south	GDOT	
P-19	N/A	S. Ola Road Extension	From intersection of N. Ola Road @ SR 81 to S. Ola Road	New 2-Lane Road	Henry County	N/A
P-20	N/A	Flippen Road Extension	From Stratford Circle to N. Mt Carmel Road	New 2-Lane Road	Henry County	N/A
P-21	HE-134B	Fairview Road Widening	From Just Southwest of Panola Road to Hearn Road	Road widening from 2 to 4 lanes	Henry County	N/A
P-22	HE-203	West Village Parkway Widening	From Fairview Road to east of Bailey Drive	Road widening from 2 to 4 lanes	Henry County	N/A

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.

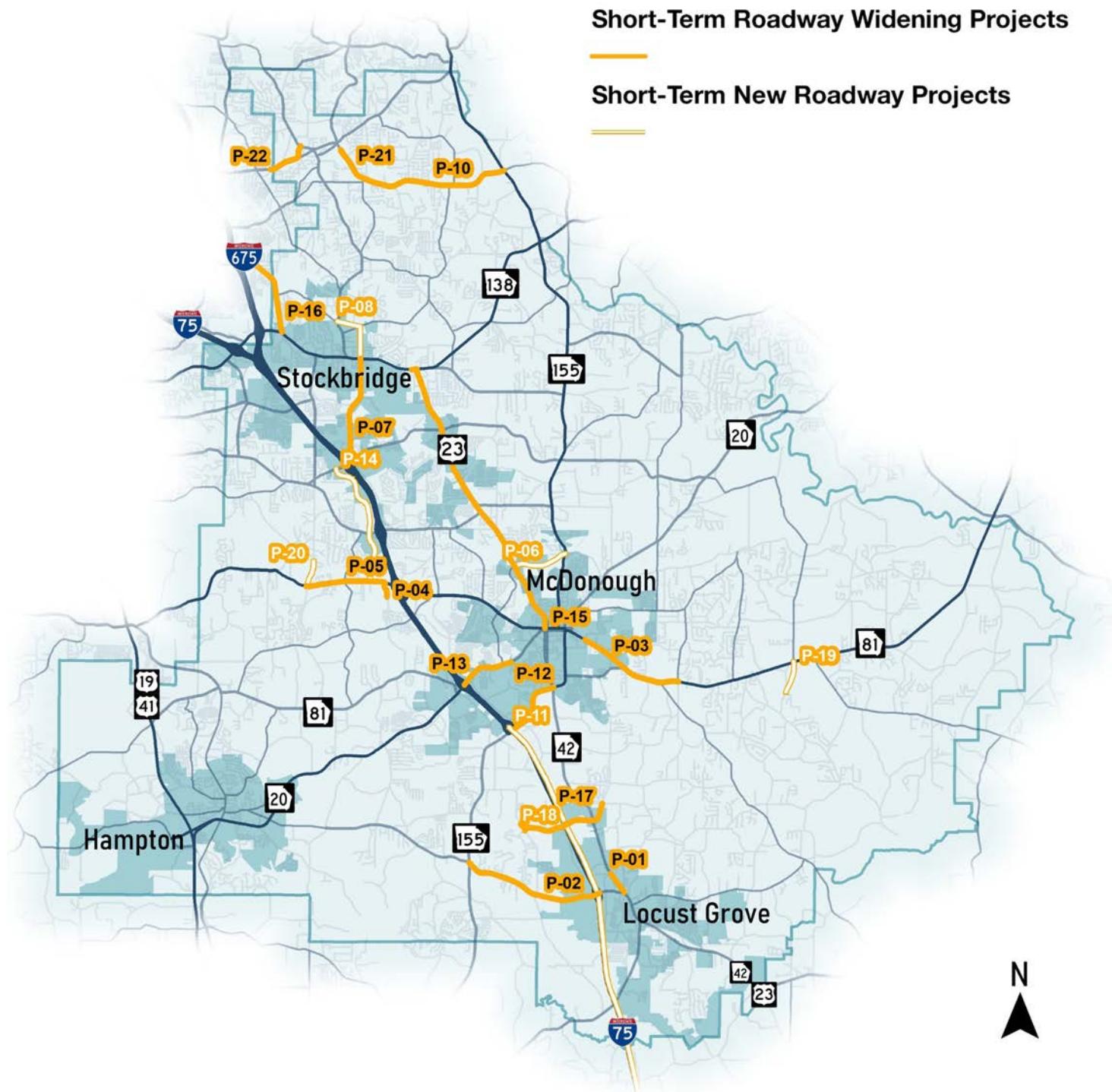


Figure C-6.1. Short Term Roadway Capacity Projects

Mid-Term (2026-2035)

Table C-6.10. Midterm Roadway Capacity Projects

CTP ID	ARC ID	Name	Extents	Project Classification	Sponsor	GDOT PI	Existing Lanes	Proposed Lanes	PE	ROW	CST	CONT	Total
CTP-R06	n/a	Oak Grove Rd /Willow Ln/ Industrial Blvd Widening	SR 155 In McDonough to Jodeco Rd	Widening	Henry County	-	2	4	\$7,399,000	\$5,074,000	\$86,557,000	\$18,428,000	\$117,458,000
CTP-R23	HE-205	SR 81 Road Widening	From Keys Ferry Road to North/South Bethany Road	Widening	GDOT/ Henry County	8338	2	4	\$3,506,000	\$2,072,000	\$41,018,000	\$8,878,000	\$55,474,000
CTP-R25	HE-189	SR 155 (McDonough Road) Widening	From I-75 South to Hampton-Locust Grove Road/ Bill Gardner Parkway	Widening	GDOT	15284	2	4	\$4,635,000	\$2,674,000	\$54,219,000	\$11,611,000	\$73,139,000
CTP-R28	HE-204	Racetrack Road Widening	From SR 81 to Old Griffin Road	Widening	Henry County/ City of McDonough	0	2	4	\$2,882,000	\$1,634,000	\$33,710,000	\$7,163,000	\$45,389,000
CTP-R21	HE-118D	McDonough Pkwy Extension (McDonough Bypass)	From SR 20 (Lawrenceville Street) to SR 81 (Keys Ferry Road)	New Roadway	Henry County	0	0	2	\$2,744,000	\$19,001,000	\$32,104,000	\$6,758,000	\$60,607,000

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.

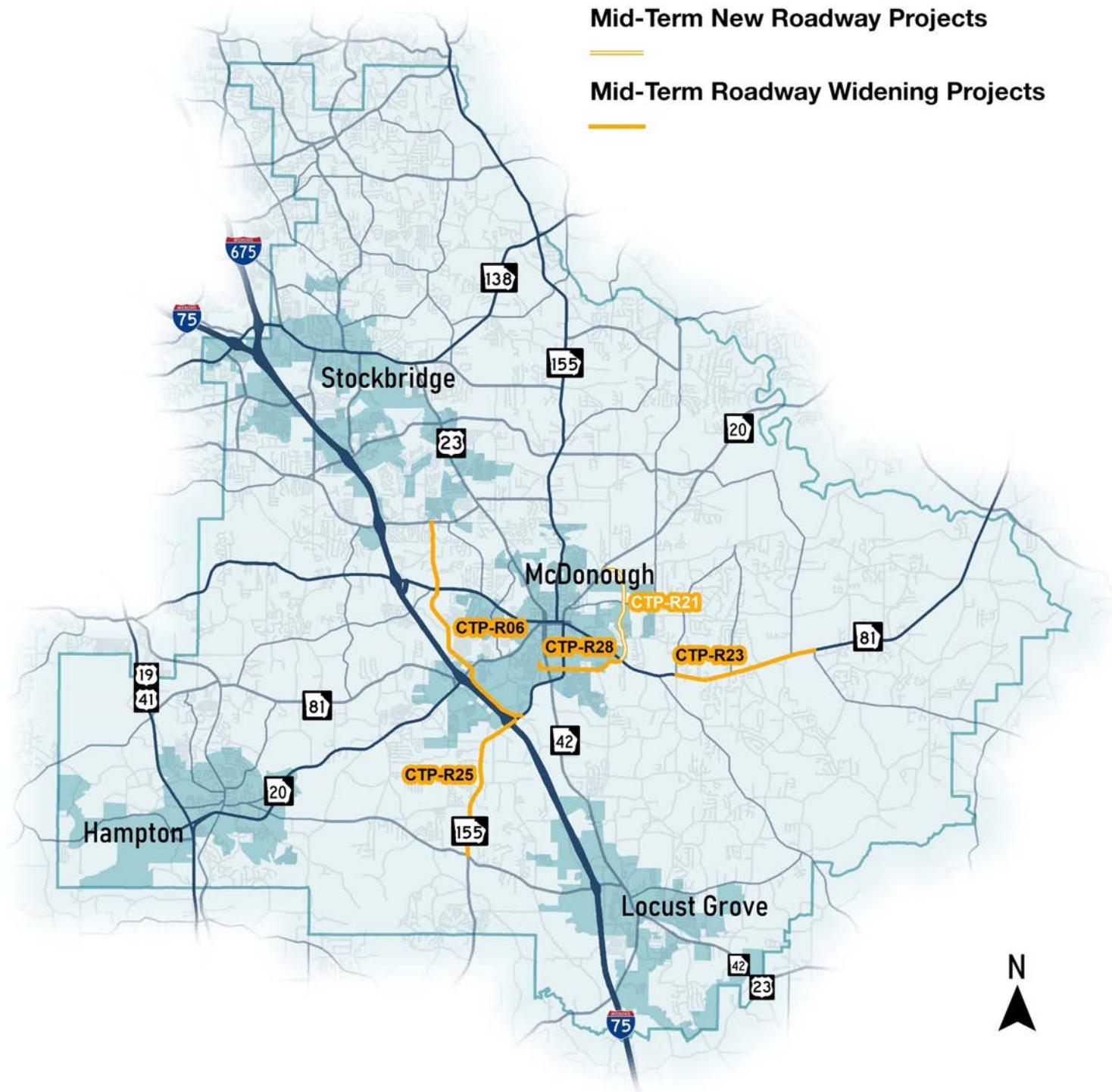


Figure C-6.2. Mid-Term Roadway Capacity Projects

Table C-6.11. Mid-Term Arterial Upgrade Projects

CTP ID	Name	From	To	Project Type	Description	PE	ROW	CST	CONT	Total	Term
CTP-S06	Avalon Parkway	SR 155	Industrial Parkway	Arterial Upgrade	Perform an arterial upgrade with a focus on freight accommodation	\$2,064,000	\$1,514,000	\$24,148,000	\$4,278,000	\$32,004,000	Mid-Term
CTP-S09	Avalon Parkway	Industrial Parkway	SR 81	Arterial Upgrade	Perform an arterial upgrade with a focus on freight accommodation	\$824,000	\$1,255,000	\$9,638,000	\$1,605,000	\$13,322,000	Mid-Term
CTP-S12	SR 81	Mill Road	SR 20	Arterial Upgrade	Perform an arterial upgrade with a focus on high crash intersections	\$2,607,000	\$2,330,000	\$30,494,000	\$5,792,000	\$41,223,000	Mid-Term
CTP-S14	McDonough Parkway	Bridges Road	SR 20	Arterial Upgrade	Perform an arterial upgrade	\$918,000	\$1,072,000	\$10,743,000	\$1,911,000	\$14,644,000	Mid-Term
CTP-S17	McDonough Parkway	Bridges Road	Jonesboro Road	Arterial Upgrade	Perform an arterial upgrade	\$918,000	\$1,570,000	\$10,743,000	\$1,907,000	\$15,138,000	Mid-Term
CTP-S18	Mill Road	Jonesboro Road	Mt Carmel Road	Arterial Upgrade	Consolidate driveways in the north section and install turn lanes and shoulders on the southern end	\$113,850	\$82,080	\$888,000	\$174,000	\$1,257,930	Mid-Term
CTP-S30	Chambers Road	SR 81	Jodeco Road	Arterial Upgrade	Install shoulders, two-way-center-turn lane, 12-foot travel lanes, and right turn lanes where needed.	\$2,699,000	\$7,056,000	\$31,576,000	\$6,090,000	\$47,421,000	Mid-Term
CTP-S31	Thoroughbred Road/Greenwood Industrial Road	Greenwood Industrial Parkway	SR 155	Arterial Upgrade	Install shoulders, two-way-center-turn lane, 12-foot travel lanes, and right turn lanes where needed. Add pavement markings, improve at-grade rail crossing.	\$1,500,000	\$5,000,000	\$15,000,000	\$5,500,000	\$27,000,000	Mid-Term
CTP-S32	Greenwood Ind/Lester Mill Road	Bill Gardner Parkway	SR 155	Arterial Upgrade	Install shoulders, two-way-center-turn lane, 12-foot travel lanes, and right turn lanes where needed.	\$1,500,000	\$5,000,000	\$15,000,000	\$5,500,000	\$27,000,000	Mid-Term

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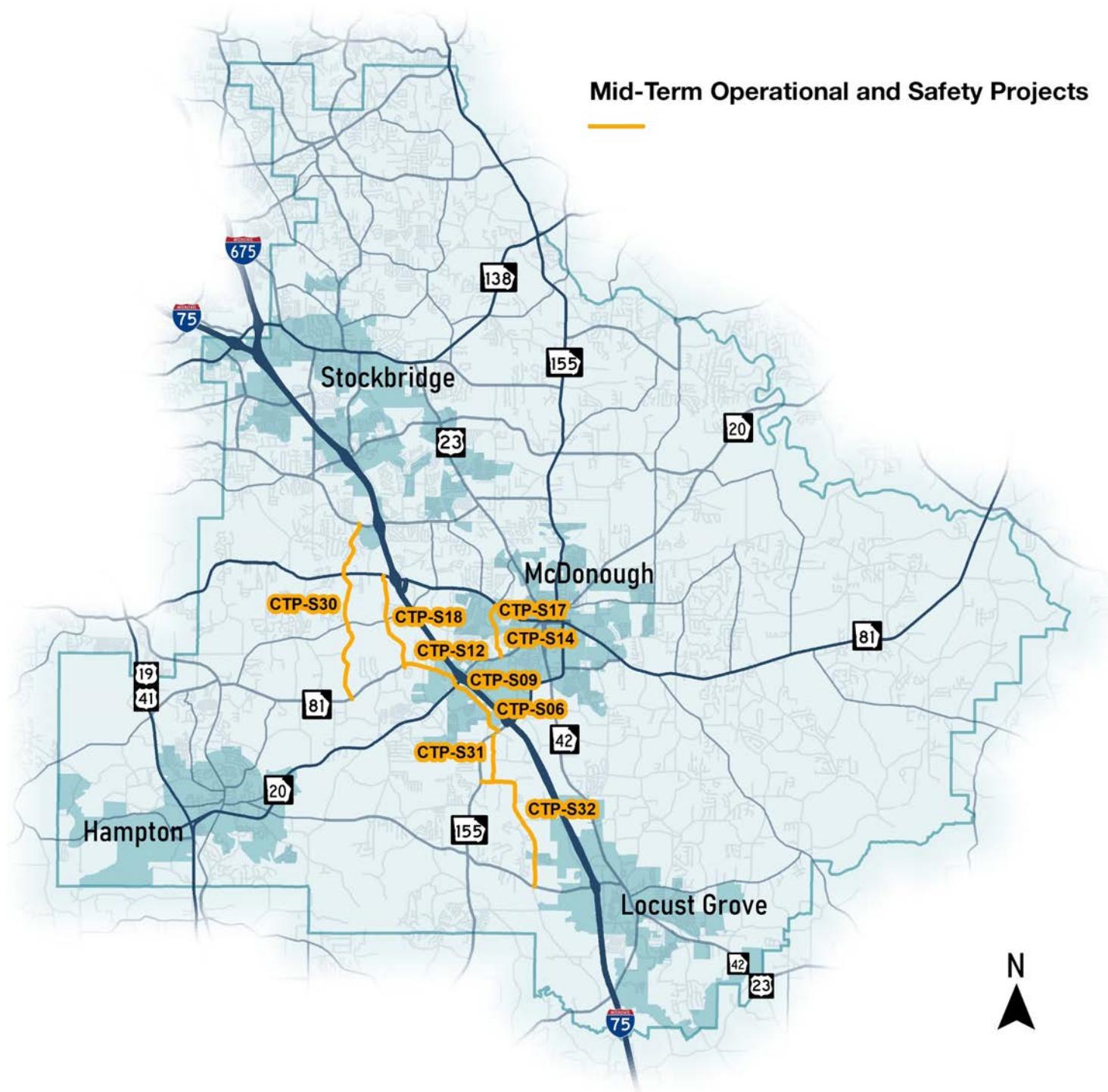


Figure C-6.3. Mid-Term Arterial Upgrade Projects

Table C-6.12. Mid-Term Intersection Projects

CTP ID	Map ID	Location	Project Type	Sponsor	Project Scale	PE	ROW	CST	CONT	Total	Term
CTP-IC03	IC03	GA-20 N at US-23/GA-42/JF Ward Boulevard/Atlanta Street	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Mid-Term
CTP-IC04	IC04	GA-20 N at GA-155/JF Ward Boulevard/Keys Ferry Street	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Mid-Term
CTP-IC05	IC05	GA-155 S at I-75/GA-401	Roadway-Intersection Capacity	GDOT	Interchange	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Mid-Term
CTP-IC06	IC06	GA-155 N at I-75/GA-401	Roadway-Intersection Capacity	GDOT	Interchange	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Mid-Term
CTP-IC08	IC08	GA-20 S at US-23/GA-42/JF Ward Boulevard/Atlanta Street	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Mid-Term
CTP-IC09	IC09	US-23 N at GA-20/GA-81/Courthouse Sq	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Mid-Term
CTP-IC10	IC10	GA-138 E at US-23/GA-42/N Henry Boulevard	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Mid-Term
CTP-IC13	IC13	GA-138 W at I-75/GA-401	Roadway-Intersection Capacity	GDOT	Interchange	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Mid-Term
CTP-IS03	IS03	US 23 at Davis Road	Roadway-Intersection Safety	GDOT/City of Stockbridge	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Mid-Term
CTP-IS04	IS04	US 23 at SR 138	Roadway-Intersection Safety	GDOT/City of Stockbridge	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Mid-Term
CTP-IS05	IS05	Jodeco Road at Hudson Bridge Road	Roadway-Intersection Safety	Henry County	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Mid-Term
CTP-IS08	IS08	Hudson Bridge Road at I-75 SB Ramps	Roadway-Intersection Safety	GDOT/City of Stockbridge	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Mid-Term
CTP-IS09	IS09	Hudson Bridge Road at I-75 NB Ramps	Roadway-Intersection Safety	GDOT/City of Stockbridge	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Mid-Term
CTP-IS20	IS20	SR 42 at Jodeco Road	Roadway-Intersection Safety	GDOT/Henry County	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Mid-Term
CTP-IS23	IS23	SR 155 at Avalon Parkway	Roadway-Intersection Safety	GDOT/Henry County	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Mid-Term
CTP-IS26	IS26	E Lake Parkway at SR 155	Roadway-Intersection Safety	GDOT/Henry County	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Mid-Term
CTP-IS28	IS28	SR 81 EB at Zach Hinton Parkway	Roadway-Intersection Safety	GDOT/City of McDonough	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Mid-Term
CTP-IS29	IS29	Bill Gardner Parkway at Tanger Boulevard	Roadway-Intersection Safety	City of Locust Grove	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Mid-Term
CTP-IS42	IS42	US 19/41 at Oak Street	Roadway-Intersection Safety	GDOT/City of Hampton	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Mid-Term

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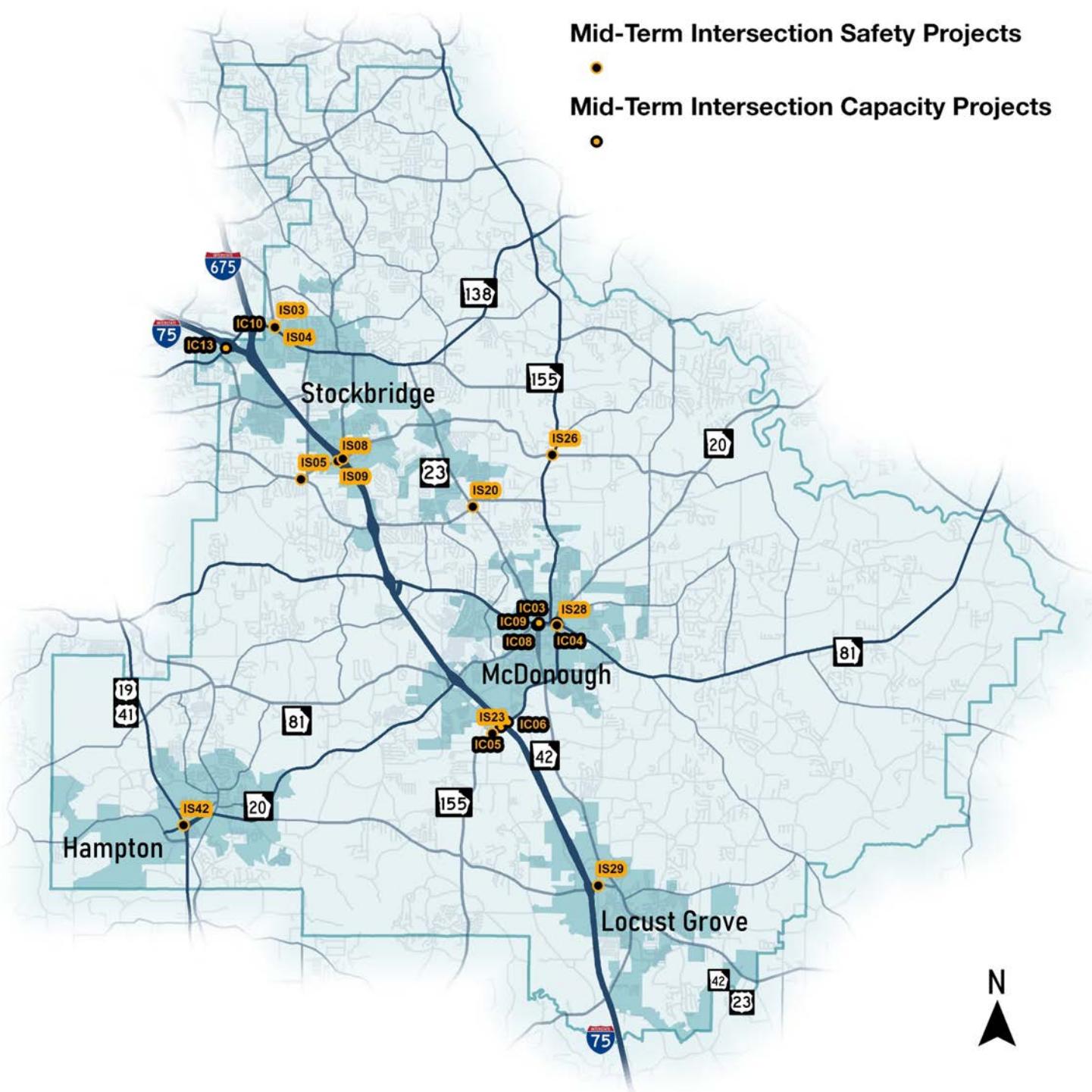


Figure C-6.4. Mid-Term Intersection Projects

Table C-6.13. Mid-Term Sidewalk Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-01	US 41	Teamon Road to Lower Woolsey Road	Install Sidewalk along Both Sides of US 41	\$378,000	\$786,056	\$4,426,000	\$512,000	\$6,102,056
LM-02	US 41	Lower Woolsey Road to SR 20	Install Sidewalk along Both Sides of US 41	\$91,000	\$185,326	\$1,064,000	\$125,000	\$1,465,326
LM-04	Racetrack Road	Iris Lake Road to SR 81	Install Sidewalk along Both Sides of Race Track Road	\$122,000	\$252,766	\$1,424,000	\$167,000	\$1,965,766
LM-05	Jonesboro Road	Mt Carmel Road to Kelly Road	Install Sidewalk along Both Sides of Jonesboro Road	\$195,000	\$408,013	\$2,285,000	\$268,000	\$3,156,013
LM-10	Jodeco Road	Blackhall Road to Noahs Ark Road	Install Sidewalk along Both Sides of Jodeco Road	\$262,000	\$544,139	\$3,063,000	\$360,000	\$4,229,139
LM-11	Jodeco Road	Floyd Road to Blackhall Road	Install Sidewalk along Both Sides of Jodeco Road	\$66,000	\$133,904	\$771,000	\$90,000	\$1,060,904
LM-24	Magnolia Parkway	W Main Street to E Main Street	Install Sidewalk along Both Sides of Magnolia Parkway	\$11,000	\$19,740	\$125,000	\$15,000	\$170,740
LM-26	Woolsey Road	US 19 to W Main Street	Install Sidewalk along Both Sides of Woolsey Road	\$180,000	\$367,580	\$2,104,000	\$249,000	\$2,900,580
LM-27	SR 155	Westridge Parkway to Avalon Parkway	Install Sidewalk along Both Sides of SR 155	\$89,000	\$181,705	\$1,047,000	\$124,000	\$1,441,705
LM-28	SR 155	Avalon Parkway to I-75 SB Ramps	Install Sidewalk along the North Side of SR 155	\$29,000	\$53,753	\$336,000	\$40,000	\$458,753
LM-29	SR 155	I-75 NB Ramps to Industrial Boulevard	Install Sidewalk along the North Side of SR 155	\$23,000	\$45,410	\$264,000	\$31,000	\$363,410
LM-33	SR 155	Old Griffin Road to US 23	Install Sidewalk along Both Sides of SR 155	\$95,000	\$194,559	\$1,106,000	\$131,000	\$1,526,559
LM-36	SR 155	US 23 to Racetrack Road	Install Sidewalk along Both Sides of SR 155	\$101,000	\$201,028	\$1,176,000	\$139,000	\$1,617,028
LM-37	Macon Street	Racetrack Road to SR 155	Install Sidewalk along Both Sides of Macon Street	\$64,000	\$126,238	\$754,000	\$89,000	\$1,033,238
LM-38	Racetrack Road	Macon Street to SR 155	Install Sidewalk along South Side of Racetrack Road	\$38,000	\$77,850	\$447,000	\$53,000	\$615,850
LM-39	SR 81	Oakland Road to Mill Road	Install Sidewalk along Both Sides of SR 81	\$135,000	\$276,770	\$1,580,000	\$187,000	\$2,178,770

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 6.13. (Cont'd) Mid-Term Sidewalk Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-56	SR 20	Fairview Drive to Turner Church Road	Install Sidewalk along Both Sides of SR 20	\$260,000	\$534,582	\$3,041,000	\$360,000	\$4,195,582
LM-59	Jonesboro Road	N Mt Carmel Road to Chambers Road	Install Sidewalk along Both Sides of Jonesboro Road	\$181,000	\$376,767	\$2,116,000	\$250,000	\$2,923,767
LM-60	Jonesboro Road	Chambers Road to Mill Road	Install Sidewalk along Both Sides of Jonesboro Road	\$194,000	\$395,903	\$2,264,000	\$268,000	\$3,121,903
LM-65	Jodeco Road	Oak Grove Road to Dailey Mill Road	Install Sidewalk along Both Sides of Jodeco Road	\$81,000	\$165,278	\$949,000	\$112,000	\$1,307,278
LM-66	Jodeco Road	Dailey Mill Road to US 23	Install Sidewalk along Both Sides of Jodeco Road	\$170,000	\$344,901	\$1,984,000	\$235,000	\$2,733,901
LM-77	Walt Stephens Road	Blackhall Road to Flippen Road	Install Sidewalk along Both Sides of Watt Stephens Road	\$332,000	\$684,439	\$3,887,000	\$460,000	\$5,363,439
LM-80	SR 138	US 23 to Flat Rock Road	Install Sidewalk along Both Sides of SR 138	\$192,000	\$398,579	\$2,248,000	\$266,000	\$3,104,579
LM-81	SR 138	Neal Boulevard to US 23	Install Sidewalk along Both Sides of SR 138	\$219,000	\$452,164	\$2,566,000	\$304,000	\$3,541,164
LM-82	Rock Quarry Road	US 23 to Red Oak Road	Fill Sidewalk Gaps along Both Sides of Rock Quarry Road	\$113,000	\$451,363	\$1,318,000	\$156,000	\$2,038,363
LM-85	Davis Road/N Davis Drive	US 23 to Valley Hill Road	Install Sidewalk along Both Sides of Davis Road/N Davis Drive	\$250,000	\$514,352	\$2,928,000	\$346,000	\$4,038,352
LM-87	SR 155	Reagan Road to Camp Creek Drive	Install Sidewalk along Both Sides of SR 155	\$188,000	\$389,590	\$2,199,000	\$260,000	\$3,036,590
LM-91	SR 138	Hemphill Road to Old Conyers Road	Install Sidewalk along Both Sides of SR 138	\$332,000	\$687,408	\$3,885,000	\$460,000	\$5,364,408
LM-93	SR 138	Old Conyers Road to SR 155	Install Sidewalk along Both Sides of SR 138	\$155,000	\$317,409	\$1,813,000	\$214,000	\$2,499,409
LM-106	Racetrack Road	Towne Park Drive to Iris Lake Road	Install Sidewalk along Both Sides of Racetrack Road	\$57,000	\$115,284	\$671,000	\$79,000	\$922,284
LM-112	Shields Road	Davis Road to SR 138	Install Sidewalk along Both Sides of Shields Road	\$168,000	\$349,947	\$1,968,000	\$233,000	\$2,718,947

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 6.13. (Cont'd) Mid-Term Sidewalk Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-136	Jonesboro Road	Mill Road to I-75	Install Sidewalk along Both Sides of Jonesboro Road	\$61,000	\$121,333	\$714,000	\$84,000	\$980,333
LM-145	US 41	Speedway Boulevard to Richard Petty Boulevard	Install Sidewalk along Both Sides of US 41	\$212,000	\$434,554	\$2,475,000	\$293,000	\$3,414,554
LM-147	SR 20	Oakland Road to Industrial Park-way	Install Sidewalk along Both Sides of SR 20	\$364,000	\$741,972	\$4,259,000	\$504,000	\$5,868,972
LM-148	SR 81/Avalon Parkway	Mill Road to SR 155	Install Sidewalk along Both Sides of SR 81/Avalon Parkway	\$607,000	\$1,253,093	\$7,099,000	\$840,000	\$9,799,093
LM-149	SR 155	Industrial Boulevard to Old Griffin Road	Install Sidewalk along Both Sides of SR 155	\$153,000	\$309,863	\$1,796,000	\$212,000	\$2,470,863
LM-150	SR 81/Rosser Road	Racetrack Road to Lake Dow Road	Install Sidewalk along Both Sides of SR 81/Rosser Road	\$279,000	\$580,034	\$3,260,000	\$386,000	\$4,505,034
LM-156	McCullough Road/Mitchel Road/Jonesboro Road	Jonesboro Road to N Mt Carmel Road	Install Sidewalk along Both Sides of McCullough Road/Mitchel Road/Jonesboro Road	\$269,000	\$558,387	\$3,142,000	\$372,000	\$4,341,387
LM-158	SR 155	Campground Road to Fairview Drive	Install Sidewalk along Both Sides of SR 155	\$532,000	\$1,090,133	\$6,229,000	\$737,000	\$8,588,133
LM-159	Jodeco Road/Chambers Road	Flippen Road to McCullough Road	Install Sidewalk along Both Sides of Jodeco Road/Chambers Road	\$421,000	\$872,448	\$4,931,000	\$583,000	\$6,807,448
LM-161	Jodeco Road	Noahs Ark Road to Flippen Road	Install Sidewalk along Both Sides of Jodeco Road	\$142,000	\$289,743	\$1,662,000	\$197,000	\$2,290,743
LM-162	SR 155	E Lake Parkway to Campground Road	Install Sidewalk along Both Sides of SR 155	\$228,000	\$471,887	\$2,667,000	\$316,000	\$3,682,887
LM-172	US 23	Valley Hill Road to Davis Road	Install Sidewalk along Both Sides of US 23	\$178,000	\$363,190	\$2,077,000	\$246,000	\$2,864,190

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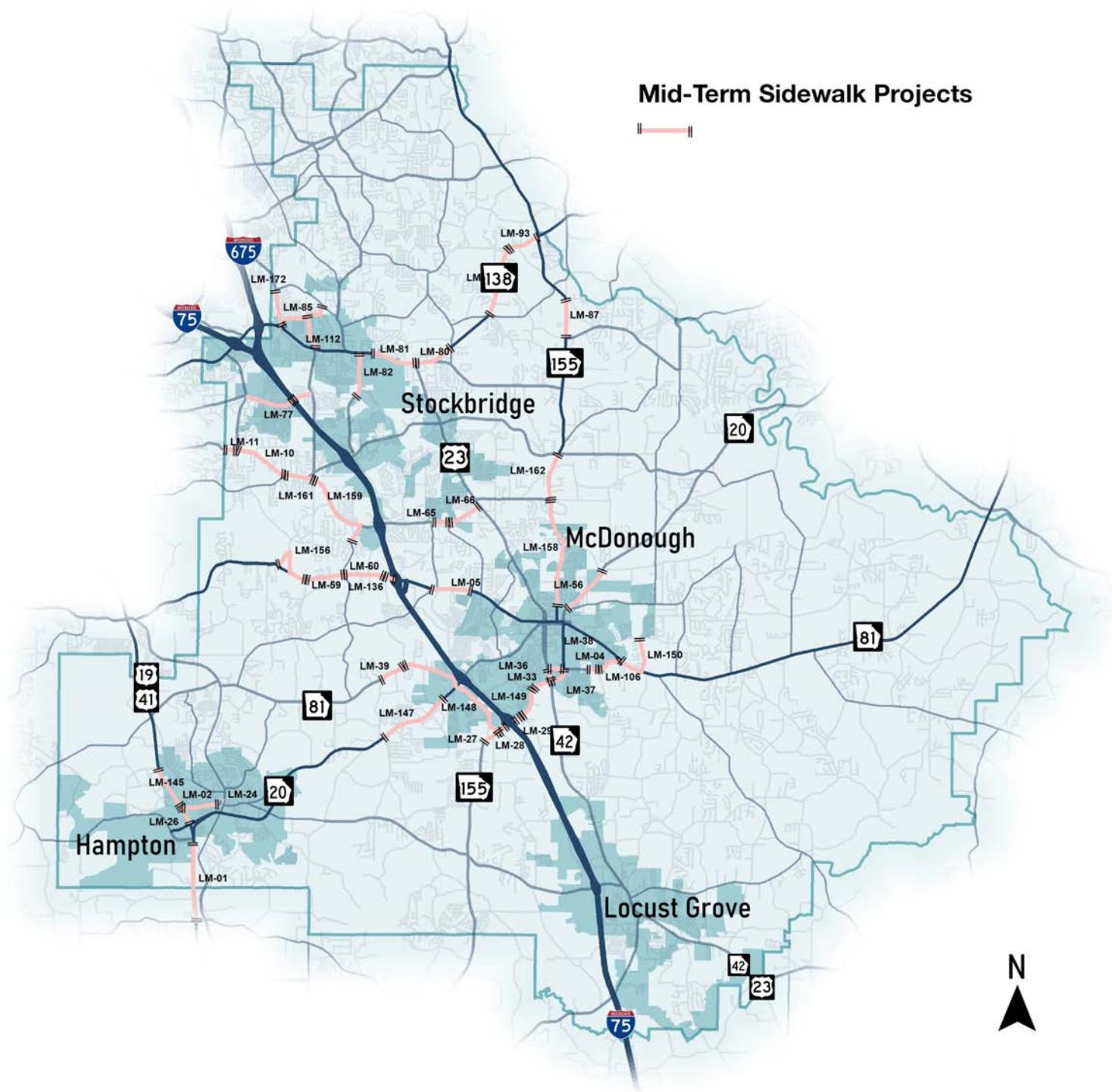


Figure C-6.5. Mid-Term Sidewalk Projects

Table C-6.14. Mid-Term Trails Projects

ID	Name	Extents	Description	PE	ROW	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 Road intersection to Warren Holder Park	Construct Multiuse Facility along Alignment	\$54,000	\$102,000	\$636,000	\$75,000	\$867,000
LM-211	East Lake Parkway Sidepath	4097 E Lake Parkway (near Clayton Co Reservoir) to Airline Road	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 Drive 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 Drive 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 Road	Construct Multiuse Facility along Alignment	\$103,000	\$208,000	\$1,204,000	\$141,000	\$1,656,000
LM-219	East Main Street Sidepath I	Oak Street 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 Road	Construct Multiuse Facility along Alignment	\$114,000	\$223,000	\$1,332,000	\$156,000	\$1,825,000
LM-221	E Main St Sidepath II	Elm Street to Ahmah Lee Road	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 Road to Carl Parker Road	Construct Multiuse Facility along Alignment	\$262,000	\$520,000	\$3,060,000	\$359,000	\$4,201,000
LM-226	Jonesboro Road Sidepath	Walnut Creek to Flippin Road Extension	Construct Multiuse Facility along Alignment	\$45,000	\$81,000	\$529,000	\$62,000	\$717,000
LM-232	North 40 Extension	Bluecoat Circle to Steele Drive	Construct Multiuse Facility along Alignment	\$29,000	\$229,000	\$335,000	\$39,000	\$632,000
LM-234	Jodeco Road Sidepath	Chambers Boulevard 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 Road 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 Street to Frances Ward Drive	Construct Multiuse Facility along Alignment	\$18,000	\$36,000	\$215,000	\$25,000	\$294,000
LM-244	Peeksville Connector 2	Palmetto Street 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 Boulevard 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 Street Shareway	City Hall Connector to Ingles	Construct Multiuse Facility along Alignment	\$7,000	\$14,000	\$87,000	\$10,000	\$118,000
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

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 6.14. (Cont'd) Mid-Term Trails Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-MM1	Towaliga River Greenway Model Mile	Main St in Hampton to Hampton Locust Grove Road	Construct Multiuse Facility along Alignment					
LM-MM2	Camp Creek Greenway Model Mile	From Henry Government Complex to Downtown McDonough	Construct Multiuse Facility along Alignment					
LM-MM3	Fairview Road Sidepath Model Mile	Austin Road Middle School to Fairview Road at Church Road	Construct Multiuse Facility along Alignment					

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 C-6.6. Mid-Term Trails Projects

Long-Term (2036-2050)

Table C-6.15. Long Term Roadway Capacity Projects

CTP ID	ARC ID	Name	Extents	Project Classification	Sponsor	GDOT PI	Existing Lanes	Proposed Lanes	PE	ROW	CST	CONT	Total
CTP-R01	n/a	SR 155 Widening	SR 138 to McDonough Parkway (or Lawrenceville Street)	Widening	GDOT/ Henry County	-	2	4	\$12,441,000	\$20,985,000	\$145,543,000	\$31,248,000	\$210,217,000
CTP-R02	n/a	Flippen Road Widening	SR 138 in Stockbridge to Jonesboro road	Widening	Henry County/ City of Stockbridge	-	2	4	\$1,977,000	\$1,117,000	\$23,123,000	\$4,907,000	\$31,124,000
CTP-R03	n/a	SR 42 Widening	Bill Gardner Parkway to Grove road	Widening	GDOT/ Henry County	-	2 or 3	4	\$727,000	\$754,000	\$8,504,000	\$1,735,000	\$11,720,000
CTP-R04	n/a	SR 20 Widening	County line to McDonough Parkway (or Lawrenceville Street)	Widening	GDOT/ Henry County	-	2	4	\$9,789,000	\$5,732,000	\$114,523,000	\$24,687,000	\$154,731,000
CTP-R05	n/a	SR 42 Widening	SR 155 to Bill Gardner Parkway in Locust Grove	Widening	GDOT/ Henry County	-	2	4	\$7,656,000	\$4,084,000	\$89,570,000	\$19,258,000	\$120,568,000
CTP-R24	HE-210	L.G. Griffin Road Widening	From Hosannah Road to SR 42/US 23	Widening	City of Locust Grove	0	2	4	\$2,670,000	\$1,678,000	\$33,788,000	\$7,217,000	\$45,353,000
CTP-R26	HE-920B	SR 920 (McDonough Road/ Jonesboro Road) Widening	Clayton County Line to N. Mt. Carmel Road	Widening	Henry County	0	2	4	\$5,218,000	\$3,024,000	\$61,041,000	\$13,098,000	\$82,381,000
CTP-R29	HE-132C	Eagles Landing Parkway Widening	From Eagles Pointe Parkway to US 23	Widening	Henry County	0	4	6	\$3,061,000	\$1,627,000	\$35,805,000	\$7,399,000	\$47,892,000

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 6.15. (Cont'd) Long Term Roadway Capacity Projects

CTP ID	ARC ID	Name	Extents	Project Classification	Sponsor	GDOT PI	Existing Lanes	Proposed Lanes	PE	ROW	CST	CONT	Total
CTP-R30	HE-137	East Atlanta Road Widening	From Valley Hill Road to Fairview Road	Widening	Henry County/ City of Stockbridge	0	2	4	\$6,149,000	\$3,594,000	\$71,930,000	\$15,493,000	\$97,166,000
CTP-R31	HE-207	East Lake Parkway Widening	From SR 155 to SR 20	Widening	Henry County	0	2	4	\$4,870,000	\$2,839,000	\$56,973,000	\$12,256,000	\$76,938,000
CTP-R32	HE-183	SR 138 Widening	From SR 42 to SR 155 (Stockbridge Highway)	Widening	GDOT/ Henry County	0	2	4	\$4,892,000	\$2,839,000	\$57,232,000	\$12,287,000	\$77,250,000
CTP-R34	HE-165B	Patrick Henry Parkway: Segment 2 - Widening	From Jodeco Road to Eagles Landing Parkway	Widening	Henry County	0	2	4	\$2,599,000	\$1,491,000	\$30,406,000	\$6,494,000	\$40,990,000
CTP-R08	n/a	Henry Parkway Extension	New Bridge Over I-75 Between Henry Parkway and Avalon road	New Roadway	Henry County	-	0	2	\$909,000	\$14,267,000	\$10,635,000	\$1,543,000	\$27,354,000
CTP-R20	HE-211	Tanger Boulevard New Alignment and Flyover Bridge	From Strong Rock Parkway to Tanger Boulevard	New Roadway	City of Locust Grove	0	0	2	\$1,198,000	\$2,014,000	\$14,017,000	\$2,316,000	\$19,545,000
CTP-R22	HE-206	Airline Road Extension	From Rodgers Road to Intersection to SR 81 and Old Jackson Road	New Roadway	Henry County	0	0	2	\$1,032,000	\$1,857,000	\$12,074,000	\$2,498,000	\$17,461,000

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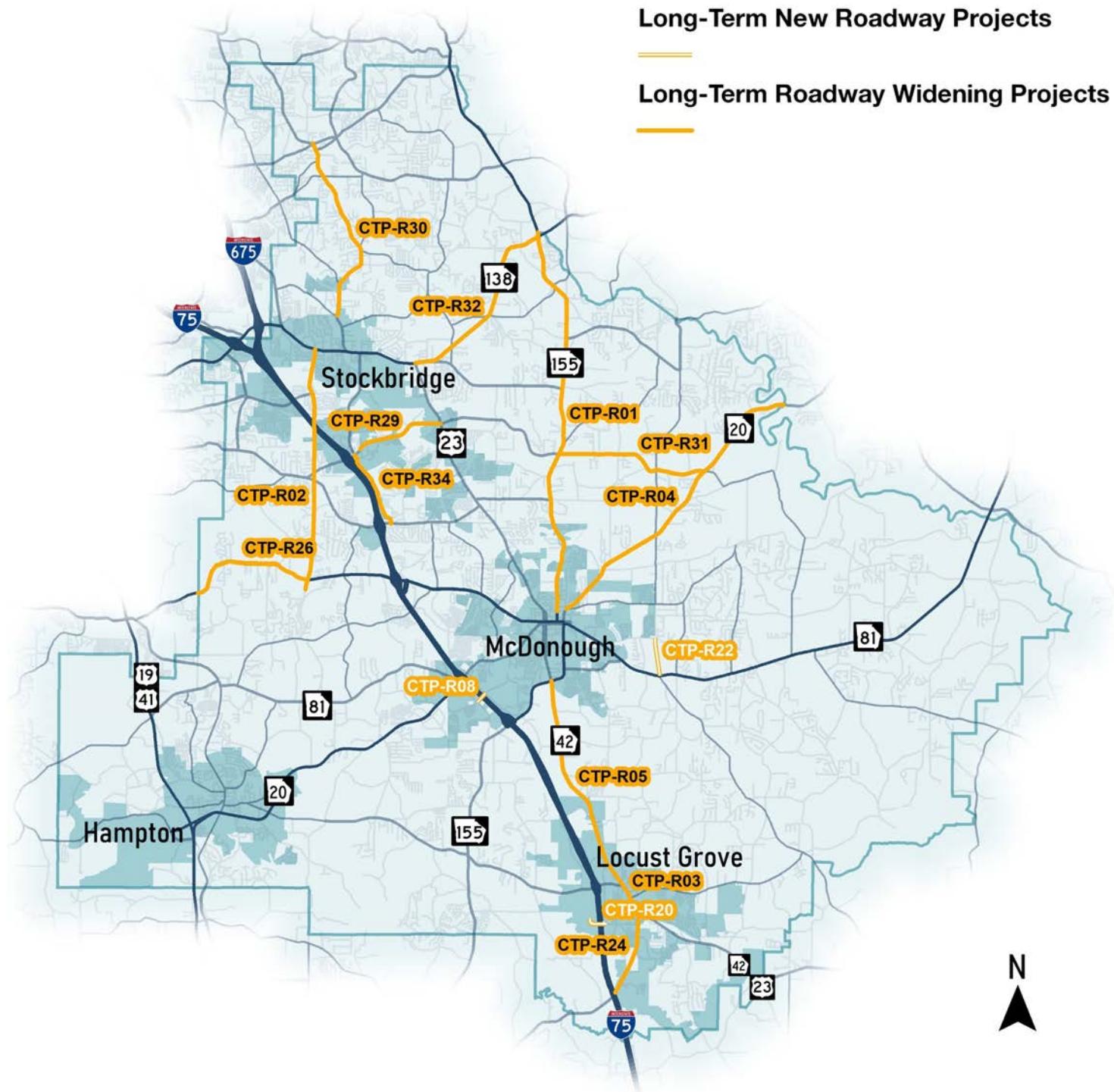


Figure C-6.7. Long Term Roadway Capacity Projects

Table C-6.16. Long-Term Arterial Upgrade Projects

CTP ID	Name	From	To	Project Type	Description	PE	ROW	CST	CONT	Total	Term
CTP-S01	Tanger Boulevard	Indian Creek Road	Bill Gardner Park-way	Arterial Upgrade	Install guardrail along curve, arterial upgrade	\$113,850	\$82,080	\$888,000	\$174,000	\$1,257,930	Mid-Term
CTP-S03	Woolsey Road	Woosley Drive	SR 3	Arterial Upgrade	Restore pavement markings and install signage indicating intersections ahead	\$37,950	\$13,680	\$148,000	\$29,000	\$228,630	Mid-Term
CTP-S04	Hampton Locust Grove Road	McDonough Hampton Road	SR 20	Arterial Upgrade	Make improvements to the intersection with McDonough St, install shoulders and turn lanes	\$189,750	\$136,800	\$1,480,000	\$290,000	\$2,096,550	Mid-Term
CTP-S10	Henry Parkway	Industrial Boulevard	Henry Parkway	Arterial Upgrade	Convert corridor to "superstreet" with RCUTs and U Turns	\$189,750	\$136,800	\$1,480,000	\$290,000	\$2,096,550	Mid-Term
CTP-S15	Simpson Road/James Street	SR 20	Old Griffin Road	Arterial Upgrade	Install traffic calming devices such as chicanes and speed bumps	\$113,850	\$82,080	\$888,000	\$174,000	\$1,257,930	Mid-Term
CTP-S23	Hudson Bridge Road	Flippen Road	I-7 NB Ramps	Arterial Upgrade	Consolidate driveways and intersections	\$113,850	\$82,080	\$888,000	\$174,000	\$1,257,930	Mid-Term
CTP-S24	Country Club Drive	Patrick Henry Parkway	Eagles Landing Parkway	Arterial Upgrade	Convert four lane section to three lane section	\$113,850	\$82,080	\$888,000	\$174,000	\$1,257,930	Mid-Term
CTP-S31	Thoroughbred Road/Greenwood Road	Greenwood Industrial Parkway	SR 155	Arterial Upgrade	Install shoulders, two-way-center-turn lane, 12-foot travel lanes, and right turn lanes where needed. Add pavement markings, improve at-grade rail crossing.	\$1,500,000	\$5,000,000	\$15,000,000	\$5,500,000	\$27,000,000	Mid-Term
CTP-S32	Greenwood Ind/Lester Mill Road	Bill Gardner Parkway	SR 155	Arterial Upgrade	Install shoulders, two-way-center-turn lane, 12-foot travel lanes, and right turn lanes where needed.	\$1,500,000	\$5,000,000	\$15,000,000	\$5,500,000	\$27,000,000	Mid-Term

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.

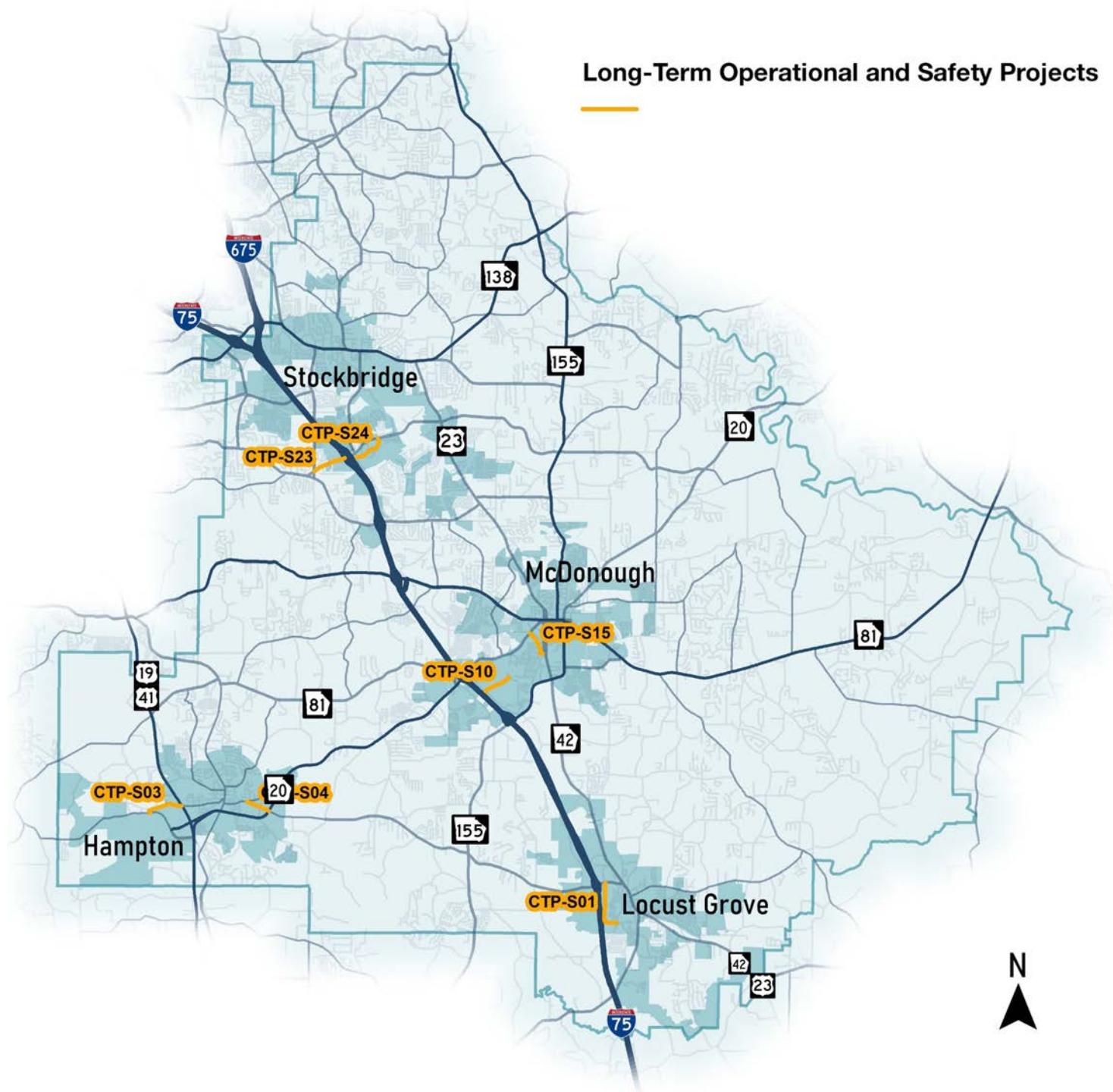


Figure C-6.8. Long-Term Arterial Upgrade Projects

Table C-6.17. Long-Term Intersection Projects

CTP ID	Map ID	Location	Project Type	Sponsor	Project Scale	PE	ROW	CST	CONT	Total	Term
CTP-IC07	IC07	GA-81 S at GA-20/ Hampton-McDonough Road	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Long-Term
CTP-IC11	IC11	John Frank Ward Boulevard W at US-23/GA-42/Macon Street	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Long-Term
CTP-IC12	IC12	GA-155 N at GA-20/ GA-81/Keys Ferry Street	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Long-Term
CTP-IC14	IC14	GA-155 N at GA-20/ John Frank Ward Boulevard	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Long-Term
CTP-IC16	IC16	GA-155 N at John Frank Ward Boulevard	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Long-Term
CTP-IC18	IC18	GA-81 N at US-23/ GA-42/Macon Street/ Griffin Street	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Long-Term
CTP-IC20	IC20	GA-81 S at US-23/ GA-42/Macon Street/ Griffin Street	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Long-Term
CTP-IC21	IC21	US-23 S at Bill Gardner Parkway	Roadway-Intersection Capacity	GDOT	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Long-Term
CTP-IC23	IC23	GA-138 E at Flippin Road/Shields Road	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000	Long-Term
CTP-IS01	IS01	SR 120 WB at Lower Woolsey Road	Roadway-Intersection Safety	GDOT/City of Hampton	Mid	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Long-Term
CTP-IS02	IS02	SR 138 at Mt Zion Parkway	Roadway-Intersection Safety	GDOT/City of Hampton	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Long-Term

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Table 6.17. (Cont'd) Long-Term Intersection Projects

CTP ID	Map ID	Location	Project Type	Sponsor	Project Scale	PE	ROW	CST	CONT	Total	Term
CTP-IS06	IS06	Red Oak Road at Flippen Road	Roadway-Intersection Safety	Henry County	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Long-Term
CTP-IS07	IS07	Hudson Bridge Road at Flippen Road	Roadway-Intersection Safety	Henry County	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Long-Term
CTP-IS12	IS12	Jodeco Road at Oak Grove Road	Roadway-Intersection Safety	Henry County	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Long-Term
CTP-IS14	IS14	Avalon Parkway at SR 81	Roadway-Intersection Safety	GDOT/City of McDonough	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Long-Term
CTP-IS17	IS17	SR 81 at Old Industrial Boulevard	Roadway-Intersection Safety	GDOT/City of McDonough	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Long-Term
CTP-IS18	IS18	SR 155 at Hampton Locust Grove Road	Roadway-Intersection Safety	GDOT/Henry County	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Long-Term
CTP-IS19	IS19	SR 20 at Industrial Boulevard	Roadway-Intersection Safety	GDOT/City of McDonough	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Long-Term
CTP-IS21	IS21	Henry Parkway at Industrial Boulevard	Roadway-Intersection Safety	City of McDonough	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Long-Term
CTP-IS25	IS25	US 23 at SR 155	Roadway-Intersection Safety	GDOT/Henry County	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Long-Term
CTP-IS27	IS27	SR 42 at King Mill Road	Roadway-Intersection Safety	GDOT/Henry County	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Long-Term
CTP-IS30	IS30	Sandy Ridge Road at Mt Bethel Road	Roadway-Intersection Safety	Henry County	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Long-Term

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Table 6.17. (Cont'd) Long-Term Intersection Projects

CTP ID	Map ID	Location	Project Type	Sponsor	Project Scale	PE	ROW	CST	CONT	Total	Term
CTP-IS31	IS31	SR 20 at Lower Woolsey Road	Roadway-Intersection Safety	GDOT/City of Hampton	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Long-Term
CTP-IS32	IS32	Mt Zion Parkway at Brandsmart Park/Ride Lot	Roadway-Intersection Safety	City of Stockbridge	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Long-Term
CTP-IS33	IS33	Pates Creek Road at Noahs Ark Road	Roadway-Intersection Safety	Henry County	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Long-Term
CTP-IS38	IS38	Jodeco Road at Dailey Mill Road	Roadway-Intersection Safety	Henry County	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Long-Term
CTP-IS39	IS39	McDonough Parkway at Bridges Road	Roadway-Intersection Safety	City of McDonough	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000	Long-Term
CTP-IS40	IS40	SR 42 NB at Lawrenceville Street	Roadway-Intersection Safety	GDOT/City of McDonough	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Long-Term
CTP-IS41	IS41	N Bethany Road at Lake Dow Road	Roadway-Intersection Safety	Henry County	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000	Long-Term

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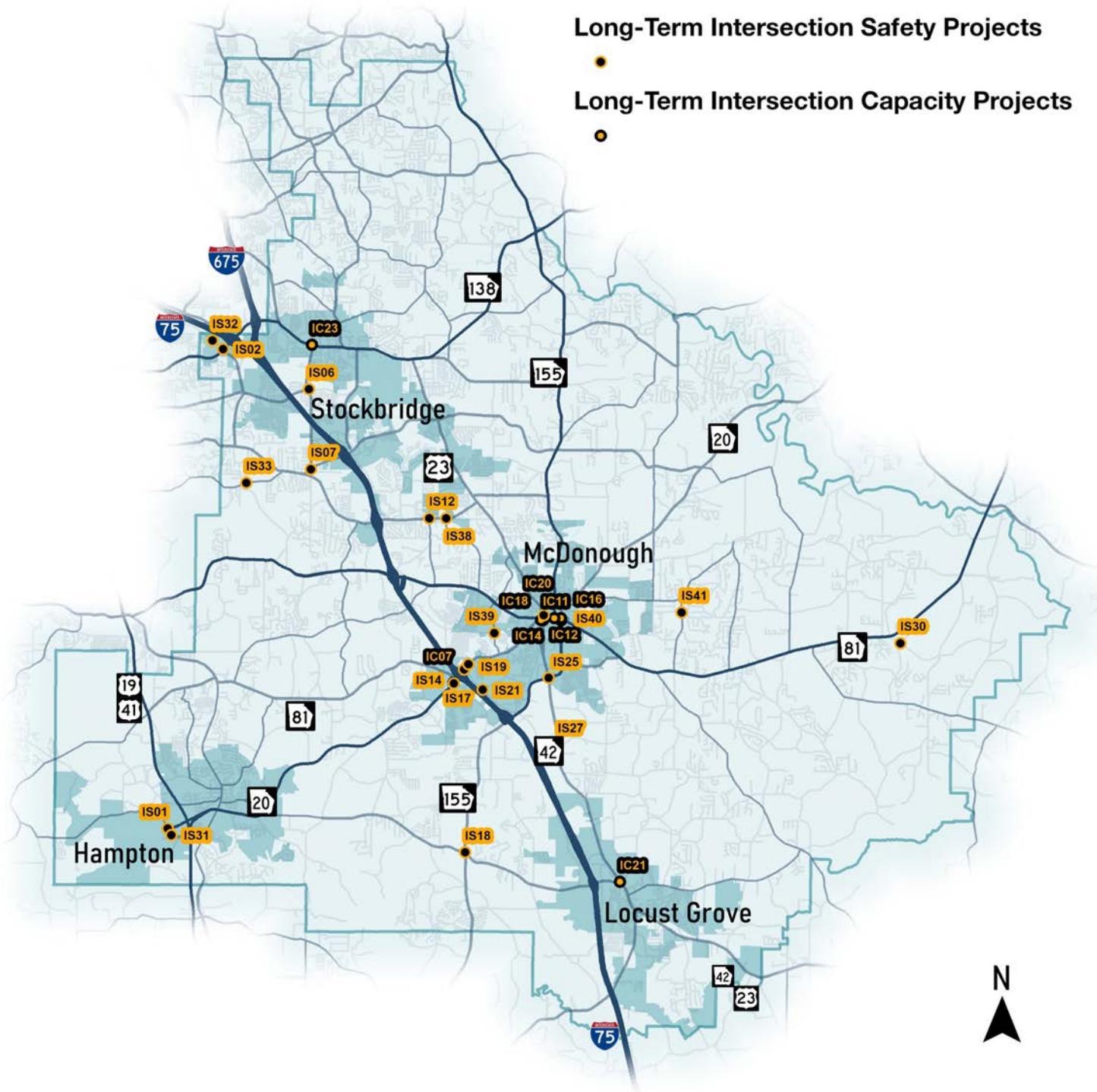


Figure C-6.9. Long-Term Intersection Projects

Table C-6.18. Long-Term Sidewalk Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-12	Blackhall Road	Walt Stephens Road to Jodeco Road	Install Sidewalk along Both Sides of Blackhall Road	\$4,123,000	\$537,588	\$3,029,000	\$356,000	\$8,045,588
LM-13	Speer Road	SR 138 to Walt Stephens Road	Install sidewalk along both sides of Speer Road	\$236,000	\$490,347	\$2,758,000	\$324,000	\$3,808,347
LM-15	Davis Road/S Ola Road	S Unity Grove Road to Peeksville Road	Install sidewalk along both sides of Davis Road/S Ola Road	\$405,000	\$839,283	\$4,740,000	\$561,000	\$6,545,283
LM-16	Peeksville Road	S Ola Road to Wolf Creek Road	Install sidewalk along both sides of Peeksville Road	\$312,000	\$646,415	\$3,649,000	\$3,649,000	\$8,256,415
LM-25	McDonough Street	Hampton Locust Grove Road to SR 20	Install sidewalk along both sides of McDonough Street	\$170,000	\$348,680	\$1,984,000	\$235,000	\$2,737,680
LM-32	Steele Drive	Oak Street to SR 81	Install sidewalk along both sides of Steele Drive	\$473,000	\$965,912	\$5,539,000	\$655,000	\$7,632,912
LM-35	Henry Parkway	Industrial Boulevard to Henry Parkway	Install sidewalk along North Side of Henry Boulevard	\$67,000	\$134,572	\$782,000	\$93,000	\$1,076,572
LM-40	Racetrack Road	Old Griffin Road to Macon Street	Install sidewalk along South Side of Racetrack Road	\$31,000	\$60,773	\$367,000	\$43,000	\$501,773
LM-41	Macon Street	Griffin Street to Racetrack Road	Install sidewalk along both sides of Macon Street	\$51,000	\$100,100	\$591,000	\$70,000	\$812,100
LM-47	Depot Street	Griffin Street to Macon Street	Install sidewalk along both sides of Depot Street	\$11,000	\$22,302	\$131,000	\$15,000	\$179,302
LM-48	Lake Dow Road	SR 81 to Rosser Road	Install sidewalk along both sides of Lake Dow Road	\$181,000	\$369,106	\$2,113,000	\$250,000	\$2,913,106
LM-50	Simpson Street	SR 20 to Depot Street	Install sidewalk along both sides of Simpson Street	\$71,000	\$146,246	\$829,000	\$98,000	\$1,144,246
LM-54	Snapping Shoals Road	N Ola Road to Honey Creek Road	Install sidewalk along both sides of Snapping Shoals Road	\$473,000	\$985,250	\$5,536,000	\$655,000	\$7,649,250
LM-68	Campground Road	SR 155 to Elliot Road	Install sidewalk along both sides of Campground Road	\$280,000	\$583,924	\$3,280,000	\$388,000	\$4,531,924
LM-69	Campground Road	Brannan Road to SR 155	Install sidewalk along both sides of Campground Road	\$263,000	\$540,764	\$3,079,000	\$364,000	\$4,246,764
LM-72	Patrick Henry Parkway	Country Club Drive to Jodeco Road	Install sidewalk along both sides of Patrick Henry Parkway	\$349,000	\$725,869	\$4,084,000	\$483,000	\$5,641,869
LM-76	Rock Quarry Road	Red Oak Road to Hospital Drive	Install sidewalk along both sides of Rock Quarry Road	\$225,000	\$456,736	\$2,635,000	\$312,000	\$3,628,736

Table 6.18. (Cont'd) Long-Term Sidewalk Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-79	Red Oak Road	Flippen Road to Rock Quarry Road	Install sidewalk along both sides of Red Oak Road	\$212,000	\$437,313	\$2,483,000	\$294,000	\$3,426,313
LM-84	Valley Hill Road	US 23 to Davis Road	Install sidewalk along both sides of Valley Hill Road	\$257,000	\$533,798	\$3,012,000	\$356,000	\$4,158,798
LM-86	Valley Hill Road	N Davis Drive to E Atlanta Road	Install sidewalk along both sides of Valley Hill Road	\$87,000	\$178,371	\$1,017,000	\$120,000	\$1,402,371
LM-88	Old Conyers Road	Pinehurst Drive to Flakes Road	Install sidewalk along both sides of Old Conyers Road	\$282,000	\$582,364	\$3,298,000	\$390,000	\$4,552,364
LM-89	Flat Rock Road	Old Conyers Road to W Hemphill Road	Install sidewalk along both sides of Flat Rock Road	\$192,000	\$389,144	\$2,249,000	\$266,000	\$3,096,144
LM-90	E Atlanta Road	Valley Hill Road to Stagecoach Road	Install sidewalk along both sides of E Atlanta Road	\$152,000	\$312,692	\$1,775,000	\$210,000	\$2,449,692
LM-94	Swan Lake Road	Fairview Road to Gardner Road	Install sidewalk along both sides of Swan Lake Road	\$208,000	\$429,176	\$2,430,000	\$288,000	\$3,355,176
LM-95	Fairview Road	Swan Lake Road to SR 155	Install sidewalk along both sides of Fairview Road	\$280,000	\$577,769	\$3,274,000	\$387,000	\$4,518,769
LM-97	Thurman Road	Fairview Road to Patillo Road	Install sidewalk along both sides of Thurman Road	\$205,000	\$421,352	\$2,394,000	\$283,000	\$3,303,352
LM-98	Rex Road	E Atlanta Road to Thurman Road	Install sidewalk along both sides of Rex Road	\$184,000	\$381,879	\$2,154,000	\$255,000	\$2,974,879
LM-99	E Atlanta Road	Panola Road to Orchard Road	Install sidewalk along both sides of E Atlanta Road	\$55,000	\$111,369	\$640,000	\$76,000	\$882,369
LM-100	Panola Road	E Atlanta Road to Flakes Mill Road	Install sidewalk along both sides of Panola Road	\$121,000	\$246,497	\$1,413,000	\$167,000	\$1,947,497
LM-101	Fairview Road	Panola Road to Thurman Road	Install sidewalk along both sides of Fairview Road	\$216,000	\$440,658	\$2,531,000	\$299,000	\$3,486,658
LM-103	Panola Road	Flakesmith Road to Scarborough Road	Install sidewalk along both sides of Panola Road	\$233,000	\$475,210	\$2,731,000	\$323,000	\$3,762,210
LM-104	S Zach Hinton Parkway	Cap Welch Drive to Racetrack Road	Install sidewalk along both sides of S Zach Hinton Parkway	\$101,000	\$205,510	\$1,180,000	\$140,000	\$1,626,510
LM-109	N Mt Carmel Road	Jonesboro Road to Existing side-walk	Install sidewalk along both sides of N Mt Carmel Road	\$68,000	\$140,565	\$793,000	\$94,000	\$1,095,565
LM-113	Davis Road	N Davis Drive to Creek Circle	Install sidewalk along both sides of Davis Road	\$119,000	\$244,252	\$1,393,000	\$165,000	\$1,921,252

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 6.18. (Cont'd) Long-Term Sidewalk Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-115	MLK Senior Heritage Trail	S Berry Street to Rock Quarry Road	Install sidewalk along both sides of MLK Senior Heritage Trail	\$93,000	\$193,002	\$1,086,000	\$129,000	\$1,501,002
LM-116	Tye Street	Tramore Drive to 2nd Street	Install sidewalk along both sides of Tye Street	\$103,000	\$205,288	\$1,207,000	\$143,000	\$1,658,288
LM-117	Banks Road	Flippen Road to Rock Quarry Road	Install sidewalk along both sides of Banks Road	\$167,000	\$341,434	\$1,955,000	\$231,000	\$2,694,434
LM-124	Tunis Road	Jodeco Road to Meadowbrook Drive	Install sidewalk along East Side of Tunis Road	\$13,000	\$53,407	\$18,000	\$18,000	\$102,407
LM-131	US 41	Talmadge Road to Speedway Boulevard	Install sidewalk along both sides of US 41	\$508,000	\$1,043,354	\$5,942,000	\$703,000	\$8,196,354
LM-132	King Mill Road/US 23	SR 155 to SR 155	Install sidewalk along both sides of King Mill Road/US 23	\$590,000	\$1,224,839	\$6,902,000	\$817,000	\$9,533,839
LM-134	Willow Ln	Bridges Road to SR 20	Install sidewalk along West Side of Willow Lane	\$107,000	\$219,384	\$1,258,000	\$149,000	\$1,733,384
LM-135	Jonesboro Road	I-75 to Mt Carmel Road	Install sidewalk along both sides of Jonesboro Road	\$172,000	\$348,850	\$2,016,000	\$238,000	\$2,774,850
LM-137	Pates Creek Road/McCullough Road	Noahs Ark Road to Flippen Road	Fill sidewalk Gaps along both sides of Pates Creek Road/McCullough Road	\$222,000	\$460,179	\$2,596,000	\$307,000	\$3,585,179
LM-139	Soyview Road/Walt Stephens Road	SR 138 to Speer Road	Install sidewalk along both sides of Soyview Road/Walt Stephens Road	\$368,000	\$748,166	\$4,311,000	\$510,000	\$5,937,166
LM-142	Indian Creek Road	I-75 to Bill Gardner Parkway	Install sidewalk along West Side of Indian Creek Road	\$172,000	\$353,488	\$2,012,000	\$238,000	\$2,775,488
LM-143	Peeksville Road	US 23 to S Ola Road	Install sidewalk along both sides of Peeksville Road	\$587,000	\$1,207,220	\$6,866,000	\$812,000	\$9,472,220
LM-151	Old Griffin Road	Griffin Street to Phillips Drive	Install sidewalk along both sides of Old Griffin Road	\$46,000	\$93,583	\$535,000	\$63,000	\$737,583
LM-166	Flat Rock Road	Belair Drive to Old Conyers Road	Install sidewalk along one side of Flat Rock Road	\$115,000	\$233,044	\$1,344,000	\$159,000	\$1,851,044
LM-177	W Main Street	Woodlawn Avenue to Georgia Avenue	Install sidewalk along both sides of W Main Street	\$24,000	\$47,473	\$280,000	\$33,000	\$384,473
LM-178	W Main Street	Old Griffin Road to Woodlawn Avenue	Install sidewalk along both sides of W Main Street	\$25,000	\$49,933	\$287,000	\$34,000	\$395,933

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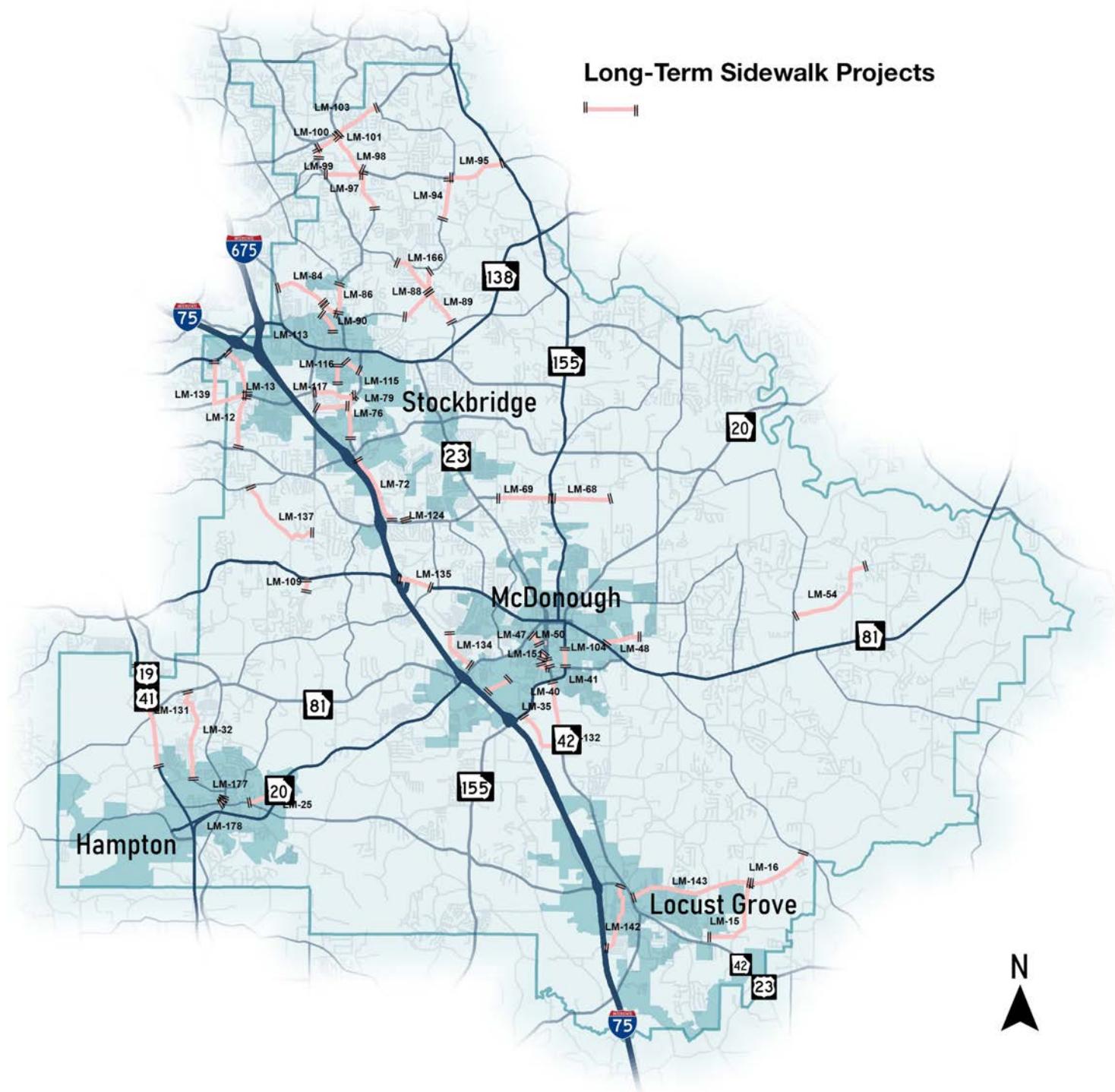


Figure C-6.10. Long-Term Sidewalk Projects

Table C-6.19. Long-Term Trails Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-183	McGarity Road Sidepath	I20 to Airline Road	Construct Multiuse Facility along Alignment	\$218,000	\$438,000	\$2,546,000	\$299,000	\$3,501,000
LM-185	Henry Parkway Sidepath	Industrial Boulevard 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 Parkway/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 Road 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 Boulevard Sidepath	Tanger Station Ballfield to Bill Gardner Parkway	Construct Multiuse Facility along Alignment	\$216,000	\$422,000	\$2,532,000	\$297,000	\$3,467,000
LM-196	Elm Street Sidepath	E Main Street to E Main Street	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 Street	Construct Multiuse Facility along Alignment	\$365,000	\$2,888,000	\$4,272,000	\$493,000	\$8,018,000
LM-198	Towaliga River Greenway	Elm Street 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 Road to N Henry Boulevard	Construct Multiuse Facility along Alignment	\$569,000	\$1,137,000	\$6,655,000	\$781,000	\$9,142,000
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 Road at Fairview Road 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 Road to Church Road	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 Road 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 Avenue Sidepath	Oak Street to W Main Street	Construct Multiuse Facility along Alignment	\$34,000	\$69,000	\$403,000	\$47,000	\$553,000
LM-228	Central Avenue Greenway	Central Avenue to Caldwell Drive	Construct Multiuse Facility along Alignment	\$31,000	\$249,000	\$368,000	\$42,000	\$690,000
LM-230	North 40 Connector	Steele Drive to ML Corey Park	Construct Multiuse Facility along Alignment	\$22,000	\$174,000	\$254,000	\$29,000	\$479,000

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 6.19. (Cont'd) Long-Term Trails Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-231	North 40 Trail	ML Corey Park to W Main Street	Construct Multiuse Facility along Alignment	\$38,000	\$298,000	\$443,000	\$51,000	\$830,000
LM-235	Bridges Road 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 Road Sidepath	Fairview Road 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
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 Gateway	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 C-6.11. Long-Term Trails Projects

Aspirations (Beyond 2050)

Table C-6.20. Aspirational Roadway Capacity Projects

CTP ID	ARC ID	Name	Extents	Project Classification	Sponsor	GDOT PI	Existing Lanes	Proposed Lanes	PE	ROW	CST	CONT	Total
CTP-R07	n/a	Campground Road Widening	From end of 4-Lane section near Jodeco Road to SR 155	Widening	Henry County	-	2	4	\$4,707,000	\$3,513,000	\$55,070,000	\$11,669,000	\$74,959,000
CTP-R12	n/a	Panola Road Widening	From Fairview Road to SR 155	Widening	Henry County	-	2	4	\$2,918,000	\$5,094,000	\$34,141,000	\$7,251,000	\$49,404,000
CTP-R13	n/a	I-75 Widening	From just south of Bill Gardner Parkway to Eagles Landing Parkway	Widening	GDOT	-	6	8	\$56,685,000	\$32,572,000	\$663,129,000	\$241,416,000	\$993,802,000
CTP-R27	HE-134C	Fairview Road Widening: Phase III	From Dekalb County Line to Cook Road	Widening	Henry County	0	2	4	\$3,589,000	\$1,051,000	\$41,988,000	\$9,065,000	\$55,693,000
CTP-R33	HE-126A1	Hampton Locust Grove Road Widening	From SR 20 (McDonough Road) to SR 155	Widening	Henry County	0	2	4	\$6,672,000	\$3,877,000	\$78,053,000	\$16,768,000	\$105,370,000
CTP-R09	n/a	Bridges Road Extension	New bridge over I-75 between Willow Lane and Mill Road	New Roadway	Henry County	-	0	2	\$1,579,000	\$15,586,000	\$18,472,000	\$3,207,000	\$38,844,000
CTP-R10	n/a	Chambers Road Extension	New connection between SR 81 and Oakland Road	New Roadway	Henry County	-	0	2	\$1,250,000	\$14,939,000	\$14,626,000	\$2,389,000	\$33,204,000
CTP-R11	n/a	N. Mt Carmel Road Extension	New Connection between N. Mt Carmel and S. Mt Carmel at Mt. Carmel Road	New Roadway	Henry County	-	0	2	\$300,000	\$14,190,000	\$3,513,000	\$676,000	\$18,679,000

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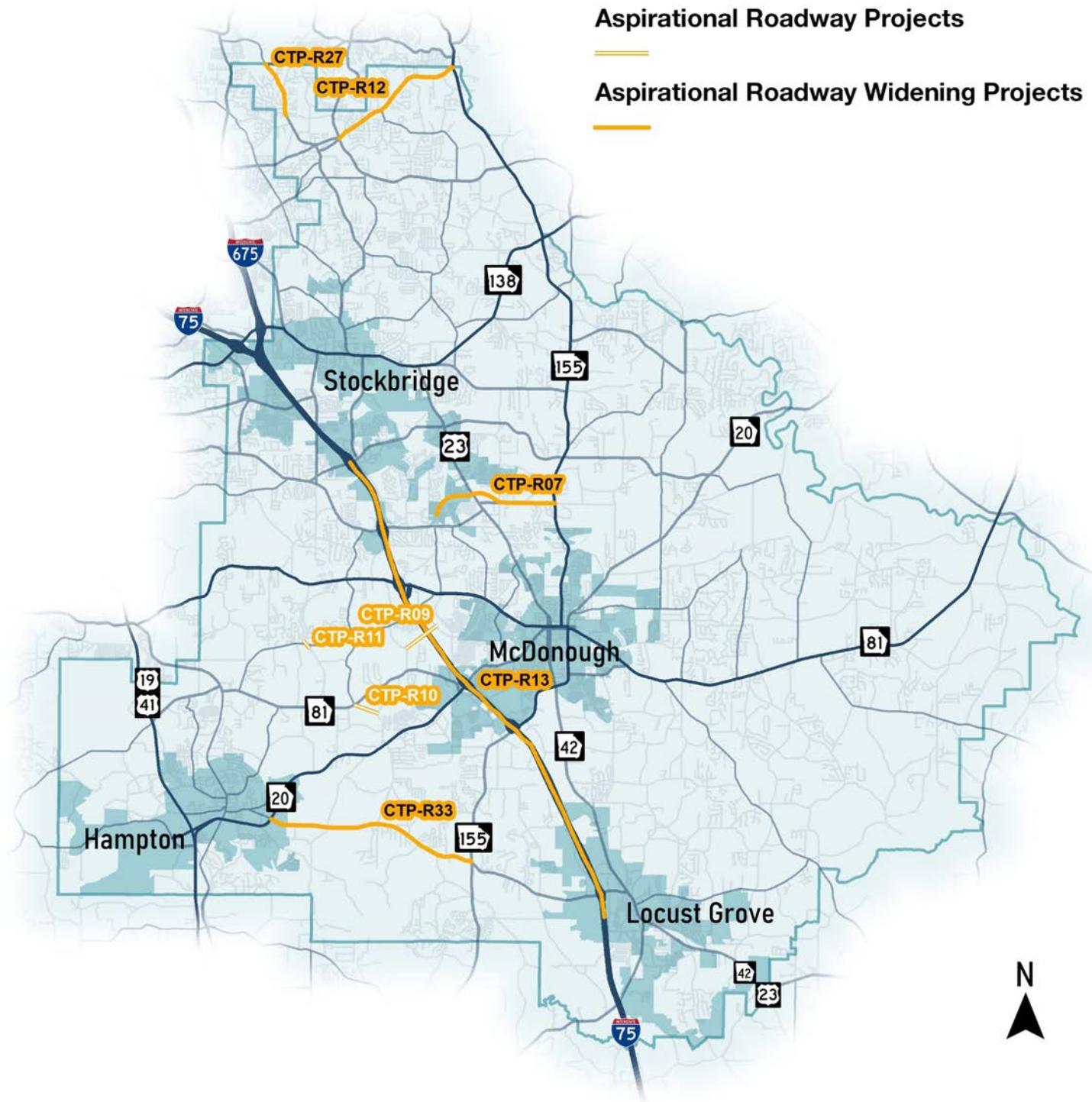


Figure C-6.12. Aspirational Roadway Capacity Projects

Table C-6.21. Aspirational Arterial Upgrade Projects

CTP ID	Name	From	To	Project Type	Description	PE	ROW	CST	CONT	Total
CTP-S02	Old Hwy 3	Old Griffin Road	SR 20	Arterial Upgrade	Perform an arterial upgrade	\$918,000	\$1,570,000	\$10,743,000	\$1,907,000	\$15,138,000
CTP-S05	Peeksville Road	Keys Ferry Road	Ellistown Road	Arterial Upgrade	Install shoulders and rumble strips	\$113,850	\$82,080	\$888,000	\$174,000	\$1,257,930
CTP-S07	Dorsey Road	SR 20	SR 81	Arterial Upgrade	Install shoulders and rumble strips, convert southern intersection to RCUT control, install signage where appropriate due to sight distance	\$113,850	\$82,080	\$888,000	\$174,000	\$1,257,930
CTP-S13	Mt Bethel Road	Sandy Ridge Road	Stroud Road	Arterial Upgrade	Repave and restore pavement markings, install shoulders and rumble strips	\$113,850	\$82,080	\$888,000	\$174,000	\$1,257,930
CTP-S20	McDonough Parkway	Jonesboro Road	Ivey Edwards Lane	Arterial Upgrade	Provide TWTL for vehicles turning left from Ivey Edwards Lane	\$37,950	\$13,680	\$148,000	\$29,000	\$228,630
CTP-S22	Jodeco Road	Dailey Mill Road	SR 42	Arterial Upgrade	Perform an arterial upgrade	\$953,000	\$1,668,000	\$11,144,000	\$1,954,000	\$15,719,000
CTP-S25	Brannan Road	N Salem Dr	Springdale Road	Arterial Upgrade	Restore pavement markings and install signage indicating intersections ahead	\$37,950	\$13,680	\$148,000	\$29,000	\$228,630
CTP-S26	Brannan Road	Springdale Road	SR 42	Arterial Upgrade	Restore pavement markings and install signage indicating intersections ahead	\$37,950	\$13,680	\$148,000	\$29,000	\$228,630
CTP-S29	Springdale Road	E Lake Park-way	Millers Mill Road	Arterial Upgrade	Resurface and install rumble strips	\$113,850	\$82,080	\$888,000	\$174,000	\$1,257,930

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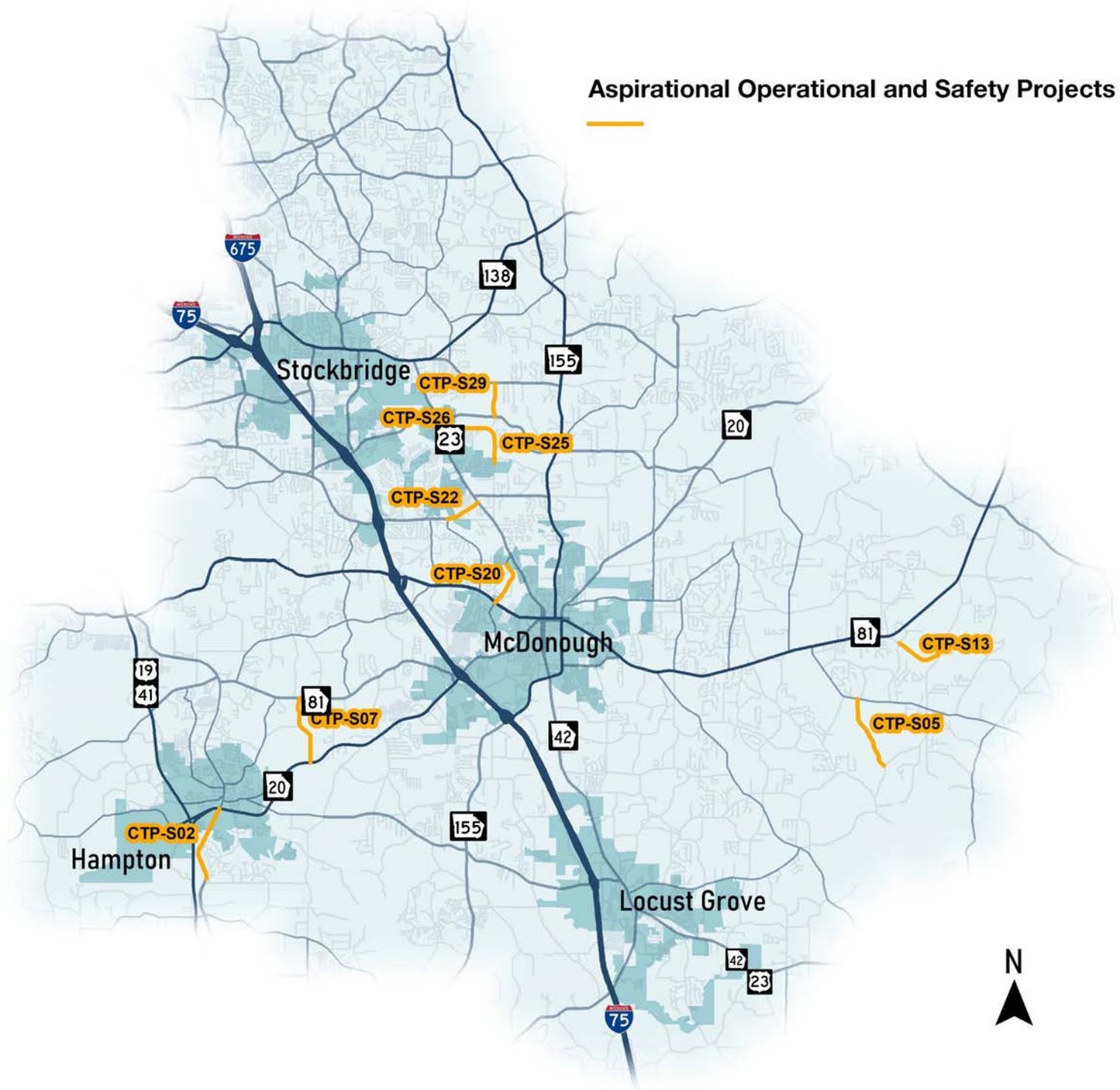


Figure C-6.13. Aspirational Arterial Upgrade Projects

Table C-6.22. Aspirational Intersection Projects

CTP ID	Map ID	Location	Project Type	Sponsor	Project Scale	PE	ROW	CST	CONT	Total
CTP-IC15	IC15	US-23 S at BURG Road/England Chapel Road	Roadway-Intersection Capacity	GDOT	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000
CTP-IC19	IC19	GA-81 N at GA-155/GA-20/S Zack Hinton Parkway	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000
CTP-IC22	IC22	John Frank Ward Boulevard W at GA-20/Zack Hinton Parkway	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000
CTP-IC24	IC24	GA-155 N at US-23/GA-42/Macon Street	Roadway-Intersection Capacity	GDOT	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000
CTP-IC25	IC25	GA-155 S at US-23/GA-42/Macon Street	Roadway-Intersection Capacity	GDOT	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000
CTP-IC26	IC26	EAST ATLANTA Road S at US-23/N Henry Boulevard	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000
CTP-IC27	IC27	GA-81 N at Bethany Road	Roadway-Intersection Capacity	GDOT	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000
CTP-IC28	IC28	Jonesboro Road E at GA-20	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000
CTP-IC29	IC29	Jonesboro Road E at I-75-Toll	Roadway-Intersection Capacity	GDOT	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000
CTP-IC30	IC30	Jonesboro Road W at McDonough Parkway	Roadway-Intersection Capacity	City of McDonough	Major	\$1,000,000	\$500,000	\$3,000,000	\$500,000	\$5,000,000
CTP-IS24	IS24	SR 155 at I-75 SB Ramps	Roadway-Intersection Safety	GDOT/Henry County	Minor	\$100,000	\$50,000	\$300,000	\$50,000	\$500,000
CTP-IS34	IS34	E Atlanta Road at Rex Road	Roadway-Intersection Safety	Henry County	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000
CTP-IS36	IS36	Patrick Henry Parkway at Country Club Drive	Roadway-Intersection Safety	City of Stockbridge	Mid	\$200,000	\$100,000	\$600,000	\$100,000	\$1,000,000

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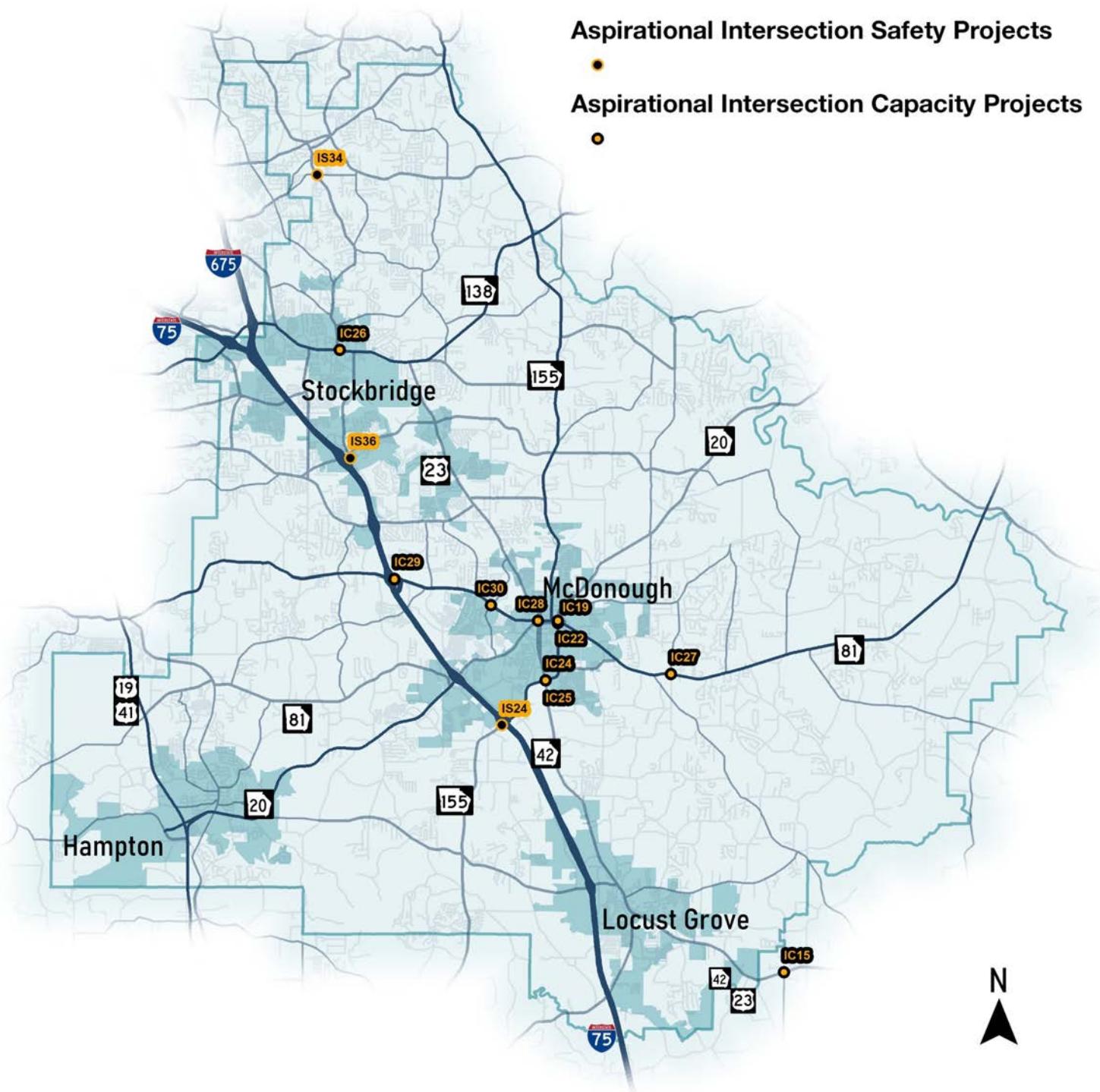


Figure C-6.14. Aspirational Intersection Projects

Table C-6.23. Aspirational Sidewalk Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-03	King Mill Road	Iris Lake Road to S Bethany Road	Install Sidewalk along Both Sides of King Mill Road	\$425,000	\$875,467	\$4,967,000	\$588,000	\$6,855,467
LM-06	Mt Carmel Road	I-75 to Jonesboro Road	Install Sidewalk along Both Sides of Mt Carmel Road	\$136,000	\$283,439	\$1,595,000	\$187,000	\$2,201,439
LM-07	Oak Grove Road	Jodeco Road to Jonesboro Road	Install Sidewalk along Both Sides of Oak Grove Road	\$322,000	\$663,983	\$3,763,000	\$442,000	\$5,190,983
LM-08	Noahs Arc Road	Floyd Road to Crown Oaks Drive	Install Sidewalk along Both Sides of Noahs Arc Road	\$188,000	\$390,672	\$2,199,000	\$258,000	\$3,035,672
LM-09	Noahs Arc Road	Crown Oaks Drive to Jodeco Road	Install Sidewalk along Both Sides of Noahs Arc Road	\$186,000	\$384,582	\$2,174,000	\$255,000	\$2,999,582
LM-14	LG Griffin Road	I-75 to Tanger Boulevard	Install Sidewalk along Both Sides of LG Griffin Road	\$299,000	\$623,791	\$3,502,000	\$411,000	\$4,835,791
LM-20	S Ola Road	Peeksville Road to Old Jack-son Road	Install Sidewalk along Both Sides of S Ola Road	\$343,000	\$715,210	\$4,017,000	\$475,000	\$5,550,210
LM-21	Lower Woolsey Road	Richard Petty Boulevard to SR 20 WB Ramps	Install Sidewalk along Both Sides of Lower Wool-sey Road	\$1,801,000	\$263,164	\$1,479,000	\$175,000	\$3,718,164
LM-22	Walker Drive	Hampton Locust Grove Road to SR 155	Install Sidewalk along Both Sides of Walker Drive	\$388,000	\$804,372	\$4,540,000	\$537,000	\$6,269,372
LM-23	Richard Petty Boulevard	Lower Woolsey Road to US 41	Install Sidewalk along Both Sides of Richard Petty Boulevard	\$168,000	\$350,322	\$1,968,000	\$233,000	\$2,719,322
LM-30	Elm Street	Bridgemill Drive to SR 81	Install Sidewalk along Both Sides of Elm Street	\$365,000	\$762,837	\$4,275,000	\$506,000	\$5,908,837
LM-42	Mt Carmel Road	SR 81 to Conkle Road	Install Sidewalk along Both Sides of Mt Carmel Road	\$53,000	\$323,547	\$624,000	\$74,000	\$1,074,547
LM-43	Carl Parker Road/Conkle Road	Old Hwy 3 to Mt Carmel Road	Install Sidewalk along Both Sides of Carl Parker Road/Conkle Road	\$285,000	\$593,115	\$3,331,000	\$394,000	\$4,603,115
LM-51	Mill Road	SR 81 to Mt Carmel Road	Install Sidewalk along Both Sides of Mill Road	\$245,000	\$510,285	\$2,869,000	\$339,000	\$3,963,285
LM-52	N Ola Road	SR 81 to Snapping Shoals Road	Install Sidewalk along Both Sides of N Ola Road	\$182,000	\$374,528	\$2,128,000	\$252,000	\$2,936,528
LM-53	Lake Dow Road	Rodgers Road to Airline Road	Install Sidewalk along Both Sides of Lake Dow Road	\$162,000	\$332,308	\$1,890,000	\$224,000	\$2,608,308

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 6.23. (Cont'd) Aspirational Sidewalk Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-55	Mt Carmel Road	Mill Road to I-75	Install Sidewalk along Both Sides of Mt Carmel Road	\$137,000	\$272,585	\$1,603,000	\$190,000	\$2,202,585
LM-58	Mill Road	Mt Carmel Road to Jonesbo-ro Road	Install Sidewalk along Both Sides of Mill Road	\$220,000	\$452,036	\$2,570,000	\$304,000	\$3,546,036
LM-62	Chambers Road	Jonesboro Road to McCullough Road	Install Sidewalk along Both Sides of Chambers Road	\$164,000	\$339,637	\$1,917,000	\$227,000	\$2,647,637
LM-63	McCullough Road	Flippen Road to Chambers Road	Install Sidewalk along Both Sides of McCullough Road	\$193,000	\$392,082	\$2,260,000	\$267,000	\$3,112,082
LM-64	Oak Grove Road	Jodeco Road to Jonesboro Road	Install Sidewalk along Both Sides of Oak Grove Road	\$322,000	\$663,983	\$3,772,000	\$446,000	\$5,203,983
LM-75	Brannan Road	SR 42 to Springdale Road	Install Sidewalk along Both Sides of Brannan Road	\$222,000	\$457,424	\$2,599,000	\$307,000	\$3,585,424
LM-92	Old Conyers Road	Flat Shoals Church Road to SR 138	Install Sidewalk along Both Sides of Old Conyers Road	\$191,000	\$395,728	\$2,237,000	\$265,000	\$3,088,728
LM-96	Flat Shoals Church Road	Fairview Road to E Mays Road	Install Sidewalk along Both Sides of Flat Shoals Church Road	\$137,000	\$281,745	\$1,604,000	\$190,000	\$2,212,745
LM-102	Flakesmill Road	Cook Drive to Panola Road	Install Sidewalk along Both Sides of Flakesmill Road	\$117,000	\$234,405	\$1,365,000	\$162,000	\$1,878,405
LM-107	Old Griffin Road	SR 155 to Existing sidewalk	Install Sidewalk along Both Sides of Old Griffin Road	\$18,000	\$38,530	\$215,000	\$25,000	\$296,530
LM-111	Country Club Drive	Existing Sidewalk to Existing sidewalk	Install Sidewalk along the North Side of Country Club Drive	\$35,000	\$68,025	\$405,000	\$48,000	\$556,025
LM-114	Davidon Parkway	Addy Lane to Old Atlanta Road	Install Sidewalk along Both Sides of Davidon Parkway	\$34,000	\$69,101	\$400,000	\$47,000	\$550,101
LM-118	Guthrie Place	Scott Boulevard to Harriette Drive	Install Sidewalk along Both Sides of Guthrie Place	\$64,000	\$131,346	\$746,000	\$88,000	\$1,029,346
LM-119	Oakland Boule-vard/Pine Street	Neal Ave to Pinehurst Drive	Install Sidewalk along Both Sides of Oakland Boulevard/Pine Street	\$108,000	\$219,365	\$1,267,000	\$150,000	\$1,744,365
LM-120	Love Drive	SR 138 to Redwood Valley Road	Install Sidewalk along Both Sides of Love Drive	\$88,000	\$181,710	\$1,033,000	\$122,000	\$1,424,710
LM-121	Dent Drive	US 23 to Roadway Terminus	Install Sidewalk along Both Sides of Dent Drive	\$29,000	\$58,455	\$336,000	\$40,000	\$463,455

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Table 6.23. (Cont'd) Aspirational Sidewalk Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-122	N Mill Road	SR 138 to Speer Road	Install Sidewalk along Both Sides of N Mill Road	\$73,000	\$148,821	\$851,000	\$101,000	\$1,173,821
LM-123	Cobblestone Lane	SR 42 to Villas 52 Apartments	Install Sidewalk along East Side of Cobblestone Lane	\$12,000	\$22,289	\$145,000	\$17,000	\$196,289
LM-127	Parker Road	Conyers Road to Roadway Curve	Install Sidewalk along South Side of Parker Road	\$82,000	\$342,677	\$964,000	\$114,000	\$1,502,677
LM-128	Sowell Road	Whitaker Road to SR 81	Install Sidewalk along East Side of Sowell Road	\$94,000	\$389,195	\$1,097,000	\$130,000	\$1,710,195
LM-129	Whitaker Road/Sowell Road	Iris Lake Road to King Mill Road	Install Sidewalk along South Side of Whitaker Road/Sowell Road	\$149,000	\$309,526	\$1,746,000	\$206,000	\$2,410,526
LM-130	Nail Mill Road	US 23 to Iris Lake Road	Install Sidewalk along South Side of Nail Mill Road	\$148,000	\$309,067	\$1,730,000	\$205,000	\$2,392,067
LM-133	Old Jackson Road/King Mill Road	SR 81 to Sowell Road	Install Sidewalk along Both Sides of Old Jackson Road/King Mill Road	\$183,000	\$374,558	\$2,137,000	\$253,000	\$2,947,558
LM-140	Pinehurst Drive	N Henry Boulevard to Old Conyers Road	Install Sidewalk along Both Sides of Pinehurst Drive	\$223,000	\$463,240	\$2,605,000	\$308,000	\$3,599,240
LM-144	Speedway Boule-vard	US 41 to Lower Woolsey Road	Install Sidewalk along Both Sides of Speedway Boulevard	\$433,000	\$890,719	\$5,065,000	\$599,000	\$6,987,719
LM-146	New Hope Road	Leguin Mill Road to Keys Fer-ry Road	Install Sidewalk along One Side of New Hope Road	\$206,000	\$428,186	\$2,405,000	\$285,000	\$3,324,186
LM-152	Mt Carmel Road	Conkle Road to N Mt Carmel Road	Install Sidewalk along Both Sides of Mt Carmel Road	\$299,000	\$611,650	\$3,495,000	\$414,000	\$4,819,650
LM-153	McDonough Park-way	Jonesboro Road to SR 20	Install Sidewalk along Both Sides of McDonough Parkway	\$267,000	\$546,385	\$3,126,000	\$370,000	\$4,309,385
LM-157	Dailey Mill Road	Jodeco Road to Jonesboro Road	Install Sidewalk along Both Sides of Dailey Mill Road	\$419,000	\$865,157	\$4,897,000	\$579,000	\$6,760,157
LM-164	Millers Mill Road	SR 138 to SR 155	Install Sidewalk along Both Sides of Millers Mill Road	\$653,000	\$1,353,563	\$7,636,000	\$903,000	\$10,545,563
LM-165	E Atlanta Road/Old Conyers Road	Valley Hill Road to Pinehurst Road	Install Sidewalk along Both Sides of E Atlanta Road/Od Conyers Road	\$357,000	\$735,981	\$4,171,000	\$494,000	\$5,757,981
LM-167	Fairview Road	Thurman Road to Swan Lake Road	Install Sidewalk along Both Sides of Fairview Road	\$418,000	\$862,774	\$4,891,000	\$579,000	\$6,750,774

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Table 6.23. (Cont'd) Aspirational Sidewalk Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-168	Austin Road	Hearn Road to Fairview Road	Install Sidewalk along Both Sides of Austin Road	\$349,000	\$718,429	\$4,085,000	\$483,000	\$5,635,429
LM-169	W Panola Road/E Atlanta Road	W Village Parkway to Panola Road	Install Sidewalk along Both Sides of W Panola Road/E Atlanta Road	\$112,000	\$226,945	\$1,307,000	\$155,000	\$1,800,945
LM-170	Harold Drive/Peach Drive	Tunis Road to Cog Hill	Install Sidewalk along Both Sides of Harold Drive/Peach Drive	\$350,000	\$719,917	\$4,096,000	\$485,000	\$5,650,917
LM-171	Iris Lake Road	Racetrack Road to King Mill Road	Install Sidewalk along Both Sides of Iris Lake Road	\$375,000	\$777,686	\$4,382,000	\$519,000	\$6,053,686
LM-173	Stanley K Tanger Boulevard	LG Griffin Road to SR 42	Install Sidewalk along Both Sides of Stanley K Tanger Boulevard	\$325,000	\$669,992	\$3,805,000	\$450,000	\$5,249,992
LM-174	LG Griffin Road	SR 42 to Stanley K Tanger Boulevard	Install Sidewalk along Both Sides of LG Griffin Road	\$112,000	\$229,628	\$1,313,000	\$155,000	\$1,809,628
LM-175	Kelly Road/Bridges Road	Jonesboro Road to Willow Lane	Install Sidewalk along Both Sides of Kelly Road/Bridges Road	\$240,000	\$495,937	\$2,810,000	\$332,000	\$3,877,937
LM-179	Wilson Drive	Upchurch Road to N Ola Road	Install Sidewalk along Both Sides of Wilson Drive	\$258,000	\$537,871	\$3,020,000	\$357,000	\$4,172,871
LM-180	Turner Church Road	SR 20 to Airline Road	Install Sidewalk along Both Sides of Turner Church Road	\$250,000	\$519,191	\$2,920,000	\$345,000	\$4,034,191
LM-181	Flat Rock Road	SR 138 to Rustic Road	Install Sidewalk along Both Sides of Flat Rock Road	\$35,000	\$71,888	\$409,000	\$48,000	\$563,888

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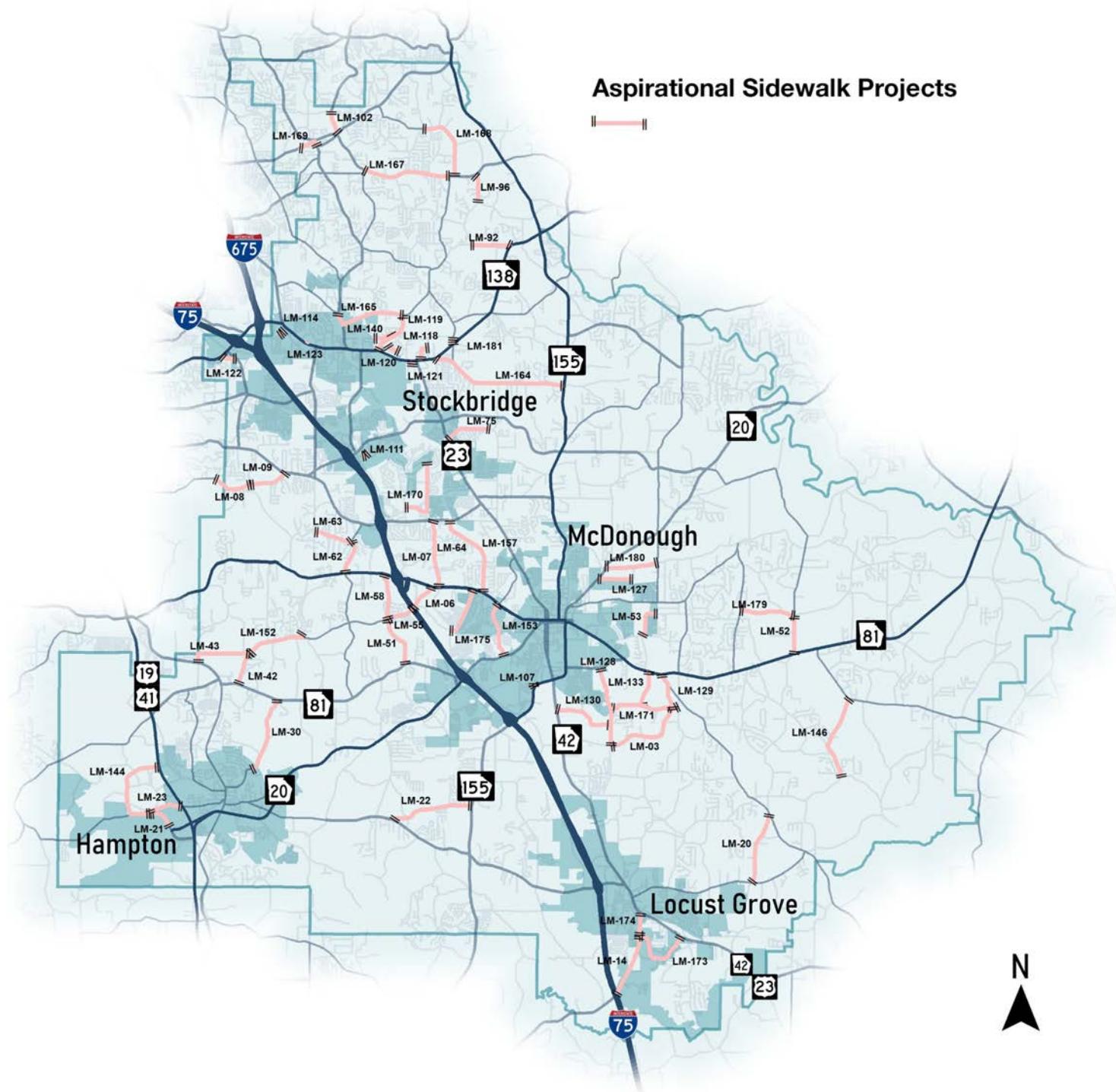


Figure C-6.15. Aspirational Sidewalk Projects

Table C-6.24. Aspirational Trails Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-182	Airline Road Sidepath	E Lake Road to SR 81	Construct Multiuse Facility along Alignment	\$502,000	\$1,009,000	\$5,870,000	\$689,000	\$8,070,000
LM-184	Industrial Boulevard Sidepath	I20 to N McDonough Road/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 Street	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 Parkway 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 Road to Bill Gardner Parkway	Construct Multiuse Facility along Alignment	\$275,000	\$2,227,000	\$3,222,000	\$372,000	\$6,096,000
LM-199	SR 81 Sidepath	Lemon Street 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 Road to Walnut Creek	Construct Multiuse Facility along Alignment	\$640,000	\$5,198,000	\$7,488,000	\$864,000	\$14,190,000
LM-204	Bud Kelley Park Connector	Bud Kelley Park to Airline Road	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
LM-208	Fairview Road Sidepath II	Proposed James Creek Greenway Alignment to Austin Road	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 Drive	Construct Multiuse Facility along Alignment	\$699,000	\$1,381,000	\$8,173,000	\$959,000	\$11,212,000
LM-212	Minter Drive 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 Drive 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 Road Sidepath	Old Hwy 3 to Twin Oaks Road Terminus	Construct Multiuse Facility along Alignment	\$154,000	\$311,000	\$1,801,000	\$211,000	\$2,477,000

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 6.24. (Cont'd) Aspirational Trails Projects

ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-224	Twin Oaks Greenway	Twin Oaks Drive Terminus to Jonesboro Road	Construct Multiuse Facility along Alignment	\$242,000	\$1,965,000	\$2,836,000	\$327,000	\$5,370,000
LM-225	Mt Carmel Road Sidepath	N Mt Carmel Park to Jonesboro Road	Construct Multiuse Facility along Alignment	\$79,000	\$159,000	\$927,000	\$109,000	\$1,274,000
LM-229	Hampton Locust Grove Road Sidepath	McDonough Street 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 Road Greenway	Jonesboro Road to Jodeco Road	Construct Multiuse Facility along Alignment	\$134,000	\$1,079,000	\$1,562,000	\$180,000	\$2,955,000
LM-236	N Ola Boulevard Sidepath	Ola High School to Butler Bridge Road	Construct Multiuse Facility along Alignment	\$316,000	\$637,000	\$3,702,000	\$434,000	\$5,089,000
LM-237	Keys Ferry Road Sidepath	N Ola Road to Sandy Ridge Park	Construct Multiuse Facility along Alignment	\$316,000	\$637,000	\$3,693,000	\$433,000	\$5,079,000
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 Green-way	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 Road 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 Street	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.

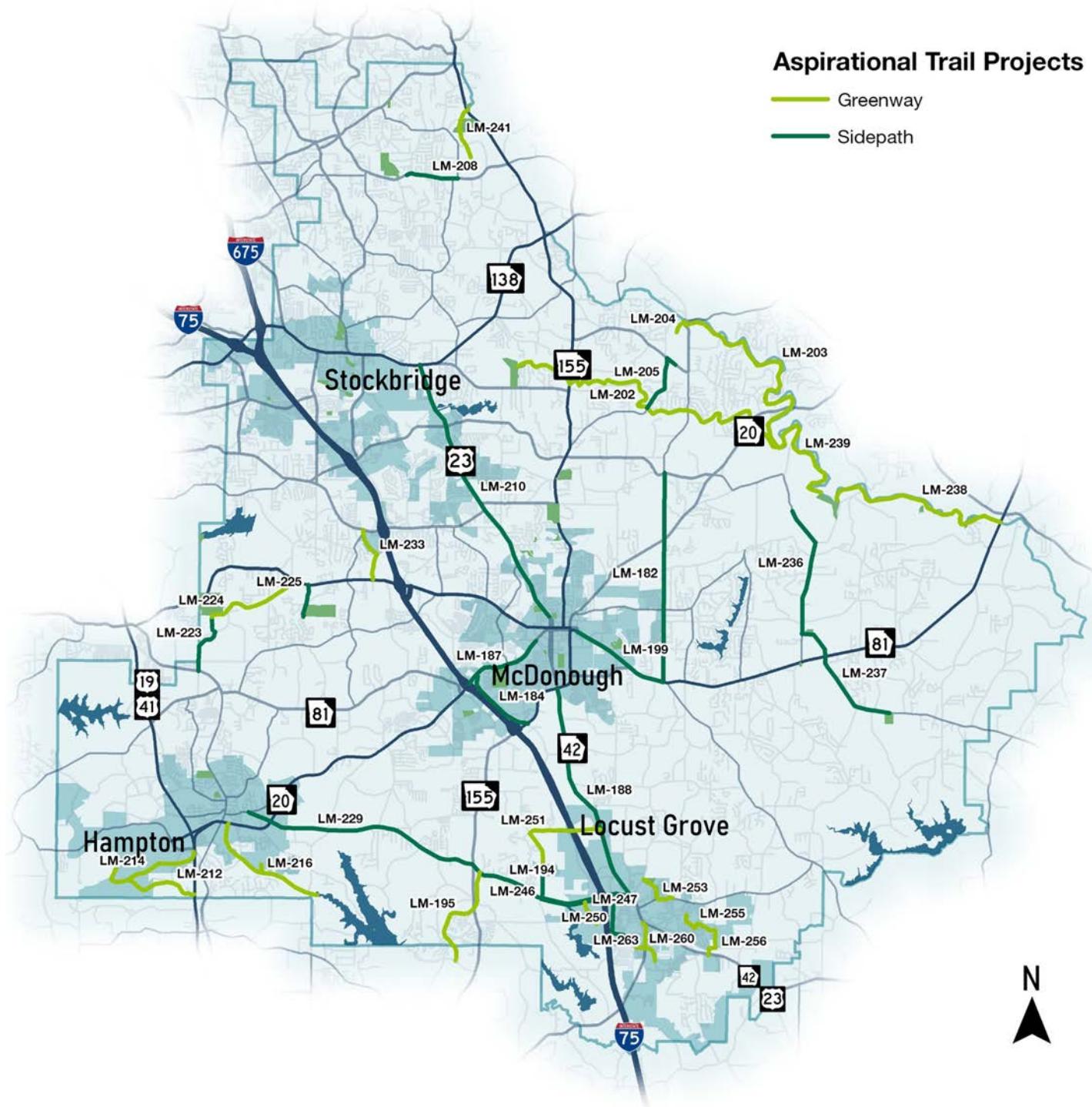


Figure C-6.16. Aspirational Trails Projects

USHUAIA, ARGENTINA

6,517 MILES

WALL DRUGSTORE

1480 Mi

HOLLYWOOD, CA. 2178 Mi

ATLANTA UNITED

MERCEDES BENZ STADIUM

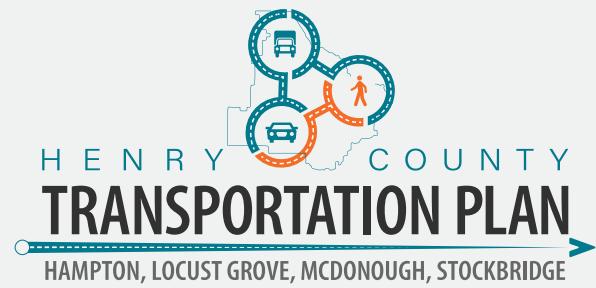
31 Mi

KATHMANDU, NEPAL

3,135 Mi

NEW YORK CITY

887 Mi



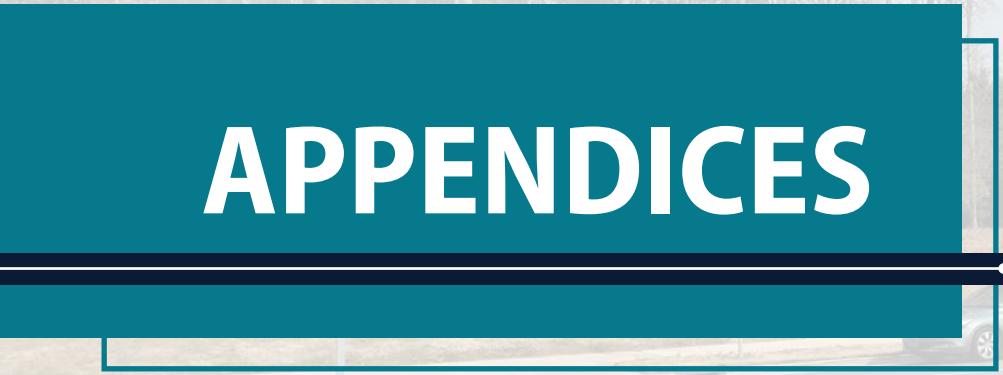
HENRY COUNTY GOVERNMENT

140 Henry Parkway,
McDonough, GA 30253

PREPARED BY

POND

APPENDICES



Appendix A

Public Engagement

Appendix B

Project Recommendations within each Municipality

Appendix C

Project Prioritization Results



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

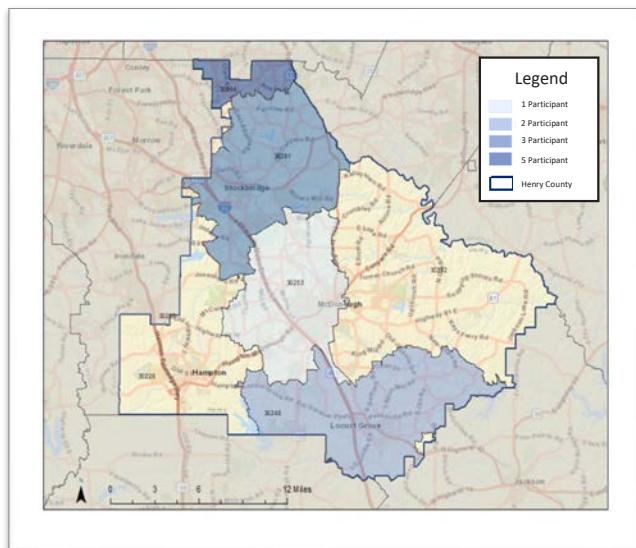


Table 1. How Participants Learned of the Meeting

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.

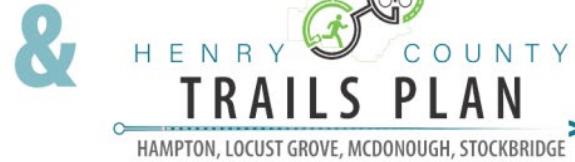
Comment Card Themes:

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

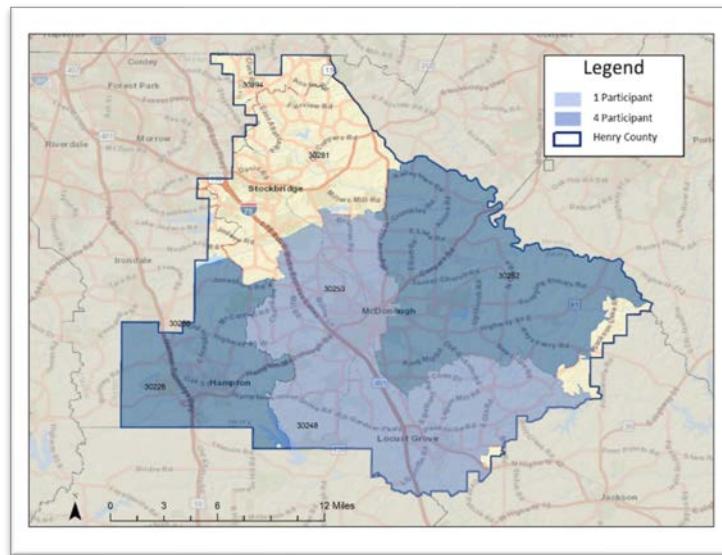


Table 1. How Participants Learned of the Meeting

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

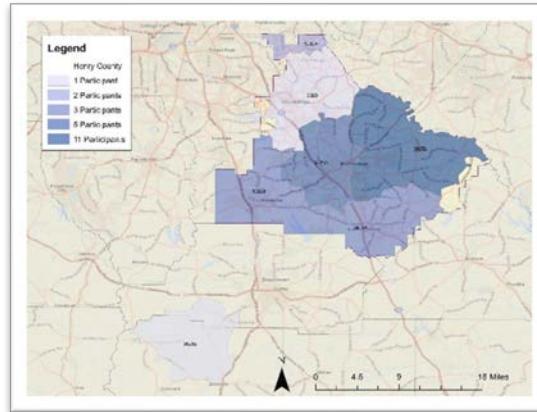


Table 1. How Participants Learned of the Meeting

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.

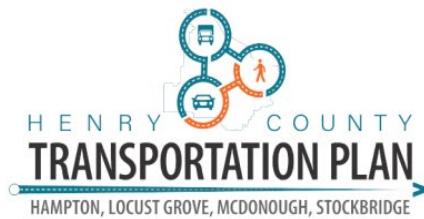
Comment Card Themes:

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

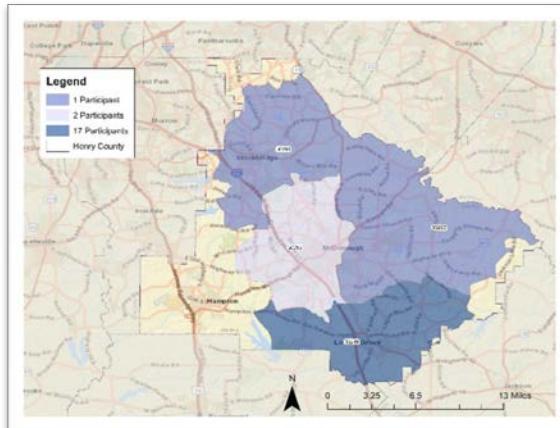


Table 1. How Participants Learned of the Meeting

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
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. 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



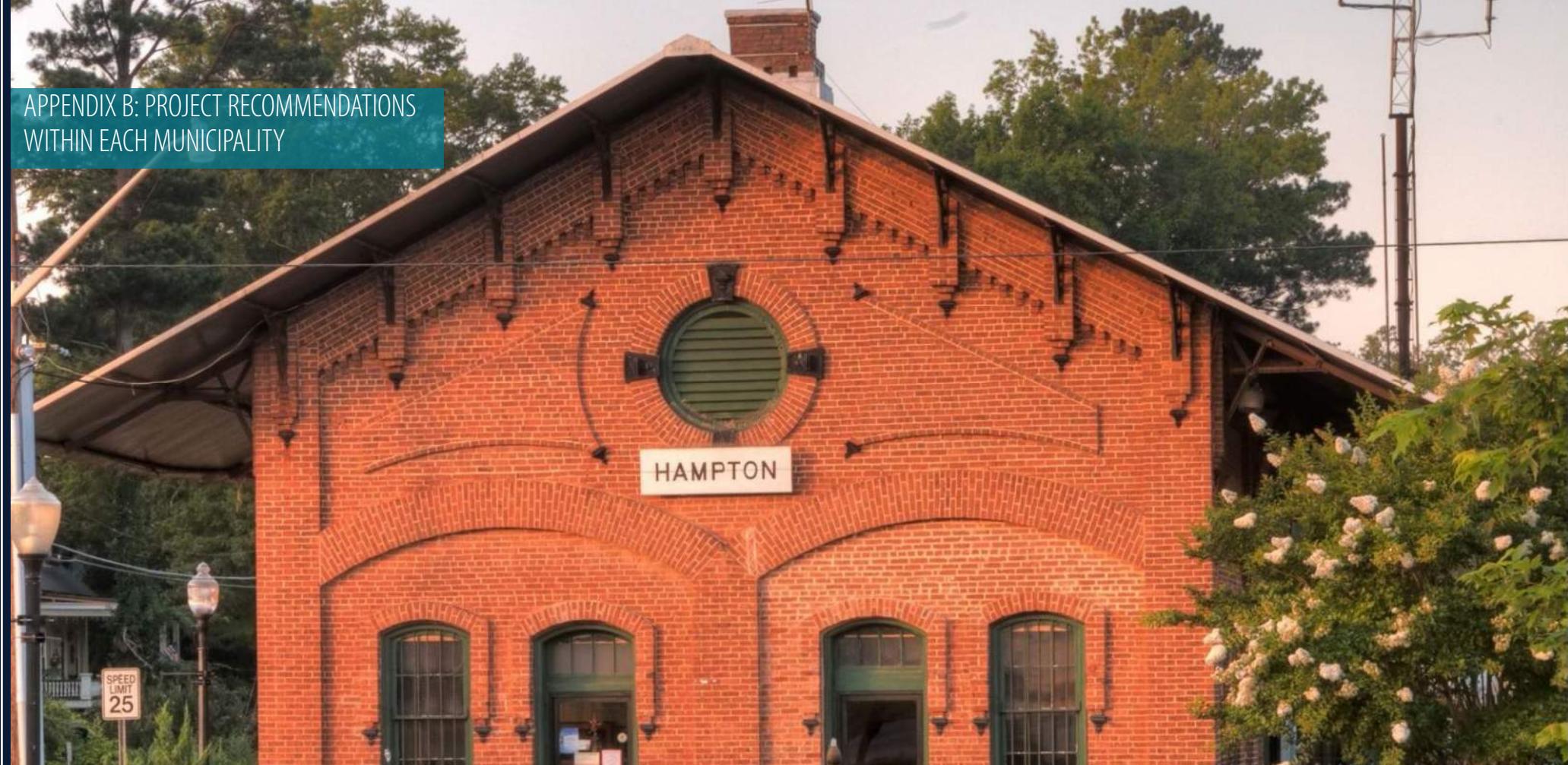
FIGURE 3: ANSLEY WITH BLUE CYPRESS CONSULTING MANNING THE POP-UP TABLE



FIGURE 4: BRANDING LOGO FEEDBACK EXERCISE



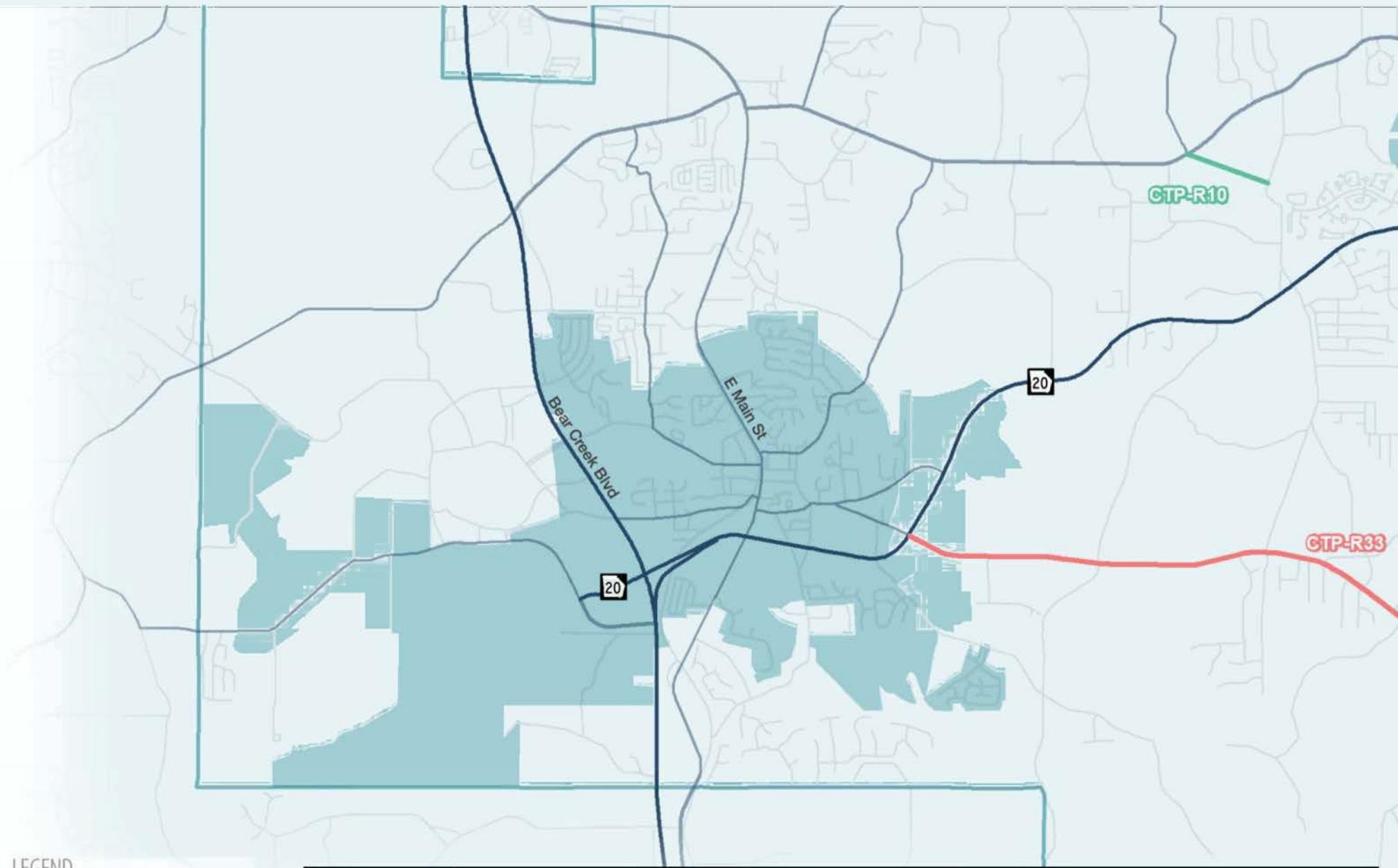
APPENDIX B: PROJECT RECOMMENDATIONS
WITHIN EACH MUNICIPALITY



City of Hampton Projects



Roadway Capacity Projects

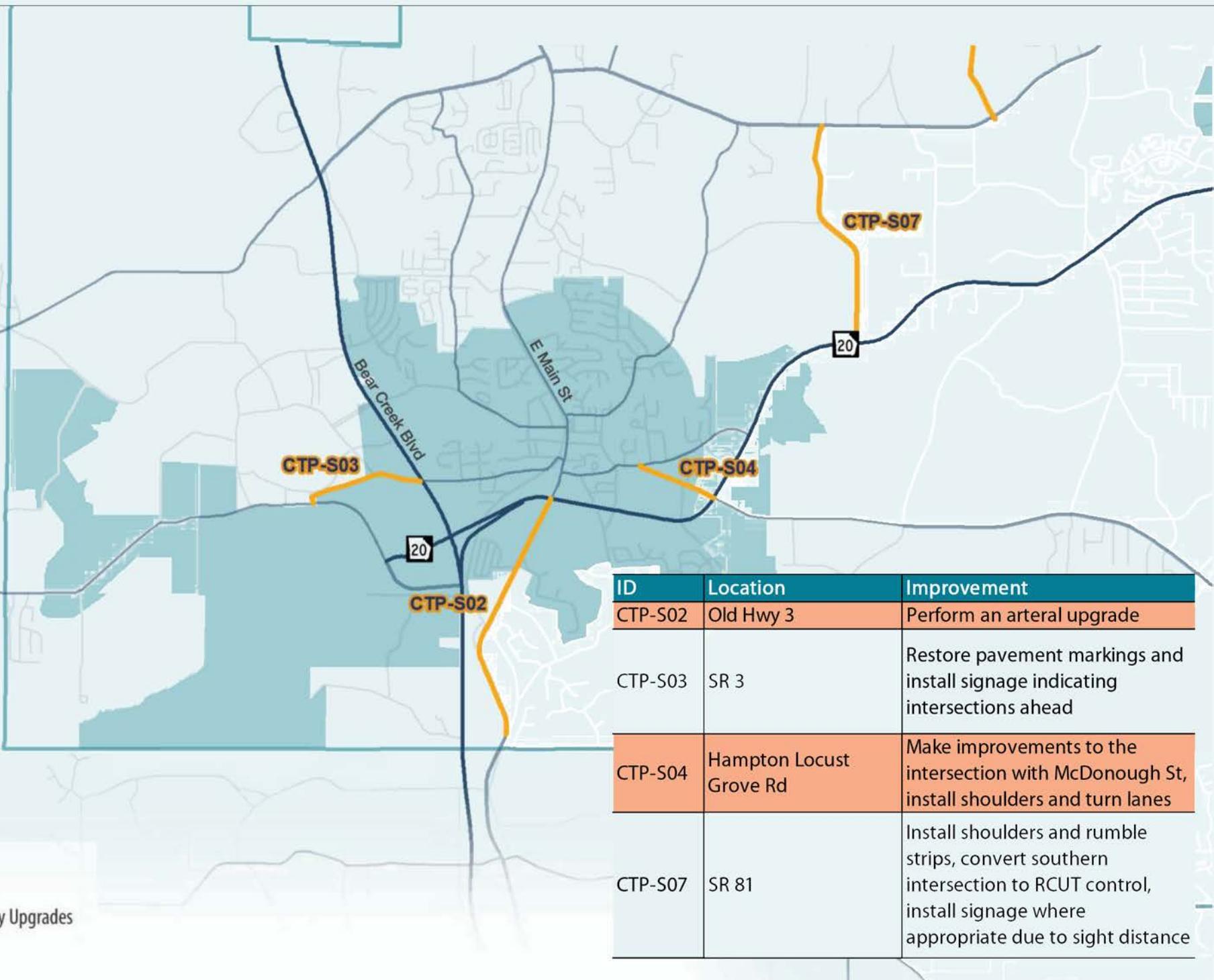


LEGEND

- Roadway Capacity Projects
 - Widening
 - New Roadway

ID	Name
CTP-R10	CHAMBERS RD EXTENSION
CTP-R33	HAMPTON LOCUST GROVE ROAD WIDENING

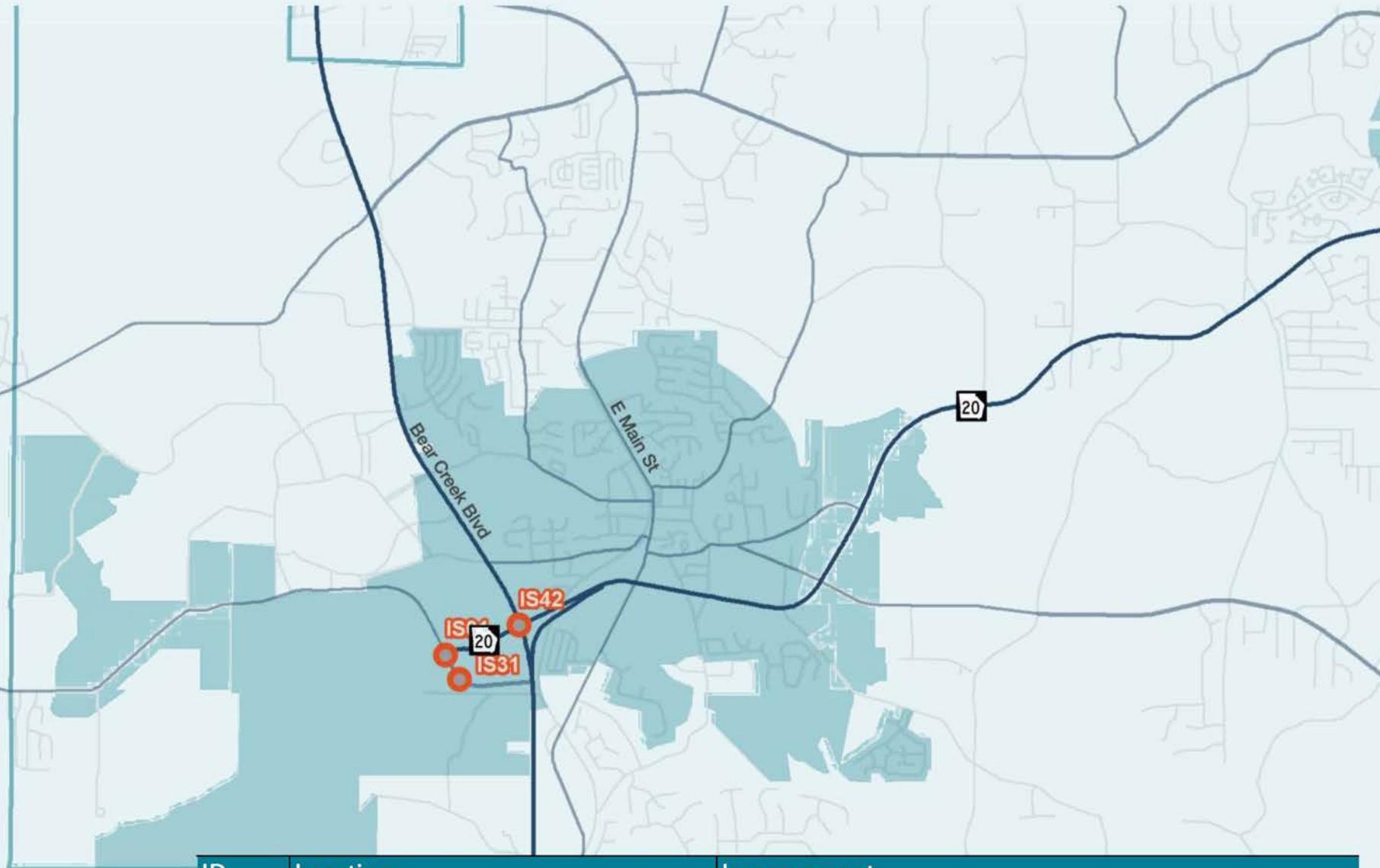
Corridor Operations & Safety



LEGEND

— Operational & Safety Upgrades

Intersections

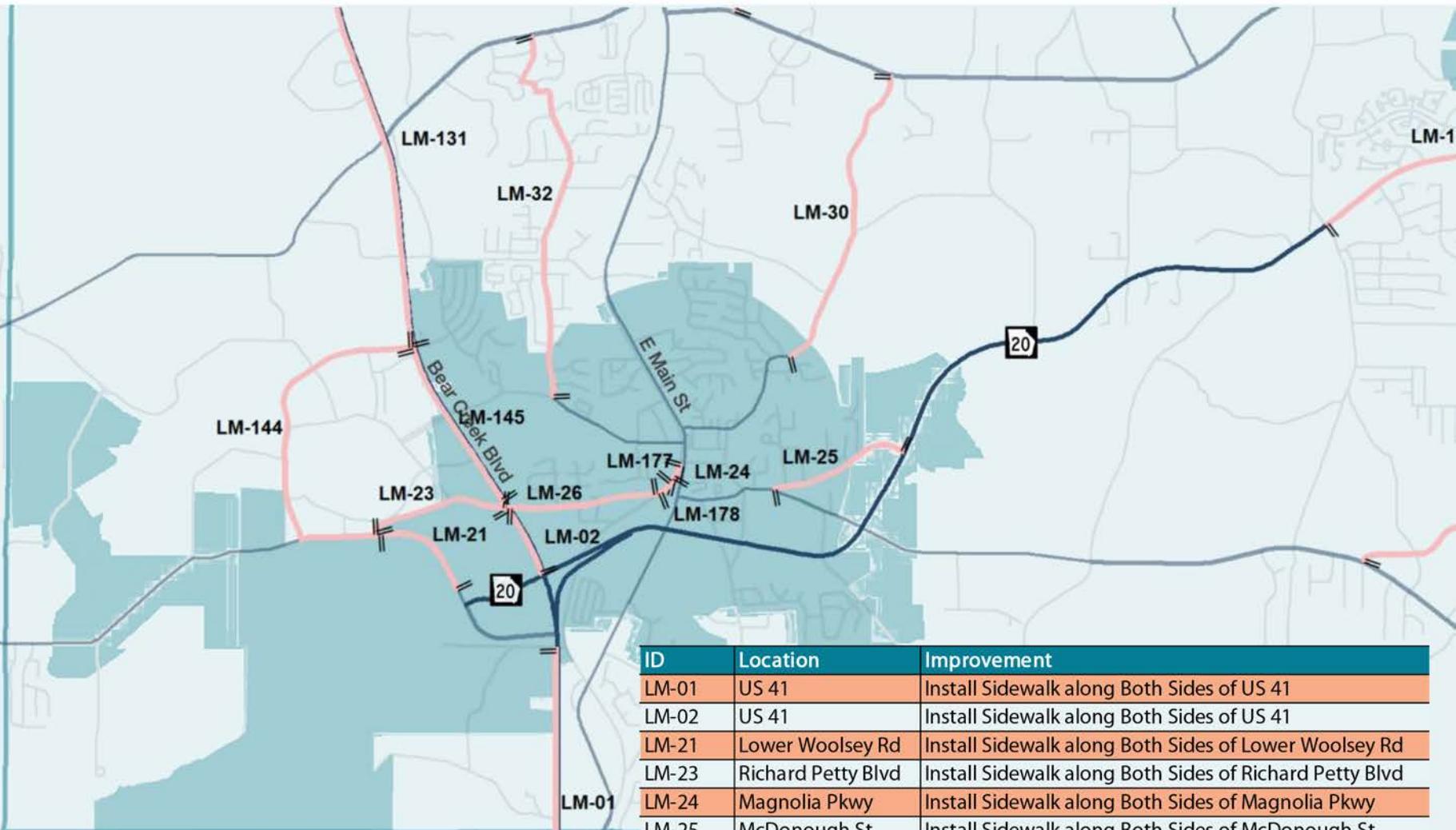


ID	Location	Improvement
IS01	SR 20 WB at Lower Woolsey Rd	Realign westbound right turn approach to improve sight distance
IS31	SR 20 at Lower Woolsey Rd	Restore pavement markings and install intersection ahead signage along northbound approach
IS42	US 19/41 at Oak St	High visibility ped crossing (could be a ped bridge). Left-turn lane on Oak St. Gateway improvements and wayfinding signage.

LEGEND

● Intersection Safety Projects

Sidewalks

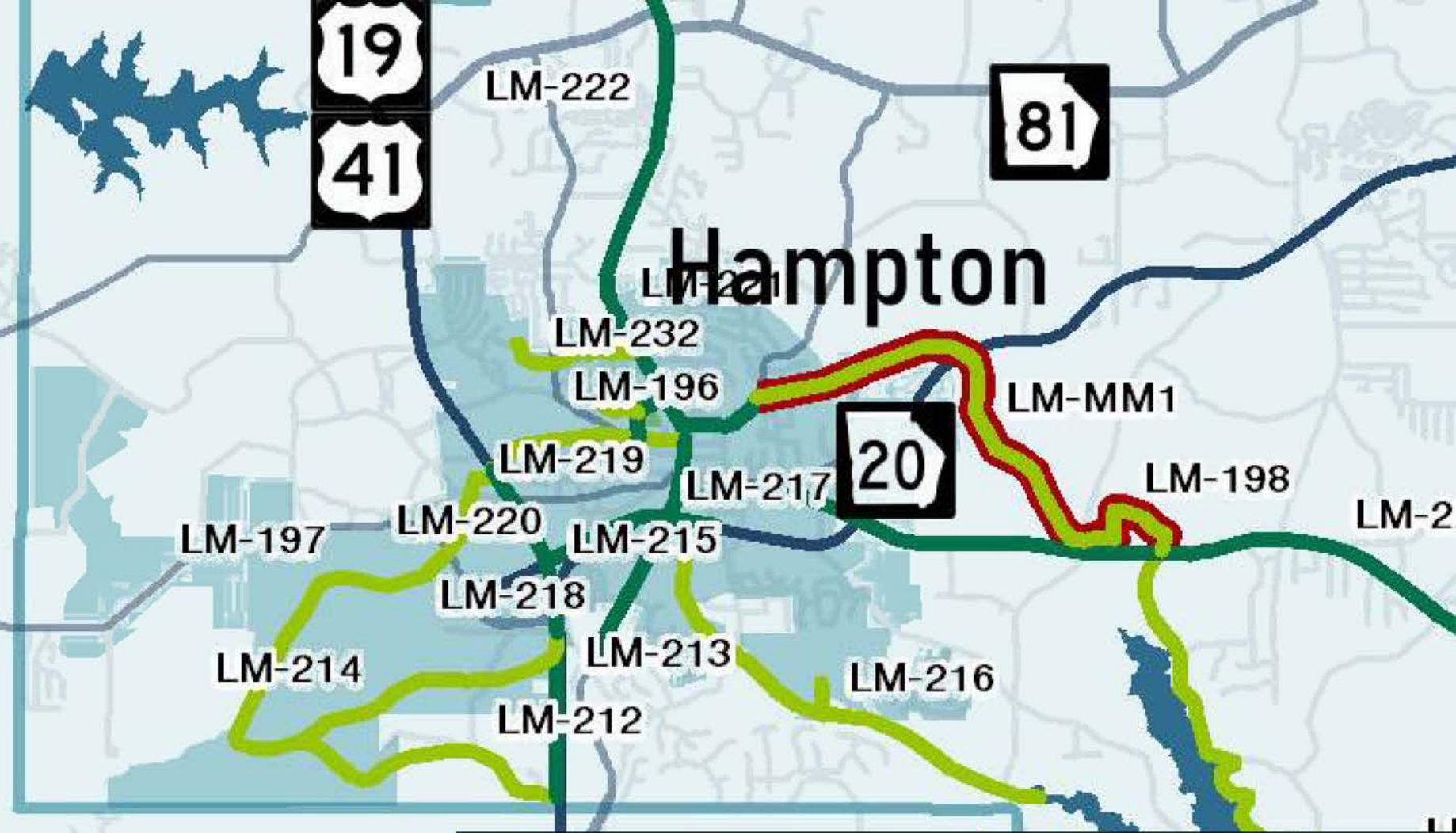


ID	Location	Improvement
LM-01	US 41	Install Sidewalk along Both Sides of US 41
LM-02	US 41	Install Sidewalk along Both Sides of US 41
LM-21	Lower Woolsey Rd	Install Sidewalk along Both Sides of Lower Woolsey Rd
LM-23	Richard Petty Blvd	Install Sidewalk along Both Sides of Richard Petty Blvd
LM-24	Magnolia Pkwy	Install Sidewalk along Both Sides of Magnolia Pkwy
LM-25	McDonough St	Install Sidewalk along Both Sides of McDonough St
LM-26	Woolsey Rd	Install Sidewalk along Both Sides of Woolsey Rd
LM-30	Elm St	Install Sidewalk along Both Sides of Elm St
LM-32	Steele Dr	Install Sidewalk along Both Sides of Steele Dr
LM-131	US 41	Install Sidewalk along Both Sides of US 41
LM-144	Speedway Blvd	Install Sidewalk along Both Sides of Speedway Blvd
LM-145	US 41	Install Sidewalk along Both Sides of US 41
LM-177	W Main St	Install Sidewalk along Both Sides of W Main St
LM-178	W Main St	Install Sidewalk along Both Sides of W Main St

LEGEND

— Sidewalk Recommendations

Trails



ID	Name	Description
LM-196	Elm Street Sidepath	Construct Multiuse Facility along Alignment
LM-197	Bear Creek Greenway	Construct Multiuse Facility along Alignment
LM-198	Towaliga River Greenway	Construct Multiuse Facility along Alignment
LM-212	Minter Dr Greenway	Construct Multiuse Facility along Alignment
LM-213	US 19/41 Sidepath I	Construct Multiuse Facility along Alignment
LM-215	US 19/41 Sidepath II	Construct Multiuse Facility along Alignment
LM-216	Thompson Creek Greenway	Construct Multiuse Facility along Alignment
LM-217	SR 20 Sidepath	Construct Multiuse Facility along Alignment
LM-219	East Main St Sidepath I	Construct Multiuse Facility along Alignment
LM-220	SR 20 Sidepath	Construct Multiuse Facility along Alignment
LM-222	Old Hwy 3 Sidepath	Construct Multiuse Facility along Alignment
LM-232	North 40 Extension	Construct Multiuse Facility along Alignment
LM-MM1	Towaliga River Greenway Model Mile	Construct Multiuse Facility along Alignment

LOCUST GROVE
EST. 1893



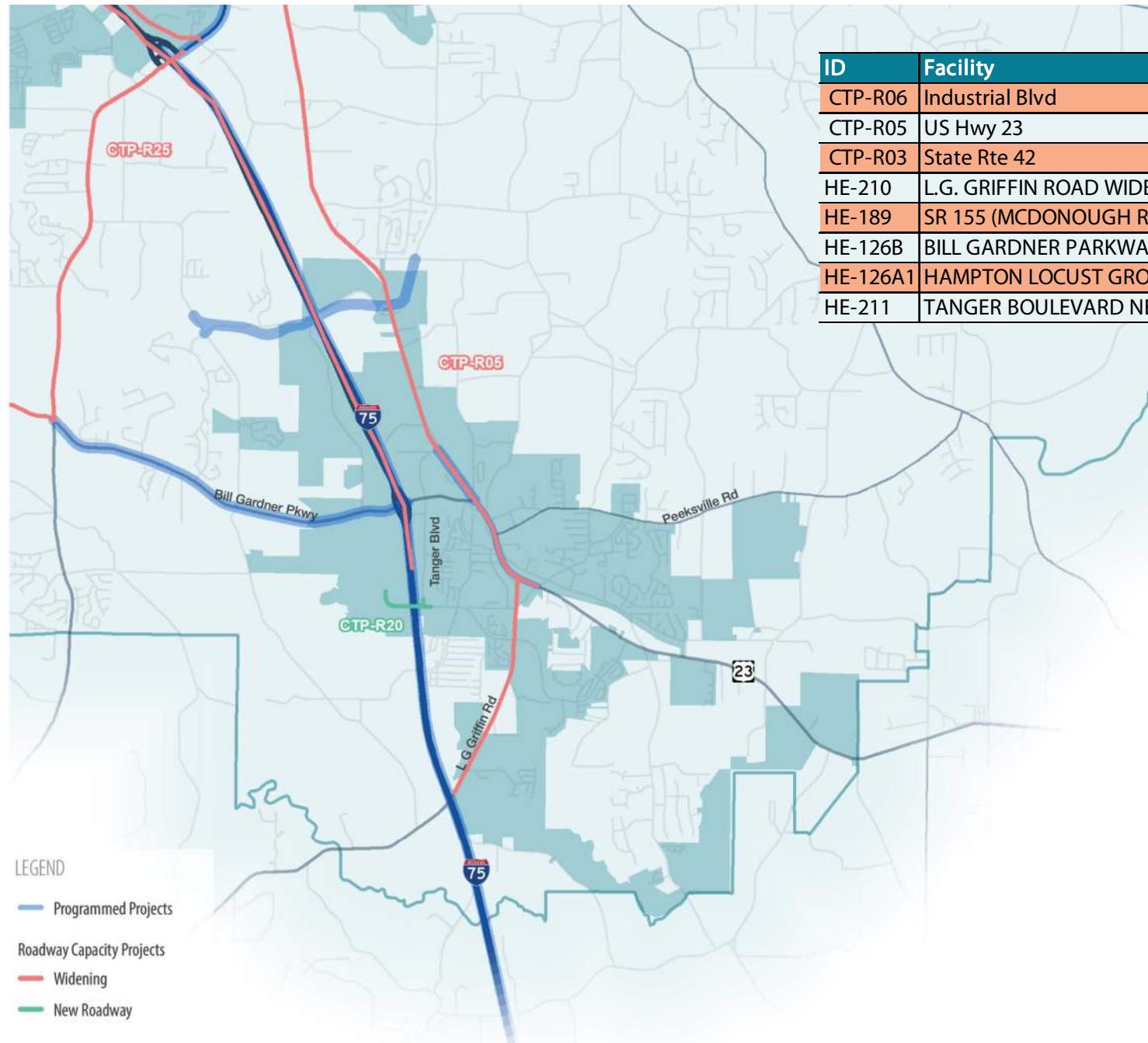
WELCOME TO HISTORIC DOWNTOWN

LOCUST EST.
1893
GROVE

Shop Dine Explore Local

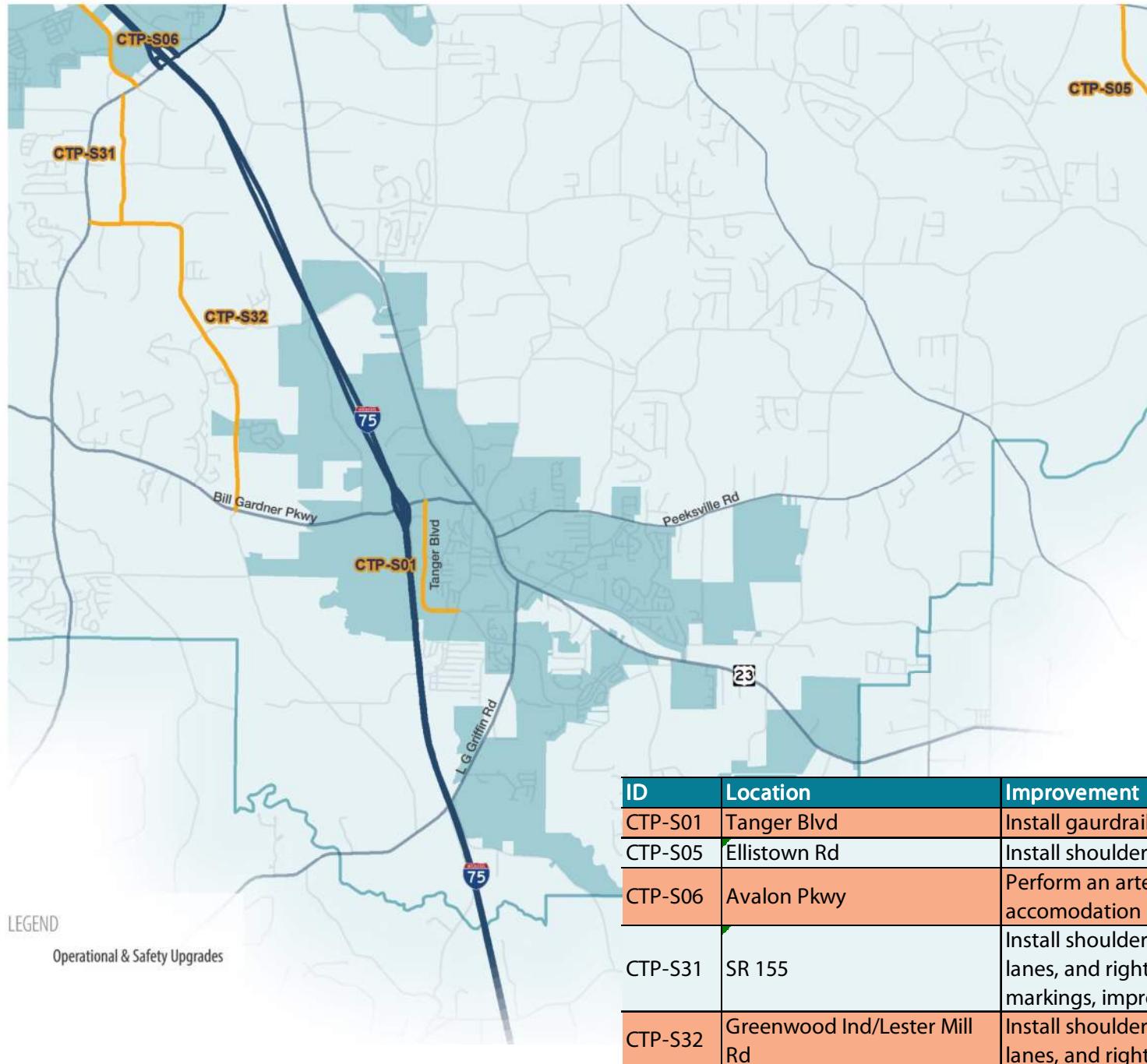
City of Locust Grove Projects

Roadway Capacity Projects

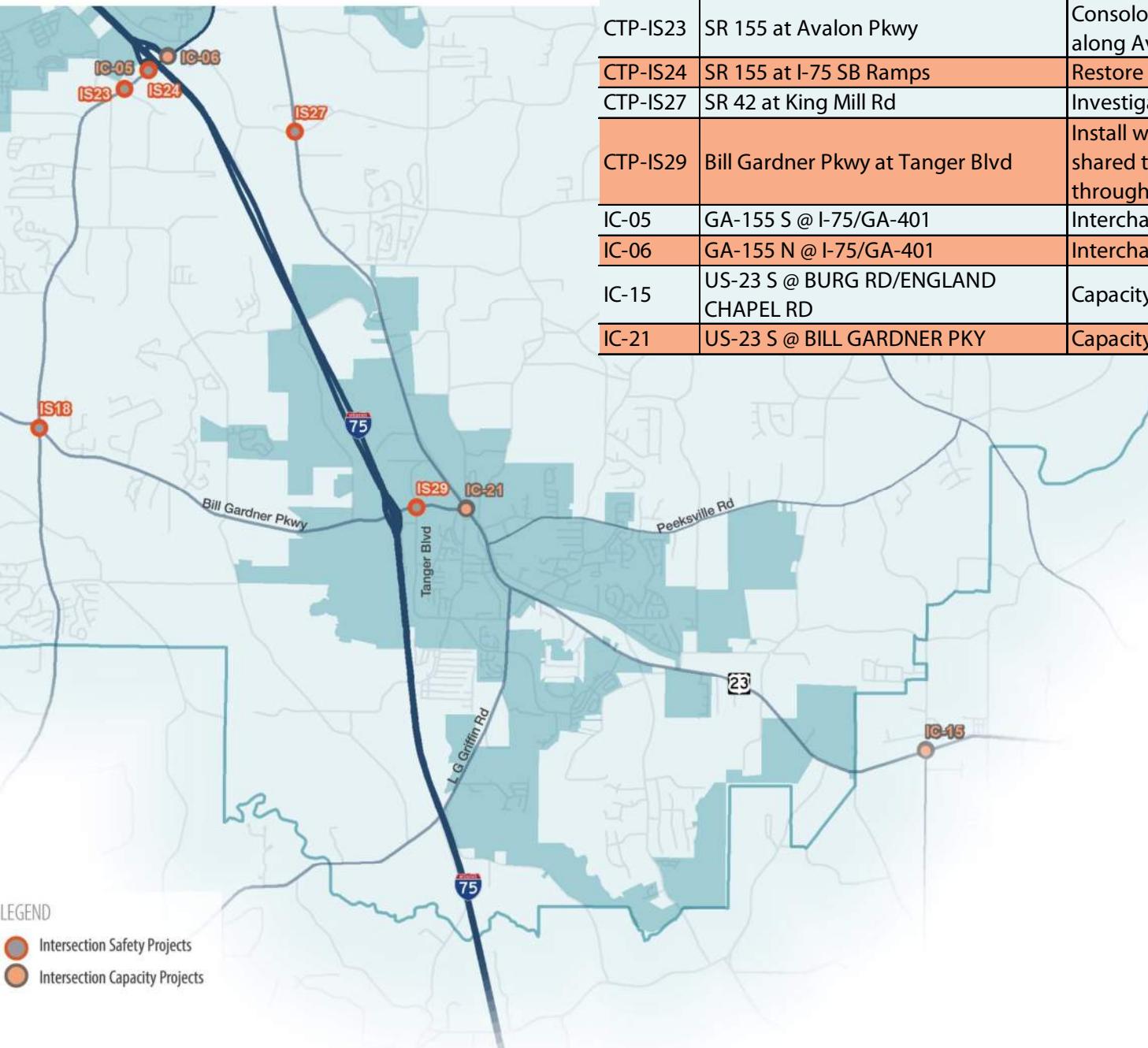


ID	Facility
CTP-R06	Industrial Blvd
CTP-R05	US Hwy 23
CTP-R03	State Rte 42
HE-210	L.G. GRIFFIN ROAD WIDENING
HE-189	SR 155 (MCDONOUGH ROAD) WIDENING
HE-126B	BILL GARDNER PARKWAY WIDENING
HE-126A1	HAMPTON LOCUST GROVE ROAD WIDENING
HE-211	TANGER BOULEVARD NEW ALIGNMENT AND FLYOVER BRIDGE

Corridor Operations & Safety

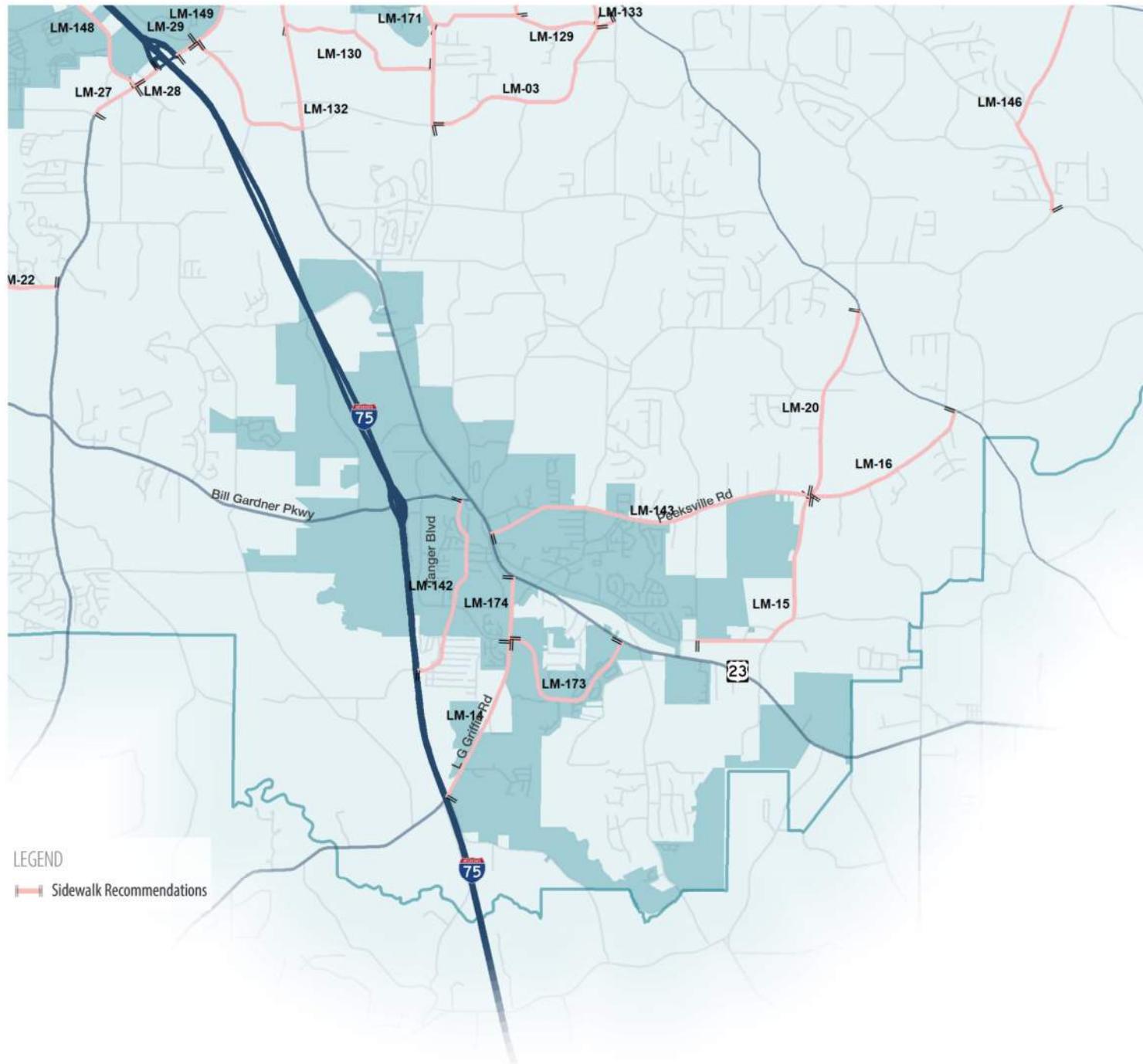


Intersections



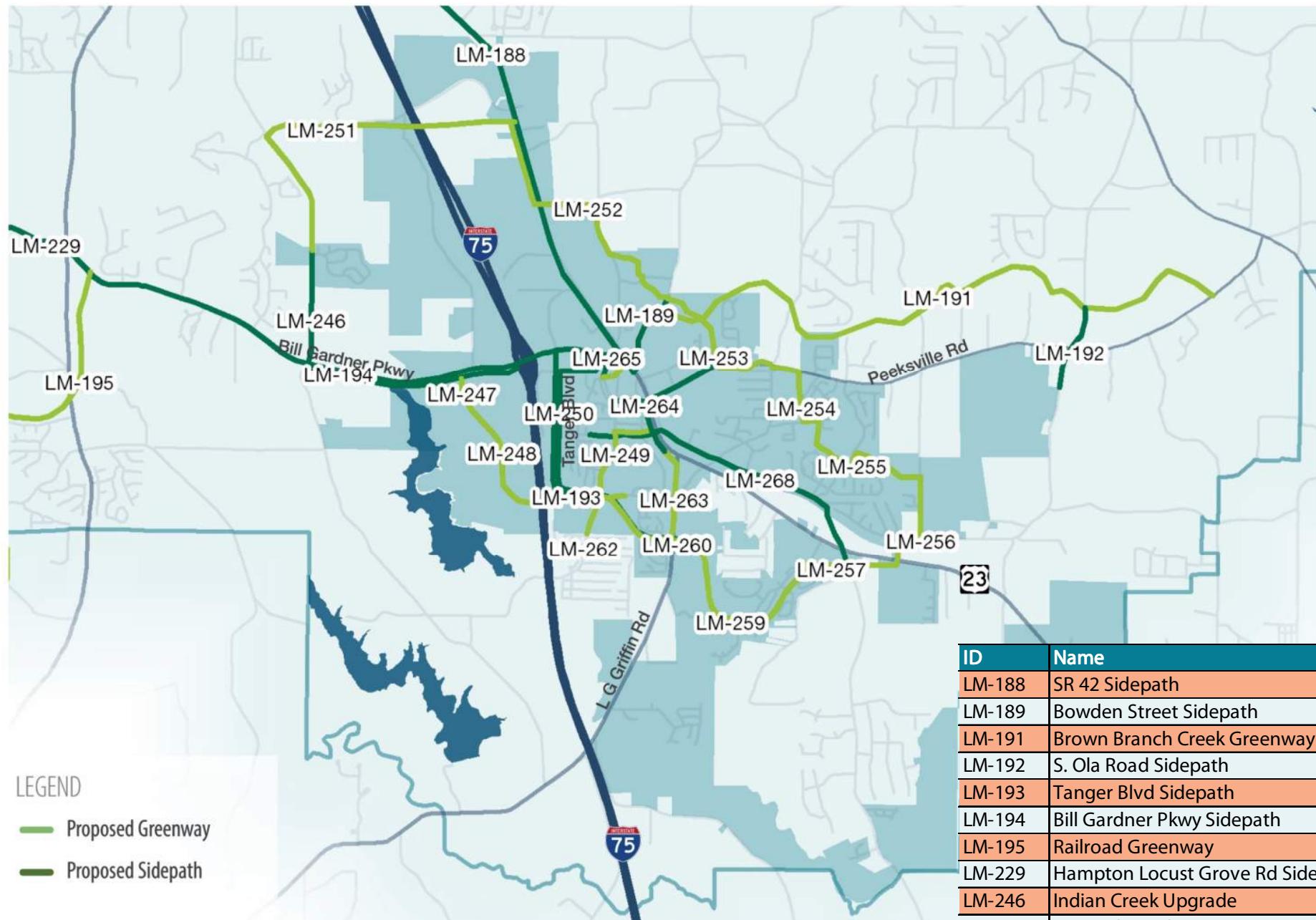
ID	Location	Improvement
CTP-IS18	SR 155 at Hampton Locust Grove Rd	Convert westbound left turn phasing to protected only
CTP-IS23	SR 155 at Avalon Pkwy	Consolidate driveways and install right turn lanes along Avalon Pkwy/Indian Pkwy
CTP-IS24	SR 155 at I-75 SB Ramps	Restore pavement markings
CTP-IS27	SR 42 at King Mill Rd	Investigate freight centered improvements
CTP-IS29	Bill Gardner Pkwy at Tanger Blvd	Install westbound right turn lane and convert the shared through/left/right lane to a shared through/right lane
IC-05	GA-155 S @ I-75/GA-401	Interchange
IC-06	GA-155 N @ I-75/GA-401	Interchange
IC-15	US-23 S @ BURG RD/ENGLAND CHAPEL RD	Capacity Improvement
IC-21	US-23 S @ BILL GARDNER PKY	Capacity Improvement

Sidewalks



ID	Location
LM-03	King Mill Rd
LM-14	LG Griffin Rd
LM-15	Davis Rd/S Ola Rd
LM-16	Peeksville Rd
LM-20	S Ola Rd
LM-22	Walker Rd
LM-27	SR 155
LM-28	SR 155
LM-29	SR 155
LM-128	Sowell Rd
LM-129	Whitaker Rd/Sowell Rd
LM-130	Nail Mill Rd
LM-132	King Mill Rd/US
LM-133	Old Jackson Rd/
LM-142	Indian Creek Rd
LM-143	Peeksville Rd
LM-146	New Hope Rd
LM-148	SR 81/Avalon Pk
LM-149	SR 155
LM-171	Iris Lake Rd
LM-173	Stanley K Tange
LM-174	LG Griffin Rd

Trails



ID	Name
LM-188	SR 42 Sidepath
LM-189	Bowden Street Sidepath
LM-191	Brown Branch Creek Greenway
LM-192	S. Ola Road Sidepath
LM-193	Tanger Blvd Sidepath
LM-194	Bill Gardner Pkwy Sidepath
LM-195	Railroad Greenway
LM-229	Hampton Locust Grove Rd Sidepath
LM-246	Indian Creek Upgrade
LM-247	WestSide Trail
LM-248	Strong Rock Greenway 2
LM-249	Strong Rock Greenway 1
LM-250	Indian Creek Pathway

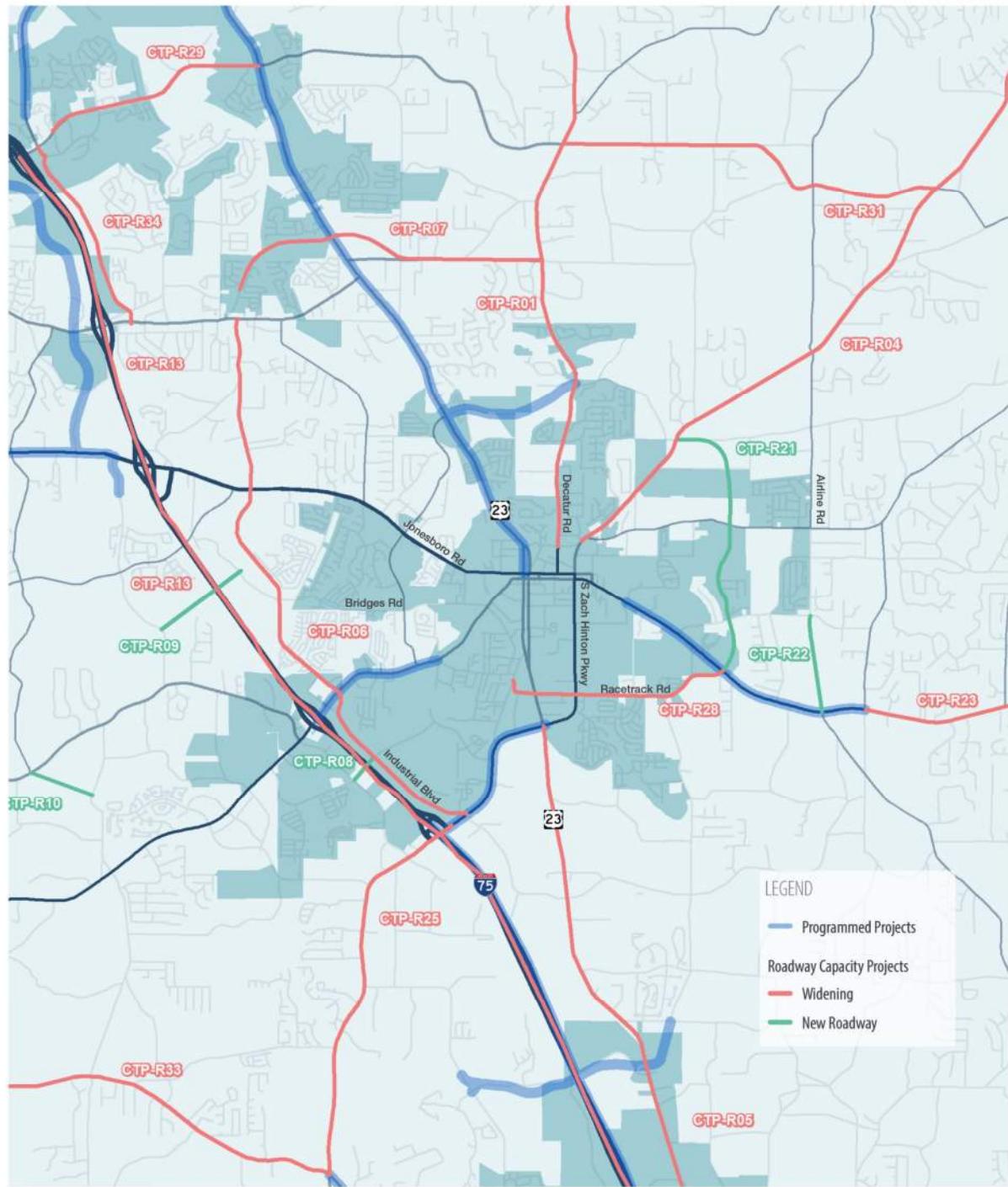


City of McDonough Projects

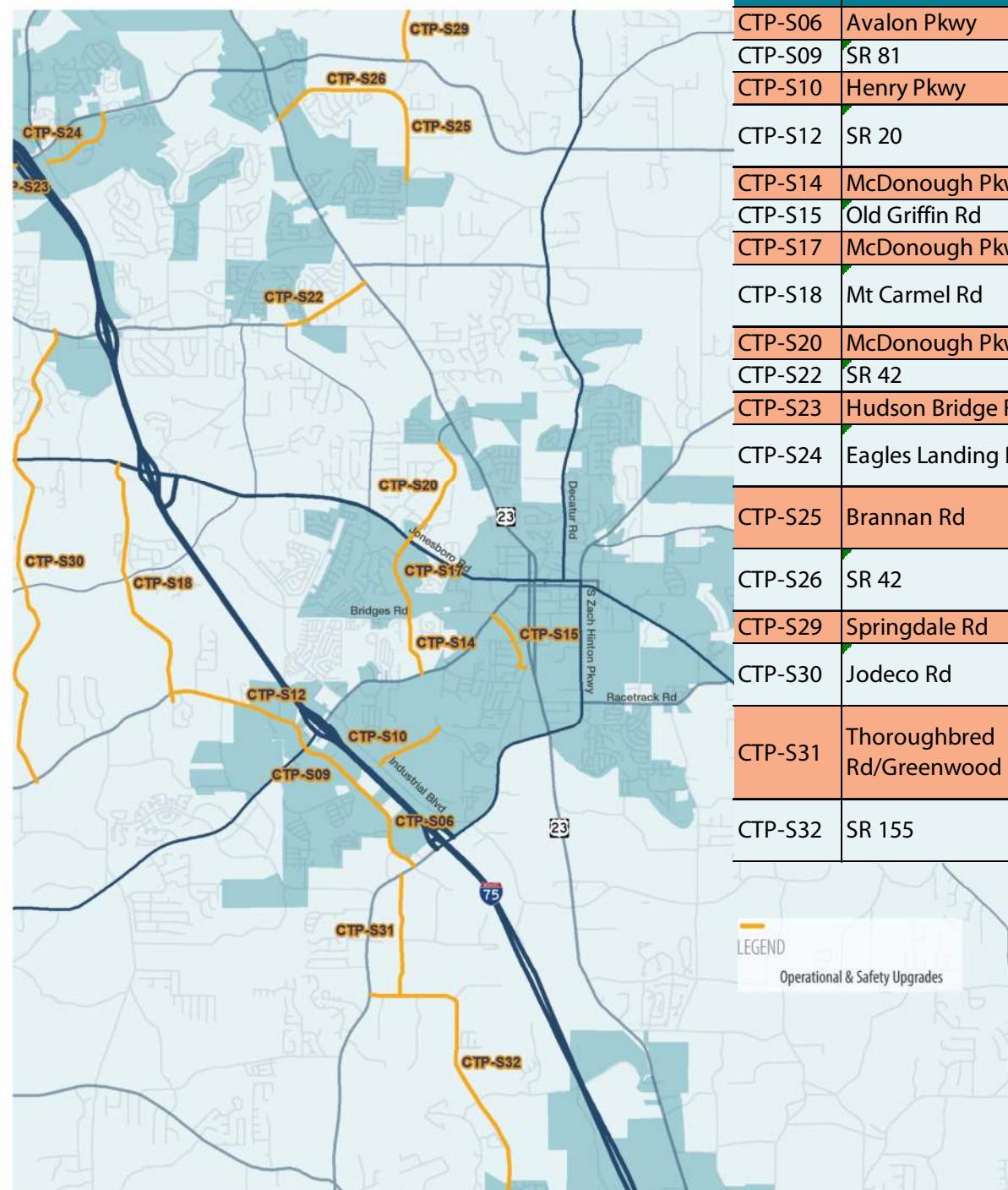


Roadway Capacity Projects

ID	Name
CTP-R21	MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS)
CTP-R22	AIRLINE ROAD EXTENSION
CTP-R08	HENRY PKWY EXTENSION
CTP-R09	BRIDGES RD EXTENSION
CTP-R10	CHAMBERS RD EXTENSION
CTP-R23	SR 81 ROAD WIDENING
CTP-R25	SR 155 (MCDONOUGH ROAD) WIDENING
CTP-R28	RACETRACK ROAD WIDENING
CTP-R29	EAGLES LANDING PARKWAY WIDENING
CTP-R31	EAST LAKE PARKWAY WIDENING
CTP-R33	HAMPTON LOCUST GROVE ROAD WIDENING
CTP-R34	PATRICK HENRY PARKWAY: SEGMENT 2 - WIDENING
CTP-R01	SR 155 WIDENING
CTP-R04	SR 20 WIDENING
CTP-R06	INDUSTRIAL BLVD WIDENING
CTP-R06	INDUSTRIAL BLVD WIDENING
CTP-R06	WILLOW LANE WIDENING
CTP-R05	SR 42 WIDENING
CTP-R06	OAK GROVE RD WIDENING
CTP-R13	I-75 WIDENING
CTP-R07	CAMPGROUND ROAD WIDENING

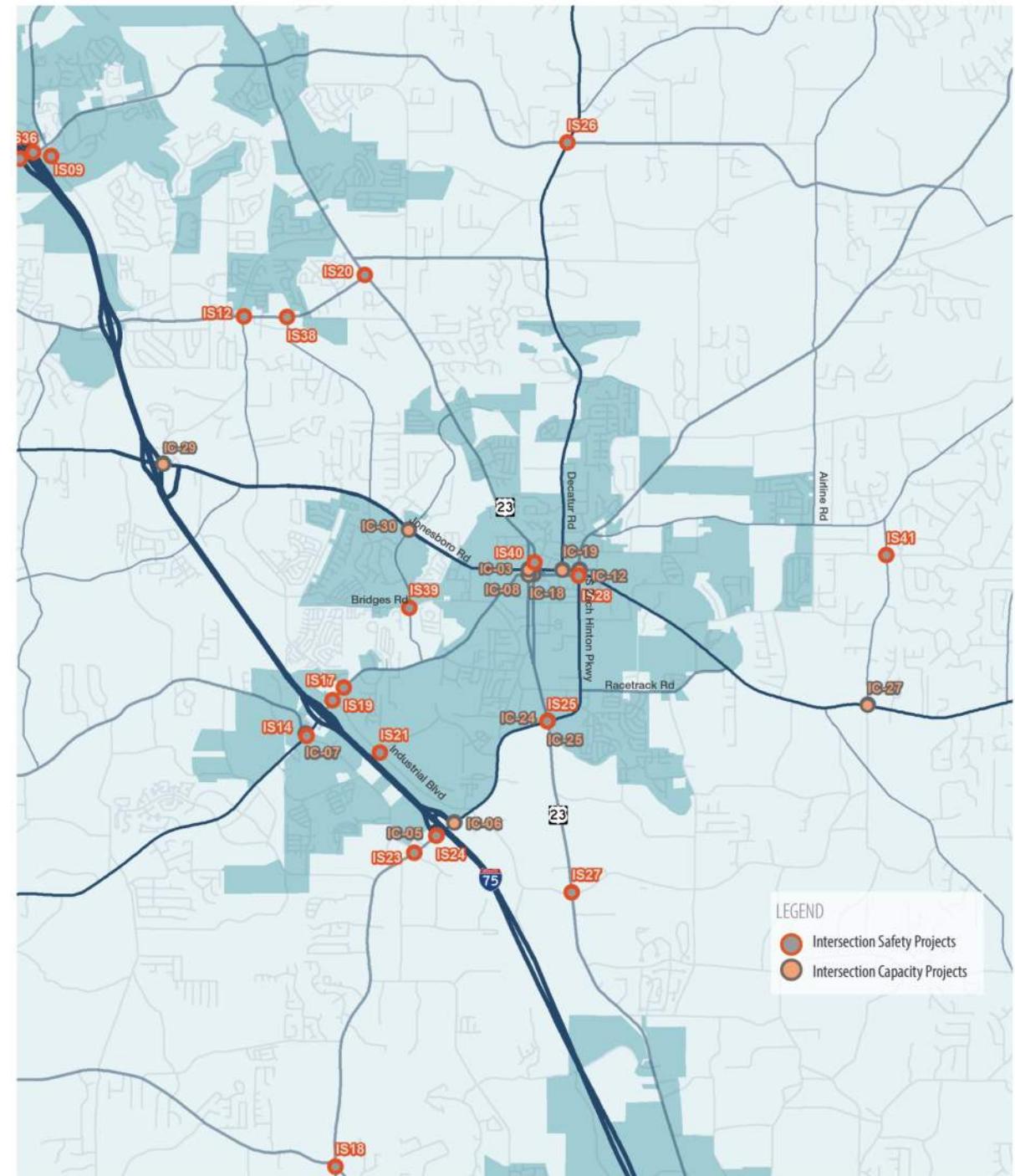


Corridor Operations & Safety



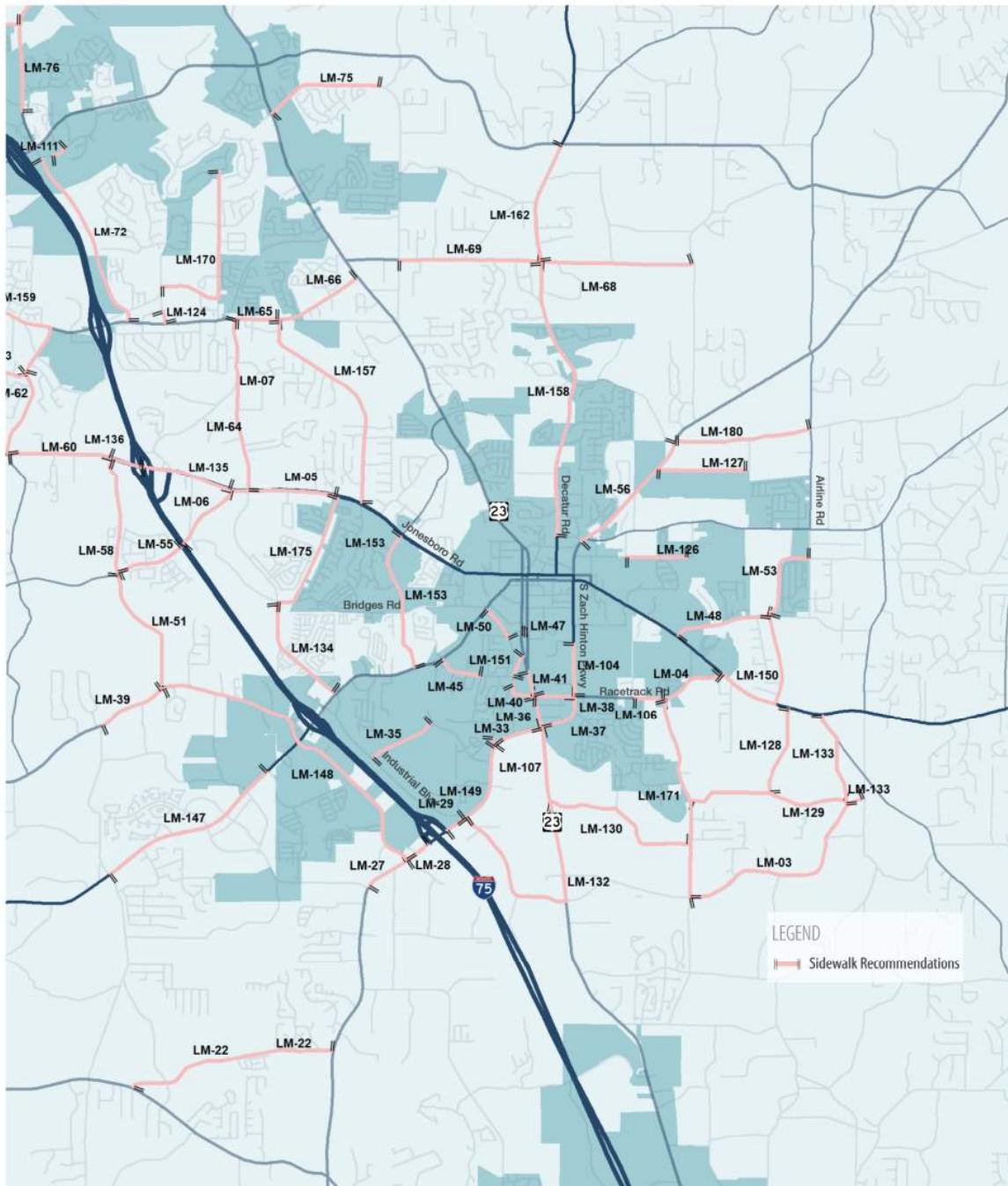
ID	Location	Improvement
CTP-S06	Avalon Pkwy	Perform an arterial upgrade with a focus on freight accomodation
CTP-S09	SR 81	Perform an arterial upgrade with a focus on freight accomodation
CTP-S10	Henry Pkwy	Convert corridor to "superstreet" with RCUTs and U Turns
CTP-S12	SR 20	Perform an arterial upgrade with a focus on high crash intersections
CTP-S14	McDonough Pkwy	Perform an arterial upgrade
CTP-S15	Old Griffin Rd	Install traffic calming devices such as chicanes and speed bumps
CTP-S17	McDonough Pkwy	Perform an arterial upgrade
CTP-S18	Mt Carmel Rd	Consolidate driveways in the north section and install turn lanes and shoulders on the southern end
CTP-S20	McDonough Pkwy	Provide TWTL for vehicles turning left from Ivey Edwards Ln
CTP-S22	SR 42	Perform an arterial upgrade
CTP-S23	Hudson Bridge Rd	Consolidate driveways and intersections
CTP-S24	Eagles Landing Pkwy	Convert four lane section to three lane section
CTP-S25	Brannan Rd	Restore pavement markings and install signage indicating intersections ahead
CTP-S26	SR 42	Restore pavement markings and install signage indicating intersections ahead
CTP-S29	Springdale Rd	Resurface and install rumble strips
CTP-S30	Jodeco Rd	Install shoulders, two-way-center-turn lane, 12 foot travel lanes, and right turn lanes where needed.
CTP-S31	Thoroughbred Rd/Greenwood Rd	Install shoulders, two-way-center-turn lane, 12 foot travel lanes, and right turn lanes where needed. Add pavement markings, improve at-grade rail crossing.
CTP-S32	SR 155	Install shoulders, two-way-center-turn lane, 12 foot travel lanes, and right turn lanes where needed.

Intersections



ID	Location
IS12	Jodeco Rd at Oak Grove Rd
IS14	Avalon Pkwy at SR 81
IS17	SR 81 at Old Industrial Blvd
IS19	SR 20 at Industrial Blvd
IS20	SR 42 at Jodeco Rd
IS21	Henry Pkwy at Industrial Blvd
IS23	SR 155 at Avalon Pkwy
IS24	SR 155 at I-75 SB Ramps
IS25	US 23 at SR 155
IS26	E Lake Pkwy at SR 155
IS27	SR 42 at King Mill Rd
IS28	SR 81 EB at Zach Hinton Pkwy
IS38	Jodeco Rd at Dailey Mill Rd
IS39	McDonough Pkwy at Bridges Rd
IS40	SR 42 NB at Lawrenceville St
IS41	N Bethany Rd at Lake Dow Rd
IC-03	GA-20 N @ US-23/GA-42/J F WARD BLVD/ATLANTA ST
IC-04	GA-20 N @ GA-155/J F WARD BLVD/KEYS FERRY ST
IC-05	GA-155 S @ I-75/GA-401
IC-06	GA-155 N @ I-75/GA-401
IC-07	GA-81 S @ GA-20/HAMPTON-MCDONOUGH RD
IC-08	GA-20 S @ US-23/GA-42/J F WARD BLVD/ATLANTA ST
IC-09	US-23 N @ GA-20/GA-81/COURTHOUSE SQ
IC-11	JOHN FRANK WARD BLVD W @ US-23/GA-42/MACON ST
IC-12	GA-155 N @ GA-20/GA-81/KEYS FERRY ST
IC-14	GA-155 N @ GA-20/JOHN FRANK WARD BLVD
IC-16	GA-155 N @ JOHN FRANK WARD BLVD
IC-18	GA-81 N @ US-23/GA-42/MACON ST/GRIFFIN ST
IC-19	GA-81 N @ GA-155/GA-20/S ZACK HINTON PKY
IC-20	GA-81 S @ US-23/GA-42/MACON ST/GRIFFIN ST
IC-22	JOHN FRANK WARD BLVD W @ GA-20/ZACK HINTON PKY
IC-24	GA-155 N @ US-23/GA-42/MACON ST
IC-25	GA-155 S @ US-23/GA-42/MACON ST
IC-27	GA-81 N @ BETHANY RD
IC-28	JONESBORO RD E @ GA-20
IC-29	JONESBORO RD E @ I-75-TOLL
IC-30	JONESBORO RD W @ MCDONOUGH PKWY

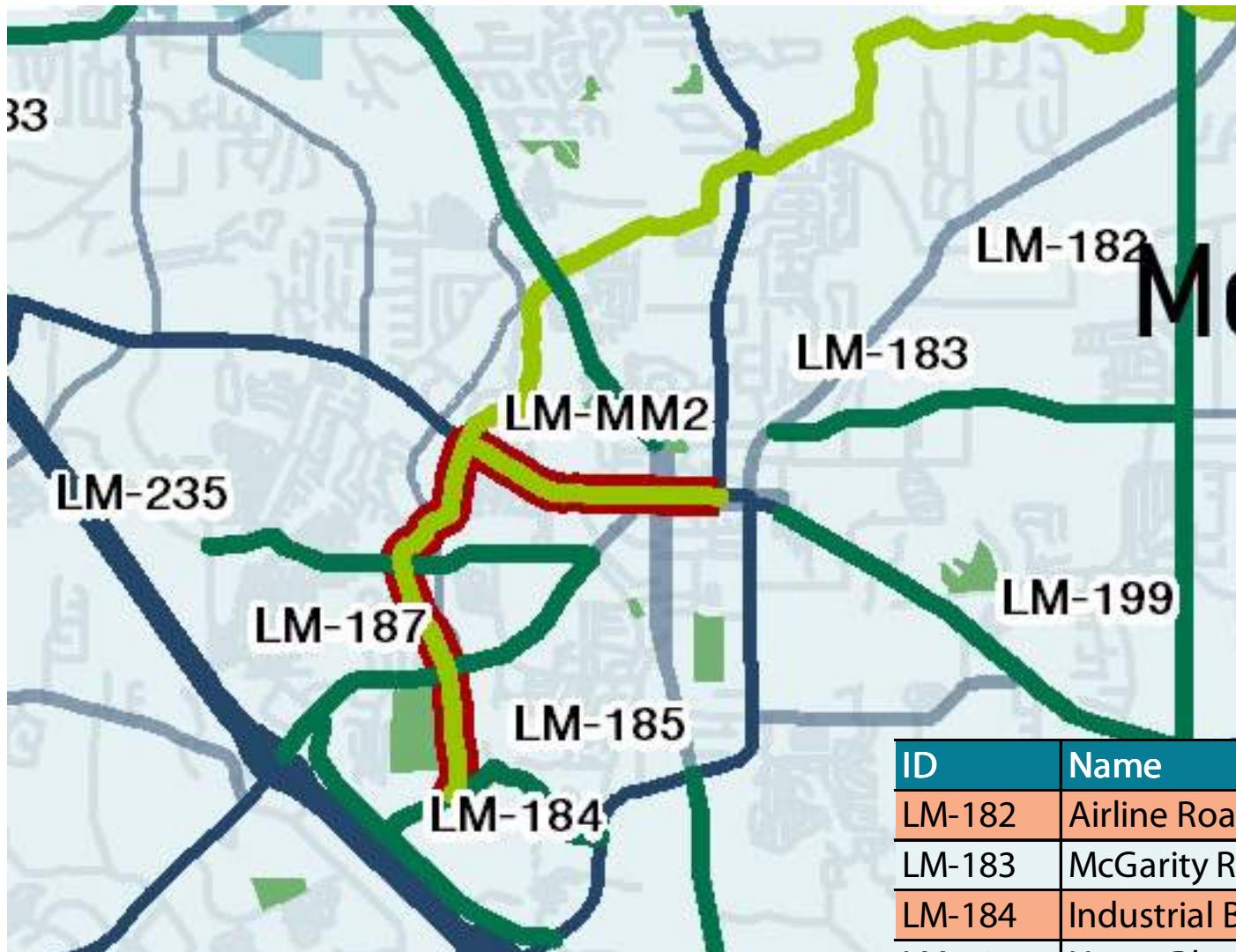
Sidewalks



ID	Location	Improvement
LM-03	King Mill Rd	Install Sidewalk along Both Sides of King Mill Rd
LM-04	Racetrack Rd	Install Sidewalk along Both Sides of Race Track Rd
LM-05	Jonesboro Rd	Install Sidewalk along Both Sides of Jonesboro Rd
LM-06	Mt Carmel Rd	Install Sidewalk along Both Sides of Mt Carmel Rd
LM-07	Oak Grove Rd	Install Sidewalk along Both Sides of Oak Grove Rd
LM-20	S Ola Rd	Install Sidewalk along Both Sides of S Ola Rd
LM-22	Walker Rd	Install Sidewalk along Both Sides of Walker Dr
LM-27	SR 155	Install Sidewalk along Both Sides of SR 155
LM-28	SR 155	Install Sidewalk along the North Side of SR 155
LM-29	SR 155	Install Sidewalk along the North Side of SR 155
LM-33	SR 155	Install Sidewalk along Both Sides of SR 155
LM-35	Henry Pkwy	Install Sidewalk along North Side of Henry Blvd
LM-36	SR 155	Install Sidewalk along Both Sides of SR 155
LM-37	Macon St	Install Sidewalk along Both Sides of Macon St
LM-38	Racetrack Rd	Install Sidewalk along South Side of Racetrack Rd
LM-39	SR 81	Install Sidewalk along Both Sides of SR 81
LM-40	Racetrack Rd	Install Sidewalk along South Side of Racetrack Rd
LM-41	Macon St	Install Sidewalk along Both Sides of Macon St
LM-45	Phillips Dr	Install sidewalk along both sides of Phillips Dr
LM-47	Depot St	Install Sidewalk along Both Sides of Depot St
LM-48	Lake Dow Rd	Install Sidewalk along Both Sides of Lake Dow Rd
LM-50	Simpson St	Install Sidewalk along Both Sides of Simpson St
LM-51	Mill Rd	Install Sidewalk along Both Sides of Mill Rd
LM-53	Lake Dow Rd	Install Sidewalk along Both Sides of Lake Dow Rd
LM-55	Mt Carmel Rd	Install Sidewalk along Both Sides of Mt Carmel Rd
LM-56	SR 20	Install Sidewalk along Both Sides of SR 20
LM-58	Mill Rd	Install Sidewalk along Both Sides of Mill Rd
LM-59	Jonesboro Rd	Install Sidewalk along Both Sides of Jonesboro Rd
LM-60	Jonesboro Rd	Install Sidewalk along Both Sides of Jonesboro Rd
LM-62	Chambers Rd	Install Sidewalk along Both Sides of Chambers Rd
LM-63	McCullough Rd	Install Sidewalk along Both Sides of McCullough Rd
LM-64	Oak Grove Rd	Install Sidewalk along Both Sides of Oak Grove Rd
LM-65	Jodeco Rd	Install Sidewalk along Both Sides of Jodeco Rd
LM-66	Jodeco Rd	Install Sidewalk along Both Sides of Jodeco Rd
LM-68	Campground Rd	Install Sidewalk along Both Sides of Campground Rd
LM-69	Campground Rd	Install Sidewalk along Both Sides of Campground Rd
LM-72	Patrick Henry Pkwy	Install Sidewalk along Both Sides of Patrick Henry Pkwy

ID	Location	Improvement
LM-75	Brannan Rd	Install Sidewalk along Both Sides of Brannan Rd
LM-76	Rock Quarry Rd	Install Sidewalk along Both Sides of Rock Quarry Rd
LM-79	Red Oak Rd	Install Sidewalk along Both Sides of Red Oak Rd
LM-82	Rock Quarry Rd	Fill Sidewalk Gaps along Both Sides of Rock Quarry Rd
LM-104	S Zach Hinton Pkwy	Install Sidewalk along Both Sides of S Zach Hinton Pkwy
LM-106	Racetrack Rd	Install Sidewalk along Both Sides of Racetrack Rd
LM-107	Old Griffin Rd	Install Sidewalk along Both Sides of Old Griffin Rd
LM-111	Country Club Dr	Install Sidewalk along the North Side of Country Club Dr
LM-117	Banks Rd	Install Sidewalk along Both Sides of Banks Rd
LM-124	Tunis Rd	Install Sidewalk along Both Sides of Tunis Rd
LM-126	Tomlinson St	Install Sidewalk along Both Sides of Tomlinson St
LM-127	Parker Rd	Install Sidewalk along South Side of Parker Rd
LM-128	Sowell Rd	Install Sidewalk along East Side of Sowell Rd
LM-129	Whitaker Rd/Sowell Rd	Install Sidewalk along South Side of Whitaker Rd/Sowell Rd
LM-130	Nail Mill Rd	Install Sidewalk along South Side of Nail Mill Rd
LM-132	King Mill Rd/US 23	Install Sidewalk along Both Sides of King Mill Rd/US 23
LM-133	Old Jackson Rd/King Mill Rd	Install Sidewalk along Both Sides of Old Jackson Rd/King Mill Rd
LM-134	Willow Ln	Install Sidewalk along West Side of Willow Ln
LM-135	Jonesboro Rd	Install Sidewalk along Both Sides of Jonesboro Rd
LM-136	Jonesboro Rd	Install Sidewalk along Both Sides of Jonesboro Rd
LM-147	SR 20	Install Sidewalk along Both Sides of SR 20
LM-148	SR 81/Avalon Pkwy	Install Sidewalk along Both Sides of SR 81/Avalon Pkwy
LM-149	SR 155	Install Sidewalk along Both Sides of SR 155
LM-150	SR 81/Rosser Rd	Install Sidewalk along Both Sides of SR 81/Rosser Rd
LM-151	Old Griffin Rd	Install Sidewalk along Both Sides of Old Griffin Rd
LM-153	McDonough Pkwy	Install Sidewalk along Both Sides of McDonough Pkwy
LM-157	Dailey Mill Rd	Install Sidewalk along Both Sides of Dailey Mill Rd
LM-158	SR 155	Install Sidewalk along Both Sides of SR 155
LM-159	Jodeco Rd/Chambers Rd	Install Sidewalk along Both Sides of Jodeco Rd/Chambers Rd
LM-162	SR 155	Install Sidewalk along Both Sides of SR 155
LM-170	Harold Dr/Peach Dr	Install Sidewalk along Both Sides of Harold Dr/Peach Dr
LM-171	Iris Lake Rd	Install Sidewalk along Both Sides of Iris Lake Rd
LM-175	Kelly Rd/Bridges Rd	Install Sidewalk along Both Sides of Kelly Rd/Bridges Rd
LM-179	Wilson Dr	Install Sidewalk along Both Sides of Wilson Dr
LM-180	Turner Church Rd	Install Sidewalk along Both Sides of Turner Church Rd

Trails



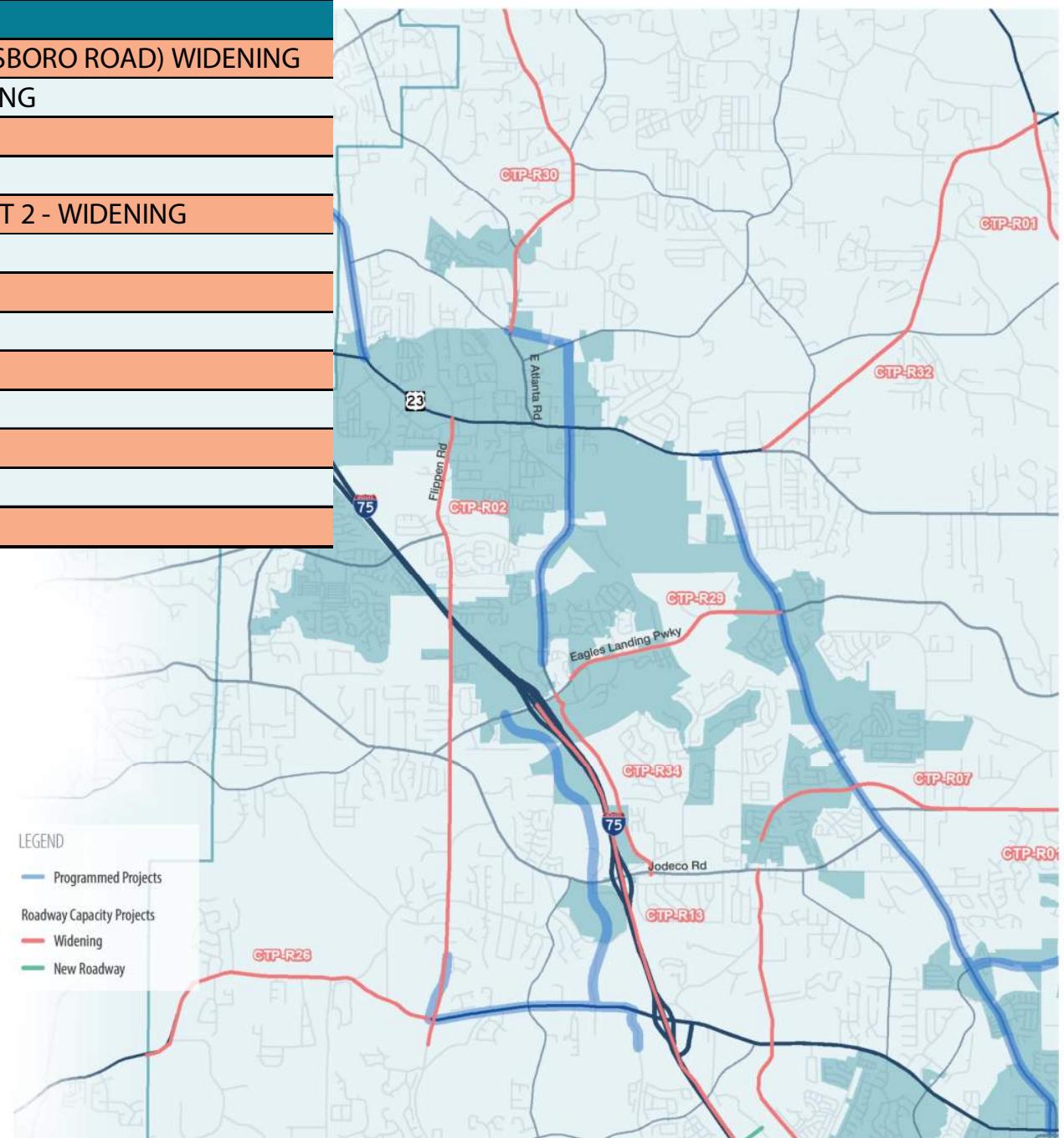
ID	Name
LM-182	Airline Road Sidepath
LM-183	McGarity Road Sidepath
LM-184	Industrial Blvd Sidepath
LM-185	Henry Pkwy Sidepath
LM-187	SR 20 Sidepath
LM-199	SR 81 Sidepath
LM-235	Bridges Rd Sidepath
LM-MM2	Camp Creek Greenway Model Mile



City of Stockbridge Projects

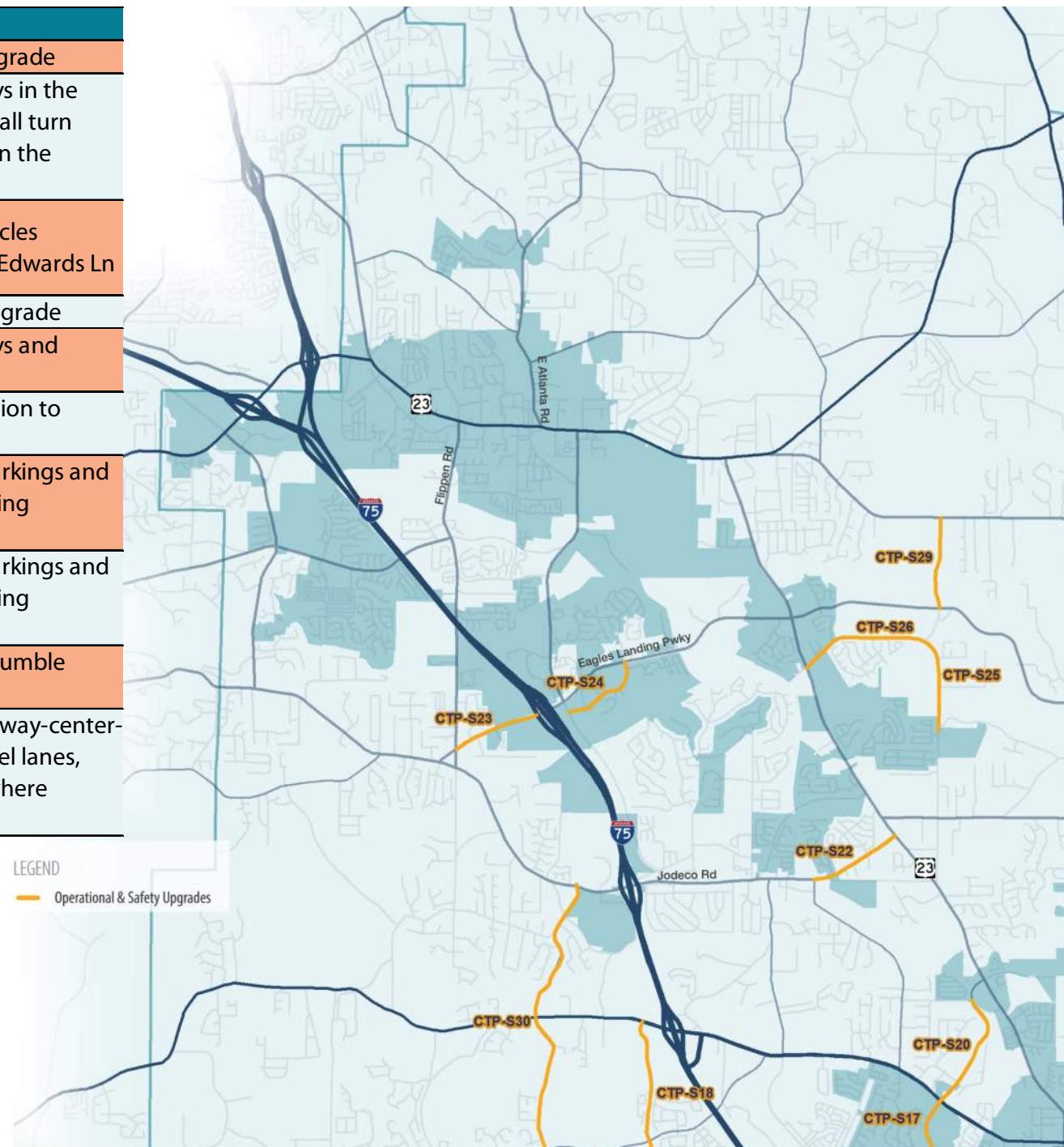
Roadway Capacity Projects

ID	Name
CTP-R26	SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING
CTP-R29	EAGLES LANDING PARKWAY WIDENING
CTP-R30	EAST ATLANTA ROAD WIDENING
CTP-R32	SR 138 WIDENING
CTP-R34	PATRICK HENRY PARKWAY: SEGMENT 2 - WIDENING
CTP-R01	SR 155 WIDENING
CTP-R02	FLIPPEN RD WIDENING
CTP-R02	FLIPPEN RD WIDENING
CTP-R06	WILLOW LANE WIDENING
CTP-R06	OAK GROVE RD WIDENING
CTP-R02	FLIPPEN RD WIDENING
CTP-R13	I-75 WIDENING
CTP-R07	CAMPGROUND ROAD WIDENING

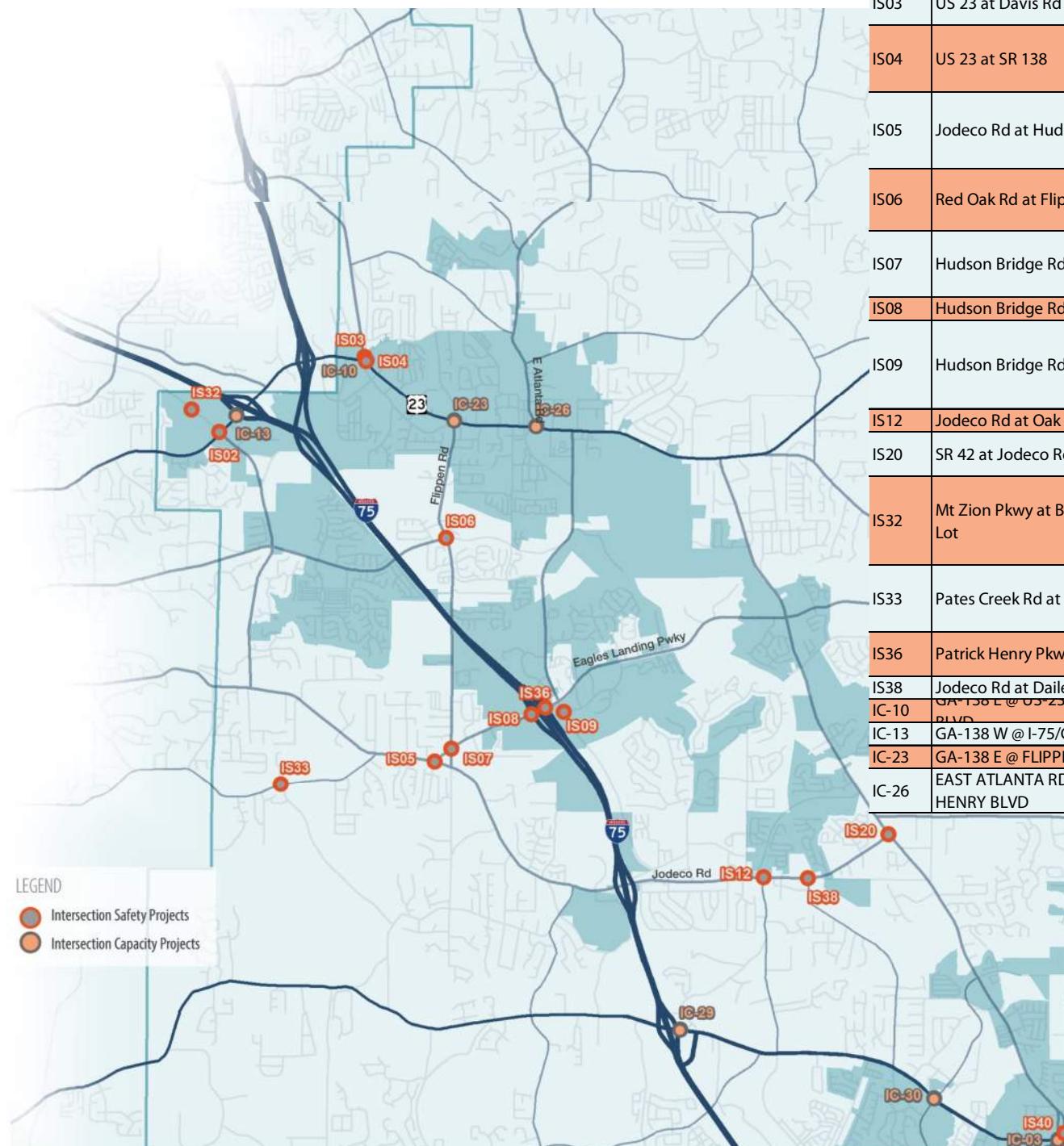


Corridor Operations & Safety

ID	Location	Improvement
CTP-S17	McDonough Pkwy	Perform an arterial upgrade
CTP-S18	Mt Carmel Rd	Consolidate driveways in the north section and install turn lanes and shoulders on the southern end
CTP-S20	McDonough Pkwy	Provide TWTL for vehicles turning left from Ivey Edwards Ln
CTP-S22	SR 42	Perform an arterial upgrade
CTP-S23	Hudson Bridge Rd	Consolidate driveways and intersections
CTP-S24	Eagles Landing Pkwy	Convert four lane section to three lane section
CTP-S25	Brannan Rd	Restore pavement markings and install signage indicating intersections ahead
CTP-S26	SR 42	Restore pavement markings and install signage indicating intersections ahead
CTP-S29	Springdale Rd	Resurface and install rumble strips
CTP-S30	Jodeco Rd	Install shoulders, two-way-center-turn lane, 12 foot travel lanes, and right turn lanes where needed.

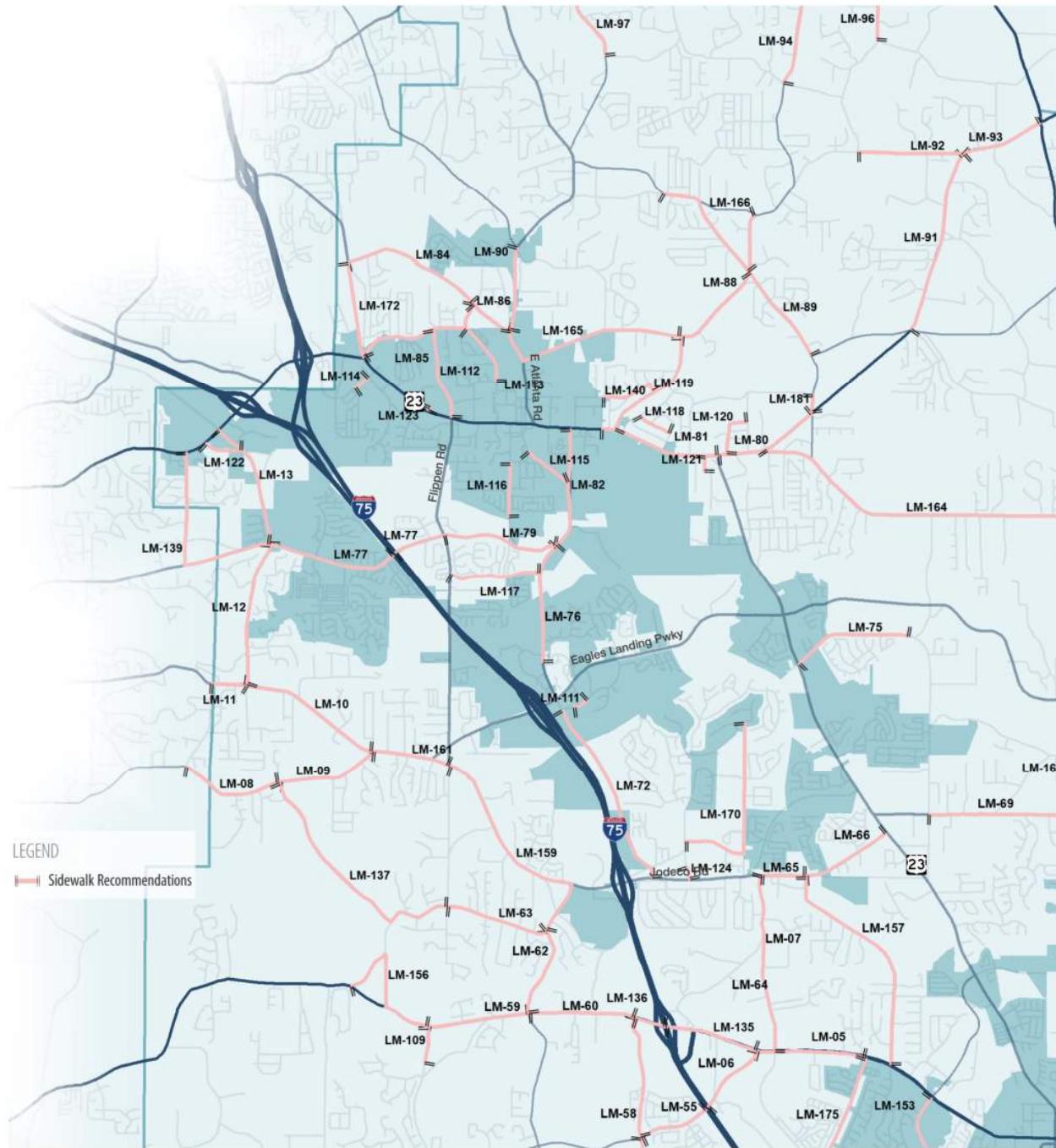


Intersections



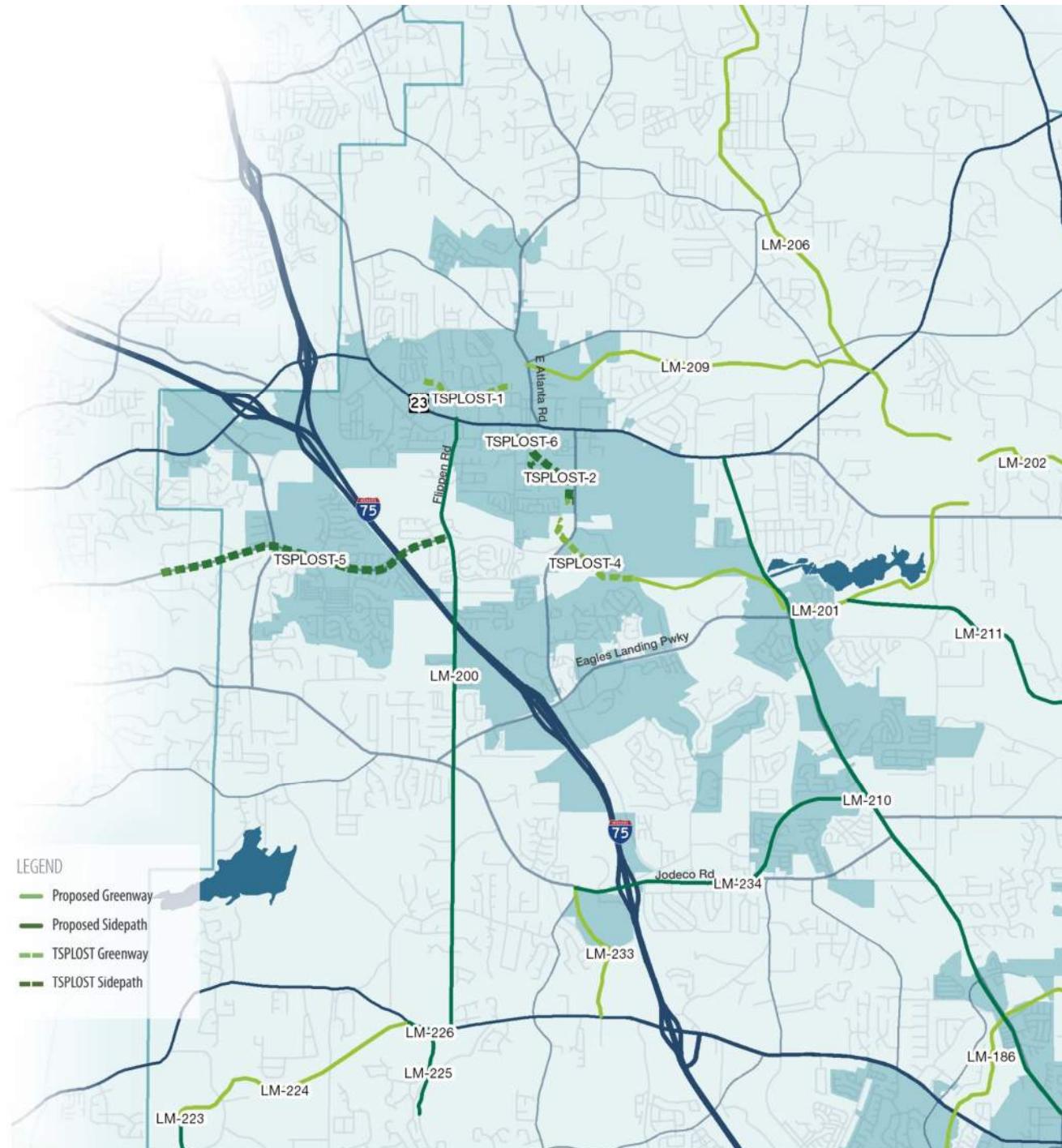
ID	Location	Improvement
IS02	SR 138 at Mt Zion Pkwy	Consolidate driveways in the northeast and northwest quadrants; repair pavement markings
IS03	US 23 at Davis Rd	Restrict Left Turn/Through access along US 23 to and from Davis Rd
IS04	US 23 at SR 138	Consolidate Driveways and minor intersections in the project vicinity, repair pavement markins
IS05	Jodeco Rd at Hudson Bridge Rd	Install westbound right turn lane and consolidate or apply access management treatments to driveways near the intersection
IS06	Red Oak Rd at Flippen Rd	Repair pavement markings and convert phasing for eastbound left turn movement to protected only.
IS07	Hudson Bridge Rd at Flippen Rd	Make improvements to turn lane geometry and signal phasing based on study results
IS08	Hudson Bridge Rd at I-75 SB Ramps	Repair pavement markings
IS09	Hudson Bridge Rd at I-75 NB Ramps	Repair pavement markings and coordinate signal with the intersection of Eagles Landing Pkwy with Rock Quarry Rd to manage queue spillback
IS12	Jodeco Rd at Oak Grove Rd	Install turn lanes along Jodeco Rd
IS20	SR 42 at Jodeco Rd	Install northbound right turn lane and consolidate driveways
IS32	Mt Zion Pkwy at Brandsmart Park/Ride Lot	Restore pavement markings and alter the striping along the westbound right turn lane to change the angle of the approach
IS33	Pates Creek Rd at Noahs Ark Rd	Stripe north leg and install intersection ahead signage on all legs
IS36	Patrick Henry Pkwy at Countr Club Dr	Convert intersection to RCUT control
IS38	Jodeco Rd at Dailey Mill Rd	Install westbound left turn lane
IC-10	GA-138 E @ US-23/ GA-42/N HENRY BLVD	Capacity improvement
IC-13	GA-138 W @ I-75/GA-401	Capacity improvement
IC-23	GA-138 E @ FLIPPEN RD/SHIELDS RD	Capacity improvement
IC-26	EAST ATLANTA RD S @ US-23/N HENRY BLVD	Capacity improvement

Sidewalks



ID	Location
LM-13	Speer Rd
LM-66	Jodeco Rd
LM-72	Patrick Henry Pkwy
LM-75	Brannan Rd
LM-76	Rock Quarry Rd
LM-77	Watt Stephens Rd
LM-81	SR 138
LM-82	Rock Quarry Rd
LM-85	Davis Rd/N Davis Dr
LM-86	Valley Hill Rd
LM-90	E Atlanta Rd
LM-111	Country Club Dr
LM-112	Sheilds Rd
LM-113	Davis Rd
LM-114	Davidon Pkwy
LM-115	MLK Senior Heritage Trl
LM-116	Tye St
LM-119	Oakland Blvd/Pine St
LM-122	N Mill Rd
LM-123	Cobblestone Ln
LM-139	Soyview Rd/Walt Stephens Rd
LM-140	Pinehurst Dr
LM-159	Jodeco Rd/Chambers Rd
LM-165	E Atlanta Rd/Od Conyers Rd
LM-170	Harold Dr/Peach Dr
LM-172	US 23

Trails



ID	Location
LM-200	Sidepath
LM-201	Greenway
LM-209	Greenway
LM-210	Sidepath
LM-233	Greenway
LM-234	Sidepath
TSPLOST-1	Greenway
TSPLOST-2	Sidepath
TSPLOST-3	Greenway
TSPLOST-4	Greenway
TSPLOST-5	Sidepath
TSPLOST-6	Sidepath
TSPLOST-7	Sidepath

APPENDIX C: PROJECT PRIORITIZATION RESULTS

Roadway Capacity

Project ID	Project Name	Ranking Summary Sheet		Project Description
		Project Extents	Rank	
CTP-R03	SR 42 WIDENING	FROM BILL GARDNER PKWY TO SR 155	1	Road widening from 2 to 3 lanes
CTP-R05	SR 42 WIDENING	FROM SR 155 TO SR 20	2	Road widening from 2 to 4 lanes
CTP-R06	INDUSTRIAL BLVD WIDENING	FROM SR 155 TO SR 20	3	Road widening from 2 to 4 lanes
CTP-R02	INDUSTRIAL BLVD WIDENING	FROM just south of Bill Gardner Pkwy to Eagles Landing Pkwy	4	Road widening from 2 to 4 lanes
CTP-R13	SR 155 WIDENING	FROM SR 81 TO OLD GRIFFIN ROAD	5	Road widening from 2 to 4 lanes
CTP-R28	RACETRACK ROAD WIDENING	FROM INDUSTRIAL BLVD TO INDUSTRIAL PKWY	6	Road widening from 2 to 4 lanes
CTP-R08	HENRY PKWY EXTENSION	FROM SR 20 (LAURELVILLE STREET) TO SR 81 (KEYSTON RIVER ROAD)	7	New 4-lane road and bridge over I-75
CTP-R01	MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHAS*	FROM MCNEIL CITY RD IN MCDONOUGH TO OLTITE RIVER	8	New 2-lane road
CTP-R04	SR 20 WIDENING	FROM FLIPPEN RD TO CLAYTON COUNTY LINE	9	Road widening from 2 to 4 lanes
CTP-R26	SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING	FROM Lawrenceville St in McDonough to SR 138	10	Road widening from 2 to 4 lanes
CTP-R01	SR 155 WIDENING	FROM I-75 SOUTH TO HAMPTON LOGUS GROVE ROAD/BILL GARDNER PARKWAY	11	Road widening from 2 to 4 lanes
CTP-R25	SR 155 (MCDONOUGH ROAD) WIDENING	FROM EAGLES POINTE PARKWAY TO US 23	12	Road widening from 4 to 6 lanes
CTP-R29	EAGLES LAKE ROAD WIDENING	FROM KEYS FERRY RD TO MILLER RD	13	Road widening from 2 to 4 lanes
CTP-R33	SR 81 ROAD WIDENING	FROM MILLERS MILL ROAD TO SR 155 (STOCKBRIDGE HIGHWAY)	14	Road widening from 2 to 4 lanes
CTP-R32	SR 138 WIDENING	FROM SR JONESBORO RD TO SR 138	15	Road widening from 2 to 4 lanes
CTP-R02	FLIPPEN RD WIDENING	FROM STRONG ROCK PARKWAY TO TANGER BOULEVARD	16	New 2-lane road and bridge over I-75
CTP-R20	TANGER BOULEVARD NEW ALIGNMENT AND FLYOVER BRIDGE	FROM SR 20 TO JONESBORO RD	17	Road widening from 2 to 4 lanes
CTP-R02	WILSON RD WIDENING	FROM JONESBORO RD TO EAGLES LAVIDING PARKWAY	18	Road widening from 2 to 4 lanes
CTP-R14	PATRICK HENR PARKWAY: SECTION 2 - WIDENING	FROM JONESBORO RD TO FAIRVIEW ROAD	19	Road widening from 2 to 4 lanes
CTP-R30	EAST ATLANTA ROAD WIDENING	FROM VALLEY HILL ROAD TO FAIRVIEW ROAD	20	Road widening from 2 to 4 lanes
CTP-R22	FLIPPEN RD WIDENING	FROM SR JONESBORO RD TO SR 138	21	Road widening from 2 to 4 lanes
CTP-R24	L.G. GRIFFIN ROAD WIDENING	FROM HOSAIIIAH ROAD TO SR 42/US 23	22	Road widening from 2 to 4 lanes
CTP-R01	EAST ATLANTA ROAD WIDENING	FROM SR 42/US 23 TO SR 155	23	Road widening from 2 to 4 lanes
CTP-R10	CHAMBERS RD EXTENSION	FROM SR 81 TO OAKLAND RD	24	Road widening from 2 to 4 lanes
CTP-R11	N. MT CARMEL RD EXTENSION	FROM SEDONA LOOP TO S. MT CARMEL RD	25	New 2-lane road
CTP-R12	PALOMA RD WIDENING	FROM FAIRVIEW RD TO SR 155	26	New 2-lane road realigning N. Mt Carmel Rd and S. Mt Carmel Rd
CTP-R03	HAMPTON LOGUS GROVE ROAD WIDENING	FROM SR 81 AND OAKLAND RD TO SR 155	27	Panoloa Road Widening
CTP-R09	BRIDGES RD EXTENSION	FROM WILLOW LAKE TO MILL RD	28	Road widening from 2 to 4 lanes
CTP-R22	AIRLINE ROAD EXTENSION	FROM RODGERS ROAD TO INTERSECTION TO SR 81 AND OLD JACKSON	29	New 2-lane road and bridge over I-75
CTP-R02	FLIPPEN RD WIDENING	FROM SR JONESBORO RD TO SR 138	30	Road widening from 2 to 4 lanes
CTP-R27	FAIRVIEW ROAD WIDENING: PHASE III	FROM DEKALB COUNTY LINE TO COOK ROAD	31	Road widening from 2 to 4 lanes
CTP-R02	CAMPGROUND ROAD WIDENING	FROM END OF 4-LANE SECTION NEAR JODECO RD TO SR 155	32	Road Widening from 2 to 4 lanes
CTP-R06	OAK GROVE RD WIDENING	FROM JONESBORO RD TO JODECO RD	33	Road widening from 2 to 4 lanes

Project Type	Mobility and Reliability	Accessibility	Growth Patterns	Environmental Quality	Total Weighted Score						Category Ranking	Overall Ranking
					Safety	Funding	Quality of Life	Freight	Total Score			
Roadway Capacity	2.50	5.00	6.67	5.00	5.00	10.00	7.50	20.00	60.42	2	28	
Roadway Capacity	1.25	5.00	6.67	5.00	5.00	10.00	5.00	20.00	58.75	3	42	
Roadway Capacity	1.25	2.50	10.00	5.00	5.00	10.00	5.00	20.00	58.75	3	42	
Roadway Capacity	1.25	2.50	10.00	5.00	5.00	10.00	7.50	20.00	58.75	3	42	
Roadway Capacity	5.00	5.00	6.67	5.00	5.00	10.00	5.00	20.00	58.75	3	42	
Roadway Capacity	2.50	2.50	6.67	5.00	5.00	10.00	5.00	20.00	58.75	3	42	
Roadway Capacity	1.25	2.50	6.67	5.00	5.00	10.00	5.00	20.00	58.75	3	42	
Roadway Capacity	2.50	5.00	0.00	5.00	5.00	10.00	5.00	20.00	56.67	5	47	
Roadway Capacity	1.25	5.00	10.00	0.00	5.00	10.00	5.00	20.00	56.25	7	49	
Roadway Capacity	1.25	2.50	10.00	0.00	5.00	10.00	5.00	20.00	56.25	7	49	
Roadway Capacity	1.25	2.50	3.33	5.00	5.00	10.00	5.00	20.00	53.33	9	83	
Roadway Capacity	1.25	2.50	6.67	0.00	5.00	10.00	5.00	20.00	50.42	10	103	
Roadway Capacity	2.50	5.00	0.00	0.00	5.00	10.00	5.00	20.00	47.50	11	126	
Roadway Capacity	2.50	0.00	10.00	0.00	5.00	10.00	0.00	20.00	47.50	12	127	
Roadway Capacity	1.25	0.00	10.00	0.00	5.00	10.00	0.00	20.00	46.25	13	143	
Roadway Capacity	2.50	0.00	3.33	0.00	5.00	10.00	0.00	20.00	46.25	14	146	
Roadway Capacity	2.50	0.00	3.33	0.00	5.00	10.00	0.00	20.00	45.83	14	146	
Roadway Capacity	1.25	0.00	10.00	5.00	5.00	10.00	5.00	0.00	36.25	16	272	
Roadway Capacity	1.25	2.50	6.67	5.00	5.00	10.00	5.00	0.00	35.42	17	273	
Roadway Capacity	1.25	2.50	10.00	0.00	5.00	10.00	5.00	0.00	33.75	18	310	
Roadway Capacity	1.25	2.50	10.00	0.00	5.00	10.00	5.00	0.00	33.75	18	310	
Roadway Capacity	1.25	5.00	6.67	0.00	5.00	10.00	5.00	0.00	32.92	20	312	
Roadway Capacity	1.25	0.00	10.00	0.00	5.00	10.00	5.00	0.00	31.25	21	317	
Roadway Capacity	2.50	0.00	3.33	5.00	5.00	10.00	5.00	0.00	30.83	22	318	
Roadway Capacity	1.25	0.00	3.33	5.00	5.00	10.00	5.00	0.00	30.83	22	318	
Roadway Capacity	1.25	2.50	6.67	5.00	5.00	10.00	0.00	0.00	30.42	24	320	
Roadway Capacity	1.25	2.50	6.67	5.00	5.00	10.00	0.00	0.00	30.42	24	320	
Roadway Capacity	1.25	2.50	6.67	0.00	5.00	10.00	5.00	0.00	30.42	24	320	
Roadway Capacity	1.25	0.00	3.33	5.00	5.00	10.00	5.00	0.00	29.58	27	344	
Roadway Capacity	1.25	2.50	10.00	0.00	5.00	10.00	0.00	0.00	28.75	28	345	
Roadway Capacity	1.25	2.50	10.00	0.00	5.00	10.00	0.00	0.00	28.75	28	345	
Roadway Capacity	1.25	0.00	6.67	0.00	5.00	10.00	5.00	0.00	27.92	30	347	
Roadway Capacity	1.25	0.00	6.67	5.00	5.00	10.00	0.00	0.00	27.92	30	347	
Roadway Capacity	1.25	2.50	3.33	0.00	5.00	10.00	5.00	0.00	27.08	32	350	
Roadway Capacity	1.25	0.00	10.00	0.00	5.00	10.00	0.00	0.00	26.25	33	354	

Intersection Capacity

Ranking Summary Sheet					
Project ID	SORT	TIER	Project Name	Project Extents	Project Description
R.IC-01	1	I	GA-20 S @ I-75/GA-401	GA-20 S @ I-75/GA-401	N/A
R.IC-02	2	I	GA-20 N @ I-75/GA-401	GA-20 N @ I-75/GA-401	N/A
R.IC-03	3	I	GA-20 N @ US-23/GA-42/JF WARD BLVD/ATLANTA S	GA-20 N @ US-23/GA-42/JF WARD BLVD/ATLANTA S	N/A
R.IC-04	4	II	GA-20 N @ GA-155/J F WARD BLVD/KEYS FERRY S	GA-20 N @ GA-155/J F WARD BLVD/KEYS FERRY S	N/A
R.IC-05	5	I	GA-155 S @ I-75/GA-401	GA-155 S @ I-75/GA-401	N/A
R.IC-06	6	I	GA-155 N @ I-75/GA-401	GA-155 N @ I-75/GA-401	N/A
R.IC-07	7	II	GA-81 S @ GA-20/HAMPTON-MCDONOUGH RE	GA-81 S @ GA-20/HAMPTON-MCDONOUGH RE	N/A
R.IC-08	8	I	GA-20 S @ US-23/GA-42/JF WARD BLVD/ATLANTA S	GA-20 S @ US-23/GA-42/JF WARD BLVD/ATLANTA S	N/A
R.IC-09	9	I	US-23 N @ GA-20/GA-81/COURTHOUSE SG	US-23 N @ GA-20/GA-81/COURTHOUSE SG	N/A
R.IC-10	10	I	GA-138 E @ US-23/GA-42/N HENRY BLVD	GA-138 E @ US-23/GA-42/N HENRY BLVD	N/A
R.IC-11	11	II	JOHN FRANK WARD BLVD W @ US-23/GA-42/MACON S	JOHN FRANK WARD BLVD W @ US-23/GA-42/MACON S	N/A
R.IC-12	12	II	GA-155 N @ GA-20/GA-81/KEYS FERRY S1	GA-155 N @ GA-20/GA-81/KEYS FERRY S1	N/A
R.IC-13	13	I	GA-138 W @ I-75/GA-401	GA-138 W @ I-75/GA-401	N/A
R.IC-14	14	II	GA-155 N @ GA-20/JOHN FRANK WARD BLVD	GA-155 N @ GA-20/JOHN FRANK WARD BLVD	N/A
R.IC-15	15	III	US-23 S @ BURG RD/ENGLAND CHAPEL RC	US-23 S @ BURG RD/ENGLAND CHAPEL RC	N/A
R.IC-16	16	II	GA-155 N @ JOHN FRANK WARD BLVD	GA-155 N @ JOHN FRANK WARD BLVD	N/A
R.IC-17	17	I	GA-81 N @ I-75/GA-401	GA-81 N @ I-75/GA-401	N/A
R.IC-18	18	II	GA-81 N @ US-23/GA-42/MACON ST/GRIFFIN S1	GA-81 N @ US-23/GA-42/MACON ST/GRIFFIN S1	N/A
R.IC-19	19	III	GA-81 N @ GA-155/GA-20/S ZACK HINTON PKY	GA-81 N @ GA-155/GA-20/S ZACK HINTON PKY	N/A
R.IC-20	20	II	GA-81 S @ US-23/GA-42/MACON ST/GRIFFIN S1	GA-81 S @ US-23/GA-42/MACON ST/GRIFFIN S1	N/A
R.IC-21	21	II	US-23 S @ BILL GARDNER PKY	US-23 S @ BILL GARDNER PKY	N/A
R.IC-22	22	III	JOHN FRANK WARD BLVD W @ GA-20/ZACK HINTON PKY	JOHN FRANK WARD BLVD W @ GA-20/ZACK HINTON PKY	N/A
R.IC-23	23	II	GA-138 E @ FLIPPEN RD/SHIELDS RC	GA-138 E @ FLIPPEN RD/SHIELDS RC	N/A
R.IC-24	24	III	GA-155 N @ US-23/GA-42/MACON S1	GA-155 N @ US-23/GA-42/MACON S1	N/A
R.IC-25	25	III	GA-155 S @ US-23/GA-42/MACON S1	GA-155 S @ US-23/GA-42/MACON S1	N/A
R.IC-26	26	III	EAST ATLANTA RD S @ US-23/N HENRY BLV	EAST ATLANTA RD S @ US-23/N HENRY BLV	N/A
R.IC-27	27	III	GA-81 N @ BETHANY RD	GA-81 N @ BETHANY RD	N/A
R.IC-28	28	III	JONESBORO RD E @ GA-2C	JONESBORO RD E @ GA-2C	N/A
R.IC-29	29	III	JONESBORO RD E @ I-75-TOLI	JONESBORO RD E @ I-75-TOLI	N/A
R.IC-30	30	III	JONESBORO RD W @ MCDONOUGH PKWY	JONESBORO RD W @ MCDONOUGH PKWY	N/A

Project Type	Mobility and Reliability	Accessibility	Growth Patterns	Environmental Quality	Total Weighted Score					Category Ranking	Overall Ranking
					Safety	Funding	Quality of Life	Freight	Total Score		
Intersection Capacity	3.75	0.00	10.00	5.00	5.00	10.00	0.00	20.00	53.75	6	80
Intersection Capacity	5.00	0.00	10.00	5.00	5.00	10.00	0.00	20.00	55.00	1	50
Intersection Capacity	2.50	2.50	6.67	5.00	5.00	10.00	0.00	20.00	51.67	8	91
Intersection Capacity	1.25	2.50	6.67	5.00	5.00	10.00	0.00	20.00	50.42	17	103
Intersection Capacity	5.00	0.00	10.00	5.00	5.00	10.00	0.00	20.00	55.00	1	50
Intersection Capacity	5.00	0.00	10.00	5.00	5.00	10.00	0.00	20.00	55.00	1	50
Intersection Capacity	1.25	0.00	10.00	5.00	5.00	10.00	0.00	20.00	51.25	15	101
Intersection Capacity	2.50	2.50	6.67	5.00	5.00	10.00	0.00	20.00	51.67	8	91
Intersection Capacity	2.50	2.50	6.67	5.00	5.00	10.00	0.00	20.00	51.67	8	91
Intersection Capacity	1.25	2.50	10.00	5.00	5.00	10.00	0.00	20.00	53.75	6	80
Intersection Capacity	2.50	2.50	6.67	5.00	5.00	10.00	0.00	20.00	51.67	8	91
Intersection Capacity	1.25	2.50	6.67	5.00	5.00	10.00	0.00	20.00	50.42	17	103
Intersection Capacity	5.00	0.00	10.00	5.00	5.00	10.00	0.00	20.00	55.00	1	50
Intersection Capacity	1.25	2.50	6.67	5.00	5.00	10.00	0.00	20.00	50.42	17	103
Intersection Capacity	1.25	0.00	6.67	5.00	5.00	10.00	0.00	20.00	47.92	25	123
Intersection Capacity	1.25	2.50	6.67	5.00	5.00	10.00	0.00	20.00	50.42	17	103
Intersection Capacity	5.00	0.00	10.00	5.00	5.00	10.00	0.00	20.00	55.00	1	50
Intersection Capacity	2.50	2.50	6.67	5.00	5.00	10.00	0.00	20.00	51.67	8	91
Intersection Capacity	1.25	2.50	6.67	5.00	5.00	10.00	0.00	20.00	50.42	17	103
Intersection Capacity	2.50	2.50	6.67	5.00	5.00	10.00	0.00	20.00	51.67	8	91
Intersection Capacity	2.50	2.50	6.67	5.00	5.00	10.00	0.00	20.00	51.67	8	91
Intersection Capacity	1.25	2.50	6.67	5.00	5.00	10.00	0.00	20.00	50.42	17	103
Intersection Capacity	1.25	0.00	10.00	5.00	5.00	10.00	0.00	20.00	51.25	15	101
Intersection Capacity	1.25	0.00	6.67	5.00	5.00	10.00	0.00	20.00	47.92	25	123
Intersection Capacity	1.25	0.00	6.67	5.00	5.00	10.00	0.00	20.00	47.92	25	123
Intersection Capacity	1.25	0.00	10.00	0.00	5.00	10.00	0.00	20.00	46.25	28	143
Intersection Capacity	2.50	0.00	6.67	0.00	5.00	10.00	0.00	20.00	44.17	30	170
Intersection Capacity	1.25	2.50	6.67	5.00	5.00	10.00	0.00	20.00	50.42	17	103
Intersection Capacity	3.75	0.00	10.00	0.00	5.00	10.00	0.00	20.00	48.75	24	122
Intersection Capacity	1.25	0.00	10.00	0.00	5.00	10.00	0.00	20.00	46.25	28	143

Ranking Summary Sheet			
Project ID	Project Name	Project Extents	Project Description
R.IS-03	US 23 at Davis Rd	US 23 at Davis Rd	Restrict Left Turn/Through access along US 23 to and from Davis Rd
R.IS-04	US 23 at SR 138	US 23 at SR 138	Consolidate Driveways and minor intersections in the project vicinity, repair pavement markings
R.IS-28	SR 81 EB at Zach Hinton Pkwy	SR 81 EB at Zach Hinton Pkwy	Install northbound right turn lane and consolidate driveways
R.IS-05	Jodeco Rd at Hudson Bridge Rd	Jodeco Rd at Hudson Bridge Rd	Install westbound right turn lane and consolidate or apply access management treatments to driveways near the intersection
R.IS-08	Hudson Bridge Rd at I-75 SB Ramps	Hudson Bridge Rd at I-75 SB Ramps	Repair pavement markings
R.IS-09	Hudson Bridge Rd at I-75 NB Ramps	Hudson Bridge Rd at I-75 NB Ramps	Repair pavement markings and coordinate signal with the intersection of Eagles Landing Pkwy with Rock Quarry Rd to manage queue spillback
R.IS-20	SR 42 at Jodeco Rd	SR 42 at Jodeco Rd	Install northbound right turn lane and consolidate driveways
R.IS-23	SR 155 at Avalon Pkwy	SR 155 at Avalon Pkwy	Consolidate driveways and install right turn lanes along Avalon Pkwy/Indy Pkwy
R.IS-24	SR 155 at I-75 SB Ramps	SR 155 at I-75 SB Ramps	Restore pavement markings
R.IS-26	E Lake Pkwy at SR 155	E Lake Pkwy at SR 155	Consolidate driveways
R.IS-12	Jodeco Rd at Oak Grove Rd	Jodeco Rd at Oak Grove Rd	Install turn lanes along Jodeco Rd
R.IS-19	SR 20 at Industrial Blvd	SR 20 at Industrial Blvd	Re-stripe southbound right turn lane at the intersection of SR 20 at Preston Creek Dr to remove "free flow" and enter the through lane
R.IS-25	US 23 at SR 155	US 23 at SR 155	Restore pavement markings; investigate providing a protected phase for southbound left turning vehicles
R.IS-27	SR 42 at King Mill Rd	SR 42 at King Mill Rd	Investigate freight centered improvements
R.IS-33	Pates Creek Rd at Noahs Ark Rd	Pates Creek Rd at Noahs Ark Rd	Stripe north leg and install intersection ahead signage on all legs
R.IS-38	Jodeco Rd at Dailey Mill Rd	Jodeco Rd at Dailey Mill Rd	Install westbound left turn lane
R.IS-18	SR 155 at Hampton Locust Grove Rd	SR 155 at Hampton Locust Grove Rd	Convert westbound left turn phasing to protected only
R.IS-02	SR 138 at Mt Zion Pkwy	SR 138 at Mt Zion Pkwy	Consolidate driveways in the northeast and northwest quadrants; repair pavement markings
R.IS-14	Avalon Pkwy at SR 81	Avalon Pkwy at SR 81	Extend WB LT Lane
R.IS-21	Henry Pkwy at Industrial Blvd	Henry Pkwy at Industrial Blvd	Install southbound leftturn lane along Industrial Blvd
R.IS-40	SR 42 NB at Lawrenceville St	SR 42 NB at Lawrenceville St	Prohibit westbound through movement
R.IS-17	SR 81 at Old Industrial Blvd	SR 81 at Old Industrial Blvd	Extend Right Turn Lanes along SR 81
R.IS-01	SR 20 WB at Lower Woolsey Rd	SR 20 WB at Lower Woolsey Rd	Realign westbound right turn approach to improve sight distance
R.IS-31	SR 20 at Lower Woolsey Rd	SR 20 at Lower Woolsey Rd	Restore pavement markings and install intersection ahead signage along northbound approach
R.IS-07	Hudson Bridge Rd at Flippen Rd	Hudson Bridge Rd at Flippen Rd	Make improvements to turn lane geometry and signal phasing based on site results
R.IS-41	N Bethany Rd at Lake Dow Rd	N Bethany Rd at Lake Dow Rd	Either remove or properly stripe add lane, install intersection ahead sign along westbound approach
R.IS-36	Patrick Henry Pkwy at Countr Club Dr	Patrick Henry Pkwy at Countr Club Dr	Convert intersection to RCUT control
R.IS-34	E Atlanta Rd at Rex Rd	E Atlanta Rd at Rex Rd	Install overhead flashing lights
R.IS-06	Red Oak Rd at Flippen Rd	Red Oak Rd at Flippen Rd	Repair pavement markings and convert phasing for eastbound left turn movement to protected only.
R.IS-29	Bill Gardner Pkwy at Tanger Blvd	Bill Gardner Pkwy at Tanger Blvd	Install westbound right turn lane and convert the shared through/left/right lane to a shared through/right lane
R.IS-32	Mt Zion Pkwy at Bransmart Park/Ride Lot	Mt Zion Pkwy at Bransmart Park/Ride Lot	Restore pavement markings and alter the striping along the westbound right turn lane to change the angle of the approach
R.IS-39	McDonough Pkwy at Bridges Rd	McDonough Pkwy at Bridges Rd	Install left turn lanes along McDonough Pkwy and stop ahead signage along the westbound approach
R.IS-30	Sandy Ridge Rd at Mt Bethel Rd	Sandy Ridge Rd at Mt Bethel Rd	Install signage on all legs indicating stop or intersection ahead

		Total Weighted Score																					
Project Type		Mobility and Reliability		Accessibility		Growth Patterns		Environmental Quality		Safety		Funding		Quality of Life		Freight		Total Score		Category Ranking		Overall Ranking	
air	Intersection Safety	0.00	5.00			10.00		5.00		5.00	10.00		0.00		20.00		55.00		1		50		
	Intersection Safety	0.00	5.00			10.00		5.00		5.00	10.00		0.00		20.00		55.00		1		50		
	Intersection Safety	0.00	5.00			10.00		5.00		5.00	10.00		0.00		20.00		55.00		1		50		
	Intersection Safety	0.00	2.50			10.00		5.00		5.00	10.00		0.00		20.00		52.50		4		84		
	Intersection Safety	2.50	0.00			10.00		5.00		5.00	10.00		0.00		20.00		52.50		4		84		
	Intersection Safety	2.50	0.00			10.00		5.00		5.00	10.00		0.00		20.00		52.50		4		84		
	Intersection Safety	0.00	2.50			10.00		5.00		5.00	10.00		0.00		20.00		52.50		4		84		
	Intersection Safety	0.00	2.50			10.00		5.00		5.00	10.00		0.00		20.00		52.50		4		84		
	Intersection Safety	0.00	2.50			10.00		5.00		5.00	10.00		0.00		20.00		52.50		4		84		
	Intersection Safety	0.00	0.00			10.00		5.00		5.00	10.00		0.00		20.00		50.00		11		111		
	Intersection Safety	0.00	0.00			10.00		5.00		5.00	10.00		0.00		20.00		50.00		11		111		
	Intersection Safety	0.00	0.00			10.00		5.00		5.00	10.00		0.00		20.00		50.00		11		111		
	Intersection Safety	0.00	0.00			10.00		5.00		5.00	10.00		0.00		20.00		50.00		11		111		
	Intersection Safety	0.00	0.00			10.00		5.00		5.00	10.00		0.00		20.00		49.17		17		121		
	Intersection Safety	0.00	2.50			6.67		5.00		5.00	10.00		0.00		20.00		47.50		18		127		
	Intersection Safety	0.00	2.50			10.00		0.00		5.00	10.00		0.00		20.00		47.50		18		127		
	Intersection Safety	0.00	2.50			10.00		0.00		5.00	10.00		0.00		20.00		47.50		18		127		
	Intersection Safety	0.00	2.50			10.00		0.00		5.00	10.00		0.00		20.00		47.50		18		127		
	Intersection Safety	0.00	0.00			10.00		0.00		5.00	10.00		0.00		20.00		45.00		22		148		
	Intersection Safety	0.00	0.00			6.67		0.00		5.00	10.00		0.00		20.00		41.67		23		197		
	Intersection Safety	0.00	0.00			6.67		0.00		5.00	10.00		0.00		20.00		41.67		23		197		
	Intersection Safety	0.00	0.00			10.00		5.00		5.00	10.00		0.00		0.00		30.00		25		323		
	Intersection Safety	0.00	0.00			10.00		5.00		5.00	10.00		0.00		0.00		30.00		25		323		
	Intersection Safety	0.00	2.50			10.00		0.00		5.00	10.00		0.00		0.00		27.50		27		349		
	Intersection Safety	0.00	0.00			6.67		5.00		5.00	10.00		0.00		0.00		26.67		28		351		
	Intersection Safety	0.00	0.00			10.00		0.00		5.00	10.00		0.00		0.00		25.00		29		355		
	Intersection Safety	0.00	0.00			10.00		0.00		5.00	10.00		0.00		0.00		25.00		29		355		
	Intersection Safety	0.00	0.00			10.00		0.00		5.00	10.00		0.00		0.00		25.00		29		355		
	Intersection Safety	0.00	0.00			10.00		0.00		5.00	10.00		0.00		0.00		25.00		29		355		
	Intersection Safety	0.00	0.00			6.67		0.00		5.00	10.00		0.00		0.00		21.67		33		359		

Ranking Summary Sheet				
Project ID	Project Name	Project Extents	Project Description	Project Type
R.SS-01	Tanger Blvd		Install guardrail along curve, arterial upgrade	Arterial Upgrade Pr
R.SS-02	Old Hwy 3		Perform an arterial upgrade	Arterial Upgrade Pr
R.SS-03	Woolsey Rd		Restore pavement markings and install signage indicating intersections ahead	Roadway Safety Pr
R.SS-04	Hampton Locust Grove Rd		Make improvements to the intersection with McDonough St, install shoulders and turn lanes	Roadway Safety Pr
R.SS-05	Peeksville Rd		Install shoulders and rumble strips	Roadway Safety Pr
R.SS-06	Avalon Pkwy		Perform an arterial upgrade with a focus on freight accomodation	Arterial Upgrade Pr
R.SS-07	Dorsey Rd		Install shoulders and rumble strips, convert southern intersection to RCUT control, install signage where appropriate due to sight distance	Roadway Safety Pr
R.SS-09	Avalon Pkwy		Perform an arterial upgrade with a focus on freight accomodation	Arterial Upgrade Pr
R.SS-10	Henry Pkwy		Convert corridor to "superstreet" with RCUTs and U Turns	Roadway Safety Pr
R.SS-12	SR 81		Perform an arterial upgrade with a focus on high crash intersections	Arterial Upgrade Pr
R.SS-13	Mt Bethel Rd		Repave and restore pavement markings, install shoulders and rumble strips	Roadway Safety Pr
R.SS-14	McDonough Pkwy		Perform an arterial upgrade	Arterial Upgrade Pr
R.SS-15	Simpson Rd/James St		Install traffic calming devices such as chicanes and speed bumps	Roadway Safety Pr
R.SS-17	McDonough Pkwy		Perform an arterial upgrade	Arterial Upgrade Pr
R.SS-18	Mill Rd		Consolidate driveways in the north section and install turn lanes and shoulders on the southern end	Roadway Safety Pr
R.SS-20	McDonough Pkwy		Provide TWTL for vehicles turning left from Ivey Edwards Ln	Roadway Safety Pr
R.SS-22	Jodeco Rd		Perform an arterial upgrade	Arterial Upgrade Pr
R.SS-23	Hudson Bridge Rd		Consolidate driveways and intersections	Roadway Safety Pr
R.SS-24	Country Club Dr		Convert four lane section to three lane section	Roadway Safety Pr
R.SS-25	Brannan Rd		Restore pavement markings and install signage indicating intersections ahead	Roadway Safety Pr
R.SS-26	Brannan Rd		Restore pavement markings and install signage indicating intersections ahead	Roadway Safety Pr
R.SS-29	Springdale Rd		Resurface and install rumble strips	Roadway Safety Pr
R.SS-30	Chambers Rd		Install shoulders, two-way-center-turn lane, 12 foot travel lanes, and right turn lanes where needed.	Arterial Upgrade Pr
R.SS-31	Thoroughbred Rd/Greenwood Rd		Install shoulders, two-way-center-turn lane, 12 foot travel lanes, and right turn lanes where needed. Add pavement markings, improve at-grade rail crossing.	Arterial Upgrade Pr
R.SS-32	Greenwood Ind/Lester Mill Rd		Install shoulders, two-way-center-turn lane, 12 foot travel lanes, and right turn lanes where needed.	Arterial Upgrade Pr

Total Weighted Score											
Mobility and Reliability		Accessibility	Growth Patterns	Environmental Quality	Safety	Funding	Quality of Life	Freight	Total Score	Category Ranking	Overall Ranking
oject	0.00	0.00	6.67	0.00	5.00	10.00	2.50	0.00	24.17	14	375
oject	0.00	5.00	6.67	0.00	5.00	10.00	0.00	20.00	46.67	1	372
oject	0.00	0.00	6.67	5.00	5.00	10.00	0.00	0.00	26.67	8	320
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	144
oject	0.00	0.00	10.00	0.00	5.00	10.00	0.00	0.00	25.00	12	320
oject	0.00	0.00	10.00	5.00	5.00	10.00	0.00	10.00	40.00	4	375
oject	0.00	0.00	10.00	0.00	5.00	10.00	0.00	0.00	25.00	12	359
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	10.00	31.67	5	366
oject	0.00	0.00	6.67	5.00	5.00	10.00	0.00	0.00	26.67	8	359
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	20.00	41.67	3	359
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	320
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	10.00	31.67	5	211
oject	0.00	5.00	6.67	0.00	5.00	10.00	0.00	0.00	26.67	8	204
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	359
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	375
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	375
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	375
oject	0.00	0.00	6.67	5.00	5.00	10.00	0.00	20.00	46.67	1	144
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	10.00	31.67	5	366
oject	0.00	0.00	6.67	5.00	5.00	10.00	0.00	0.00	26.67	8	375
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	375
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	372
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	375
oject	0.00	2.50	6.67	0.00	5.00	10.00	0.00	0.00	24.17	14	375
oject	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	372
oject	0.00	0.00	6.67	0.00	5.00	10.00	2.50	0.00	24.17	14	375

Ranking Summary Sheet						
Project ID	SORT	TIER	Project Name	Project Extents	Project Description	Project Type
LM-19	19	I	US 23	Brown Ave to Bethlehem Rd	Install Sidewalk along Both Sides of US 23	Last Mile Connectivity
LM-49	49	I	SR 20	Phillips Dr to Simpson St	Install Sidewalk along Both Sides of SR 20	Last Mile Connectivity
LM-188	188	I	SR 42 Sidepath	SR 155 to Locust Grove Recreation Center	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-04	4	I	Racetrack Rd	Iris Lake Rd to SR 81	Install Sidewalk along Both Sides of Race Track Rd	Last Mile Connectivity
LM-31	31	I	Industrial Blvd	Henry Pkwy to SR 155	Install Sidewalk along Both Sides of Industrial Blvd	Last Mile Connectivity
LM-36	36	I	SR 155	US 23 to Racetrack Rd	Install Sidewalk along Both Sides of SR 155	Last Mile Connectivity
LM-38	38	I	Racetrack Rd	Macon St to SR 155	Install Sidewalk along South Side of Racetrack Rd	Last Mile Connectivity
LM-46	46	I	SR 81	Lake Dow Rd to Racetrack Rd	Fill Sidewalk Gaps along Both Sides of SR 81	Last Mile Connectivity
LM-56	56	I	SR 20	Fairview Dr to Turner Church Rd	Install Sidewalk along Both Sides of SR 20	Last Mile Connectivity
LM-67	67	I	US 23	Jodeco Rd to McDonough Pkwy	Install Sidewalk along Both Sides of US 23	Last Mile Connectivity
LM-81	81	I	SR 138	Neal Blvd to US 23	Install Sidewalk along Both Sides of SR 138	Last Mile Connectivity
LM-147	147	I	SR 20	Oakland Rd to Industrial Pkwy	Install Sidewalk along Both Sides of SR 20	Last Mile Connectivity
LM-150	150	I	SR 81/Rosser Rd	Racetrack Rd to Lake Dow Rd	Install Sidewalk along Both Sides of SR 81/Rosser Rd	Last Mile Connectivity
LM-176	176	I	Industrial Blvd	SR 20 to Henry Pkwy	Install Sidewalk along Both Sides of Industrial Blvd	Last Mile Connectivity
LM-219	219	I	East Main St Sidepath I	Oak St to SR 20	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-234	234	I	Jodeco Rd Sidepath	Chambers Blvd to US 23	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-34	34	I	E Main St/Old Hwy 3	Elm St to Hwy 81	Install Sidewalk along Both Sides of E Main St/Old Hwy 3	Last Mile Connectivity
LM-59	59	I	Jonesboro Rd	N Mt Carmel Rd to Chambers Rd	Install Sidewalk along Both Sides of Jonesboro Rd	Last Mile Connectivity
LM-91	91	I	SR 138	Hempill Rd to Old Conyers Rd	Install Sidewalk along Both Sides of SR 138	Last Mile Connectivity
LM-105	105	I	US 23	McDonough Pkwy to Huntingdon Dr	Fill in Sidewalk Gaps along Both Sides of US 23	Last Mile Connectivity
LM-158	158	I	SR 155	Campground Rd to Fairview Dr	Install Sidewalk along Both Sides of SR 155	Last Mile Connectivity
LM-187	187	I	SR 20 Sidepath	I-75 and I-20 Intersection to Simpson St	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-222	222	I	Old Hwy 3 Sidepath	Ahmath Lee Rd to Carl Parker Rd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-33	33	I	SR 155	Old Griffin Rd to US 23	Install Sidewalk along Both Sides of SR 155	Last Mile Connectivity
LM-37	37	I	Macon St	Racetrack Rd to SR 155	Install Sidewalk along Both Sides of Macon St	Last Mile Connectivity
LM-44	44	I	SR 20	McDonough Pkwy to Phillips Dr	Install Sidewalk along Both Sides of SR 20	Last Mile Connectivity
LM-108	108	I	SR 20	Regency Park Dr to McDonough Pkwy	Install Sidewalk along Both Sides of SR 20	Last Mile Connectivity
LM-138	138	I	N Henry Blvd/I-75 Lake Pkwy	SR 138 to SR 155	Install Sidewalk along Both Sides of N Henry Blvd/E Lake Pkwy	Last Mile Connectivity
LM-148	148	I	SR 81/Avalon Pkwy	Mill Rd to SR 155	Install Sidewalk along Both Sides of SR 81/Avalon Pkwy	Last Mile Connectivity
LM-155	155	I	SR 81	John Frank Ward Blvd to Lake Dow Rd	Install Sidewalk along Both Sides of SR 81	Last Mile Connectivity
LM-162	162	I	SR 155	E Lake Pkwy to Campground Rd	Install Sidewalk along Both Sides of SR 155	Last Mile Connectivity
LM-172	172	I	US 23	Valley Hill Rd to Davis Rd	Install Sidewalk along Both Sides of US 23	Last Mile Connectivity
LM-184	184	I	Industrial Blvd Sidepath	I-20 to N McDonough Rd/SR 155	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-199	199	I	SR 81 Sidepath	Lemon St to I-638 Hwy 81	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-210	210	I	SR 42 Sidepath	SR 138 to Veterans Dr	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-217	217	I	SR 20 Sidepath	I-75 to Hwy 3 to Proposed Thompson Creek Greenway	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-220	220	I	SR 20 Sidepath	SR 3 to Floyd Rd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-221	221	I	E Main St Sidepath II	Elm St to Ahmath Lee Rd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-82	82	I	Rock Quarry Rd	US 23 to Red Oak Rd	Fill Sidewalk Gaps along Both Sides of Rock Quarry Rd	Last Mile Connectivity
LM-156	156	I	McCullough Rd/Mitchel Rd/Jonesboro Rd	Jonesboro Rd to N Mt Carmel Rd	Install Sidewalk along Both Sides of McCullough Rd/Mitchel Rd/Jonesboro Rd	Last Mile Connectivity
LM-226	226	I	Jonesboro Rd Sidepath	Walnut Creek to Flippin Rd Extension	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-242	242	I	SR 155 Sidepath	Panola Rd to Mountain Creek	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-01	1	I	US 41	Teaman Rd to Lower Woolsey Rd	Install Sidewalk along Both Sides of US 41	Last Mile Connectivity
LM-02	2	I	US 41	Lower Woolsey Rd to SR 20	Install Sidewalk along Both Sides of US 41	Last Mile Connectivity
LM-10	10	I	Jodeco Rd	Blackhall Rd to Noahs Ark Rd	Install Sidewalk along Both Sides of Jodeco Rd	Last Mile Connectivity
LM-11	11	I	Jodeco Rd	Floyd Rd to Blackhall Rd	Install Sidewalk along Both Sides of Jodeco Rd	Last Mile Connectivity
LM-39	39	I	SR 81	Oakland Rd to Mill Rd	Install Sidewalk along Both Sides of SR 81	Last Mile Connectivity
LM-60	60	I	Jonesboro Rd	Chambers Rd to Mill Rd	Install Sidewalk along Both Sides of Jonesboro Rd	Last Mile Connectivity
LM-65	65	I	Jodeco Rd	Oak Grove Rd to Dailey Mill Rd	Install Sidewalk along Both Sides of Jodeco Rd	Last Mile Connectivity
LM-66	66	I	Jodeco Rd	Dailey Mill Rd to US 23	Install Sidewalk along Both Sides of Jodeco Rd	Last Mile Connectivity
LM-70	70	I	US 23	Campground Rd to Jodeco Rd	Install Sidewalk along Both Sides of US 23	Last Mile Connectivity
LM-74	74	I	SR 42	Parkview Pl to Campground Rd	Install Sidewalk along Both Sides of SR 42	Last Mile Connectivity
LM-80	80	I	SR 138	US 23 to Flatt Rock Rd	Install Sidewalk along Both Sides of SR 138	Last Mile Connectivity
LM-87	87	I	SR 155	Reagon Rd to Camp Creek Dr	Install Sidewalk along Both Sides of SR 155	Last Mile Connectivity
LM-93	93	I	SR 138	Old Conyers Rd to SR 155	Install Sidewalk along Both Sides of SR 138	Last Mile Connectivity
LM-106	106	I	Racetrack Rd	Towne Park Dr to Iris Lake Rd	Install Sidewalk along Both Sides of Racetrack Rd	Last Mile Connectivity
LM-136	136	I	Jonesboro Rd	Mill Rd to I-75	Install Sidewalk along Both Sides of Jonesboro Rd	Last Mile Connectivity
LM-141	141	I	US 23	LG Griffin Rd to Stanley K Tanger Blvd	Install Sidewalk along South Side of US 23	Last Mile Connectivity
LM-145	145	I	US 41	Speedway Blvd to Richard Petty Blvd	Install Sidewalk along Both Sides of US 41	Last Mile Connectivity
LM-149	149	I	SR 155	Industrial Blvd to Old Griffin Rd	Install Sidewalk along Both Sides of SR 155	Last Mile Connectivity
LM-161	161	I	Jodeco Rd	Noahs Ark Rd to Flippin Rd	Install Sidewalk along Both Sides of Jodeco Rd	Last Mile Connectivity
LM-213	213	I	US 1941 Sidepath I	Frances Dr to Proposed Bear Creek Greenway Alignment	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-215	215	I	US 1941 Sidepath II	Frances Dr to Proposed Bear Creek Greenway Alignment	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-218	218	I	Old Highway 3 Sidepath	Old Griffin Rd to Old Griffin Rd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-27	27	I	SR 155	Westridge Pkwy to Avalon Pkwy	Install Sidewalk along Both Sides of SR 155	Last Mile Connectivity
LM-28	28	I	SR 155	Avalon Pkwy to I-75 SB Ramps	Install Sidewalk along the North Side of SR 155	Last Mile Connectivity
LM-29	29	I	SR 155	I-75 NB Ramps to Industrial Blvd	Install Sidewalk along the North Side of SR 155	Last Mile Connectivity
LM-05	5	I	Jonesboro Rd	Mt Carmel Rd to Kelly Rd	Install Sidewalk along Both Sides of Jonesboro Rd	Last Mile Connectivity
LM-159	159	I	Jodeco Rd/Chambers Rd	Flippin Rd to McCullough Rd	Install Sidewalk along Both Sides of Jodeco Rd/Chambers Rd	Last Mile Connectivity
LM-264	264	I	MLK Connect	Shoal Creek to Peeksville Connector	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-266	266	I	Frances Ward Greenway	SR 42 to Frances Ward	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-24	24	I	Magnolia Pkwy	W Main St to E Main St	Install Sidewalk along Both Sides of Magnolia Pkwy	Last Mile Connectivity
LM-26	26	I	Woolsey Rd	US 19 to W Main St	Install Sidewalk along Both Sides of Woolsey Rd	Last Mile Connectivity
LM-77	77	I	Watt Stephens Rd	Blackhall Rd to Flippin Rd	Install Sidewalk along Both Sides of Watt Stephens Rd	Last Mile Connectivity
LM-85	85	I	Davis Rd/N Davis Dr	US 23 to Valley Hill Rd	Install Sidewalk along Both Sides of Davis Rd/N Davis Dr	Last Mile Connectivity
LM-112	112	I	Shields Rd	Davis Rd to SR 138	Install Sidewalk along Both Sides of Shields Rd	Last Mile Connectivity
LM-139	139	II	Soyview Rd/Watt Stephens Rd	SR 138 to Speer Rd	Install Sidewalk along Both Sides of Soyview Rd/Watt Stephens Rd	Last Mile Connectivity
LM-177	177	II	W Main St	Woodlawn Ave to Georgia Ave	Install Sidewalk along Both Sides of W Main St	Last Mile Connectivity
LM-178	178	II	W Main St	Old Griffin Rd to Woodlawn Ave	Install Sidewalk along Both Sides of W Main St	Last Mile Connectivity
LM-243	243	I	Peeksville Connector	Cleveland St to Frances Ward Dr.	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-131	131	II	US 41	Talmadge Rd to Speedway Blvd	Install Sidewalk along Both Sides of US 41	Last Mile Connectivity
LM-135	135	II	Jonesboro Rd	I-75 to Mt Carmel Rd	Install Sidewalk along Both Sides of Jonesboro Rd	Last Mile Connectivity
LM-47	47	II	Depot St	Griffin St to Macon St	Install Sidewalk along Both Sides of Depot St	Last Mile Connectivity
LM-78	78	II	Flippin Rd	Red Oak Rd to I-75	Install Sidewalk along Both Sides of Flippin Rd	Last Mile Connectivity
LM-84	84	II	Valley Hill Rd	US 23 to Davis Rd	Install Sidewalk along Both Sides of Valley Hill Rd	Last Mile Connectivity
LM-86	86	II	Valley Hill Rd	N Davis Dr to E Atlanta Rd	Install Sidewalk along Both Sides of Valley Hill Rd	Last Mile Connectivity
LM-101	101	II	Fairview Rd	Panola Rd to Thurman Rd	Install Sidewalk along Both Sides of Fairview Rd	Last Mile Connectivity
LM-104	104	II	S Zach Hinton Pkwy	Cap Welch Dr to Racetrack Rd	Install Sidewalk along Both Sides of S Zach Hinton Pkwy	Last Mile Connectivity
LM-124	124	II	Tunis Rd	Jodeco Rd to Meadowbrook Dr	Install Sidewalk along East Side of Tunis Rd	Last Mile Connectivity
LM-137	137	II	Pates Creek Rd/McCullough Rd	Noahs Ark Rd to Flippin Rd	Fill Sidewalk Gaps along Both Sides of Pates Creek Rd/McCullough Rd	Last Mile Connectivity
LM-142	142	II	Indian Creek Rd	I-75 to Bill Gardner Pkwy	Install Sidewalk along West Side of Indian Creek Rd	Last Mile Connectivity
LM-160	160	II	Campground Rd	US 23 to Jodeco Rd	Install Sidewalk along Both Sides of Campground Rd	Last Mile Connectivity
LM-163	163	II	Flippin Rd	Jodeco Rd to I-75	Install Sidewalk along Both Sides of Flippin Rd	Last Mile Connectivity

LM-166	166	II	Flat Rock Rd	Belair Dr to Old Conyers Rd	Install Sidewalk along One Side of Flat Rock Rd	Last Mile Connectivity
LM-189	189	I	Bowden Street Sidepath	ten Holder Park to Locust Grove Recreation Ce	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-194	194	I	Bill Gardner Pkwy Sidepath	SR 155 to US 23	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-211	211	I	East Lake Pkwy Sidepath	Lake Pkwy (near Clayton Co Reservoir) to Air	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-232	232	I	North 40 Extension	Bluecoat Cir to Steele Dr	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-244	244	I	Peeksheets Connector 2	Palmetto St to Indian Creek	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-245	245	I	Palmetto Connector	SR 42 to Frances Ward	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-249	249	I	Strong Rock Greenway 1	Tanger Blvd. to City Park Hub	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-245	245	I	Cleveland St Shareway	City Hall Connector to Ingles	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-267	267	I	City Hall Drive	Tanger Boulevard to City Hall	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-13	13	II	Speer Rd	SR 138 to Wall Stephens Rd	Install Sidewalk along Both Sides of Speer Rd	Last Mile Connectivity
LM-15	15	II	Davis Rd/S Ola Rd	S Unity Grove Rd to Peeksheets Rd	Install Sidewalk along Both Sides of Davis Rd/S Ola Rd	Last Mile Connectivity
LM-16	16	II	Peeksheets Rd	S Ola Rd to Wolf Creek Rd	Install Sidewalk along Both Sides of Peeksheets Rd	Last Mile Connectivity
LM-17	17	II	Hampton Locust Grove Rd	Walker Rd to SR 155	Install Sidewalk along Both Sides of Hampton Locust Grove Rd	Last Mile Connectivity
LM-25	25	II	McDonough St	Hampton Locust Grove Rd to SR 20	Install Sidewalk along Both Sides of McDonough St	Last Mile Connectivity
LM-50	50	II	Simpson St	SR 20 to Depot St	Install Sidewalk along Both Sides of Simpson St	Last Mile Connectivity
LM-54	54	II	Snapping Shoals Rd	N Ola Rd to Honey Creek Rd	Install Sidewalk along Both Sides of Snapping Shoals Rd	Last Mile Connectivity
LM-61	61	II	N Ola Rd	Turner Church Rd to Snapping Shoals Rd	Install Sidewalk along Both Sides of N Ola Rd	Last Mile Connectivity
LM-73	73	II	E Lake Rd	SR 155 to Elliot Rd	Install Sidewalk along Both Sides of E Lake Rd	Last Mile Connectivity
LM-94	94	II	Swan Lake Rd	Fairview Rd to Gardner Rd	Install Sidewalk along Both Sides of Swan Lake Rd	Last Mile Connectivity
LM-95	95	II	Fairview Rd	Swan Lake Rd to SR 155	Install Sidewalk along Both Sides of Fairview Rd	Last Mile Connectivity
LM-97	97	II	Thurman Rd	Fairview Rd to Patillo Rd	Install Sidewalk along Both Sides of Thurman Rd	Last Mile Connectivity
LM-98	98	II	Rex Rd	E Atlanta Rd to Thurman Rd	Install Sidewalk along Both Sides of Rex Rd	Last Mile Connectivity
LM-103	103	II	Panola Rd	Hakesmith Rd to Scarborough Rd	Install Sidewalk along Both Sides of Panola Rd	Last Mile Connectivity
LM-109	109	II	N Mt Carmel Rd	Jonesboro Rd to Existing sidewalk	Install Sidewalk along Both Sides of N Mt Carmel Rd	Last Mile Connectivity
LM-115	115	II	MLK Senior Heritage Trl	S Berry St to Rock Quarry Rd	Install Sidewalk along Both Sides of MLK Senior Heritage Trl	Last Mile Connectivity
LM-143	143	II	Peeksheets Rd	US 23 to S Ola Rd	Install Sidewalk along Both Sides of Peeksheets Rd	Last Mile Connectivity
LM-190	190	I	Peeksheets Road Sidepath	and Peeksheets Rd intersection to Warren Holder	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-191	191	I	Brown Branch Creek Greenway	2098 Peeksheets Rd to Warren Holder Park	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-197	197	I	Bear Creek Greenway	Bear Creek to E Main St	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-201	201	I	Little Cotton Indian Creek Greenway	Atlanta South Stoc kbridge to JP Moseley Recrea	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-227	227	II	Central Ave Sidepath	Oak St to W Main St	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-228	228	II	Central Ave Greenway	Central Ave to Coldwell Dr	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-235	235	II	Bridges Rd Sidepath	Willow Ln to SR 20	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-252	252	II	NW Greenway Trail	Davis Lake to Warren Holder	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-254	254	II	Warren Holder Greenway	Peeksheets to Waters Edge	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-35	35	II	Henry Pkwy	Industrial Blvd to Henry Pkwy	Install Sidewalk along North Side of Henry Blvd	Last Mile Connectivity
LM-40	40	II	Racetrack Rd	Old Griffin Rd to Macon St	Install Sidewalk along South Side of Racetrack Rd	Last Mile Connectivity
LM-41	41	II	Macon St	Griffin St to Racetrack Rd	Install Sidewalk along Both Sides of Macon St	Last Mile Connectivity
LM-132	132	II	King Mill Rd/US 23	SR 155 to SR 155	Install Sidewalk along Both Sides of King Mill Rd/US 23	Last Mile Connectivity
LM-151	151	II	Old Griffin Rd	Griffin St to Phillips Dr	Install Sidewalk along Both Sides of Old Griffin Rd	Last Mile Connectivity
LM-12	12	II	Blackhall Rd	Walt Stephens Rd to Jodeco Rd	Install Sidewalk along Both Sides of Blackhall Rd	Last Mile Connectivity
LM-32	32	II	Steele Dr	Oak St to SR 81	Install Sidewalk along Both Sides of Steele Dr	Last Mile Connectivity
LM-48	48	II	Lake Dow Rd	SR 81 to Rosser Rd	Install Sidewalk along Both Sides of Lake Dow Rd	Last Mile Connectivity
LM-57	57	II	McGarity Rd	SR 20 to Airline Rd	Install Sidewalk along Both Sides of McGarity Rd	Last Mile Connectivity
LM-68	68	II	Campground Rd	SR 155 to Elliot Rd	Install Sidewalk along Both Sides of Campground Rd	Last Mile Connectivity
LM-69	69	II	Campground Rd	Branman Rd to SR 155	Install Sidewalk along Both Sides of Campground Rd	Last Mile Connectivity
LM-72	72	II	Patrick Henry Pkwy	Country Club Dr to Jodeco Rd	Install Sidewalk along Both Sides of Patrick Henry Pkwy	Last Mile Connectivity
LM-76	76	II	Rock Quarry Rd	Red Oak Rd to Hospital Dr	Install Sidewalk along Both Sides of Rock Quarry Rd	Last Mile Connectivity
LM-79	79	II	Red Oak Rd	Flippen Rd to Rock Quarry Rd	Install Sidewalk along Both Sides of Red Oak Rd	Last Mile Connectivity
LM-83	83	II	Flippen Rd	SR 42 to Red Oak Rd	Install Sidewalk along Both Sides of Flippen Rd	Last Mile Connectivity
LM-88	88	II	Old Conyers Rd	Pinehurst Dr to Flakes Rd	Install Sidewalk along Both Sides of Old Conyers Rd	Last Mile Connectivity
LM-89	89	II	Flat Rock Rd	Old Conyers Rd to W Hemphill Rd	Install Sidewalk along Both Sides of Flat Rock Rd	Last Mile Connectivity
LM-90	90	II	E Atlanta Rd	Valley Hill Rd to Stagecoach Rd	Install Sidewalk along Both Sides of E Atlanta Rd	Last Mile Connectivity
LM-99	99	II	E Atlanta Rd	Panola Rd to Orchard Rd	Install Sidewalk along Both Sides of E Atlanta Rd	Last Mile Connectivity
LM-100	100	II	Panola Rd	E Atlanta Rd to Flakes Mill Rd	Install Sidewalk along Both Sides of Panola Rd	Last Mile Connectivity
LM-113	113	II	Davis Rd	N Davis Rd to Creek Cir	Install Sidewalk along Both Sides of Davis Rd	Last Mile Connectivity
LM-116	116	II	Tye St	Tramore Dr to 2nd Street	Install Sidewalk along Both Sides of Tye St	Last Mile Connectivity
LM-117	117	II	Banks Rd	Flippen Rd to Rock Quarry Rd	Install Sidewalk along Both Sides of Banks Rd	Last Mile Connectivity
LM-134	134	II	Willow Ln	Bridges Rd to SR 20	Install Sidewalk along West Side of Willow Ln	Last Mile Connectivity
LM-164	164	II	Millers Mill Rd	SR 138 to SR 155	Install Sidewalk along Both Sides of Millers Mill Rd	Last Mile Connectivity
LM-165	165	II	E Atlanta Rd/Old Conyers Rd	Valley Hill Rd to Pinehurst Rd	Install Sidewalk along Both Sides of E Atlanta Rd/Old Conyers Rd	Last Mile Connectivity
LM-169	169	II	W Panola Rd/E Atlanta Rd	W Village Pkwy to Panola Rd	Install Sidewalk along Both Sides of W Panola Rd/E Atlanta Rd	Last Mile Connectivity
LM-170	170	II	Harold Dr/Peach Dr	Tuna Rd to Cog Hill	Install Sidewalk along Both Sides of Harold Dr/Peach Dr	Last Mile Connectivity
LM-173	173	II	Stanley K Tanger Blvd	LG Griffin Rd to SR 42	Install Sidewalk along Both Sides of Stanley K Tanger Blvd	Last Mile Connectivity
LM-174	174	II	LG Griffin Rd	SR 42 to Stanley K Tanger Blvd	Install Sidewalk along Both Sides of LG Griffin Rd	Last Mile Connectivity
LM-183	183	II	McGarity Road Sidepath	I20 to Airline Rd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-185	185	II	Henry Pkwy Sidepath	Industrial Blvd to SR 155	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-186	186	II	Walnut Creek Greenway	d Hawk Nature Preserve to End of South River &	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-193	193	II	Tanger Blvd Sidepath	Tanger Station Ballfield to Bill Gardner Pkwy	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-196	196	II	Elm Street Sidepath	E Main St to Proposed Towlalga River Greenway	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-200	200	II	Flippen Road Sidepath	Jonesboro Rd to N Henry Blvd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-206	206	II	James Creek Greenway	Church Rd at Fairview Rd to JP Moseley Park	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-207	207	II	Fairview Road Sidepath I	E Atlanta Rd to Church Rd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-209	209	II	Big Cotton Indian Creek Greenway	ta Rd to Proposed James Creek Greenway Alig	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-230	230	II	North 40 Connector	Steel Dr to ML Corey Park	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-231	231	II	North 40 Trail	ML Corey Park to W Main St	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-240	240	II	Panola Rd Sidepath	Fairview Rd to SR 155	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-248	248	II	Strong Rock Greenway 2	Strong Rock Schools to Shoal Creek area	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-257	257	II	Berkley Lakes Greenway	SR 42 at Bridle Creek to Tanger Ex Gway	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-258	258	II	LG Station Greenway	Existing to Existing	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-259	259	II	LG Station Greenway	AJ Jernih to First Baptist	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-261	261	II	Tanger Greenway Upgrd	Indian Creek to MLK	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-262	262	II	Tanger Greenway Upgrand	Tanger to I-75 area	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-268	268	II	Tanger Trail Connector	SR 42 to SR 42 S	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-18	18	III	Hampton Locust Grove Rd	Simpson Mill Rd to Walker Rd	Install Sidewalk along Both Sides of Hampton Locust Grove Rd	Last Mile Connectivity
LM-20	20	III	S Ola Rd	Peeksheets Rd to Old Jackson Rd	Install Sidewalk along Both Sides of S Ola Rd	Last Mile Connectivity
LM-22	22	III	Walker Rd	Hampton Locust Grove Rd to SR 156	Install Sidewalk along Both Sides of Walker Dr	Last Mile Connectivity
LM-96	96	III	Flat Shoals Church Rd	Fairview Rd to Mays Rd	Install Sidewalk along Both Sides of Flat Shoals Church Rd	Last Mile Connectivity
LM-167	167	III	Fairview Rd	Thurman Rd to Swan Lake Rd	Install Sidewalk along Both Sides of Fairview Rd	Last Mile Connectivity
LM-168	168	III	Austin Rd	Hearn Rd to Fairview Rd	Install Sidewalk along Both Sides of Austin Rd	Last Mile Connectivity
LM-179	179	III	Wilson Dr	Upchurch Rd to N Ola Rd	Install Sidewalk along Both Sides of Wilson Dr	Last Mile Connectivity
LM-192	192	III	S. Ola Road Sidepath	3 Brown Branch Creek Greenway to Warren Ho	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-198	198	III	Towlalga River Greenway	Elm St to Upper Towlalga Boat Ramp	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-202	202	III	Big Cotton Indian Creek Greenway	JP Moseley Recreation Center to South River	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-208	208	III	Fairview Road Sidepath II	osed James Creek Greenway Alignment to Avis	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-223	223	III	Carl Parker Rd Sidepath	Old Hwy 3 to Twin Oaks Rd Terminus	Construct Multiuse Facility along Alignment	Last Mile Connectivity

LM-224	224	III	Twin Oaks Greenway	Twin Oaks Dr Terminus to Jonesboro Rd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-225	225	III	Mt Carmel Rd Sidepath	N Mt Carmel Park to Jonesboro Rd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-229	229	III	Hampton Locust Grove Rd Sidepath	McDonough St to SR 155	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-236	236	III	N Ola Blvd Sidepath	Ola High School to Butler Bridge Rd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-237	237	III	Keys Ferry Rd Sidepath	N Ola Rd to Sandy Ridge Park	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-238	238	III	South River Trail	SR 81 to Southeast River Sand	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-239	239	III	South River Trail	on Indian Creek Greenway to Walnut Creek Gr	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-241	241	III	Mountain Creek Greenway	SR 155 to Austin Rd Middle School	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-253	253	III	Davis Lake Greenway	South Bethany to Peeksrtle	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-14	14	III	LG Griffin Rd	I-75 to Tanger Blvd	Install Sidewalk along Both Sides of LG Griffin Rd	Last Mile Connectivity
LM-114	114	III	Davidon Pkwy	Addy Ln to Old Atlanta Rd	Install Sidewalk along Both Sides of Davidon Pkwy	Last Mile Connectivity
LM-153	153	III	McDonough Pkwy	Jonesboro Rd to SR 20	Install Sidewalk along Both Sides of McDonough Pkwy	Last Mile Connectivity
LM-06	6	III	Mt Carmel Rd	I-75 to Jonesboro Rd	Install Sidewalk along Both Sides of Mt Carmel Rd	Last Mile Connectivity
LM-08	8	III	Noahs Arc Rd	Floyd Rd to Crown Oaks Dr	Install Sidewalk along Both Sides of Noahs Arc Rd	Last Mile Connectivity
LM-09	9	III	Noahs Arc Rd	Crown Oaks Dr to Jodeco Rd	Install Sidewalk along Both Sides of Noahs Arc Rd	Last Mile Connectivity
LM-23	23	III	Richard Petty Blvd	Lower Woolsey Rd to US 41	Install Sidewalk along Both Sides of Richard Petty Blvd	Last Mile Connectivity
LM-42	42	III	Mt Carmel Rd	SR 81 to Conkle Rd	Install Sidewalk along Both Sides of Mt Carmel Rd	Last Mile Connectivity
LM-43	43	III	Carl Parker Rd/Conkle Rd	Old Hwy 3 to Mt Carmel Rd	Install Sidewalk along Both Sides of Carl Parker Rd/Conkle Rd	Last Mile Connectivity
LM-53	53	III	Lake Dow Rd	Rodgers Rd to Airline Rd	Install Sidewalk along Both Sides of Lake Dow Rd	Last Mile Connectivity
LM-55	55	III	Mt Carmel Rd	Mill Rd to I-75	Install Sidewalk along Both Sides of Mt Carmel Rd	Last Mile Connectivity
LM-63	63	III	McCullough Rd	Flippen Rd to Chambers Rd	Install Sidewalk along Both Sides of McCullough Rd	Last Mile Connectivity
LM-71	71	III	Flippen Rd	McCullough Rd to Jodeco Rd	Install Sidewalk along Both Sides of Flippen Rd	Last Mile Connectivity
LM-75	75	III	Brannan Rd	SR 42 to Springfield Rd	Install Sidewalk along Both Sides of Brannan Rd	Last Mile Connectivity
LM-92	92	III	Old Conyers Rd	Flat Shoals Church Rd to SR 138	Install Sidewalk along Both Sides of Old Conyers Rd	Last Mile Connectivity
LM-102	102	III	Flakesmill Rd	Cook Dr to Panola Rd	Install Sidewalk along Both Sides of Flakesmill Rd	Last Mile Connectivity
LM-111	111	III	Country Club Dr	Existing Sidewalk to Existing sidewalk	Install Sidewalk along the North Side of Country Club Dr	Last Mile Connectivity
LM-118	118	III	Guthrie Pl	Scott Blvd to Harriette Dr	Install Sidewalk along Both Sides of Guthrie Pl	Last Mile Connectivity
LM-119	119	III	Oakland Blvd/Pine St	Neal Ave to Pinehurst Dr	Install Sidewalk along Both Sides of Oakland Blvd/Pine St	Last Mile Connectivity
LM-120	120	III	Love Dr	SR 138 to Redwood Valley Rd	Install Sidewalk along Both Sides of Love Dr	Last Mile Connectivity
LM-123	123	III	Cobblestone Ln	SR 42 to Villas 52 Apartments	Install Sidewalk along East Side of Cobblestone Ln	Last Mile Connectivity
LM-128	128	III	Sowell Rd	Whitaker Rd to SR 81	Install Sidewalk along East Side of Sowell Rd	Last Mile Connectivity
LM-130	130	III	Nail Mill Rd	US 23 to Iris Lake Rd	Install Sidewalk along South Side of Nail Mill Rd	Last Mile Connectivity
LM-133	133	III	Old Jackson Rd/King Mill Rd	SR 81 to Sowell Rd	Install Sidewalk along Both Sides of Old Jackson Rd/King Mill Rd	Last Mile Connectivity
LM-144	144	III	Speedway Blvd	US 41 to Lower Woolsey Rd	Install Sidewalk along Both Sides of Speedway Blvd	Last Mile Connectivity
LM-152	152	III	Mt Carmel Rd	Conkle Rd to N Mt Carmel Rd	Install Sidewalk along Both Sides of Mt Carmel Rd	Last Mile Connectivity
LM-171	171	III	Iris Lake Rd	Racetrack Rd to King Mill Rd	Install Sidewalk along Both Sides of Iris Lake Rd	Last Mile Connectivity
LM-180	180	III	Turner Church Rd	SR 20 to Airline Rd	Install Sidewalk along Both Sides of Turner Church Rd	Last Mile Connectivity
LM-181	181	III	Flat Rock Rd	SR 138 to Rustic Rd	Install Sidewalk along Both Sides of Flat Rock Rd	Last Mile Connectivity
LM-195	195	III	Railroad Greenway	Johnson Rd to Bill Gardner Pkwy	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-205	205	III	Crumbley Road Sidepath	Cotton Indian Creek to Bud Kelley Park	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-246	246	III	Indian Creek Upgrade	Strong Rock to Bethlehem Road	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-247	247	III	WestSide Trail	Bill Gardner to Strong Rock School	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-250	250	III	Indian Creek Pathway	Tanger Boulevard to Ingles	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-251	251	III	Tanger Trail Enhance	Bill Gardner to SR 42	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-256	256	III	Skyland Greenway	S Unity Grove to SR 42	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-260	260	III	Tanger Trail Upgrade	Shoal Creek to Exist Trail	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-263	263	III	Indian Creek Greenway	Shoal Creek to Cleveland St	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-52	52	III	N Ola Rd	SR 81 to Snapping Shoals Rd	Install Sidewalk along Both Sides of N Ola Rd	Last Mile Connectivity
LM-255	255	III	Peeksrtle Greenway	Waters Edge to S Unity Grove	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-107	107	III	Old Griffin Rd	SR 155 to Existing sidewalk	Install Sidewalk along Both Sides of Old Griffin Rd	Last Mile Connectivity
LM-121	121	III	Dent Dr	US 23 to Roadway Terminus	Install Sidewalk along Both Sides of Dent Dr	Last Mile Connectivity
LM-127	127	III	Parker Rd	Conyers Rd to Roadway Curve	Install Sidewalk along South Side of Parker Rd	Last Mile Connectivity
LM-03	3	III	King Mill Rd	Iris Lake Rd to S Bethany Rd	Install Sidewalk along Both Sides of King Mill Rd	Last Mile Connectivity
LM-07	7	III	Oak Grove Rd	Jodeco Rd to Jonesboro Rd	Install Sidewalk along Both Sides of Oak Grove Rd	Last Mile Connectivity
LM-21	21	III	Lower Woolsey Rd	Richard Petty Blvd to SR 20 WB Ramps	Install Sidewalk along Both Sides of Lower Woolsey Rd	Last Mile Connectivity
LM-51	51	III	Mill Rd	SR 81 to Mt Carmel Rd	Install Sidewalk along Both Sides of Mill Rd	Last Mile Connectivity
LM-62	62	III	Chambers Rd	Jonesboro Rd to McCullough Rd	Install Sidewalk along Both Sides of Chambers Rd	Last Mile Connectivity
LM-64	64	III	Oak Grove Rd	Jodeco Rd to Jonesboro Rd	Install Sidewalk along Both Sides of Oak Grove Rd	Last Mile Connectivity
LM-122	122	III	N Mill Rd	SR 138 to Speer Rd	Install Sidewalk along Both Sides of N Mill Rd	Last Mile Connectivity
LM-129	129	III	Whitaker Rd/Sowell Rd	Iris Lake Rd to King Mill Rd	Install Sidewalk along South Side of Whitaker Rd/Sowell Rd	Last Mile Connectivity
LM-140	140	III	Pinehurst Dr	N Henry Blvd to Old Conyers Rd	Install Sidewalk along Both Sides of Pinehurst Dr	Last Mile Connectivity
LM-146	146	III	New Hope Rd	Leguin Mill Rd to Keys Ferry Rd	Install Sidewalk along One Side of New Hope Rd	Last Mile Connectivity
LM-157	157	III	Dailey Mill Rd	Jodeco Rd to Jonesboro Rd	Install Sidewalk along Both Sides of Dailey Mill Rd	Last Mile Connectivity
LM-175	175	III	Kelly Rd/Bridges Rd	Jonesboro Rd to Willow Ln	Install Sidewalk along Both Sides of Kelly Rd/Bridges Rd	Last Mile Connectivity
LM-182	182	III	Airline Road Sidepath	E Lake Rd to SR 81	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-203	203	III	South River Trail	Airline Rd to Walnut Creek	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-204	204	III	Bud Kelley Park Connector	Bud Kelley Park to Airline Rd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-212	212	III	Minter Dr Greenway	SR 81/Snapping Shoals to Walnut Creek	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-214	214	III	Clear Creek Greenway	es Dr to Proposed Bear Creek Greenway Alignm	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-216	216	III	Thompson Creek Greenway	SR 20 to Cole Reservoir	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-233	233	III	Mt Olive Rd Greenway	Jonesboro Rd to Jodeco Rd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-30	30	III	Elm St	Bridgemill Dr to SR 81	Install Sidewalk along Both Sides of Elm St	Last Mile Connectivity
LM-58	58	III	Mill Rd	Mt Carmel Rd to Jonesboro Rd	Install Sidewalk along Both Sides of Mill Rd	Last Mile Connectivity

