

**DATE:** September 29, 2023

**TO:** Mayor Anthony Ford, City of Stockbridge  
**ATTN TO:** Ryan Anderson, City Planner, City of Stockbridge  
**FROM:** Mike Alexander, COO, Atlanta Regional Commission

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

**Name of Proposal:** 2023 City of Stockbridge Comprehensive Plan Update

**Description:** A regional review of the draft 2023 City of Comprehensive Plan Update.

**Submitting Local Government:** City of Stockbridge

**Action Under Consideration:** Approval

**Date Opened:** September 29, 2023

**Deadline for Comments:** October 20, 2023

**THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:**

ATLANTA REGIONAL COMMISSION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY  
CITY OF McDONOUGH

GEORGIA DEPARTMENT OF NATURAL RESOURCE  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
HENRY COUNTY  
CITY OF MORROW

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA SOIL AND WATER CONSERVATION COMMISSION  
CLAYTON COUNTY  
CITY OF JONESBORO

**Review information is attached.**

Please submit comments to [dshockey@atlantaregional.org](mailto:dshockey@atlantaregional.org). For questions, please contact ARC Plan Review Manager Donald Shockey at [dshockey@atlantaregional.org](mailto:dshockey@atlantaregional.org) or 470-378-1531. If no comments are received by **October 20, 2023**, ARC will assume your agency has no input on the subject plan. The ARC review website is located at <https://atlantaregional.org/community-development/comprehensive-planning/plan-reviews/>.



# City of Stockbridge

4640 North Henry Blvd. • Stockbridge, GA 30281

City Hall: (770) 389-7900 • Fax: (770) 692-8577

*From The Desk Of:*  
**ANTHONY S. FORD**  
*Mayor*

*Telephone: 770-389-7910*

September 11, 2023

Atlanta Regional Commission  
229 Peachtree Street NE  
Suite 100  
Atlanta, GA 30303

RE: Comprehensive Plan Update Submittal

Stockbridge has completed an update of its comprehensive plan and is submitting it with this letter for review by the Atlanta Regional Commission and the Department of Community Affairs.

I certify that we have held the required public hearings and have involved the public in development of the plan in a manner appropriate to our community's dynamics and resources. Evidence of this has been included with our submittal.

I certify that appropriate staff and decision-makers have reviewed both the Regional Water Plan(s) covering our area and the Rules for Environmental Planning Criteria (O.C.G.A. 12-2-8) and taken them into consideration in formulating our plan.

If you have any questions concerning our submittal, please contact Ryan Anderson at (678) 833-3340 or [randerson@cityofstockbridge-ga.gov](mailto:randerson@cityofstockbridge-ga.gov).

Sincerely,

Anthony S. Ford  
Mayor  
City of Stockbridge

Enclosures



# CITY OF STOCKBRIDGE 2023 COMPREHENSIVE PLAN



# ACKNOWLEDGMENTS

## Steering Committee

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Raoul Clarke  
Nickol Dodson  
Jeremy Goodwin  
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Michael Reis  
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Atlanta Regional Commission

Draft: August 14, 2023

# TABLE OF CONTENTS

Executive Summary	5
Chapter 1: History and Background of Stockbridge	8
Chapter 2: Who We Are: Data, Demographics	18
Chapter 3: Community Engagement	37
Chapter 4: Community Vision and Goals	40
Chapter 5: Community Work Program	55
Chapter 6: Report of Accomplishments	62
Appendix	

# EXECUTIVE SUMMARY

One of the most impactful responsibilities of local government is planning – a word used to describe how a community shapes and guides growth and development. This update of Stockbridge’s Comprehensive Plan offers the opportunity to look beyond the execution of the day-to-day City services and consider where the City wants to be in the next five-years and the necessary steps to achieve that vision.

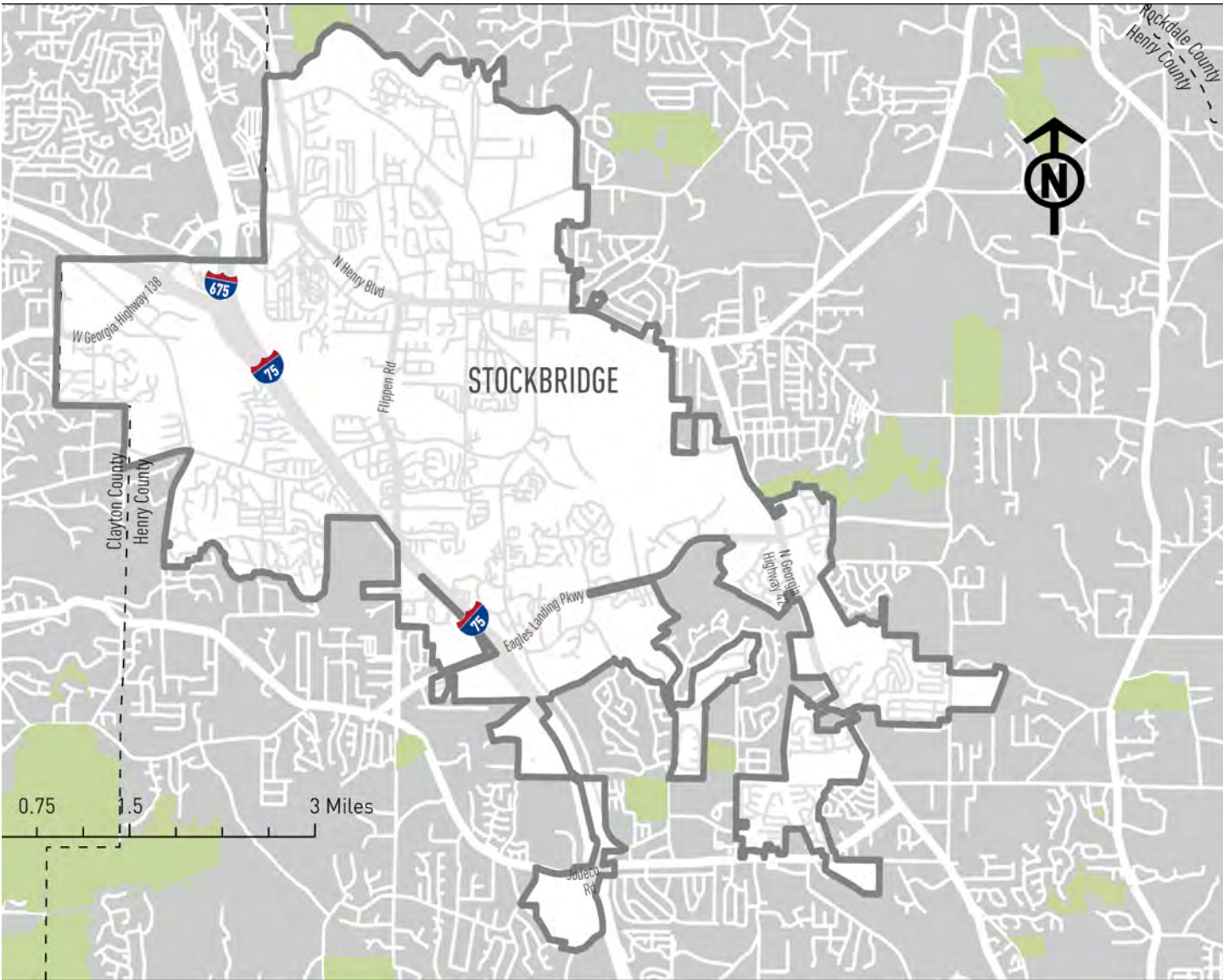
The most recent Comprehensive Plan for the City of Stockbridge was adopted in 2019. The Georgia Department of Community Affairs mandates every City to provide an update to the Comprehensive Plan every five years to maintain the Qualified Local Government (QLG) status of the City and continue to receive funding for projects within the City.

This document has been shaped by combined efforts of the City Council, City Staff, stakeholders and active public participation and delves into the current advancement of the City and makes efforts to yield prospective opportunities for the City.

Stockbridge’s Comprehensive Plan includes:

- Issues, Needs, and Opportunities
- Community Vision, Goals, and Policies
- Population
- Housing
- Economic Development (Broadband)
- Transportation
- Natural, Cultural, and Historic Resources
- Land Use
- Community Facilities and Services
- Community Work Program
- Report of Accomplishments
- Appendix-Supporting Resources





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CHAPTER 1

# HISTORY AND BACKGROUND OF STOCKBRIDGE

# ABOUT THE CITY

## STOCKBRIDGE: PAST AND PRESENT

### INCORPORATION

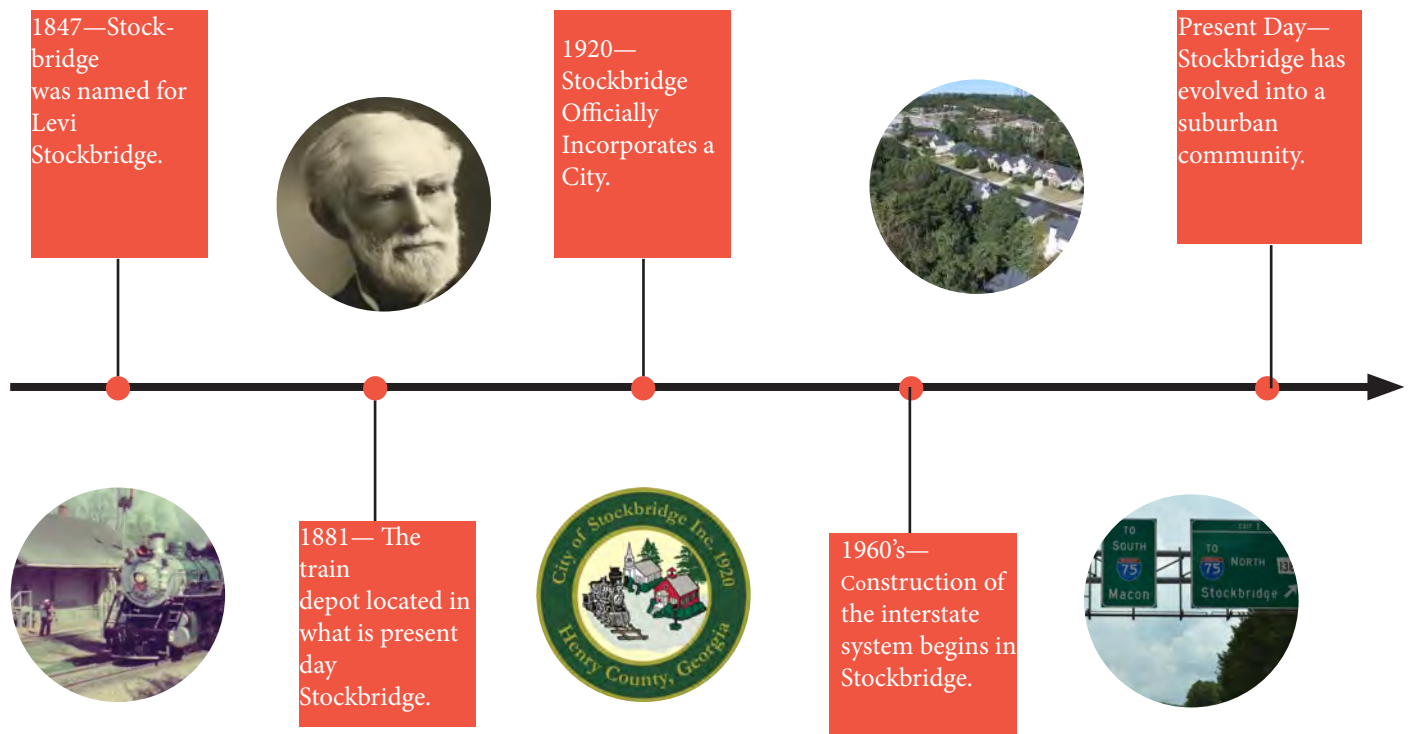
Stockbridge's history provides an important backdrop to understanding how and why Stockbridge has developed as it is today. While the City didn't officially incorporate until August 6, 1920, its history began when the area was settled in 1829 with the establishment of Concord Methodist Church near present-day Old Stagecoach Road. It was later, in 1847, when the name Stockbridge was decided on with the granting of a post office. It is believed that the City's namesake was a traveling school teacher, Professor Levi Stockbridge.

In 1881, the East Tennessee, Virginia and Georgia Railroad was built from Macon to Atlanta and was to pass through "Old" Stockbridge, but the settlers who owned the land around Old Stockbridge were asking high prices. Instead, two prominent Atlanta citizens John W. Grant and George W.

Adair, bought a tract of land about a mile south of Old Stockbridge and offered it for sale at a reasonable price. It was here that the railroad built its depot and present day Stockbridge began its existence. Stockbridge officially incorporated as a town in 1895 and as a City on August 6, 1920. The depot which was located about 600 feet north of what is now North Henry Boulevard as you cross the bridge in Stockbridge, was eventually destroyed by the Southern Railway around the early 1980s.

### DEVELOPMENT

Much of Stockbridge's development took shape with the construction of the state's interstate system beginning in the area in the late 1960's. As commuting to and from Atlanta became easier, Stockbridge began developing into a bedroom community of the Atlanta Metro Region with suburban shopping centers and housing developments taking shape to accommodate the growing population.



# BACKGROUND

## PREVIOUS PLANS

### IMAGINE HENRY:

#### 2040 JOINT HENRY COUNTY/CITIES COMPREHENSIVE PLAN

The 2040 Joint Henry County/Cities Comprehensive Plan, “Imagine Henry,” was adopted in 2018 as an update to the 2009 Joint Comprehensive Plan to update long-range planning priorities and align existing priorities with updated policies, data, and work program items.

The plan seeks to affirm the county and cities’ vision for future development and define their goals in actionable steps. While representatives from the City of Stockbridge were included in the public input and participation process, this plan does not serve as the City’s guiding planning document. The plan details major corridor improvements along SR 42 between McDonough and Stockbridge and different town center improvements funded through the Stockbridge Livable Centers Initiative.

The SPLOST list outside of this study is included in the Appendix.

## JOINT HENRY COUNTY/CITIES SOLID WASTE MANAGEMENT PLAN

The Joint Henry County/Cities Solid Waste Management Plan was adopted in 2008 to address the Minimum Planning Standards and Procedures set forth by Georgia DCA and document the waste collection and disposal capacity. The plan notes that the City of Stockbridge provides curbside pickup for yard trimmings (including boxes, non-metal furniture items, mattresses and box springs, leaves and yard debris, chipper runs, limbs and branches, metal grills, bikes, appliances, etc.) and solid waste for residents and has developed a contingency strategy in the event that solid waste collection is interrupted for whatever reason.

The plan states that solid waste is collected by several haulers in the City (American Sanitation, Jass DBA Coverall, B&B Disposal & Company, Morgan Auto Parts, Inc., Paul Mitchell, Martin Sanitation Collection, American Bi-Products Collection aka Waste Co., Deltawash Inc., Bio-Medical Waste Service, and CLM Sanitation) despite the lack of active solid waste landfills in Henry County; however, Stockbridge hosts a solid waste transfer station. The plan offers several recommendations based on existing waste reduction efforts, including an enhancement of Stockbridge’s curbside recycling program.



## HENRY COUNTY TRAILS PLAN

The Henry County Trails Plan was published in 2022 to establish a framework for developing a countywide trail network. The plan was completed in tandem with Henry County's Transportation Plan to identify missing links in the existing trail network for bicyclists and pedestrians as well as identify future opportunities for expansion. The planning process identified three high-level priority projects through detailed analysis and community consultation, referred to as "Model Miles\*", that establish the preferred alignment for various trail segments, assess environmental conditions and concerns, and visualize the future of the trail system. To facilitate rapid implementation, the plan provides a catalog of funding opportunities, implementation guidelines, and branding tools for promotional materials. Specifically, the plan identifies Community Development Block Grants, Surface Transportation Block Grants, Carbon Reduction Program funds, Recreational Trails Program funds, Highway Safety Improvement Program funds, Land and Water Conservation Fund, Federal Transit Administration funds, the Georgia Transportation Infrastructure Bank, and the ARC's Livable Centers Initiative as potential funding sources, along with local set-asides from municipal funds and SPLOST/TSPLOST revenue.

The plan's analysis reveals that, despite Henry County sitting slightly higher than the median household income for the Atlanta MSA, Stockbridge hosts one of two census blocks with the highest percent of households in poverty (along SR 138 near Flippen Road). The areas in the City with the highest concentration of households below the poverty threshold also correspond with the areas with the highest percent of zero-car households. Nonetheless, the area with

the highest walking propensity score based on land use is the City center which also holds the City's park assets. The plan also identifies various other assets that could be connected through a trail system expansion, including schools, a retail center, and the Panola Mountain Greenway and other planned or extant trails in adjacent areas. Stockbridge's immediate surroundings contain several small lakes and reservoirs as a part of the natural amenities identified.

\* "Model Miles" have been added to the Long-Range Planning section.





## DOWNTOWN RESIDENTIAL AND RETAIL MARKET ANALYSIS-2022

### Selected Key Takeaways:

- The City of Stockbridge remains a shopping and dining hub for Henry County and surrounding areas. Most restaurant and retail development is concentrated around the Interstate 75 exit and along Highway 23 in the form of strip shopping malls or stand-alone detached buildings.
- The Stockbridge/Henry County retail submarket has an extremely low vacancy rate of 1.7 percent with only nine active listings for lease in the City. This shows market demand will likely support new restaurant/retail development in the future.
- Low vacancy rates show that Stockbridge successfully navigated the pandemic and avoided much of the related business closures that resulted in other communities.
- Stockbridge has a retail surplus totaling \$224 million and a retail leakage or loss of \$65 million. This shows that outside shoppers are coming into the City spend.
- Henry County loses approximately \$378.5 million in potential retail sales every year to areas outside of the county. Henry County has a retail surplus of \$240.1 million of spending in certain categories like automobile dealerships,

but there is still a retail gap of \$138.4 million.

- Historic downtown Stockbridge should focus on restoration, revitalization, and new in-fill residential and mixed-use construction. Enough market demand exists to support the following businesses in the downtown area: Specialty Food Stores, Jewelry, Luggage & Leather Goods, Drinking Places/Breweries, Bookstores, Music Stores, Clothing & Accessories, Restaurants, and Specialty Furniture Stores.
- Stockbridge's housing profile consists predominantly of single family detached homes and older small-medium apartments with 3 to 49 units. Additional detached and attached homes would better balance the City's housing mix.
- Since 2015, Stockbridge has flipped from a community of homeowners to a City of renters with a 53 percent share of households renting their homes. A focus on for-sale housing is recommended over leased units.
- Stockbridge has a historically low vacancy rate. High demand and a shortage of supply create a rental market where prices rise, housing options decrease, and the percentage of households that must rent grows rapidly. Without new housing product in Stockbridge, market demand will continue to exceed supply and foster unbalanced housing prices.



- Rental rates and income levels in Stockbridge are nearly equalized. This means developers now have the latitude to build more higher-end housing products than they would have previously felt comfortable with.
- Seventy-nine percent of young professionals entering the workforce and young families (ages 25-34) are renting rather than buying, suggesting a lack of diversity in housing options.
- From 2010 to 2020, the total change in housing units was 13.2 percent, which lagged the 24.3 percent rise in population. Housing supply has not kept pace with demand in Stockbridge.
- Based on the largest income segments in Stockbridge, the ideal rental rate range for new apartments is between \$1,250 and \$1,750 per month or more.
- In the next five years, housing demand will require an additional 800 residential units (306 of which are already under construction. By 2040, Stockbridge will need 1,700 new residential units to meet demand.





## ATLANTA REGIONAL FREIGHT MOBILITY PLAN UPDATE

The Atlanta Regional Freight Mobility Plan Update was released in 2016 to create a roadmap for regional projects that extend beyond the 6-year TIP period defined in the Regional Transportation Plan (RTP). The plan serves as an update to the 2008 Atlanta Regional Mobility Plan published by the Atlanta Regional Commission and focuses on frameworks for freight planning efforts in the metro area. The plan's stated goals were to enhance metro Atlanta's regional competitiveness through efficient, reliable, and safe freight transportation and to maintain quality of life for local communities through minimal environmental or community impacts.

The 2016 update builds upon the original plan by assessing it against contemporary conditions and forecasts, updating the plan based on new policy at the federal, state, and local levels, supporting the development of a Fixing America's Surface Transportation Act compliant RTP, identifying projects of national, state, and regional significance, and defining strategies and initiatives for successful project investment. ARC conducted stakeholder interviews with representatives from organizations/agencies in the private and public sector, including the Henry County Development Authority, to identify freight needs and challenges from a first-hand perspective. Findings from these interviews revealed concerns around traffic bottlenecks and keeping pace with demand, public safety, and mobility and accessibility, as well as some concerns about the routes truck drivers choose to take when driving around the area.

Henry County is noted several times throughout the plan for its community transportation assets and importance to regional freight competitiveness. Particularly, the plan notes that the growth of logistics facilities in Henry County reflects the county's important location between Atlanta and Savannah, Georgia's two major freight hubs. Indeed, McDonough/Henry County is listed as one metro Atlanta's 7 regional freight clusters for intensive freight activity with 13 percent of the region's warehouses and distribution centers at the largest average size per facility (nearly 543,000 square feet) of any cluster twofold. The plan identifies 32 warehouses and distribution centers, 14 manufacturing firms, and 9 vacant industrial properties that are concentrated mostly along the SR 155 corridor with additional industrial development along King Mill Road/Industrial Boulevard, US 23, Thoroughbred Road, Westridge Parkway, and Avalon Parkway, among others. Due to its location and industrial activities, the McDonough/Henry County cluster is also one of three prominent truck trip end locations in metro Atlanta based on truck GPS data. However, I-75 in Henry County is stated to have very poor reliability in terms of buffer time for shipments relative to average congestion in the area and it is likely that many trucks passing through the areas use SR 155 in order to access I-75 and get to other parts of the metro area. Indeed, the plan notes that the McDonough/Henry cluster contains a mix of poor performing segments, such as SR 155, with some relatively high performing segments, such as GA-20. The plan also identifies freight-related projects in Henry County as a part of the RTP and TIP. Specifically, a new interchange on I-75 near Bethlehem Road is expected to relieve congestion at SR 155 and serve as relief for the Bill Gardener Parkway interchange. Another project is expected to widen US 23 to provide additional roadway capacity parallel to I-75 and I-675.



## HENRY COUNTY TRANSPORTATION PLAN: 2022 UPDATE

The Henry County Transportation Plan was last updated in 2022 as a part of the ARC's Comprehensive Transportation Plan program to create a framework for transportation project and program implementation in the county. The current update assesses existing and projected transportation needs through 2050 and identifies projects eligible for inclusion in the Regional Transportation Plan and therefore eligible for federal funding. Stockbridge has several areas with heavy congestion and vehicle travel, particularly along the I-75 corridor that anchors the county's road network. As such, the county is looking to prioritize and develop additional north-south travel corridors as alternatives. The plan notes several projects intended to create additional roadway capacity in Stockbridge, including roadway widenings along popular corridors (including I-75) and new roadway connections, as well as operational and safety improvements through updated arterial road facilities, intersection improvements, and other emerging technologies. The plan also calls for several sidewalk improvements throughout Stockbridge, both in terms of network connectivity and pedestrian facilities/amenities, and an expansion of the trails system through local multiuse greenways and side paths. To fund these projects and others around the county, the plan identifies TSPLOST revenue as the primary local funding source and GDOT or ARC funds as the primary sources of funding at the regional or state level.

## HENRY COUNTY TRANSIT MASTER PLAN

The Henry County Transit Master Plan (TMP) was published in 2021 as a 30-year blueprint for guiding countywide transit decision-making and address existing and future service needs. TMP aims to achieve transit sustainability throughout the county by providing efficient, affordable, reliable, and environmentally friendly services that will support the health and vibrancy of the community.

The plan notes two main transit operators: Henry County Transit, which provides demand response service to all county residents and piloted a fixed-route service from July 2018 until March 2020; and the ATL, which operates four

Xpress commuter bus routes that service different park-and-ride facilities. The Stockbridge facility is noted as being frequently over parking capacity because of the high demand for commuter services and Route 432, which connects this facility to downtown Atlanta, boasted the highest ridership of any route in the Xpress system in 2019. TMP identifies three major categories for recommendations that include programmatic improvements, capital investments, and performance-based transit projects. Of particular relevance to Stockbridge, the plan calls for a fixed bus route that services Stockbridge to McDonough, a countywide micro transit service for seniors, a Stockbridge-based mobility hub for bus transfers, an express commuter bus directly to Hartsfield-Jackson Atlanta International Airport, a rapid regional connector that passes through Stockbridge, and a fixed bus route to connect to planned mobility hub in southern DeKalb County.

## CITY OF STOCKBRIDGE BICYCLE, PEDESTRIAN, AND TRAIL PLAN

The City of Stockbridge Bicycle, Pedestrian, & Trail Plan (SBPTP) was published in 2017 to detail the existing bicycle and pedestrian facilities and infrastructure in the City and identify opportunities for improvement. Specifically, the plan's stated goals are to 1) enable residents and visitors to safely walk, run, or bicycle throughout the City, 2) develop a non-automobile focused transportation system, 3) encourage citizen interest and participation in bicycling and pedestrian activities, and 4) develop environmentally and economically sustainable community assets. SBPTP names several existing community assets that could benefit from connecting to a wider bicycle and pedestrian network, including Martin Luther King, Sr. Trail, Memorial Park, Gardner Park, Clark Community Park, City Hall/Town Green, Reeves Creek Trail, as well as three schools in the City limits. SBPTP is the first comprehensive pedestrian, bicycle, and trail plan adopted by the City and aims to develop an integrated pedestrian and bicycle network that accommodates users across age, ability, and modal preference.

According to the plan, Stockbridge's downtown core has many sidewalks that do not connect into the surrounding neighborhoods or parks. Additionally, the City's greenway trail (Reeves Creek Trail) is not connected to major community assets (e.g., parks, schools, etc.) or connected with other trail systems in metro Atlanta. Overall, Stockbridge's existing bicycle and pedestrian network lacks functional connectivity between areas of the City. SBPTP states that major north-south corridors lack amenities for bicyclists or pedestrians and the northern half of the City completely lacks bicycle lanes. The plan includes different solutions for improving pedestrian access across major thoroughfares (namely SR 138) and recommendations for addressing sidewalk gaps in and between neighborhoods, as well as connecting off-road trail systems with the nearby Panola-Arabia Mountain PATH trail. Input from residents in the plan reveals priorities around expanding and improving the active transportation network, ensuring safety for vulnerable population when expanding trails or developing new intersections, and nurturing an active transportation culture around health, fitness, and the environment. SBPTP also identifies several short-term connectivity projects to be funded primarily through SPLOST revenue.

## TRANSIT ASSET MANAGEMENT PLAN

The ARC's Transit Asset Management Plan (TAMP) was published in 2020 to help establish priorities for maintaining existing transit assets and additional service provision for four metro Atlanta Tier II operators, including Henry County Transit. TAMP details FY 2019 – FY 2022 and includes an inventory of capital assets, condition assessments for those assets, a decision support tool, and a list of priority investments (based on the findings of the decision support tool). At the time of plan adoption, Henry County Transit offered demand response services to all county residents alongside a limited fixed route service with two stops in northern Stockbridge. The latter service ran as a pilot program ran from July 2018 to March 2020 but was discontinued following the outbreak of COVID-19 because of declining ridership decline and concerns over social distancing.

## CITY OF STOCKBRIDGE STRATEGIC PLAN: 2022-2026

The City of Stockbridge completed a strategic plan in 2022.

Four core strategic priorities were identified:

- Quality of Life
- Economic Growth
- Culture and Brand Development
- Sustainability

Goals and actions were developed around these strategic priorities and will act as a roadmap for the City.

## ATL REGIONAL TRANSIT PLAN

The ATL Regional Transit Plan (ARTP) synthesizes transit plans and projects across 13 counties in metro Atlanta (Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding, and Rockdale Counties) and evaluates projects that seek federal or state funding. The Atlanta-Region Transit Link Authority (ATL) last published an update to this plan in 2020 with the goals of creating the primary source of projects eligible to include in: 1) ARC's short-term and long-term transportation plans; 2) annual state bond packages; and 3) county-level transit SPLOST referenda. ARTP serves as a comprehensive report of transit projects and services that aim to enhance connectivity and increase mobility options in the metro area.

Henry County is split between Districts 9 and 10, which have 48 and 40 planned, proposed, or potential projects respectively. ARTP notes that only 6 percent of the projects in District 9 met at least half of the six criteria to be considered "regionally significant" in terms of federal or state discretionary funding and only 7 percent of projects in District 10 met this threshold. In other analyses, ARTP notes that 6 percent of the projects in Districts 9 qualified as "higher impact/lower cost" projects and 8 percent of projects in District 10 qualified for this designation. Additionally, one-fifth of the projects in District 9 expanded transit equity by providing new or expanded services to/from lower income areas and 16 percent of projects in District 10 expanded transit equity similarly. To coordinate transit planning and implementation, ATL partners with various city and county governments, community improvement districts, regional and state planning organizations, and transit operators, including Henry County Transit which provides local bus and complementary ADA paratransit and demand response services to county residents. Another of ATL's partners, Xpress, also provides commuter bus services in Henry County.

## CDBG 2022 ANNUAL ACTION PLAN: 3rd of 5 ANNUAL ACTION PLANS

Henry County has received federal Community Development Block Grant (CDBG) funds since 2012. The FY 2022 Annual Action Plan is the third of five Annual Action Plans supporting the 2020-2024 Consolidated Plan that describes the specific projects for which the county intends to utilize CDBG funds. The Henry County Community Development Department hosted 10 Needs Assessment meetings with residents from the City of Stockbridge and neighboring cities as a part of the citizen participation process for the FY 2022 Annual Action Plan. The plan states that Henry County's main objective in utilizing CDBG funds is to address housing needs for low to moderate income households and persons, services for individuals with special needs (including homeless persons/households or those under threat of homelessness, the elderly, persons with disabilities, persons living with HIV/AIDS, and at-risk youth), community development needs, and economic development needs. Specifically, the County aspires to 1) assist occupied, income-eligible households with housing rehabilitation, 2) improve the quality of public housing stock, 3) provide public service funding to A Friend's House and Haven House (local homelessness and supportive services organizations), 4) support public agencies that address community development for low-to-moderate income residents (particularly those with special needs and extremely low incomes), and 5) improve the sustainability of local infrastructure. The plan notes that CDBG funds were awarded to several non-profit agencies who provided homeless prevention activities, operational assistance, food banks, health services, youth services, domestic violence services, and child neglect services during FY 21.

## CHAPTER 2

# WHO WE ARE: DATA & DEMOGRAPHICS

# STOCKBRIDGE DEMOGRAPHICS

## POPULATION DEMOGRAPHICS

### OVERVIEW

An understanding of population and demographic trends provides a foundation for comprehensive planning. In order to plan for the future, we must have a general idea of approximately how many people will reside in the community. Understanding the characteristics of Stockbridge’s population will provide valuable insight on the services, initiatives, and policies that the City may want to further pursue.

### TOTAL POPULATION

The population of Stockbridge has changed significantly over the past few decades. By 2020, the population increased to 28,973. Figures 1 and 2 show Stockbridge’s population compared to the nearby cities of McDonough and Forest Park. A recent annexation, effective January 1, 2023, brought the population to approximately 34,613 based on staff calculations and GIS resources.

The annexation legislation is included in the Appendix.



Figure 1:POPULATION CHANGE

Data Source: US Census Bureau; Population and Housing Estimates, 2020

Figure 2: POPULATION CHANGE COMPARED TO SIMILAR CITIES  
NEARBY

	Stockbridge	McDonough	Forest Park
2000	9853	8493	21447
2010	25636	22084	18468
2020	28973	29051	19932

Data Source: US Census Bureau; American Community Survey, 2020



## POPULATION PROJECTIONS

The Atlanta Regional Commission's population forecasts project a growth of 2.9 million people across the Atlanta region by year 2050. In Henry County, population is expected to increase by roughly 61% with an anticipated 133,327 people moving to the area, and bringing the total population to 351,691. These projections further show that the majority of growth in the County will occur in the northern part of the county and in close proximity to the I-75 corridor. With the City's positioning as the gateway into Henry County and straddling the interstate, Stockbridge can expect to see an increase in its total population over the next 20 years.

## AGE DISTRIBUTION

The population age distribution is relatively even with the largest segment being from 35-39 years of age at around 10% followed closely by the 10-14 cohort at 8%. Based on 2020

census data, the median age in Stockbridge is 35.7.

## RACIAL COMPOSITION

The City of Stockbridge is a diverse community. Since the 2010 census, the population percentage of white individuals has decreased from 34% to 21% in 2020. The black population percentage has increased from 20% to 65%. In the 11-county region 34% of the population is black while 54% is white. As growth continues to occur, the diversity of backgrounds and changing needs of the population will likely continue to evolve.

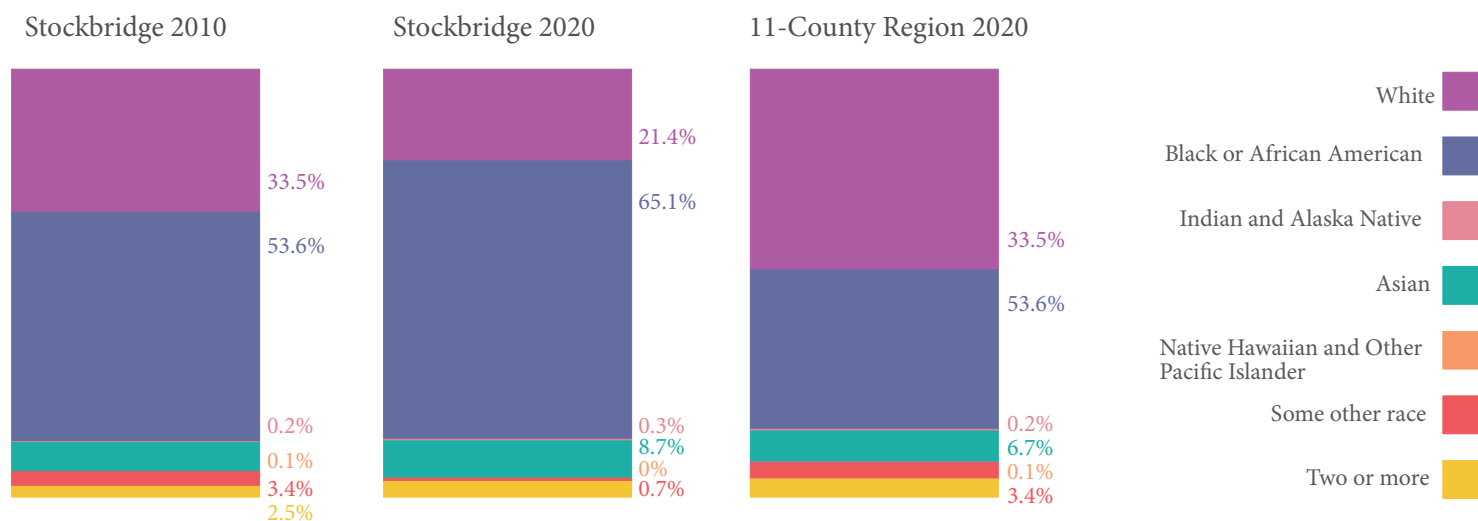


## MEDIAN AGE STOCKBRIDGE 2020

# 35.7

Data Source: US Census Bureau; American Community Survey, 2020

## Figure 3: RACIAL COMPOSITION 2010 AND 2020



Data Source: US Census Bureau; American Community Survey, 2020

## ISSUES, NEEDS AND OPPORTUNITIES

The below population-related issues, needs, and opportunities were identified through existing conditions analysis and community input.

- Stockbridge's affordability and proximity to Atlanta make it an attractive area to locate within the Metro Atlanta area. As the region continues to grow, the City of Stockbridge has the opportunity to attract and retain young adults and families.
- As the diversity in backgrounds, age, and race continues to evolve, the City needs to continue to balance the differing needs of its demographic groups.
- The City needs to manage development that occurs with future population growth so as not to diminish the small town community feel that existing residents enjoy.
- Annexation continues to be a priority in Stockbridge. The City has the opportunity to conduct an annexation study to identify the impact of annexing certain areas.

# STOCKBRIDGE HOUSING

ARC developed the Metro Atlanta Housing Strategy (MAHS) in 2019 to identify regional housing issues and provide a roadmap for communities to address their housing needs. The MAHS categorizes most of the City of Stockbridge as Submarket 7 (61%), or suburban neighborhoods with lower-to-moderate-priced housing, with the biggest increase in renters. This is followed by Submarket 5 or suburban neighborhoods along employment corridors.

## Submarket 7 (Regional)

- Greatest increase in the proportion of renters; of the added renter households since 2010, more than 2/3 were into single family.
- Greatest decline in net ownership, having lost more than 14 thousand owner-occupied units since 2010.
- The home sale price increases in this Submarket area are slightly below the regional average.
- Second largest increase in poverty among the Submarkets.

## Top Strategies for Submarket 7

- Preserve Affordable Supply
- Promote Housing Stability
- Develop Leadership & Collaboration on Affordability
- Increase Supply

CITY SNAPSHOT	
Median Home Sale Price (2020)	\$202,000
Change in Median Home Sale Price (2013-20)	+83%
Home Sale Price Per Sq Ft (2020)	\$98.00 sq ft
Percent Change in Home Sale Price Per Sq Ft (2013-20)	+82%
Median Building Area of Home Sales (2020)	2,043 sq ft
Data source: ARC analysis of Zillow's ZTRAX home sale transactions, 2013 & 2020. Explore this data further in the <a href="#">DATA EXPLORER</a>	

Figure 4: METRO ATLANTA HOUSING STRATEGY

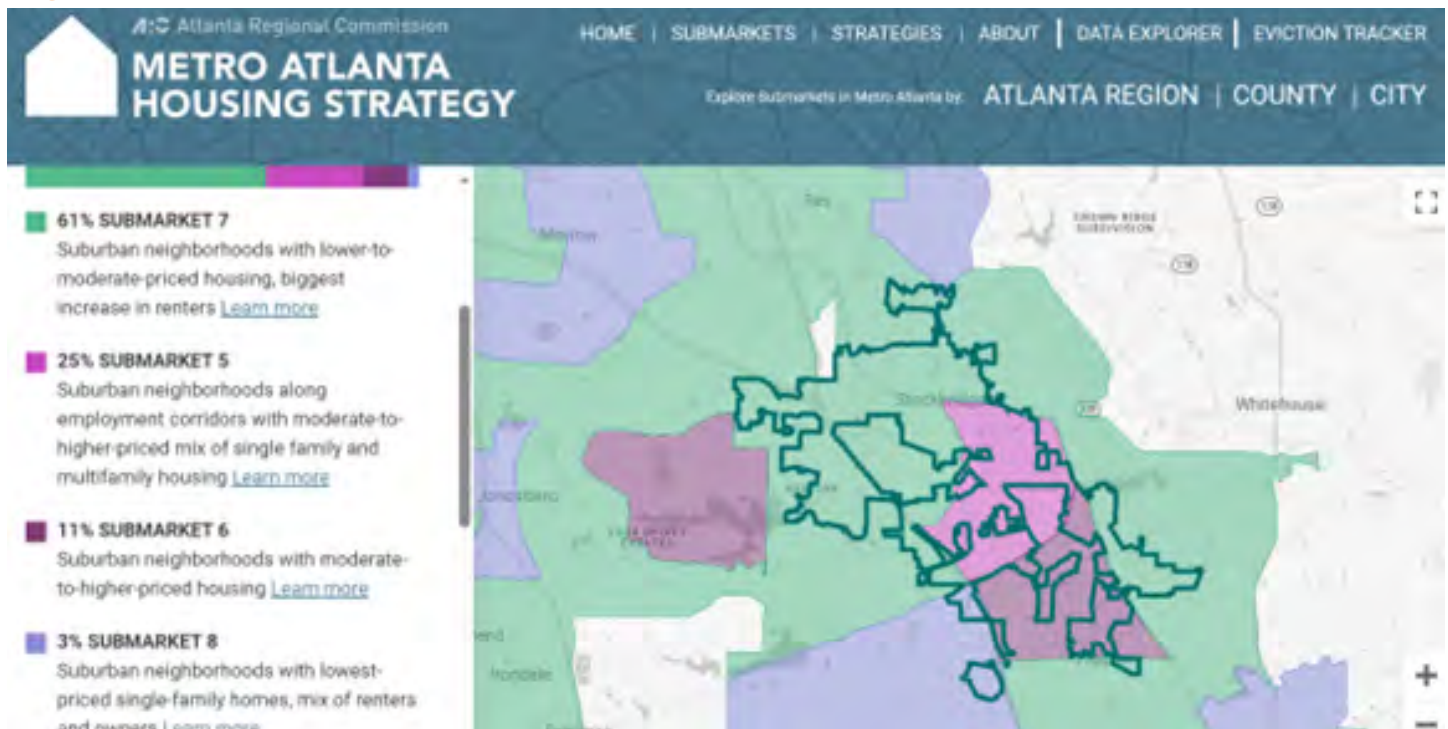


Figure 5 shows that renter occupied housing increased significantly in Stockbridge from 2010 to 2020. In contrast, vacancy rates in Stockbridge's have decreased from 13% to 5%, which is close to the regional percentage of 3%.

There has been an increase in all housing types except for 1-unit attached and 5-9 units categories. Single-family is still the predominant housing type at 58%. The most significant increase is in the 10-19 unit developments which saw a 62% increase. Since 2020 (effective Jan.1, 2023) there has been a significant annexation and a number of new projects approved and under construction which will provide additional supply and options.



Figure 5: HOUSING TENURE

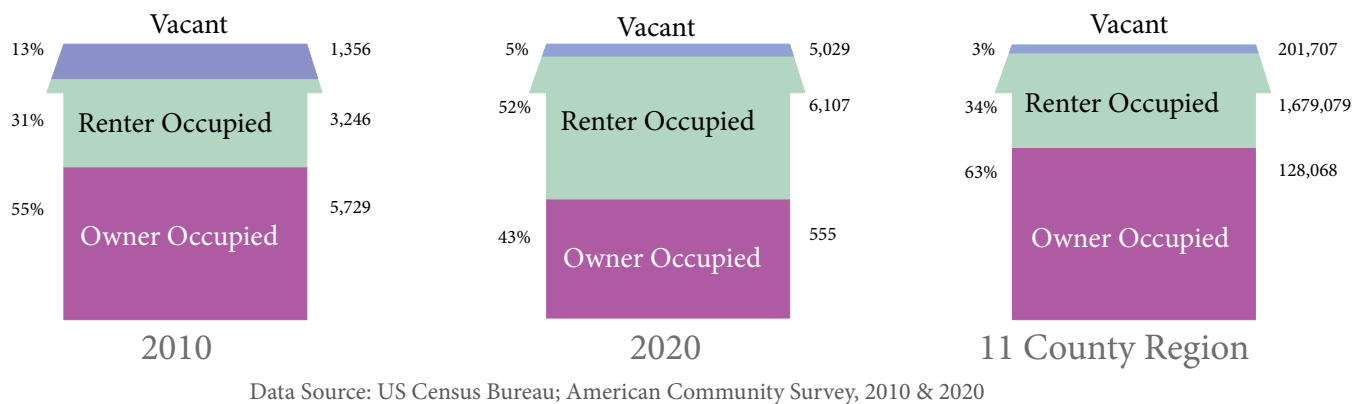
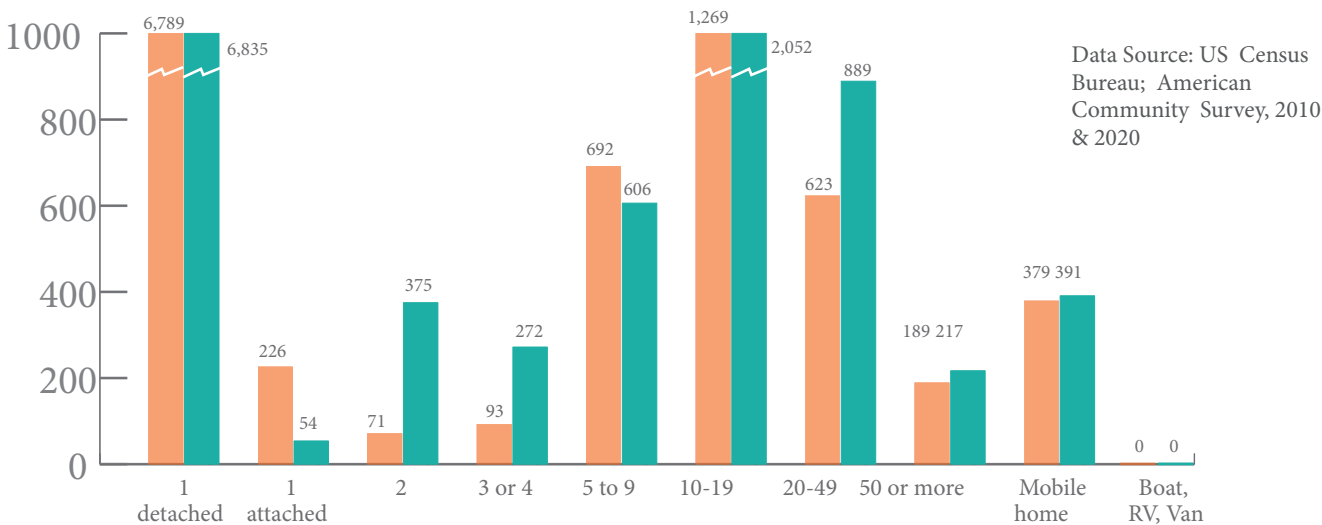
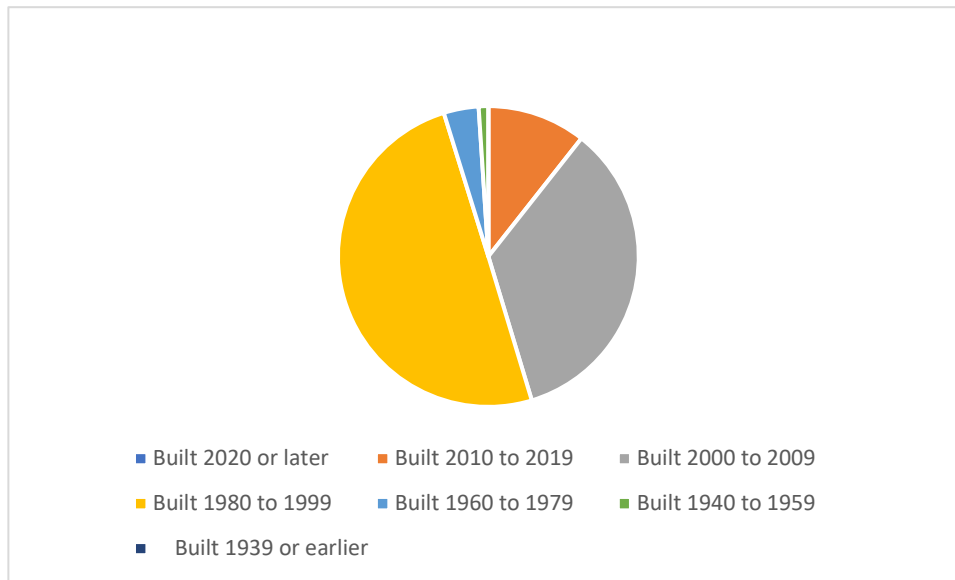


Figure 6: HOUSING TYPES MIX CHANGE 2010-2020



## Figure 7: HOUSING AGE MIX

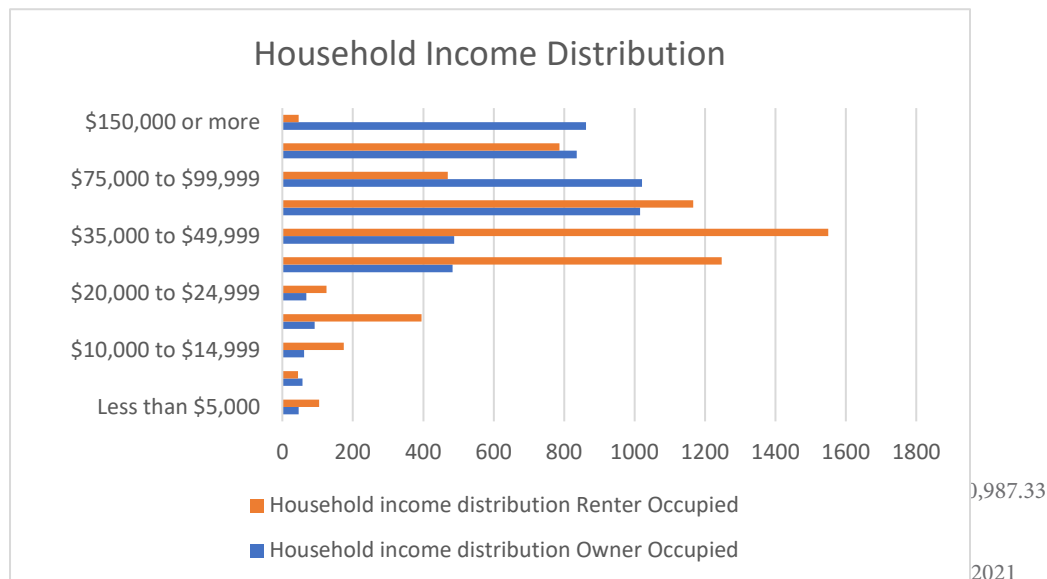


Data Source: US Census Bureau; American Community Survey, 2020

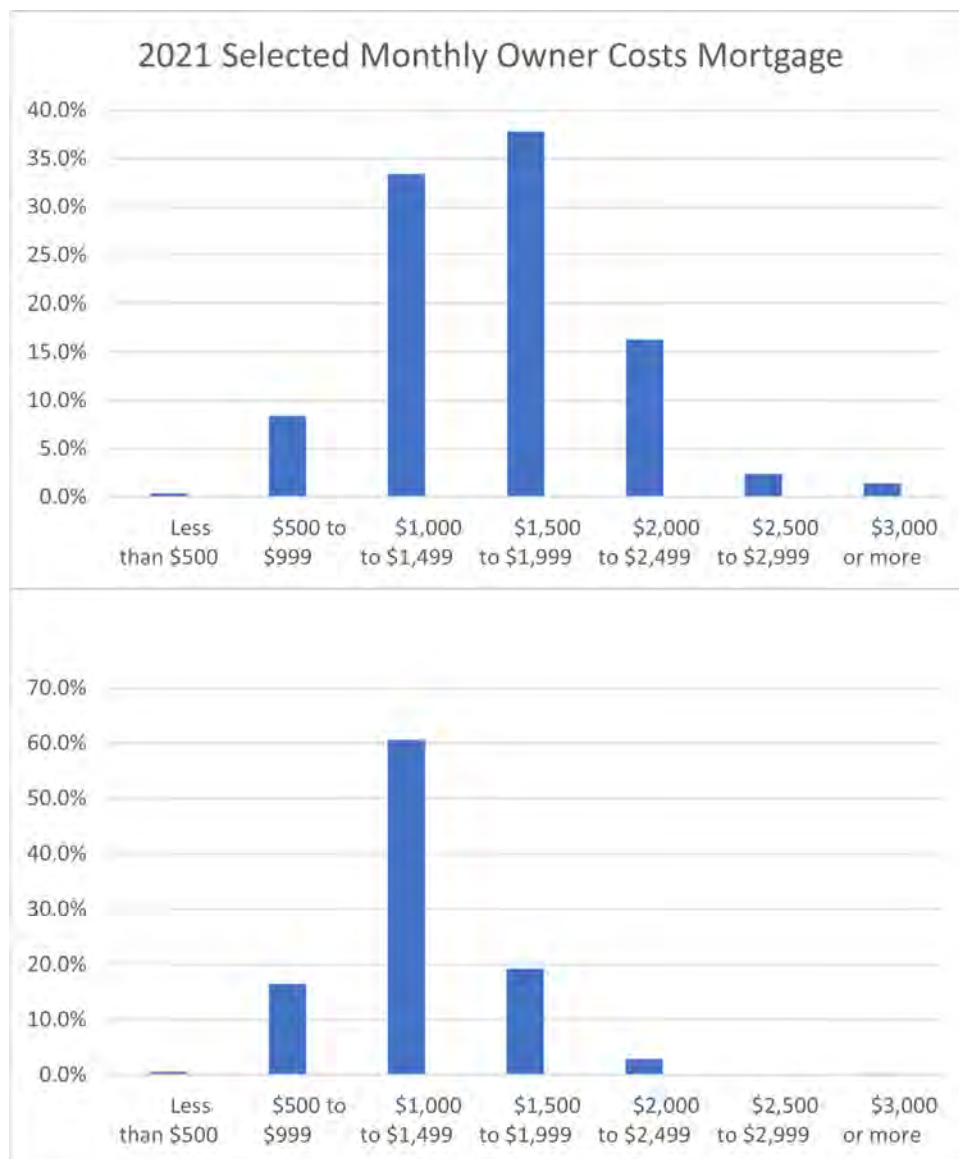
The majority of housing in Stockbridge was constructed between 1980 and 1999 at 50% followed by 35% between 2000-2009. Only 11% was constructed between 2010-2019. There is a need for new development in Stockbridge. There is also a need to review and inventory the condition of the existing housing so that this resource can be preserved and possibly be a resource for affordable products. Over the last 10 years the housing value has increased from \$114,091.08 in 2010 to \$230,987.33 in 2021, a 49% increase. This trend signals that housing prices are increasing at a rapid rate.

Figure 8 shows the income distribution by owner vs renter. Figures 9 and 10 outline what owners vs renters are spending on housing. 60% of renters are spending between \$1000-\$1499 compared to 33% of owners.

## Figure 8: 2020 Household Income Distribution



Data Source: US Census Bureau; American Community Survey, 2010 & 2020



**Figure 9/10: Housing Costs Owner vs Renter**

Data Source: US Census Bureau; American Community Survey, 2020

## ISSUES, NEEDS, AND OPPORTUNITIES

The below housing-related issues, needs and opportunities were identified through existing conditions analysis and community input.

- Stockbridge’s housing is relatively affordable compared to the region, but the trend in the increase in housing prices should be monitored.
- While Stockbridge has seen some diversification in housing types there is still a need for additional options and price points. This is especially important to accommodate both traditional and non-traditional households as well as to attract young professionals, and serve seniors. Options could include tiny houses, duplexes, townhouses, and other models.
- The City undertook the “Downtown Residential and Retail Analysis Report” in 2022. With the recent annexation, the City should update the document to represent and account for the new City boundary, residents, and businesses.
- Since the majority housing was built between 1980-1999, a review of the existing conditions could highlight deferred maintenance and other needs to preserve older, existing neighborhoods that may provide more affordable housing.



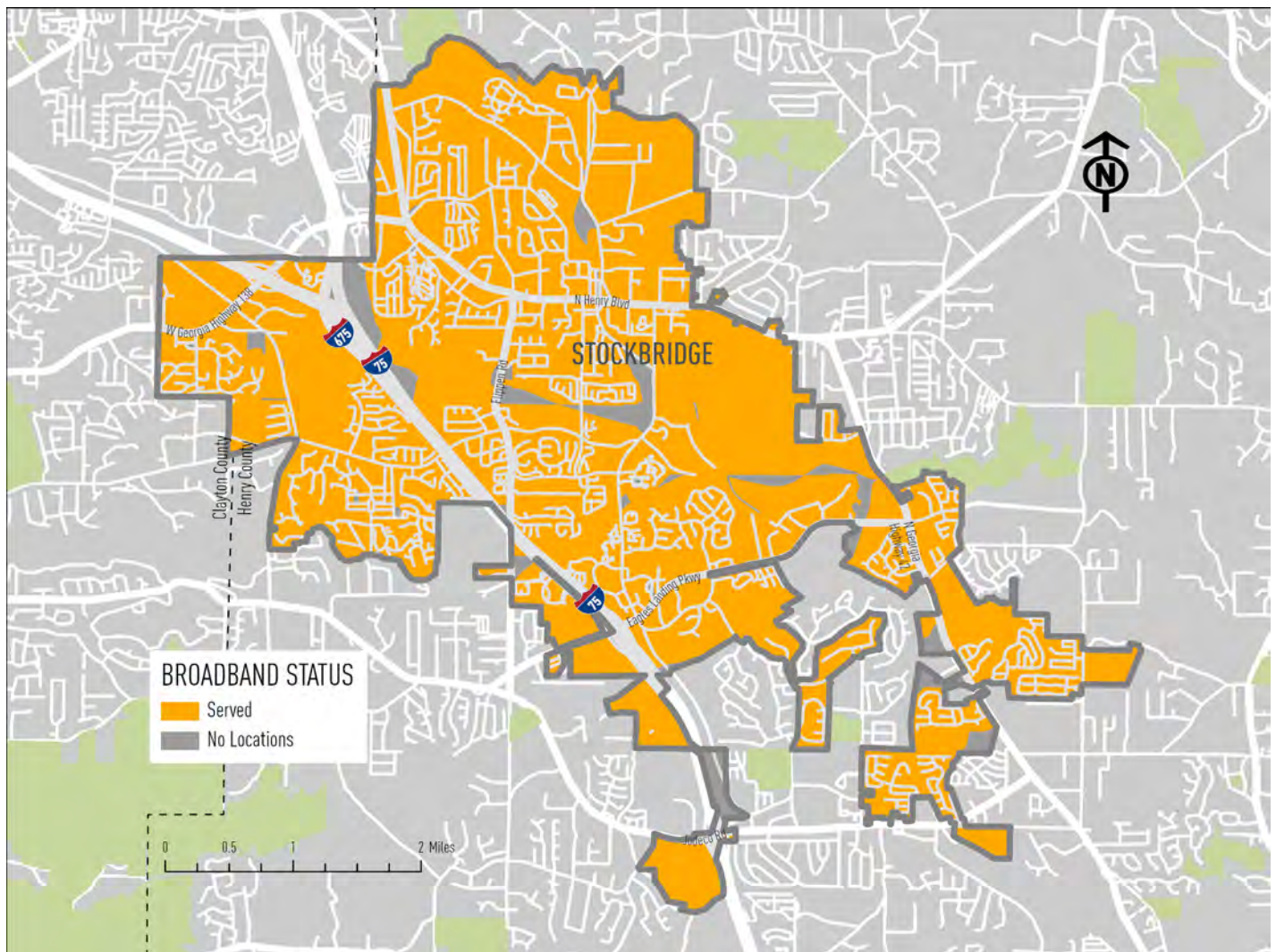
# STOCKBRIDGE ECONOMICS

According to the most recent available data from the Federal Communications Commission (FCC) and the Georgia Broadband Center, <1% of households and businesses in Henry County were unserved by broadband as of 2021. The visual below illustrates that the majority of Stockbridge is served by broadband. Unserved pockets may be representative of extensive surface parking, undeveloped lots, or simply older developments [Figure 11- Broadband Access].

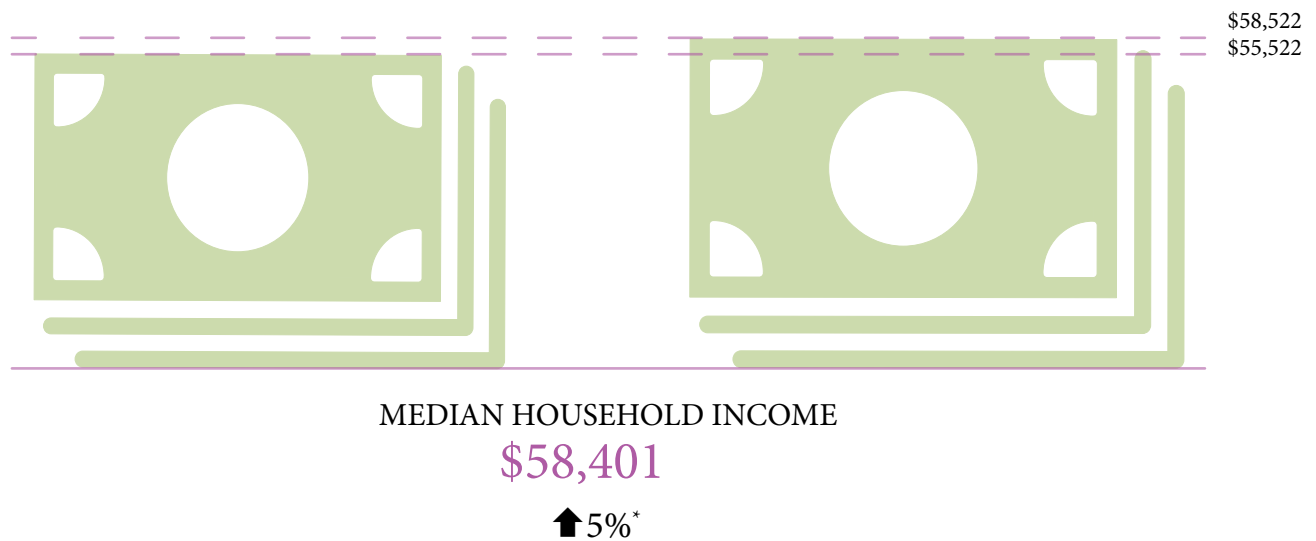
Note: Statistics are based on a fixed, terrestrial broadband definition of 25 Mbps down and 3 Mbps up, and where the broadband service is available to more than 80% of locations in a census block. Census blocks that did not meet this definition are delineated as ‘Unserved.’

City officials should consider pursuing state certification as a Broadband Ready Community or designation of facilities and developments as Georgia Broadband Ready Community Sites. Broadband Ready Community Designation demonstrates that a local unit of government has taken steps to reduce obstacles to broadband infrastructure investment by amending their comprehensive plan to include the promotion of the deployment broadband services and adopting a broadband model ordinance. Any facility or development in Georgia that offers broadband services at a rate of not less than 1 gigabit per second in the download stream to end users is eligible for the Broadband Ready Site Designation.

Figure 11: BROAD BAND ACCESS



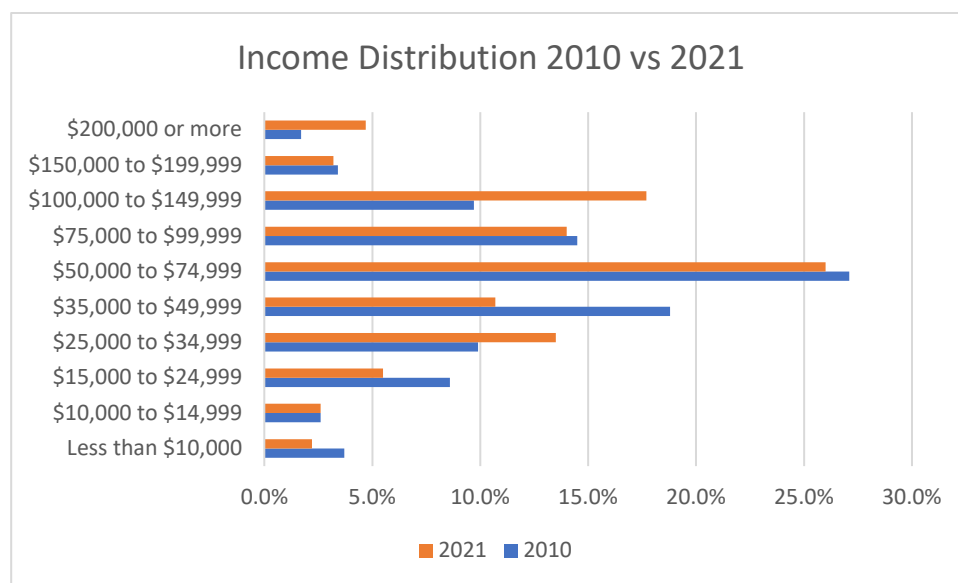
## Figure 12: MEDIAN HOUSEHOLD INCOME CHANGE 2010-2020



Data Source: US Census Bureau; American Community Survey, 2010 & 2020

Stockbridge's median household income has risen by 5% to \$58,401. By comparison, the median household income in Henry County is \$73,491. Figure 13 shows income increases/decreases by all income brackets. The largest increases are in the \$25,000-\$34,999 and \$100,000-\$149,999. The largest percentage of people in Stockbridge have a household income of \$50,000-\$74,999. As noted above, this income bracket is less than the median income in Henry County.

## Figure 13: INCOME DISTRIBUTION 2010 vs 2021



Data Source: US Census Bureau; American Community Survey, 2020

The largest industry in Stockbridge – Healthcare and Social Assistance – provides over 22% of Stockbridge’s jobs or 2,017 positions. The largest industry among the City’s residents is also Health Care and Social Assistance, followed by Retail Trade. Figures 14 and 15 show the breakdown.

The poverty rate in Stockbridge is slightly less than Henry County at 14.1% compared to 14.9% respectively. The unemployment rate in Stockbridge is significantly less at 4.5% compared to 9.2% in Henry County.



ISSUES, NEEDS, AND OPPORTUNITIES

The below economics-related issues, needs, and opportunities were identified through existing conditions analysis and community input.

- Participants in the open house and the online survey overwhelmingly noted that there is a lack of higher end retail stores, grocery stores, and restaurants. The City can work with the DDA and Main Street Program to determine roadblocks to these types of services.
- Stockbridge has a lower median income and a lower poverty rate compared to Henry County. The City can investigate the needs of the community to obtain the skills to increase earning potential and also look at retaining and expanding local industries and targeting identified industries.
- To remain competitive, Stockbridge has the opportunity to apply for Broadband Ready and Site designation through DCA. This will help with redevelopment efforts.
- The City has a DDA, Main Street Program, a URA, and they are developing a business association. These groups can work together to provide incentive options and packages for existing business as well as for recruiting new businesses.



Figure 14: JOBS SECTORS IN STOCKBRIDGE - 2019

	Count	Share
Health Care and Social Assistance	2,017	22.1%
Retail Trade	1,737	19.0%
Accommodation and Food Services	1,040	11.4%
Information	941	10.3%
Educational Services	890	9.7%
Finance and Insurance	595	6.5%
Professional, Scientific, and Technical Services	404	4.4%
Real Estate and Rental and Leasing	284	3.1%
Administration & Support, Waste Management and Remediation	242	2.6%
Wholesale Trade	159	1.7%
Other Services (excluding Public Administration)	158	1.7%
Arts, Entertainment, and Recreation	154	1.7%
Transportation and Warehousing	140	1.5%
Construction	136	1.5%
Public Administration	82	0.9%
Manufacturing	67	0.7%
Management of Companies and Enterprises	63	0.7%
Mining, Quarrying, and Oil and Gas Extraction	27	0.3%
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Utilities	0	0.0%

Figure 15: City RESIDENTS BY JOB SECTOR - 2019

	Count	Share
Health Care and Social Assistance	1,615	13.4%
Retail Trade	1,418	11.7%
Transportation and Warehousing	1,246	10.3%
Educational Services	1,229	10.2%
Accommodation and Food Services	1,200	9.9%
Administration & Support, Waste Management and Remediation	1,024	8.5%
Public Administration	621	5.1%
Manufacturing	548	4.5%
Wholesale Trade	535	4.4%
Professional, Scientific, and Technical Services	496	4.1%
Finance and Insurance	435	3.6%
Management of Companies and Enterprises	369	3.1%
Construction	360	3.0%
Information	308	2.5%
Other Services (excluding Public Administration)	276	2.3%
Real Estate and Rental and Leasing	227	1.9%
Arts, Entertainment, and Recreation	104	0.9%
Utilities	61	0.5%
Agriculture, Forestry, Fishing and Hunting	7	0.1%
Mining, Quarrying, and Oil and Gas Extraction	5	0.0%

Data Source: Census on the Map

# STOCKBRIDGE TRANSPORTATION

Stockbridge is ideally located in close proximity to I-75 and I-675 as well as Hartsfield Jackson Atlanta International Airport. This is an asset. It has also been determined that traffic patterns within the City limits are challenging with little bicycle and pedestrian connectivity.

Almost 10,000 residents commute outside the City for work, primarily northeast and southeast, while only almost 400 residents live and work in the City. This illustrates the need to provide jobs and training so that residents can work where they live. 81% of residents use a car to get to work each day. The majority of those drive alone, while about 11% carpool. Few residents use public transportation, and 5% worked from home. The mean travel time is 31 minutes to get to work. Note: This data does not reflect the influence of the pandemic on transportation.

The data suggests that with improved transportation and economic opportunities, more Stockbridge residents could live where they work.

Figure 16: COMMUTE IN, LIVE AND WORK IN, COMMUTE OUT

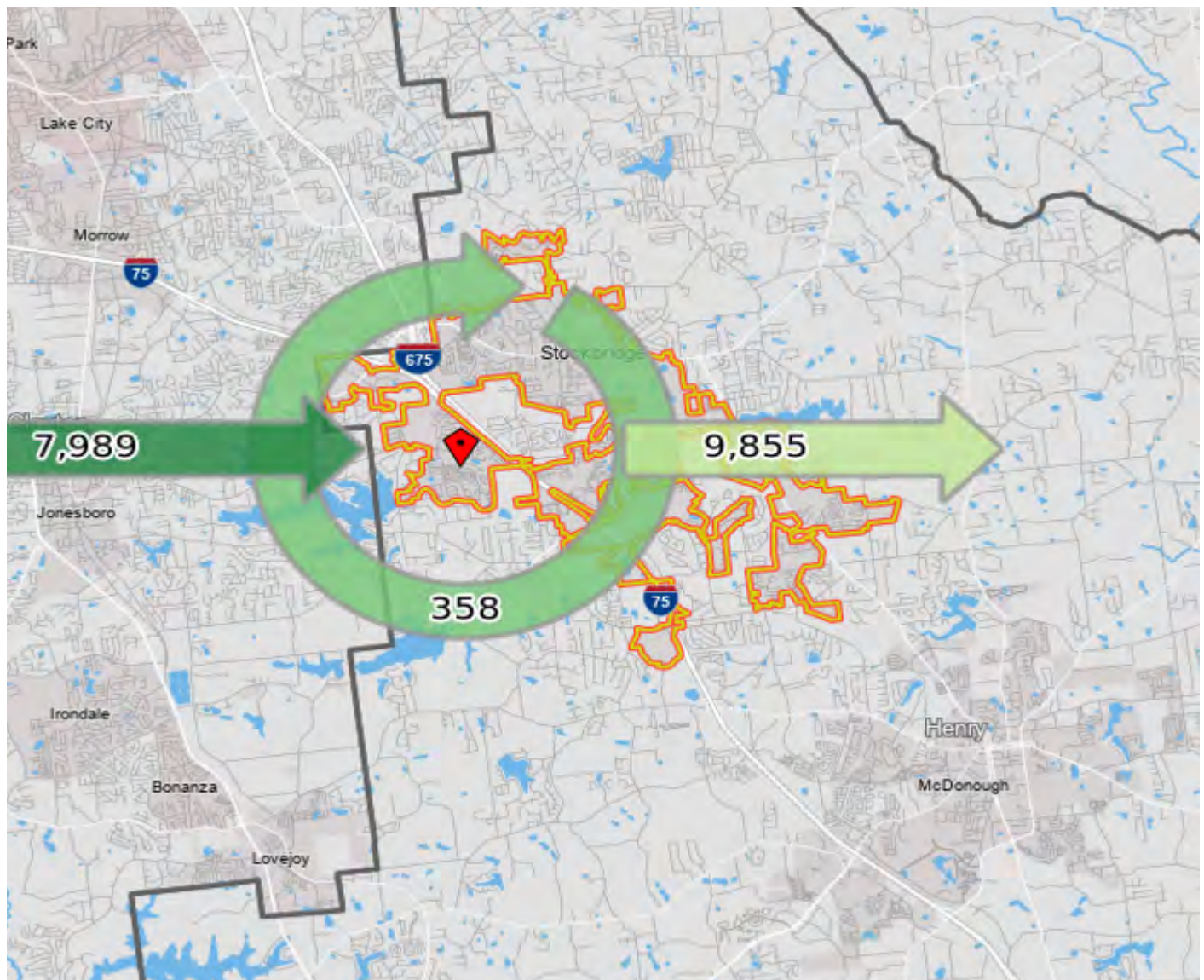
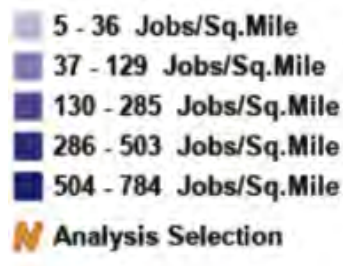
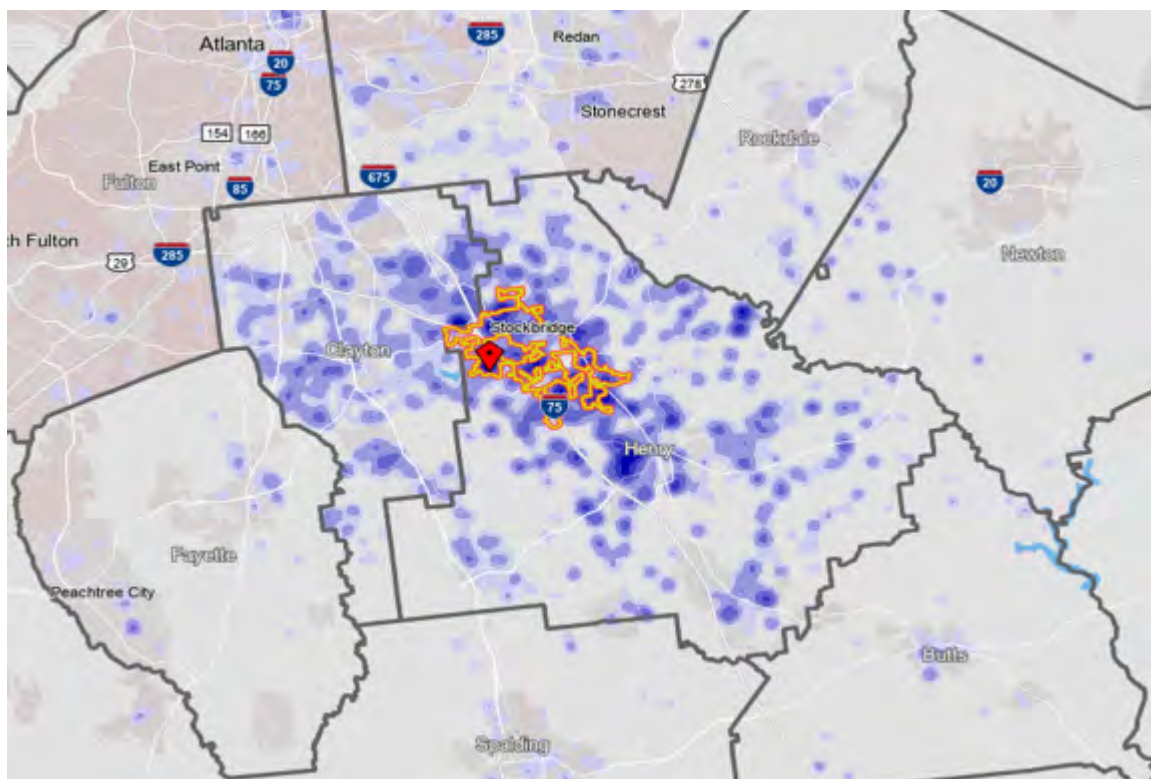
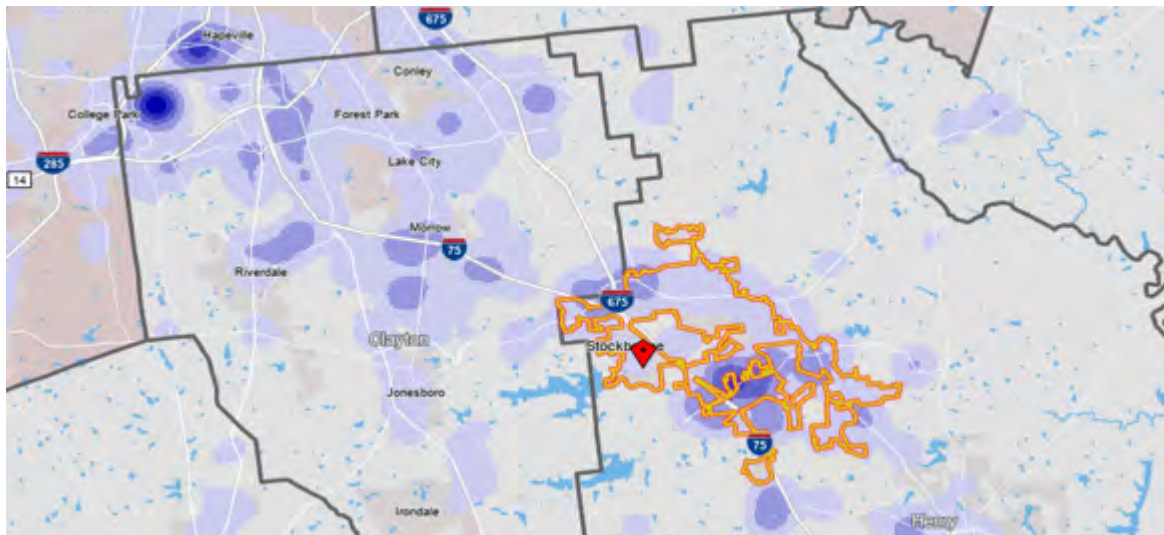




Figure 17/18: WHERE City RESIDENTS WORK/ LIVE

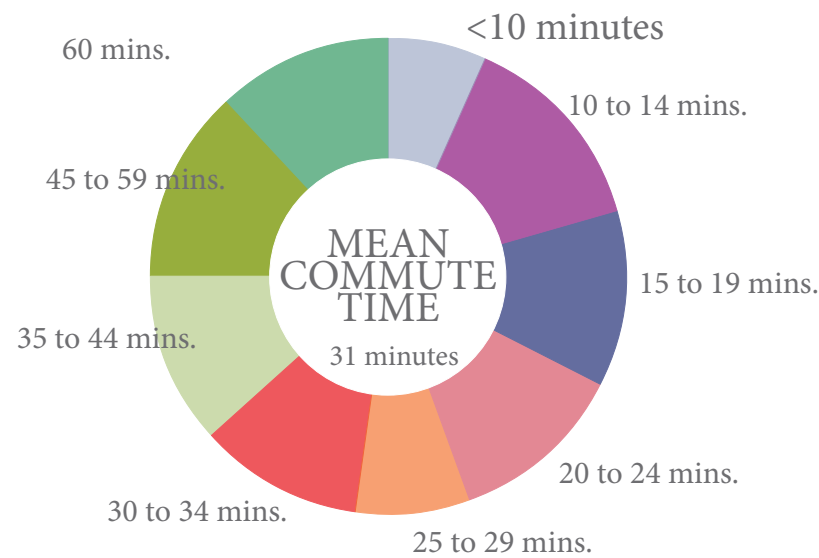


The 2016 Joint Comprehensive Transportation Plan included a Transit Needs and Feasibility Study. The transit study indicated that 79.1% of Stockbridge residents show a willingness to ride transit. Henry County Transit (HCT) has been providing on-demand transit service. On February 12, 2018, Henry County began its fixed route transit service. Bus service runs through the City of Stockbridge and North Henry County, and includes the following stops within the City limits:

- Davidson Parkway
- North Henry Boulevard Walmart
- Flippen Road at SR 138
- Henry County Police Precinct (Stockbridge City location)

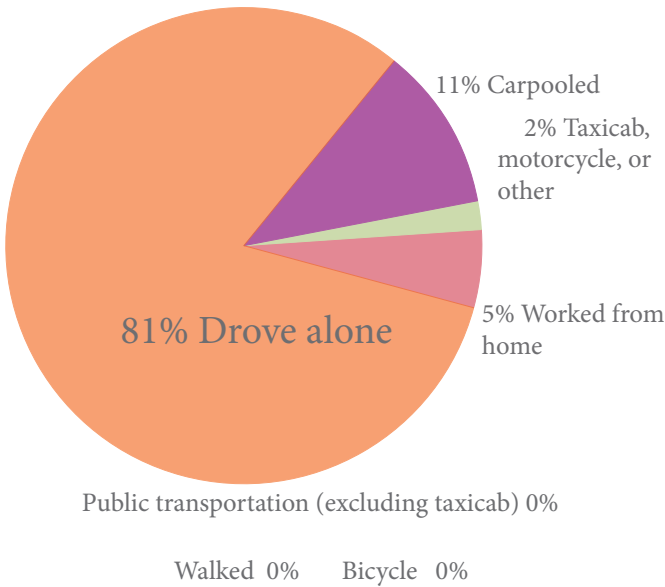
There are also Georgia Regional Transportation Authority (GRTA) Park and Ride Commuter Lots located on the north side of I-75 at SR 138, and at Brandsmart on Mt. Zion Parkway south of I-75/west of Lake Spivey Parkway (SR 138). The GRTA Xpress Routes go to Midtown and Downtown. The two routes that depart from Stockbridge are among the top three in ridership for the entire Xpress bus system, indicating that there is a need for expanded transit service for the City of Stockbridge as well as the County.

Figure 19: COMMUTE TIME



Data Source: US Census Bureau; American Community Survey, 2020

Figure 20: MODES OF TRAVEL



Data Source: US Census Bureau; American Community Survey, 2020

## ISSUES, NEEDS, AND OPPORTUNITIES

The below transportation-related issues, needs and opportunities were identified through existing conditions analysis and community input.

- Stockbridge's traffic is described by most as terrible. There is a need to plan for existing and potential growth and identify a list of priority projects.
- Stockbridge does not have connectivity across the City. The City completed the City of Stockbridge Bicycle, Pedestrian, & Trail Plan (SBPTP) which can assist in prioritizing projects and funding.
- The City has the opportunity and partnerships with Henry County Transit and ATL Xpress to encourage alternative transportation options.
- The City has the opportunity to limit the number access points along major corridors and implement additional traffic calming and safety measures.
- The existing railroad route and infrastructure is a detriment to downtown development.

# COMMUNITY SERVICES AND FACILITIES

Residents of Stockbridge have access to several services and facilities within the City. While recent efforts have sought to bring more of these services in-house, some are still provided through contractual agreements with Henry County.

## WATER SUPPLY AND TREATMENT

In 2015, the City of Stockbridge won the “Gold Award” from the Georgia Association of Water Professionals for maintaining 100% compliance with drinking water regulations. The City of Stockbridge provides water to customers located within a 3.2-square mile area in the older part of the City. This area is comprised of approximately 47 miles of pipe, 4 water storage tanks, 3 wells, and approximately 2,500 water service connections. Stockbridge consumes roughly 850,000 gallons of water per day. Of this, the City provides roughly half of the water supply from its three wells and purchases the remainder from the Henry County Water Authority (HCWA).

## SEWERAGE AND WASTEWATER TREATMENT

The Water Reclamation Facility (WRF) treats wastewater that comes from the City of Stockbridge and is capable of treating up to 1.5 MG/D. SOLID.

## WASTE MANAGEMENT

The City’s sanitation services are provided by Waste Industries and include the following services: weekly

curbside garbage collection, weekly curbside bulk removal, weekly curbside bagged yard waste removal (no scheduled appointment needed), weekly curbside yard waste removal by appointment, and bi-weekly curbside recycling.

## GENERAL GOVERNMENT FACILITIES

The City of Stockbridge’s general government facilities and services are centrally located in downtown Stockbridge. The City Hall, located at 4640 N Henry Boulevard, serves as the primary location for citizen related transactions and services, while the Municipal Court, located at 4602 N Henry Blvd, provides all municipal court related services. In addition to these services, the Henry County Tax Commissioner also has an office located at 164 Burke St in Stockbridge, providing convenient access to vehicle tag and property tax services.

## PUBLIC SAFETY FACILITIES

Fire services are provided through a contractual agreement with Henry County. The Stockbridge Police Department provides law enforcement service for the City of Stockbridge. A new public safety facility was completed recently. The Henry County Fire Department’s Fire Station Number 9, located at 122 Rock Quarry Road serves Stockbridge by responding to fire and emergency medical service (EMS) calls.

## LIBRARY FACILITIES

Library services in Henry County are provided by the Henry County Library System. The Cochran Public Library in Stockbridge is located at 174 Burke Street.

## EDUCATION FACILITIES

Public preschool, elementary, and secondary education in Henry County is provided by Henry County Schools. Higher education opportunities are also available within the City at the DeVry University Stockbridge campus located at 675 Southcrest Pkwy, offering graduate and undergraduate studies. Additional opportunities for higher education are found within close proximity to the residents of Stockbridge at Clayton State University in Morrow, Gordon University in Barnesville, and Southern Crescent Technical College in Henry County.

## ISSUES, NEEDS, AND OPPORTUNITIES

The below Community Services and Facilities-related issues, needs and opportunities were identified through existing conditions analysis and community input.

- Stockbridge’s has recently completed the amphitheater.
- A Cultural Arts Center has been identified as a need.
- Improved parks have been identified as a need.
- Indoor recreation activities for seniors/youth have been identified as a need.



# NATURAL, CULTURAL, AND HISTORIC RESOURCES

## ISSUES, NEEDS, AND OPPORTUNITIES

The below Natural, Cultural, and Historic Resources-related issues, needs and opportunities were identified through existing conditions analysis and community input.

- Trails and greenspace are a priority for the City, as shown in the implementation plan, which is referenced in the Appendix.
- An additional of a Cultural Arts Center, as well as programing for all ages ,is needed.
- There are limited historic resources left.





CHAPTER 3

# COMMUNITY ENGAGEMENT

The Stockbridge Comprehensive Plan update process was guided by a Steering Committee comprised of citizens, local business owners, and an elected official, and City staff. The Steering Committee met virtually on two (2) occasions, providing direction and feedback at key points in the process. There were additional opportunities for public participation at two (2) in-person public meetings as well as a website with a plan specific survey and at two (2) Public Hearings. Meetings were advertised through the City’s website, a site specific website, and through posted notices. PowerPoint presentations and associated notices are located in the Appendix for review.

Meeting Dates:

Public Hearing #1: April 25, 2023

Open House: May 17, 2023

Steering Committee #1: June 21, 2023

Steering Committee #2: August 2, 2023

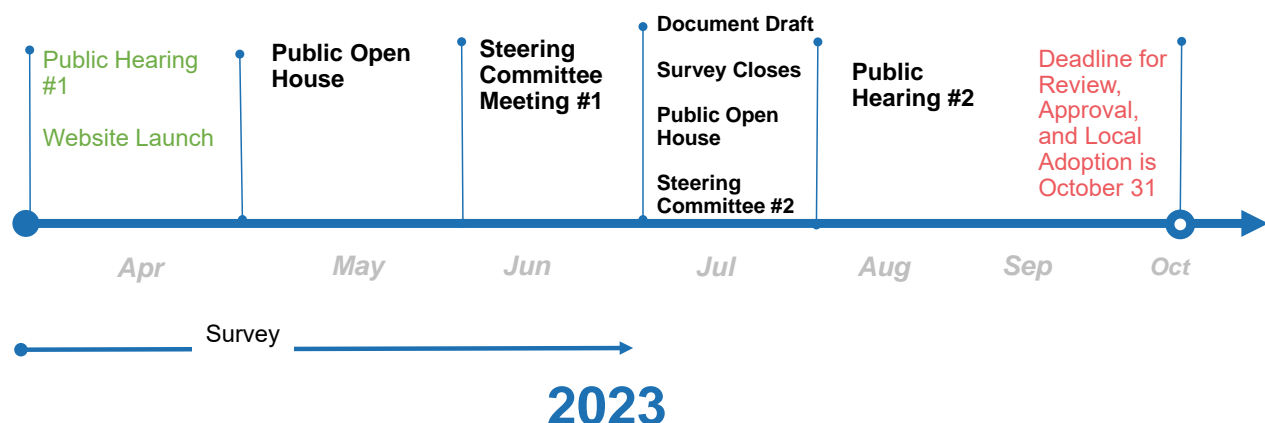
Open House #2: August 3, 2023

Public Hearing #2: August 14, 2023

Public Input Survey: Full report in the Appendix.



## Timeline



# STOCKBRIDGE: STRENGTHS, WEAKNESSES, OPPORTUNITIES, THREATS

## S.W.O.T ANALYSIS

Through the various public input opportunities, the public and community stakeholders helped to inform the Strengths, Weaknesses, Opportunities, and Threats that are impacting the City today.

### Strengths

The City's location at the convergence of Interstates 75 and 675 are seen as an asset to the community, allowing for easy access to Atlanta and Hartsfield Jackson Atlanta International Airport. Residents participating in the online survey also conveyed an overall sense of community fostered through a family friendly atmosphere, as well as the City's quiet and safe small town feel as assets contributing to their quality of life. Almost 88% of those who participated in the online survey rated Stockbridge as having an either average or high quality of life.

The community features a state-of-the-art amphitheater and a new focus on connectivity and redevelopment.

### Opportunities

The City of Stockbridge has the opportunity to capitalize on the City's positioning and to promote it as the gateway into Henry County. As the Metro Atlanta region continues to grow, and individuals are looking for areas to locate, the City's easy access to the interstate system and overall affordability can attract new residents as an appealing place to live.

The City also has a URA, DDA, and Main Street Program to assist with redevelopment and new development efforts. Ample available land will allow the City and the development community to meet the needs of the growing community.

### Weaknesses

While the City's location in proximity to major highways and the interstate system are an asset to the community, the traffic congestion and ancillary roadway back-ups that come with this asset were identified by the community as a weakness. Additionally, although the community expressed general content with the proximity to conveniences to meet their daily needs, the lack of diversity in quality entertainment, dining, and shopping is a weakness as residents generally travel outside of the area for these options. Furthermore, survey responses alluded to a general lack of property maintenance standards and crime.

### Threats

Downtown development has been challenged by a development focus outside the City. Although annexation efforts associated with Eagle's Landing were not successful, there is still pressure to ensure that the City plans for eventual annexation.

Participants in the online survey indicated that traffic and crime were a major concern.



## CHAPTER 4

# COMMUNITY VISION AND GOALS



# OUR GOALS FOR THE FUTURE

## VISION: Where Community Connects

The Community Goals are the most important part of the plan, because they identify the community's direction for the future, generating local pride and enthusiasm about the future of the community. The goals outlined in this chapter should inspire citizens and leadership to act to ensure that the plan is implemented.

### OUR VISION FOR THE FUTURE

#### OVERVIEW

Through a variety of public engagement opportunities in this planning process and from the last Comprehensive Plan, a consistent theme emerged of a City excited about future potential for growth. There is both a desire to celebrate Stockbridge's sense of community as well as a desire for retail, services, and amenities that can come with quality economic growth.

*Stockbridge is a City that is an attractive place to invest, conduct business, and raise a family. We are a City striving to responsibly grow with a mix of uses in our emerging, connected downtown and neighborhoods that mix residences, parks, and greenspaces.*



# COMMUNITY GOALS AND POLICIES

## OVERVIEW

Implementing our vision for the future requires that our efforts are focused on those goals and policies that will have the most impact in advancing the City of Stockbridge down its envisioned path. This requires moving our vision forward in all elements of the plan in a coordinated fashion. This chapter details our goals and policies that should be adhered to for each of the plan's key elements.

## POPULATION

An important part of Stockbridge's future is the quality of life it is able to offer its residential population. During the Shaping Stockbridge Together process in 2019 and in the current process in 2023, "quality of life" was broadly used to capture those ideas outside of the key substantive elements that residents believe contribute to their general happiness in day-to-day life. Predominant ideas that were heard include continued dedication to improving our parks, more events, and more places for the Stockbridge community to come together for events, activities, and entertainment – themes that carried throughout the planning process. There is consensus in the community that Stockbridge's location makes it well-suited to better serve the needs of families and aging seniors, while becoming better positioned to attract young professionals that can help contribute to Stockbridge's livelihood.

## ECONOMIC DEVELOPMENT

Based on the assets and challenges identified within Stockbridge and the needs of the target business sectors, the recommended policies within this plan reflect decision-making aspirations the City should undertake to mitigate negative perceptions by site location advisors or companies looking to invest in Stockbridge. Additionally, the recommendations highlight areas where the City should work with others in the region to better leverage Stockbridge's location in the Atlanta metropolitan area.

### POPULATION: GOALS

- #1-To protect and enhance the City's unique qualities while embracing growth and ensuring that all residents have access to critical services, safe and attractive neighborhoods, and good work opportunities.
- #2-To determine areas appropriate for annexation.
- #3-To attract new, diverse residents.

### POLICIES

- Maintain a family friendly environment and focus on attracting and retaining young adults.
- Develop programs to provide and maintain a safe environment for all.
- Encourage the development of services to allow the aging population to age in place.

### ECONOMIC DEVELOPMENT GOAL

- #1-To attract and retain high-quality and diverse employers with quality of life, education, culture, housing, healthcare, retail, and recreation facilities.

### POLICIES

- Support programs for the retention, expansion, and creation of businesses that complement our vision for our community and local economy.
- Target reinvestment opportunities for declining, vacant or underutilized sites or buildings.
- Market the City as a great place to do business.
- Consider the employment needs and skill sets of our existing population in making decisions on proposed economic development projects.

## HOUSING

The foundation of the City’s housing element rests on the idea that all citizens should have housing options available to accommodate their lifestyles, whether they be young professionals looking for low maintenance options, growing families needing space, or empty nesters looking to down size.

## NATURAL, CULTURAL, AND HISTORIC RESOURCES

The City of Stockbridge is dedicated to the preservation of natural, cultural, and historic resources. Stockbridge is also dedicated to expanding trails and greenspace and providing active and passive recreation for all. A key to the development of the City is a new Cultural Art Center.

### HOUSING GOALS

- #1-To provide a variety of housing choices to suit the changing needs and lifestyles of City residents.
- #2-To provide additional housing in the downtown core.

### POLICIES

- Provide a mixture of housing options to attract young professionals, singles, and small families.
- Work with housing developers to create appropriate residential types to ensure that seniors can age in place.
- Preserve and enhance older, existing neighborhoods by promoting rehabilitation of existing housing stock and infill of new development to revitalize established neighborhoods.

### NATURAL, CULTURAL, AND HISTORIC GOALS

- #1-To promote the efficient use of natural resources and to identify and protect environmentally sensitive and culturally/historically significant areas of the City.
- #2-To promote the development of additional parks, greenspace, and trails connected to already existing facilities.

### POLICIES

- Identify opportunities to create new trail connections between existing parks, residential areas, and the downtown.
- Reduce the impact of new development through the preservation of greenspace.
- Highlight and preserve the City’s history through the designation and promotion of historically significant resources.

## COMMUNITY SERVICES AND FACILITIES

Residents of Stockbridge have access to several services and facilities within the City. While recent efforts have sought to bring more of these services in-house, many are still provided through a contractual agreements with Henry County.

## FUTURE LAND USE

The intention of the Land Use Element of a comprehensive plan is to lay out a framework and vision for how a community wants to develop or redevelop its land over the life of the plan. This vision is often shaped and guided by other plans that may have been created for a community, such as a small area plan, a downtown redevelopment plan, Livable Centers Initiative (LCI) plan, a corridor study, or a transportation plan, among others.

Future land use differs from zoning in that it may or may not reflect what is currently happening on the land. On parcels where change is desired or anticipated by the community and the City, the future land use designation may be different from the actual zoning, indicating that should the owner or a developer apply for a change in zoning or a special use permit, only certain types of uses and developments would be considered or supported by City staff, the planning commission, and mayor and council. Therefore, City planning staff must carefully consider the future land use designation of a property when writing a recommendation for a rezoning or special use permit. Failure to follow the recommendations of the adopted future land use map weakens its significance over time and prevents the community from achieving its desired development pattern.

### COMMUNITY SERVICES/ FACILITIES GOALS

#1-To make available adequate facilities and services to meet the changing needs of all City residents.

#2-To ensure infrastructure is updated to meet the needs of the community and promote new development in the City.

#### POLICIES

- Create an environment to encourage public-private partnerships to create new community facilities such as recreation centers, parks, and trails.
- Ensure community facilities are cost-effective and energy efficient to support the needs of the residents and businesses.
- Ensure that the infrastructure and public facilities serving new development is adequate so that new development does not cause a decline in levels of service for existing residents.

### FUTURE LAND USE GOAL

#1-To ensure that new developments promote a better sense of place and preserve valued elements of community character.

#2-To establish land use designations that meet the needs of the City and are consistent with the new UDC.

#3-To identify available land for redevelopment and work with the development community on desirable development.

#### POLICIES

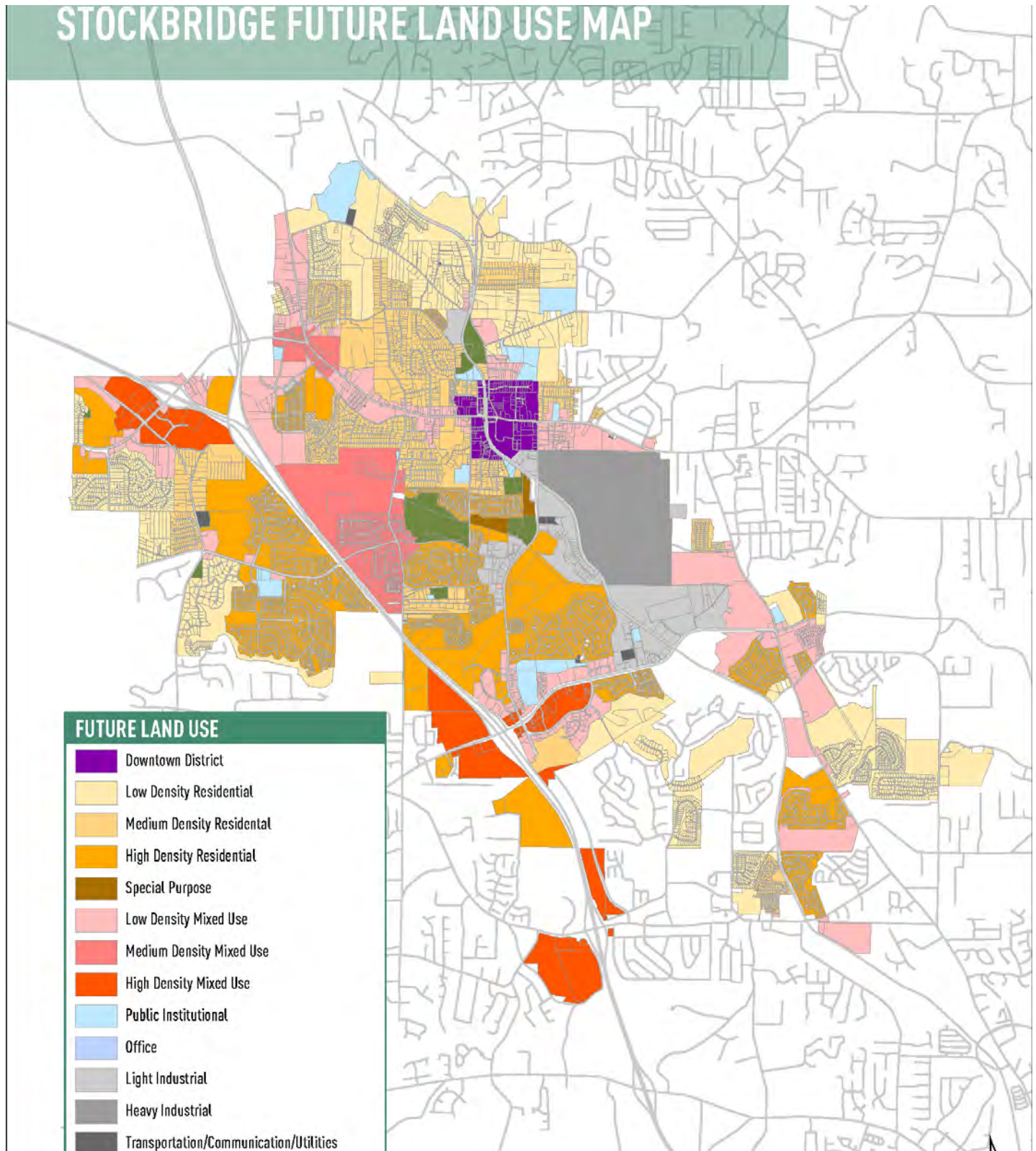
- Encourage development of a rational network of commercial nodes to meet the service needs of citizens while avoiding unattractive and inefficient strip development along major roadways.
- Work with business owners/ developers to improve conditions of property and require a consistent look of quality among commercial developments.
- Encourage mixed-use development to promote a live, work, play concept.
- Support increases in density where community design standards, environmental constraints, and available infrastructure capacities can accommodate the increased density.
- Create a “sense of place” for our community along our major commercial corridors.



## FUTURE LAND USE MAP AND DESIGNATIONS

The Future Land Use Map is the most important aspect of ensuring our vision and goals for land use are realized. The pages that follow will provide a detailed description for each land use designations within the City.

*Compatible Zoning: Planned Unit Development (PUD) is compatible in all districts.*





# DOWNTOWN DISTRICT

This designation is intended for the Downtown District, which includes the historic downtown area of the City. The Downtown District should be redeveloped in a pedestrian friendly, walkable manner with attractive streetscapes incorporating sidewalks, landscaping, lighting, and street furniture, as well as vertical mixed-use buildings consisting of restaurants and retail at street level of two to three story buildings, with offices or residential on upper floor(s).

The historic downtown area – bounded by Love Street to the north; Martin Luther King, Sr. Heritage Trail/Norfolk Southern Railroad to the east; Jim Clark Drive to the south; and Burke Street to the west – should become a focal point for City events as well as a day to day destination and gathering place for the community. The buildings along MLK Sr. Heritage Trail should be improved and maintained as single-story buildings, while the Burke Street area should incorporate two to three story, vertical mixed-use new construction buildings with restaurant and retail spaces at street level, and office or residential on upper floors. The recommendations of the plan resulting from the Carl Vinson Institute of Government’s Renaissance Strategic Visioning & Planning Process should become a top priority for implementation by the City of Stockbridge to see this area become a viable downtown once again.

## Office

This designation is focused on local and regionally marketed commercial and other nonresidential development. This designation often includes stand-alone retail with on-site parking.

Compatible Zoning District
CCR, City Center Residential District
C1, Neighborhood Commercial District
MFR, Multiple Family Residential District
OI, Office-Institutional District
DTV, Downtown Village Overlay District



Compatible Zoning Districts
CI, Neighborhood Commercial District
OI, Office-Institutional District



LIGHT INDUSTRIAL

This designation is intended for business parks, which incorporate offices along with other uses such as warehouses, wholesale, research and development, printing businesses, self-storage units, and light manufacturing operations. Buildings should be constructed of a variety of materials such as brick, hardi-plank siding, and stucco. When located adjacent to residential or mixed-use areas, large, landscaped buffers should be required. High Density Residential developments may also serve as a transition between light industrial, low and medium density residential developments, and mixed-use projects.

Compatible Zoning Districts
LI, Light Manufacturing
OI, Office Institutional
C2, General Commercial
C3, Heavy Commercial



HEAVY INDUSTRIAL

This designation is intended for large industrial operations such as mining, intense manufacturing, and distribution centers. When located next to lower intensity uses such as residential neighborhoods or mixed-use developments, heavy landscaping and large buffers should be required. High Density Residential developments may also serve as a transition between heavy industrial, low and medium density residential developments, and mixed-use projects.

Compatible Zoning Districts
LI, Light Manufacturing
HI, Heavy Manufacturing
C3, Heavy Commercial



LOW DENSITY MIXED USE

This designation is intended for commercial/retail areas along various corridors and intersections located throughout the City. These areas mainly serve the residents of the surrounding residential neighborhoods. Future development and redevelopment should maintain the community-oriented feel of these areas, with a focus on creating small mixed-use areas combining locally owned retail, low intensity office uses, and apartment/condo/loft uses in two story buildings in a pedestrian friendly environment, allowing nearby residents to safely walk to and within them.

Compatible Zoning Districts
DTV, Downtown Village Overlay District
OI, Office Institutional
C1, Neighborhood Commercial



MEDIUM DENSITY MIXED USE

This designation is intended for commercial areas located around major intersections, including Lake Spivey Parkway @ Mount Zion Boulevard/Speer Road; Lake Spivey Parkway @ North Henry Boulevard; the north side of Eagles Landing Parkway @ Village Center Parkway; and Hudson Bridge Road @ I-75. Future development and redevelopment should focus on making these areas more pedestrian oriented. This is characterized by mixed-use developments incorporating mostly commercial uses with some smaller office tenants, and medium density residential uses. This area would allow for two to three story buildings, combining street-level commercial/retail/office uses with second and third stories accommodating office or lofts/apartments/condominiums.

Compatible Zoning Districts
MFR, Multiple Family Residential
OI, Office Institutional
C1, Neighborhood Commercial
C2, General Commercial
PMU, Parkway Mixed Use Overlay District



# LOW DENSITY RESIDENTIAL(1-3.99 UNITS/ACRE)

This designation is intended for typical, large lot residential subdivision developments.

Compatible Zoning Districts
RR, Rural Residential



# MEDIUM DENSITY RESIDENTIAL (4-7.99 UNITS/ACRE)

This designation is intended for residential developments which include single-family, detached homes on lots ranging from 10,000 – 30,000 square feet, including parcels zoned for single family attached and detached homes, as well as duplex residential developments and mobile home/manufactured home developments.

Compatible Zoning Districts
SR,Suburban Residential District
RMH, Mobile or Manufactured Home





## HIGH DENSITY RESIDENTIAL (8-16 UNITS/ACRE)

This designation is intended primarily for residential land uses which include multi-story condominiums and planned town developments. Small commercial or service businesses may be permitted within these developments for the convenience of their residents and visitors only. High Density Residential is an appropriate transition between mixed-use and industrial projects, and low or medium density residential areas.

## HIGH DENSITY MIXED USE

This designation is intended for commercial areas located around major intersections, Future development and redevelopment should focus on making these areas more pedestrian oriented. This is characterized by mixed-use developments incorporating mostly commercial uses with some office tenants, and high density residential uses. This area would allow for larger than three story buildings, combining street-level commercial/retail/office uses with the other stories accommodating office or lofts/apartments/condominiums.

## PARKS / RECREATION / CONSERVATION

This designation includes public parks, recreation areas, and open spaces, as well as areas to be preserved for greenway or land conservation.

### Compatible Zoning Districts

MFR – Multiple Family Residential District



### Compatible Zoning Districts

PMU, Parkway Mixed Use Overlay District



PUBLIC / INSTITUTIONAL

This designation is appropriate for schools, colleges, hospitals, City community and recreation centers, public cemeteries, City buildings such as City hall, and post offices.

TRANSPORTATION /  
COMMUNICATION / UTILITIES

This designation includes landfills, water and wastewater treatment plants, power substations, rail yards, transit facilities, and airports. These uses may be public or private.

Special Purpose

This designation has been developed to allow for special, innovative projects which could include anything from different model residential to larger mixed use or commercial development. All zoning is appropriate.

Compatible Zoning Districts

OI, Office-Institutional



Compatible Zoning Districts

HI, Heavy Manufacturing



# TRANSPORTATION

## IMPLEMENTATION

The City of Stockbridge adopted its Bicycle, Pedestrian, and Trail Plan in January 2017. Created by WLA Studio, this plan includes an extensive list of roadway trail/sidewalk improvements; potential greenway routes; proposed facilities outside of public right-of-way; and MLK Sr. Heritage Trail continuation and connections. There are several projects that could be implemented by the City over the next 10 years that would assist in expanding the multi-use trail network Citywide, and would encourage walking, biking, and other forms of alternative transportation:

- Reeves Creek Greenway extension (including trailhead)
- Walt Stephens Road (with coordination between Clayton and Henry Counties to reach International Park)
- Brush Creek Greenway (including tunnel under railroad)
- Old Conyers Road (with coordination with Henry County to reach Austin Road Middle School)
- Rum Creek Greenway

In its Regional Transportation Plan (RTP), the Atlanta Regional Commission (ARC) has approved several roadway projects that will be located in or directly affect Stockbridge's transportation network. In July 2018, ARC announced that it has approved funding to widen Rock Quarry Road from two to four lanes on the 2.6 mile stretch between Eagles Landing Parkway and SR 138/US 23 (North Henry Boulevard). A 10-foot multi-use path will also be included as part of the widening. This project is intended to help relieve congestion related to Piedmont Henry Hospital near the I-75 interchange.

Other projects in the RTP include the following:

- Rock Quarry Road Extension (two lanes), from SR 138/US 23 (North Henry Boulevard) to the intersection of East Atlanta Road and Valley Hill Road (0.8 miles)
- Old Conyers Road Widening from two to four lanes, from East Atlanta Road to Flat Rock Road (2.5 miles)

## TRANSPORTATION GOALS

#1-To enhance mobility, accessibility, and environmental quality through the maintenance and expansion of transportation improvements and services.

#2-To enhance multi-modal connectivity throughout the City, specifically around the establishment of an extensive sidewalk system.

## POLICIES

- Enhance the pedestrian experience by expanding multi-use trail network City-wide
- Improve the safety and functionality of existing roads by maintaining surfaces, widening roadways, re-striping, and enhancing roadway safety features
- Make decisions that encourage walking, biking, carpooling, and other alternative transportation choices
- Design new and reconstructed roadways to accommodate multiple functions, including pedestrian facilities, bicycle routes, as well as local vehicular circulation

- East Atlanta Road Widening from two to four lanes, from East Atlanta Road to Fairview Road; will include a 20 foot raised median, five-foot concrete sidewalk on one side, and 10 foot multi-use path on other side (5.4 miles)
- US 23/SR 42 Widening from two to four lanes, from Downtown McDonough to SR 138 (North Henry Boulevard) (7.3 miles)
- Eagles Landing Parkway Widening from four to six lanes, from Eagles Pointe Parkway to US 23 (North Henry Boulevard) (2.2 miles)
- Jodeco Road Widening (at Meadowbrook Drive to Peach Drive) and Campground Road Extension/Realignment (from Peach Drive to Brannan Road) (3 miles)
- Patrick Henry Parkway Widening from two to four lanes with a 20 foot raised median, from Jodeco Road to Eagles Landing Parkway; urban shoulders will have a five-foot concrete sidewalk and a 10 foot multi-use path on the other side; designed to accommodate a new intersection of a new roadway bridging across I-75 to the west (2 miles)
- New alignment of Western Parallel Connector, from Jonesboro Road to Hudson Bridge Road, which will result in a two-lane paved roadway with plans to improve, upgrade, and create a future four-lane section with a median (3.3 miles)

Two of the projects from this list will include a sidewalk and multi-use trail, which will help further advance the community's desire to have the option of alternative modes of transportation to driving. While not included in the RTP, the Jodeco-Atlanta South 160-acre mixed-use development, proposed at Jodeco Road and I-75, would include installation of public roads to provide access to and within the development. These new roads are required by the Georgia Regional Transportation Authority (GRTA) as a result of ARC's Development of Regional Impact (DRI) review process. The Carl Vinson Institute of Government's Renaissance Strategic Visioning & Planning (RSVP) Process has identified pedestrian improvements to the bridge spanning the rail road tracks, from Stockbridge City Hall to connect to Historic Downtown Stockbridge. Potential, proposed improvement options include adding sidewalks, a multi-use path, or making the bridge accessible to pedestrians only.



## BROADBAND SERVICES

The City is dedicated to preserving existing broadband resources and looking for ways to stay competitive.

## INTERGOVERNMENTAL COORDINATION

Working with Henry County, surrounding municipalities, and State and Federal partners will facilitate planned programs and projects.

## GENERAL COORDINATION

The City of Stockbridge recognizes the importance of non-profits and other community organizations.

### BROADBAND GOAL

To ensure every citizen has affordable access to robust broadband services, and the means and skills to subscribe if they so choose.

### POLICY

Promote the development of broadband services by developing specific plans and policies to promote efficiency and equity, facilitate demand, and help to support the social and economic goals of the City.

### INTERGOVERNMENTAL GOAL

To cooperate with neighboring jurisdictions as well as State and Federal partners to address shared needs.

### POLICIES

- Continue to seek opportunities to share services and facilities with neighboring jurisdictions.
- Continue to work jointly with neighboring jurisdictions on developing solutions for shared regional issues.
- Provide input to public entities in our area when they are making decisions likely to have an impact on our community or our plans for future development.

### GENERAL COORDINATION GOAL

To establish and ensure cooperation between non-profits and other partners within the City.

### POLICY

- Seek opportunities to partner with non-profits and other community organizations which will widen the participation net and make a stronger, more engaged community.

CHAPTER 5

# COMMUNITY WORK PROGRAM



Community Work Program (CWP)										Comments
	Action	2024	2025	2026	2027	2028	Estimated Cost	Responsible Department/Agency	Funding Source	
Economic Development										
ED.1	Establish Stockbridge Assoc. of Business (Stockbridge Business Partnership)	X	X	X			Staff/\$20,000	Planning/ Economic Development	General Fund	New-The business association will be named the Stockbridge Business Partnership which is different from the ROA.
ED.2	Create a Economic Development Plan	X					\$60,000	Economic Development	Hotel/Motel	Staff requested that marketing be removed from the name of this item from the ROA.
ED.3	Opportunity Zone Designation Study	X	X	X			Staff/\$25,000	Planning/ Economic Development	General Fund	
New: ED.4	Conduct an Annexation Study	X	X				\$50,000	Planning/ Economic Development	General Funds	
New: ED.5	Downtown Residential and Retail Analysis	X	X				\$25,000	Planning/ Economic Development	General Funds, Grants	
New ED.6	Pursue Broad Band Ready and Site Designation (DCA)		X	X			Staff Time	Planning/ Economic Development	Staff Time	
New ED.7	Create a Plan to Attract Higher Quality Restaurants, Grocery Stores, and Retail	X	X				\$40,000	Main Street Program/ Downtown Development Authority/ Planning/ Economic Development	Staff Time	
New ED.8	Create a coordination system with non-profits and other community groups	X	X				Staff Time	Main Street Program/ Downtown Development Authority/ Planning/Economic Development	Staff Time	
Land Use										
LU.1	Comprehensive Plan Update					X	Staff/\$100,000	Planning/ Economic Development	General Fund	Former LU.3
LU.2	LCI Implementation	X	X	X	X	X	Staff Time	Planning/ Economic Development	General Fund	Former LU.4



Community Work Program (CWP)										Comments
	Action	2024	2025	2026	2027	2028	Estimated Cost	Responsible Department/Agency	Funding Source	
LU.3	Park Plan Development (passive, active, pocket) citywide (south, west, east, north)	x	x				\$1,000,000	Planning/Economic Development/ Consultant	SPLOST/General Fund	Former LU.5
LU.4	Trail Study Implementation	x	x	x	x	x	\$1,000,000	Planning / Economic Development	Bond Financing/SPLOST	Former LU.6
New: LU.5	LCI Update: Including Jodeco Road		x	x			\$150,000	Planning/Economic Development	General Fund	
New: LU.6	Conduct a Housing Study		x	x			\$100,000 (TBD based on scope)	Planning/Economic Development	General Fund/CDAP (ARC)	
New: LU.7	Update the Downtown Residential and Retail Analysis Report to Address Annexation including a review of affordability, adding assisted living, and a smaller home option	x	x				\$70,000	Planning/Economic Development	General Funds/CDAP/Grant	See ED.5
Parks & Greenspace										
New: PG.1	Implement Phase 1 of the Parks Master Plan	x	x	x			\$10,756,711	Public Works	General Funds/Grants/ SPLOST	See Implementation Plan in Appendix
New PG.2	Implement Phase 2 of the Parks Master Plan			x	x	x	\$7,460,554	Public Works	General Funds/Grants/ SPLOST	See Implementation Plan in Appendix

Community Work Program (CWP)										Comments
	Action	2024	2025	2026	2027	2028	Estimated Cost	Responsible Department/Agency	Funding Source	
New PG.3	Establish a Recreation Services Division	X	X				Staff Time (Budget TBD)	Administration	General Fund	See Implementation Plan in Appendix
New PG.4	Establish a Parks and Recreation Department		X	X	X		Staff Time (Budget TBD)	Administration	General Fund	See Implementation Plan in Appendix
Transportation & Public Works										
T.1	Roadway Construction Projects/Engineering and ROW Acquisition	X	X	X	X	X	\$3,000,000	Transportation	General Fund/SPLOST/Grants	SPLOST list in the Appendix
T.2	Sidewalk – Repair and Reconstruction	X	X	X	X	X	\$500,000	Public Works	General Fund/SPLOST/Grants	SPLOST list in the Appendix
T.3	Davis Road from Clark Park to Highway 42 (Sidewalks and Streetscape)	X	X	X	X	X	\$610,000	Public Works	General Funds/SPLOST/TE/Grants	SPLOST list in the Appendix
T.4	Road Improvements for City Project and Streets	X	X	X	X	X	\$5,000,000	Public Works	SPLOST/General Fund	SPLOST/LMIG list in the Appendix
T.5	Infrastructure Improvements for City Projects	X	X	X	X	X	\$7,000,000	Public Works	General Fund/SPLOST/Grants	SPLOST/LMIG list in the Appendix
New: T.6	Flippen Road Traffic Plan		X	X	X		\$125,000	Public Works	Grant/General Fund	

Community Work Program (CWP)										Comments
	Action	2024	2025	2026	2027	2028	Estimated Cost	Responsible Department/Agency	Funding Source	
New: T.7	Investigate Additional Funding for Rock Quarry Road-Widening	X					Staff Time	Public Works	Grant/General Fund	Public Works Staff needs to determine how much additional money is needed to complete this project. It is underway.
New: T.8	Plan and Implement a Sidewalk Plan on Highway 138	X	X	X	X	X	\$125,000 for Study/Implementation Cost TBD	Public Works	Grant/General Fund	
New: T.9	Pedestrian and Bicycle Connectivity Concept Study-Implement the SBPTP	X	X	X	X		\$150,000	Planning/Economic Development/Public Works	Grant/General Fund	
New: T.10	Patrick Henry Parkway Traffic Plan			X			\$100,000	Public Works	General Fund/SPLOST/Grants	
New: T.11	Reintroduce the Henry County Transit Pilot Program/Work with Henry County Transit to provide additional public transportation	X	X				Staff Time/TBD Based on Service	Planning/Public Works	General Fund	

Community Work Program (CWP)										Comments
	Action	2024	2025	2026	2027	2028	Estimated Cost	Responsible Department/Agency	Funding Source	
New: T12	Traffic Study for Highway 138	X					\$100,000	Public Works	Grant/General Fund	
New: T.13	Walt Stephens Traffic and Paving Plan	X	X	X			\$150,000	Public Works	General Fund/SPLOST/ Grants	
Community Facilities										
CF.1	Splash Pad Design	X					\$75,000	Planning/Economic Development	General Fund	
CF.2	GIS - Infrastructure inventory and detailed mapping	X	X				\$50,000	Public Works	SPLOST/ General Fund	Former CF.8
CF.3	Sewer – infiltration and inflow study	X	X	X			\$1,000,000	Public Works	SPLOST/ General Fund	Former CF.9
CF.4	New Maintenance shop	X					\$3,000,000	Public Works	SPLOST/ General Fund	Former CF.11
CF.5	Monument Sign	X					\$160,000	Planning/Economic Development	General Fund	Former CF.13
CF.6	Multi-Purpose Facility		X	X	X	X	\$6,000,000	Planning/Economic Development	General Fund/Bond Financing	Former CF. 14
CF.7	Splash Pad Park (Construction)		X	X			\$1,300,000	Planning/Economic Development	General Fund	Former CF. 17
New C.8	Cultural Arts Center		X	X	X	X	\$18,000,000	Planning/Economic Development	Bond Financing/SPLOST	



CHAPTER 6

# REPORT OF ACCOMPLISHMENTS

### Key to Terminology:

Items that are Completed have been finished within the 5-Year reporting period prior to this Comprehensive Plan Update.

Items that are Underway have been initiated or have had partial progress made as of the end of the 5-Year reporting period prior to this Comprehensive Plan Update. They have been carried over into the new 5-year reporting period for this Comprehensive Plan Update.

Items that are Postponed are still priorities for the community, and have been carried over into the new 5-Year reporting period for this Comprehensive Plan Update.

Items that are Cancelled will not be carried over into the new 5-Year reporting period for this Comprehensive Plan Update. Generally, these are items that are broad policy statements or routine City operations, and they have been identified appropriately as such.



ID #	Project	Status	Comments
<b>Community Facilities</b>			
CF.1	Splash Pad Design	Underway	CF.1 on the CWP.
CF.2	Wastewater Treatment Plant Upgrade Plans/Engineering	Complete	
CF.3	Water supply source development	Complete	2 wells drilled, did not supply sufficient water, and were abandoned
CF.4	Water main and service line replacement	Complete	
CF.5	Wastewater Heads Work, Phase 2	Complete	
CF.6	SCADA Replacement	Complete	
CF.7	Waste Water Treatment Plant Upgrade	Complete	
CF.8	GIS - Infrastructure inventory and detailed mapping	Underway	CF.2 on the CWP.
CF.9	Sewer – infiltration and inflow study	Underway	CF.3 on the CWP.
CF.10	Sewer reconstruction & Pump Station replacement	Complete	
CF.11	New Maintenance shop	Underway	CF.4 on CWP.
CF.12	Amphitheater	Complete	
CF. 13	Monument Sign	Underway	Concept Plan Process-CF.5 on CWP.
CF. 14	Multi-Purpose Facility	Underway	Concept Plan Process-CF.6 on the CWP.
CF.15	Public Works Facility	Complete	
CF. 16	Old Fire Station Renovation	Complete	
CF. 17	Splash Pad Park	Underway	CF.7 on the CWP.

Note: The Police Station was also completed during this period.

ID #	Project	Status	Comments
<b>Economic Development</b>			
ED.1	Establish Stockbridge Assoc. of Business	Underway	ED staff are working to bring back the association after a hiatus-(to be rebranded as Stockbridge Business Partnership)-ED.1 on CWP.
ED.2	Create Economic Development Marketing Plan	Underway	Expected to be completed by 1Q2024-Marketing will be removed from the title in the new CP Update-ED.2 on CWP.
ED.3	Opportunity Zone Designation Study	Underway	ED staff are working on the Opportunity Zone Designation application-ED.3 on CWP.
ED.4	Create a Citywide Marketing Plan (Rebranding)	Complete	City was rebranded with a new logo and slogan.
<b>Land Use</b>			
LU.1	Update City Code including zoning and construction codes	Completed	
LU.2	Overlay District Designation	Completed	
LU.3	Comprehensive Plan Update	Underway	LU.1 on CWP.
LU.4	LCI Implementation	Underway	LU.2 on CWP.
LU.5	Park Plan Development (passive, active, pocket) city-wide (south, west, east, north)	Underway	LU.3 on CWP.
LU.6	Trail Study Implementation	Underway	LU. 4 on CWP.
<b>Transportation</b>			
T.1	Roadway Construction Projects/Engineering and ROW Acquisition	Underway	T.1 on CWP.
T.2	Sidewalk – repair and reconstruction	Underway	T.2 on CWP.
T.3	Davis Road from Clark Park to Highway 42 (Sidewalks and Streetscape)	Underway	T.3 on CWP.
T.4	Road Improvements for City Project and Streets	Underway	T.4 on CWP.
T.5	Infrastructure Improvements for city projects	Underway	T.5 on CWP.



CHAPTER 7

# LONG-RANGE PLAN- NING

Recent and projected growth in Stockbridge and in the Metro Atlanta region make long-range planning for the City's future critically important. In fact, the need for good City planning has never been greater as Stockbridge addresses not only its growth, but also emerging opportunities, the needs and quality of life of residents old and new, and the identity of this growing City.

The challenges and opportunities brought about by regional growth require planning beyond the five-year period, and identifying initiatives which may not be feasible within the next five years but are long-range planning initiatives to be considered for the next Comprehensive Planning update.

The Comprehensive Plan process over time is the mechanism to translate a long term vision into targeted objectives for overall growth and development. The Comprehensive Plan interacts with other planning to provide a comprehensive view to shape planning in the City for the five-year period and into the future.

The City of Stockbridge has identified four areas of Long Range Planning efforts.

These areas are to:

- 1) Housing: Continue to evaluate housing needs, especially a range of housing typologies including tiny houses, senior development models, duplexes, ADUs, and others.
- 2) Connectivity: While the current CWP identifies ways the City will improve current conditions, as the City grows a need to continuously reevaluate connectivity needs. This include the "Model Miles" to encourage connectivity as well as recreation and environmental stewardship.
- 3) Downtown Development: The City has a number of ongoing and planned efforts for downtown development. There are a number of opportunities and challenges that could benefit from additional incentives and planning as new development occurs.
- 4) Recreation, Parks, and Cultural Development: The City plans expand recreation and cultural opportunities for all.

By focusing on both the tasks to be completed in the next five years and the over-arching goals of its long-range planning efforts, Stockbridge will further ensure its resilience and prosperity now and in the future.



# APPENDIX



Publication Name:  
**Henry Daily Herald**

Publication URL:

Publication City and State:  
McDonough, GA

Publication County:  
Henry

Notice Popular Keyword Category:

Notice Keywords:  
comprehensive

Notice Authentication Number:  
202309251751028804513  
1231738086

Notice URL:

[Back](#)

Notice Publish Date:  
Saturday, July 29, 2023

### Notice Content

gpn16 hdh1857 Hdh1857 gpn16 CITY OF STOCKBRIDGE **COMPREHENSIVE** PLAN UPDATE PUBLIC NOTICE **COMPREHENSIVE** PLAN FIVE-YEAR UPDATE. The City of Stockbridge Mayor and City Council will hold a public hearing on Monday, August 14, 2023 at 6:00 p.m., in the Stockbridge City Hall, located at 4640 North Henry Boulevard in Stockbridge, Georgia, to consider a request by the City of Stockbridge Community Development Department to adopt the Five-Year Update to the City of Stockbridge **Comprehensive** Plan, 2018-2023, which is required by the Georgia Department of Community Affairs. The Five-Year Update would be effective from 2024 to 2028. It is being prepared by the Atlanta Regional Commission (ARC) in consultation with the City of Stockbridge Community Development Department. The Five-Year Update comprises an update to reflect recent development patterns in the City, and it also includes a new Future Land Use Plan and Map. The land use categories have been modified to make needed corrections and clarifications, and to include the new zoning districts which were created through the adoption of the Stockbridge Unified Development Code on March 14, 2022. Vanessa Holiday, City Clerk 7:29, 2023

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Total LGL 45.00  
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**PUBLIC HEARING NOTICE**  
**Stockbridge**  
**City Council Meeting**

Date: April 25, 2023  
Location: 4640 North  
Henry Blvd  
Stockbridge, GA 30281  
Public Hearing: 6:00 P.M.

**CITY OF STOCKBRIDGE 5-YEAR COMPREHENSIVE PLAN & COMMUNITY WORK PROGRAM/CAPITAL IMPROVEMENT ELEMENT UPDATE (CWP/CIE).** The City of Stockbridge Mayor & Council will hold the initial public hearing regarding the 2018 Comprehensive Plan Update. The purpose of this hearing is to brief the community on the process to be used to develop the plan, opportunities for public participation in development of the plan, and to obtain input on the proposed planning process.

All interested residents and business owners should attend. Questions should be directed to the Community Development Department by calling 770-389-7900 or emailing [planning@cityofstockbridge-ga.gov](mailto:planning@cityofstockbridge-ga.gov). The City is required by state law to update our long-range, Comprehensive Plan every five (5) years to be reviewed by the Department of Community Affairs & the Atlanta Regional Commission.  
100029-4/8/2023

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Total LGL 157.00

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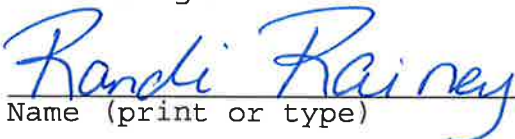
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CITY OF BUCKINGHAM  
ADDITION OF THE COM-  
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DISTRICT MAP  
JANUARY 1981

To consider amendments to the Official Zoning Map and Overlay District Map in accordance with the Resolution and Referendum amendment method, valid upon during the September 8, 2022 election, the City of Jacksonville, 2020 U.S. population 875,868, Jacksonville City Council, increased income, House Bill 612, increasing, but not limited to 25 subdivisions, communities, and parcels currently existing in 1957-1, single-family residential, 105 commercial and industrial, etc. The Zoning & Overlay District Map will be considered as a single document. The previous Zoning Map and Overlay District Map adopted on March 14, 2022 will be repealed and replaced.

AMERICAN OVERSIGHT - CASE # 54  
10/27/04

City of Blackstock Planning Commission will hold a public hearing on Thursday, April 27, 2003 at 6:30 p.m. and the City of Blackstock Mayor and City Council will hold a public hearing on Monday, May 5, 2003 at 8:00 p.m. The City of Blackstock City Hall, located at 4440 North Highway 92 in Blackstock, Georgia, to consider a Conditional Use Amendment request to amend the future land use designation of property located at 2100 Highway 92, Blackstock, Georgia, from "Future Development" to "Agriculture" to allow the construction of a townhome development. Applicant: Forestar Real Estate Group (USA), Inc. Agents: Andrew C. Smith, General Agent, and Robert C. Smith, General Agent, located in the City of Blackstock, Georgia, at 191 E. District Rd. and telephone 773.831.4343.

12-5-73

The City of Stockbridge Planning Commission will hold a public hearing on Thursday, April 30, 2023 at 5:30 p.m., and the City Stockbridge Mayor and Council will hold a public hearing on Monday, May 1, 2023 at 6:00 p.m. at the Stockbridge City Hall located at 4540 North Main Boulevard in Stockbridge, Georgia, to assign the name of "Dr. Martin Luther King Jr. Park" to the family residence to property located at 474 1/2 NW 17th Street.

1997-1998

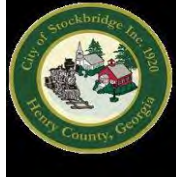
[illegible]

## PLANNING COMMISSION

**MEETING / PUBLIC HEARING**  
Date: Thursday, April 27, 2006, at 6:30 p.m.  
Location: Council Chamber of Stockbridge City Hall  
4640 North Henry  
Buckhead, Georgia, 30084

**MAYOR AND CITY COUNCIL**

**MEETING / PUBLIC  
HEARING**  
Date: Monday, May 5,  
2003, at 8:00 p.m.  
Location: Council Chamber  
of Stockbridge City Hall  
4540 North Henry  
Boulevard  
Stockbridge, Georgia  
30281  
(770)331-4133/2003



## PUBLIC HEARING NOTICE

### **COMPREHENSIVE PLAN FIVE-YEAR UPDATE.**

The City of Stockbridge Mayor and City Council will hold a public hearing on Monday, August 14, 2023 at 6:00 p.m., in the Stockbridge City Hall, located at 4640 North Henry Boulevard in Stockbridge, Georgia, to consider a request by the City of Stockbridge's Community Development Department to adopt the Five-Year Update to the City of Stockbridge Comprehensive Plan, 2018-2023, which is required by the Georgia Department of Community Affairs. The Five-Year Update would be effective from 2024 to 2028. It is being prepared by the Atlanta Regional Commission (ARC) in consultation with the City of Stockbridge Community Development Department. The Five-Year Update comprises an update to reflect recent development patterns in the City, and it also includes a new Future Land Use Plan and Map. The land use categories have been modified to make needed corrections and clarifications, and to include the new zoning districts which were created through the adoption of the Stockbridge Unified Development Code on March 14, 2022.

### **STOCKBRIDGE DOWNTOWN BIKE AND PEDESTRIAN STUDY**

The City of Stockbridge Mayor and City Council will hold a public hearing on Monday, August 14, 2023 at 6:00 p.m., in the Stockbridge City Hall, located at 4640 North Henry Boulevard in Stockbridge, Georgia, to consider a request by the City of Stockbridge's Community Development Department to hear information and approve transmittal of the Stockbridge Downtown Bike and Pedestrian Study by the consulting firm Keck and Wood. The City of Stockbridge, Georgia was awarded funding for the Stockbridge Downtown Bike and Pedestrian Study by the Atlanta Regional Commission. This study will define a proposed project that will improve pedestrian and bicycle infrastructure throughout downtown Stockbridge. The project will improve connectivity by expanding on the City's goal of creating a desirable multi-modal environment. As part of the Atlanta Regional Commission's Livable Centers Initiative Program, the study area includes:

- US 23 from East Atlanta Road to Burke Street
- Burke Street from US 23 to Davis Road
- Love Street from Burke Street to East Atlanta Road
- Jim Clark Drive from MLK Senior Heritage Trail to Burke Street
- Lovejoy Street from Burke Street to MLK Senior Heritage Trail



### **REZONING CASE #RZ-2023-02.**

The City of Stockbridge Planning Commission will hold a public hearing on Thursday, August 24, 2023 at 6:30 p.m., and the City of Stockbridge Mayor and City Council will hold a public hearing on Monday, September 11, 2023 at 6:00 p.m., in the Stockbridge City Hall, located at 4640 North Henry Boulevard in Stockbridge, Georgia, to consider a request for rezoning to assign the 'SR' (Suburban Residential) zoning district to **certain property on Valley Hill Road** to allow for the development of a single-family detached subdivision. The applicant/agent is Yvette Morrison. The property contains three parcels on Valley Hill Road in Land Lot 92 of District 12, as are listed below, with 17.277 +/- total acres within the Stockbridge City Limits.

### **COMPREHENSIVE PLAN AMENDMENT CASE #CP-2023-02.**

The City of Stockbridge Planning Commission will hold a public hearing on Thursday, August 24, 2023 at 6:30 p.m., and the City of Stockbridge Mayor and City Council will hold a public hearing on Monday, September 11, 2023 at 6:00 p.m., in the Stockbridge City Hall, located at 4640 North Henry Boulevard in Stockbridge, Georgia, to consider a request for a Comprehensive Plan Amendment to assign the future land use designation of 'High-Density Residential' to **property at 55 Valley Hill Road** to allow for the construction of a townhome development. The applicant is D.R. Horton, Inc., represented by Tiffany Hogan. The property represents Parcel Number S16-01006000 in Land Lot 69 of District 12, and it contains 24.96 +/- acres within the Stockbridge City Limits.

### **REZONING CASE #RZ-2023-03.**

The City of Stockbridge Planning Commission will hold a public hearing on Thursday, August 24, 2023 at 6:30 p.m., and the City of Stockbridge Mayor and City Council will hold a public hearing on Monday, September 11, 2023 at 6:00 p.m., in the Stockbridge City Hall, located at 4640 North Henry Boulevard in Stockbridge, Georgia, to consider a request for rezoning to assign the 'MFR' (Multiple Family Residential) zoning district to **property at 55 Valley Hill Road** to allow for the construction of a townhome development. The applicant/agent is D.R. Horton, Inc. The property is located in Land Lot 69 of District 12, and it contains 24.96 +/- acres within the Stockbridge City Limits.

### **VARIANCE CASE #VR-2023-02**

The City of Stockbridge Planning Commission will hold a public hearing on Thursday, August 24, 2023 at 6:30 p.m., and the City of Stockbridge Mayor and City Council will hold a public hearing on Monday, September 11, 2023 at 6:00 p.m. in the Stockbridge City Hall, located at 4640 North Henry Boulevard in Stockbridge, Georgia, to consider a request for a variance to allow for the construction of a townhome development. The purpose of the variance is to allow the reduction in the front yard setbacks from the required 50 feet to 25 feet in the MFR (Multiple Family Residential) zoning district. The property is located in Land Lot 69 of District 12, and it contains 24,96 +/- acres within the Stockbridge City Limits.

---

**CITY OF STOCKBRIDGE PLANNING COMMISSION MEETING /PUBLIC HEARING**

**Date:** Thursday, August 24, 2023, at 6:30 p.m.  
**Location:** Council Chamber of Stockbridge City Hall at 4640 North Henry Boulevard,  
 Stockbridge, Georgia, 30281.

---

**CITY OF STOCKBRIDGE MAYOR AND CITY COUNCIL MEETING / PUBLIC HEARING**

**Date:** Monday, September 11, 2023, at 6:00 p.m.  
**Location:** Council Chamber of Stockbridge City Hall at 4640 North Henry Boulevard,  
 Stockbridge, Georgia, 30281.

---

Please run a Legal ad in *The Henry Herald* on the following date: Wednesday, 16, 2023.

Edited by: _____	Date: _____
Checked by: _____	Date: _____
Approved by: _____	Date: _____
Received at <i>The Daily Herald</i> by: _____	
Date: _____	Time: _____
Please Bill: 7040—Community Development Department, Planning and Zoning Division	

Please e-mail a copy of the Ad, once it has run, to [planning@cityofstockbridge-ga.gov](mailto:planning@cityofstockbridge-ga.gov) and also to [randerson@cityofstockbridgega.gov](mailto:randerson@cityofstockbridgega.gov).

Thank you.

*Ryan Anderson*

City of Stockbridge  
 Community Development Department  
 Stockbridge City Hall  
 4640 North Henry Boulevard  
 Stockbridge, GA 30281  
 (678) 833-3344  
[planning@cityofstockbridge-ga.gov](mailto:planning@cityofstockbridge-ga.gov)

The City of Stockbridge

# COMPREHENSIVE PLAN

LET'S TALK ABOUT OUR  
FUTURE



Scan the QR code to learn more and  
take the survey



# WHAT IS A COMPREHENSIVE PLAN?

**Go to**  
**[publicinput.com/stockbridge](http://publicinput.com/stockbridge)**  
**to learn more!**

One of the fundamental responsibilities of local government is planning – a word used to describe how a community shapes and guides growth and development. Updating Stockbridge's comprehensive plan offers the community an opportunity to look beyond the execution of day-to-day services and consider where it wants to be in the next five years – and what has to be done to get there. Visit our webpage to get up-to-date information about the process and participate in engagement opportunities to help shape this plan – and Stockbridge's future!

The City of Stockbridge

# COMPREHENSIVE PLAN

## LET'S TALK ABOUT OUR FUTURE

### WHAT IS A COMPREHENSIVE PLAN?

One of the fundamental responsibilities of local government is planning – a word used to describe how a community shapes and guides growth and development. Updating Stockbridge's comprehensive plan offers the community an opportunity to look beyond the execution of day-to-day services and consider where it wants to be in the next five years - and what has to be done to get there. Visit our webpage to get up-to-date information about the process and participate in engagement opportunities to help shape this plan - and Stockbridge's future!



Go to  
[publicinput.com/stockbridge](https://publicinput.com/stockbridge)  
to learn more!



Scan the QR code  
to learn more  
and take the survey

**OPEN HOUSE**

**May 17, 2023**

**6-7:30 PM**

**Merle Manders Conference Center**

*111 Davis Rd, Stockbridge, GA 30281*



Stockbridge Downtown Bike and  
Pedestrian Study  
and Comprehensive Plan Update

*Join us!*

for a

# JOINT PUBLIC WORKSHOP

## ABOUT



### Bike and Pedestrian Study:

The City of Stockbridge, Georgia was awarded funding for the Stockbridge Downtown Bike and Pedestrian Study by the Atlanta Regional Commission. This study will define a proposed project that will improve pedestrian and bicycle infrastructure throughout downtown. The project will improve connectivity by expanding on the City's goal of creating a desirable multi-modal environment.

### Comprehensive Plan Update:

One of the fundamental responsibilities of local government is planning – a word used to describe how a community shapes and guides growth and development. Updating the comprehensive plan offers communities the opportunity to look beyond the execution of day-to-day services and consider where they want to be in the next five years - as well as what has to be done to get there. Help the City of Stockbridge, assisted by the Atlanta Regional Commission, plan for the future!

## DETAILS

Wednesday, August 2, 2023  
from 6:00 pm to 7:00 pm

Merle Manders Conference Center  
111 Davis Road, Stockbridge, Georgia, 30281

**Stockbridge**  
Where Community Connects



A photograph of two young women standing on a brick-paved path between brick walls. They are both smiling and looking at each other. The woman on the left has blonde hair and is wearing a dark top and a denim skirt. The woman on the right has curly hair and is wearing a plaid shirt over a light top. Both are holding bicycles. The image is overlaid with a semi-transparent green filter.

# **CITY OF Stockbridge 2023 COMPREHENSIVE PLAN UPDATE**

**1<sup>ST</sup> PUBLIC HEARING –April 25, 2023**

**Comprehensive Planning Services**



# WHY DO WE PLAN?



# PROCESS | REQUIRED PLAN ELEMENTS

*REQUIRED  
FOR ALL*



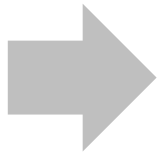
VISION &  
GOALS

NEEDS &  
OPPORTUNITIES

COMMUNITY  
WORK  
PROGRAM

BROADBAND  
SERVICES

*REQUIRED  
FOR SOME*



CAPITAL  
IMPROVEMENTS  
ELEMENT

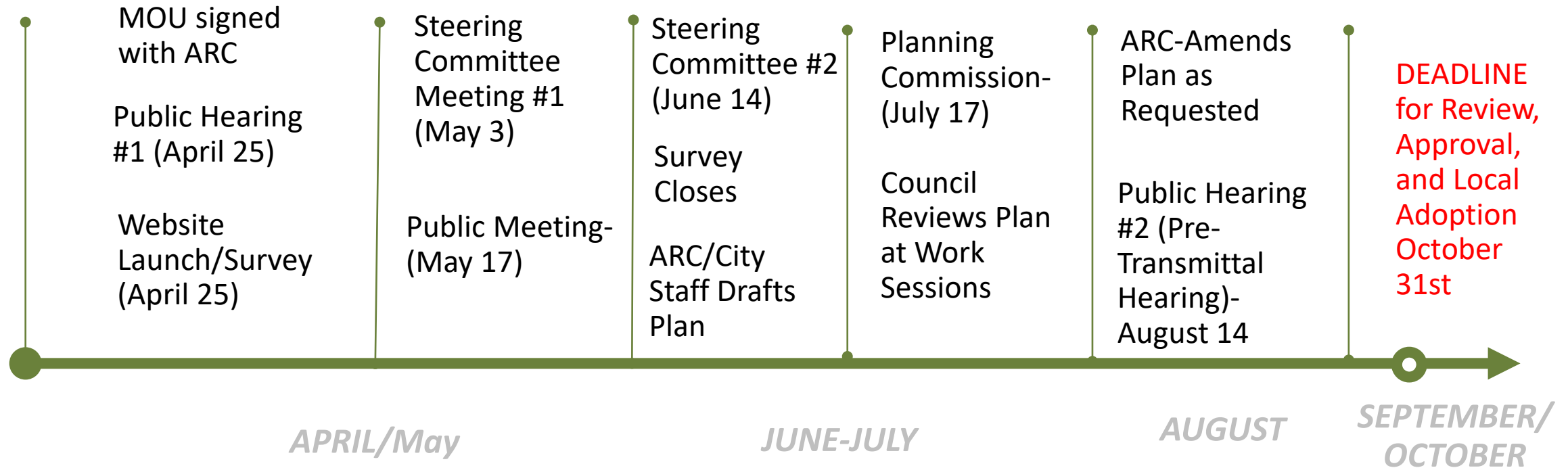
LAND USE

ECONOMIC  
DEVELOPMENT

TRANSPORTATION

HOUSING

# TENTATIVE SCHEDULE | FEBRUARY-OCTOBER





# Public Input Website: [City of Stockbridge 2023 Comprehensive Plan Update - PublicInput](#)



## CITY OF STOCKBRIDGE COMPREHENSIVE PLAN UPDATE Translate

Welcome

Survey

Steering Committee

Public Meeting

Subscribe

### WHAT IS A COMPREHENSIVE PLAN?

One of the fundamental responsibilities of local government is planning – a word used to describe how a community shapes and guides growth and development. Updating the comprehensive plan offers communities the opportunity to look beyond the execution of day-to-day services and consider where they want to be in the next five years - as well as what has to be done to get there. Check back here regularly to get up-to-date information about the process and participate in multiple engagement opportunities to help shape the comprehensive plan - and Stockbridge's future!

### FOLLOW US ON SOCIAL MEDIA



PLANNED

#### Kick-off Council (Public Hearing)

April 25, 2023 at 6:00 pm

Stockbridge City Hall

4640 North Henry Boulevard  
Stockbridge, GA 30281



# Your Thoughts/Questions/Public Meeting Focus?



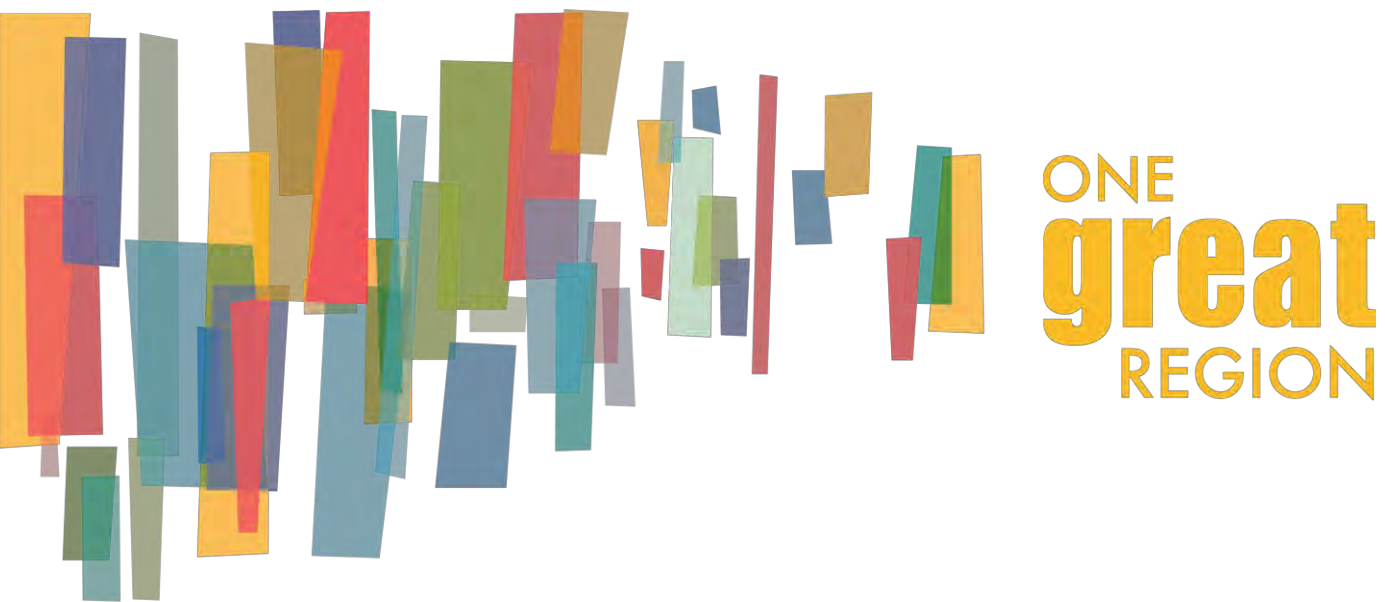
# Keri Stevens, ARC

404-455-4745

[kstevens@atlantaregional.org](mailto:kstevens@atlantaregional.org)

Project Website: [City of Stockbridge 2023 Comprehensive Plan Update -  
Atlanta Regional Commission - PublicInput.com](#)





# Steering Committee Meeting #1

City of Stockbridge 2023 Comprehensive Plan Update

## Vision

ONE **great** REGION

## Mission

*Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.*

## Values

**Excellence** | **Integrity** | **Equity**

## Goals



**Healthy, safe, livable communities** in the Atlanta Metro area.



**Strategic investments** in people, infrastructure, mobility, and preserving natural resources.



Regional services delivered with **operational excellence** and **efficiency**.



**Diverse stakeholders engage** and take a regional approach to solve local issues.



**A competitive economy** that is inclusive, innovative, and resilient.



# Agenda

- 📊 Welcome & Introductions
- 📊 Quick Data
- 📊 Strengths, Weaknesses, Opportunities, Threats (SWOT)-Issues & Opportunities
- 📊 Community Goals
- 📊 Next Steps
- 📊 Q&A



# Welcome & Introductions

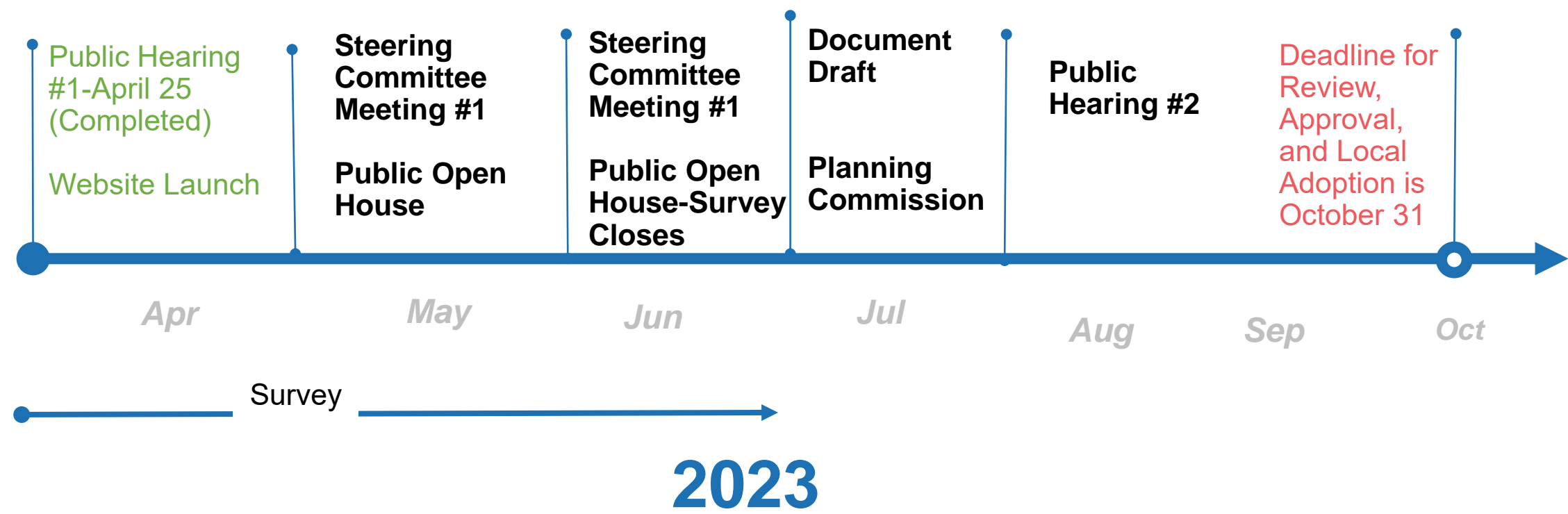
# Why do we plan?

- ▮ Prepare for the **future**
- ▮ Provide for the public **health, safety, and welfare**
- ▮ Build **community**
- ▮ Minimize **weaknesses**
- ▮ Enhance **strengths**
- ▮ Accommodate present **needs**
- ▮ Anticipate **change**

# What is a comprehensive plan?

- One of the fundamental responsibilities of local government is planning – a word used to describe **how a community shapes and guides growth and development**. Updating the comprehensive plan offers communities the opportunity to **look beyond the execution of day-to-day services** and **consider where they want to be in the next five years** – as well as **what has to be done to get there**.
- Required plan elements include **Vision & Goals, Needs & Opportunities**, a Community Work Program, and Broadband Services. Additional required elements for Rockdale County are a Capital Improvements Element and Land Use and Transportation elements.

# What is our timeline?







# Quick Data (See handout for more information)

# POPULATION CHANGE 2010 2020



↑ 93%\*  
28,973

Data Source: US Census Bureau; Population and Housing Estimates, 1980-2020

# POPULATION CHANGE COMPARED TO SIMILAR CITIES NEARBY 2000-2020

McDonough

↑71%\*

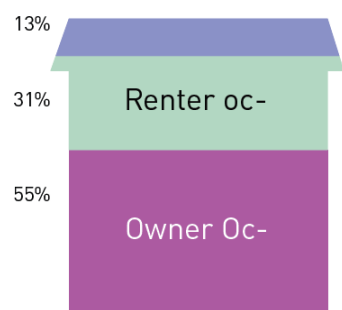
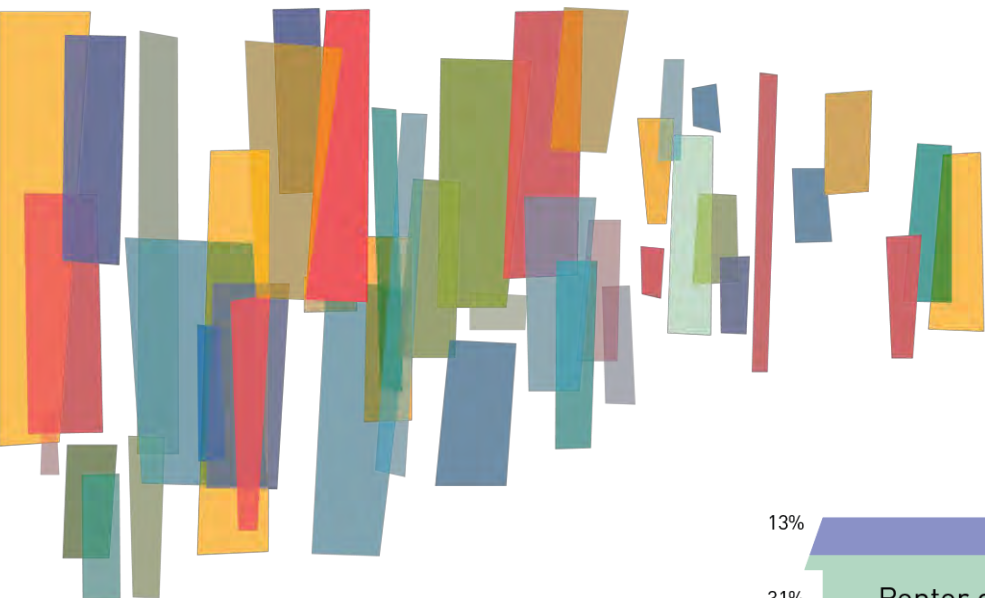
29,051

Forest Park

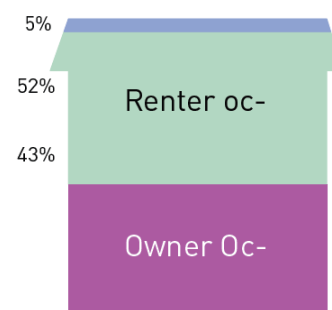
↓8%\*

19,932

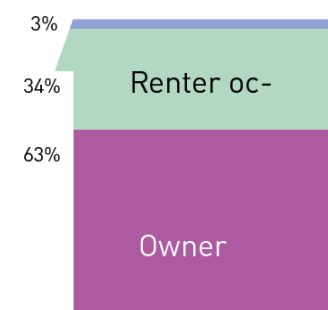
Data Source: US Census Bureau; American Community Survey, 200-2020



2010  
Region



2010



11 County

Data Source: US Census Bureau; American Community Survey, 2010 & 2020



## HOUSING VALUE



Data Source: US Census Bureau; American Community Survey, 2010 & 2020



# MEDIAN HOUSEHOLD INCOME



MEDIAN HOUSEHOLD INCOME

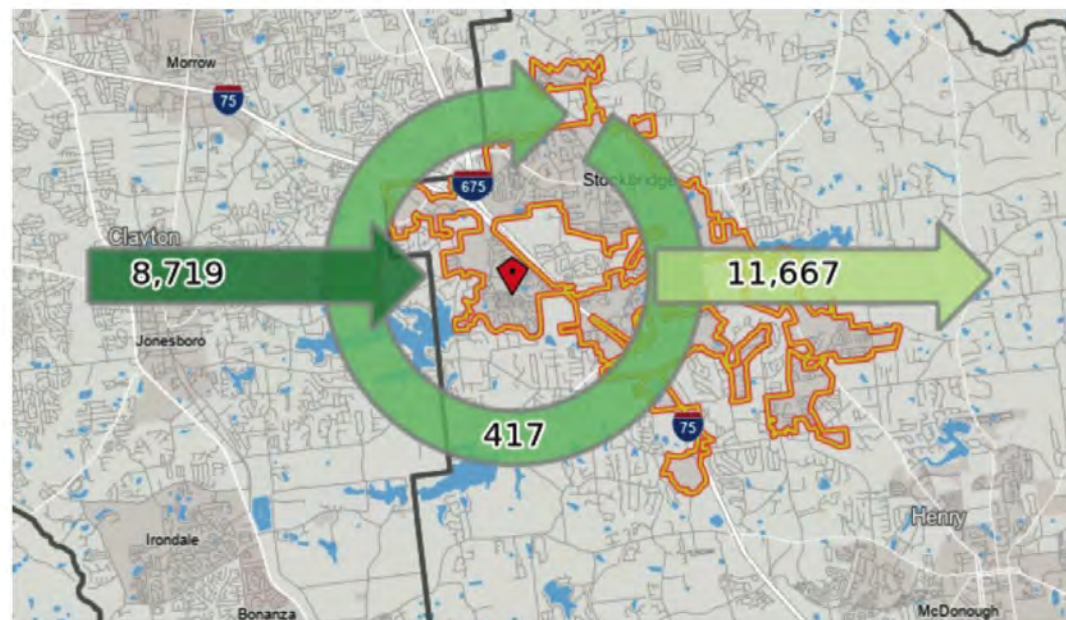
**\$58,401**

**↑5%\***

Data Source: US Census Bureau; American Community Survey, 2010 & 2020



## COMMUTE IN, LIVE AND WORK IN



8,719 Employed in Stockbridge, live outside  
11,667 Live in Stockbridge, employed outside  
417 Employed and Live in Stockbridge



# SWOT: Issues & Opportunities



# Strengths and Opportunities

Identify and Discuss



# Weaknesses and Threats

Identify and Discuss





# Vision and Community Goals

# Vision

Stockbridge is a city that is an attractive place to invest, conduct business, and raise a family.

Thoughts?

# Population and Economic Development

## Population Goal

- To protect and enhance the city's unique qualities while embracing growth and ensuring that all residents have access to critical services, safe and attractive neighborhoods, and good work opportunities.

## Economic Development Goal

- To attract and retain high-quality and diverse employers with quality of life, education, culture, housing, healthcare, retail, and recreation facilities.

# Housing, Natural-Cultural-Historic Resources, and Community Facilities

## Housing Goal

- To provide a variety of housing choices to suit the changing needs and lifestyles of city residents.

## Natural Resources Goal

- To promote the efficient use of natural resources and to identify and protect environmentally sensitive and culturally/historically significant areas of the city.

## Community Facilities Goal

- To make available adequate facilities and services to meet the changing needs of all city residents.

# Future Land Use, Transportation, and Broadband

## Future Land Use Goal

- To ensure that new development promote a better sense of place and preserve valued elements of community character.

## Transportation Goal

- To enhance mobility, accessibility, and environmental quality through the maintenance and expansion of transportation improvements and services.

## Broadband Goal

- Every citizen should have affordable access to robust broadband services, and the means and skills to subscribe if they so chose.

## Intergovernmental Coordination Goal

- To cooperate with neighboring jurisdictions to address share needs.






# Next Steps

# Help us spread the word!

Atlanta Regional Commission ▶ City of Stockbridge 2023 Comprehensive Plan Update

Keri Stevens ▾



# CITY OF STOCKBRIDGE COMPREHENSIVE PLAN UPDATE

Translate

Welcome

Survey

Steering Committee

Public Meeting

Resources

S

## WHAT IS A COMPREHENSIVE PLAN?

One of the fundamental responsibilities of local government is planning – a word used to describe how a community shapes and guides growth and development. Updating the comprehensive plan offers communities the opportunity to look beyond the

COMPLETE


### Kick-off Council (Public Hearing)

April 25, 2023 at 6:00 pm

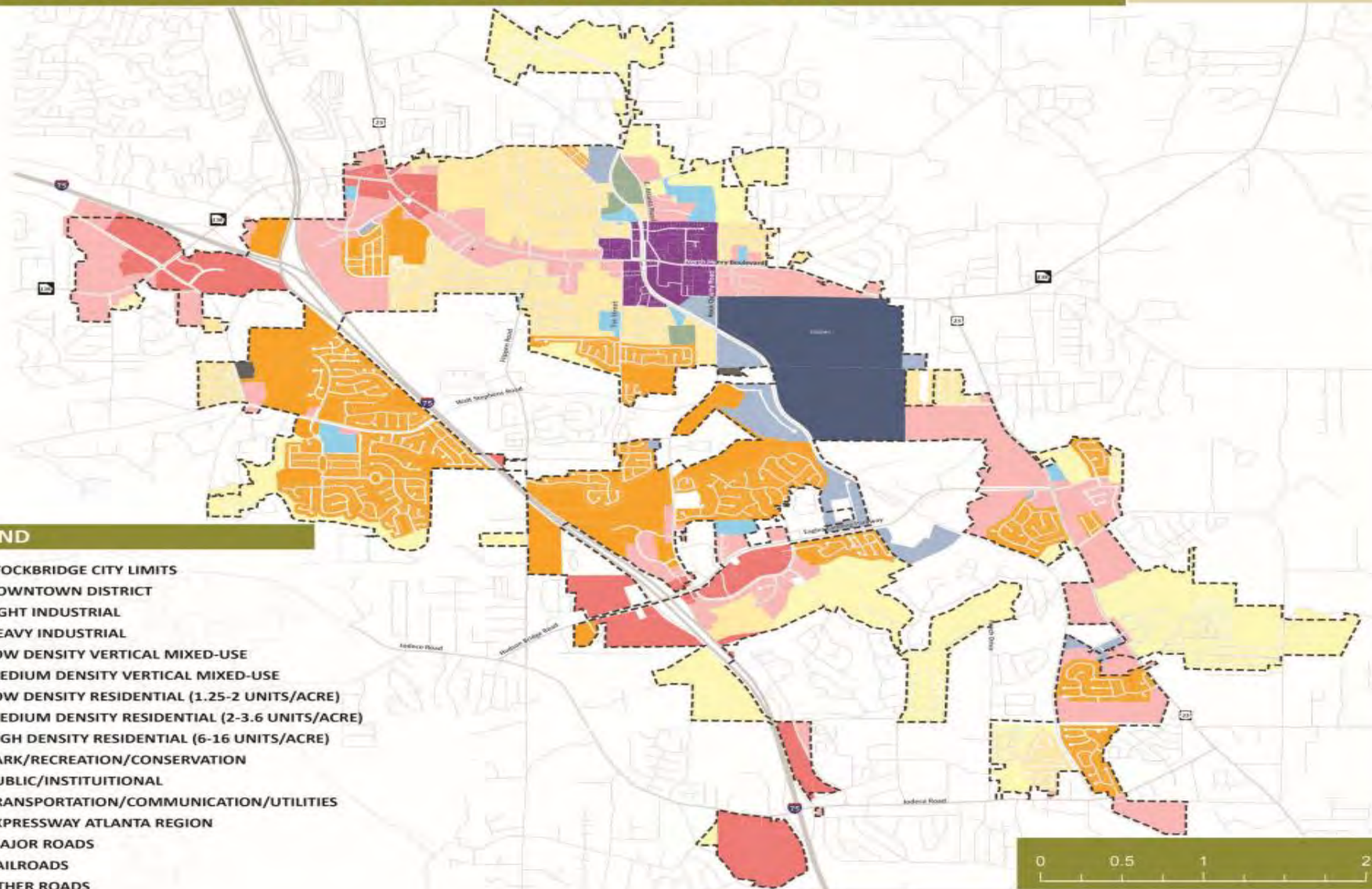
Stockbridge City Hall

4640 North Henry Boulevard

Stockbridge, GA 30281



# STOCKBRIDGE FUTURE LAND USE MAP



POND





# Q&A



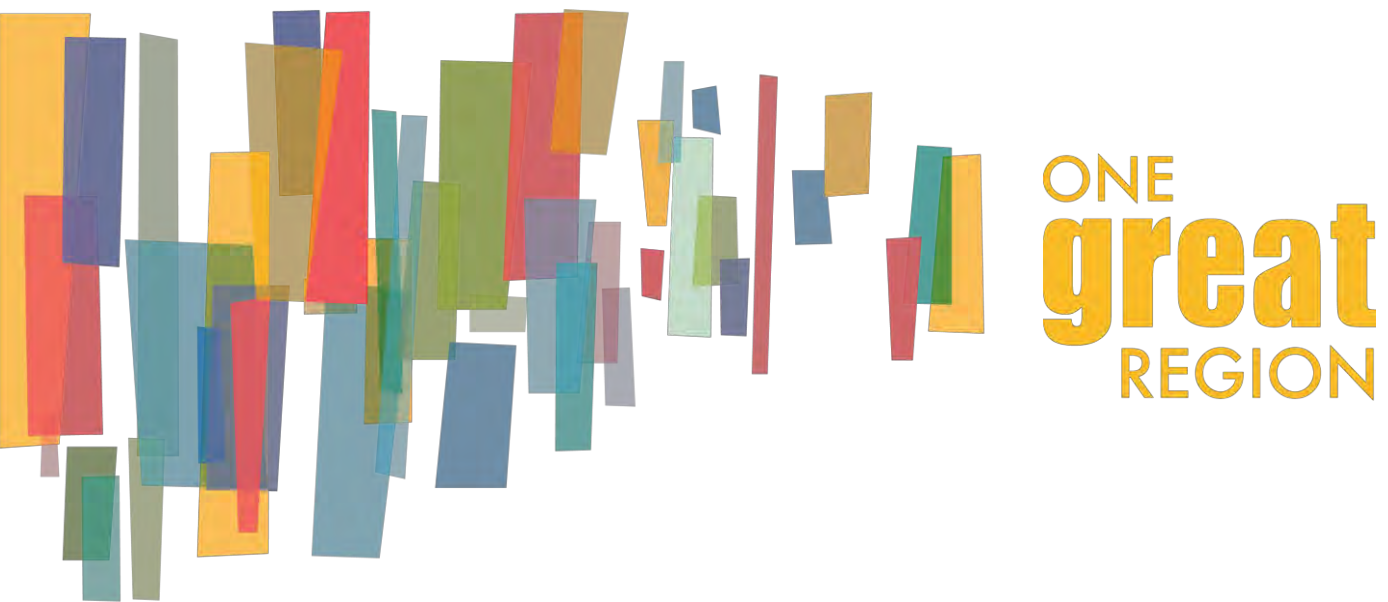
# Thank You!

Keri Stevens

[kstevens@atlantaregional.org](mailto:kstevens@atlantaregional.org)

404-455-4745





## City of Stockbridge 2023 Comprehensive Plan-Steering Committee #2

## Vision

ONE **great** REGION

## Mission

*Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.*

## Values

**Excellence** | **Integrity** | **Equity**

## Goals



**Healthy, safe, livable communities** in the Atlanta Metro area.



**Strategic investments** in people, infrastructure, mobility, and preserving natural resources.



Regional services delivered with **operational excellence** and **efficiency**.









**Diverse stakeholders engage** and take a regional approach to solve local issues.



**A competitive economy** that is inclusive, innovative, and resilient.

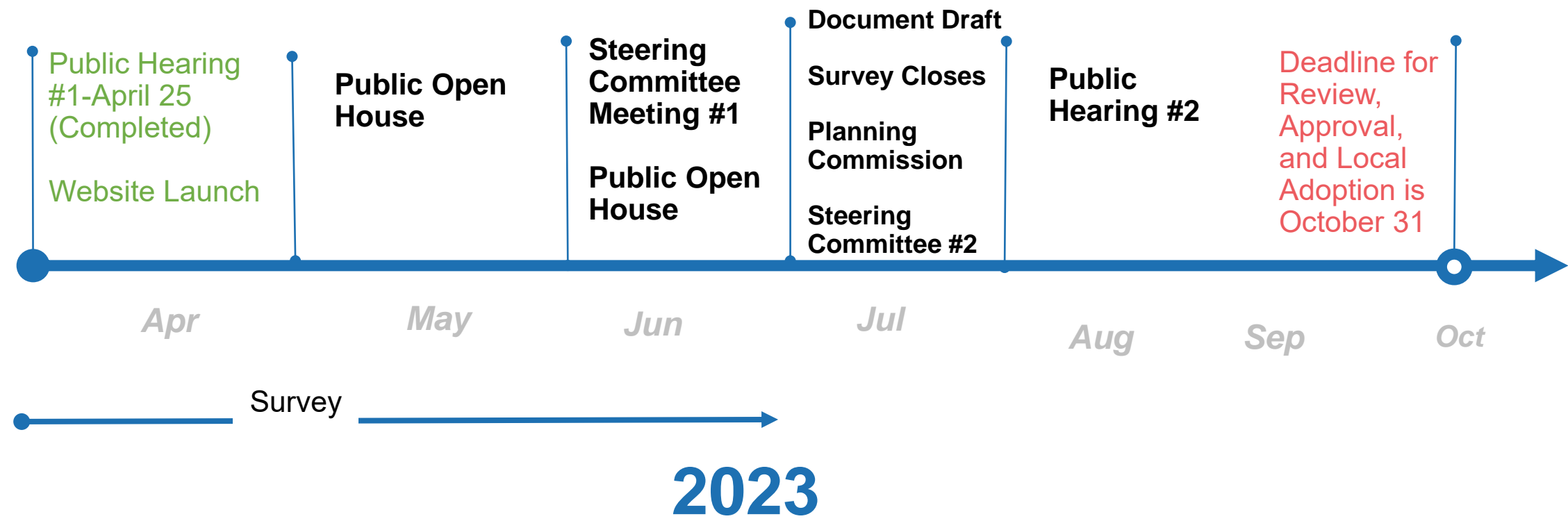
# Agenda

-  Welcome & Introductions
-  Timeline
-  Community Goals-Updated
-  Land Use
-  Next Steps
-  Q&A



# Welcome & Introductions

# What is our timeline?





# Vision: Where Community Connects

- New: Stockbridge's vision and goals were developed in 2019 from input from the public, city staff, and elected officials. This plan will review the vision and goals and update with new input.
- Stockbridge is a city that is an attractive place to invest, conduct business, and raise a family. We are a city striving to responsibly grow with a mix of uses in our emerging, connected downtown and neighborhoods that mix residences, parks, and greenspaces.
- Thoughts?

# Population and Economic Development

## Population Goals

- To protect and enhance the city's unique qualities while embracing growth and ensuring that all residents have access to critical services, safe and attractive neighborhoods, and good quality, diverse work opportunities.
- *New: To determine areas appropriate for annexation.*
- *New: To attract new, diverse residents.*

## Economic Development Goal

- To attract and retain high-quality and diverse employers with quality of life, education, culture, housing, healthcare, retail, and recreation facilities.

# Housing, Natural-Cultural-Historic Resources, and Community Facilities

## Housing Goal

- To provide a variety of housing choices and price points to suit the changing needs and lifestyles of city residents.
- *New: To provide additional housing in the downtown core.*

## Natural Resources Goal

- To promote the efficient use of natural resources and to identify and protect environmentally sensitive and culturally/historically significant areas of the city.
- *New: To promote the development of additional parks, greenspace, and trails connected to already existing facilities.*

## Community Facilities Goal

- To make available adequate facilities and services to meet the changing needs of all city residents.
- *New: To ensure infrastructure is updated to meet the needs of the community and promote new development in the City.*

# Future Land Use, Transportation, and Broadband

## Future Land Use Goal

- To ensure that new development promotes a better sense of place and preserve valued elements of community character.
- *New: To establish land use designations that meet the needs of the city and are consistent with the new UDC.*
- *New: To identify available land for redevelopment and work with the development community on desirable development.*

## Transportation Goal

- To enhance mobility, accessibility, and environmental quality through the maintenance and expansion of transportation improvements and services.
- *New: To enhance multimodal connectivity throughout the City, specifically around the establishment of an extensive sidewalk system.*

## Broadband Goal

- Every citizen should have affordable access to robust broadband services, and the means and skills to subscribe if they so chose.

## Intergovernmental Coordination Goal

- To cooperate with neighboring jurisdictions to address shared needs.

## *New: General Coordination Goal*

- *To establish and ensure cooperation between non-profits and other partners within the city.*

## STOCKBRIDGE FUTURE LAND USE MAP

### FUTURE LAND USE

- Downtown District
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Primary Residential
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use
- Office/Public/Institutional
- Light Industrial
- Heavy Industrial
- Transportation/Communication/Utilities
- Park/Recreation/Conservation

0 0.75 1.5 3 Miles



# Proposed Changes

## Land Use Change-Properties with Parkway Overlay near Large Interchanges

- High-Density Vertical Mixed-Use

## Office-Institutional Land Use Category Added

## Proposed Densities-

- ▶ **LOW DENSITY RESIDENTIAL-**Proposed 1-3.99 per acre
  - RR – Rural Residential District
- ▶ **MEDIUM DENSITY RESIDENTIAL-**Proposed 4-7.99 per acre
  - SR – Suburban Residential District
- ▶ **HIGH DENSITY RESIDENTIAL-**Proposed 8-16 units per acre
  - MFR – Multiple Family Residential District

# Success-Report of Accomplishments

13 Action Items Out of 32

- Many Projects Underway



# Community Work Plan (CWP)

- ▮ Proposed Programs/Projects


- ▮ Draft CWP (in email)

- ▮ Are we missing something?

# Help us spread the word!

Atlanta Regional Commission ▶ City of Stockbridge 2023 Comprehensive Plan Update

Keri Stevens ▾



# CITY OF STOCKBRIDGE COMPREHENSIVE PLAN UPDATE

Translate

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S

## WHAT IS A COMPREHENSIVE PLAN?

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COMPLETE


### Kick-off Council (Public Hearing)

April 25, 2023 at 6:00 pm

Stockbridge City Hall

4640 North Henry Boulevard

Stockbridge, GA 30281





# Next Steps





# Q&A

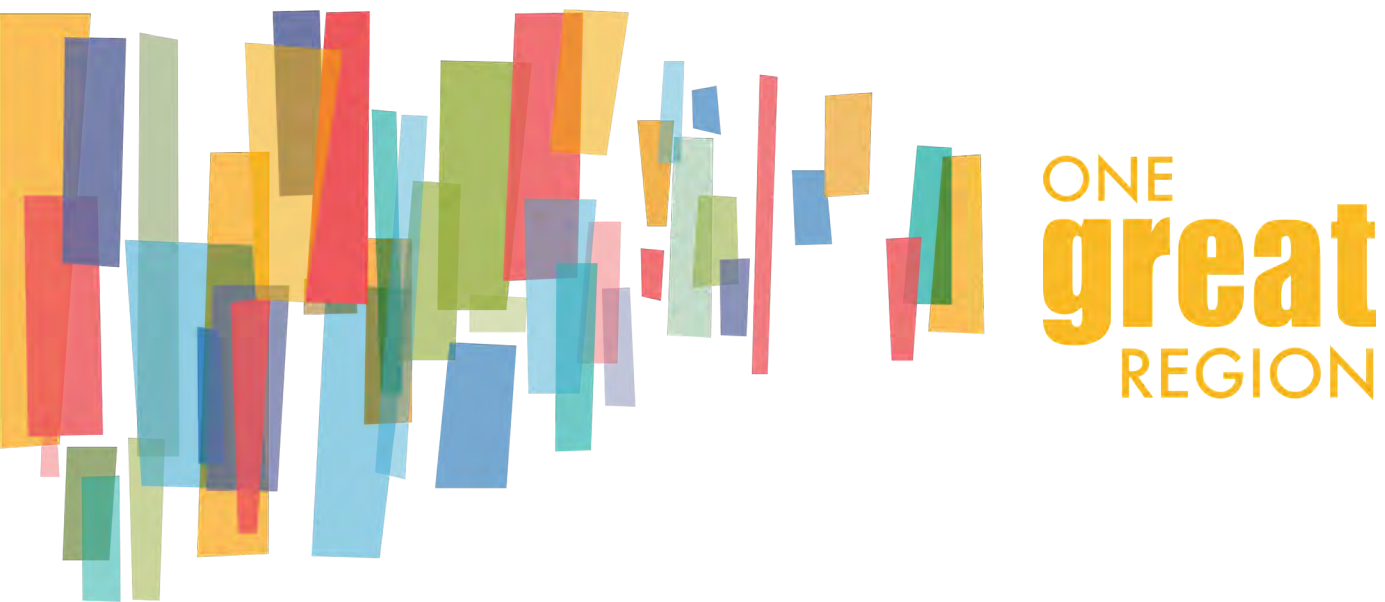


# Thank You!

Keri Stevens

[kstevens@atlantaregional.org](mailto:kstevens@atlantaregional.org)

404-455-4745



# **City of Stockbridge 2023 Comprehensive Plan-Public Hearing August 14, 2023**

## Vision

ONE **great** REGION

## Mission

*Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.*

## Values

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**Strategic investments** in people, infrastructure, mobility, and preserving natural resources.



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**Diverse stakeholders engage** and take a regional approach to solve local issues.



**A competitive economy** that is inclusive, innovative, and resilient.

# Agenda

- 📊 Welcome & Introductions
- 📊 Timeline
- 📊 Vision
- 📊 Public Input
- 📊 Summary of Changes
- 📊 Report of Accomplishments and Community Work Program
- 📊 Next Steps
- 📊 Q&A





# Welcome & Introductions

# WHY DO WE PLAN?



...and because the State of Georgia requires local governments to maintain a comprehensive plan!

# PROCESS | ELEMENTS REQUIRING UPDATE EVERY 5 YEARS

- Per DCA rules at Ch. 110-12-1-.03
  - Plan Update
    - Needs and Opportunities
    - Broadband
    - Land Use
    - Report of Accomplishments (ROA) – Provides status for every project in existing/previous Community Work Program (CWP)
    - New CWP – Includes projects noted as Underway or Postponed in ROA, plus any brand-new items, covering next 5 years

# PROCESS | ELEMENTS RCs ARE REQUIRED TO HELP WITH

- Per DCA rules at Ch. 110-12-1-.03(7)(b)
  - Goals
  - Needs and Opportunities
  - Broadband
  - CWP
- ARC's scope covered more than the above requirements
  - Our goal: incorporate feedback wherever appropriate, not just in required areas

# Update Focus: Unified Vision from All Plans and Studies

- Land Use
- Housing Trends
- Goals
- Community Work Program
- Interdepartmental Coordination-Public Works/Economic Development
- Long Range Chapter-Model Mile and Park Master Plan
- Utilize new Strategic Plan, Park Master Plan, and Community Input



## HOUSING TYPES



### Duplex

A small-to medium-sized structure that consists of two dwelling units that both face and are entered from the street.

**Side-by-side:** The two units are next to each other.

**Stacked:** One unit is above the other.

### Triplex/Fourplex

A medium structure that consists of four units: typically two on the ground floor and two above with a shared entry.

### Courtyard Apartment



### Bungalow Court



### Townhouse



### Multiplex



### Live/Work



### Cottage Cluster

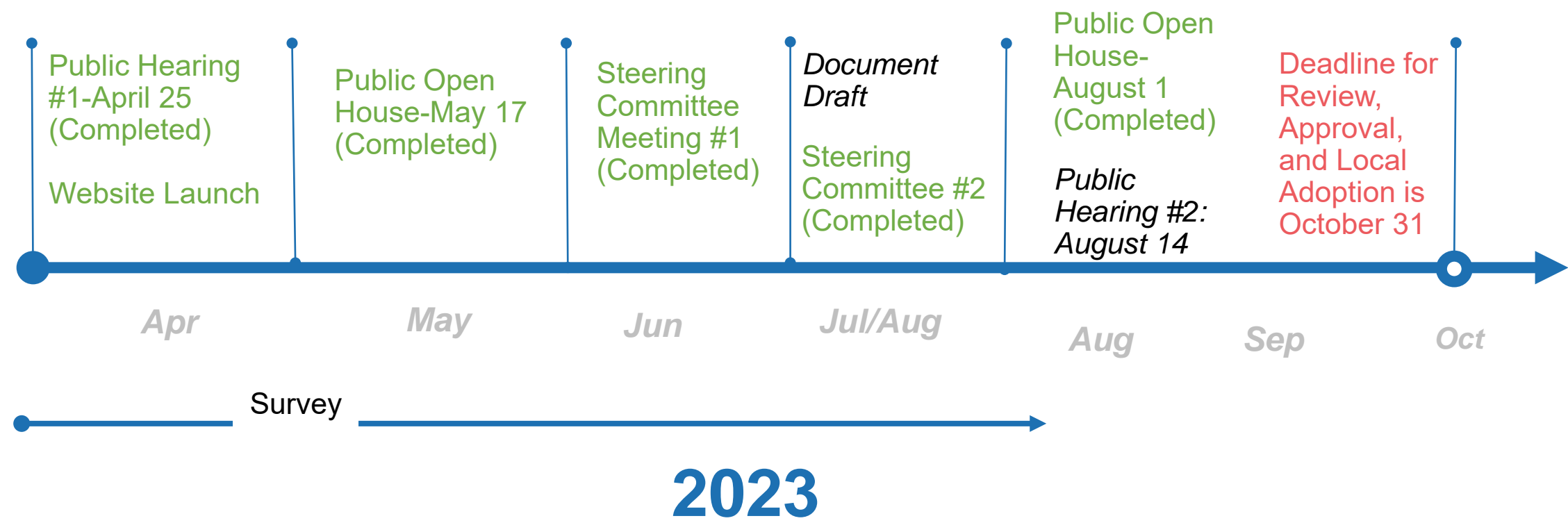


CitizensHousingCommission.org  
February 2020





# What is our timeline?





## **Vision:**

To be the most progressive business and family-oriented community in Metro Atlanta with a focus on enhanced Quality of Life initiatives which promote a sustainable “Live, Work, Play” environment.

*Stockbridge Strategic Plan 2022*

**Tagline/Branding: Where Community Connects**

# Public Input

## Survey: 136 Views with 336 Responses

- Over 88%: Quality of Life-Average or Above Average
- 74% Lived in Stockbridge Over 11 Years
- 29% 50-59 and 70-79 Years of Age
- 92 % Homeowners
- Themes
  - ▶ Small Town/Family Friendly
  - ▶ Traffic Issues
  - ▶ Crime
  - ▶ Lack of Sit-Down Restaurants and Grocery Stores
  - ▶ Need for Pedestrian and Bicycle Safety-Connectivity
  - ▶ Housing for Low and Middle Income

## Public Open House Meetings: May 17 and August 1


- Input on Transportation, Housing, Land Use, Priorities, Improvement Locations

## Steering Committee: June 21 and August 1

- Members include residents, economic development interests, elected official, city staff



# CITY OF STOCKBRIDGE COMPREHENSIVE PLAN UPDATE

 Translate

Welcome

Survey

Steering Committee

Public Meeting

Resources

5

## WHAT IS A COMPREHENSIVE PLAN?

One of the fundamental responsibilities of local government is planning – a word used to describe how a community shapes and guides growth and development. Updating the comprehensive plan offers communities the opportunity to look beyond the

COMPLETE

### Kick-off Council (Public Hearing)

April 25, 2023 at 6:00 pm

Stockbridge City Hall

4640 North Henry Boulevard  
Stockbridge, GA 30281





# Summary of Changes



# Population and Economic Development

## Population Goals

- Existing Comprehensive Plan: To protect and enhance the city's unique qualities while embracing growth and ensuring that all residents have access to critical services, safe and attractive neighborhoods, and good quality, diverse work opportunities.
- *New: Create an environment that fosters an enjoyable life for our citizens and visitors, so they want to stay here, build businesses here and retire here.*
- *New: To determine areas appropriate for annexation.*
- *New: To attract new, diverse residents.*

## Economic Development Goals

- Existing Comprehensive Plan: To attract and retain high-quality and diverse employers with quality of life, education, culture, housing, healthcare, **commercial**/retail, and recreation facilities.
- *New: Support activities that stimulate the local economy, so the City can provide a higher standard of living for the citizens.*

# Housing, Natural-Cultural-Historic Resources, and Community Facilities

## Housing Goal

- Existing Comprehensive Plan: To provide a variety of housing choices and price points to suit the changing needs and lifestyles of city residents and populations interested in moving to Stockbridge.
- *New: To provide additional housing in the downtown core.*
- *New: To provide for new diverse housing types including tiny homes, small lot single-family developments and other appropriate housing types to accommodate “missing middle” housing needs.*

## Natural Resources Goal

- Existing Comprehensive Plan: To promote the efficient use of natural resources and to identify and protect environmentally sensitive and culturally/historically significant areas of the city.
- *New: To promote the development of additional parks, greenspace, and trails connected to already existing facilities.*

## Community Facilities Goal

- Existing Comprehensive Plan: To make available adequate facilities and services to meet the changing needs of all city residents.
- *New: To ensure infrastructure is updated to meet the needs of the community and promote new development in the City.*

# Future Land Use, Transportation, and Broadband

## Future Land Use Goal

- Existing Comprehensive Plan: To ensure that new development promotes a better sense of place and preserve valued elements of community character.
- *New: To establish land use designations that meet the needs of the City and are consistent with the new UDC.*
- *New: To identify available land for redevelopment and work with the development community on desirable development.*

## Transportation Goal

- Existing Comprehensive Plan: To enhance mobility, accessibility, and environmental quality through the maintenance and expansion of transportation improvements and services.
- *New: To enhance multimodal connectivity throughout the City, specifically around the establishment of an extensive sidewalk system.*

## Broadband Goal

- Existing Comprehensive Plan: Every citizen should have affordable access to robust broadband services, and the means and skills to subscribe if they so chose.

## Intergovernmental Coordination Goal

- Existing Comprehensive Plan: To cooperate with neighboring jurisdictions to address shared needs.

## *New: General Coordination Goal*

- *To establish and ensure cooperation between non-profits and other partners within the City.*

## STOCKBRIDGE FUTURE LAND USE MAP



0 0.75 1.5 3 Miles



# Proposed Changes

- Comply with Parkway Mixed Use/Downtown Village Overlay and UDC

- Large Interchanges

- Density/Scale Adjusted

- Reduce the amount of new comp plan amendments

- Proposed Densities-

- ▶ Special Purpose District: Proposed 16-24 per acre
- ▶ Low Density Residential: Proposed 1-3.99 per acre
- ▶ Medium Density Residential: Proposed 4-7.99 per acre
- ▶ High Density Residential: Proposed 8-16 units per acre



# Report of Accomplishments and Community Work Program



# Success-Report of Accomplishments

- 13 Action Items Out of 32
  - Many Projects Underway



# Community Work Plan

### 📅 5-Year Plan for Programs and Projects:

- Economic Development
- Land Use
- Parks and Greenspace
- Transportation and Public Works
- Community Facilities





# Next Steps



# Q&A



# Thank You!

Keri Stevens

[kstevens@atlantaregional.org](mailto:kstevens@atlantaregional.org)

404-455-4745

Senate Bill 612

By: Senators Jones of the 10th and Strickland of the 17th

**AS PASSED**

**A BILL TO BE ENTITLED**

**AN ACT**

1 To amend an Act to provide a new charter for the City of Stockbridge, approved April 4,  
2 1991 (Ga. L. 1991, p. 4359), as amended, so as to change the corporate limits of such  
3 municipality; to provide for city council districts; to provide definitions and inclusions; to  
4 provide for the continuance in office for current members; to provide for related matters; to  
5 provide for a referendum; to provide for contingent effective dates and automatic repeal; to  
6 repeal conflicting laws; and for other purposes.

7 **BE IT ENACTED BY THE GENERAL ASSEMBLY OF GEORGIA:**

8 **SECTION 1.**

9 An Act to provide a new charter for the City of Stockbridge, approved April 4, 1991 (Ga. L.  
10 1991, p. 4359), as amended, is amended by adding a new Section 1.11A to read as follows:

11 "SECTION 1.11A.

12 Boundaries Amended.

13 (a) In addition to all other territory included within the corporate limits of said city, the  
14 corporate limits shall specifically include the following described property, all of which is  
15 located in Henry County, Georgia:



16 "User: S017

17 Plan Name: Stockbridge-AnnxRev-2022

18 Plan Type: Local

19 District ANNEX

20 County Henry GA

21 VTD LIGHTHOUSE

22 Block 070126:

23 1018

24 VTD PATES CREEK

25 Block 070116:

26 2000

27 Block 070123:

28 1017

29 VTD RED OAK

30 Block 070115:

31 1002 1003 1005 1006 1009 1010 1012 1014 1015 1016 1017 1019

32 1022 1023 1024 1030 1031 2005 2006 2007 2008 2009 2010 2013

33 2014 2018 2019 2020 2033 2035

34 Block 070124:

35 2002 2004 2005

36 VTD STAGECOACH

37 Block 070113:

38 1017 2000

39 Block 070125:

40 2006 2009 2017 2022 2023

41 Block 070126:

42 1015 1023 1028 1029 1030 1031 1032

43 VTD STOCKBRIDGE CENTRAL

44 Block 070113:

45 2001 2002 2003

46 Block 070115:

47 2027 2028 2029 2030

48 Block 070119:

49 2004 2005 2006 2007 2008 2009 2010 2011

50 Block 070126:

51 1035 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010

52 2011 2012 2013 2014 2015 2016

53 VTD STOCKBRIDGE EAST-WEST

54 Block 070114:

55 1003 1019 1020 1023 1024 1032 1034 1035 1039 1040 2011 2012

56 2015 2016 3012 3015 3016 3017 3018 3020 3021 3022 3023 3025

57 3027 3028 3029 3030

58 Block 070119:

59 3009 3018 3021 4009 4011 4012 4016 4017 4018

60 Block 070120:

61 1000 1001 1007 2000 2001 2002 2003 2004 2005 2006 2007 2008

62 2009 2010 2012 2013

63 Block 070124:

64 1000 1001

65 (b) For the purposes of such plan, Stockbridge-AnnxRev-2022, described in  
66 subsection (a)"of this section, the term 'VTD' shall mean and describe the same  
67 geographical boundaries as provided in the report of the Bureau of the Census for the  
68 United States decennial census of 2020 for the State of Georgia. The separate numeric

designations in a district description which are underneath a 'VTD' heading shall mean and describe individual blocks within a VTD as provided in the report of the Bureau of the Census for the United States decennial census of 2020 for the State of Georgia."

## **SECTION 2.**

Said Act is further amended by adding a new subsection to Section 2.10 to read as follows:

"(c) The five councilmembers to be elected as provided in this section shall be elected from the districts provided for in subsection (d) of Section 2.11. In order to be elected as a member of the city council from a district, a person must have resided in that district for at least 12 months prior to election thereto and must receive a plurality of the votes cast for such office in that district. Only electors who are residents of that district may vote for a councilmember of that district. At the time of qualifying for election as a councilmember, each candidate for such office shall specify the district for which that person is a candidate. A person elected as a councilmember from a district must continue to reside in that district during the person's term of office or such office shall thereupon become vacant."

## **SECTION 3.**

Said Act is further amended by revising subsections (b) and (d) of Section 2.11 as follows:

"(b) All elections shall be held and conducted in accordance with Chapter 2 of Title 21 of the O.C.G.A., the 'Georgia Election Code' as now or hereafter amended."

"(d)(1) For the purpose of electing councilmembers the City of Stockbridge shall be divided into five council districts. Districts 1, 2, 3, 4, and 5 shall be and correspond to those five numbered districts described in Appendix A attached to and made a part of this Act and further identified as 'User: SD010 Plan Name: StockbridgeCC-Dist2-2022 Plan Type: Local'.

(2) For the purposes of such plan:

(A) The term 'VTD' shall mean and describe the same geographical boundaries as provided in the report of the Bureau of the Census for the United States decennial census of 2020 for the State of Georgia. The separate numeric designations in a district description which are underneath a VTD heading shall mean and describe individual Blocks within a VTD as provided in the report of the Bureau of the Census for the United States decennial census of 2020 for the State of Georgia; and

(B) Except as otherwise provided in the description of any district, whenever the description of any district refers to a named city, it shall mean the geographical boundaries of that city as shown on the census maps for the United States decennial census of 2020 for the State of Georgia.

(3) Any part of the City of Stockbridge which is not included in any district described in paragraph (1) of this subsection shall be included within that district contiguous to such part which contains the least population according to the United States decennial census of 2020 for the State of Georgia.

(4) Any part of the City of Stockbridge which is described in paragraph (1) of this subsection as being included in a particular district shall nevertheless not be included within such district if such part is not contiguous to such district. Such noncontiguous part shall instead be included within that district contiguous to such part which contains the least population according to the United States decennial census of 2020 for the State of Georgia.

(5) Any territory purportedly described in a district in paragraph (1) of this subsection that is not within the corporate limits of the City of Stockbridge shall not be part of any such district.

(6) The initial councilmembers for Districts 3, 4, and 5 shall be elected at the municipal general election held in 2023, and the councilmembers elected at such election shall take office as provided for in Section 3.11 of this charter.

119       "(7)(A) The initial councilmember for District 1 as newly described under this  
120       subsection shall be LaKeisha Gantt, and on and after the effective date of this  
121       subsection such councilmember shall be deemed to be serving from and representing  
122       District 1 as described under this subsection.

123 (B) The initial councilmember for District 2 as newly described under this subsection  
124 shall be Alphonso Thomas, and on and after the effective date of this subsection such  
125 councilmember shall be deemed to be serving from and representing District 2 as  
126 described under this subsection."

## 127 SECTION 4.

128 The election superintendent of Henry County shall call and conduct a special election as  
129 provided in this section for the purpose of submitting the annexation provided for in this Act  
130 to the electors of the territory sought to be annexed into the City of Stockbridge under this  
131 Act for approval or rejection. The election superintendent shall conduct such election on the  
132 Tuesday next following the first Monday in November, 2022, and shall issue the call and  
133 conduct such election as provided by general law. The election superintendent shall cause  
134 the date and purpose of the election to be published once a week for two weeks immediately  
135 preceding the date thereof in the official organ of Henry County. The ballot shall have  
136 written or printed thereon the words:

137    "( ) YES   Shall the provisions of the Act which annexes certain land into the City of  
138    ( ) NO    Stockbridge be approved?"

139 All persons desiring to vote for approval of the annexation shall vote "Yes," and all persons  
140 desiring to vote for rejection of the annexation shall vote "No." If more than one-half of the  
141 votes cast on such question are for approval of the annexation, then Section 1 of this Act  
142 shall become effective on January 1, 2023. If more than one-half of the votes cast on such  
143 question are for rejection of the annexation, this Act shall not become effective and shall be

144 automatically repealed on the first day of January immediately following such election date.  
145 The expense of such election shall be borne by the City of Stockbridge. It shall be the  
146 election superintendent's duty to certify the result thereof to the Secretary of State.

147 **SECTION 5.**

148 Those members of the City of Stockbridge City Council who are serving as such on the  
149 effective date of this Act, and any person selected to fill a vacancy in any such office shall  
150 continue to serve as such members until the regular expiration of their respective terms of  
151 office and upon the election and qualification of their respective successors.

152 **SECTION 6.**

153 (a) Section 4 this Act shall become effective upon the approval of this Act by the Governor  
154 or upon its becoming law without such approval.

155 (b) Except as provided for in Section 4 of this Act, Sections 5 and 7 and the provisions of  
156 this Act necessary to conduct elections for the members of the city council in 2023 shall  
157 become effective on January 1, 2023.

158 (c) Except as provided for in Section 4 and subsections (a) and (b) of this section, the  
159 remaining provisions of this Act shall become effective on January 1, 2024.

160 **SECTION 7.**

161 All laws and parts of laws in conflict with this Act are repealed.



162

## APPENDIX A

163 "User: S017

164 Plan Name: StockbridgeCC-Annx-2022

165 Plan Type: Local

166 District 001

167 County Henry GA

168 VTD PATES CREEK

169 Block 070124:

170 2021

171 VTD RED OAK

172 Block 070115:

173 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011

174 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023

175 1024 1025 1026 1027 1028 1029 1030 1031 2008 2009 2010 2011

176 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

177 2024 2025 2026 2031 2032 2033 2034 2035 2036 2037

178 Block 070124:

179 1002 1003 1004 1005 1006 1007 1010 1011 1012 1013 1014 1015

180 1016 1017 1018 1019 1020 2000 2001 2002 2003 2004 2005 2006

181 2009 2010 2011 2012 2013 2014 2015 2016 2022 2023

182 VTD STOCKBRIDGE CENTRAL

183 Block 070115:

184 2027 2028 2029 2030

185 VTD STOCKBRIDGE EAST-WEST

186 Block 070124:

187 1000 1001

188 District 002

189 County Henry GA

190 VTD RED OAK

191 Block 070115:

192 2000 2001 2002 2003 2004 2005 2006 2007

193 VTD STOCKBRIDGE CENTRAL

194 Block 070113:

195 2003 2014 2015 2016 2017 2018 2019 2020 2021 2028 2029 2030

196 2031

197 Block 070119:

198 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011

199 1012 1013 1014 1015 1016 1017 2000 2001 2002 2003 2004 2005

200 2006 2011

201 VTD STOCKBRIDGE EAST-WEST

202 Block 070119:

203 3000 3001 3002 3003 3004 3005 3006 3007 3008 3009 3010 3011

204 3012 3013 3014 3015 3016 3017 3018 3019 3020 3021 4000 4001

205 4002 4003 4004 4005 4006 4007 4008 4009 4010 4017

206 District 003

207 County Henry GA

208 VTD STOCKBRIDGE CENTRAL

209 Block 070119:

210 2007 2008 2009 2010

211 VTD STOCKBRIDGE EAST-WEST

212 Block 070114:  
213 1036 1037 1038 1039 1040 1041 1042 2016 2017 2018 2019 2020  
214 2021 2022 2023 2024 2025 2026 2027 3001 3002 3003 3004 3005  
215 3006 3007 3008 3009 3010 3011 3012 3013 3014 3015 3016 3017  
216 3018 3019 3020 3021 3022 3023 3024 3025 3026 3027 3028 3029  
217 3030 3031  
218 Block 070119:  
219 4011 4012 4013  
220 Block 070120:  
221 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 2000 2001  
222 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013  
223 2014  
  
224 District 004  
225 County Henry GA  
226 VTD COTTON INDIAN  
227 Block 070211:  
228 2004 2005 2008  
229 VTD FLIPPEN  
230 Block 070114:  
231 1021  
232 Block 070211:  
233 2006 2007 2009 3002  
234 Block 070316:  
235 2002 2003 2004 2005 2006  
236 VTD LIGHTHOUSE  
237 Block 070126:

238 1018  
239 VTD STAGECOACH  
240 Block 070109:  
241 2013  
242 Block 070113:  
243 1014 1015 1016 1017 1018 1019 1020 1022 1023 1026 1028 1036  
244 1037 1038 1039 1040 1042 1043 1044 1045 1046 1047 1050 2000  
245 2009 2011 2012 2013 2024 2036 2037 2038 2039 2040 2041  
246 Block 070125:  
247 2005 2006 2007 2008 2009 2010 2011 2012 2017 2018 2021 2022  
248 2023 2026  
249 Block 070126:  
250 1001 1004 1012 1013 1015 1016 1017 1019 1020 1021 1022 1023  
251 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034  
252 VTD STOCKBRIDGE CENTRAL  
253 Block 070113:  
254 2001 2002 2004 2005 2006 2007 2008 2010 2022 2023 2025 2026  
255 2027 2032 2033 2034 2035 2042  
256 Block 070126:  
257 1035 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010  
258 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020  
259 VTD STOCKBRIDGE EAST-WEST  
260 Block 070114:  
261 1002 1003 1008 1009 1010 1011 1012 1013 1014 1017 1018 1019  
262 1020 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033  
263 1034 1035 3000  
264 Block 070119:

265 4014 4015 4016 4018

266 Block 070316:

267 2001

268 District 005

269 County Henry GA

270 VTD DUTCHTOWN

271 Block 070314:

272 1017 1018 1019 1020 1023

273 VTD FLIPPEN

274 Block 070114:

275 2002 2003 2004 2005 2006 2007 2008 2009 2010 2013 2014

276 Block 070211:

277 3003 3012 3013

278 Block 070315:

279 1001 1009 1010 1014 1015 1021 1023 3009 3011 3014 3019

280 VTD HICKORY FLAT

281 Block 070210:

282 1003

283 Block 070211:

284 1011 1012 1013 1015 1017 1019 1021 1022 1023 1024 1025 1026

285 1027 1028 1029 1030 1031 1032 1034 1035 1036 1037 1038 1039

286 1040 1042 3014 3016

287 Block 070315:

288 2006 2007 2008 2010 2011 2013 2014 2015 2016 2020 2021

289 Block 070316:

290 1000 1003 1004 1005 1006 1008 1009 1010 1011 1012 1015 1016

291 1017 2008  
292 VTD LAKE HAVEN  
293 Block 070310:  
294 2002 3007  
295 Block 070316:  
296 1033  
297 VTD PATES CREEK  
298 Block 070116:  
299 2000 2001 2002 2006 2007 2009  
300 Block 070123:  
301 1000 1001 1004 1015 1017 1019 1020  
302 Block 070314:  
303 1000 1001 1014 1015  
304 VTD STOCKBRIDGE EAST-WEST  
305 Block 070114:  
306 2011 2012 2015  
307 Block 070124:  
308 1022 1023"



## 2024 LMIG LIST

Location	From Road	To Road	Subdivision	Miles
SURREY LANE	CARRIAGE LAKE DR	CUL-DE-SAC	CARRIAGE LAKE	0.1
CHARIOT COURT	SURREY LANE	CUL-DE-SAC	CARRIAGE LAKE	0.03
COACH WAY	CARRIAGE LAKE DR	CUL-DE-SAC	CARRIAGE LAKE	0.1
LAKEFRONT COURT	CARRIAGE LAKE DR	CUL-DE-SAC	CARRIAGE LAKE	0.05
CARRIAGE LAKE LANE	CARRIAGE LAKE DR	CUL-DE-SAC	CARRIAGE LAKE	0.1
GALLUP DRIVE	BRUNSWICK CIRCLE	CUL-DE-SAC	PINE GROVE	0.4
GALLUP DRIVE	BRUNSWICK CIRCLE	GALLUP DRIVE	PINE GROVE	0.9
SHATLEY DRIVE	GALLUP DRIVE	CUL-DE-SAC	PINE GROVE	0.03
BRUNSWICK CIRCLE	BALTIMORE AVE.	BALTIMORE AVE.	PINE GROVE	0.5
ROCK LANE	BRANNAN RD.	CUL-DE-SAC	LAKESIDE	0.6
NEEDLETOP CT.	ROCK LANE	CUL-DE-SAC	LAKESIDE	0.1
FALCONS RIDGE	HAWK EYE CT.	CUL-DE-SAC	LAKESIDE	0.1
ENCLAVE TRAIL	VISTA CREEK DR.	THORNWICK TRACE	MONARCH VILLAGE	0.05
CHELSEA WOOD CT.	VISTA CREEK DR.	CUL-DE-SAC	MONARCH VILLAGE	0.1
REDBUD LN.	COUNTRY CLUB DR. N.	DEERWOOD DR.	WINDSONG	0.2
DEERWOOD DR.	CITY LIMIT (755 Deerwood Drive)	CUL-DE-SAC	WINDSONG	0.7
WILLOW HILL LN.	COUNTRY CLUB DR. N.	DEERWOOD DR.	WINDSONG	0.3
LYTTON CT.	SUNDERLAND WAY	CUL-DE-SAC	WYNGATE LAKESIDE	0.04
CHAUCER WAY	SUNDERLAND WAY	CUL-DE-SAC	WYNGATE LAKESIDE	0.2
PARAMOUNT DRIVE	Cul-De-Sac	CUL-DE-SAC	THE SUMMIT	0.3
FAIRHAVEN BLVD.	FAIRHAVEN CT.	SHEFFIELD COURT	APPLETON	0.3
SENTRY OAKS COURT	DAVIS ROAD	CUL-DE-SAC	SENTRY OAKS	0.4

**TOTAL MILAGE= 5.6**

# City of Stockbridge

## TSPLOST Project List

July 6, 2021



# City of Stockbridge

## Vision and Mission Statements



### Vision Statement:

To be the most progressive business and family-oriented community in Metro Atlanta with a focus on enhanced Quality of Life initiatives which promote a sustainable “Live, Work, Play” environment.

### Mission Statement:

To provide visionary leadership and superior municipal services that enhance the quality of life for citizens while creating a welcoming business atmosphere focused on sustainability and expansion of tourism and cultural events.

# Transportation SPLOST

- Expected to Generate \$245 – 250 million total
- County expects city contribution on certain projects
- City of Stockbridge Share - \$30,542,625



# Transportation SPLOST

- Rock Quarry Road Widening from Hudson Bridge Road/Hospital Drive to SR 138; 2.45 miles, \$26,695,000
- Split 70% – 30% (lane miles)
- Stockbridge \$18,686,500 (1.71 miles)
- Henry County \$8,008,500 (0.74 miles)
- **Proposed City Funding (\$4 million)**



# Transportation SPLOST

- Hudson Bridge Road/Eagles Landing Parkway Resurfacing: Willis Drive to SR 42
- Total 2.9 miles, \$1,606,500
- Split 30.5%, 69.5% lane miles
- Stockbridge \$489,982 (0.89miles)
- Henry County \$1,116,518 (2.01 miles)
- **Proposed City Funding - \$489,982**





City of Stockbridge

Bicycle, Pedestrian, & Trail Plan

Bicycle and Pedestrian Improvements

Greenway/Recreational Trail

Mid-Block Crossing

Roads

Stockbridge City Limits

Project	Cost
Walt Stephens Road - 1.75 miles	
Option 1	\$ 3,332,406.00
Option 2	\$ 3,045,966.00
Option 3	\$ 3,253,866.00
Red Oak Road - 1 mile	
Option 1	\$ 1,634,952.00
Option 2	\$ 1,471,272.00
Old Conyers Road - 1 mile	\$ 1,473,912.00
Davis Road - 1.75 miles	\$ 2,579,346.00
Rock Quarry Road - 2.5 miles	
Option 1	\$ 5,372,400.00
Option 2	\$ 5,262,180.00
Option 3	\$ 4,965,180.00
Option 4	\$ 4,884,000.00
Flippen Road - 3 miles	
Option 1	\$ 5,393,520.00
Option 2	\$ 5,261,256.00
Option 3	\$ 4,904,856.00
MLK Sr. Heritage Trail	
Spur Trail to Floyd Chapel Baptist Church - .25 miles	\$ 235,012.80
Spur Trail to Green Front Café - .25 miles	\$ 235,012.80
Continuation of MLK Sr. Heritage Trail - .75 miles	\$ 492,822.00
Potential Trailhead and Link to Reeves Creek Trail	\$ 115,718.00
Reeves Creek Trail Extension - 2 miles	\$ 2,365,862.40
Brush Creek Trail - 1.5 miles	\$ 1,774,396.80
Rum Creek Trail - 4 miles	\$ 4,731,724.80
Patrick Henry Parkway Trail - 3.75 miles	\$ 3,525,192.00
E Atlanta Road Trail - 1.75 miles	\$ 1,645,090.00*
N Henry Boulevard Crossings (per crossing)	\$ 17,186.00

00.250.511.52

Miles

PROJECT	COST
Wilson Avenue, Nolan Street, Childs Street, Wilson Street, Walker Street, Welch Street, Jennings Way, Second Street, First Street, Tye Street, Church Street and Carrie Mae Lane (Curb and gutter, sidewalks and widening)	\$4,500,000
Davidson Parkway (Resurfacing and Sidewalks)	\$3,600,000
Old Atlanta Road (Resurfacing and Sidewalks)	\$2,500,000
Tye Street (Sidewalks)	\$2,200,000
Davis Road (Curb and Gutter and Sidewalks from Shields Road to Clark Park)	\$4,350,000
Reeves Creek Trail Extension - 2 Mile	\$2,800,000
Brush Creek 1.5 Mile	\$2,400,000
MLK Sr. Heritage Trail, Spur Trail to Floyd Chapel Baptist Church - .25 mile	\$425,000
MLK Sr. Heritage Trail, Green Front Café - .25 mile	\$355,000
Continuation of MLK Sr. Heritage Trail - .75 mile	\$625,000
Potential Trailhead Location with Reeves Creek Trail Link at MLK Sr. Heritage Trail	\$500,000
Country Club Drive (traffic and safety improvements)	\$1,000,000
Burke Street Sidewalks/Pedestrian Improvements	\$500,000
Love Street Sidewalks/Pedestrian Improvements	\$500,000
Walt Stephens Road trail, 1.75 miles	\$3,000,000
<b>TOTAL</b>	<b>29,255,000</b>

# CITY OF STOCKBRIDGE DRAFT TSP/LOST PROJECTS

PROJECT	COST
Wilson Avenue, Nolan Street, Childs Street, Wilson Street, Walker Street, Welch Street, Jennings Way, Second Street, First Street, Tye Street, Church Street and Carrie Mae Lane (Curb and gutter, sidewalks and widening)	<b>\$2,500,000</b> Balance ARP
Davidson Parkway (Resurfacing and Sidewalks)	<b>\$1,500,000</b>
Old Atlanta Road (Resurfacing and Sidewalks)	<b>\$1,500,000</b>
Tye Street (Sidewalks)	\$2,200,000
Davis Road (Curb and Gutter and Sidewalks from Shields Road to Clark Park)	<b>\$2,500,000</b> Balance ARP
Reeves Creek Trail Extension - 2 Mile	\$2,800,000
Brush Creek 1.5 Mile	\$2,400,000
MLK Sr. Heritage Trail, Spur Trail to Floyd Chapel Baptist Church - .25 mile	\$425,000
MLK Sr. Heritage Trail, Green Front Café - .25 mile	\$355,000
Continuation of MLK Sr. Heritage Trail - .75 mile	\$625,000
Potential Trailhead Location with Reeves Creek Trail Link at MLK Sr. Heritage Trail	\$500,000
Country Club Drive (traffic and safety improvements)	\$1,000,000
Burke Street Sidewalks/Pedestrian Improvements	\$500,000
Love Street Sidewalks/Pedestrian Improvements	\$500,000
Walt Stephens Road trail, 1.75 miles	\$3,000,000
<b>TOTAL</b>	<b>22,305,000</b>

# CITY OF STOCKBRIDGE *REVISED* TSPLOST PROJECTS

# Transportation SPLOST (Joint and New Projects)

- Rock Quarry Road Widening - \$4 million
- Rock Quarry Road Extension - \$2 million
- Downtown Pedestrian Bridge - \$800,000
- Campground Road Sidewalks - \$500,000
- Peach Drive Sidewalks - \$300,000
- Hudson Bridge/EL Pkwy Resurface - \$489,982



# Total Project Funding

- \$22,305,000 – Base Projects  
(Revised List)
- \$8,089,982 - Joint/New Projects
- **TOTAL - \$30,394,982**





## Questions

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# 05

## Implementation

Cost and Prioritization Overview

Phasing Plan for Parks

Phasing Plan for Trails

Operations and Maintenance

Grants and Other Funding Opportunities









# Cost and Priorization Overview

The implementation plan divides the design and construction work required for each park into eight phases to be completed between over the next 10 years (2023-2033). The phasing plan aims for an equitable breakdown of work between parks at each phase, allowing all areas of the City to see completed projects sooner rather than later.

Phase 1 projects would begin in 2023, with land acquisition, decommission of the transfer station at Memorial Park, and design/construction of Phase A improvements to existing parks.

A final total summary and breakdown of each phase is provided below and the following page, and more detailed phasing and cost estimates are located in the appendix.

## PHASING + COST BREAKDOWN

**FINAL TOTAL | ALL PHASES** ..... **\$130,173,675**

### **PHASE 1** SHORT-TERM | 1-3 YEARS ..... **\$10,756,711**

<b>1.1</b>	<b>Memorial Park</b> - Decommission Transfer Station	\$50,000
<b>1.2</b>	<b>Gardner Park</b> - South Parcels Land Acquisition	\$395,000
<b>1.3</b>	<b>Clark Park Work Phase A</b> - North Side Renovations	\$3,298,293
<b>1.4</b>	<b>Memorial Park Work Phase A</b> - West Side Renovations	\$3,432,378
<b>1.5</b>	<b>Gardner Park Work Phase A</b> - North Side Renovations	\$2,140,334
<b>1.6</b>	<b>Reeves Creek Trailhead Work Phase A</b> - Restroom	\$575,842
<b>1.7</b>	<b>New Trails - Clark Park to Downtown</b>	\$864,864

### **PHASE 2** SHORT-TERM | 2-5 YEARS ..... **\$7,460,554**

<b>2.1</b>	<b>MLK Sr. Trail</b> - Memorial Park to Downtown Trail Extension	\$691,891
<b>2.2</b>	<b>Clark Park Work Phase B</b> - South Side Renovations	\$2,802,946
<b>2.3</b>	<b>Clark Park Work Phase C</b> - Stream Restoration	\$789,385
<b>2.4</b>	<b>Clark Park</b> - Ropes Course Vendor Selection	\$11,500
<b>2.5</b>	<b>New Park 1</b> - Eagle's Landing Area Park Land Acquisition	\$540,000
<b>2.6</b>	<b>New Trail</b> - N Henry Rd Pedestrian Bridge	\$2,624,832

**PHASE 3 MID-TERM | 4-7 YEARS**\_\_\_\_\_ **\$1,873,837**

<b>3.1</b>	<b>New Park 2</b> - Walt Stevens Hwy Area Park Land Acquisition_____	\$390,000
<b>3.2</b>	<b>New Park 3</b> - Hwy 42/Eagle's Landing Pkwy Area Park Land Acquisition____	\$390,000
<b>3.3</b>	<b>New Trails</b> - Gardner Park to Cochran Park Connector Trail _____	\$228,973
<b>3.4</b>	<b>New Trails</b> - Downtown to Gardner Park _____	\$864,864

**PHASE 4 MID-TERM | 4-7 YEARS**\_\_\_\_\_ **\$38,741,858**

<b>4.1</b>	<b>Gardner Park Work Phase B</b> - Stream Restoration_____	\$126,899
<b>4.2</b>	<b>New Park 1</b> - Eagle's Landing Area Park Design/Construction_____	\$11,793,600
<b>4.3</b>	<b>Clark Park Work Phase D</b> - Woodland Area and Dog Park_____	\$1,034,535
<b>4.4</b>	<b>Memorial Park Phase B</b> - Eastside Renovations_____	\$4,509,440
<b>4.5</b>	<b>Gardner Park Work Phase C</b> - South and West Side Renovations_____	\$8,597,534
<b>4.6</b>	<b>Reeves Creek Trailhead Work Phase B</b> - Trailhead Improvements_____	\$294,997
<b>4.7</b>	<b>Reeves Creek Trail</b> - Neighborhood Connector_____	\$276,756
<b>4.8</b>	<b>New Trail</b> - Ward St from Love St to Nolan St/MLK Trail _____	\$518,918
<b>4.9</b>	<b>New Trail</b> - Hudson Bridge Rd from Flippen Rd to Hwy 42_____	\$6,054,048
<b>4.10</b>	<b>New Trail</b> - Rock Quarry Rd from Banks Rd to Jodeco Rd_____	\$5,535,130

**PHASE 5 MID-TERM | 4-7 YEARS**\_\_\_\_\_ **\$29,592,501**

<b>5.1</b>	<b>New Park 2</b> - Walt Stevens Hwy Area Park Design/Constructions_____	\$11,793,600
<b>5.2</b>	<b>New Park 3</b> - Hwy 42/Eagle's Landing Pkwy Area Park Design/Construction__	\$11,783,600
<b>5.3</b>	<b>New Trail</b> - Speer Rd from SR 138 to Walt Stevens Rd _____	\$1,386,927
<b>5.4</b>	<b>New Trail</b> - Old Conyers Rd from E Atlanta Rd to Stockbridge High School ____	\$2,542,700
<b>5.5</b>	<b>New Trail</b> - Tye St from Banks Rd to N Henry Rd_____	\$2,075,674

**PHASE 6 LONG-TERM | 5-7 YEARS**\_\_\_\_\_ **\$20,200,103**

<b>6.1</b>	<b>New Park 4</b> - N Henry Blvd Area Park Land Acquisition_____	\$390,000
<b>6.2</b>	<b>New Park 4</b> - N Henry Blvd Area Park Design/Construction_____	\$11,793,600
<b>6.3</b>	<b>New Trail</b> - SR 138 from Speer Rd to N Henry Rd _____	\$2,940,538
<b>6.4</b>	<b>New Trail</b> - N Henry Rd from SR 138 to Escalade Dr _____	\$691,891
<b>6.5</b>	<b>New Trail</b> - Escalade Dr from N Henry Blvd to Brush Creek _____	\$415,135
<b>6.6</b>	<b>New Trail</b> - Utility Corridor from Patrick Henry Rd to Jodeco Rd_____	\$3,044,321
<b>6.7</b>	<b>New Trail</b> - Peach Dr from Flippen Elementary School to Campground Rd____	\$924,618

## PHASE 7 LONG-TERM | 7-10 YEARS \_\_\_\_\_ \$12,183,600

7.1 **New Park 5** - Hwy 42/Jodeco Rd Area Land Acquisition \_\_\_\_\_ \$390,000

7.2 **New Park 5** - Hwy 42/Jodeco Rd Area Park Design/Construction \_\_\_\_\_ \$11,793,600

## PHASE 8 LONG-TERM | 10+ YEARS \_\_\_\_\_ \$9,364,512

8.1 **Clark Park and Gardner Park** - Tunnel Connector \_\_\_\_\_ \$1,745,453

8.2 **New Trail** - Flippen Rd from N Henry Blvd \_\_\_\_\_ \$288,943

8.3 **New Trail** - Banks Rd from Flippen Rd to Rock Quarry Rd \_\_\_\_\_ \$1,040,196

8.4 **Reeves Creek Trail** - Trail Connector to Rock Quarry Rd \_\_\_\_\_ \$276,756

8.5 **New Trail** - Rock Quarry Rd/Utility Corridor from Banks Rd to Brush Creek \_\_\_\_\_ \$2,311,546

8.6 **New Trail** - Brush Creek Trail to Old Conyers Rd/Stockbridge Middle School \_\_\_\_\_ \$415,135

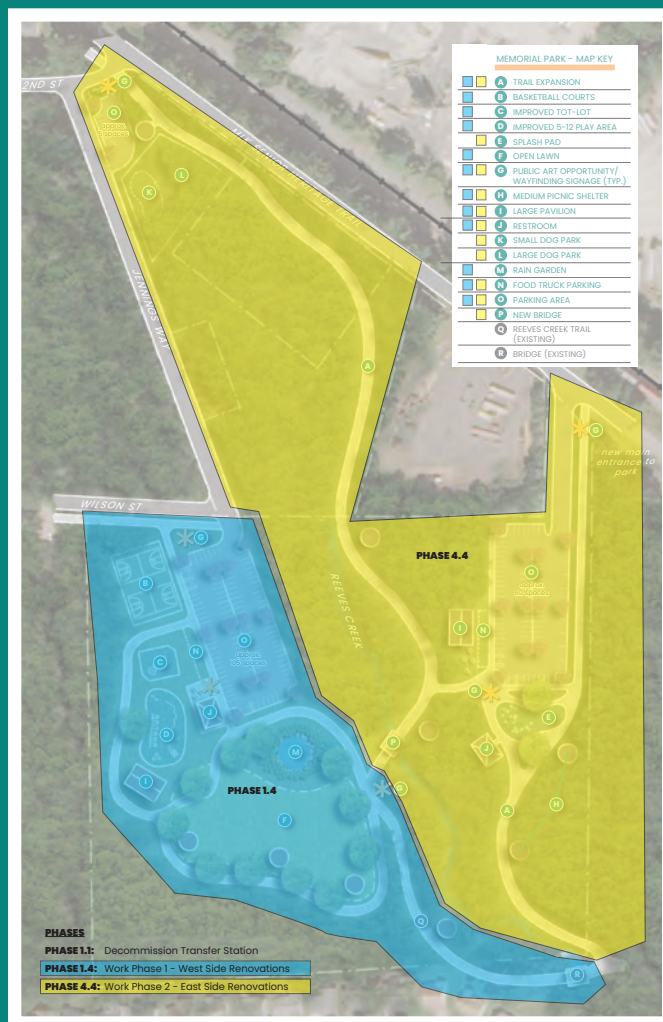
8.7 **New Trail** - N Henry Rd east of downtown Stockbridge to Hwy 42 \_\_\_\_\_ \$3,286,483

## EXISTING PARK PHASING DIAGRAMS

The following diagrams display the phasing breakdown for each of the existing parks: Memorial Park, Gardner Park, Clark Park, and the Reeves Creek Trailhead.

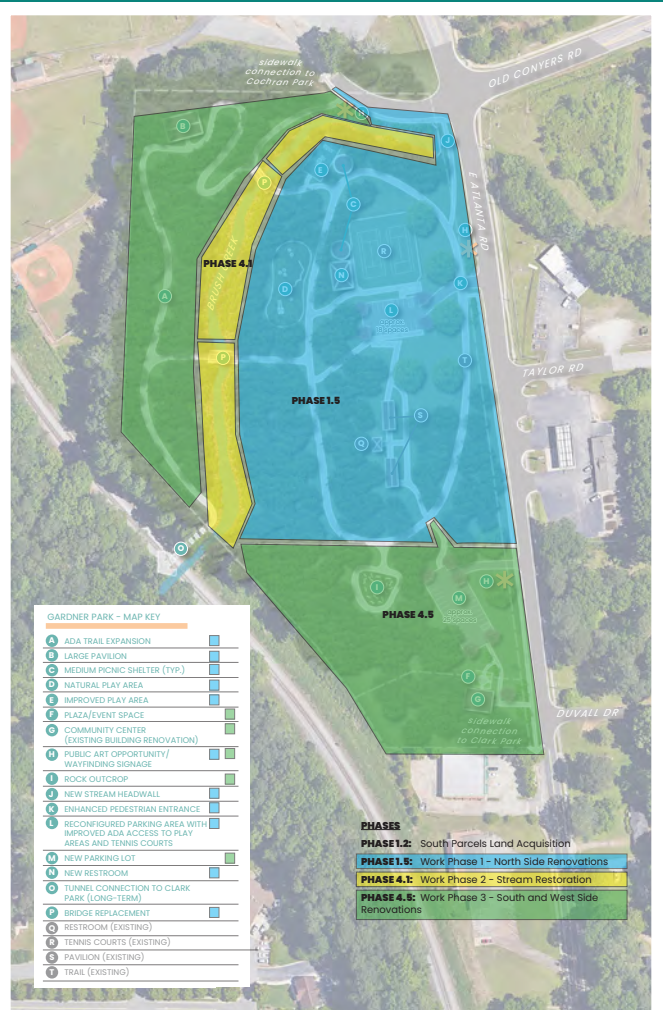
The phasing approach for the existing parks distributed construction projects throughout the parks for several reasons. First, the goal was to have continued use of a portion of each park while construction was underway. Secondly, this approach ensures the parks receive upgrades equitably rather than prioritizing one park over another.

### MEMORIAL PARK

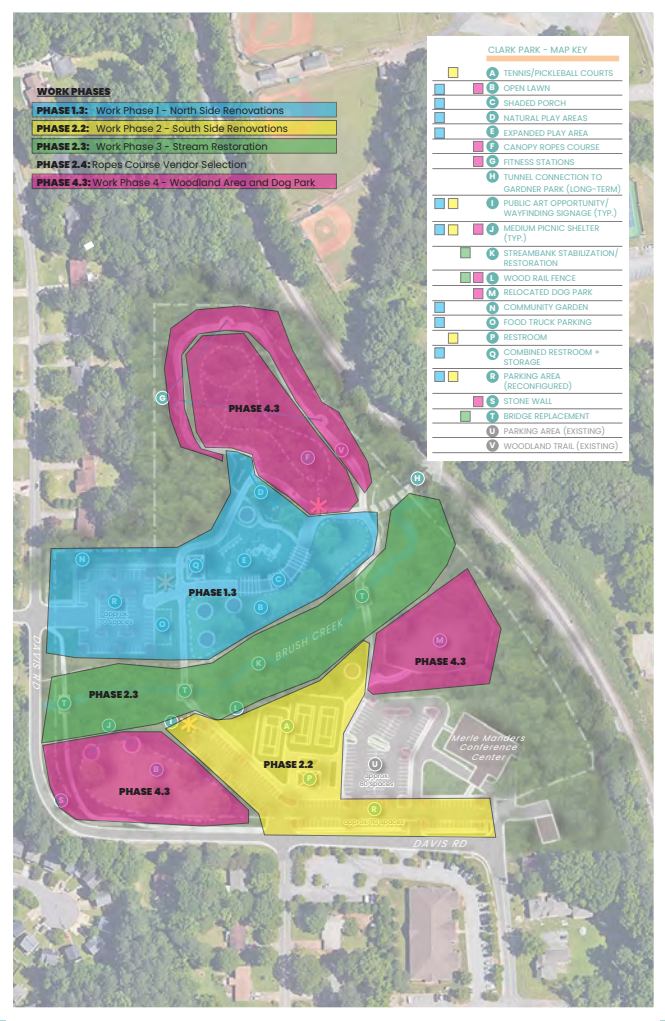




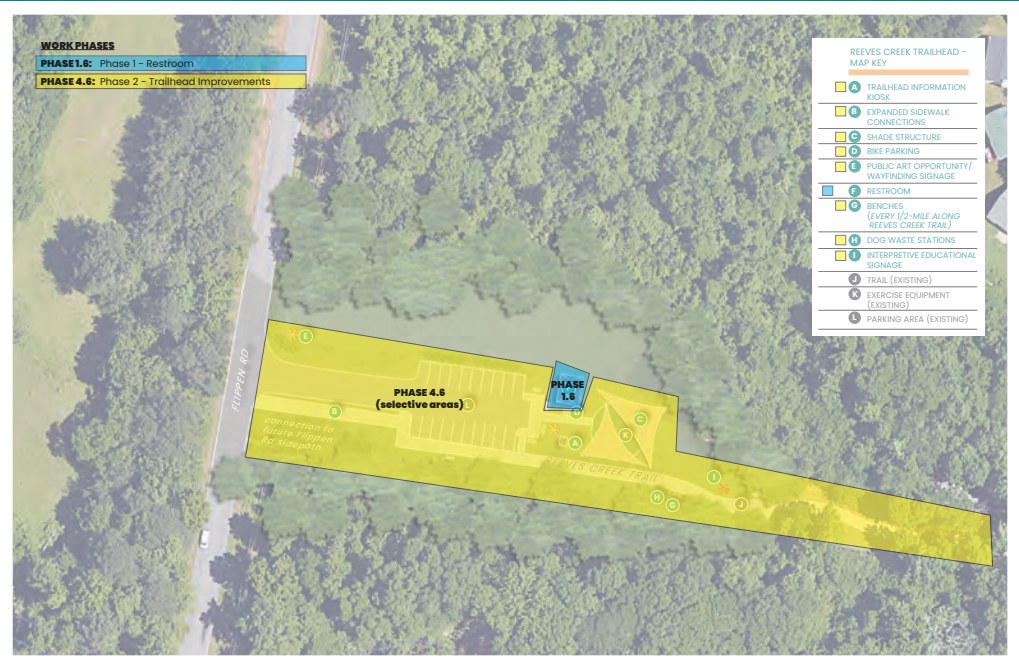
GARDNER PARK



CLARK PARK



REEVES CREEK TRAILHEAD

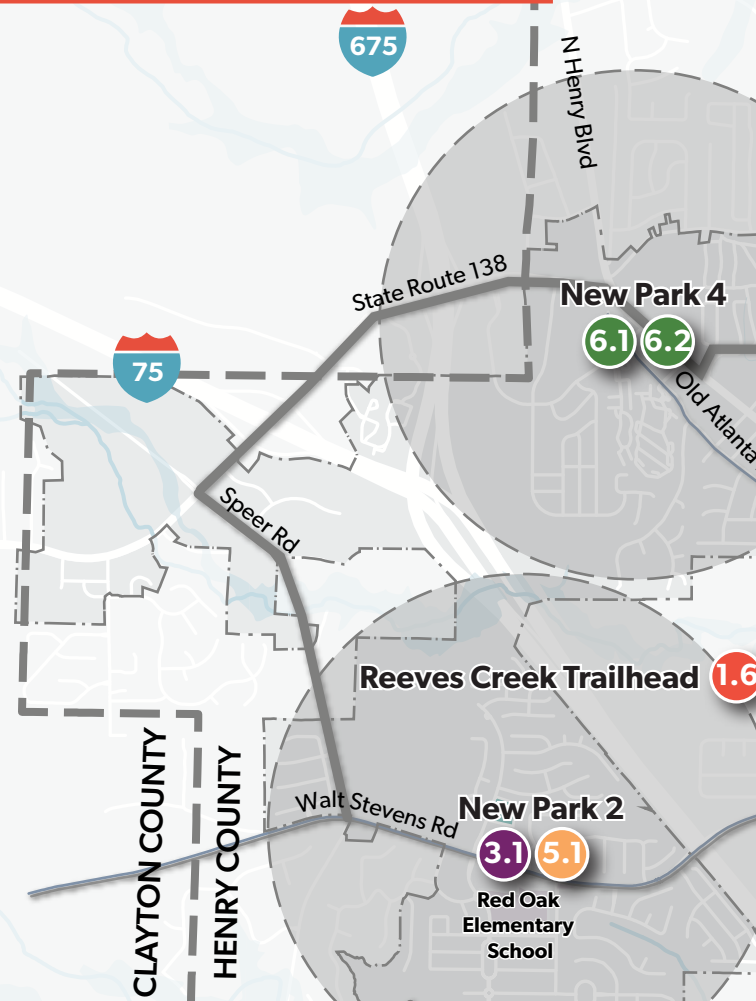




# Phasing Plan for Parks

The proposed phasing stages for implementing the park projects is shown on the map to the right.

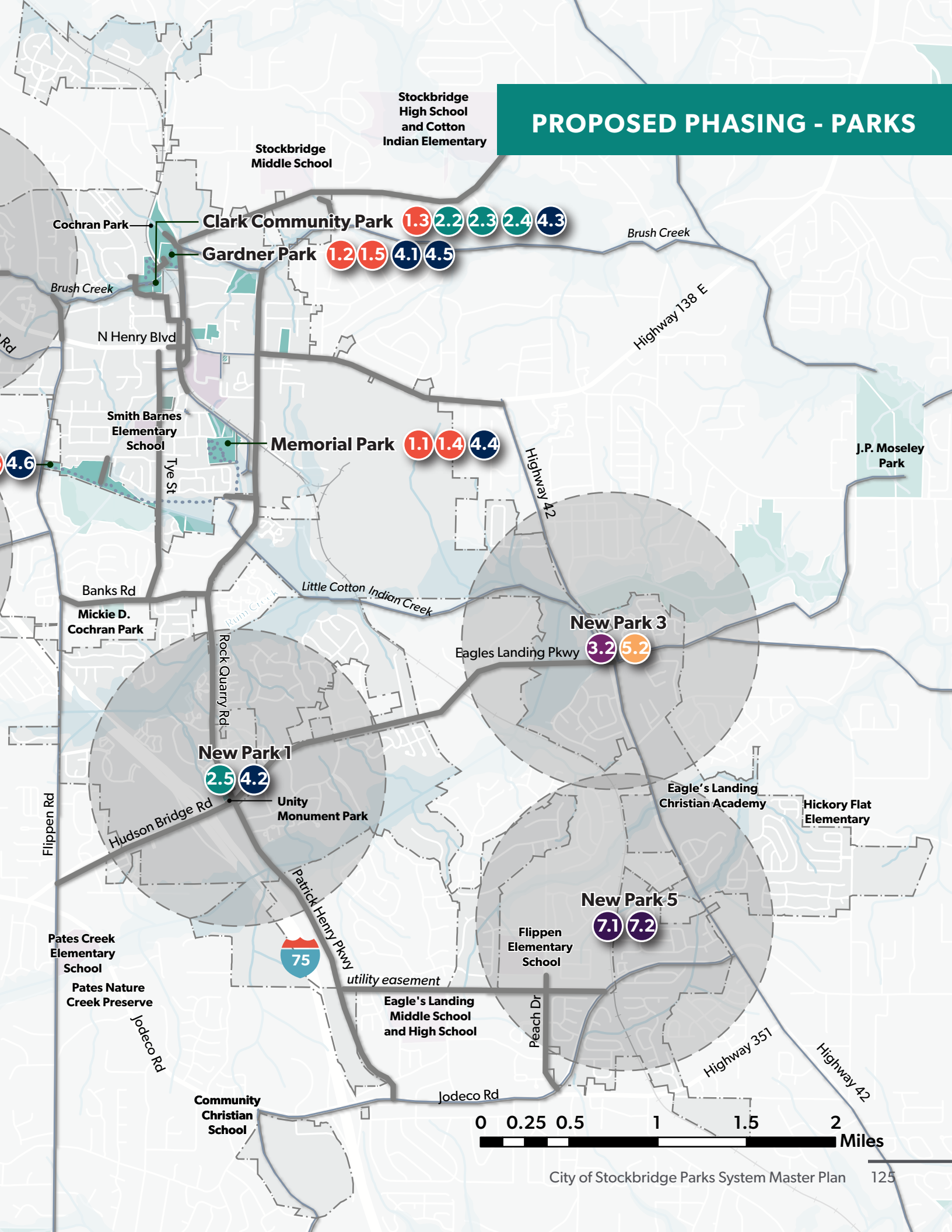
- 1.1 Memorial Park** - Decommission Transfer Station
- 1.2 Gardner Park** - South Parcels Land Acquisition
- 1.3 Clark Park Work Phase A** - North Side Renovations
- 1.4 Memorial Park Work Phase A** - West Side Renovations
- 1.5 Gardner Park Work Phase A** - North Side Renovations
- 1.6 Reeves Creek Trailhead Work Phase A** - Restroom
- 2.2 Clark Park Work Phase B** - South Side Renovations
- 2.3 Clark Park Work Phase C** - Stream Restoration
- 2.4 Clark Park** - Ropes Course Vendor Selection
- 2.5 New Park 1** - Eagle's Landing Area Park Land Acquisition
- 3.1 New Park 2** - Walt Stevens Hwy Area Park Land Acquisition
- 3.2 New Park 3** - Hwy 42/Eagle's Landing Pkwy Area Park Land Acquisition
- 4.1 Gardner Park Work Phase B** - Stream Restoration
- 4.2 New Park 1** - Eagle's Landing Area Park Design/Construction
- 4.3 Clark Park Work Phase D** - Woodland Area and Dog Park
- 4.4 Memorial Park Phase B** - Eastside Renovations
- 4.5 Gardner Park Work Phase C** - South and West Side Renovations
- 4.6 Reeves Creek Trailhead Work Phase B** - Trailhead Improvements
- 5.1 New Park 2** - Walt Stevens Hwy Area Park Design/Constructions
- 5.2 New Park 3** - Hwy 42/Eagle's Landing Pkwy Area Park Design/Construction
- 6.1 New Park 4** - N Henry Blvd Area Park Land Acquisition
- 6.2 New Park 4** - N Henry Blvd Area Park Design/Construction
- 7.1 New Park 5** - Hwy 42/Jodeco Rd Area Land Acquisition
- 7.2 New Park 5** - Hwy 42/Jodeco Rd Area Park Design/Construction



## LEGEND

- City and County Parks
- Floodplains, Streams, and Water Bodies
- Community Resources
- City limits
- Railroad tracks
- Existing trails
- Planned trails and streetscape projects from other studies
- Proposed Trails
- Recommended New Park Vicinity Areas
- 1.1** Phase 1 Project (1-3 yrs)
- 2.1** Phase 2 Project (2-5 yrs)
- 3.1** Phase 3 Project (4-7 yrs)
- 4.1** Phase 4 Project (4-7 yrs)
- 5.1** Phase 5 Project (4-7 yrs)
- 6.1** Phase 6 Project (5-7 yrs)
- 7.1** Phase 7 Project (7-10 yrs)
- 8.1** Phase 8 Project (10+ yrs)

# PROPOSED PHASING - PARKS



# Phasing Plan for Trails

The proposed phasing stages for implementing the trail projects is shown on the map to the right.

- 1.7 New Trail** - Clark Park to Downtown
- 2.1 MLK Trail** - Extension to Downtown
- 2.6 New Trail** - Pedestrian Bridge over N Henry Blvd
- 3.3 New Trail** - Gardner Park to Cochran Park Connector
- 3.4 New Trail** - Downtown to Gardner Park
- 4.7 Reeves Creek Trail** - Neighborhood Connector
- 4.8 New Trail** - Ward St from Love St to Nolan St/MLK Trail
- 4.9 New Trail** - Hudson Bridge Rd from Flippen Rd to Hwy 42
- 4.10 New Trail** - Rock Quarry Rd from Banks Rd to Jodeco Rd
- 5.3 New Trail** - Speer Rd from SR 138 to Walt Stevens Rd
- 5.4 New Trail** - Old Conyers Rd from E Atlanta Rd to Stockbridge High School
- 5.5 New Trail** - Tye St from Banks Rd to N Henry Rd
- 6.3 New Trail** - SR 138 from Speer Rd to N Henry Rd
- 6.4 New Trail** - N Henry Rd from SR 138 to Escalade Dr
- 6.5 New Trail** - Escalade Dr from N Henry Blvd to Brush Creek
- 6.6 New Trail** - Utility Corridor from Patrick Henry Rd to Jodeco Rd
- 6.7 New Trail** - Peach Dr from Flippen Elementary School to Campground Rd
- 8.1 New Trail** - Gardner Park to Clark Community Park Tunnel Connector
- 8.2 New Trail** - Flippen Rd from N Henry Blvd to Brush Creek
- 8.3 New Trail** - Banks Rd from Flippen Rd to Rock Quarry Rd
- 8.4 Reeves Creek Trail** - Trail Connector to Rock Quarry Rd
- 8.5 New Trail** - Rock Quarry Rd/Utility Corridor from Banks Rd to Brush Creek
- 8.6 New Trail** - Brush Creek Trail Connector to Old Conyers Rd at Stockbridge Middle School
- 8.7 New Trail** - N Henry Rd east of downtown Stockbridge

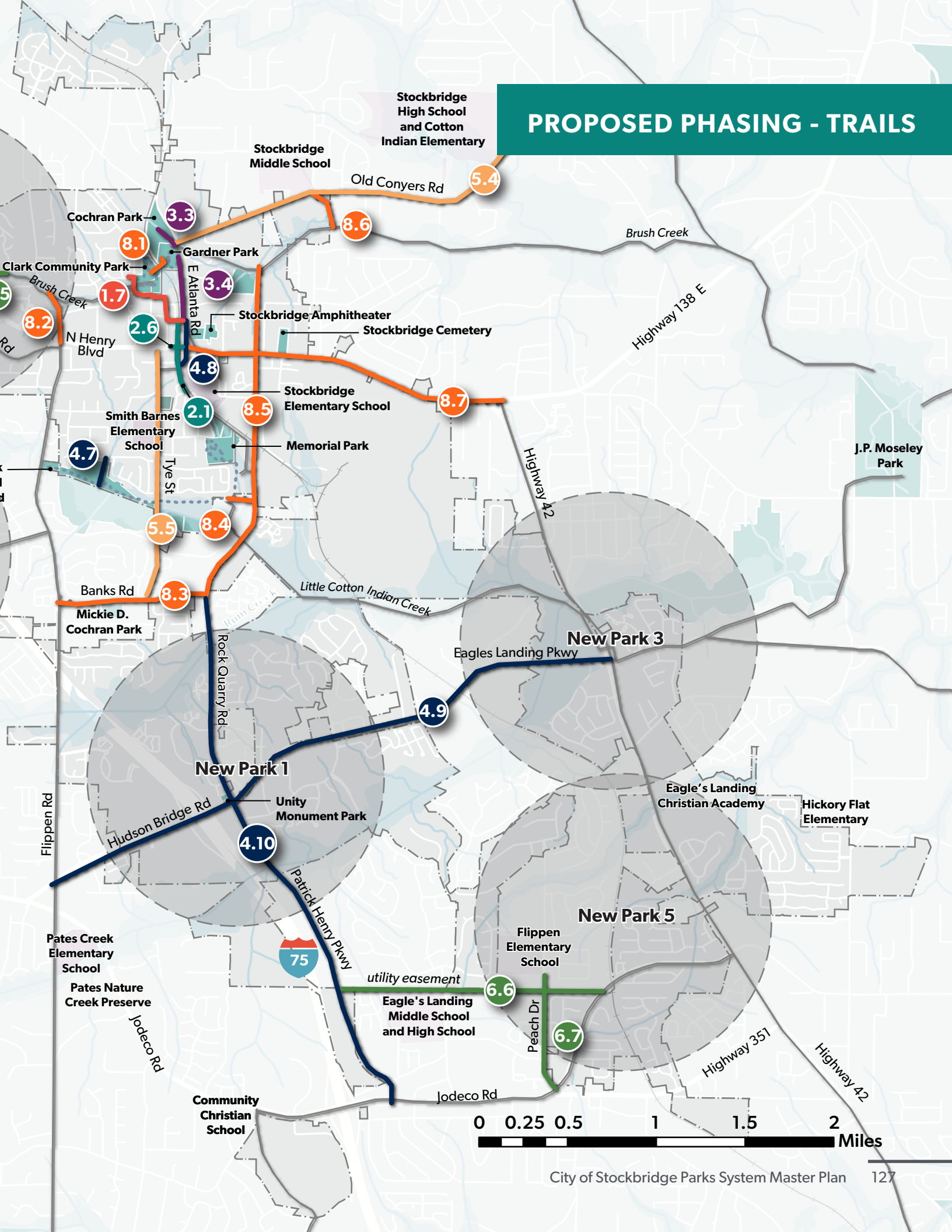


## LEGEND

- City and County Parks
- Floodplains, Streams, and Water Bodies
- Community Resources
- City limits
- Railroad tracks
- Existing trails
- Planned trails and streetscapes from other studies
- Recommended New Park Vicinity Areas
- 1.1 Phase 1 Project (1-3 yrs)
- 2.1 Phase 2 Project (2-5 yrs)
- 3.1 Phase 3 Project (4-7 yrs)
- 4.1 Phase 4 Project (4-7 yrs)
- 5.1 Phase 5 Project (4-7 yrs)
- 6.1 Phase 6 Project (5-7 yrs)
- 7.1 Phase 7 Project (7-10 yrs)
- 8.1 Phase 8 Project (10+ yrs)



# PROPOSED PHASING - TRAILS





# Parks Operations and Maintenance Recommendations

The following are recommendations for the City of Stockbridge regarding the effective operation and maintenance of parks and recreation facilities and services for the future. These recommendations are based on the premise that the city will see a significant increase in the number of parks in the future and is interested in exploring the possible establishment of a full-service parks and recreation department at some point in the future.

With this in mind the following steps are recommended to establish a full-service parks and recreation department.

## STEP 1 – BUILD ON CURRENT STRUCTURE

The goal of this first step is to increase the level of maintenance for the existing parks knowing that they will be renovated and expanded. It also realizes that new parks and trails will be added that will require additional staffing and budget resources.

In addition, another goal would be to increase the use of the Merle Manders Conference Center and consider utilizing the center during off hours for basic recreation programming.

### Existing Parks Upgrades

With existing parks upgrades the following should occur:

- Parks maintenance remains as a part of Public Works.
- The existing three maintenance staff continue with parks maintenance.
- New full-time maintenance staff is added including.
  - 1 Crew Leader
  - 2-Public Works Technicians
- Operational policies and procedures are updated.



With the development of three new parks the following occurs:

- A formal Parks Division is established as part of the Public Works Department. A significant number of new parks staff are added including:
  - Parks Supervisor
  - 3 Crew Leaders
  - 9 Public Works Technicians
- Trails and ROWs is established as a separate staffing unit in the Parks Division. Staffing includes:
  - 1 Crew Leader
  - 2 Public Works Technicians
- Strong consideration is given to establishing a park ranger program (outside of Police, as part of Parks). Staffing includes:
  - Ranger Supervisor
  - 3 Park Rangers
- Additional policies and procedures are developed.
- The Parks budget is broken down into sub accounts and a 5-year CIP budget is established.

## **Recreation Programs and Services**

If the city is going to begin to develop some basic recreation programs and services, then the following needs to occur:

- The Merle Manders Conference Center staff continues with:
  - Merle Manders Conference Center operations
  - Amphitheater contract management
  - Special event development
- Strong consideration is given to the hiring of a dedicated recreation coordinator that can develop some basic recreation programs (contractor provided).

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## **STEP 2 – ESTABLISH A RECREATION SERVICES DIVISION**

With the development of an enhanced park system (renovation of existing parks and the addition of at least three new parks), the city can turn its attention to the development of more recreation programs and services. This involves:

- The possible addition of amenities that will support recreation programs including:

- Youth/Senior Community Center
- Aquatics Center
- Cultural Arts Center

- The integration of existing recreation facilities and programs including:
  - Merle Manders Conference Center
  - Amphitheater
  - Special events
  - Recreation Programs



- The following would be the basic responsibilities of the Recreation Services Division:
  - Recreation facilities management and operations.
  - Recreation facilities maintenance.
  - Recreation programs and services delivery based on an established recreation programming philosophy.
- Developing a comprehensive Recreation Services Division will require a professional recreation staff. This could involve a significant number of positions to operate active recreation facilities, maintain these facilities, and coordinate the recreation programs and services.
- The establishment of a Recreation Services Division will require a number of operational policies to be in place including:
  - The develop of a specific program plan.
  - Establishment of a facilities maintenance plan.
  - Development of specific facility and program budgets.
  - Budgets for recreation programs and facilities are established.
  - Recreation services are coordinated with the county.

## STEP 3 – ESTABLISHMENT OF A PARKS & RECREATION DEPARTMENT

Finally with the development of a full Parks Division within the Public Works Department and the establishment of a Recreation Services Division, a combined Parks and Recreation Department could be formed.

- The new department is formed at full implementation of the master plan (parks, facilities and recreation programs). This is the final step in the process of establishing a parks and recreation agency.
- Parks moves from Public Works as a division within the new department.
- Recreation Services continues as a division within the new department.
- A Parks and Recreation Director is hired to manage the department.
- Key operational policies and procedures are established.

## FUTURE STAFFING AND BUDGET RECOMMENDATIONS

The city will need to develop a plan for future staffing which identifies the positions that will be needed in the coming years as parks and other recreation facilities are added and recreation programming is developed in key areas. This will need to focus on the addition of parks maintenance staff.

### Staffing Goals

- The staffing plan will need to be directly connected to the development plan for new parks, facilities, and recreation programs. Developing a staffing timeline will be important as a result.
- Establishing an overall staffing philosophy for parks and recreation operations will be essential. This should be tied to levels of service for parks and facilities as well as for recreation programs. It should also reflect what maintenance and programming tasks will be contracted to other organizations or providers.

- Providing strong city support through resource allocation, performance tracking, and community involvement will be critical.
- The organizational structure must have the ability to grow over time.

### Potential New Staffing Positions for Parks

Based on preliminary plans for renovated or new parks, the following new full-time positions are recommended. These are general staffing estimates only. It is also recognized that most of the parks and trails have not yet been fully defined.

The timeline for bringing these new positions on board has been grouped into Short-Term (1-5 years), Mid-Term (4-7 years) and Long-Term (7-10+ years). The timing of the acquisition and development of parks, trails and natural areas could vary from what is shown below.

#### Potential New Staff Positions: Full-Time Employees

Position	Short Term	Mid Term	Long Term
Parks & Recreation Director			1
Administrative Assistant			1
Parks Superintendent			1
Parks Supervisor		1	
Parks Maintenance Crew Leader	1	2	1
Parks Maintenance Technician	2	5	3
Parks Mechanic			1
Trails & ROW Crew Leader		1	
Trails & ROW Technician	1	1	
Park Ranger Supervisor		1	
Park Ranger		2	1
Facilities Maintenance Technician		2	
<b>Total Positions</b>	<b>4</b>	<b>15</b>	<b>9</b>

#### Potential New Staff Positions: Part-Time Employees

Position	Short Term	Mid Term	Long Term
Parks Maintenance Tech.	20hrs/30wks	20hrs/30wks	20hrs/30wks
Facilities Maintenance Tech.		20hrs/52wks	
Park Ranger		30hrs/30wks	30hrs/30wks
<b>Total Hours a Week</b>	<b>20</b>	<b>70</b>	<b>50</b>

## Potential New Staffing Positions for Recreation Services

A staffing plan for recreation has not been developed as the direction and timing of recreation facility development and recreation program establishment has not been determined by the city. However, this could involve a substantial number of full-time positions for recreation facility operations and program development.

## Future Operating and Maintenance Budget Projections

To adequately operate and maintain both existing and new parks and other amenities, additional financial resources will need to be allocated by the city. The following are the basic assumptions of the budget projections.

- The budget numbers match-up with the park development plan for short, mid and long term time frames.
- These are still general estimates based on a basic park development plan only.
- The budget is based on improving existing parks maintenance as well as planning for new parks and amenities. Assuring safe and secure parks is also a primary goal.
- Most of maintenance tasks are planned for city staff augmented by contracted services.
- Basic capital replacement dollars have been calculated but not start-up capital for equipment or vehicles.

## Parks Operations and Maintenance Budget

### Expense Budget

Budget Category	Short Term	Mid Term	Long Term
Parks Maintenance Tech.	\$227,560	\$909,664	\$608,560
Operating Supplies	\$52,000	\$79,000	\$75,000
Contract Services	\$104,000	\$203,000	\$151,000
Capital Replacement	\$50,000	\$75,000	\$65,000
<b>Total Expenditure Budget</b>	<b>\$433,560</b>	<b>\$1,266,664</b>	<b>\$899,560</b>

### Revenue Budget

Budget Category	Short Term	Mid Term	Long Term
Rentals (Pavilions, Food Trucks)	\$171,750	\$332,750	\$143,750
Recreation Programs	\$10,000	\$30,000	\$20,000
Lease Payments (Vendors)	-	\$30,000	\$60,000
<b>Total Expenditure Budget</b>	<b>\$181,750</b>	<b>\$392,750</b>	<b>\$223,750</b>

No operations and maintenance budget projections have been developed for Recreation Services as future recreation facilities and programs have not yet been determined.

### Other Budget Considerations

In addition to the budget figures shown above, there are other budget recommendations.

- There needs to be true cost accounting where staffing costs (full-time, part-time, and all benefits) are charged back to the actual budget accounts. This is particularly true for Parks and City Events.
- Additional budget accounts will need to be set up to accurately represent the financial commitments to different aspects of delivering parks and recreation services. These should be established on basic cost centers that exist. This could include:
  - Parks – Staff and costs associated with the maintenance of parks. In the future there should be sub accounts for large parks and any special facilities.
  - Trails – Staff and costs associated with the maintenance of trails.
  - Recreation – Staff and costs associated with the delivery of recreation programs and any directly associated facilities (recreation centers, aquatic centers, athletic complexes, etc.). At some point in the future, it may be necessary to have sub accounts within this budget to include major program areas (youth sports, cultural arts, special events, etc.) and/or facilities.
- For any budget accounts where there are direct revenues associated with costs (recreation facilities and programs), revenues should be linked and shown with expenses to determine a true net cost.
- There will need to be a determination of what maintenance services and recreation programs should or could be contracted to outside vendors.
- Plan for the introduction of possible the recreation program accounts over the next ten years to reflect the expansion of programs and services.
- All job descriptions for full-time and part-time staff should be updated or developed to adequately reflect the actual duties of each position. These job descriptions should clearly delineate job tasks and functions as well as required education, work experience and skills necessary for the position.
- It is important to have a well-defined fee policy in place to guide fee setting policies for programs, facilities, and rentals. This needs to include a fee assistance program that ensures access to recreation programs and services regardless of the ability to pay.
- It must be recognized that recreation is a discretionary use of an individual's time and money and as a result there needs to be an adequate budget and staff commitment to marketing and promotions on an annual basis.
- Sound financial practices require good budget monitoring procedures and strong record keeping. The operational budgets need to be monitored on at least a monthly basis with any possible deviations or modifications noted at that time.
- Deferred maintenance items for facilities need to be prioritized on a five and ten-year plan for funding and ultimate completion. The list should be updated and reprioritized on a yearly basis.
- Continue to develop five year a 5-year CIP budget with breakdowns for major park and facility areas.
- Increase the number of budget performance measures and develop five-year budget comparisons.
- An annual report needs to be completed for all aspects of parks and recreation operations

and maintenance. There should be an annual report that succinctly summarizes yearly maintenance practices, financial statistics and program/facility utilization rates and compares them with previous years. Each area should utilize the same format and the information should be available in a single document for all aspects of parks and recreation.

## OPERATIONS AND MAINTENANCE POLICIES AND PROCEDURES RECOMMENDATIONS

There are a number of operational and maintenance policy and procedure recommendations that are necessary to maximize the effectiveness and efficiency of parks and recreation.

### Operational Policies and Procedures

- There needs to make a commitment to updating the basic policies and procedures of the organization including staff/supervisor policies, financial transactions, customer service, safety and security, and emergency action plans.
- There should be a comprehensive, staff and operations manual for Parks and other recreation facilities and activities based on general operations requirements of the city in general.
- One of the key areas of focus must be on policies and procedures that deal specifically with safety and security of parks, facilities, and programs. As a subset to this, there also needs to be a comprehensive emergency action plan.
- It is critical that there is a continuity plan that covers possible interruptions of operations from natural disasters, pandemics, terrorist acts or other conditions. This needs to outline a process for maintaining basic services associated with maintenance and operations of parks, recreation facilities, trails, as well as recreation programs and services.
- Goals and metrics should be established for social equity, diversity, inclusion, and accessibility for parks, facilities, and recreation programs. These metrics will need

to be monitored to make sure that the goals are being met.

- Key performance measures need to be developed for all aspects of operations including recreation programs and services, facility usage, and parks maintenance.

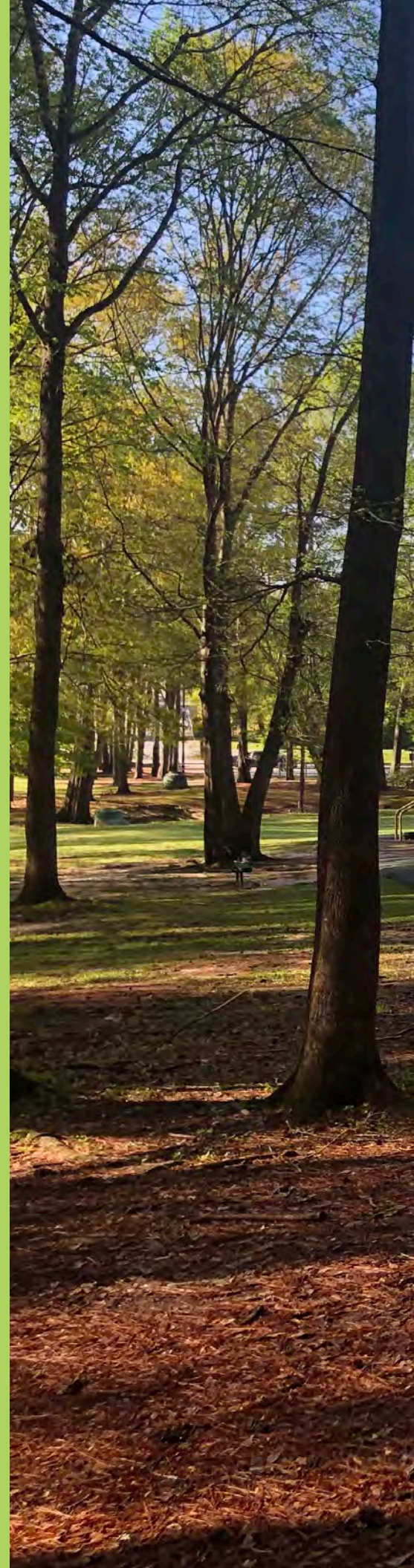
### Maintenance Plans and Procedures

- Parks needs to develop a comprehensive maintenance management plan for parks and facilities as a whole. This needs to include specific maintenance functions that need to occur, their frequency, method(s) for delivery, required resources, and tracking of work and budget. This plan should also have a specific focus on preventative maintenance and should include not only the growing environment but also buildings and structures as well. Ideally each major park, trail, or recreation facility should have its own maintenance plan that is specific to that location.
- The maintenance management plan will need to take into consideration the future parks and facilities which will require changes and updates to the plan.
- Once the maintenance management plan is in place, the process needs to continue to develop to the next level where actual time and resource allocations are utilized to validate the planning numbers that



have been used. This could take several years until enough real-world numbers are available to adjust the existing standards. From this, specific benchmark standards can be determined (cost per acre, per square foot, etc.). This will require a maintenance management software system to be in place to manage work orders and the overall process.

- Develop an asset inventory within all city parks and recreation facilities with provisions for a yearly update.
- Consider the establishment of an asset management plan that identifies lifecycle cost estimates for all major capital assets in parks and recreation.
- Formal park/facility inspections should be completed on a weekly basis.
- Staff schedules, maintenance plans, tracking of inventories, facility inspections and actual maintenance time and materials records need to be fully automated with the ability to make entries from the field on tablets or other hand-held devices.
- Critical to the long-term success of parks maintenance is a commitment to staff training and certification. Developing a formal annual training program will be essential. This should include Certified Playground Safety Inspectors (CPSI) and chemical applicators licenses.





## RECREATION PROGRAMMING RECOMMENDATIONS

With limited facilities and staff, the City of Stockbridge, currently does not offer on-going recreation programs and services other than a number of special events that are conducted annually. As a result, community residents are reliant on other providers for recreation services (primarily the county). If the city wants to begin the process of developing a more diverse offering of recreation services, the following will need to be considered:

- The level of financial commitment that the city wants to make to providing recreation programs and services.
- A recognition of the challenges in the delivery of recreation services in a cost effective and efficient manner with the ever-expanding level of programming that is being asked for by the community.
- There will need to be a determination on the areas of focus for the programming efforts based on demographics and program type.
- The need to have parks and other facilities that support recreation programs and services. Currently the City is limited to parks, the Merle Manders Community Center, and the Amphitheater. This will limit the development of many types of programs.
- Determining what programs and services will be provided directly by the city, which will be offered by contract providers, and which will be the responsibility of other providers.
- Developing a staffing plan and operating budget that will support the program plan.
- Recreation programs and services need to be supported by established marketing efforts.
- Establishment of a program and facility fee policy.
- There will need to be the establishment of basic performance measures to track recreation programming effectiveness.

### Establish a Programming Philosophy

The city should develop an overall basic programming philosophy with the following objectives:

- Provide recreation program and service opportunities to all ages, incomes, abilities, gender, and ethnic groups in an equitable and inclusive manner.
- Provide recreation program and service opportunities in areas of interest that are identified as a need in the community.
- Partner with other providers to bring a full spectrum of recreation programs and services to the community. The city may not be the actual provider for many programs and services.
- Recreation program and service offerings will be delivered on a city wide and community/neighborhood level where appropriate.
- Recreation and program service offerings will respond to identified community needs in a cost effective and efficient manner.

## Develop a Program Plan

Developing a program plan that identifies the general direction of recreation programming for the next 5 plus years should be undertaken. This would include the following areas of programming focus:

- Establish an implementation plan:
  - Start with an incremental development of programs for the first two years with only a few programs being directly offered by city staff.
  - Consider contracting for the majority of programs for at least the first couple of years to lower the financial risk.
  - Start with programs that can be offered in existing parks or other facilities and do not require extensive equipment.
  - Establish key performance measures to gauge program success.
- Priorities for beginning general programming to include:
  - Fitness/Wellness.
  - Seniors.
  - Special Events - continue to grow the number of events.
- Priorities for demographic specific programming to include:
  - Youth – Programs that serve a variety of interest areas beyond just sports including after-school and camps.
  - Teens – Activities designed specifically for teens that are both organized and drop-in in nature.
  - Seniors – Programs and services that serve a wide range of the senior age category, including an appeal to the younger more active based senior.
  - Intergenerational/Multigenerational – Offering programs and services that have an appeal to multiple generations or across generations.
  - Ethnic Based – There should be an effort to offer programs and services that are appropriate for the cultural orientation of the area.
- Programming should include virtual options in addition to traditional in-person offerings.
- Determine the role of other organizations and recreation providers in the area and clearly identify areas of programmatic responsibility to ensure that there is not overlap in resource allocation.
- Establish clear staffing and operational budget requirements to support the program plan.

## Establish a Program Classification System

A key aspect of developing a program plan is determining the long-term role of the city in the delivery of recreation programs and services based on three classifications. The placement of programs into these three classifications does not indicate the overall importance of these activities in the community but rather the role of the city in providing these programs.

- **Core Programs** – are the program categories that are a primary responsibility of the Recreation Services Division to provide as city-based activities.
- **Secondary Programs** – are the program categories that are a lower priority to be provided directly by the city but may be offered by other individuals or partner organizations through direct contract with the city.
- **Support Programs** – are the program categories that are not a priority for the city to be provided directly to the community but where the city may provide support through facilities and promotion of activities for other organizations.

## Role of Other Providers

With limited resources, the City of Stockbridge will need to rely on other groups and organizations to provide recreation programs and services for the community.

- The Recreation Services Division will need to be a “clearinghouse” for recreation programs and services provided by others. This should involve promotion of their activities, coordinating of some programs, and permitting of facilities. However, this process needs to be closely managed to be successful.
- The city will always need to be a provider of many of the facilities for other organizations to use.
- Partnerships with other organizations and entities will be necessary to develop and expand recreation programs. All partnerships should be backed up by a memorandum of understanding or contract to formalize the relationship. This should clearly identify specific roles and expectations as well as limits to facility scheduling, fees, and operations. Partnerships with organizations should reflect the needs and culture of the specific markets they will be providing the services for.

## Other Recreation Program Considerations

To implement the program plan, the following will need to be considered.

- **Performance Measures** – There needs to be a concerted effort to implement program performance metrics. These will need to be updated on a seasonal basis with comparisons to prior years.
- **Marketing** – To maximize the program offerings there needs to be a strong marketing effort to inform and promote the recreation programs and services that are available. This document needs to be a simple, easy to implement, document that serves as a guideline for specific marketing efforts.
- **Registration Software** – It is imperative that the city has a registration software program that handles all program and service registrations, allows for on-line registration, point of sale, and remote on-site use. All programs (regardless if a fee is collected or not) should have all participants registered for the activity.
- **Evaluation and Adjustments** – One of the keys to having a dynamic program plan for recreation programs and services is having

an internal and external evaluation process in place. The process will need to integrate staff assessments with those of the users and the general community. The results of the evaluation process need to be utilized to adjust the programming process as well as individual programs themselves.

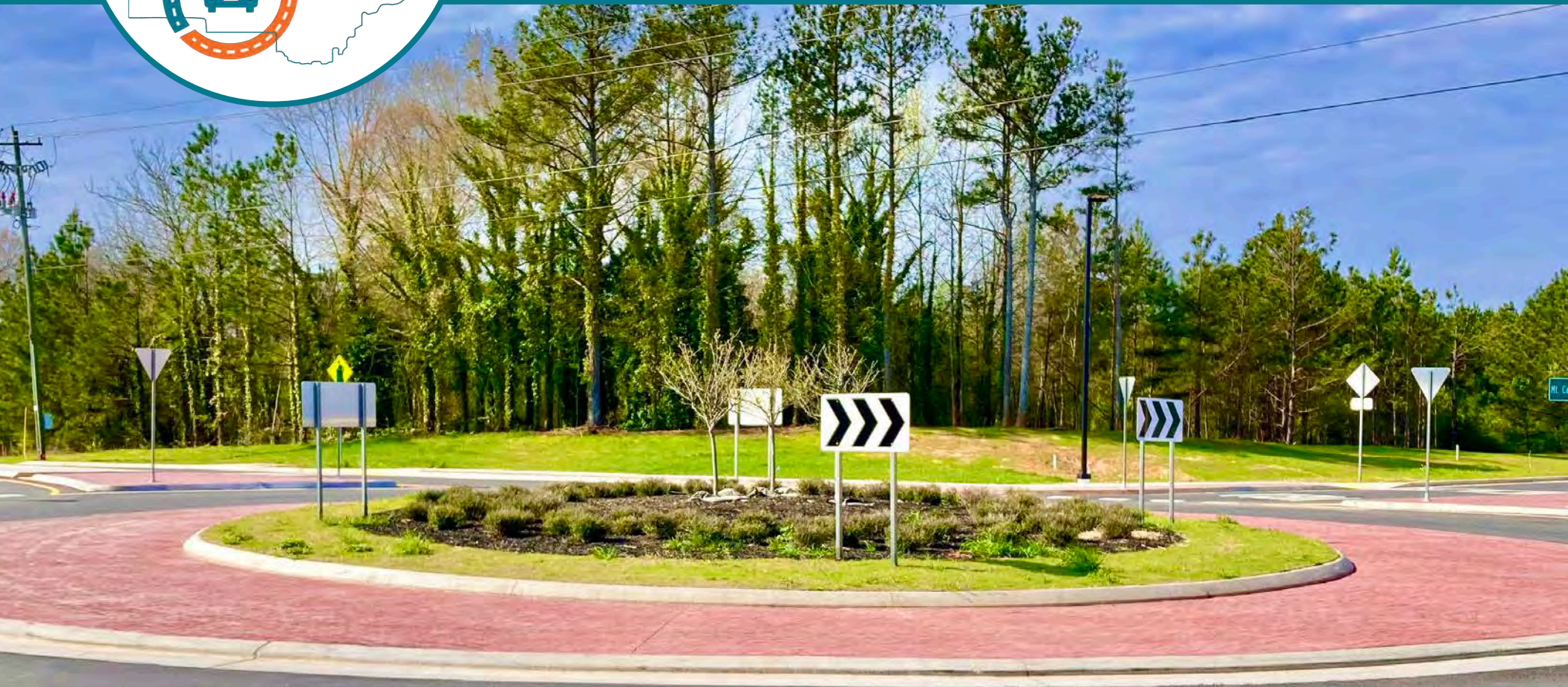
- **Trends Analysis** - The Recreation Services Division should track program trends on a regional and national basis to ensure that program offerings are current and reflect the opportunities that are available.





# HENRY COUNTY TRANSPORTATION PLAN

## 2022 UPDATE



**Stockbridge**  
Where Community Connects

**ARC**  
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, 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.

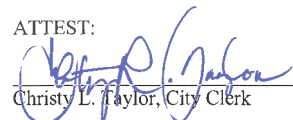
**BE IT SO RESOLVED THIS 7<sup>TH</sup> OF JULY, 2022.**

CITY OF MCDONOUGH, GEORGIA

BY: 

Sandra Vincent, Mayor

ATTEST:

  
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.

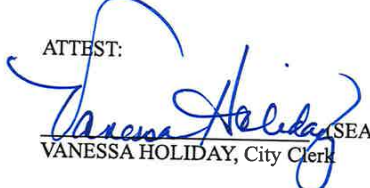
**SECTION 3. Repeal of Conflicting Provisions** – All City Resolutions inconsistent with this Resolution are hereby repealed.

**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, City Clerk (SEAL)

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 12<sup>TH</sup> OF JULY, 2022.**


**CITY OF HAMPTON, GEORGIA:**

  
\_\_\_\_\_  
ANN N. TARPLEY, Mayor

**ATTEST:**

  
\_\_\_\_\_  
RASHIDA FAIRLEY, City Clerk

**APPROVED AS TO FORM:**

  
\_\_\_\_\_

# ACKNOWLEDGEMENTS

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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

Atlanta Regional  
Commission

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Ronald Burckhalter, Public Works Director  
Roque Romero-Muniz, Transportation Project Director  
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Locust Grove

McDonough

Stockbridge



# A - EXISTING CONDITIONS REPORT

<b>1</b>	<b>INTRODUCTION .....</b>	<b>24</b>
	Planning process.....	25
	Intent of Report.....	26
<b>2</b>	<b>REVIEW OF PREVIOUS STUDIES.....</b>	<b>28</b>
	Imagine Henry 2040 (Henry/Cities Joint Comprehensive Plan 2040 Update) .....	28
	2040 Henry Joint County/Cities Transportation Plan.....	29
	2017 Stockbridge Bicycle, Pedestrian, and Trail Plan.....	30
	2012 City of Stockbridge Livable Centers Initiative 10-Year Update .....	31
	2018 Shaping Stockbridge Together for 2038.....	32
	2011 Hampton Livable Centers Initiative.....	33
	2009 McDonough Livable Centers Initiative Five-Year Update Report.....	35
	2011 I-75 at Bill Gardner Parkway Interchange Modification Report.....	36
<b>3</b>	<b>LAND USE AND DEVELOPMENT CHARACTERISTICS.....</b>	<b>38</b>
	Existing Land Use.....	39
	Developments of Regional Impact.....	42
	Future Land Use.....	44
	Community Facilities.....	46
<b>4</b>	<b>DEMOGRAPHIC PROFILE .....</b>	<b>48</b>
	Total Population.....	49
	Population Density.....	49
	Income.....	52
	Poverty.....	53
	Senior Population.....	54
	Disability .....	55
	Minority.....	56
	Zero Car Households .....	57
	Conclusion and Takeaways.....	58

# A - EXISTING CONDITIONS REPORT (cont'd)

<b>5</b>	<b>EMPLOYMENT .....</b>	<b>60</b>
	Henry County Employment.....	61
	Job Density.....	62
	Where Henry County Residents Work.....	63
	Where Henry County Workers Live.....	64
<b>6</b>	<b>TRANSPORTATION SYSTEM CHARACTERISTICS .....</b>	<b>66</b>
	Road Network Characteristics.....	67
	Intelligent Transportation Systems and Technology.....	76
	Roadway performance.....	93
	Non-Motorized Trips.....	104
<b>7</b>	<b>TRANSIT .....</b>	<b>108</b>
	Henry County Transit System.....	109
<b>8</b>	<b>FREIGHT .....</b>	<b>112</b>
	Freight Routes.....	113
	Truck Volumes.....	115
	Freight Rail.....	117
	Freight Activity Centers.....	119
<b>9</b>	<b>PLANNED AND PROGRAMMED PROJECTS .....</b>	<b>120</b>
	Special Purpose Local Option Sales tax Transportation Projects.....	120
	State and Federally Funded Transportation Projects.....	124



# B - NEEDS ASSESSMENT REPORT

<b>1</b>	<b>INTRODUCTION .....</b>	<b>128</b>
	Planning process .....	129
	Intent of Report .....	130
<b>2</b>	<b>POPULATION AND EMPLOYMENT GROWTH.....</b>	<b>132</b>
	Population Growth.....	132
	Employment Growth.....	137
<b>3</b>	<b>FUTURE LAND USE AND DEVELOPMENT NEEDS.....</b>	<b>140</b>
	Developments of Regional Impact.....	141
	Future Land Use.....	145
<b>4</b>	<b>ROADWAY NEEDS .....</b>	<b>148</b>
	Traffic Congestion.....	150
	Bridge Conditions.....	165
	Safety.....	166
<b>5</b>	<b>INTELLIGENT TRANSPORTATION SYSTEMS AND TECHNOLOGY NEEDS.....</b>	<b>178</b>
	Intelligent Transportation Systems - Network Support .....	179
	MaxTime/ MaxView and Ramp Signals.....	181
	Electric Vehicle Charging Stations .....	183
	Railroad Crossings .....	184
<b>6</b>	<b>FREIGHT NEEDS .....</b>	<b>186</b>
	Mobility Assessment.....	189
<b>7</b>	<b>ACTIVE TRANSPORTATION .....</b>	<b>194</b>
	Walking Propensity Analysis.....	196
	Sidewalk Gap Analysis.....	199
	Bicycle Comfort Analysis.....	201

# C - RECOMMENDATIONS REPORT

<b>1</b>	<b>INTRODUCTION .....</b>	<b>206</b>
	Intent of Report.....	208
	Project Overview .....	208
	Planning process.....	209
<b>2</b>	<b>STAKEHOLDER ENGAGEMENT AND PUBLIC OUTREACH .....</b>	<b>210</b>
	Stakeholder Committee.....	211
	Project Websites.....	213
	Online Community Surveys.....	213
	Public Meetings.....	214
	Pop Up Events.....	215
	Vehicle Miles Traveled.....	216
<b>3</b>	<b>PLAN PERFORMANCE .....</b>	<b>216</b>
	Vehicle Hours Traveled.....	218
	Vehicle Hours of Delay .....	219
	Level of Service.....	220
	Number of Lanes.....	221
	Network Level of Service.....	224
<b>4</b>	<b>POLICY RECOMMENDATIONS .....</b>	<b>228</b>
	Sidewalks.....	229
	Additional Local Funding.....	232
	Street Lighting Policy.....	232
	Regional Transportation Plan Clean Up.....	232



# C - RECOMMENDATIONS REPORT (cont'd)

<b>5</b>	<b>PROJECT RECOMMENDATIONS .....</b>	<b>234</b>
	Roadway Projects .....	235
	Active Transportation Projects .....	248
<b>6</b>	<b>IMPLEMENTATION PLAN .....</b>	<b>262</b>
	Project Prioritization Methodology .....	263
	Local Funds .....	266
	State and Federal Funds .....	268
	Additional Funding Source .....	268
	Implementation Strategy .....	268

## APPENDICES

APPENDIX A: PUBLIC ENGAGEMENT .....	316
APPENDIX B: PROJECT RECOMMENDATIONS WITHIN EACH MUNICIPALITY	330
APPENDIX C: PROJECT PRIORITIZATION RESULTS.....	354

# TABLE OF FIGURES

Figure A-3.1. Existing Land Use in Henry County (LandPro 2012).....	39
Figure A-3.2. Existing Land Use by Category in Henry County (LandPro 2012).....	41
Figure A-3.3. Future Land Use in Henry County .....	45
Figure A-3.4. Community Facilities in Henry County .....	47
Figure A-4.1. Population Density per Census Block Group .....	50
Figure A-4.2. Residents who Live within One Mile of I-75.....	51
Figure A-4.3. Population Density of Henry County.....	51
Figure A-4.4. Median Household Income in Henry County .....	52
Figure A-4.5. Percentage of Households in Poverty in Henry County .....	53
Figure A-4.6. Concentration of the Senior Population in Henry County.....	54
Figure A-4.7. Percentage of Households with a Disabled Member in Henry County.....	55
Figure A-4.8. Minority Population Percentage in Henry County.....	56
Figure A-4.9. Percentage of Households without a Vehicle in Henry County.....	57
Figure A-5.1. Locations of Jobs in Henry County .....	62
Figure A-5.2. Locations of Jobs for Henry County Residents.....	63
Figure A-5.3. Locations of Residences for Workers in Henry County.....	64
Figure A-6.1. Functional Classification for Henry County Roadways.....	69
Figure A-6.2. Number of Lanes on Roadways in Henry County .....	71
Figure A-6.3. Speed Limits of Roadways in Henry County.....	72
Figure A-6.4. Locations of Signalized Intersections in Henry County .....	73
Figure A-6.5. Henry County Bridge Ratings .....	75
Figure A-6.6. Fiber Optic Cable Locations in Henry County .....	77
Figure A-6.7. Traffic Signals in Henry County which have MaxTime Firmware .....	79
Figure A-6.8. DSRC/Cellular Radios Locations in Henry County.....	80
Figure A-6.9. Ramp Meters in Henry County.....	82
Figure A-6.10. Locations of Public EV Charging Stations in Henry County.....	85
Figure A-6.11. Locations of GDOT 511 Live Cameras.....	86
Figure A-6.12. Locations of Railroad Crossings in Henry County .....	88
Figure A-6.13. Locations of Pedestrian Flashing Beacons in Henry County .....	89
Figure A-6.14. Locations of School Zones with Flashing Lights in Henry County.....	90
Figure A-6.15. Public Wifi Locations in Henry County .....	91
Figure A-6.16. 2019 GDOT Traffic Counts for Henry County .....	94
Figure A-6.17. Base Year (2020) Travel Demand Model for Henry County .....	95
Figure A-6.18. 2020 LOS Results for the AM Peak Period .....	97



# TABLE OF FIGURES (cont'd)

Figure A-6.19. 2020 LOS Results for the PM Peak Period.....	98
Figure A-6.20. Vehicular Crashes in Henry County from 2016 to 2020.....	100
Figure A-6.21. Vehicle Crashes Involving a Bicycle in Henry County from 2016 to 2020 .....	101
Figure A-6.22. Commercial Vehicle Crashes in Henry County from 2016 to 2020 .....	102
Figure A-6.23. Vehicle Crashes Resulting in a Fatality in Henry County from 2016 to 2020 .....	103
Figure A-6.24. Henry County Sidewalk Network .....	105
Figure A-6.25. Existing Bicycle Facilities in Henry County.....	106
Figure A-7.1. Existing Transit Services .....	110
Figure A-8.1. Freight Routes.....	114
Figure A-8.2. Truck Volumes.....	116
Figure A-8.3. Freight Railroads and At-Grade Roadway Crossings.....	118
Figure A-8.4. Atlanta Regional Commission-Designated Regional Freight Clusters.....	119
Figure A-9.1. SPLOST IV Transportation Projects .....	121
Figure A-9.2. SPLOST V Transportation Projects.....	122
Figure A-9.3. TSPLOST Projects.....	123
Figure A-9.4. Henry County TIP Projects.....	124
Figure A-9.5. Henry County RTP Projects .....	125
Figure B-2.1. Historical and Projected Population Growth .....	133
Figure B-2.2. Subcounties Population Growth .....	134
Figure B-2.3. Urban vs. Rural Growth Projections.....	134
Figure B-2.4. Percent Population Difference (2020 to 2050) .....	135
Figure B-2.5. Population Difference (2020 to 2050) .....	135
Figure B-2.6. ARC Population Density (2020) .....	136
Figure B-2.7. ARC Population Density (2050) .....	136
Figure B-2.8. 2020 Employment Density .....	137
Figure B-2.9. 2050 Employment Density .....	137
Figure B-3.1. Major Recent Land Development Projects.....	144
Figure B-3.2. Areas of Immediate Development Need .....	145
Figure B-3.3. Future Land Use Transportation Needs .....	146
Figure B-4.1. E+C Projects .....	150
Figure B-4.2. 2020 Laneage .....	152
Figure B-4.3. 2050 E+C Laneage .....	152
Figure B-4.4. 2050 AM LOS.....	156
Figure B-4.5. 2050 PM LOS .....	156



# TABLE OF FIGURES (cont'd)

Figure B-4.6. 2019 5PM Weekday Travel Time Index (TTI) .....	160
Figure B-4.7. 2019 MD TTI comparison.....	161
Figure B-4.8. 2019 Mid-Day TTI Comparison on Jonesboro Road.....	162
Figure B-4.10. 2019 Mid-Day TTI Comparison in Hampton.....	162
Figure B-4.9. 2019 Mid-Day TTI comparison on I-75 SB .....	162
Figure B-4.11. 2019 Mid-Day TTI comparison on Chambers Road .....	162
Figure B-4.12. INRIX Bottlenecks (2019).....	163
Figure B-4.13. Henry County Bridge Ratings.....	165
Figure B-4.14. Segment Crash Rates .....	167
Figure B-4.16. Highest Crash Rate Segments.....	168
Figure B-4.15. Intersection Crash Rates .....	168
Figure B-4.17. I-75 Crash Rates.....	169
Figure B-4.18. Unsignalized Intersections with the Highest Crash Rate .....	169
Figure B-4.19. Bicycle Crash Hotspots.....	175
Figure B-4.20. Pedestrian Crash Hotspots .....	175
Figure B-4.21. Segments grouped by Percentile for Bicycle Risk.....	177
Figure B-4.22. Segments grouped by Percentile for Pedestrian Risk.....	177
Figure B-5.1. Fiber Optic Cable Locations in Henry County .....	179
Figure B-5.2. DSRC/Cellular Radio Locations in Henry County .....	180
Figure B-5.3. Traffic Signals in Henry County with MaxTime Firmware Installed .....	181
Figure B-5.4. Ramp Meters in Henry County .....	182
Figure B-5.5. Locations of EV Charging Stations in Henry County .....	183
Figure B-5.6. Locations of Railroad Crossings in Henry County.....	184
Figure B-6.1. McDonough-Locust Grove Freight Cluster Location.....	187
Figure B-6.2. TTI (5PM to 6PM on weekdays, 2019) .....	189
Figure B-6.3. Truck TTI (5PM to 6PM on weekdays, 2019) .....	189
Figure B-6.4. Examples of Trucks Parked in Unsafe Locations in Henry County .....	191
Figure B-6.5. Programmed projects.....	192
Figure B-7.1. Walking Propensity Analysis.....	198
Figure B-7.2. High Pedestrian Propensity Areas.....	198
Figure B-7.3. High Pedestrian Propensity Areas.....	199
Figure B-7.4. High Crash Risk Facilities.....	199
Figure B-7.5. Sidewalk Inventory.....	200
Figure B-7.6. Sidewalk Needs.....	200

# TABLE OF FIGURES (cont'd)

Figure B-7.7. Bicycle Comfort Index .....	202
Figure B-7.8. Existing Bicycle Facility Comfort Index.....	202
Figure C-3.5. 2020 Laneage .....	221
Figure C-3.6. 2050 E+C Laneage.....	222
Figure C-3.7. 2050 Build Scenario Laneage.....	223
Figure C-3.8. 2020 LOS.....	224
Figure C-3.9. 2050 E+C LOS .....	225
Figure C-3.10. 2050 Build Scenario LOS.....	226
Figure C-5.1. Road Widening Recommendations .....	236
Figure C-5.2. New Road Connection Recommendations .....	237
Figure C-5.3. All Road Capacity Recommendations .....	238
Figure C-5.4. Arterial Upgrade Recommendations .....	241
Figure C-5.5. All Intersection Upgrade Recommendations.....	243
Figure C-5.6. Intersection Safety Recommendations .....	244
Figure C-5.7. Intersection Capacity Recommendations .....	245
Figure C-5.8. Sidewalk Recommendations .....	249
Figure C-5.9. Trail Network Recommendations.....	256
Figure C-6.1. Short Term Roadway Capacity Projects .....	270
Figure C-6.2. Mid-Term Roadway Capacity Projects.....	272
Figure C-6.3. Mid-Term Arterial Upgrade Projects .....	274
Figure C-6.4. Mid-Term Intersection Projects .....	276
Figure C-6.5. Mid-Term Sidewalk Projects .....	280
Figure C-6.6. Mid-Term Trails Projects.....	282
Figure C-6.7. Long Term Roadway Capacity Projects.....	285
Figure C-6.8. Long-Term Arterial Upgrade Projects.....	287
Figure C-6.9. Long-Term Intersection Projects.....	291
Figure C-6.10. Long-Term Sidewalk Projects .....	295
Figure C-6.11. Long-Term Trails Projects .....	298
Figure C-6.12. Aspirational Roadway Capacity Projects .....	300
Figure C-6.13. Aspirational Arterial Upgrade Projects.....	302
Figure C-6.14. Aspirational Intersection Projects.....	304
Figure C-6.15. Aspirational Sidewalk Projects.....	309
Figure C-6.16. Aspirational Trails Projects.....	312



# TABLE OF TABLES

Table A-3.1. DRIs in Henry County from 2015 to 2021 .....	42
Table A-3.2. Henry County School Clusters.....	46
Table A-4.1. Population Densities of Henry County and the Atlanta MSA.....	49
Table A-4.2. Demographic Profile of Atlanta MSA and Henry County.....	58
Table A-5.1. NAICS Categories included in the GDOT Aggregates .....	61
Table A-5.2. Employment breakdown of Henry County Jobs .....	61
Table A-6.1. Total Centerline Mileage per Classification in Henry County .....	68
Table A-6.2. EV Charging Stations in Henry County .....	84
Table A-6.3. Public Wi-Fi Locations in Henry County.....	92
Table A-6.4. Fifteen Highest Non-Interstate Traffic Counts in Henry County.....	94
Table A-6.5. Roadway Segments in Henry County that have LOS E or F in the AM or PM Peak Periods.....	96
Table A-6.6. Crash Review Summary for Henry County from 2016 to 2020 .....	99
Table A-9.1. Henry County SPLOST Collections from January 1997 to March 2025.....	120
Table B-2.1. Historical and Projected Population .....	132
Table B-2.2. Employment and Population Growth Comparison.....	138
Table B-3.1. DRIs in Henry County from 2015 - 2021 .....	142
Table B-3.2. Other Non-DRI Developments .....	143
Table B-4.1. E+C Project List .....	151
Table B-4.2. Major Congested Roadways (2050 E+C) .....	154
Table B-4.3. Congestion Ranking: 2019 5PM Weekday Travel Time Index (TTI) .....	158
Table B-4.4. Hourly Congestion Distribution of Top Congested Segments (2019 TTI).....	159
Table B-4.5. INRIX Bottlenecks (2019).....	164
Table B-4.6. Preliminary Screening of Highest Crash Rate Segments .....	170
Table B-4.7. Preliminary Screening of Highest Crash Rate Intersections .....	172
Table B-4.8. Preliminary Screening of Highest Crash Rate Intersections .....	174
Table B-5.3. Industrial Leasing Breakdown .....	188
Table B-7.1. Walking Propensity Analysis Factors and Weights .....	196
Table B-7.2. Point Values for Land Use Categories .....	196
Table B-7.3. Bicycle Comfort Index Inputs.....	201
Table B-7.4. Bicycle Comfort Index Scoring Scale .....	201
Table C-2.1. Stakeholder Committee.....	212
Table C-2.2. Public Meeting Opportunities.....	214
Table C-2.3. Pop-Up Events.....	215

# TABLE OF TABLES (cont'd)

Table C-3.3. Vehicle Miles Traveled Comparison .....	217
Table C-3.4. Vehicle Hours Traveled Comparison .....	218
Table C-3.5. Vehicle Hours of Delay Comparison.....	219
Table C-3.6. Level of Service Comparison .....	220
Table C-5.1. Major Capacity Adding Projects .....	239
Table C-5.2. Arterial Upgrade Recommendations .....	242
Table C-5.3. Emerging Technology Project Recommendations .....	247
Table C-5.4. Sidewalk Recommendations .....	250
Table C-5.5. Multiuse Trail Recommendations.....	257
Table C-6.1. Updated 2022 Henry County Transportation Plan Goals .....	264
Table C-6.2. Total SPLOST Revenue Projection 2026 - 2050 .....	266
Table C-6.3. Total T-SPLOST Revenue Projection 2028 - 2050.....	266
Table C-6.4. SPLOST Revenue Projection by Implementation Period .....	267
Table C-6.5. T-SPLOST Revenue Projection by Implementation Period.....	267
Table C-6.6. Low Growth Total Local Revenue by Implementation Period .....	267
Table C-6.7. High Growth Total Local Revenue by Implementation Period.....	267
Table C-6.8. Roadway Capacity Projects That Can Be Implemented in Mid-Term With Bond .....	268
Table C-6.9. Short Term Roadway Capacity .....	269
Table C-6.10. Midterm Roadway Capacity Projects .....	271
Table C-6.11. Mid-Term Arterial Upgrade Projects .....	273
Table C-6.12. Mid-Term Intersection Projects.....	275
Table C-6.13. Mid-Term Sidewalk Projects.....	277
Table C-6.14. Mid-Term Trails Projects .....	281
Table C-6.15. Long Term Roadway Capacity Projects .....	283
Table C-6.16. Long-Term Arterial Upgrade Projects .....	286
Table C-6.17. Long-Term Intersection Projects .....	288
Table C-6.18. Long-Term Sidewalk Projects .....	292
Table C-6.19. Long-Term Trails Projects .....	296
Table C-6.20. Aspirational Roadway Capacity Projects .....	299
Table C-6.21. Aspirational Arterial Upgrade Projects.....	301
Table C-6.22. Aspirational Intersection Projects.....	303
Table C-6.23. Aspirational Sidewalk Projects.....	305
Table C-6.24. Aspirational Trails Projects.....	310











# 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.



## 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:

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 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.

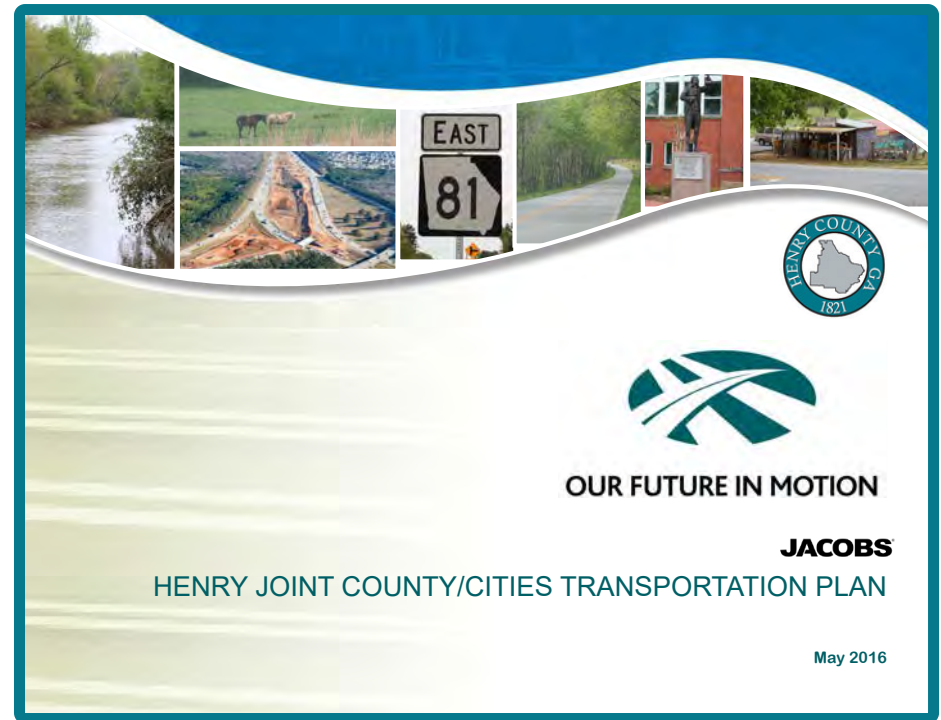
The plan identified the following goals for Henry County:

- 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.



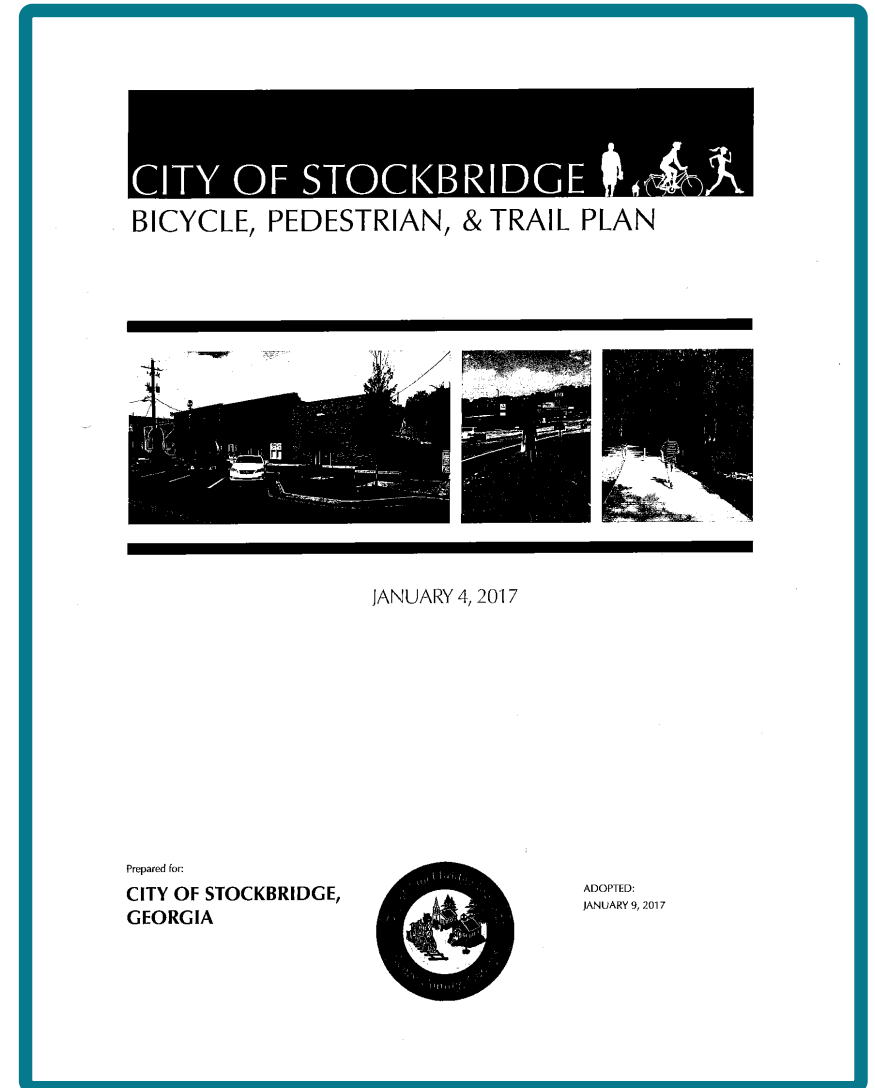
- Maintain transportation spending at appropriate levels to fund needed system expansion and maintenance.
- Enhance citizens' health and quality of life through transportation improvements.
- Improve county truck routes, provide access to freight land use, and support economic development.

# 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.

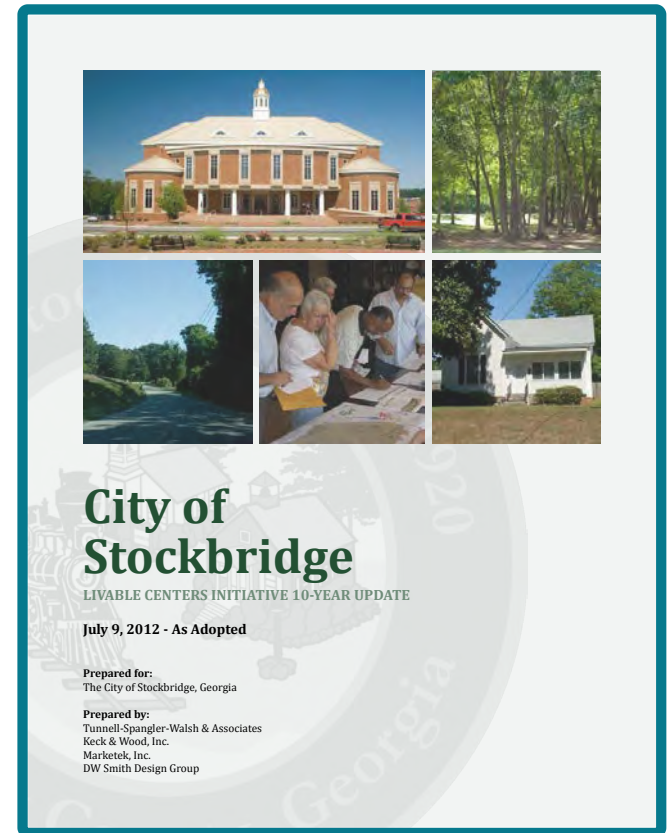


# 2012 CITY OF STOCKBRIDGE LIVABLE CENTERS INITIATIVE 10-YEAR UPDATE

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.





# 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 a diversity of medium to high-density, mixed-income neighborhoods, employment, shopping and recreation choices at the activity and town center level.
- Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the study area.
- 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.



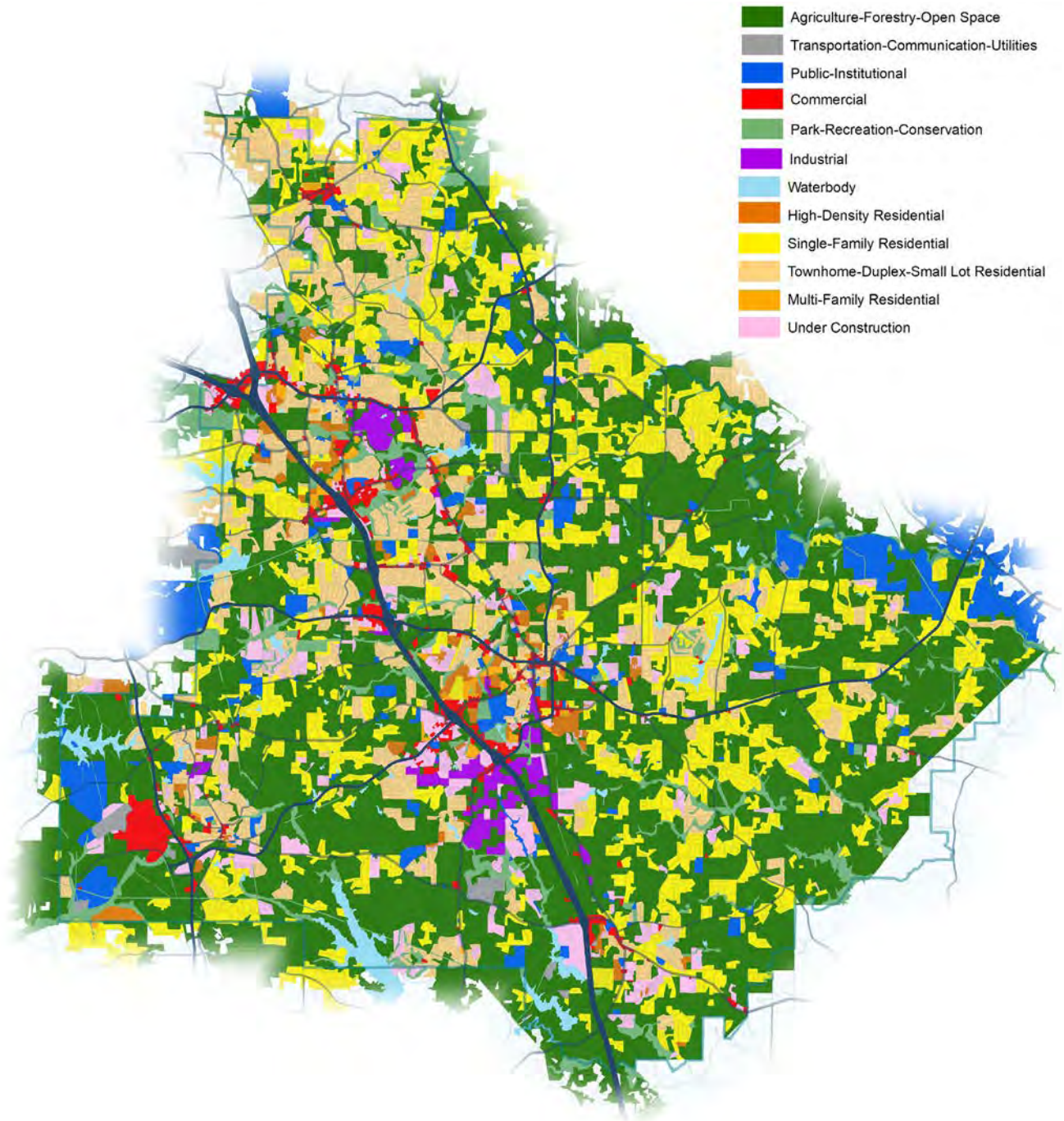


## EXISTING LAND USE

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.

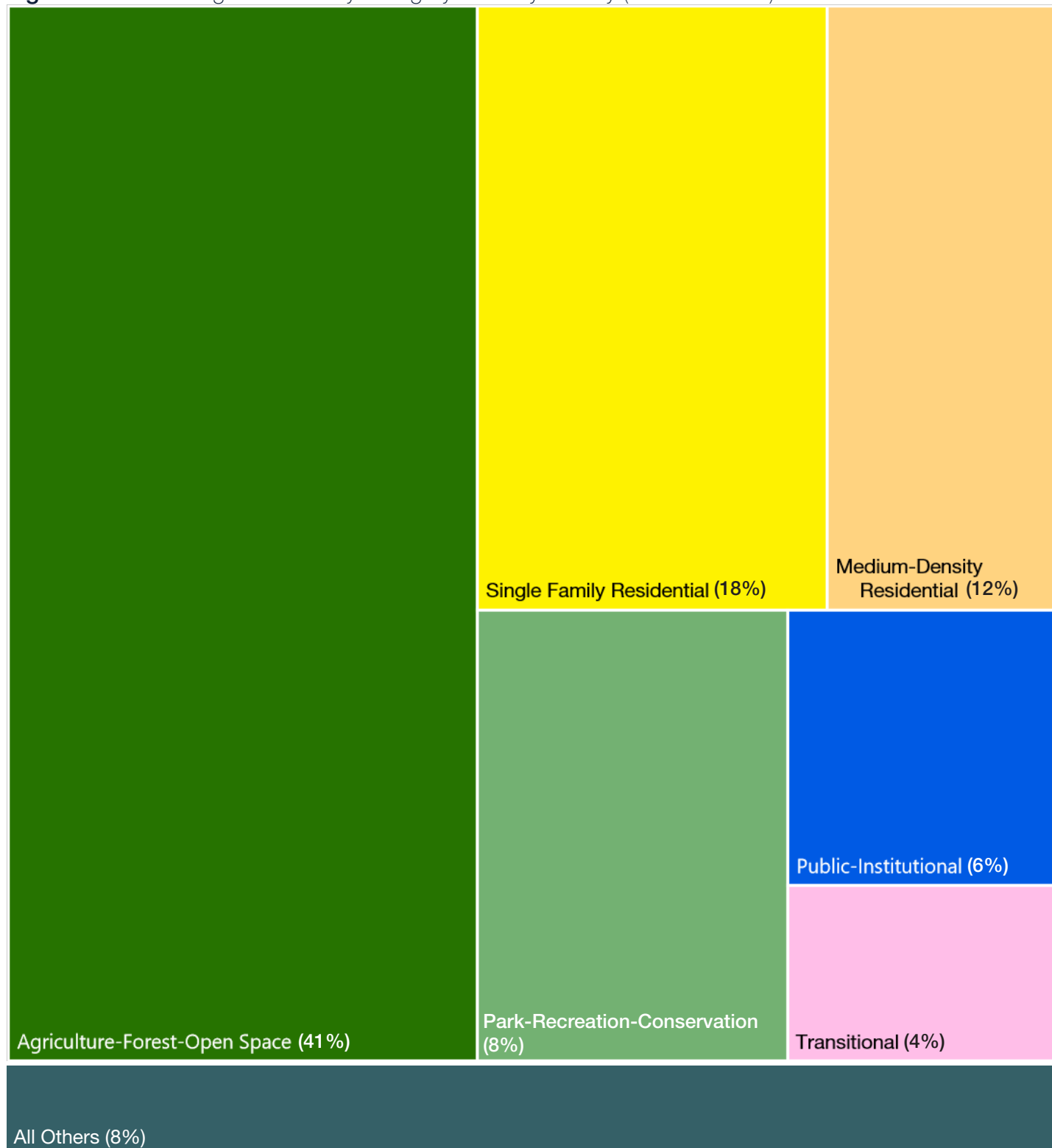
The Public-Institutional category, which makes up one percent of Henry County, includes schools, churches, cemeteries, libraries, hospitals, police and fire stations, and government facilities. The category is a traffic generator as it includes employment centers and uses with multiple visitors throughout 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 comprised 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**.

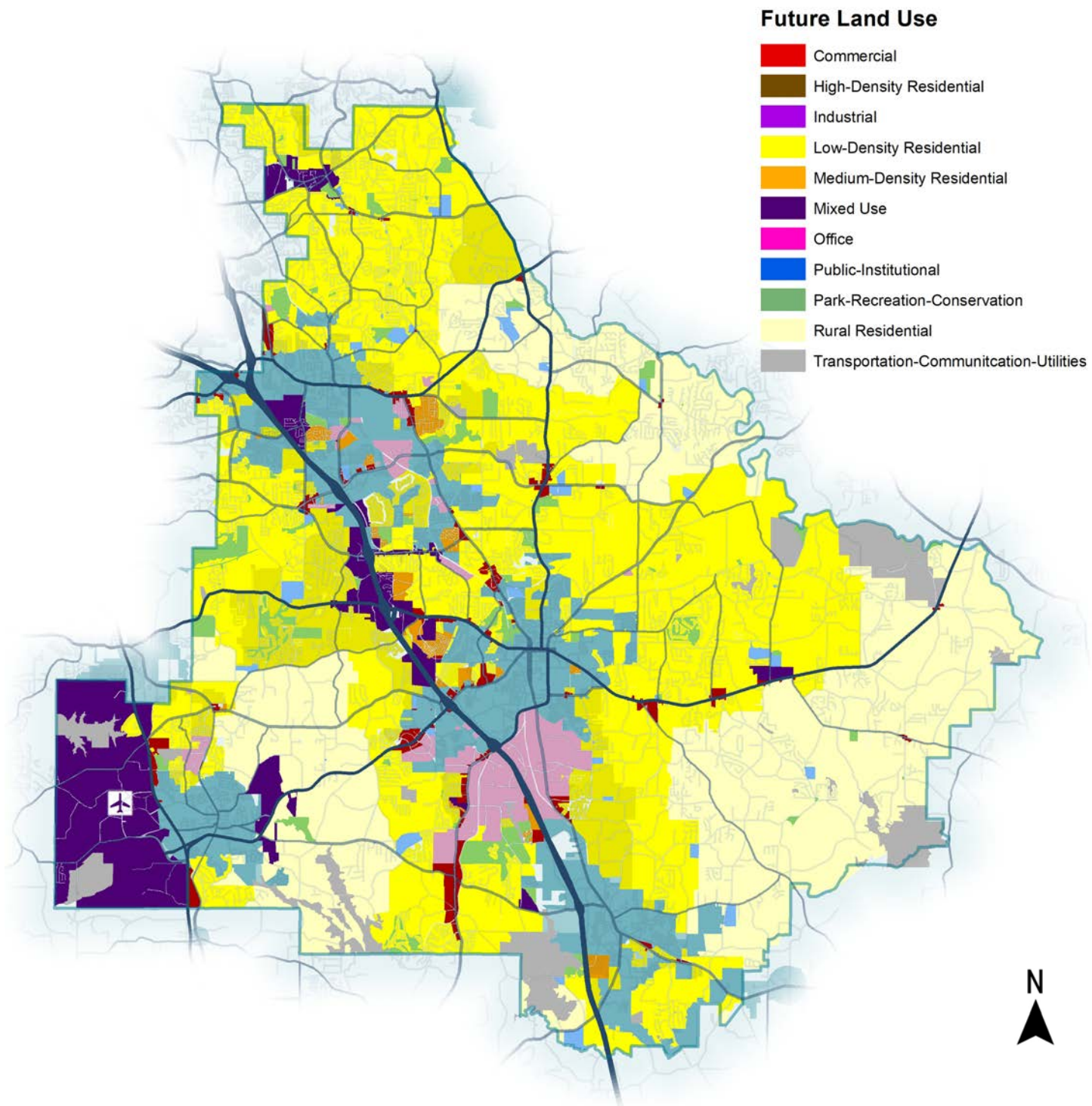
Industrial development will continue to grow along the I-75 corridor in McDonough, Locust Grove, and off SR 138 in Stockbridge. The ARC-identified industrial cluster around the I-75 SR 155 and SR 20/81 exits is expected to continue to grow with more concentration east of the interstate toward SR 42 in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



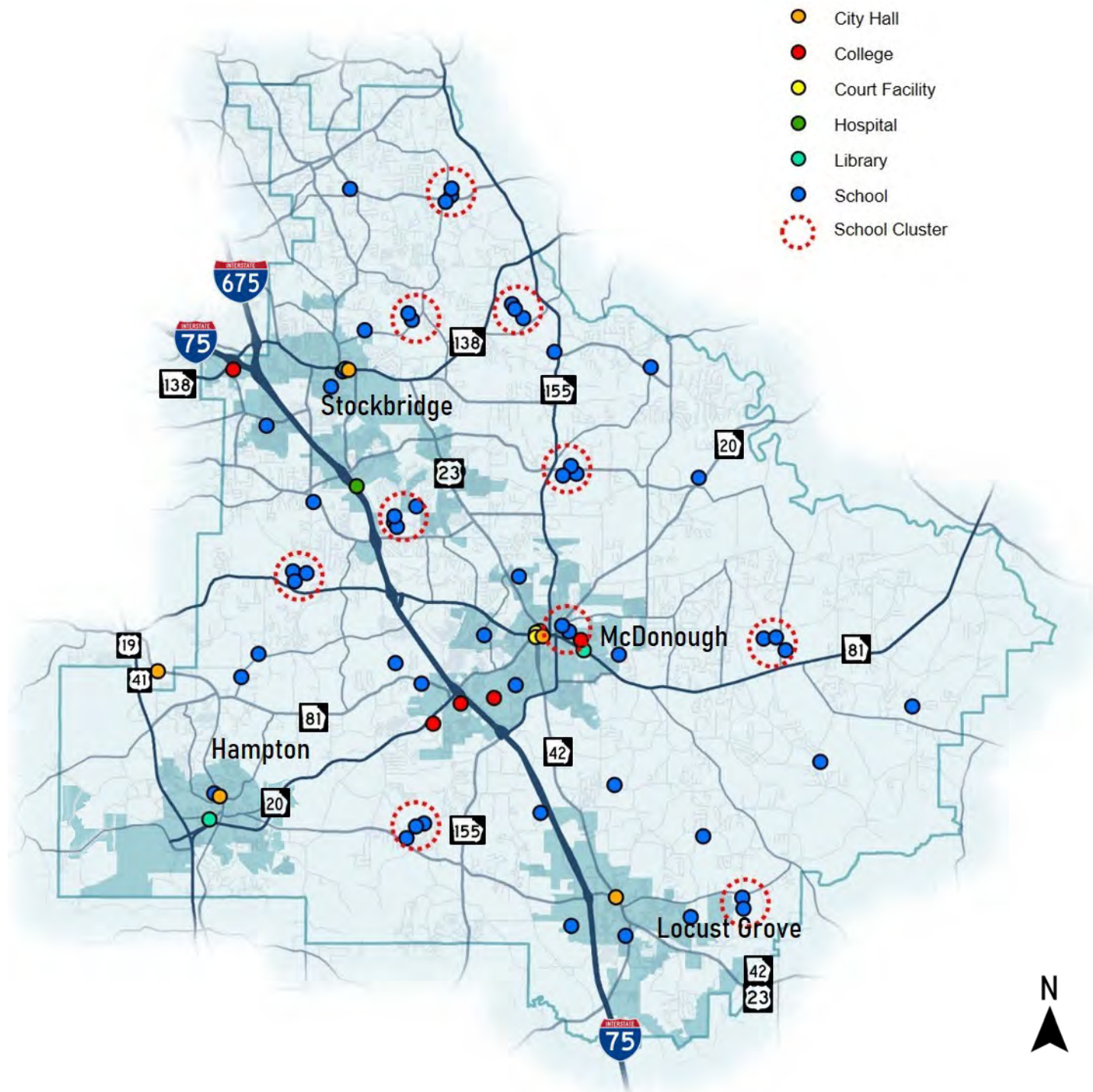


Figure A-3.4. Community Facilities in Henry County

# 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

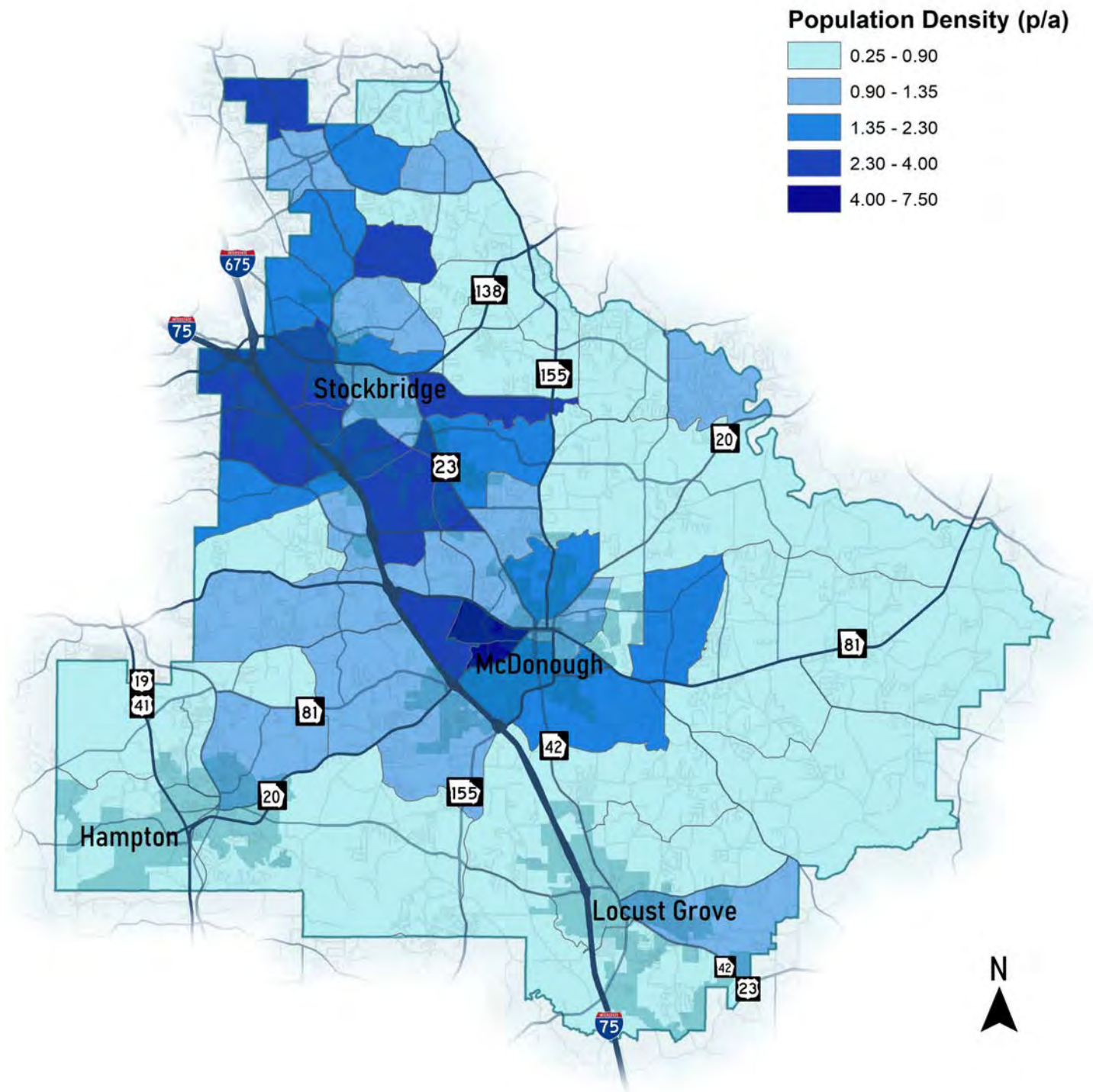
The 2019 population of Henry County was 255,356, according to the US Bureau of the Census American Community Survey (ACS), accounting for 3.84% percent of the Atlanta Metropolitan Statistical Area (MSA) population of 5,892,424.

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

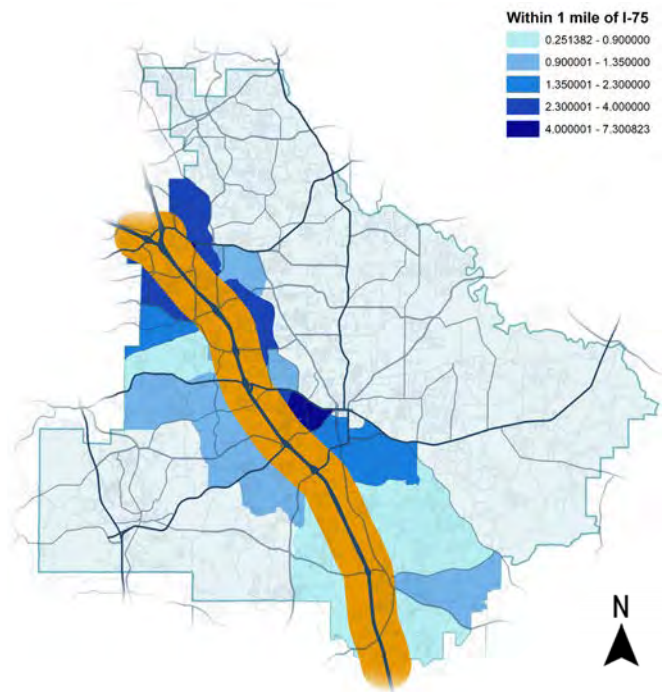
	Henry County		Atlanta MSA	
	Number	Persons per Acre	Number	Persons per Acre
Population	255,356	1.08	5,892,424	1.04
Area in Acres	208,908	-	5,653,627	-

## 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.

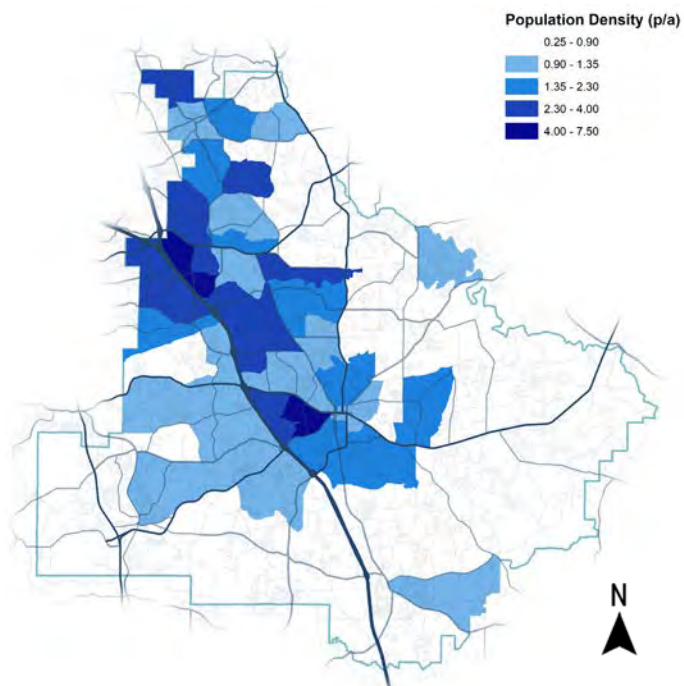


**Figure A-4.1.** Population Density per Census Block Group



**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

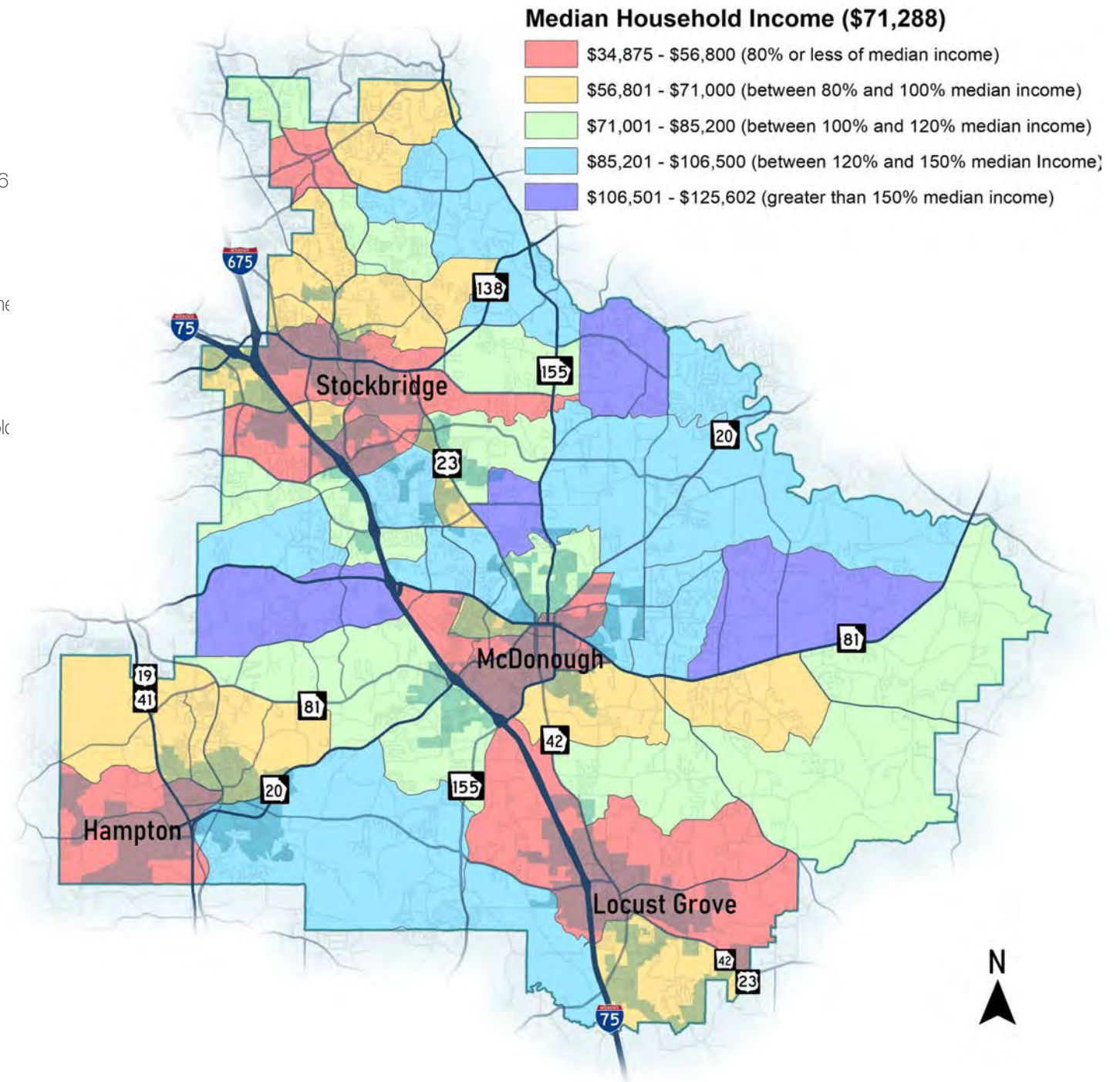
Approximately sixty percent of Henry County residents live on thirty-six percent of the land area, as is shown in **Figure A-4.3**. The outer ring of census block groups is much less dense than the north-central core. Short term projects should address concerns in the core. Population and employment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



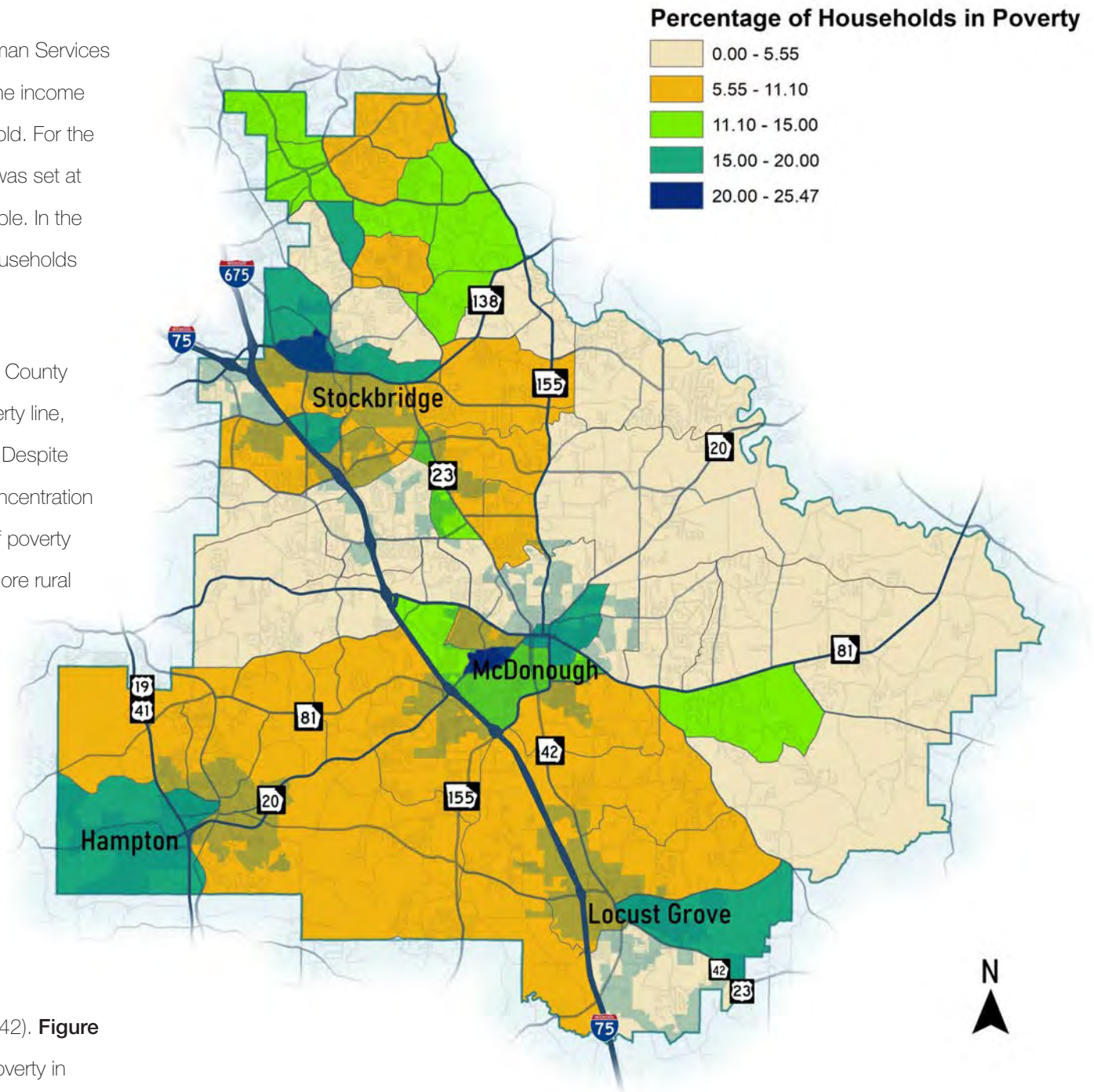
**Figure A-4.4.** Median Household Income in Henry County

## 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 concentration 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.

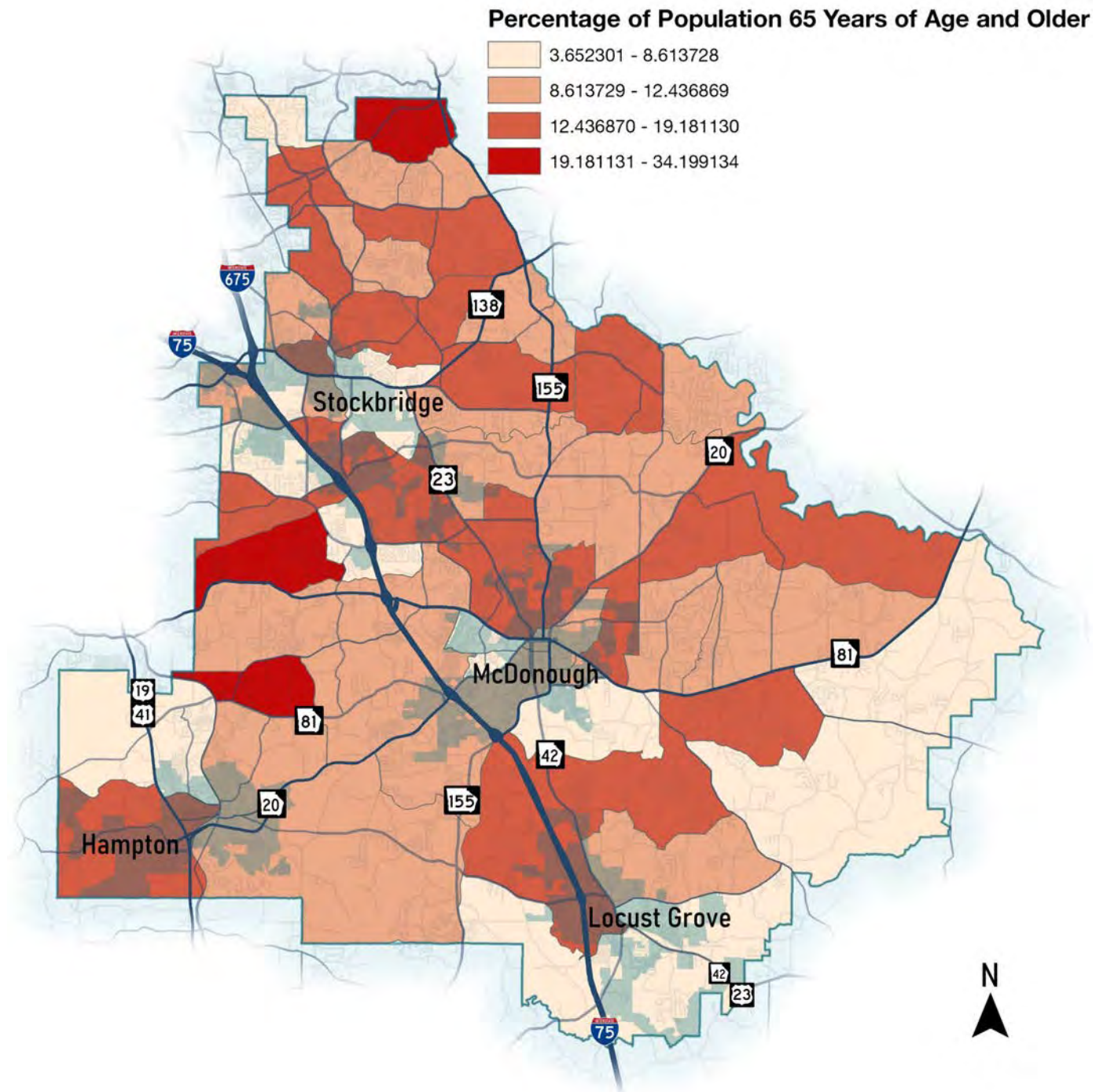


**Figure A-4.5.** Percentage of Households in Poverty in Henry County



## SENIOR POPULATION

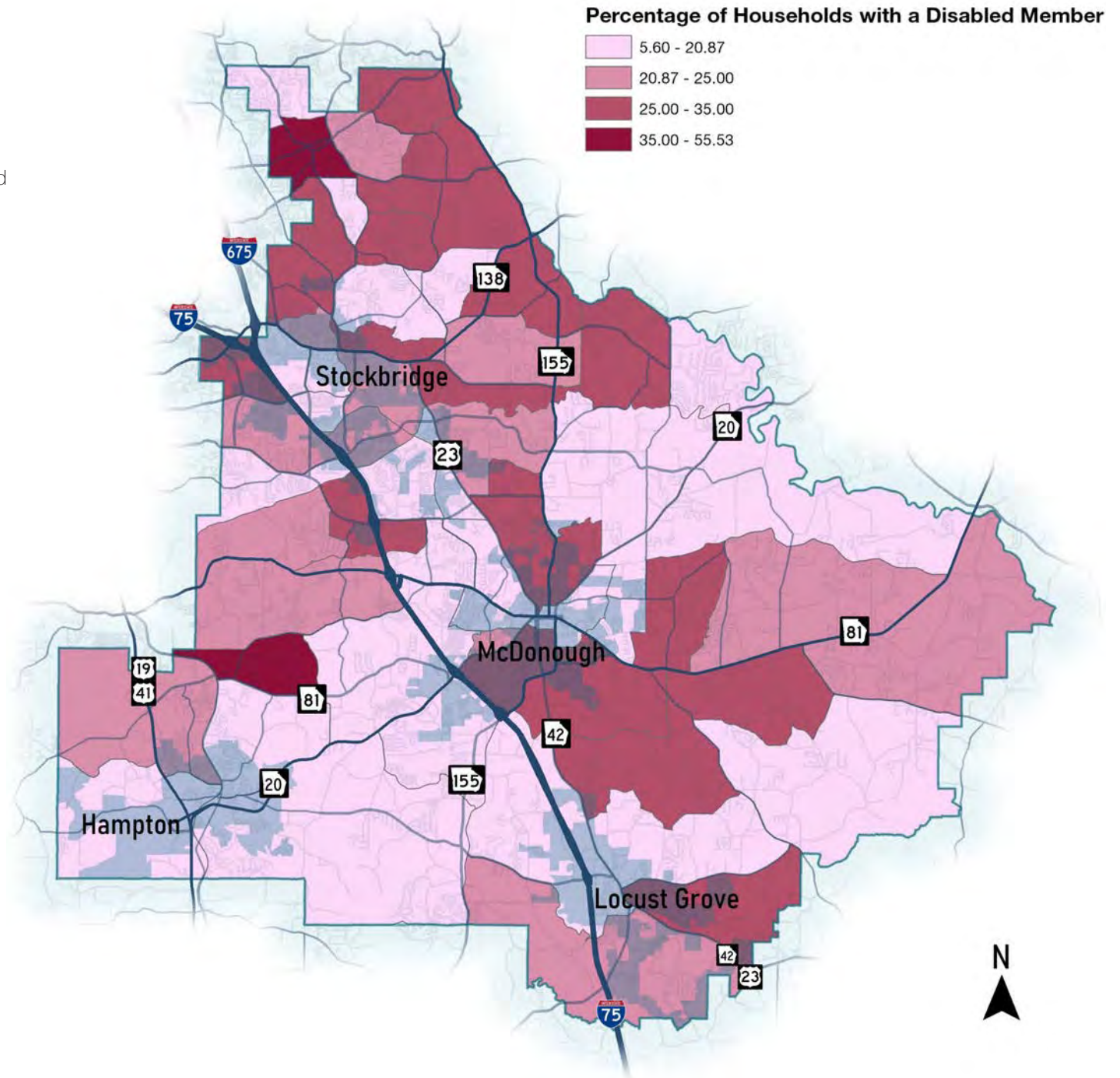
Of Henry County's population, 11.35% is sixty-five years or older, which is essentially equal to the Atlanta MSA average of 11.9 percent. Senior populations are spread throughout Henry. However, spatial analysis reveals three significant concentrations. All three occur in unincorporated Henry County. 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.

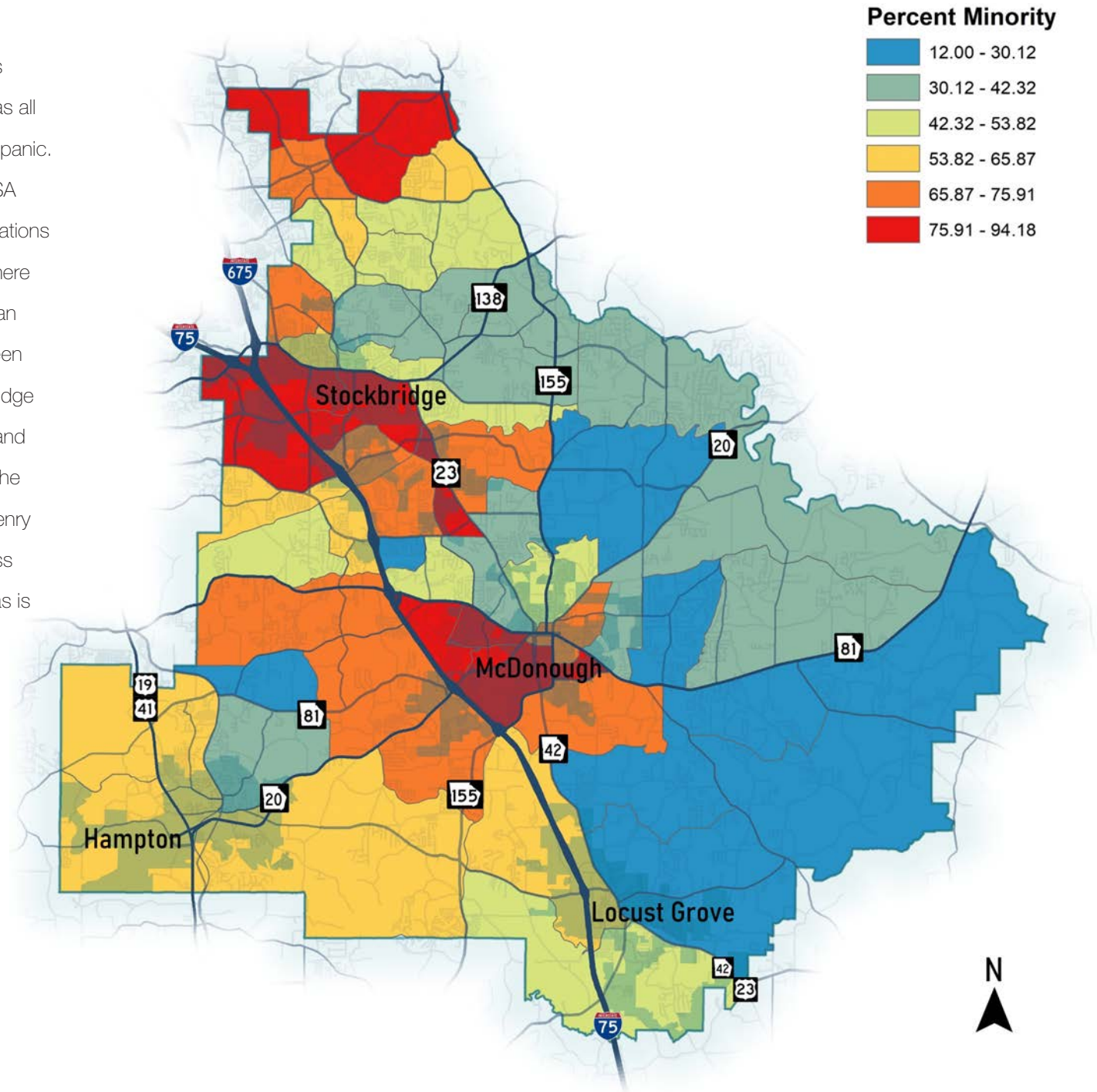


**Figure A-4.7.** Percentage of Households with a Disabled Member in Henry County



## 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**.

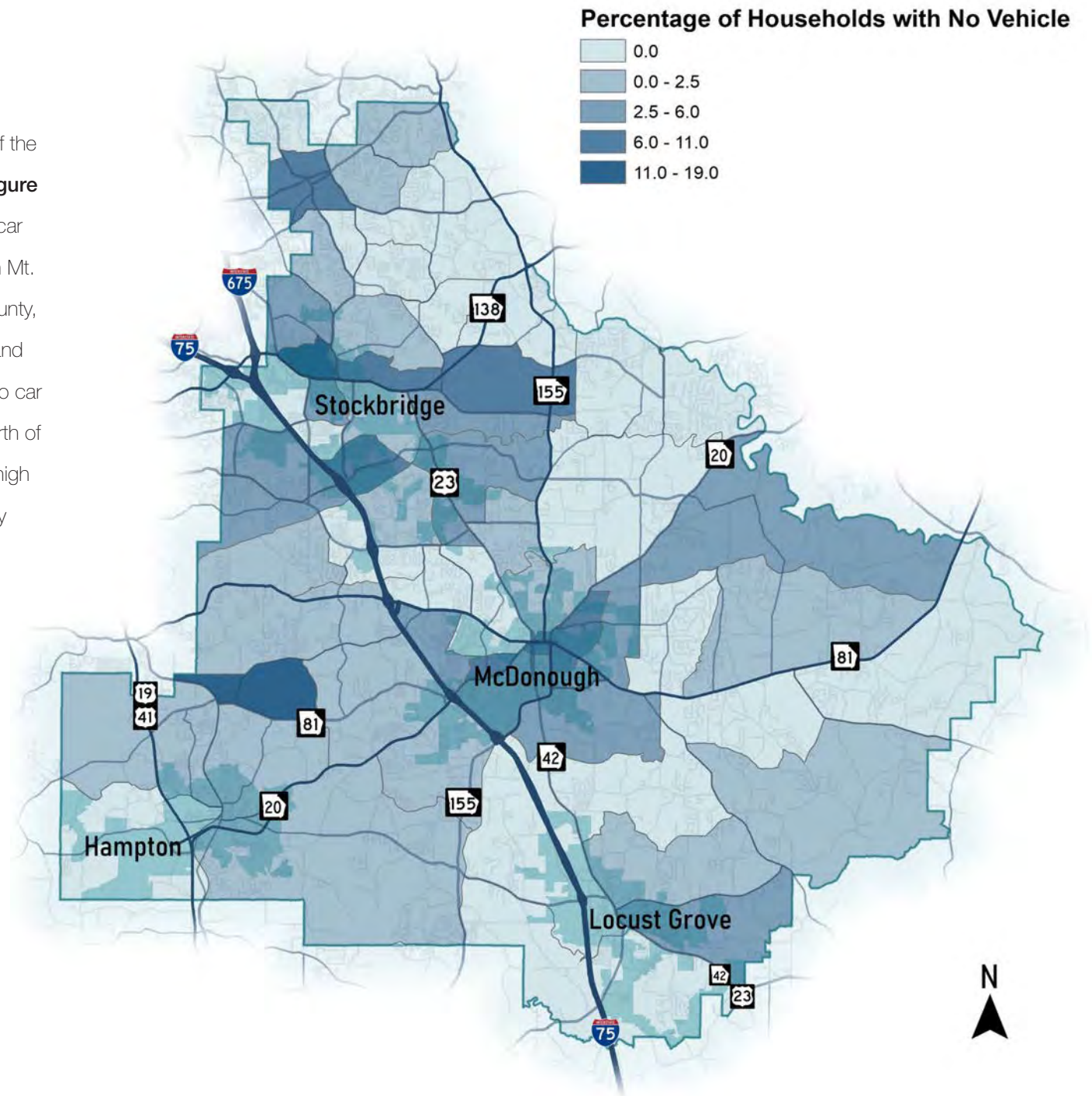


**Figure A-4.8.** Minority Population Percentage in Henry County



## 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.



**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*

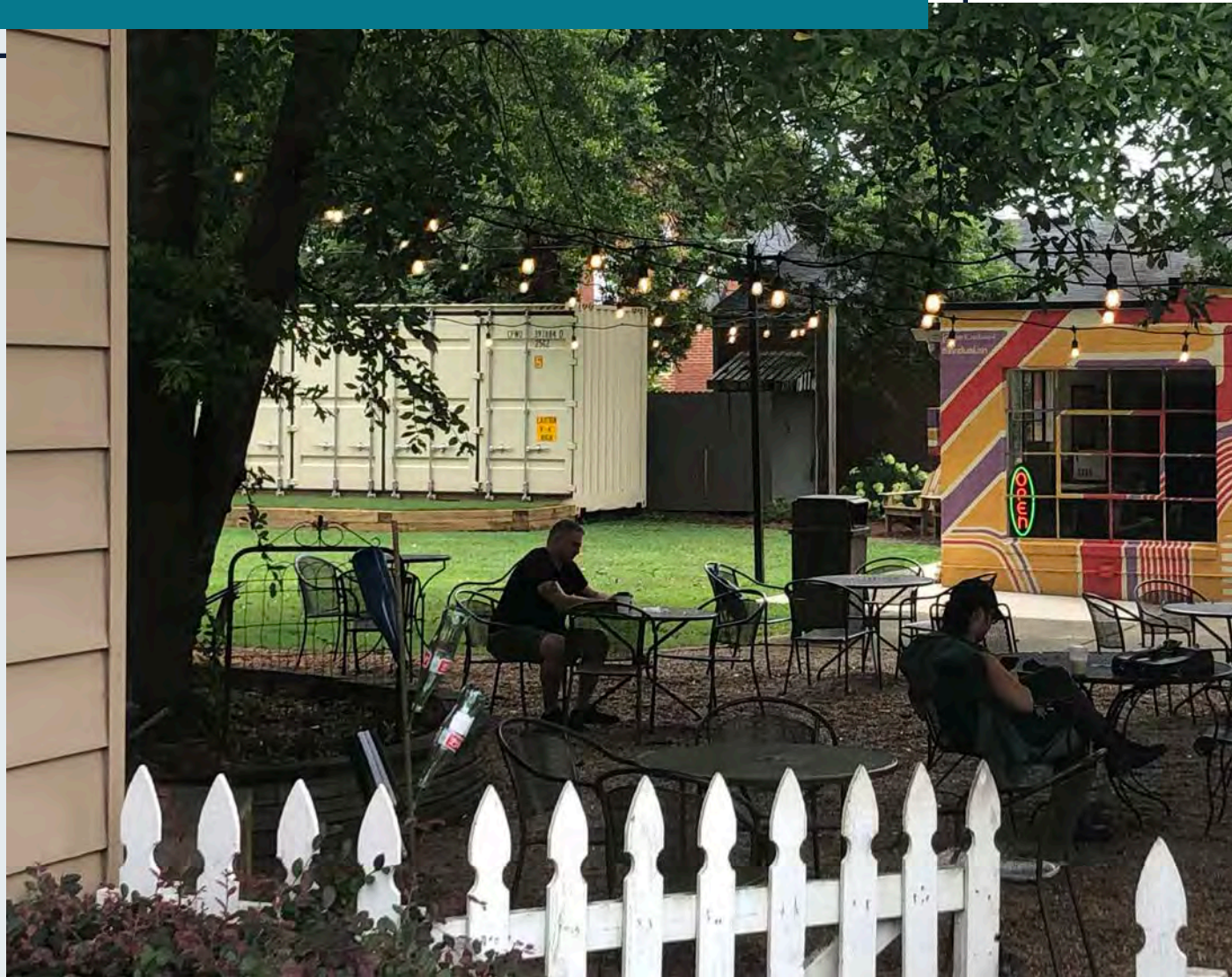
*\*\*ACS 2019 5-Year Estimate Not Available, ACS 2019 1-Year Estimate Used*

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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

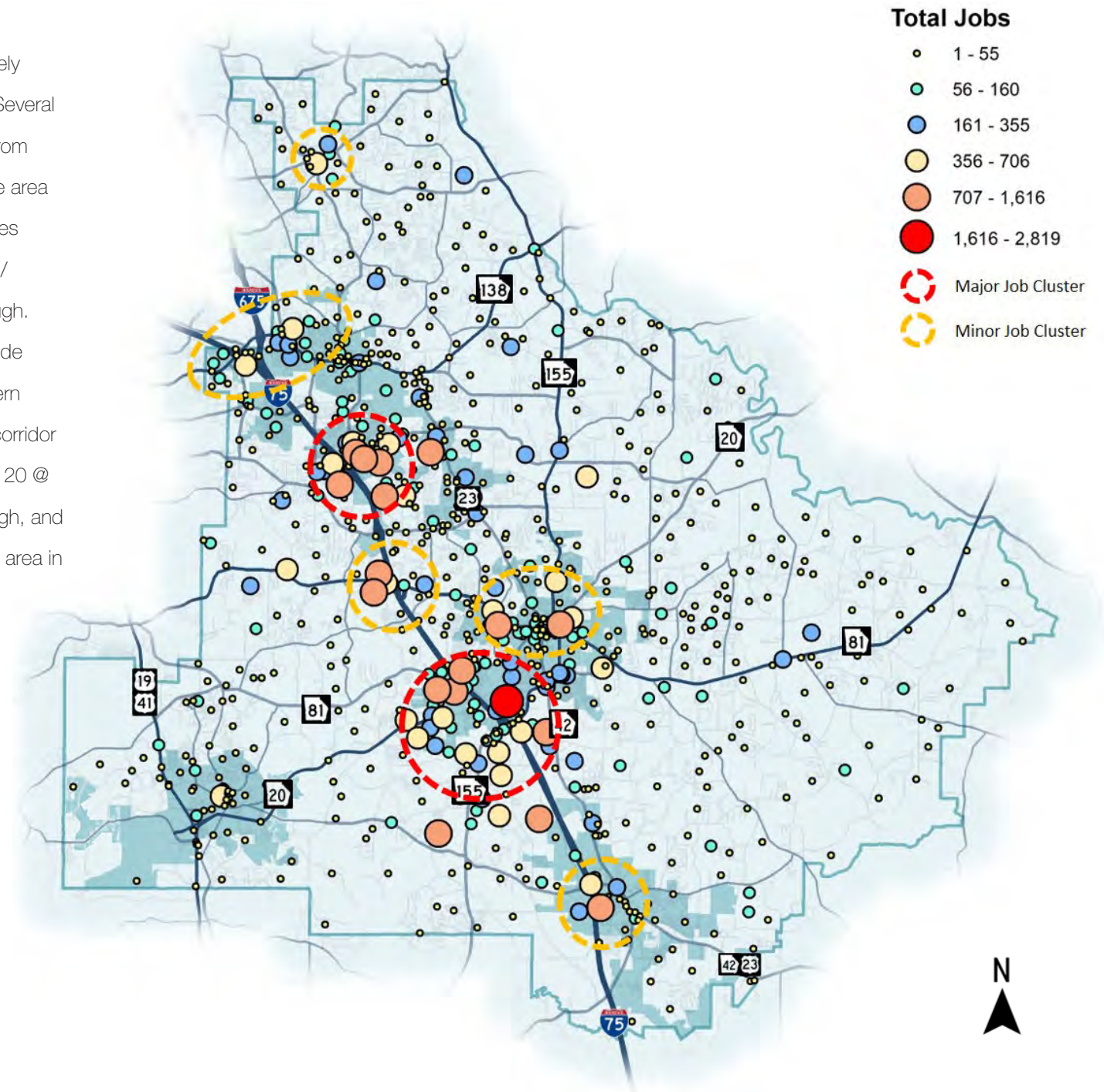
The aggregate employment categories include multiple job types. **Table A-5.2** displays which North American Industry Classification System (NAICS) categories are included in the GDOT aggregates.

**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.

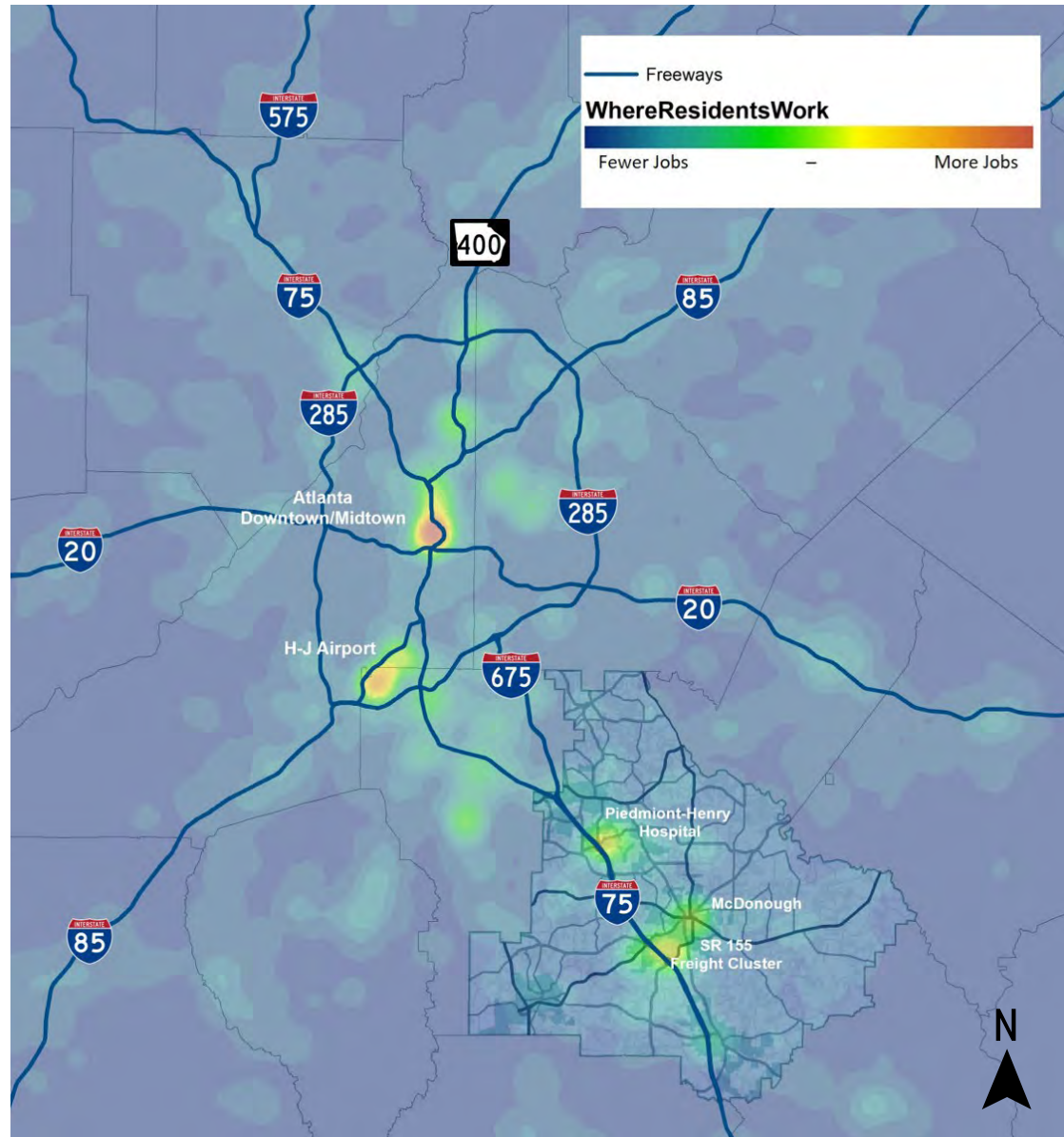


**Figure A-5.1.** Locations of Jobs in Henry County



## WHERE HENRY COUNTY RESIDENTS WORK

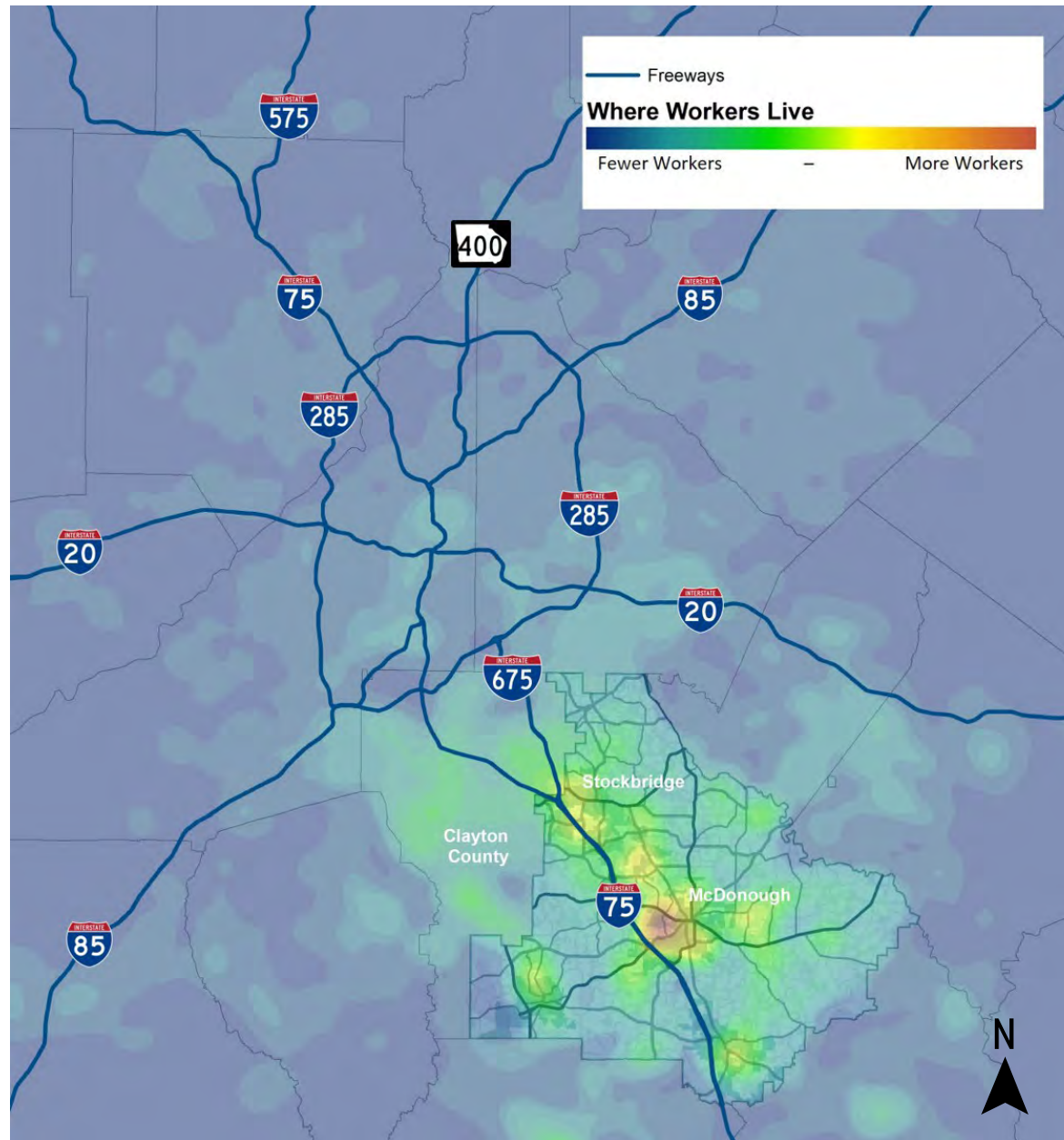
**Figure A-5.2** below displays data from the US Census Bureau of the locations of jobs for Henry County residents. Several areas have been identified that employ higher numbers of Henry County residents. These include downtown/midtown Atlanta, Hartsfield-Jackson Atlanta International Airport, the Piedmont-Henry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



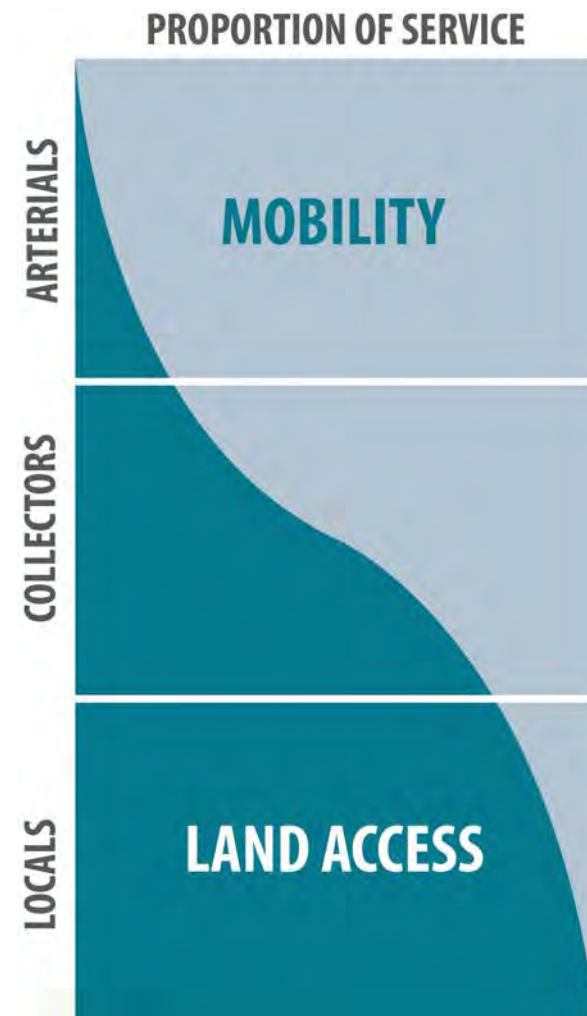


## ROAD NETWORK CHARACTERISTICS

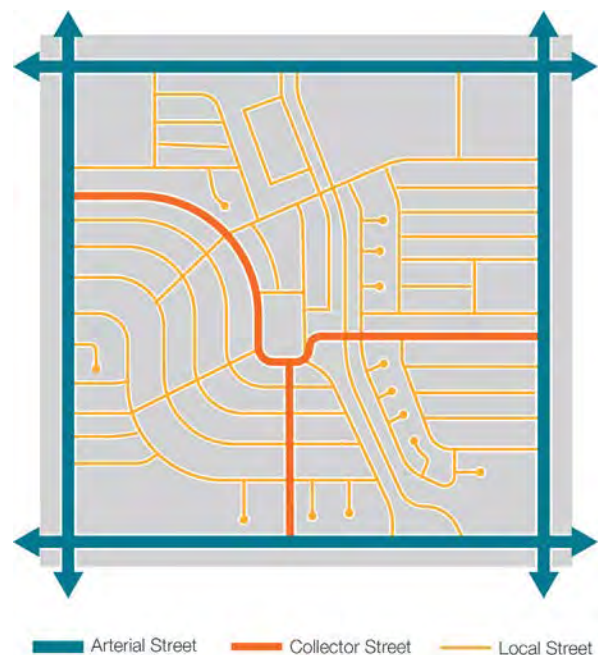
The Henry County roadway network can be understood through a number of different categorizations. Recorded in this document are functional classification, number of travel lanes, speed limits, traffic signals, bridge ratings, and pavement rating.

### 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

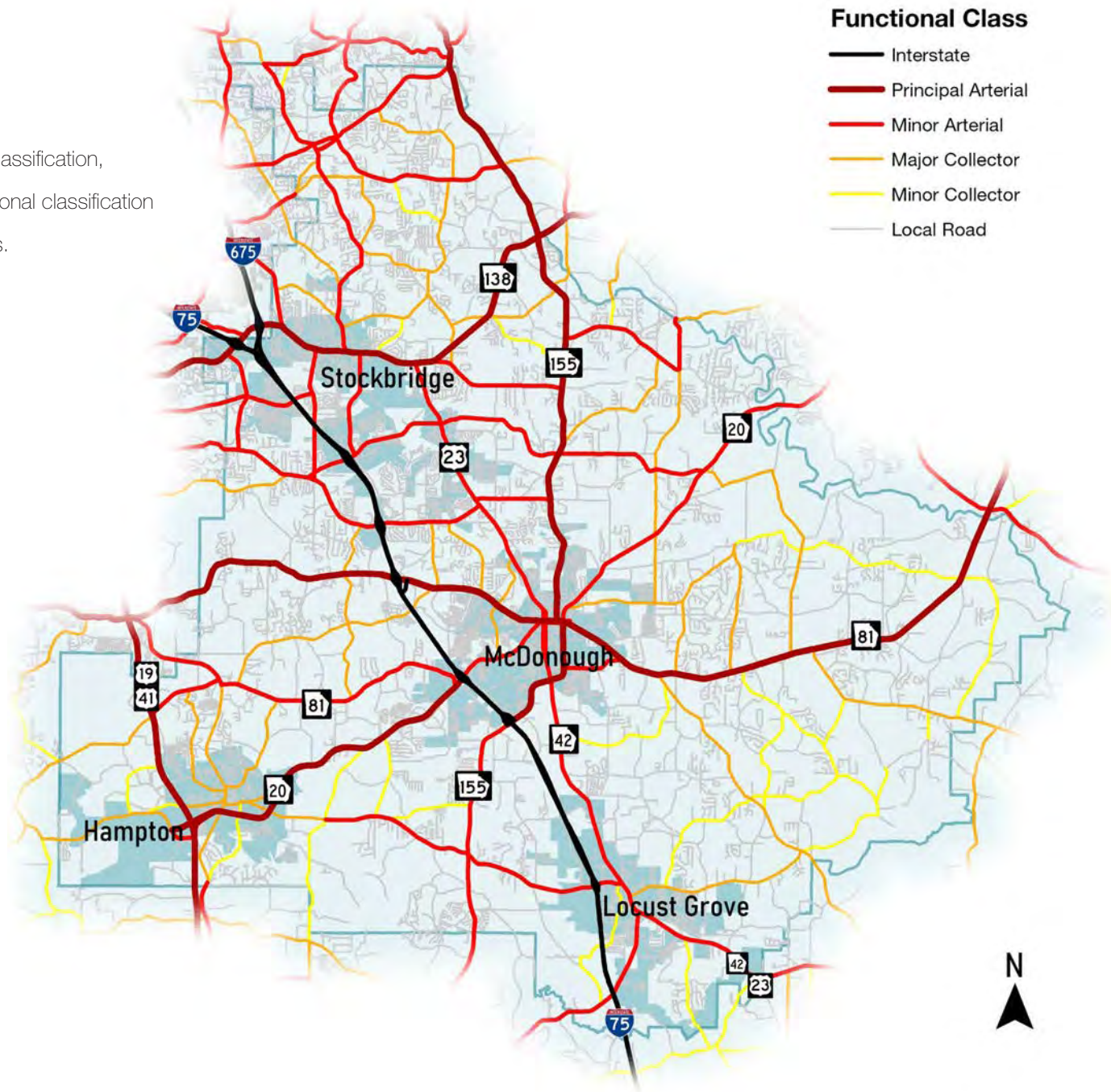
Jonesboro Road

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.



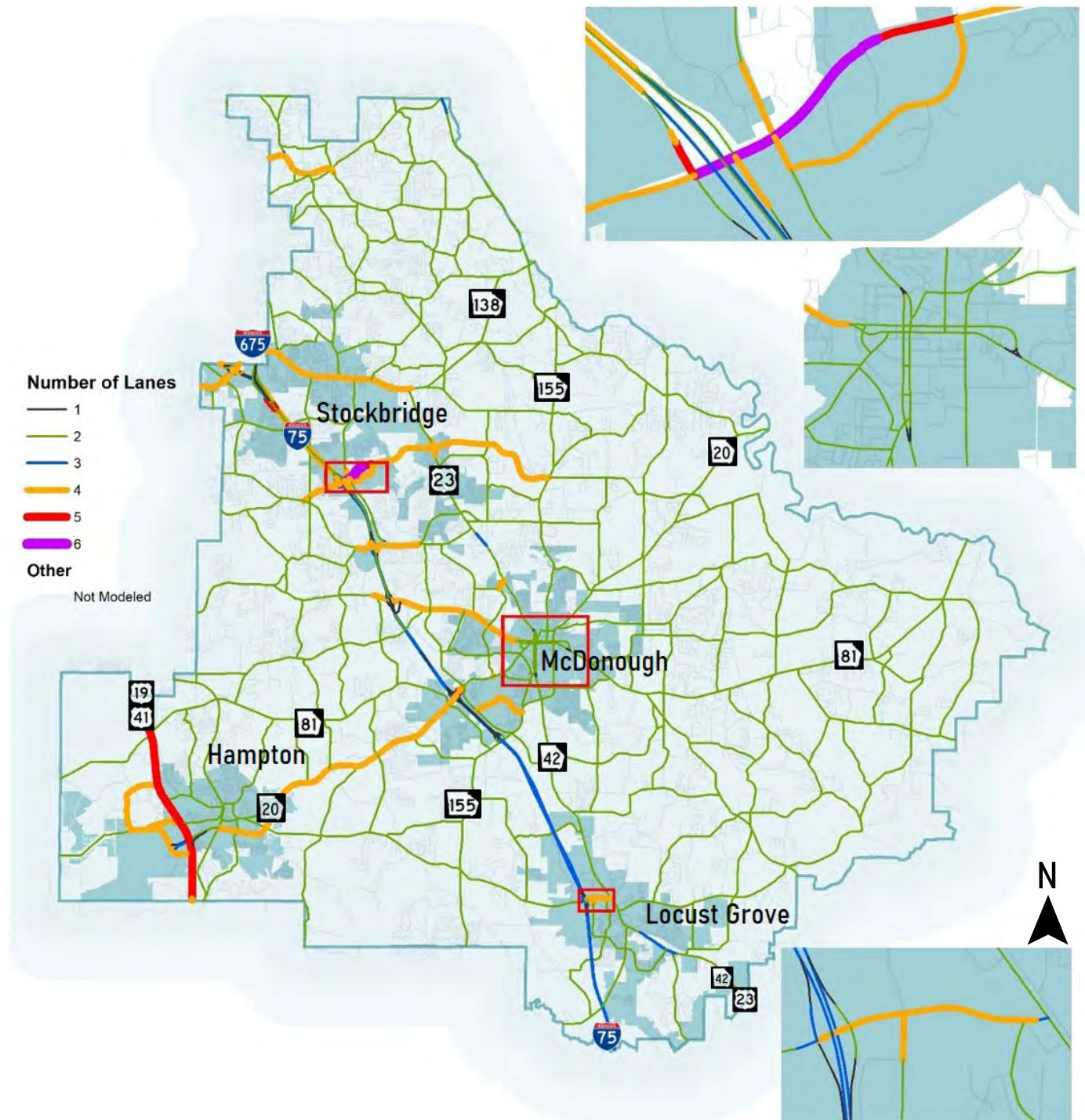
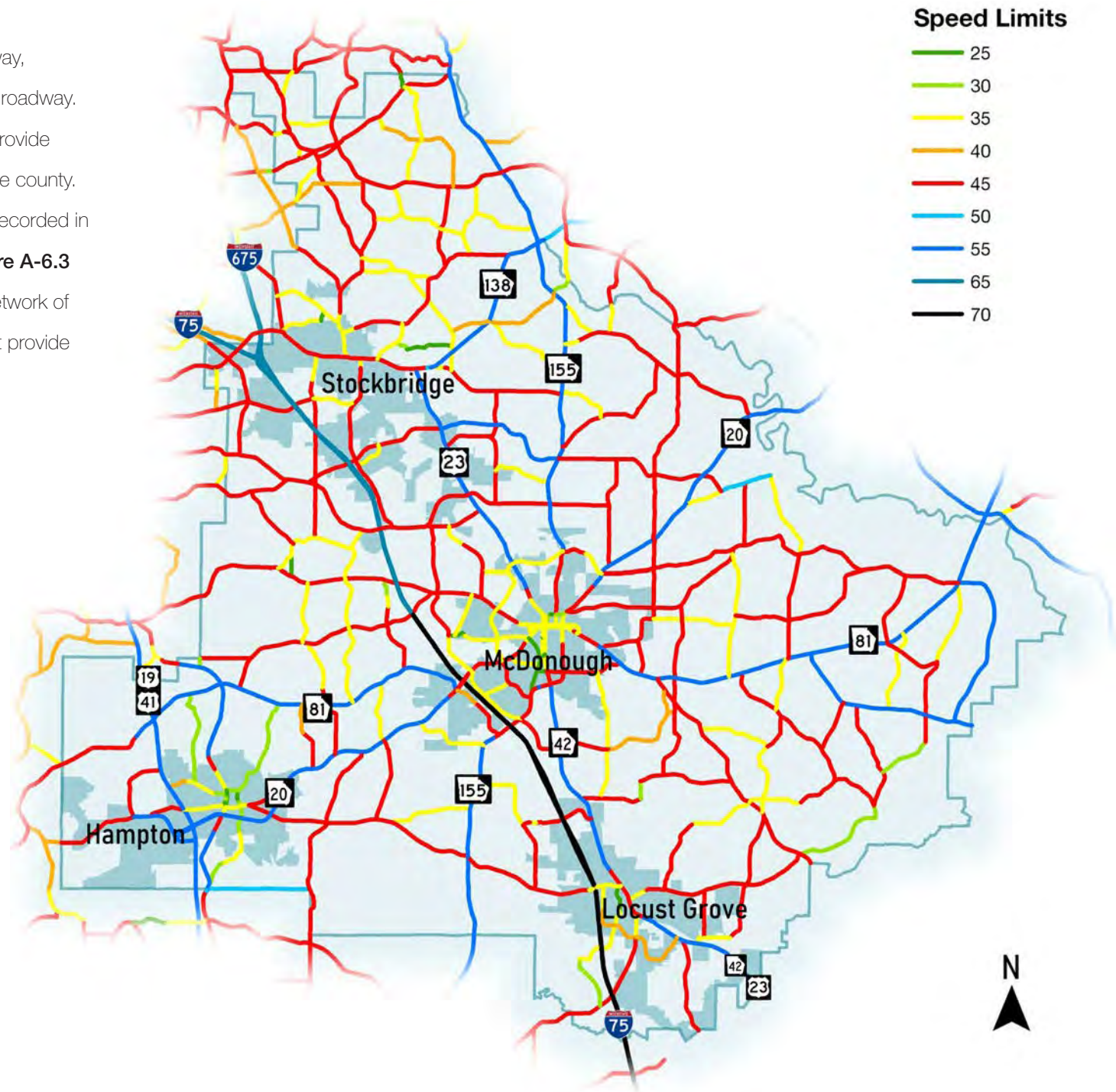


Figure A-6.2. Number of Lanes on Roadways in Henry County

## 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.



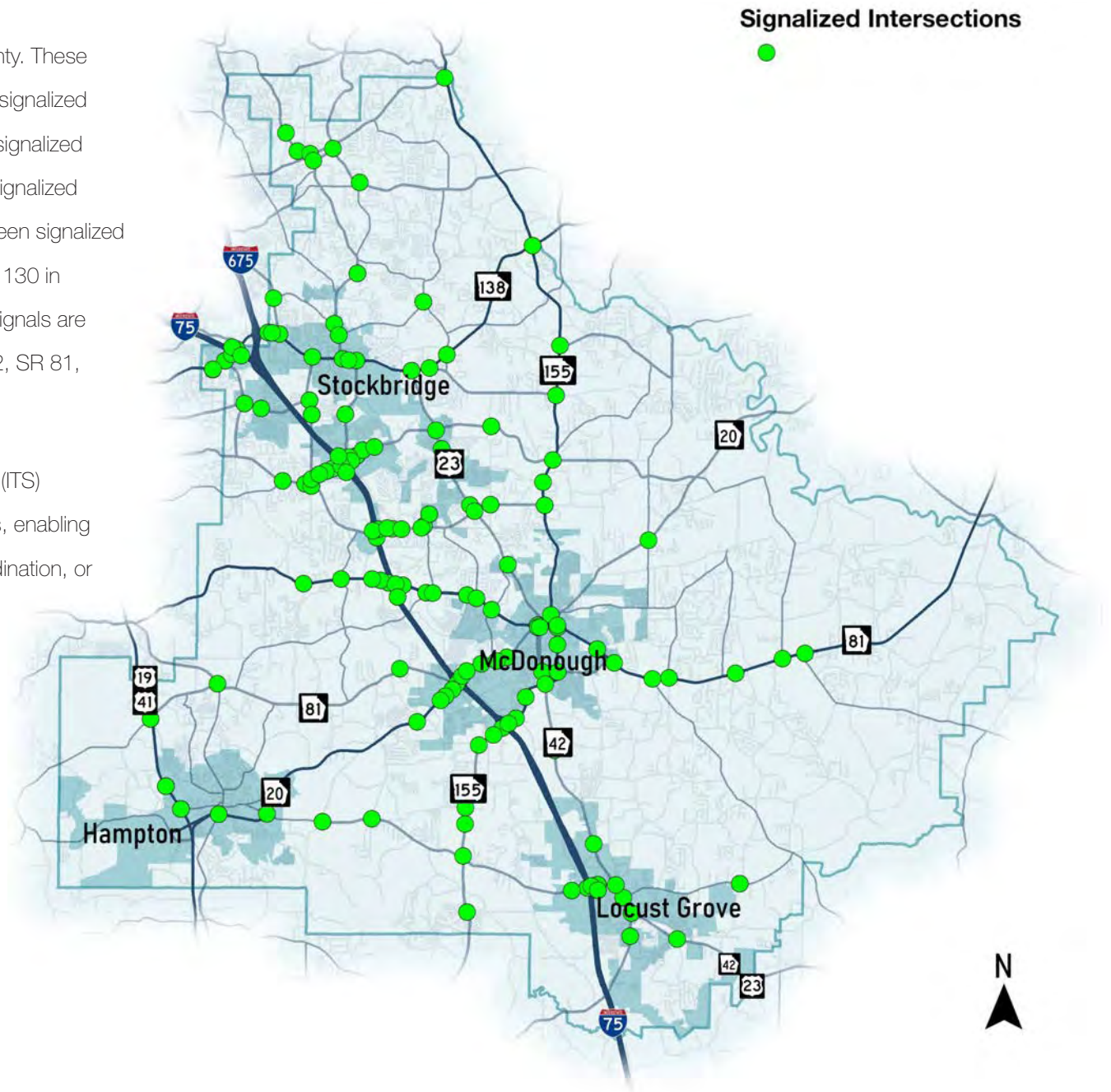
**Figure A-6.3.** Speed Limits of Roadways in Henry County



## 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*

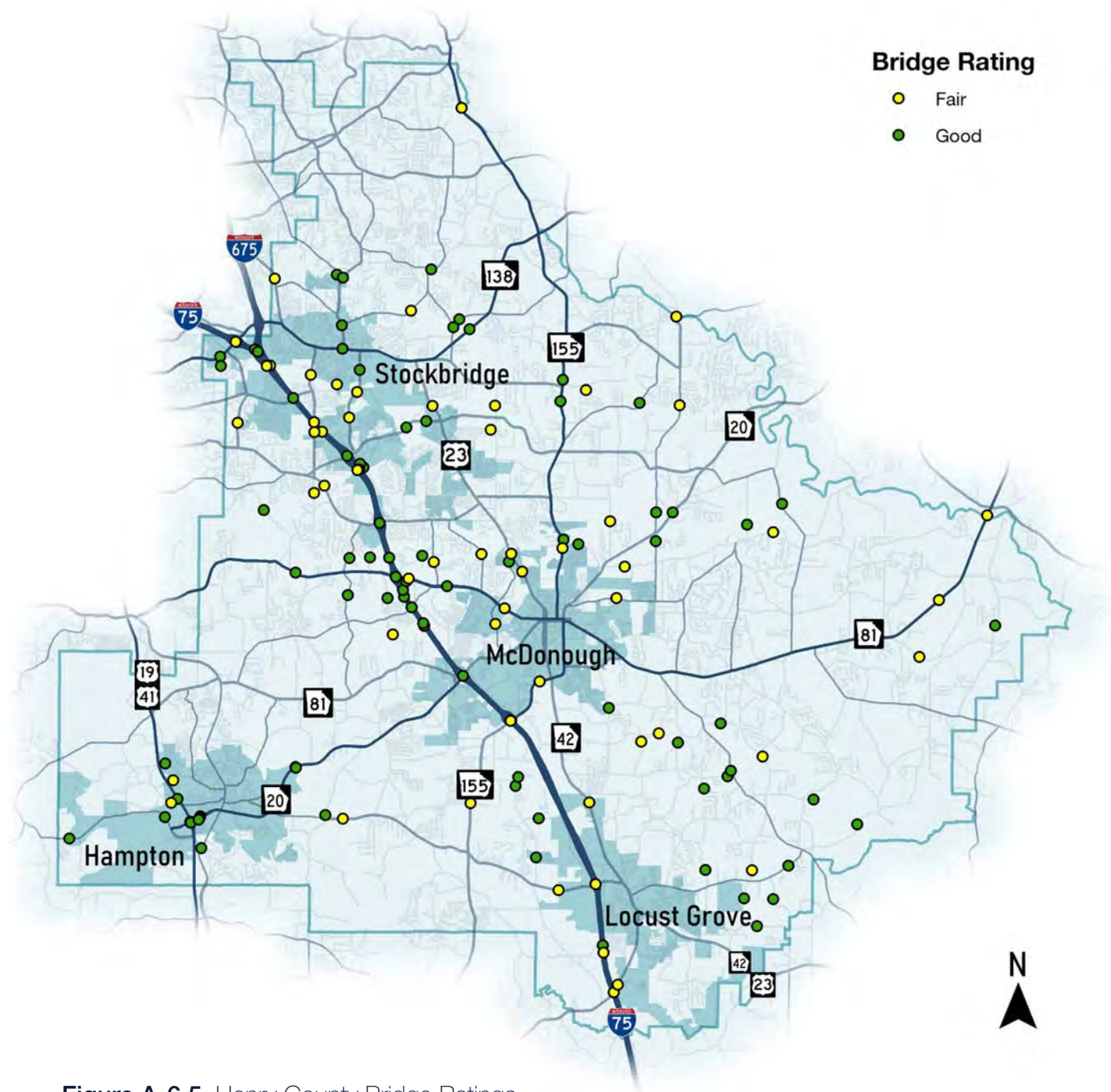
The PCI is a numerical index from 0 to 100, which is used to indicate the general condition of a pavement section.

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.

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## 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.



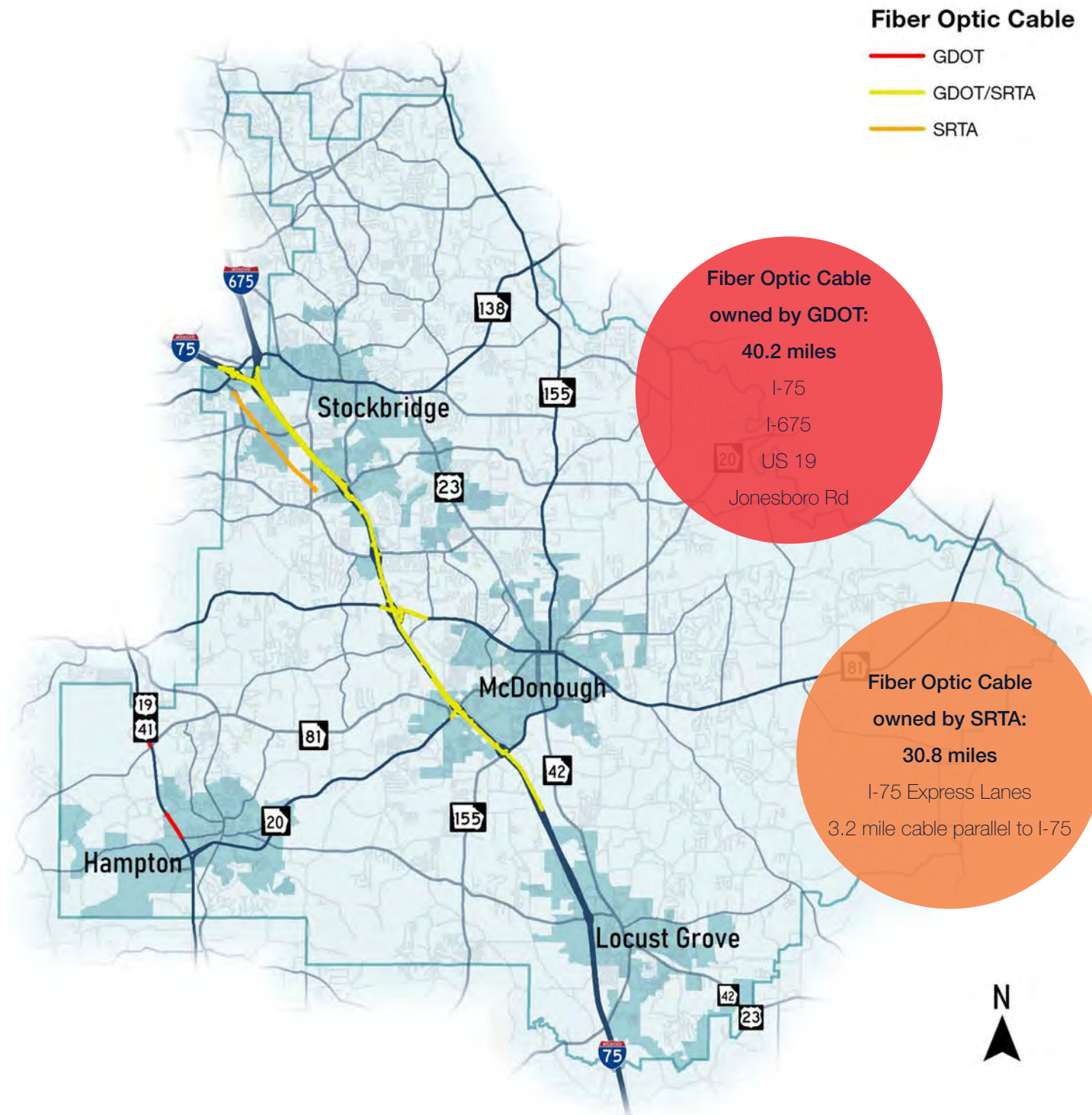


Figure A-6.6. Fiber Optic Cable Locations in Henry County



## 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

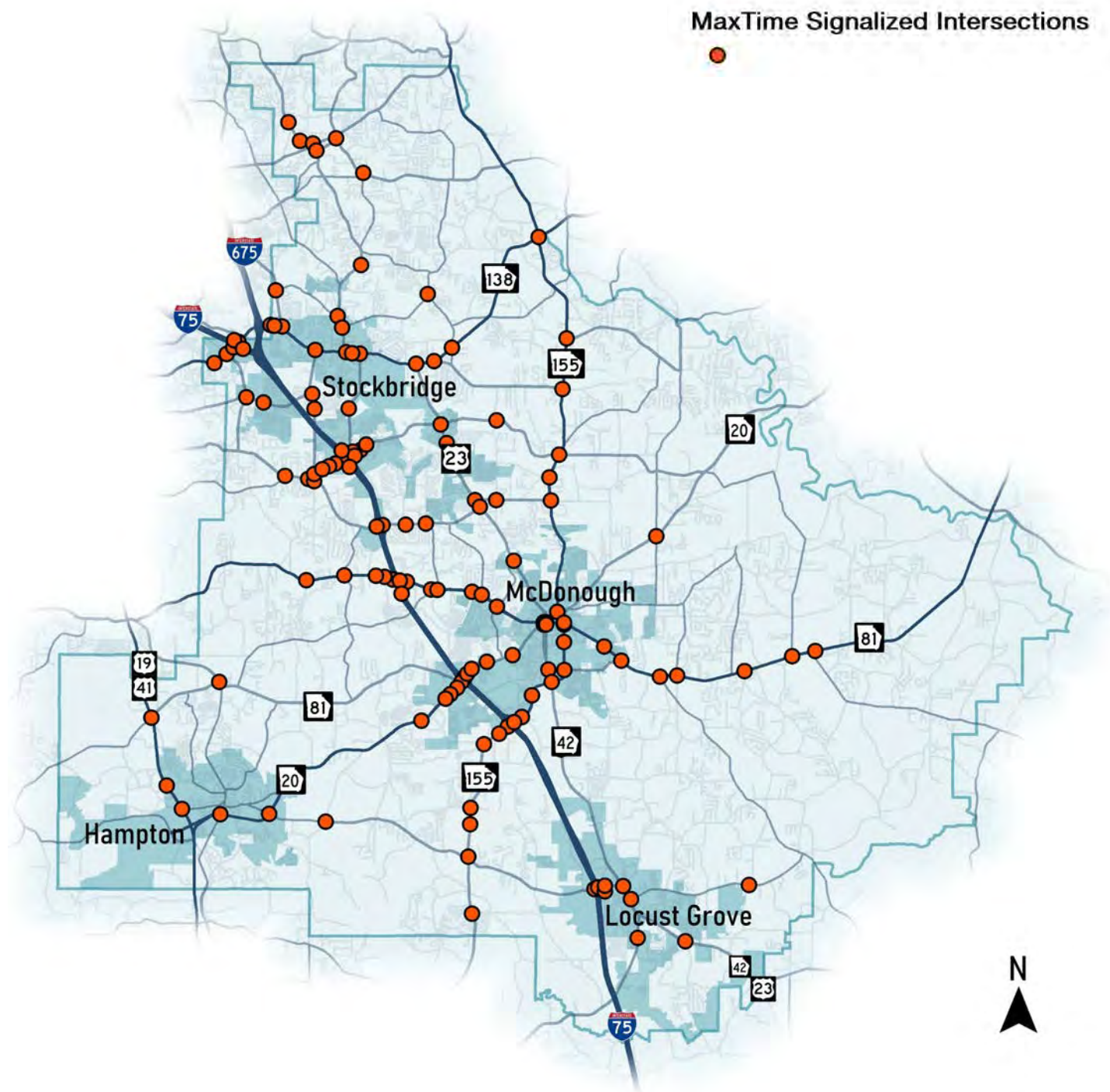
that do not communicate with the statewide GDOT MaxView server. This system allows for signals to be monitored and controlled remotely and provides high quality data collection for system performance monitoring. GDOT monitors these signals through their Automated Traffic Signal Performance Measures dashboard.

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.





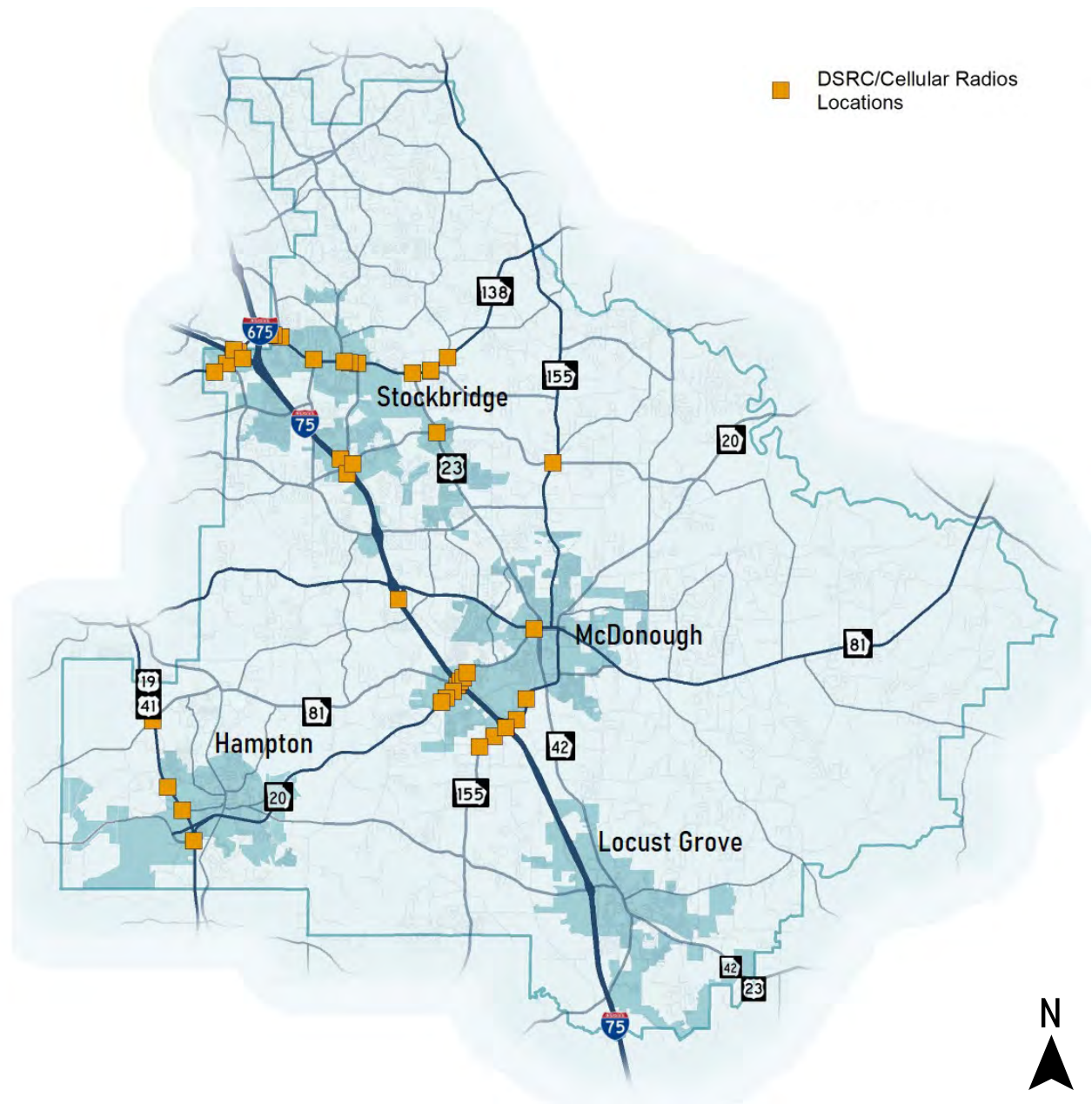
**Figure A-6.7.** Traffic Signals in Henry County which have MaxTime Firmware

## 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:

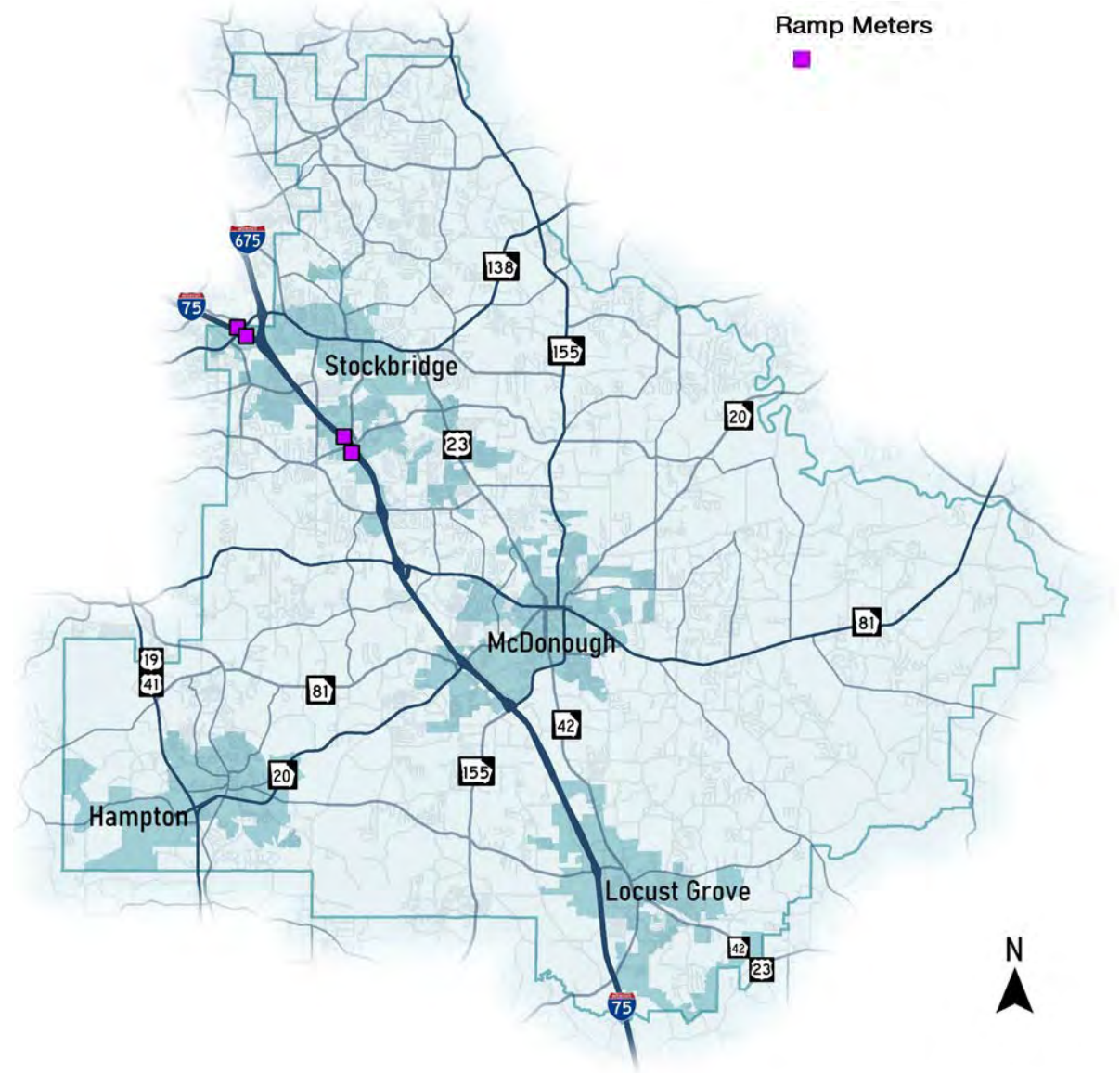
- Reduced congestion on the freeway,
- Decreased fuel consumption,
- Maintain steadier flow on the interstate, and
- Increase freeway speeds.

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

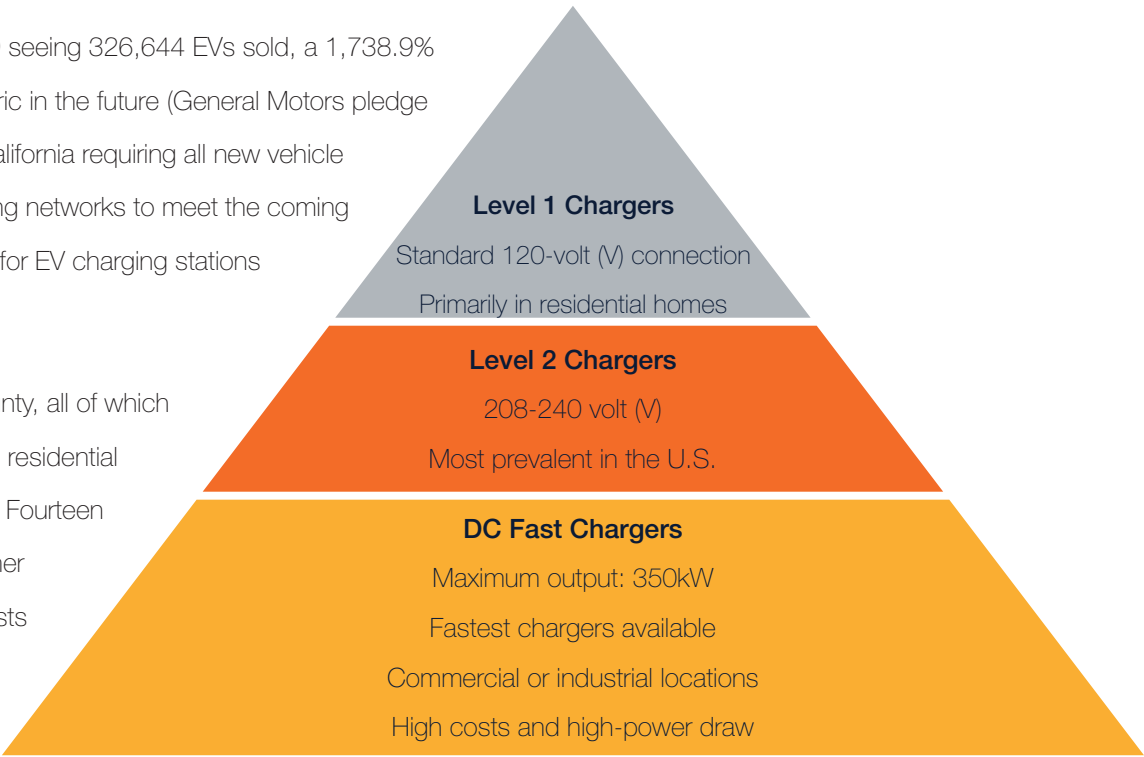
# ELECTRIC VEHICLE (EV) CHARGING STATIONS

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**.

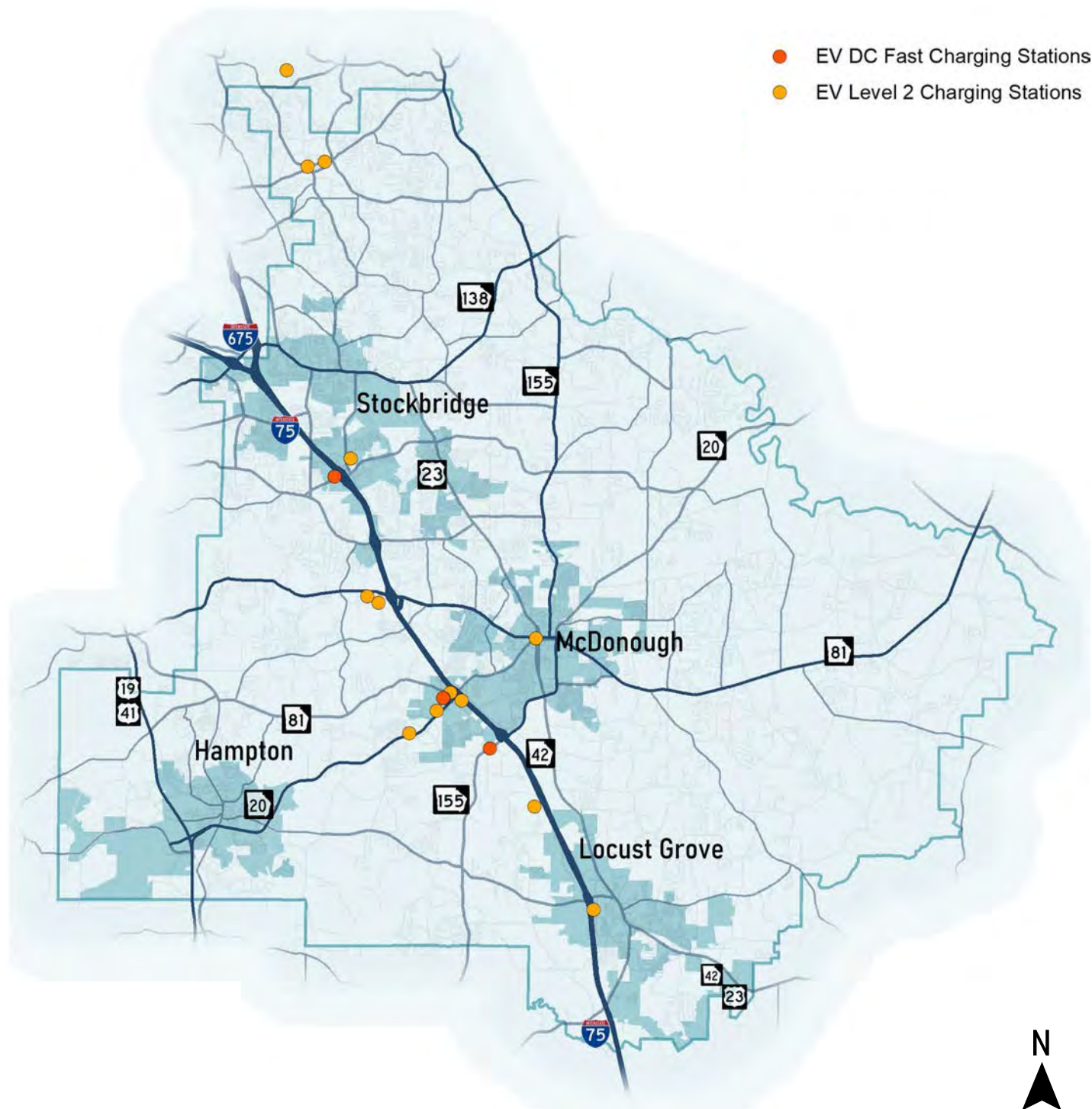


As of now, there are over 100,000 public chargers in the U.S. as recorded by the Department of Energy. The Infrastructure Investment and Jobs Act (IIJA) signed on November 15, 2021 will invest \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical 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 Clevermont 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





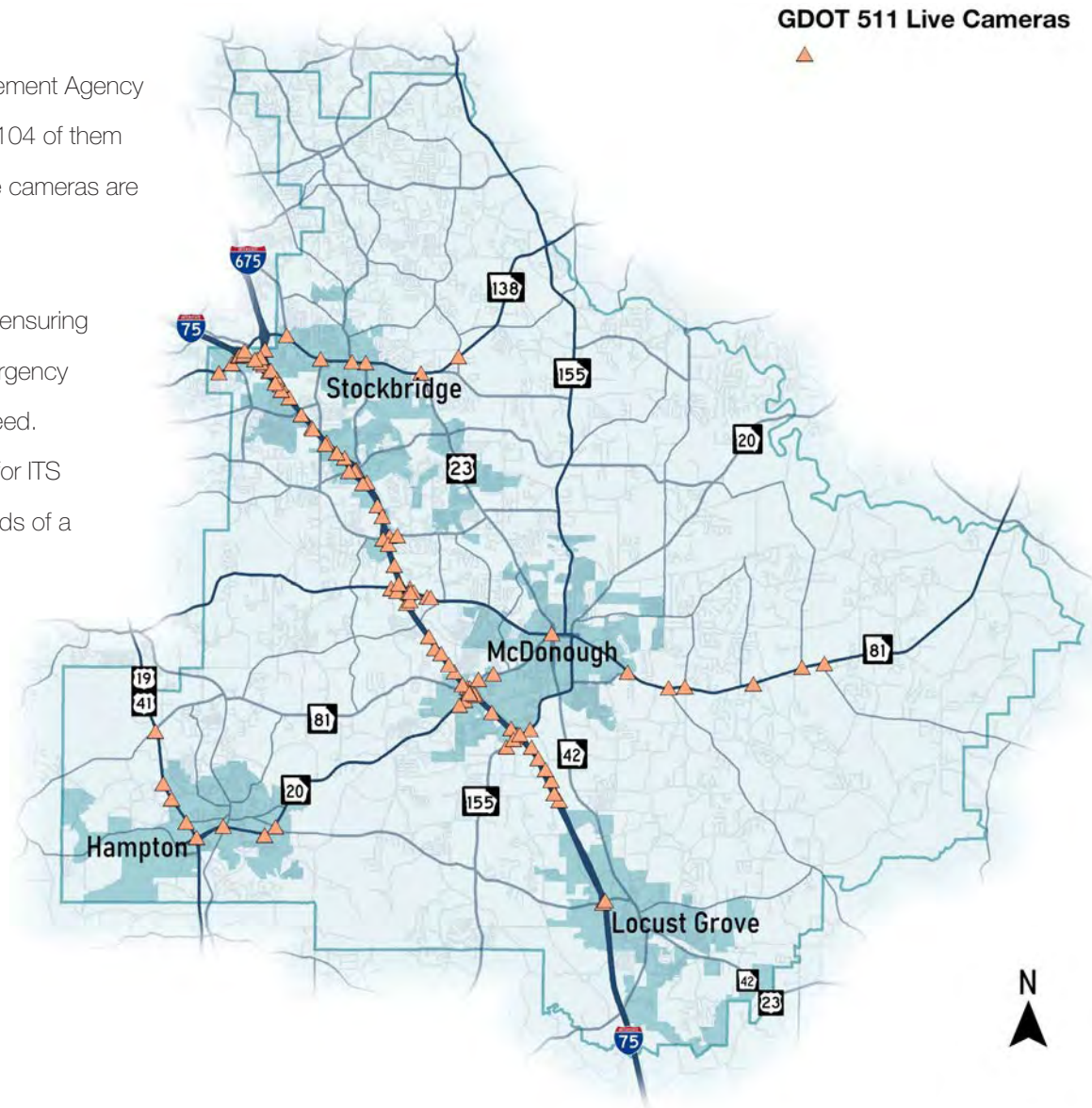
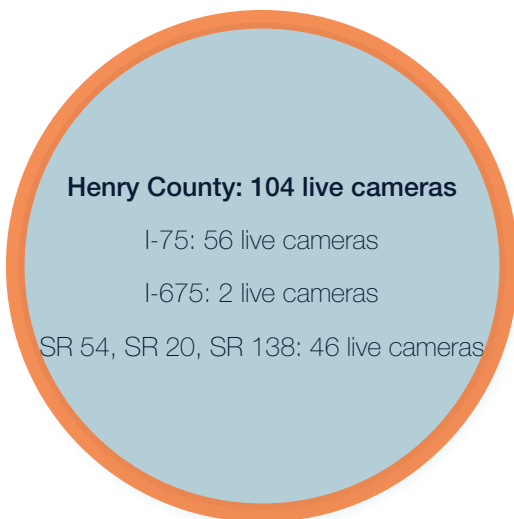
**Figure A-6.10.** Locations of Public EV Charging Stations in Henry County

## 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).

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**. 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.

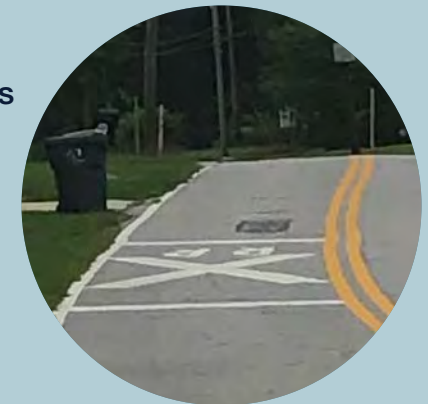
### Active Grade Crossings

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

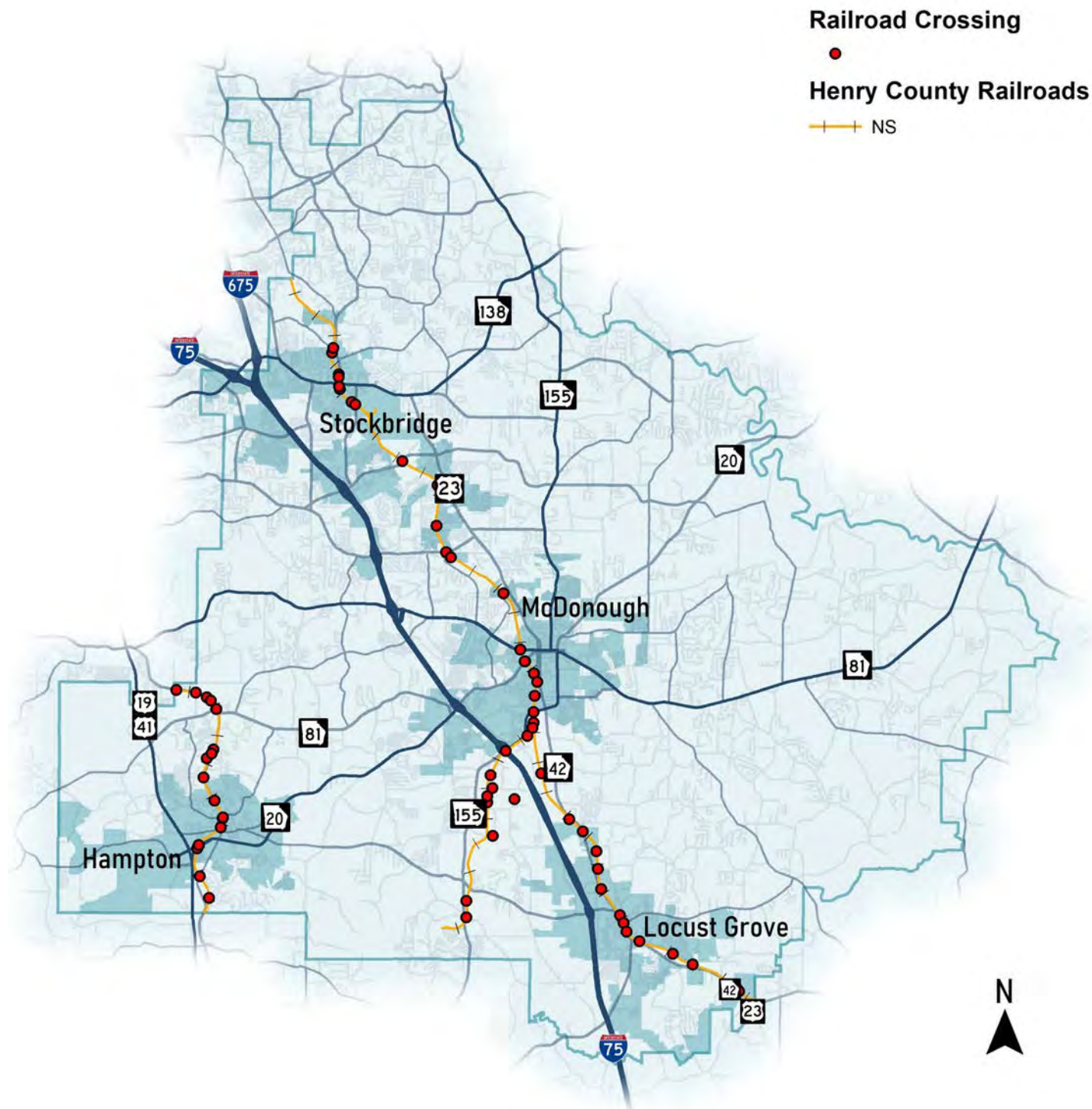


### Passive Grade Crossings

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







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



## PEDESTRIAN FLASHING BEACONS

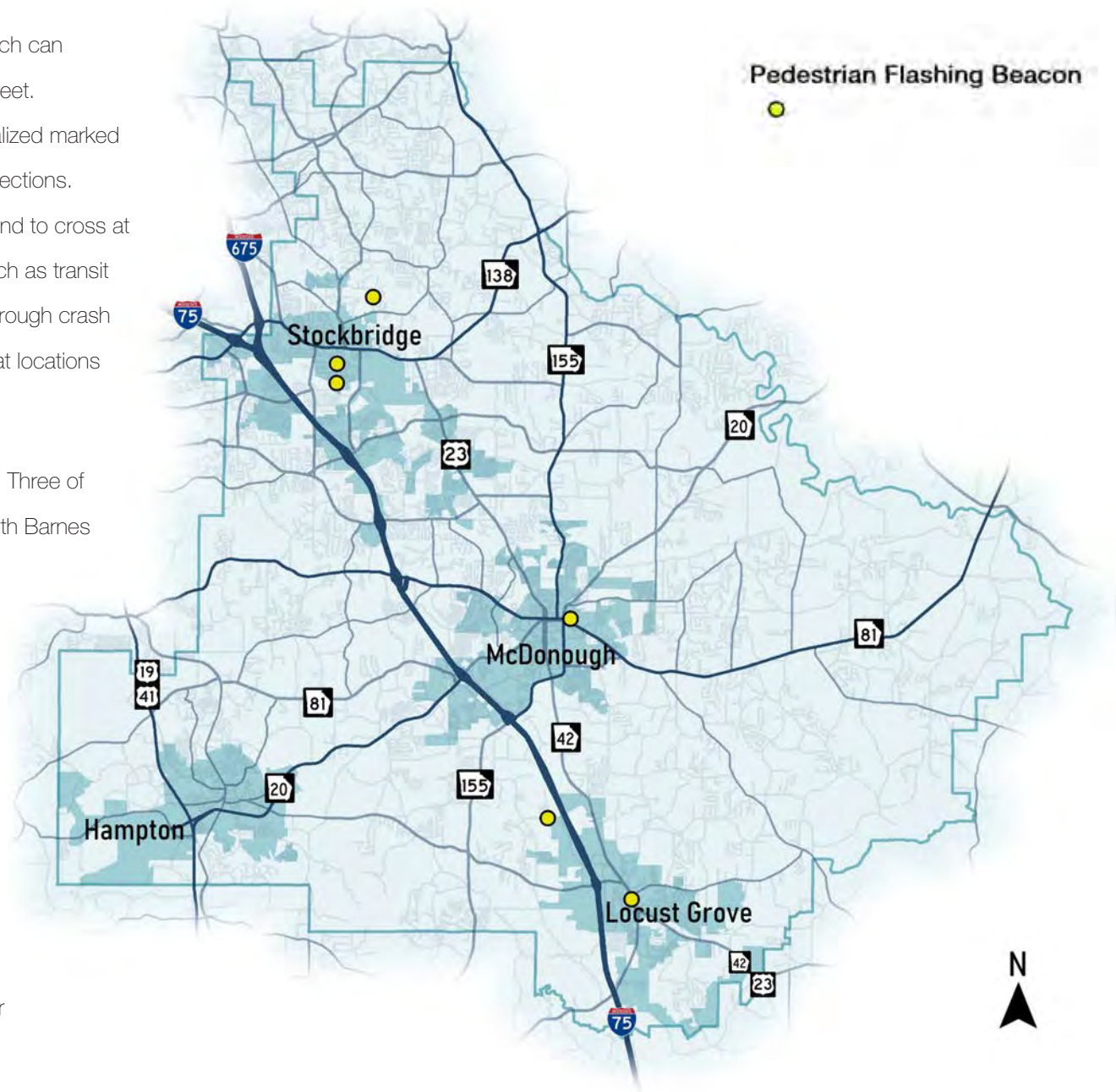
Pedestrian flashing beacons are a traffic control device which can increase drivers' awareness of pedestrians crossing the street.

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.



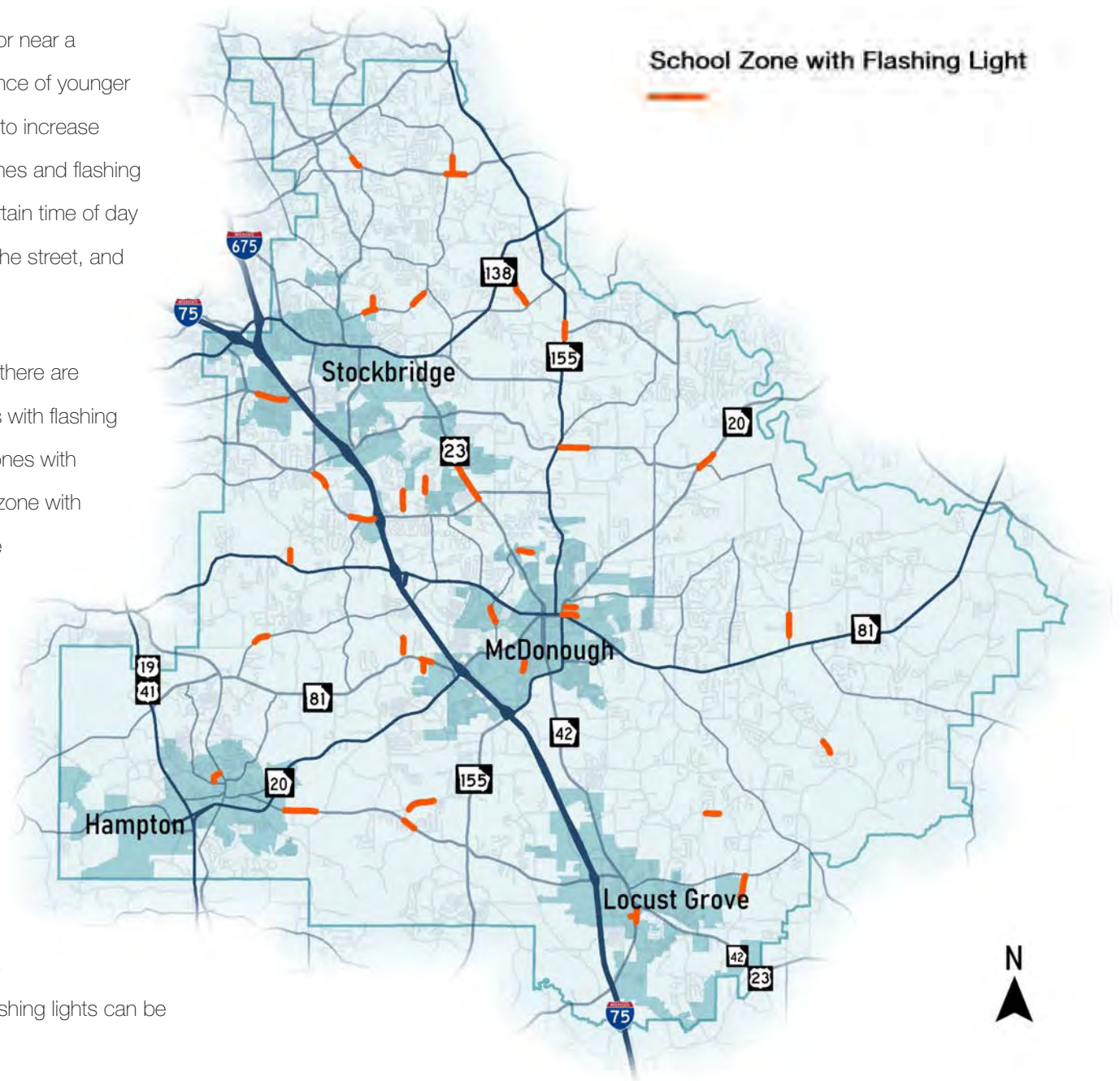
**Figure A-6.13.** Locations of Pedestrian Flashing Beacons in Henry County

## 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.

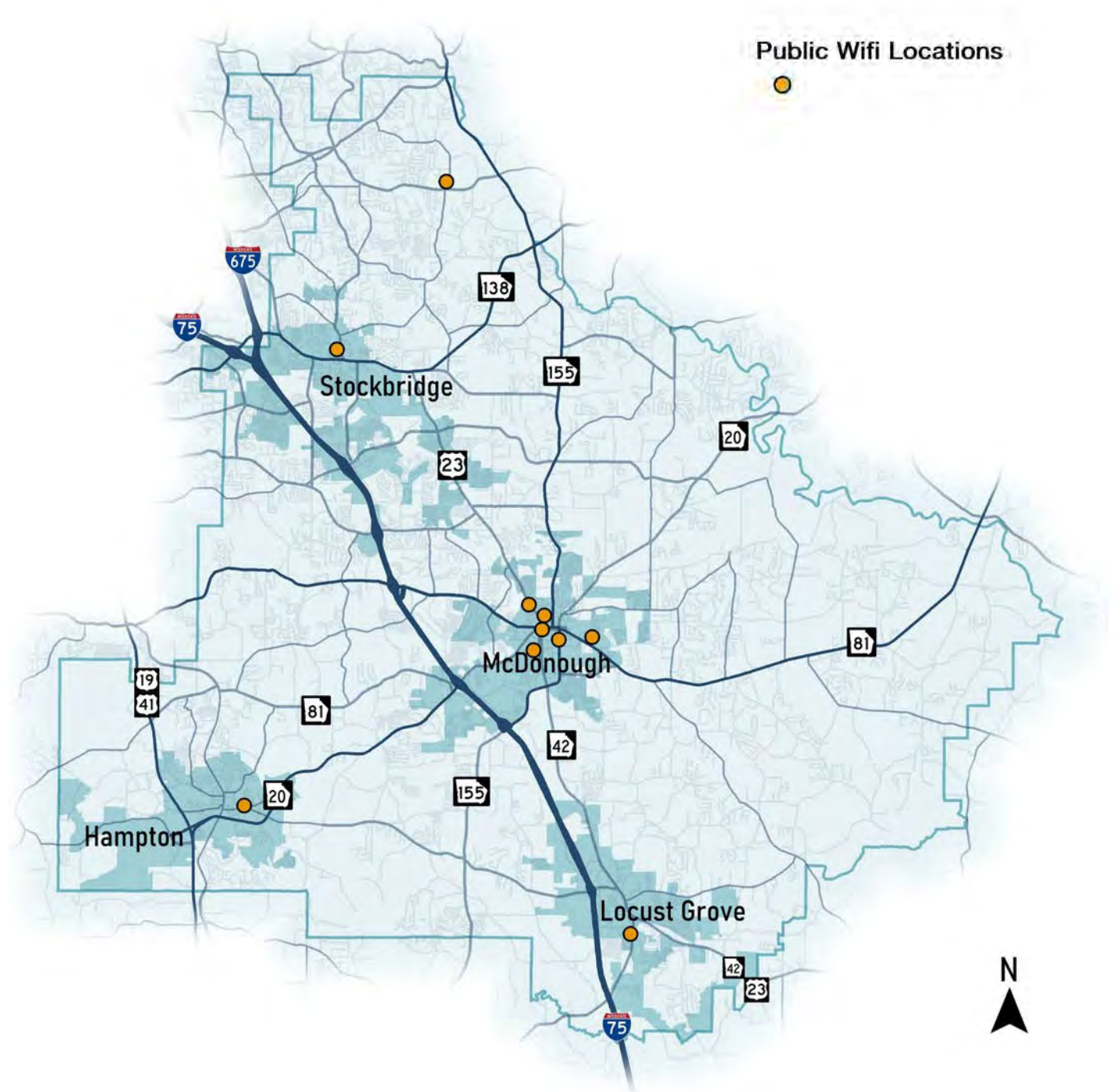


**Figure A-6.14.** Locations of School Zones with Flashing Lights in Henry County



## 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

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.

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

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.

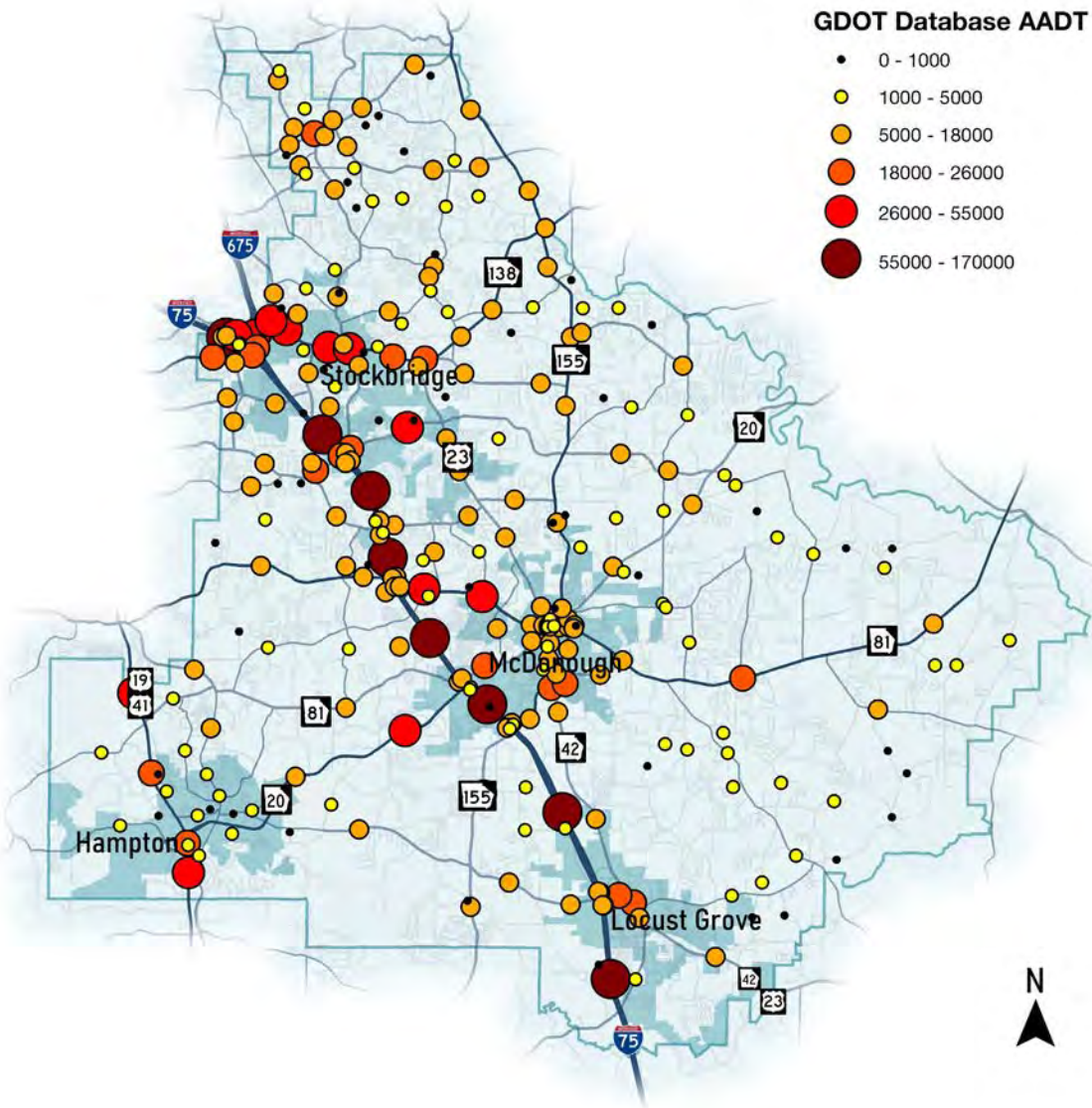
### *GDOT Count Locations*

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

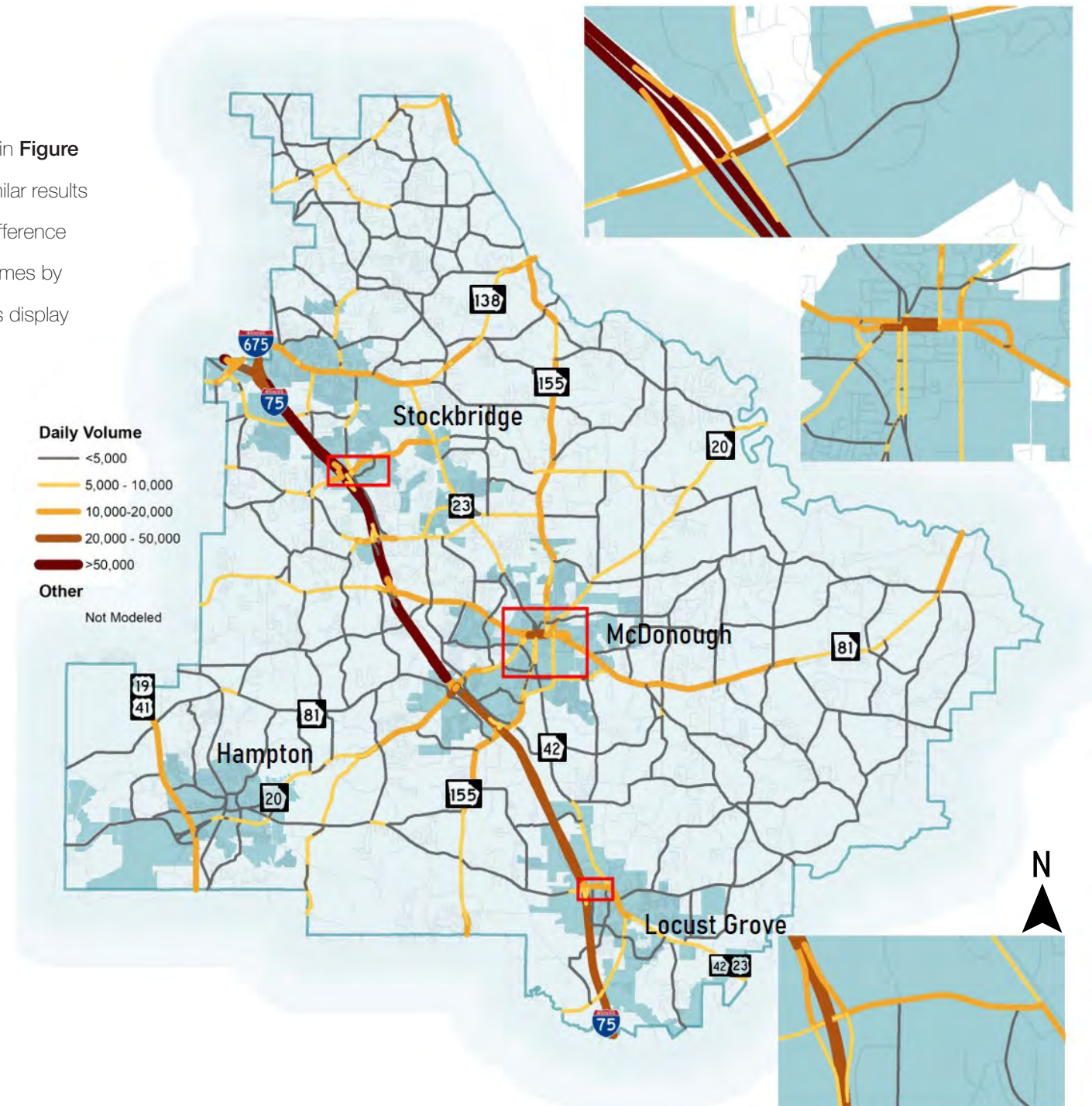
Road Name	2019 AADT	City	Functional Classification
SR 138	39,500	Stockbridge	Urban Minor Arterial
East Lake Parkway	37,400	Stockbridge	Urban Principal Arterial
SR 138	33,400	Stockbridge	Urban Principal Arterial
Jonesboro Road	33,100	McDonough	Urban Principal Arterial
SR 138	31,800	Stockbridge	Urban Principal 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**. 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.



**A or B**



**C or D**



**E or F**

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



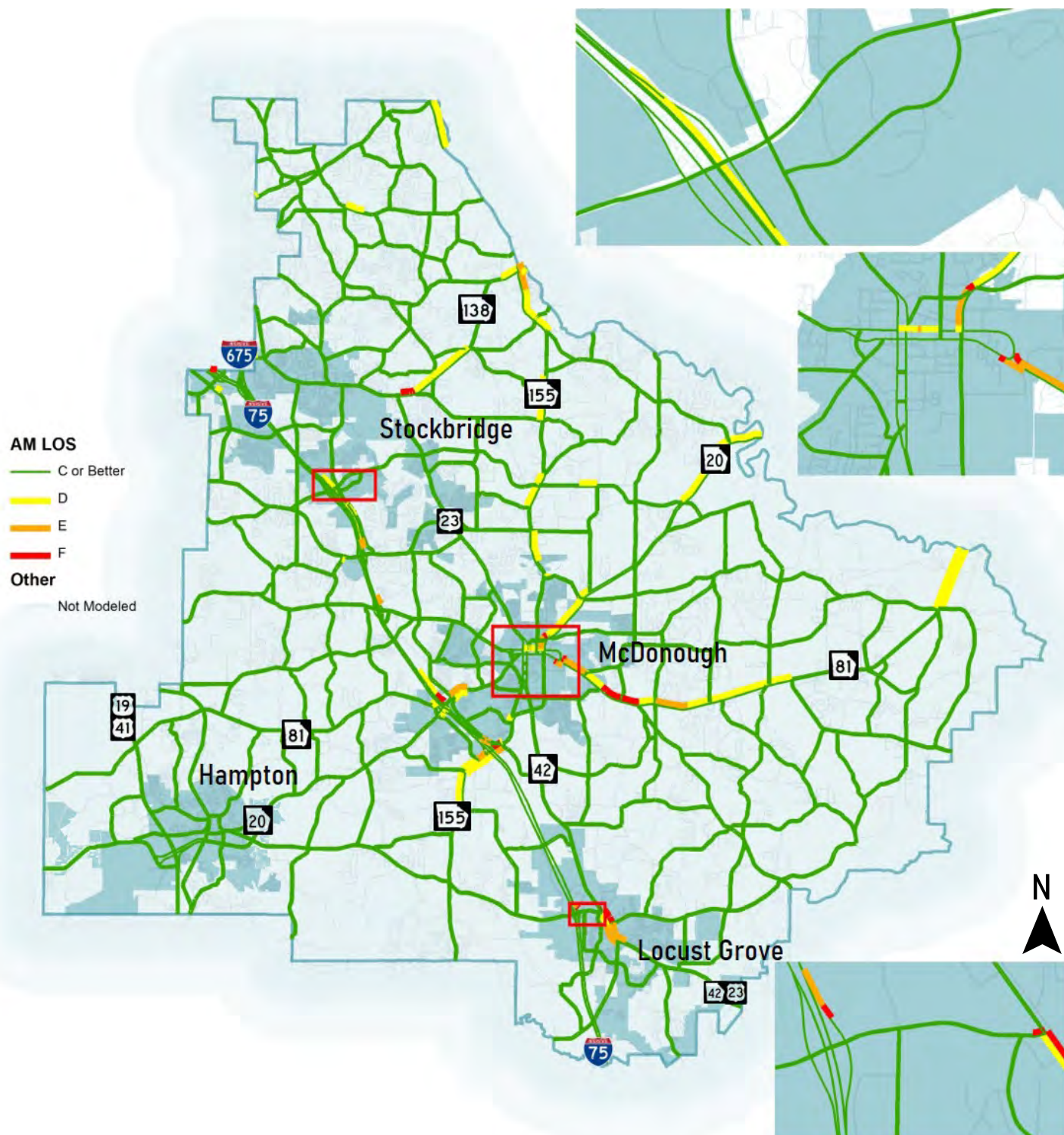


Figure A-6.18. 2020 LOS Results for the AM Peak Period



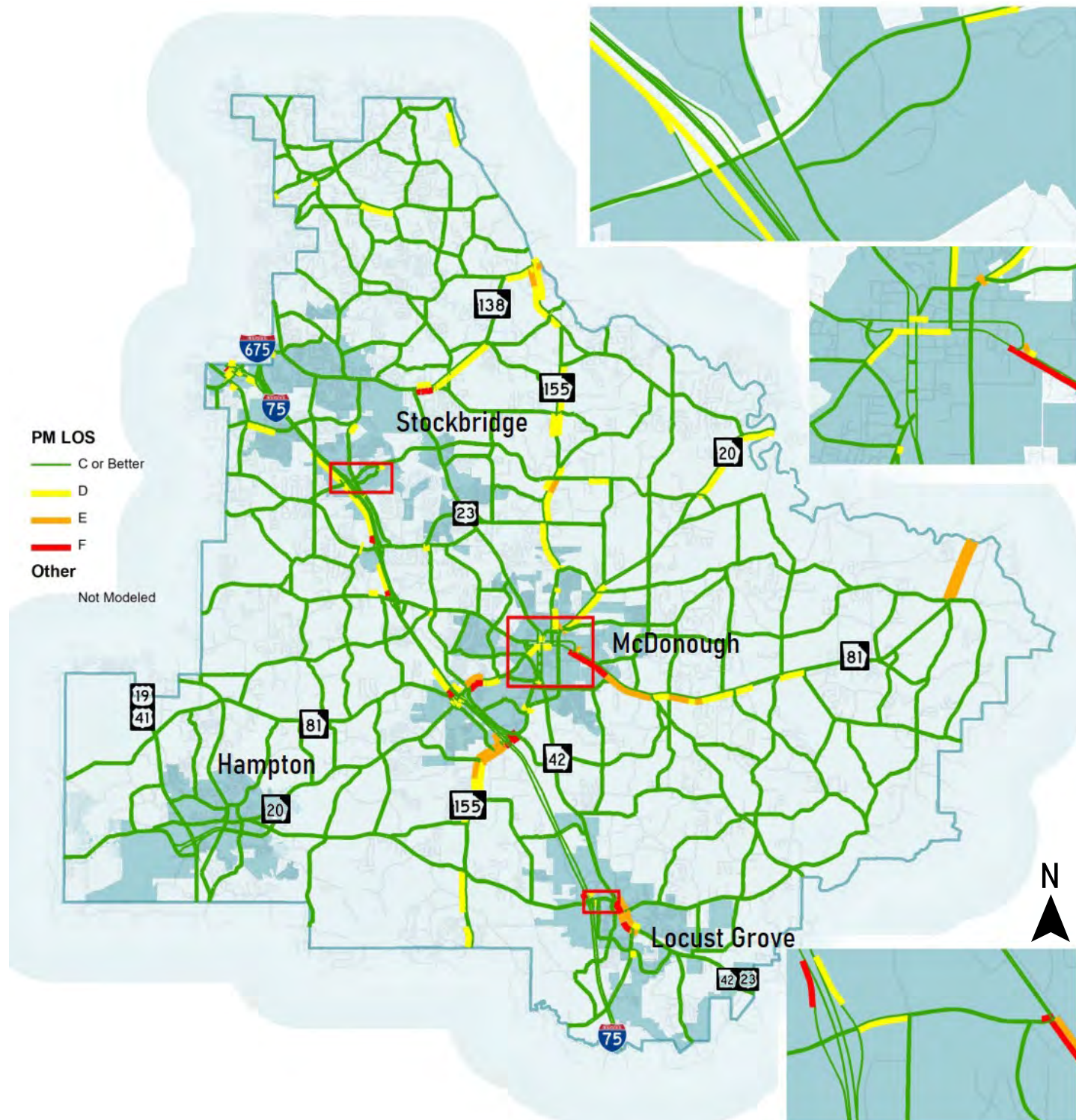


Figure A-6.19. 2020 LOS Results for the PM Peak Period

## 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.

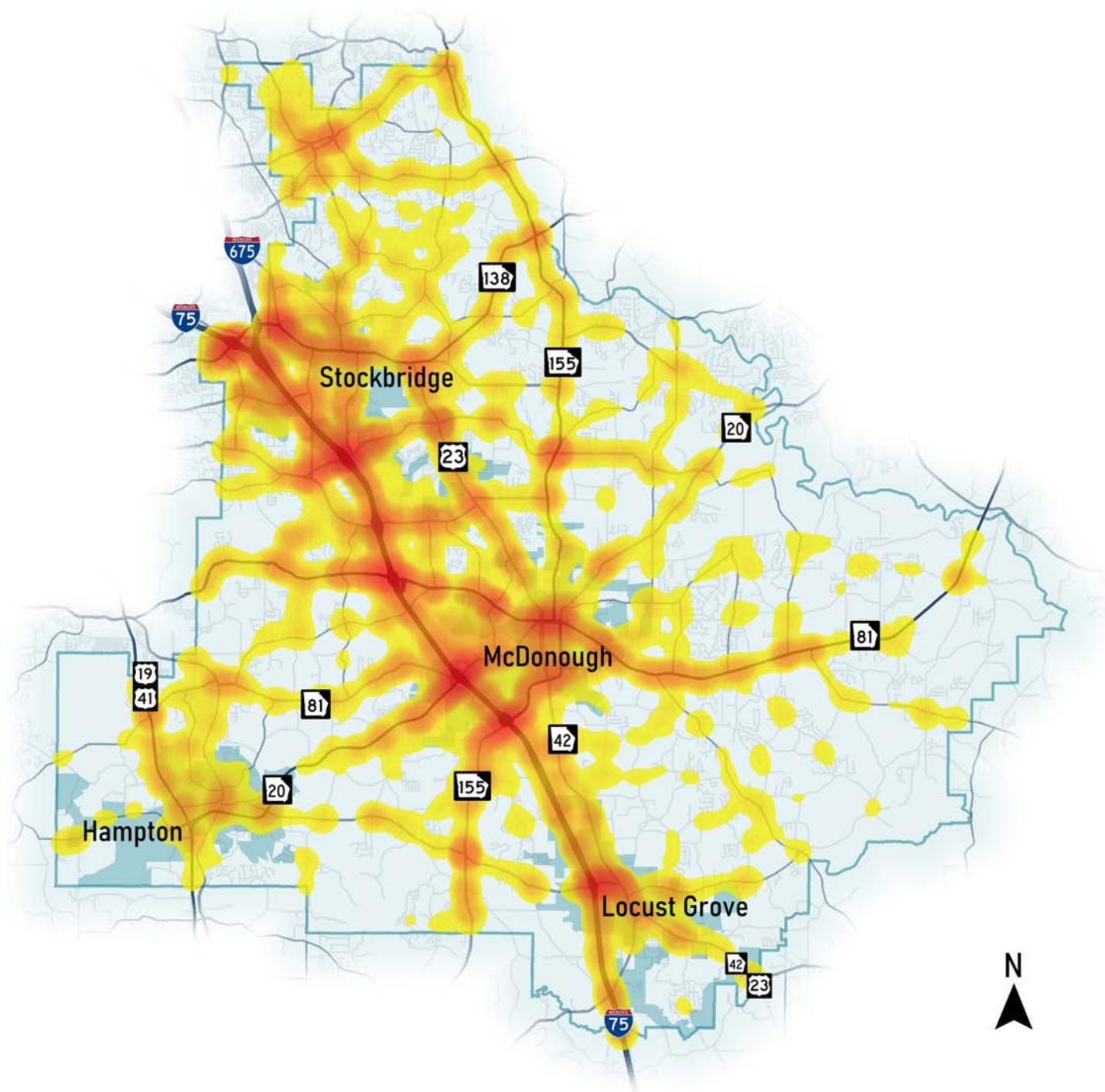
### *All Crashes*

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%

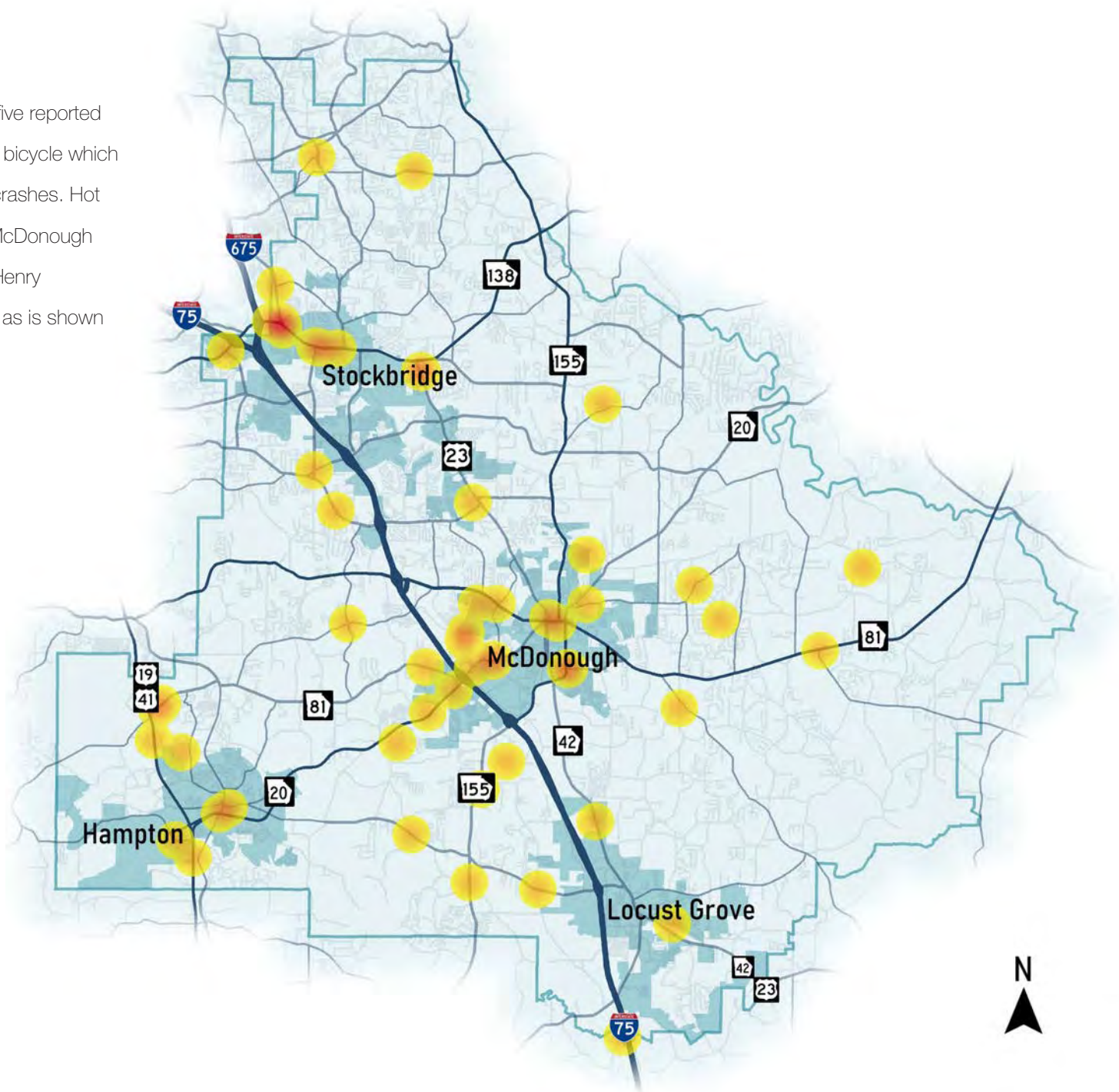


**Figure A-6.20.** Vehicular Crashes in Henry County from 2016 to 2020



### *Bicycle Crashes*

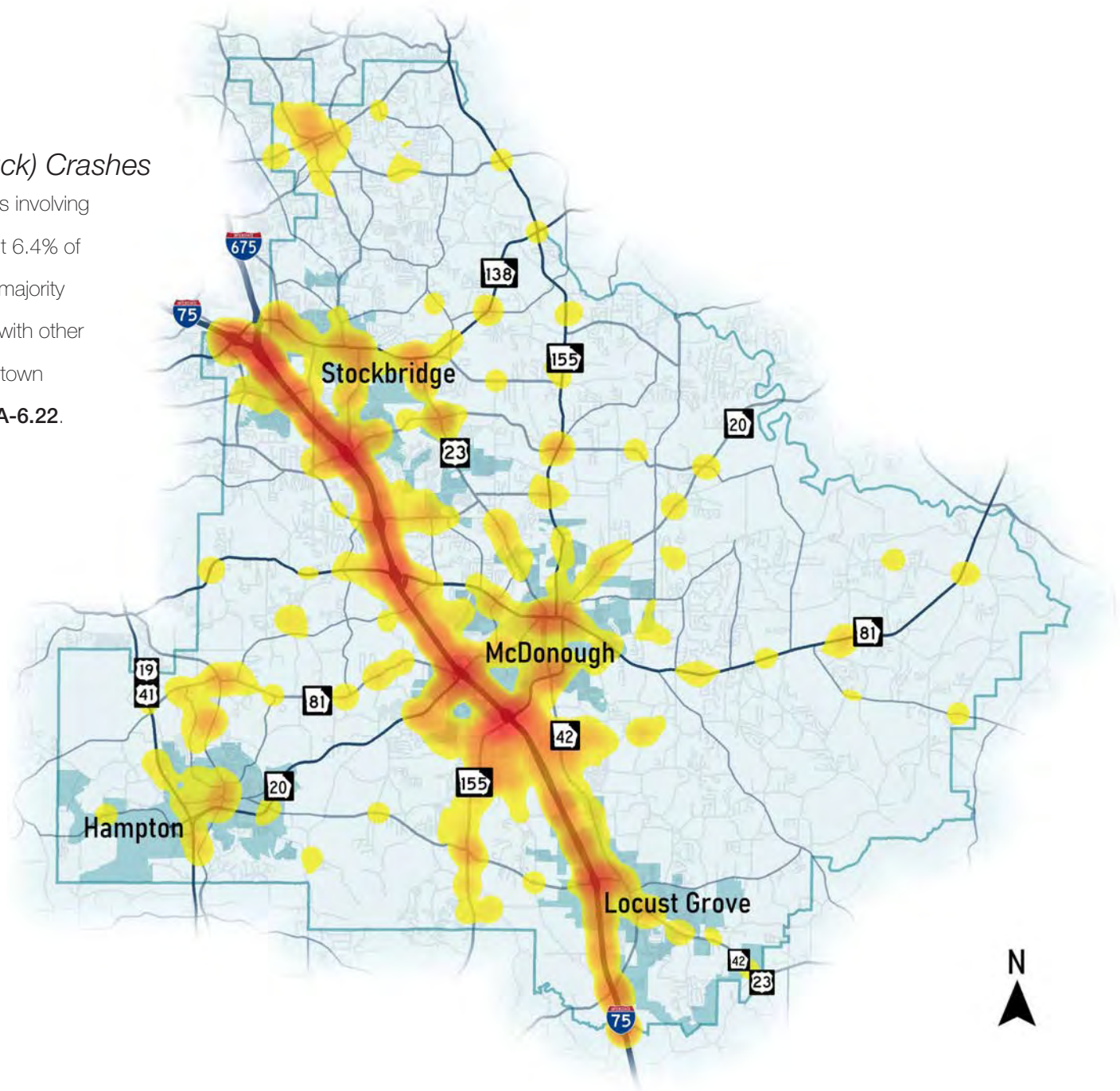
There were a total of sixty-five reported vehicle crashes involving a bicycle which is about 0.1% of the total crashes. Hot spots include downtown McDonough and SR 138 near US 23 (Henry Boulevard) in Stockbridge, as is shown in **Figure A-6.21**.



**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**.

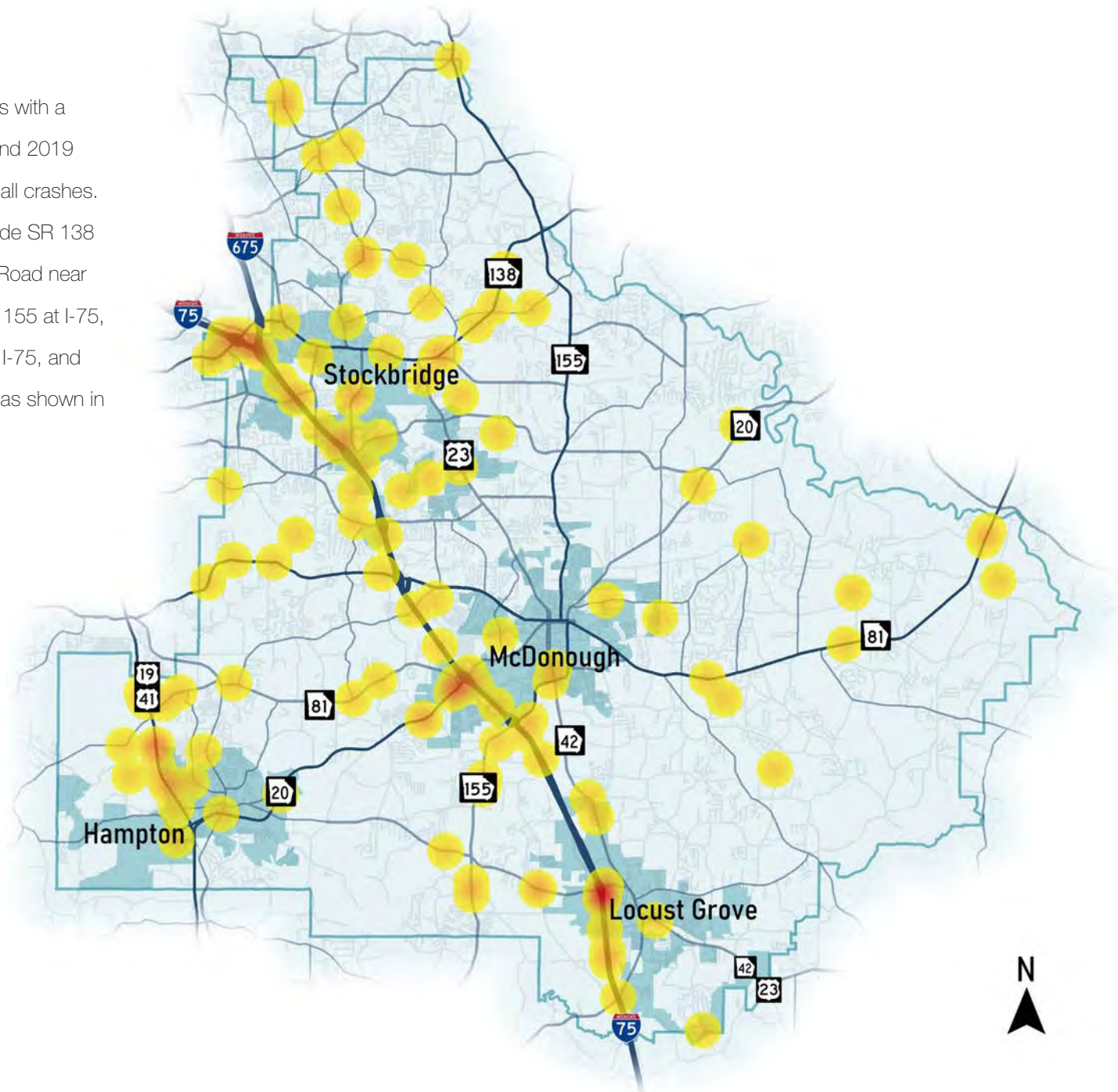


**Figure A-6.22.** Commercial Vehicle Crashes in Henry County from 2016 to 2020



### *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

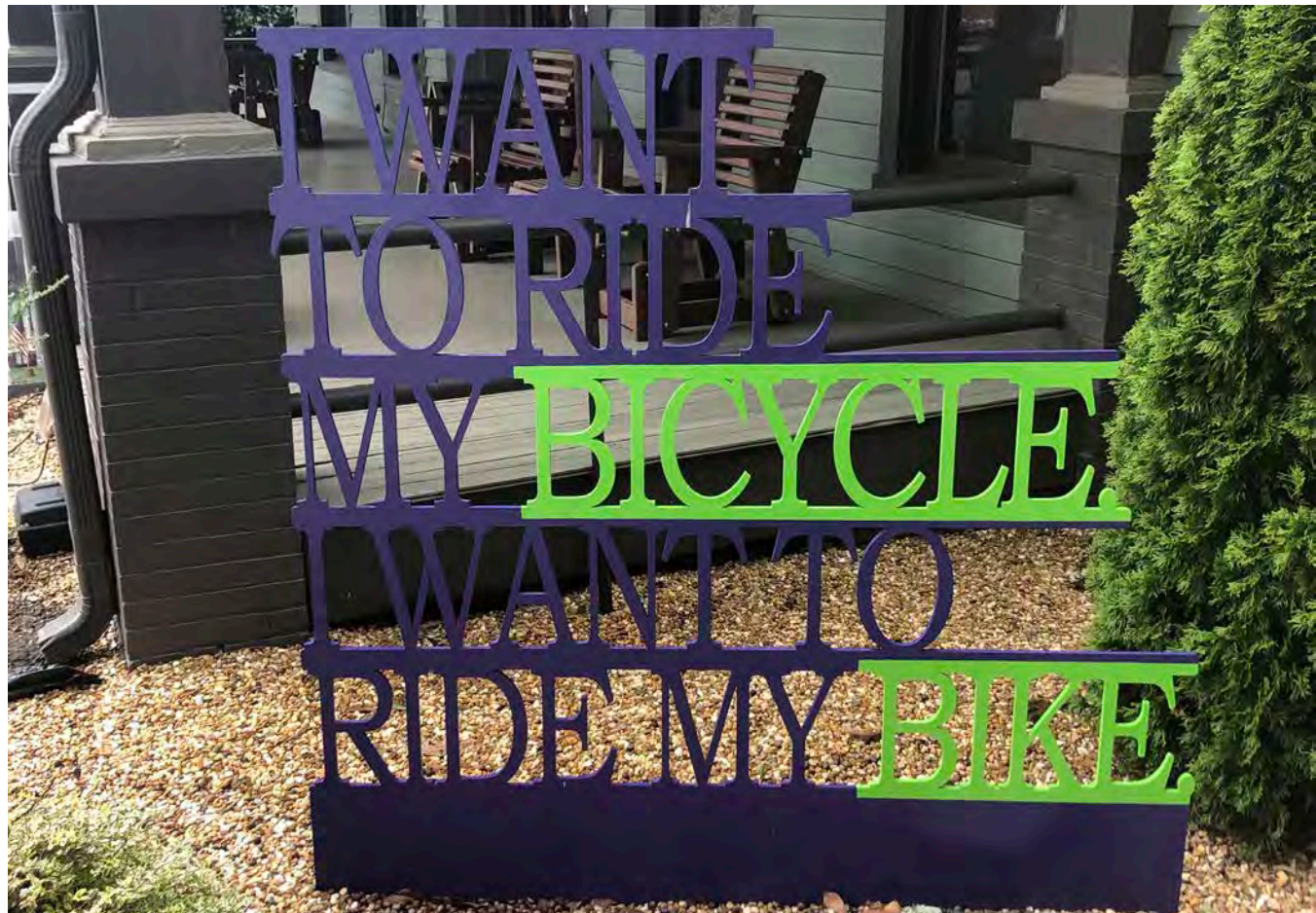
Non-motorized modes of transportation, such as walking and biking, are an important part of Henry County's multimodal transportation system. From a system level mobility point of view, if shorter trips shifted to walking or biking it can take vehicles off the roadway. Such trips also produce fewer emissions 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.





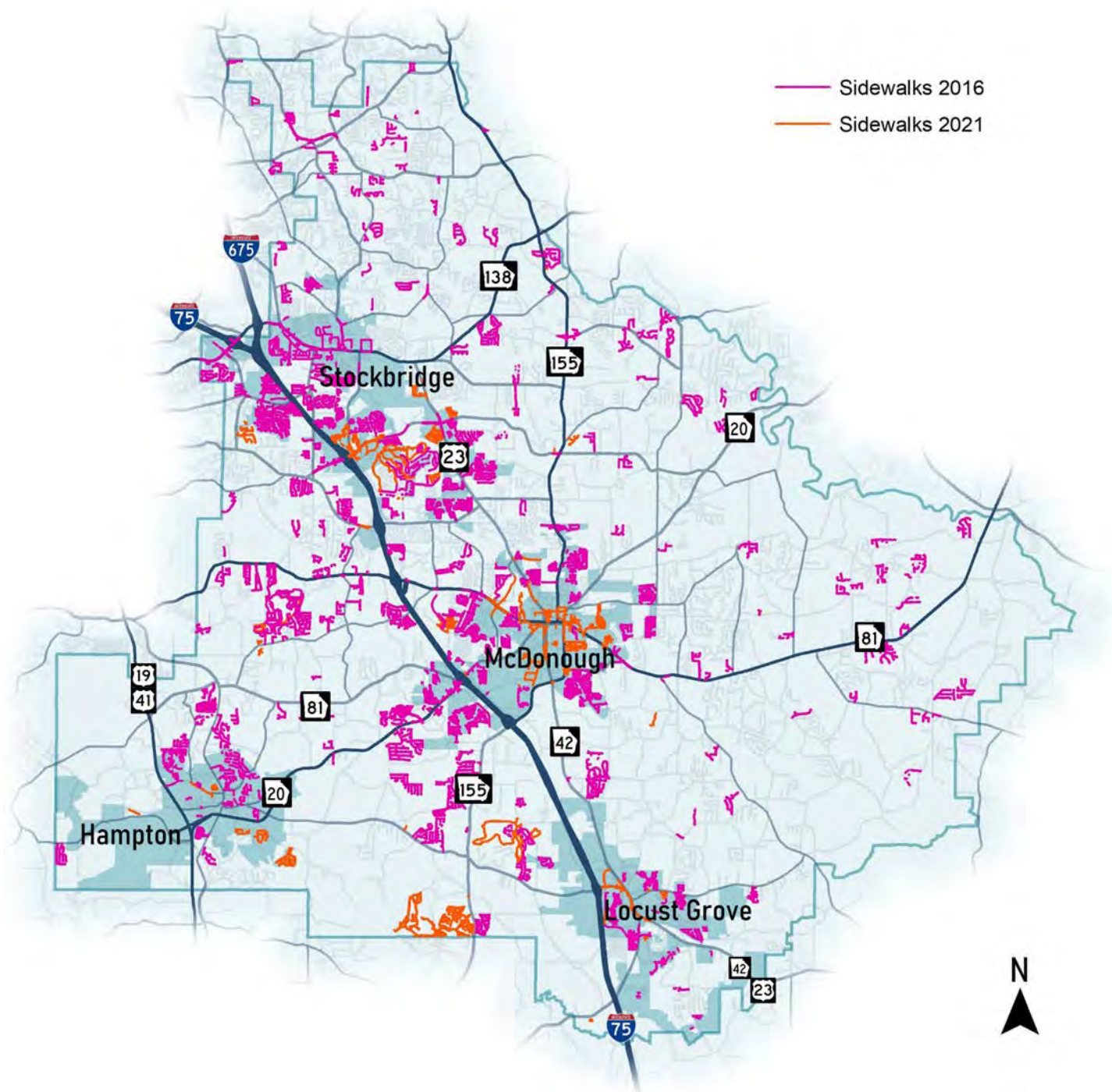


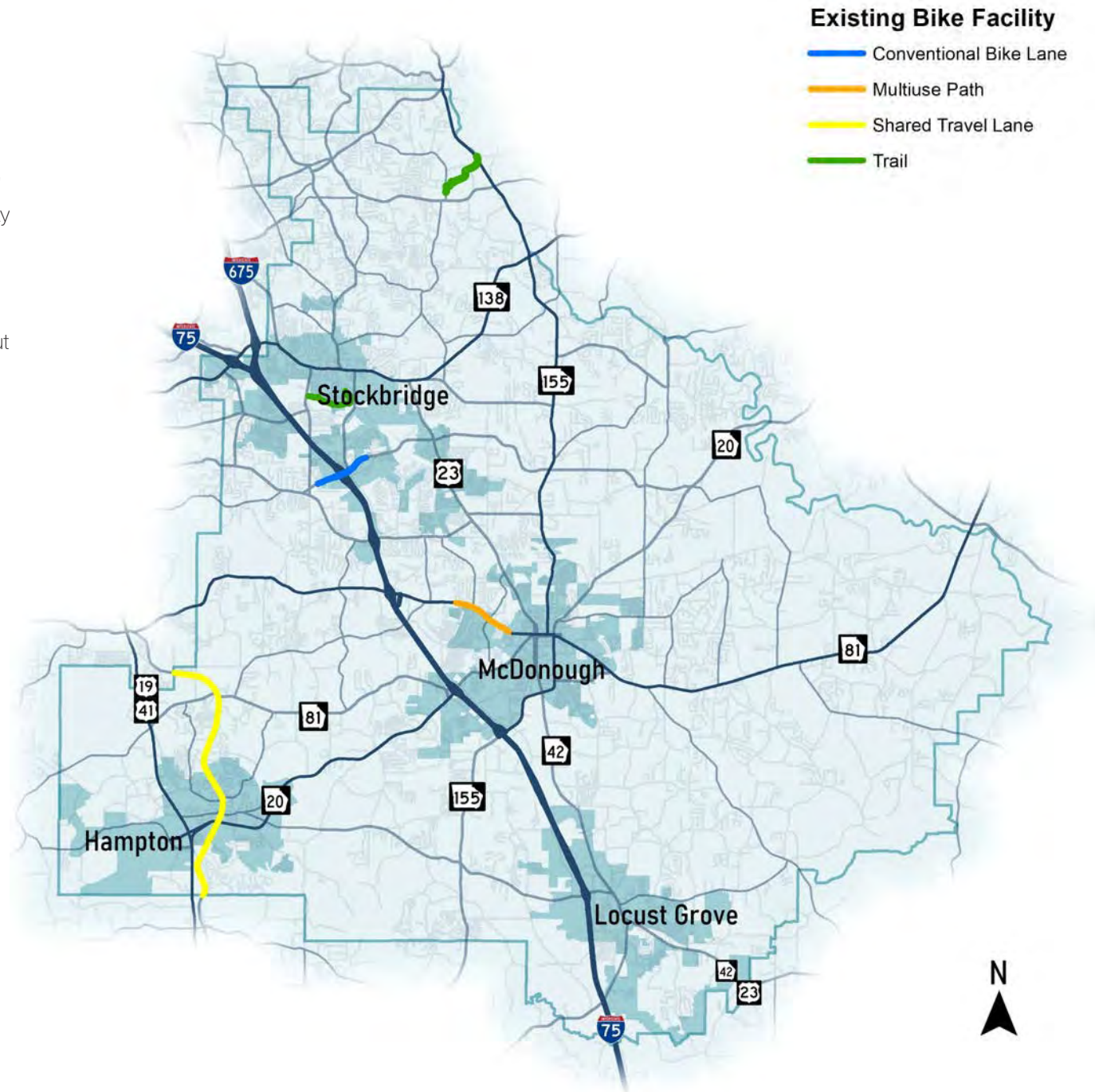
Figure A-6.24. Henry County Sidewalk Network

## 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.



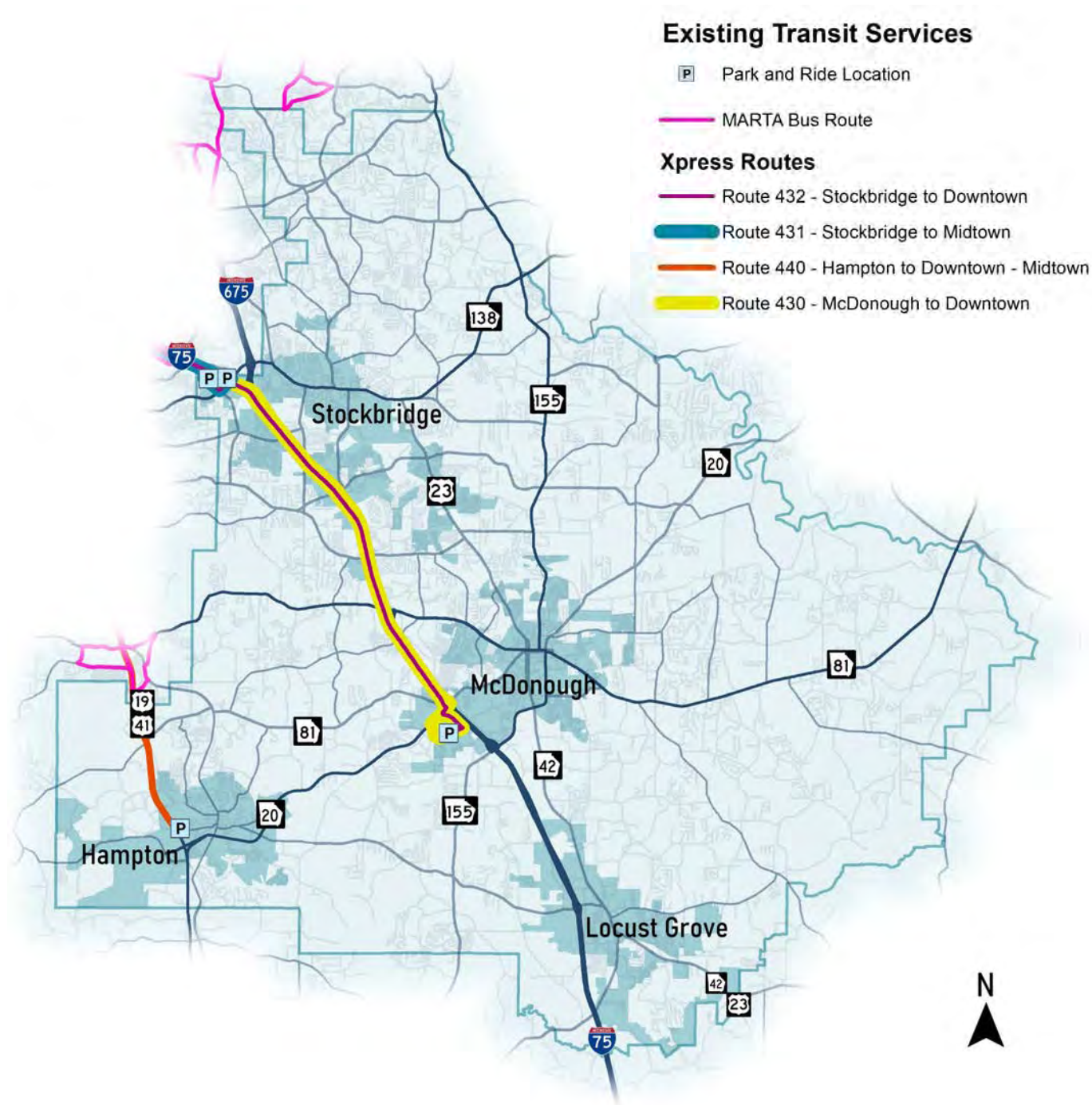


Figure A-7.1. Existing Transit Services

## 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.

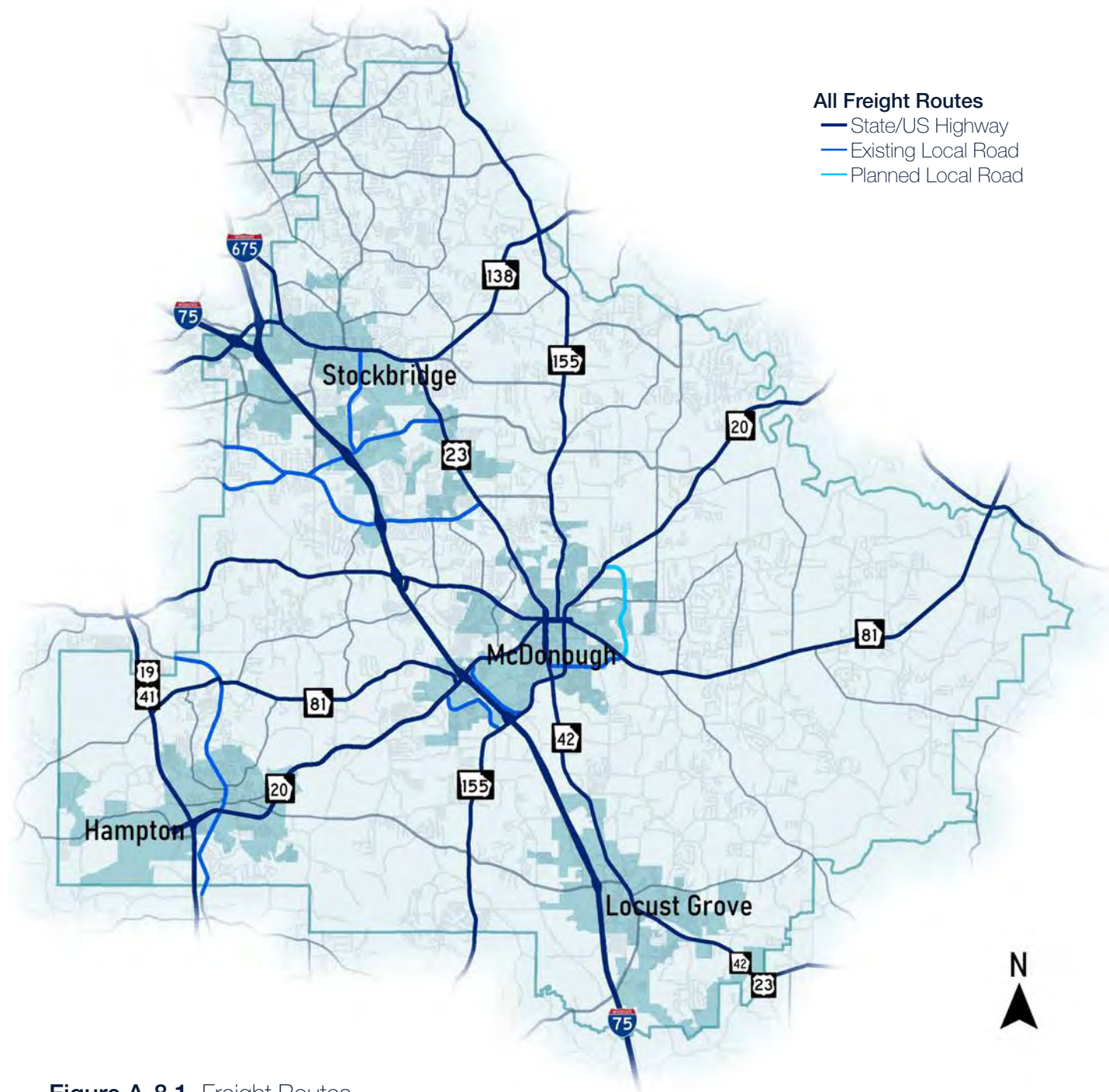


Figure A-8.1. Freight Routes



## 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.





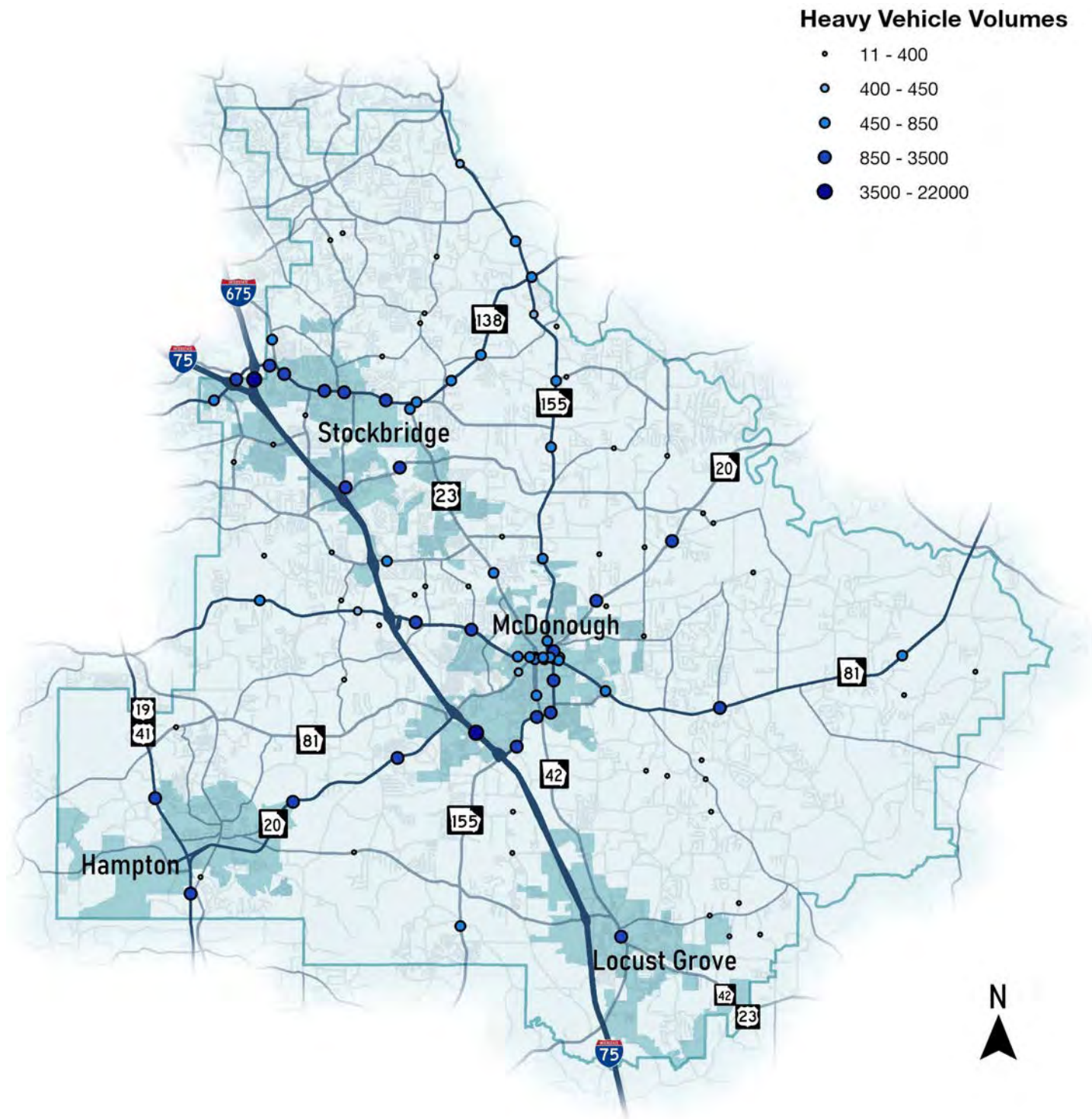


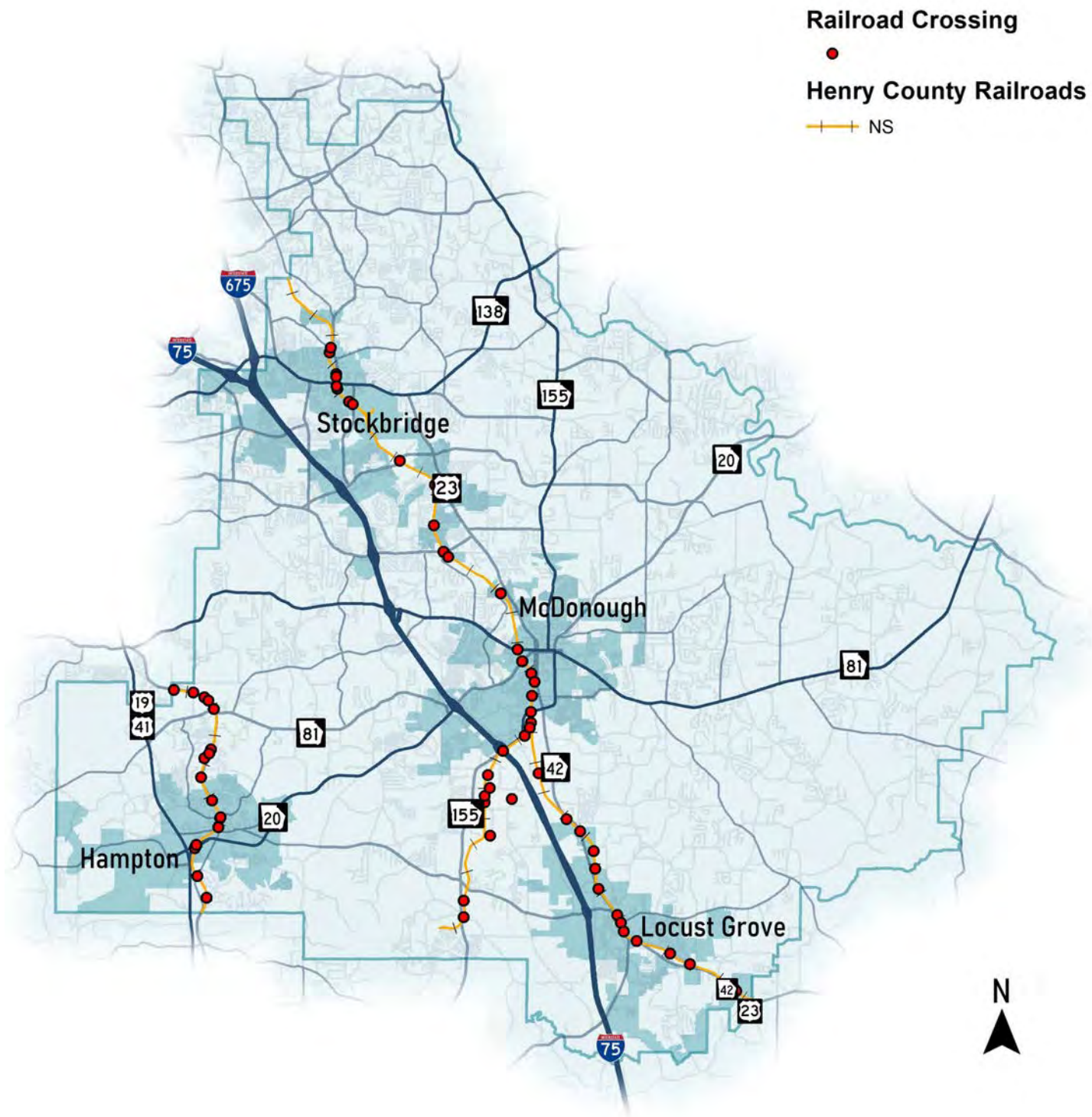
Figure A-8.2. Truck Volumes



## 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



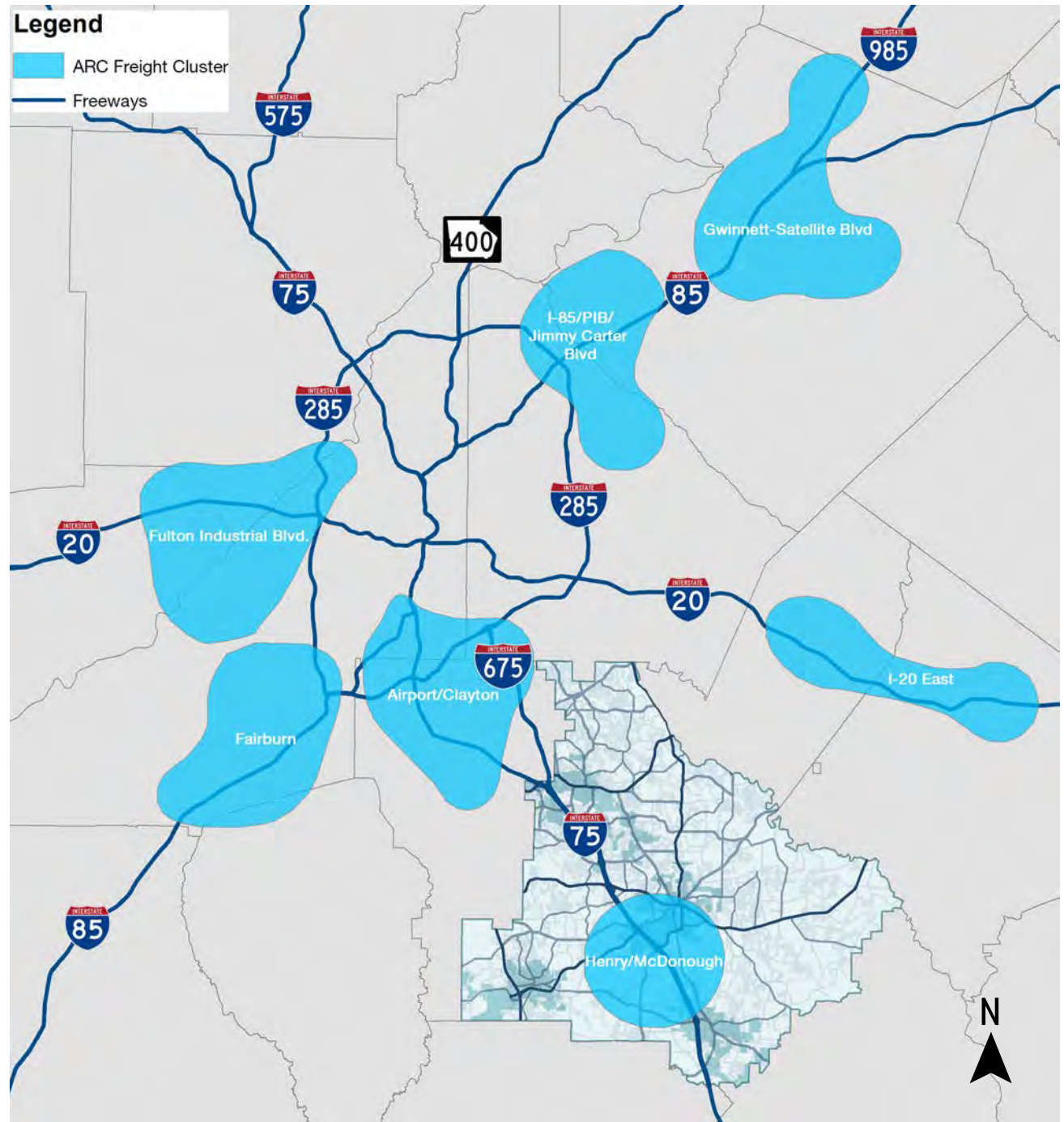
## FREIGHT ACTIVITY CENTERS

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

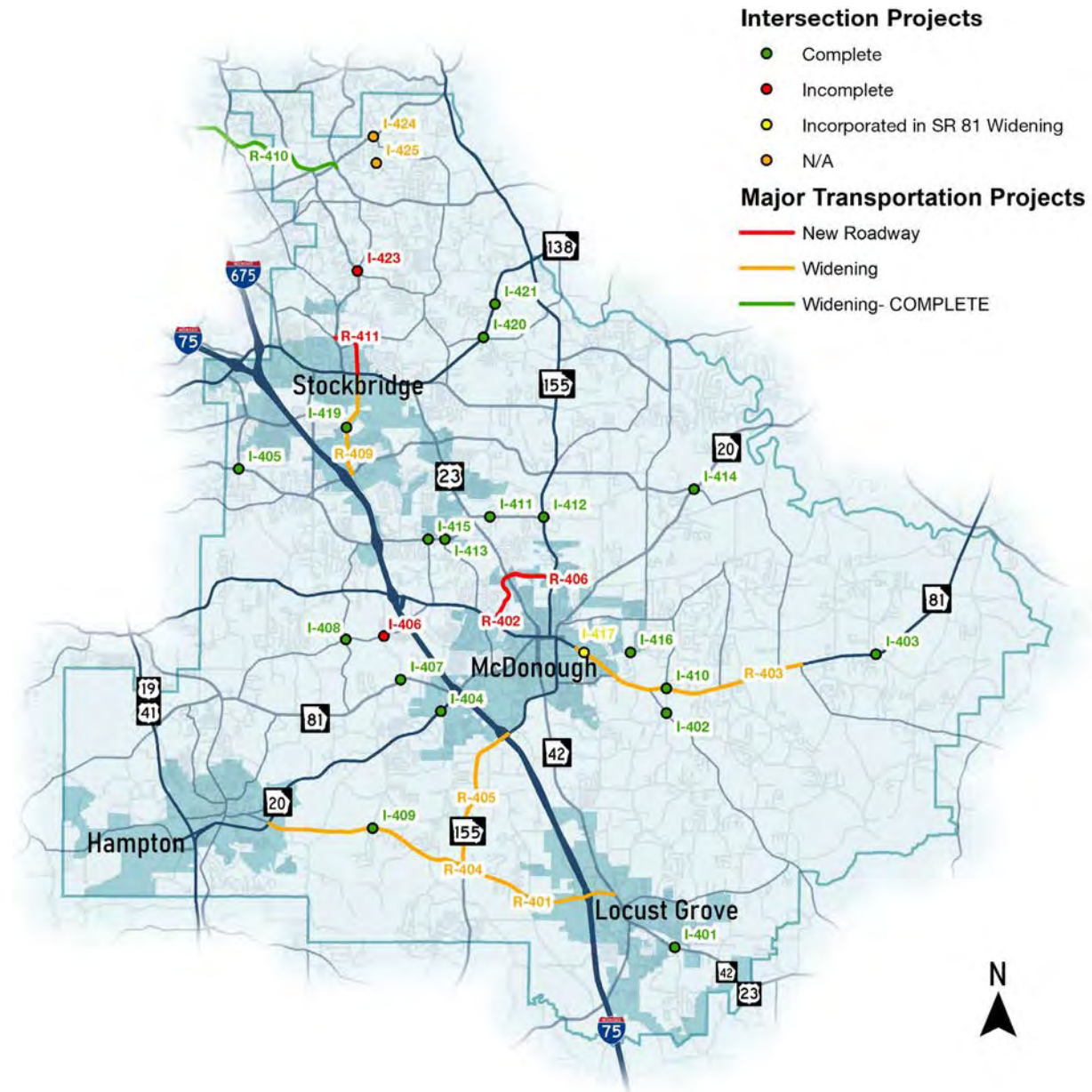


## SPLOST IV

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

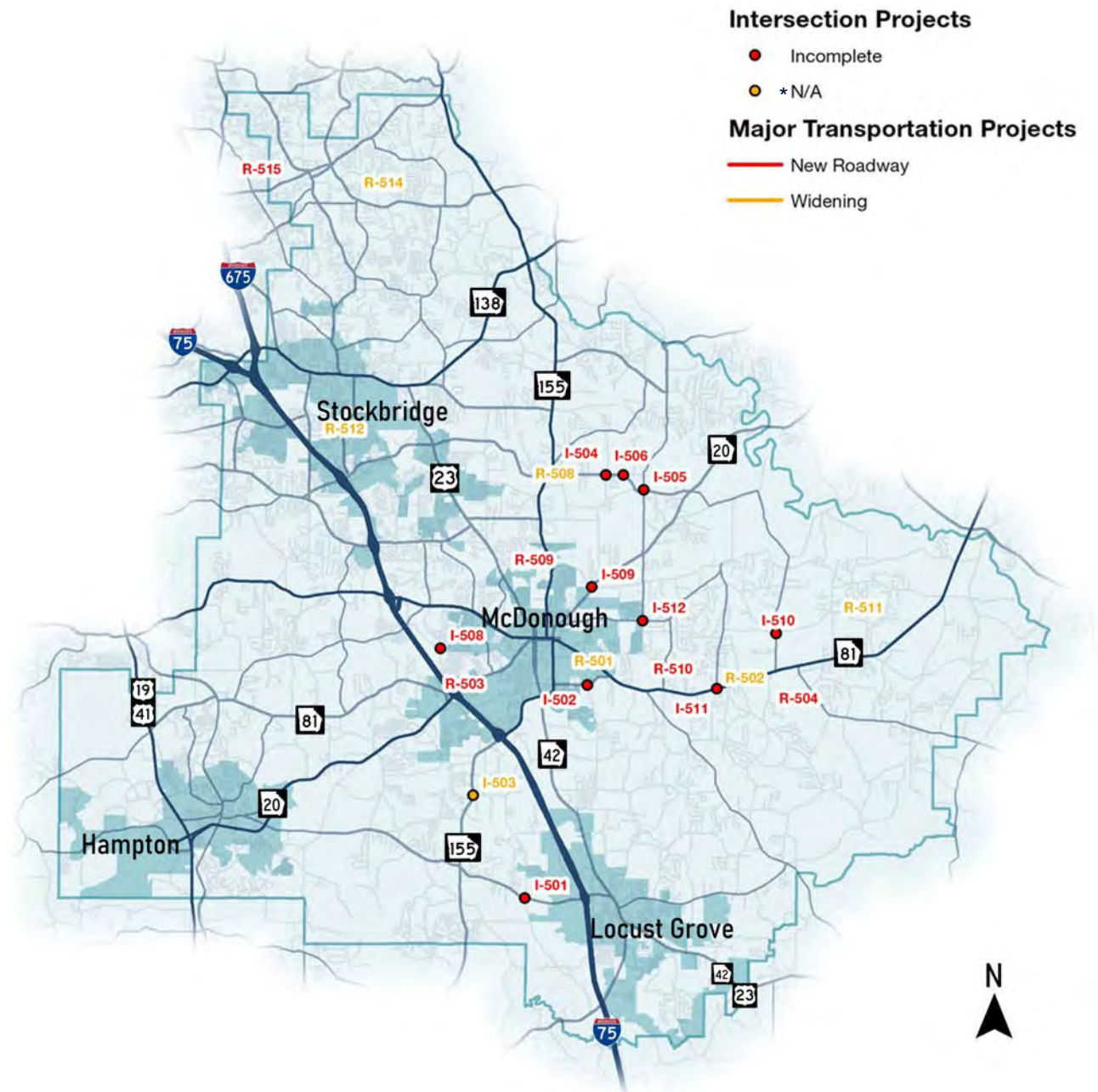
SPLOST V was approved by voters in November 2019, with collections beginning on April 1, 2020 and authorized to continue until March 31, 2025.

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

Key projects supported by SPLOST V funding include:

- McDonough Parkway construction
- South Ola Road extension
- SR 81 widenings
- Fairview Road widening
- West Village Parkway construction
- Rock Quarry Road widening
- \*SR 155 at Greenwood Road
- Bridge Road at Willow Lane
- SR 20 at Turner Church Road
- East Lake Road at Airline Road

\*Canceled SPLOST V project

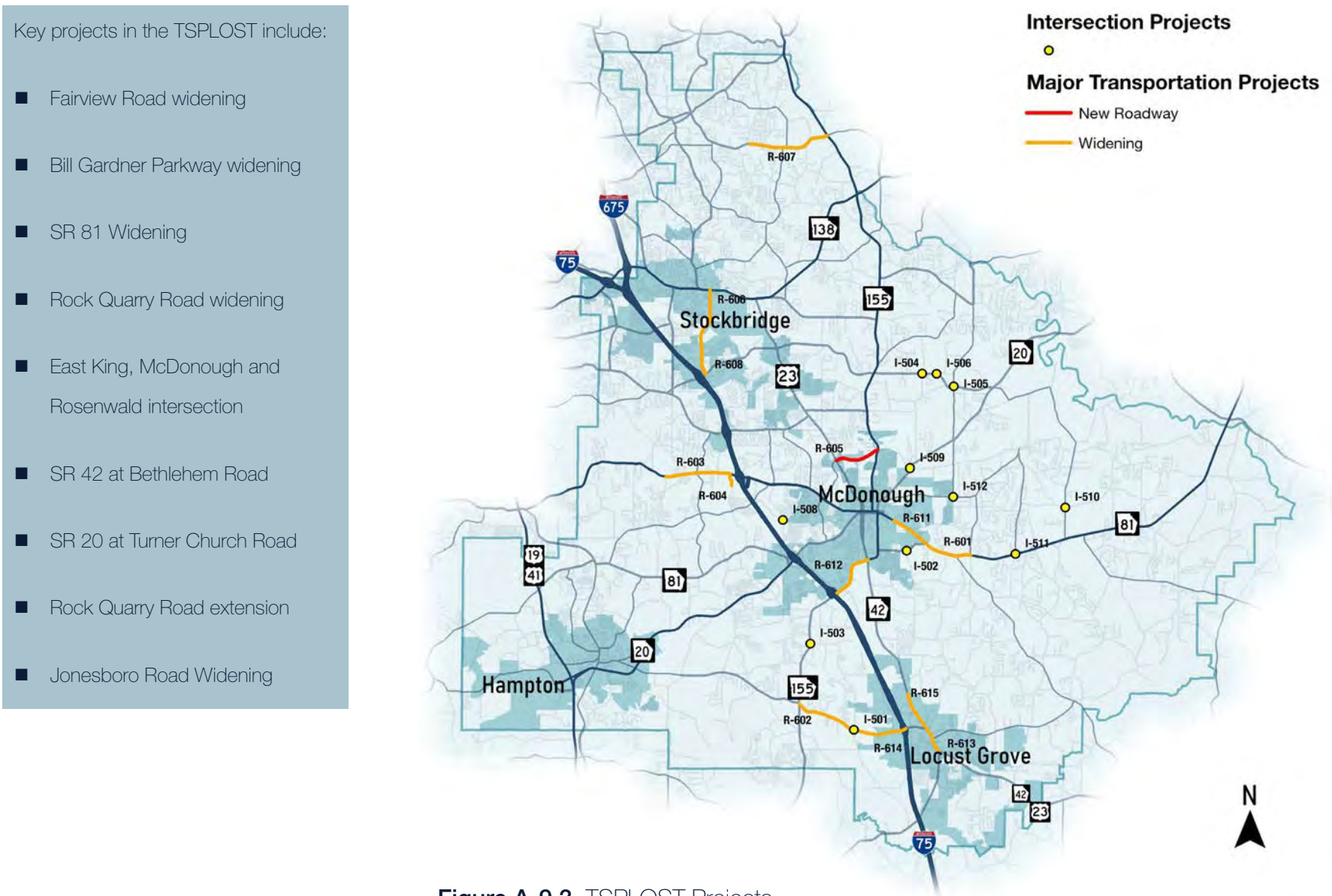


**Figure A-9.2.** SPLOST V Transportation Projects



## 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).

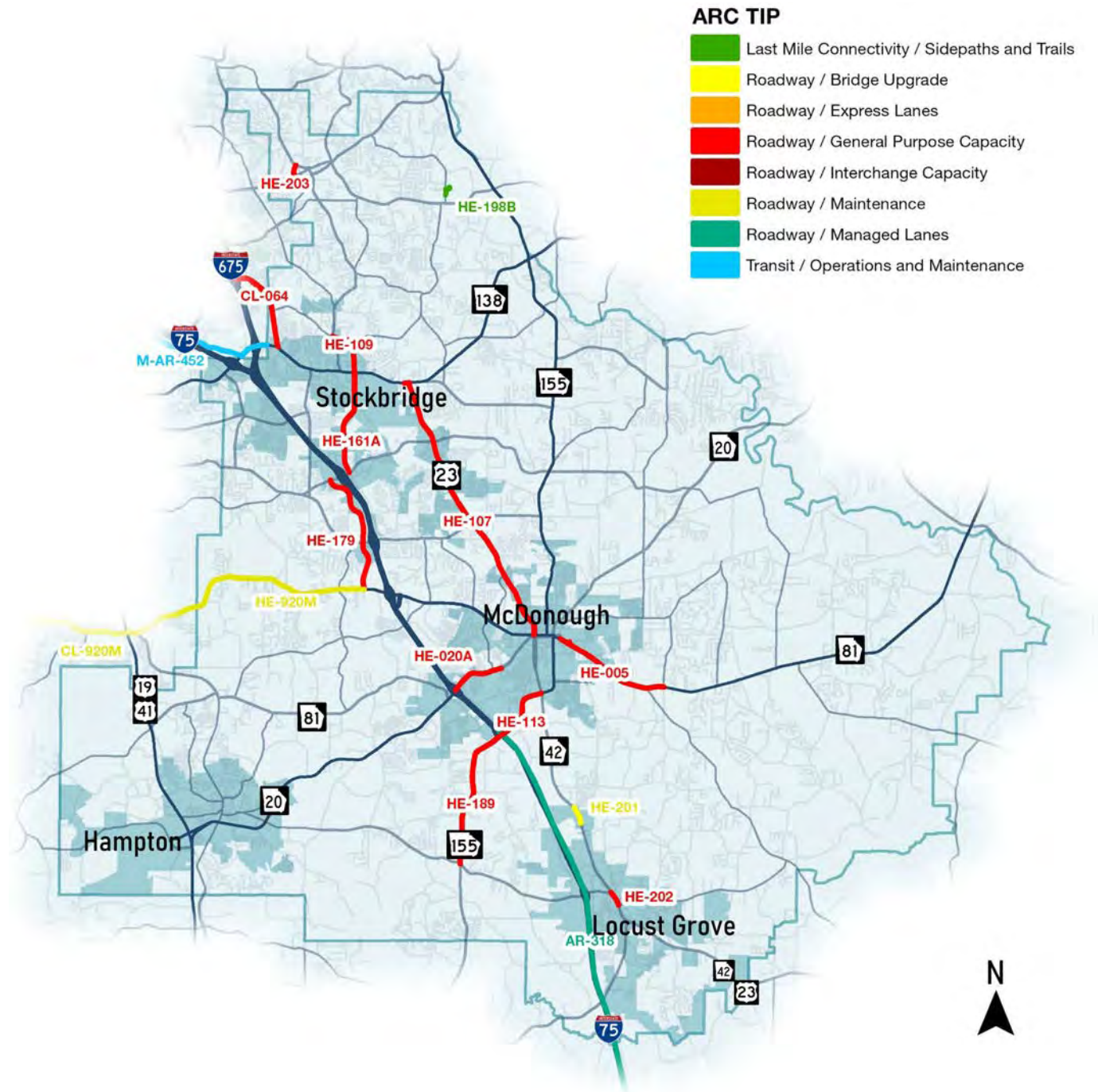


# STATE AND FEDERALLY FUNDED TRANSPORTATION PROJECTS

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.

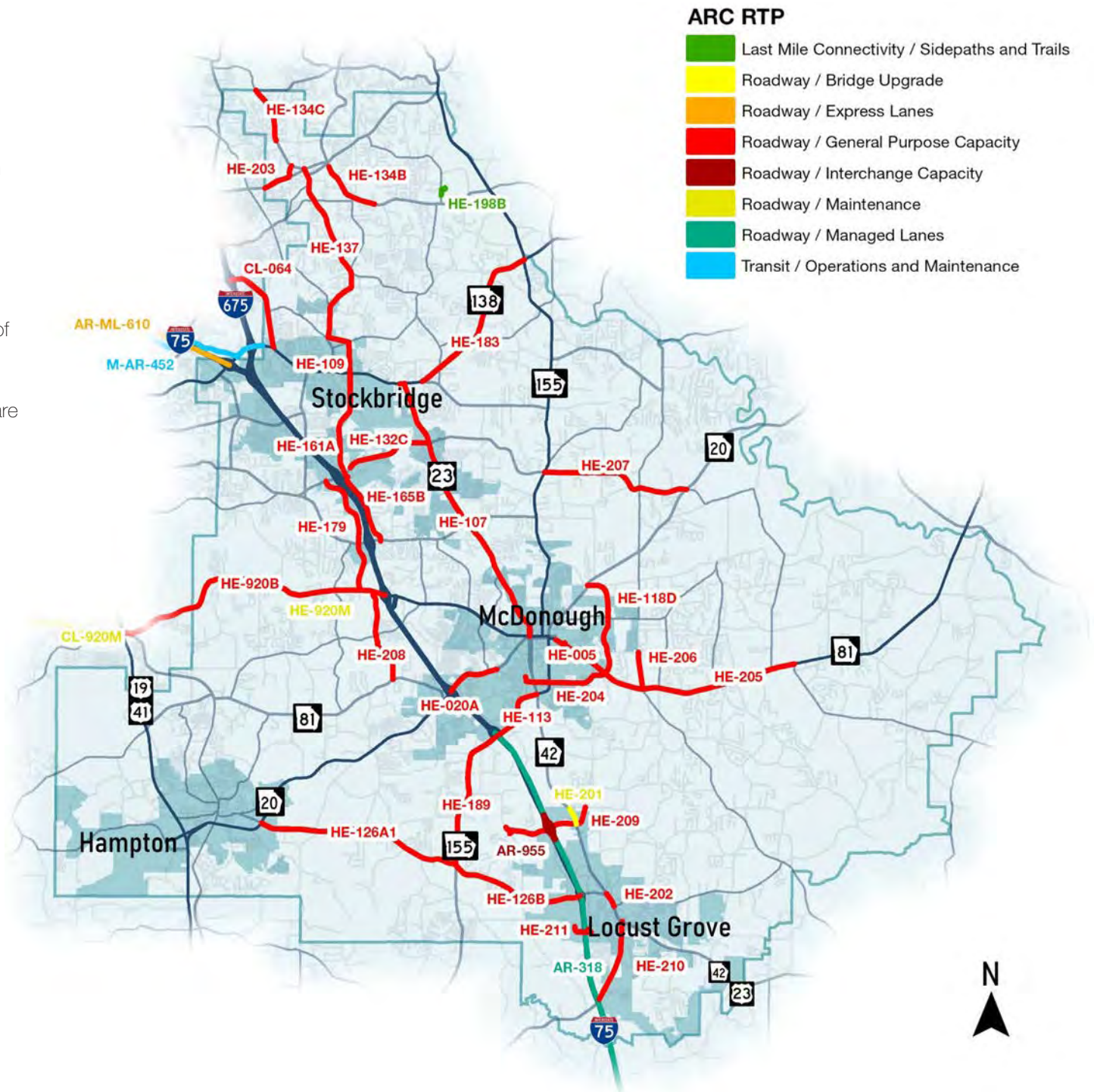


Figure A-9.5. Henry County RTP Projects







# 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.



## 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:

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*



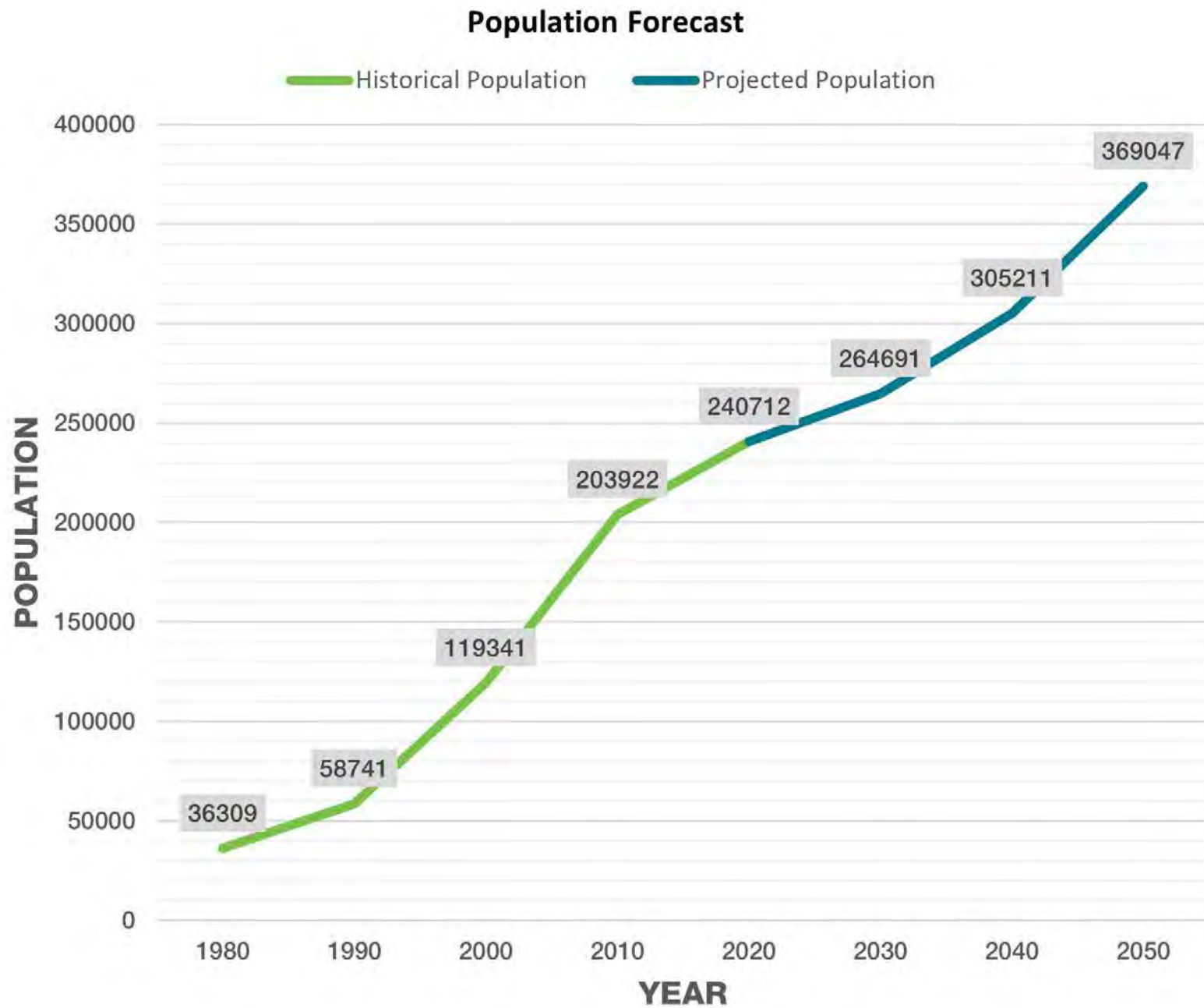
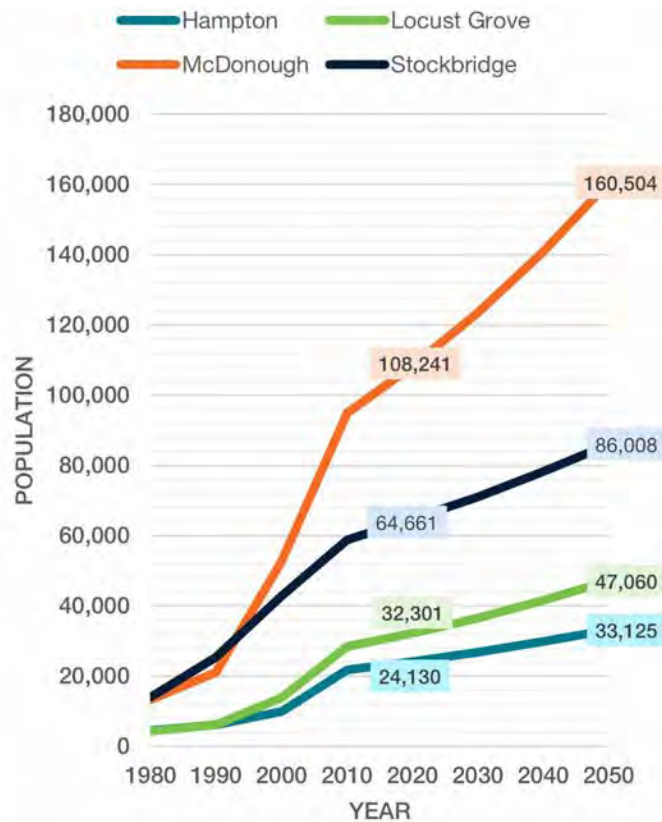


Figure B-2.1. Historical and Projected Population Growth

## URBAN VS. RURAL GROWTH RATES

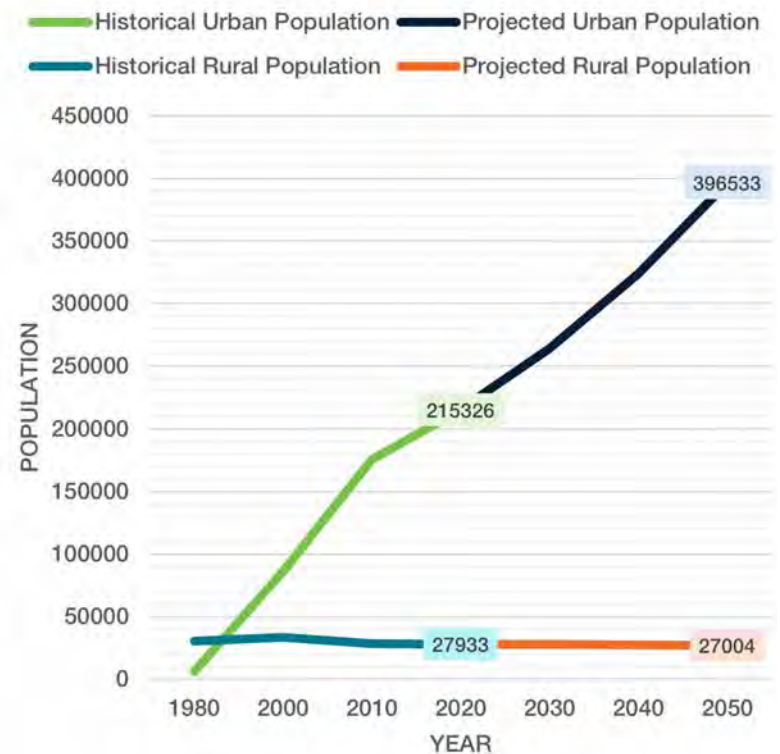
As can be seen in **Figure B-2.2**, the recent growth rates indicate that the urban population could grow rapidly while the rural population could decrease slightly, at an annual growth rate of -0.11%. This growth pattern should be considered when evaluating transportation conditions and when projecting 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.



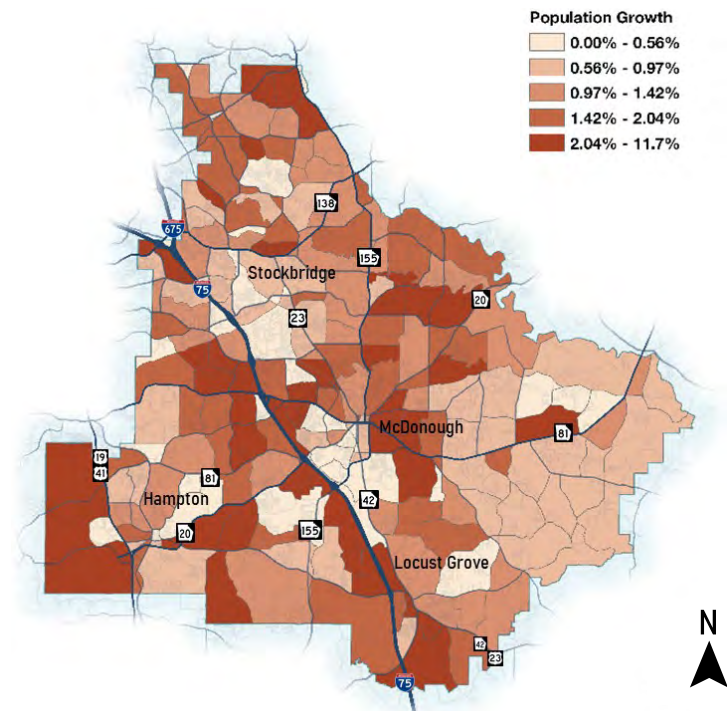
**Figure B-2.3.** Urban vs. Rural Growth Projections

## ARC TRAVEL DEMAND MODEL GROWTH PROJECTIONS

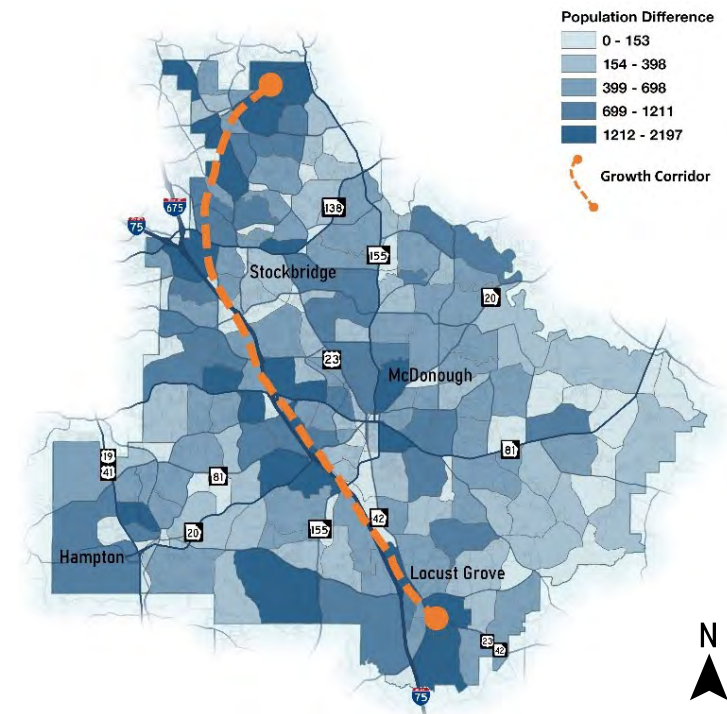
The ARC maintains a Regional Travel Demand Model (TDM) used to make projections for future travel volumes on roadways and transit systems. The TDM is based on detailed population and employment projections based on existing numbers, future land use plans, and other similar “socioeconomic” details. This 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**.

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.



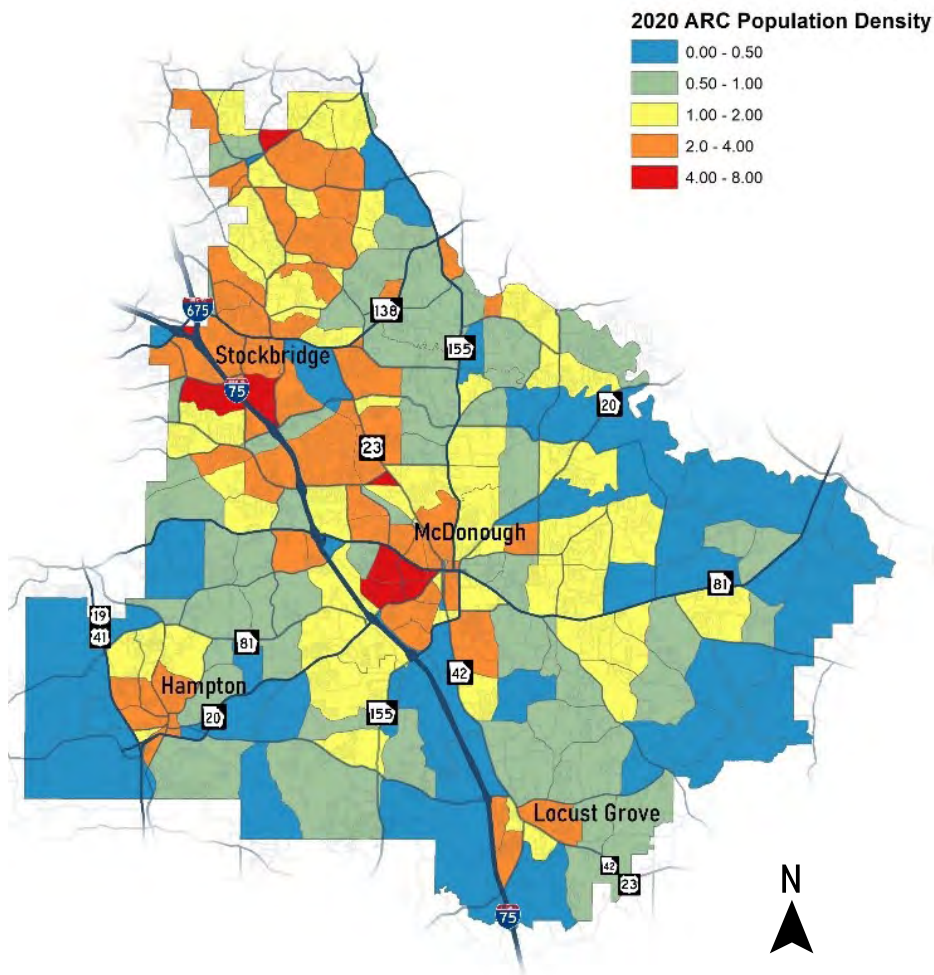
**Figure B-2.4.** Percent Population Difference (2020 to 2050)



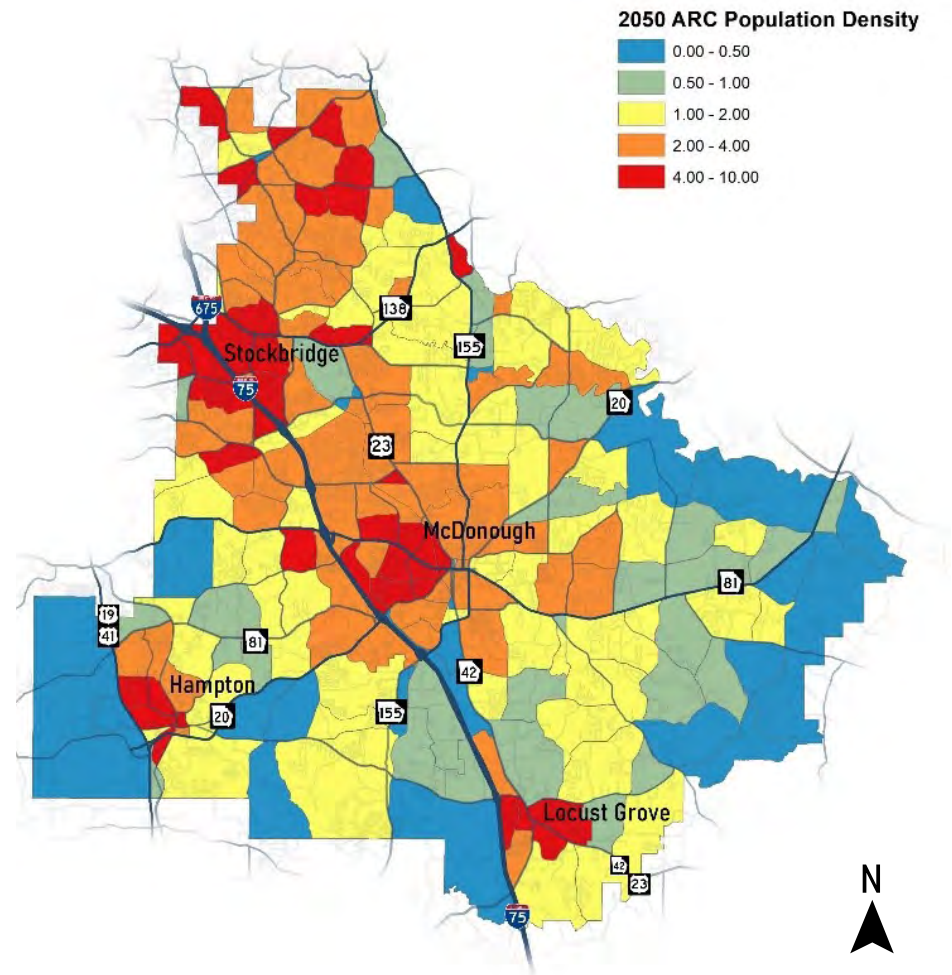
**Figure B-2.5.** Population Difference (2020 to 2050)



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.

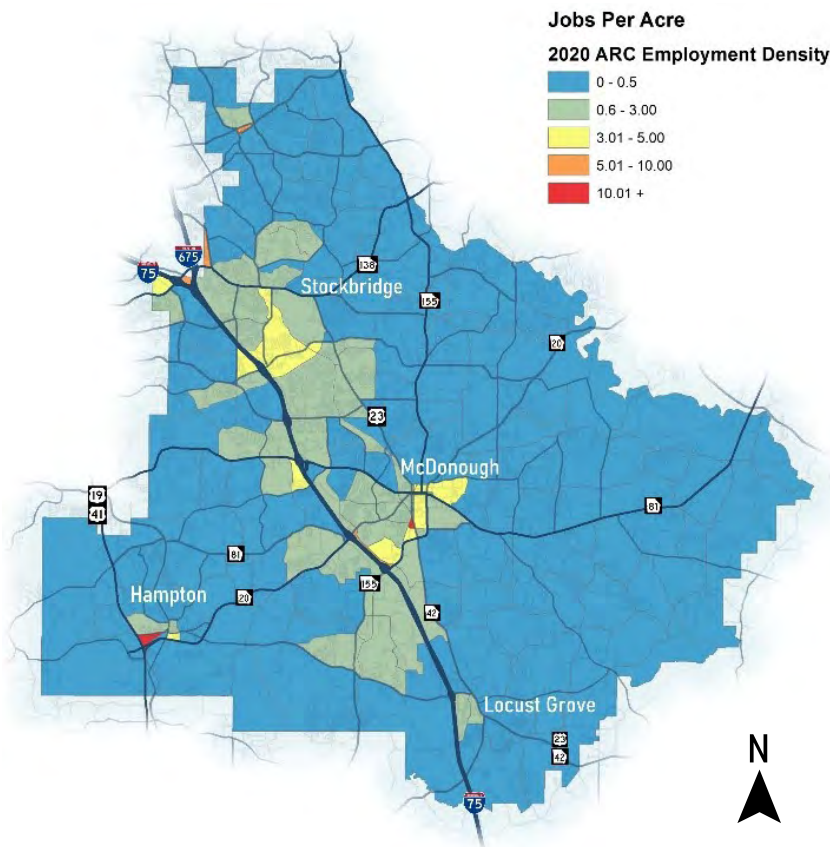


Figure B-2.8. 2020 Employment Density

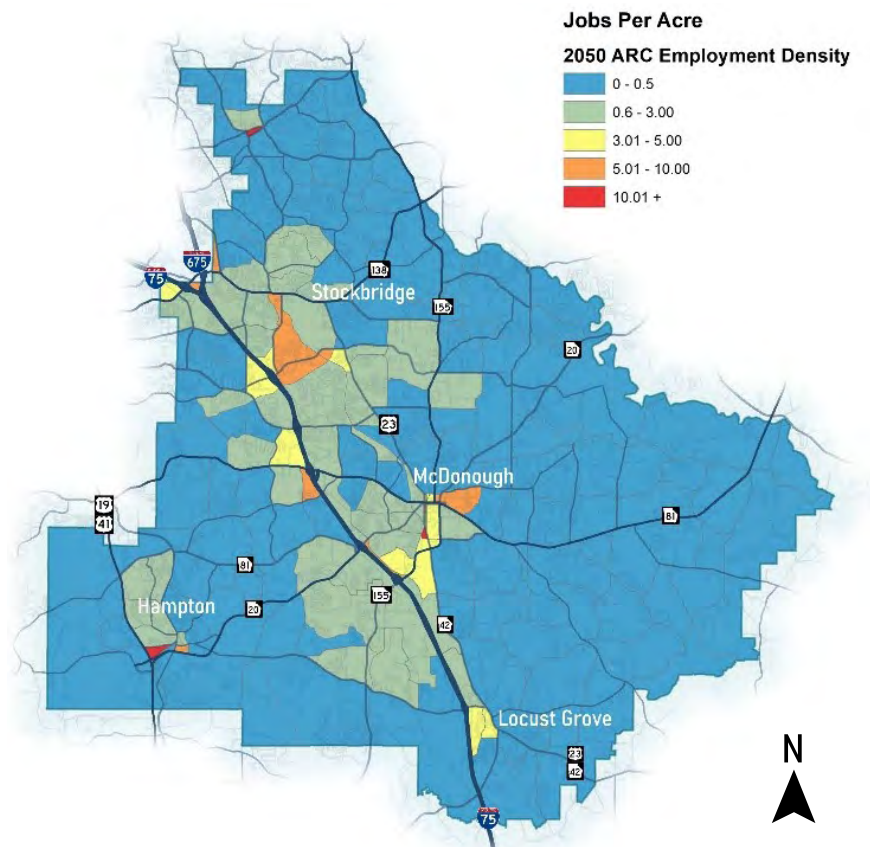


Figure B-2.9. 2050 Employment Density

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
<b>Differential</b>	<b>20,093</b>	<b>123,556</b>
<b>Percent Growth</b>	<b>22%</b>	<b>33%</b>

*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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# **B-3 FUTURE LAND USE AND 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.

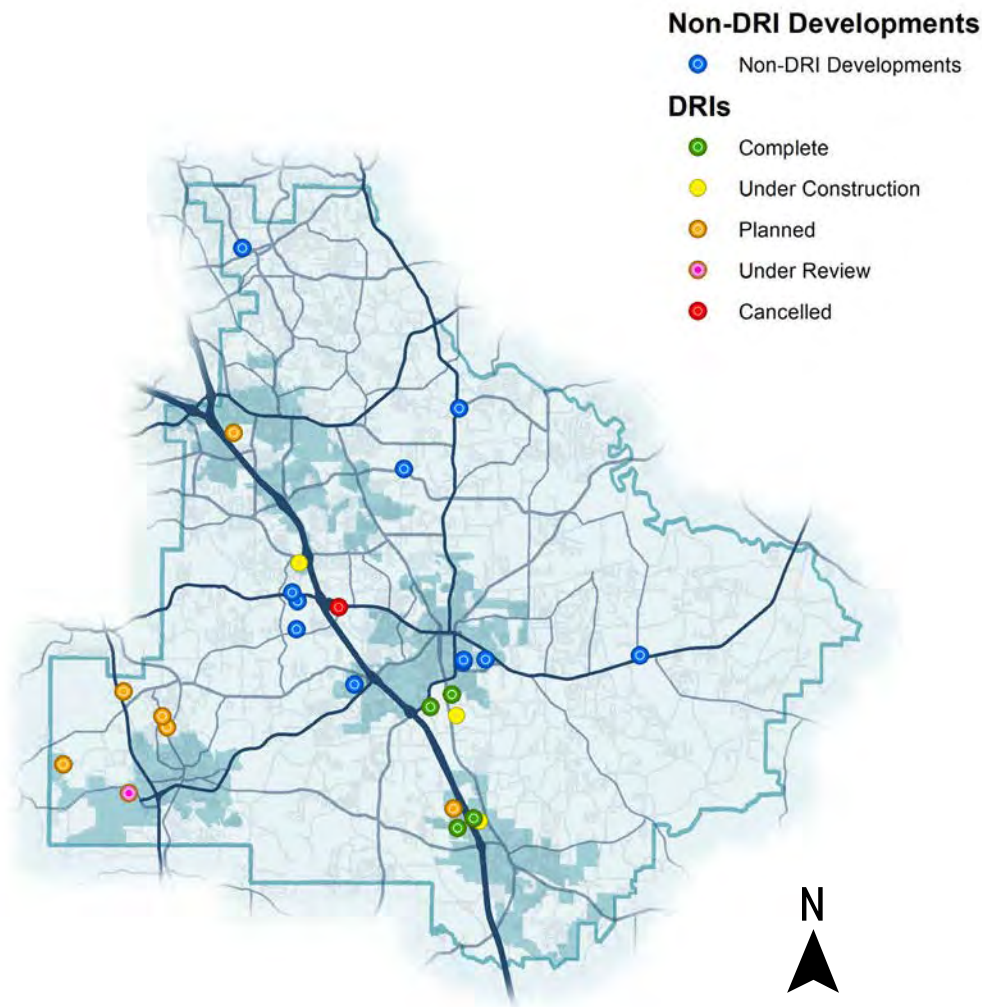
Between 2015-2021, there have been fifteen DRIs in Henry County submitted for review by the Atlanta Regional Commission. DRI locations are shown by type in **Figure B-3.1**. In addition to these recent DRIs, there have been a number of other significant Henry County development projects that did not 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.

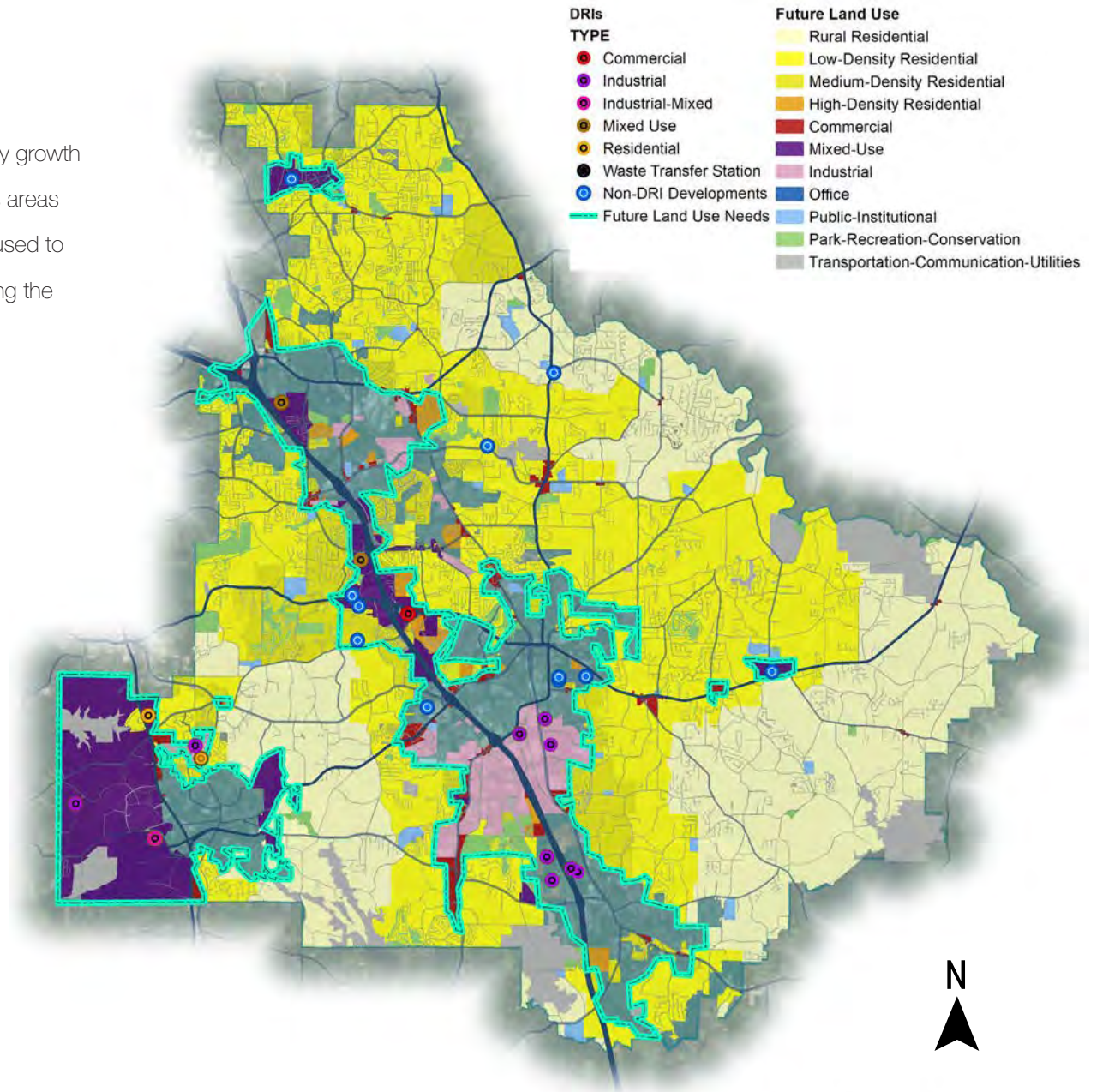
However, the DRI distribution pattern also shows a growing cluster of industrial development centered in and around the City of Hampton. Congestion on the major roadways in the area including US 19/41 and SR 20 is not currently at failing levels. However, access to US 19/41 and SR 20 will need continued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

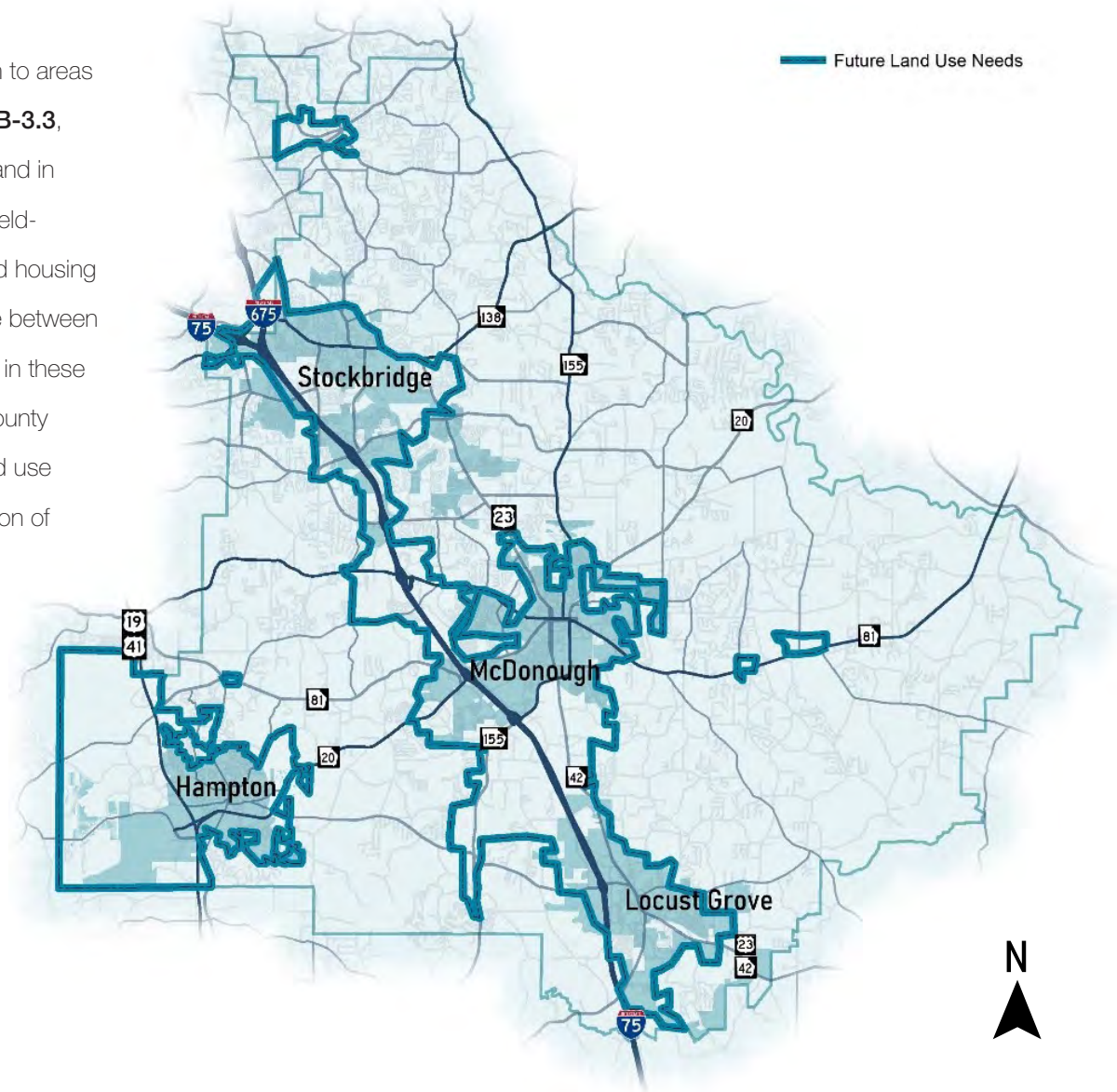
Areas of future land use and development needs follow a similar pattern to areas of high population and employment density. As can be seen in **Figure B-3.3**, future land use and developments are situated along the I-75 corridor, and in Hampton and Ellenwood. The County's easy access to I-75 and Hartsfield-Jackson 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.

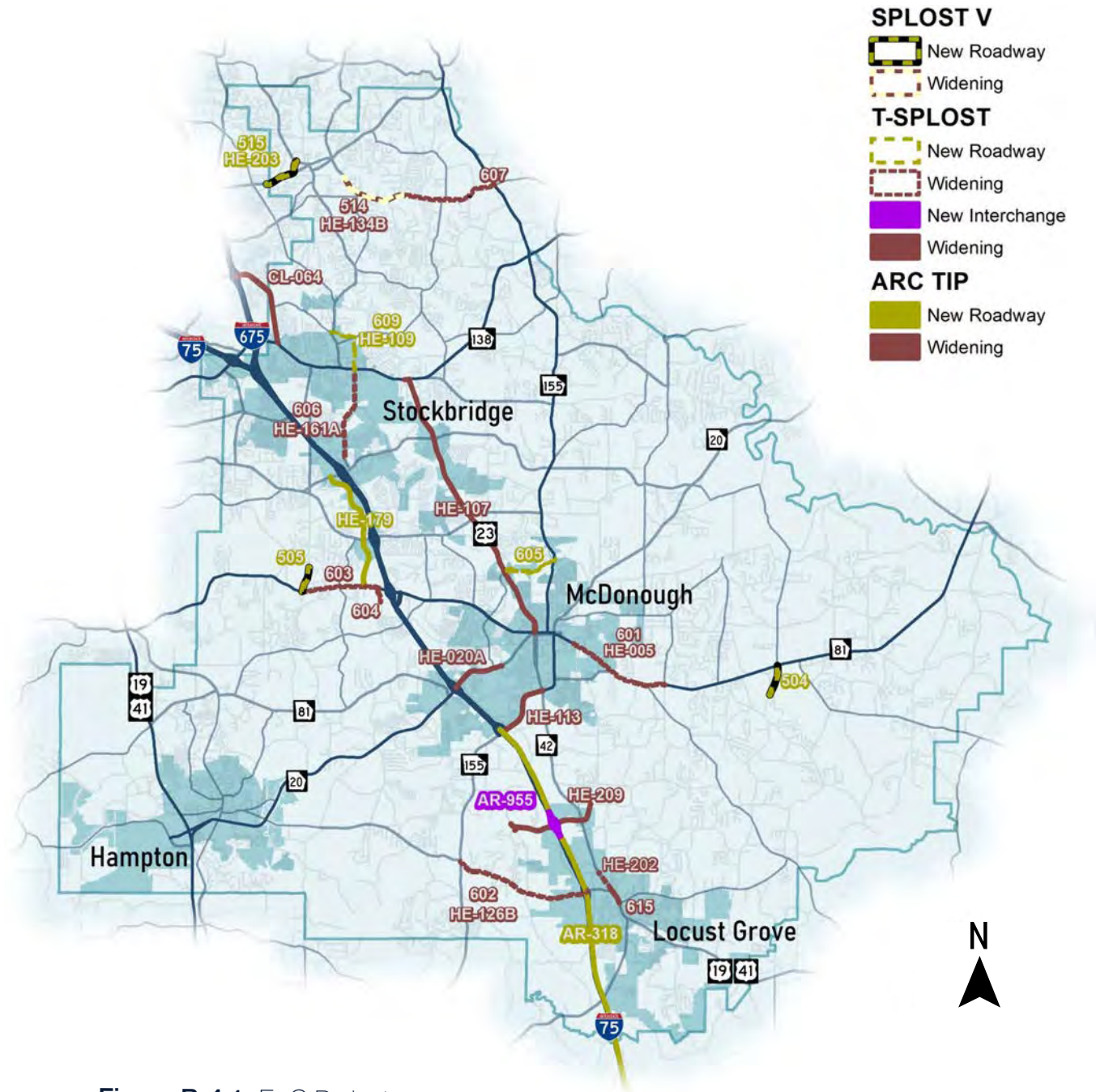
Finally, a detailed safety analysis has been completed for input into the development of potential transportation projects. Building upon the crash analysis included within the Existing Conditions Report, crash rates have been evaluated through the needs assessment and are summarized in this document. 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

SPLIST 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).

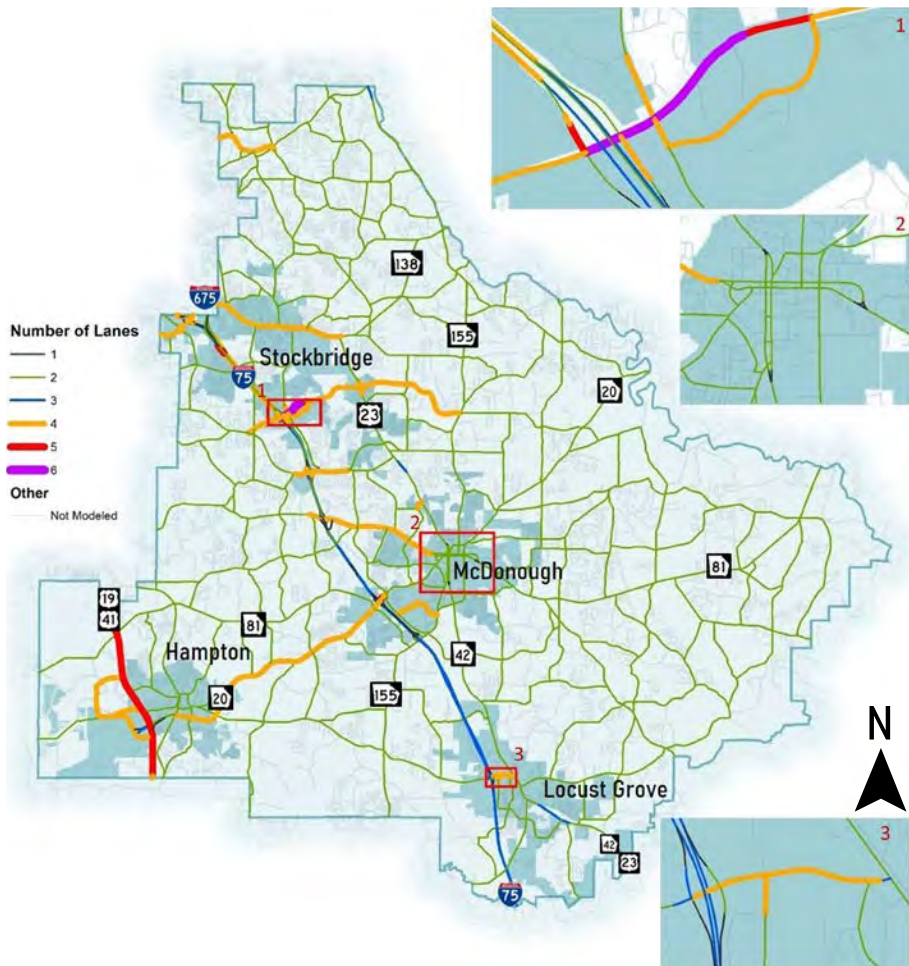


Figure B-4.2. 2020 Laneage

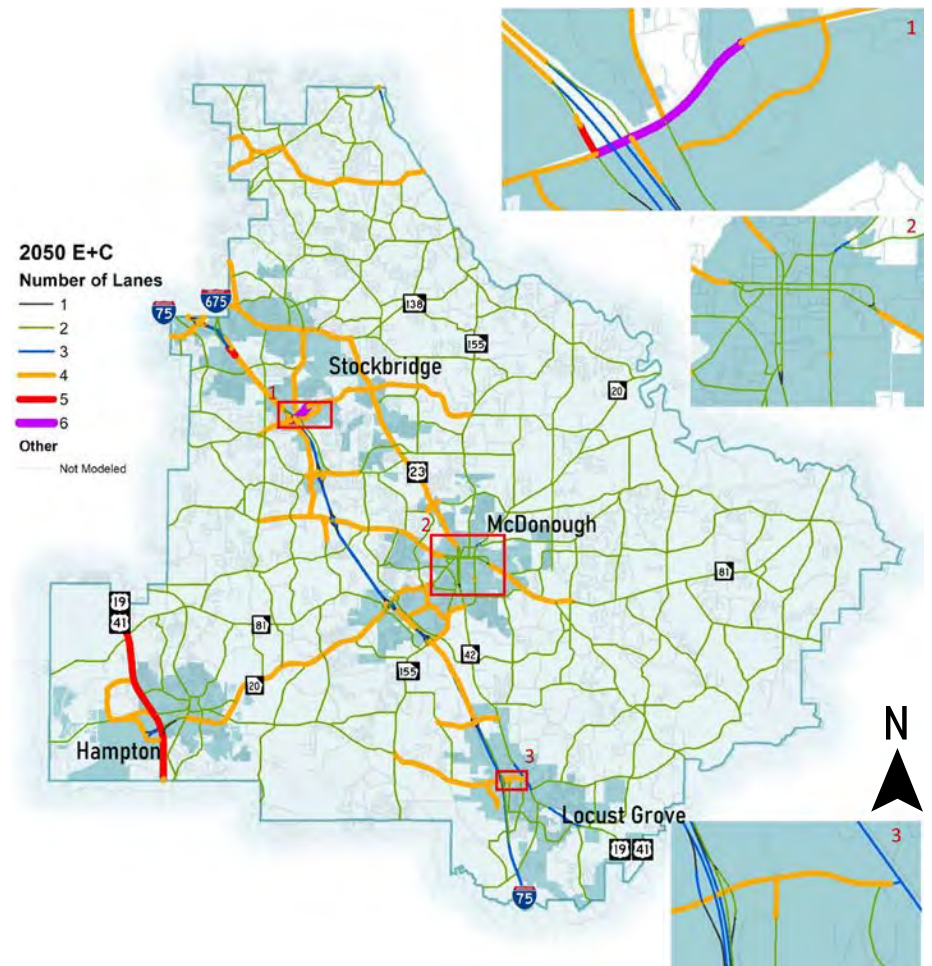


Figure B-4.3. 2050 E+C Laneage



## 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 north of McDonough	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 between Lawrenceville Street & Ben Horton Drive		NB, E
SR 81 east of Bethany Road	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	
	SR 20 between Turner Church Road & Elliott Road	SB, E	NB, E
	SR 20 between Elliott Road & Airline Road	SB, E	
	SR 20 between E Lake Road & county boundary	SB, E	NB, E

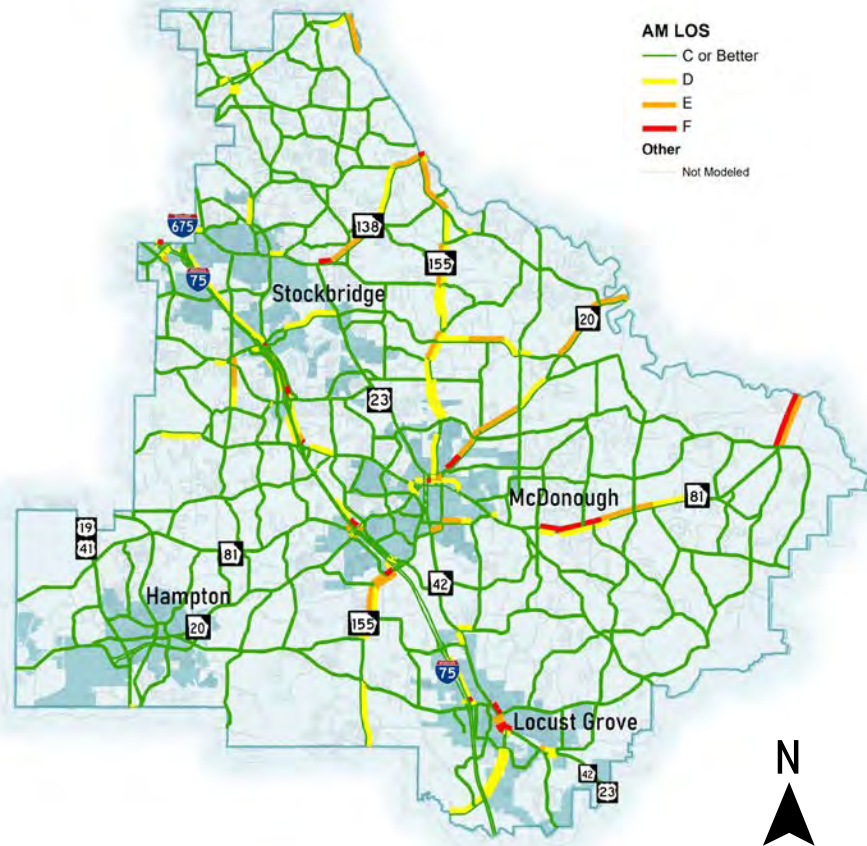


Figure B-4.4. 2050 AM LOS

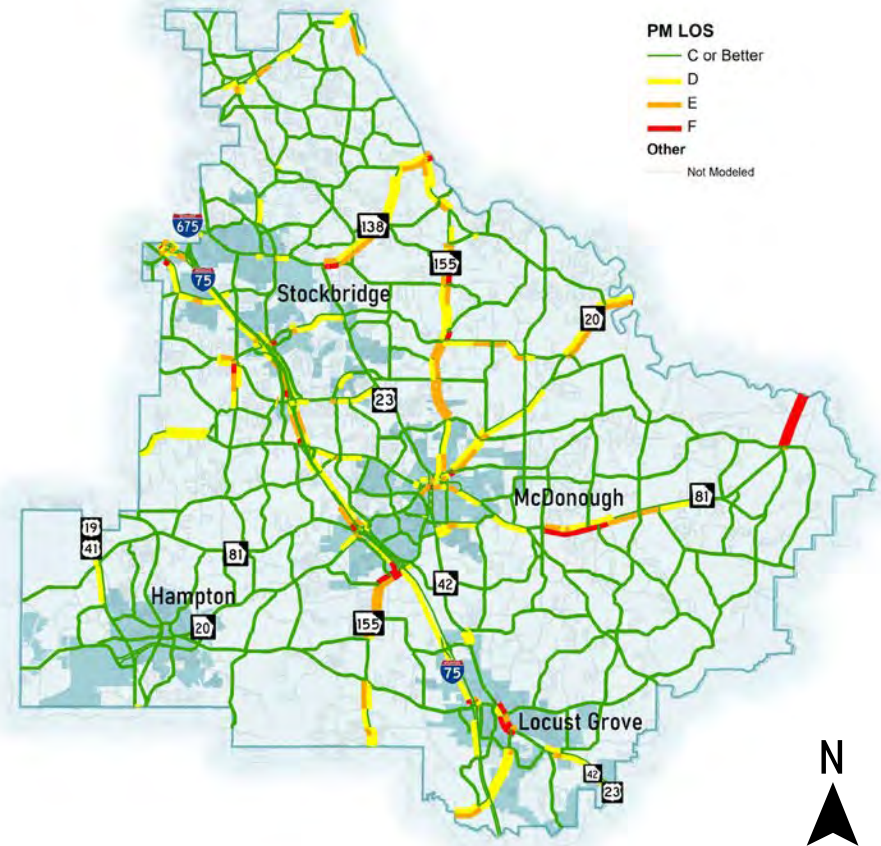


Figure B-4.5. 2050 PM LOS



## 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)

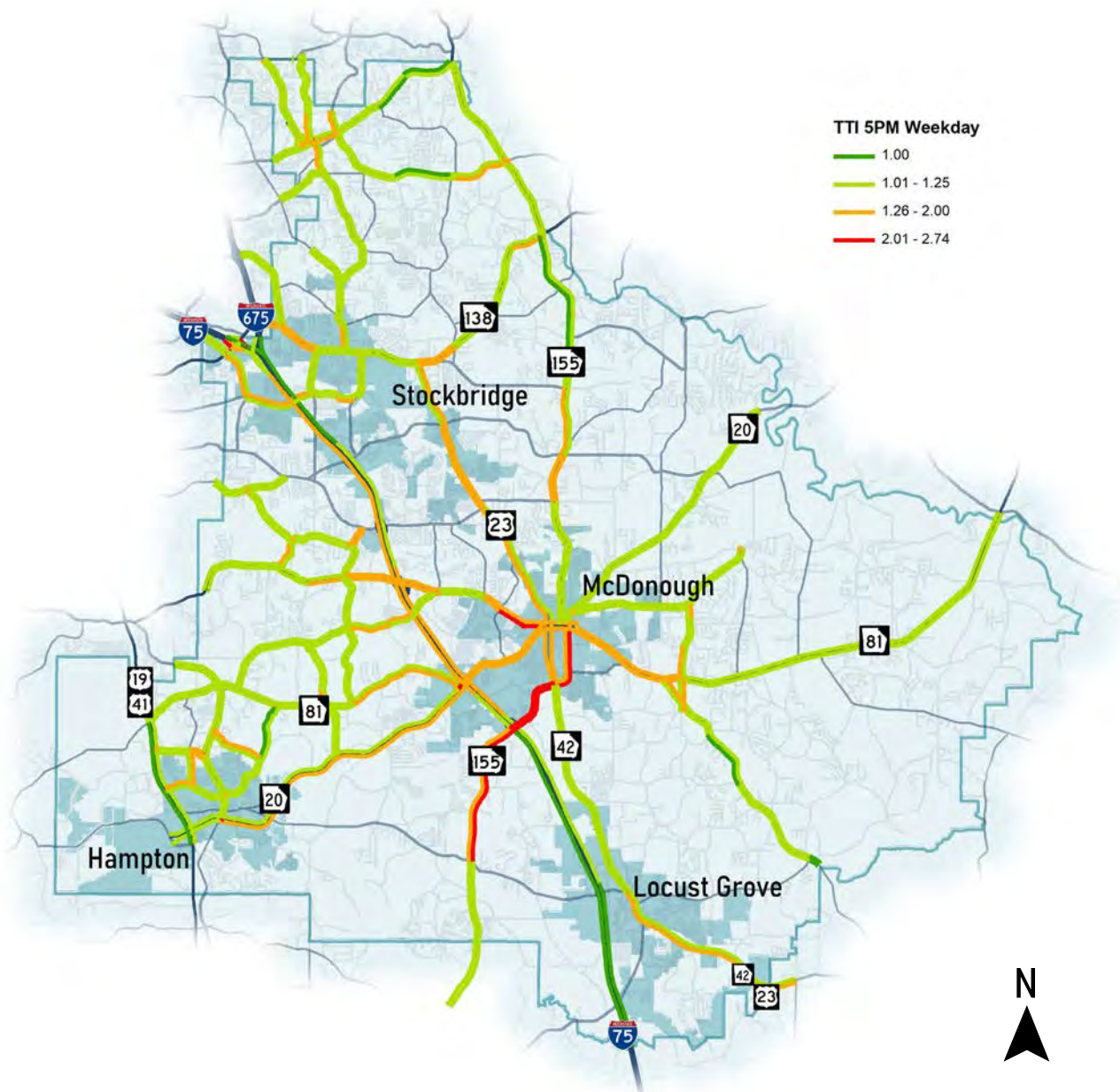
Rank	TTI	Road Name	From	To	Direction	Notes
1	2.74	I-75 NB off ramp	I-75	SR 138 / Lake Spivey Parkway	WB	Interstate ramp
2	2.60	Jonesboro Road	McDonough Parkway	Tarpley Street	EB	Roundabout
3	2.60	Jonesboro Road	Tarpley Street	Griffin Street	EB	Continuation of #2
4	2.49	I-75 SB off ramp	I-75	SR 138 / 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	2.46	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 S	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 S	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	2.02	1.64
11	W Panola Rd	1.41	1.41	1.41	1.41	1.37	1.39	1.46	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 S	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	1.06	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 205B off ramp	1.05	1.04	1.06	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

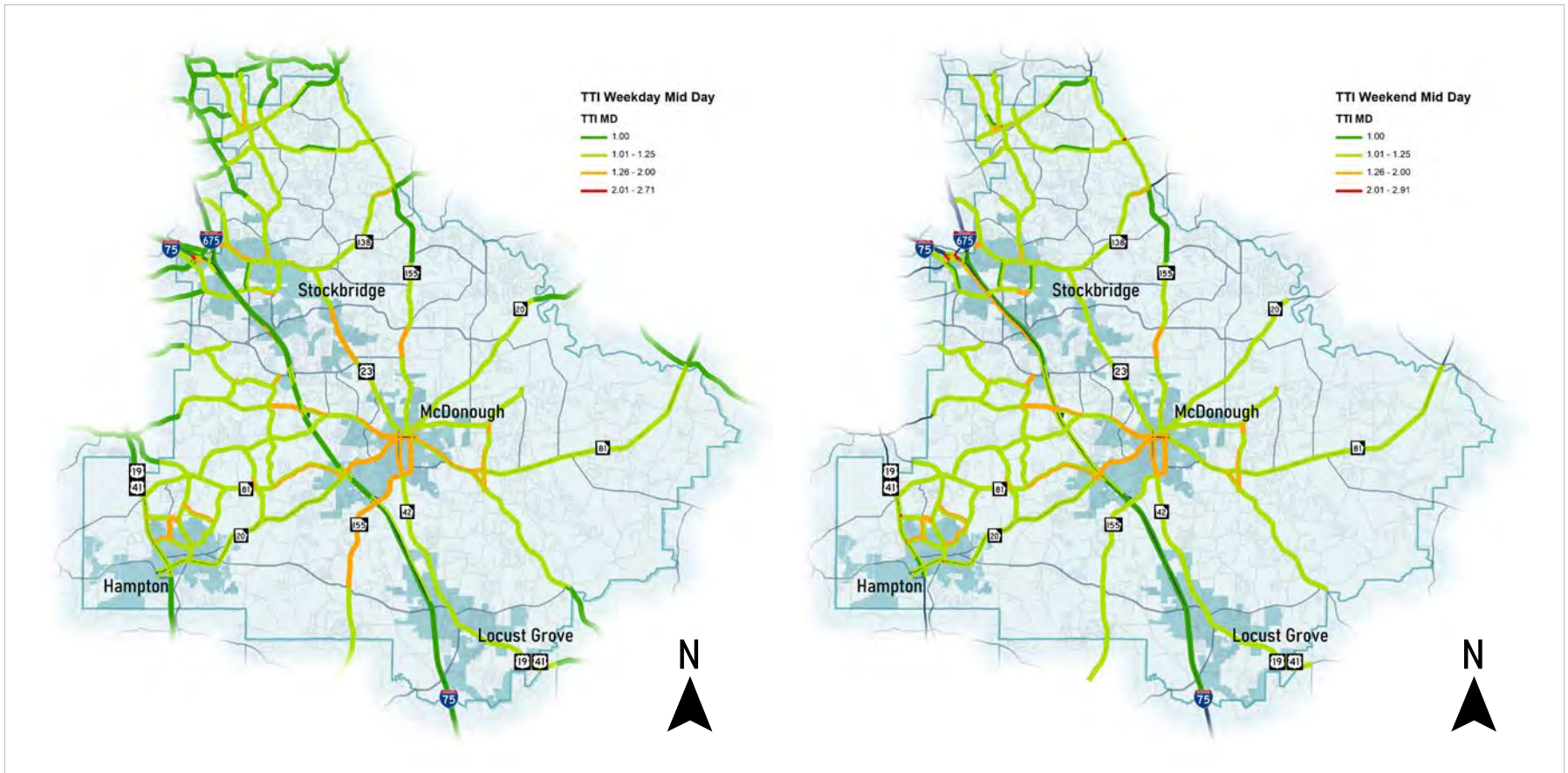


### Weekend TTI Assessment

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





**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.



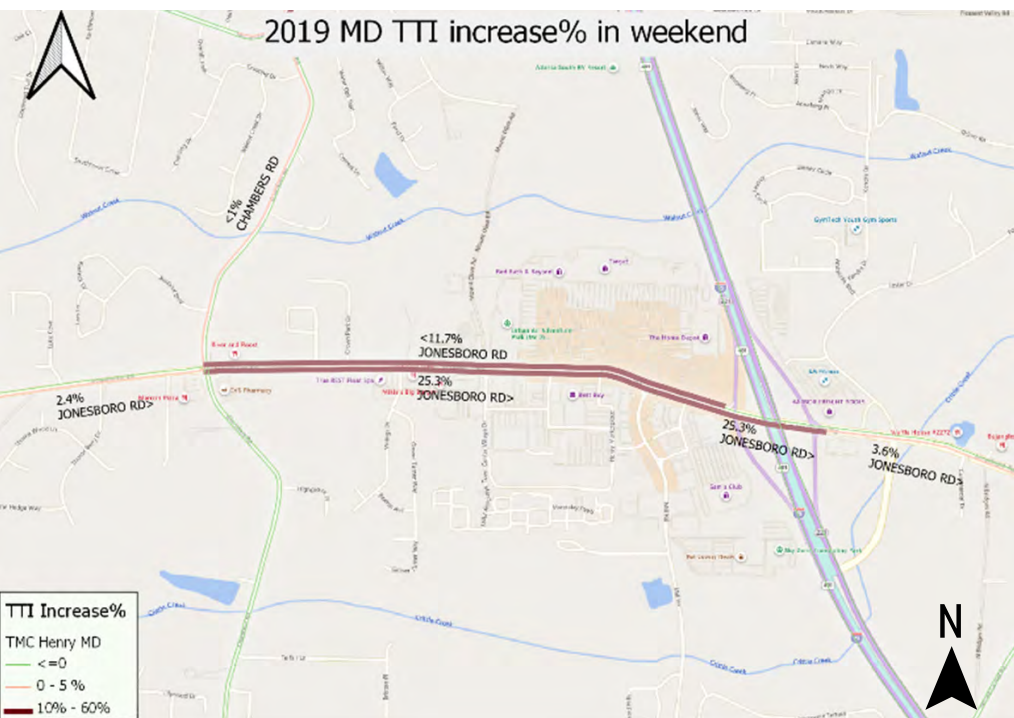


Figure B-4.8. 2019 Mid-Day TTI Comparison on Jonesboro Road

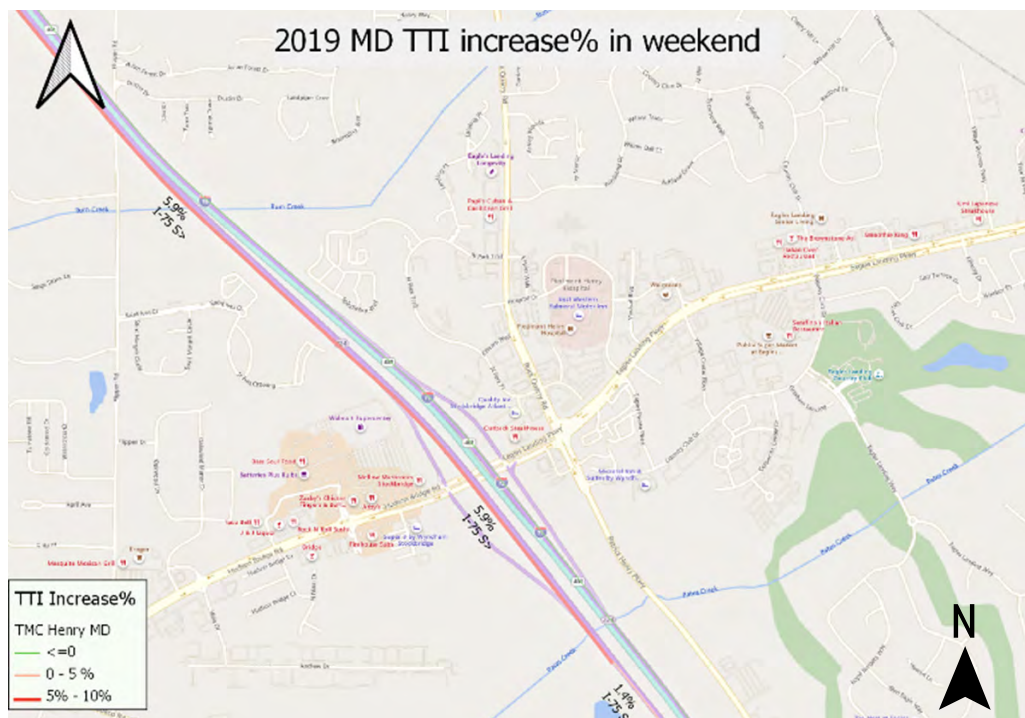


Figure B-4.9. 2019 Mid-Day TTI comparison on I-75 SB



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

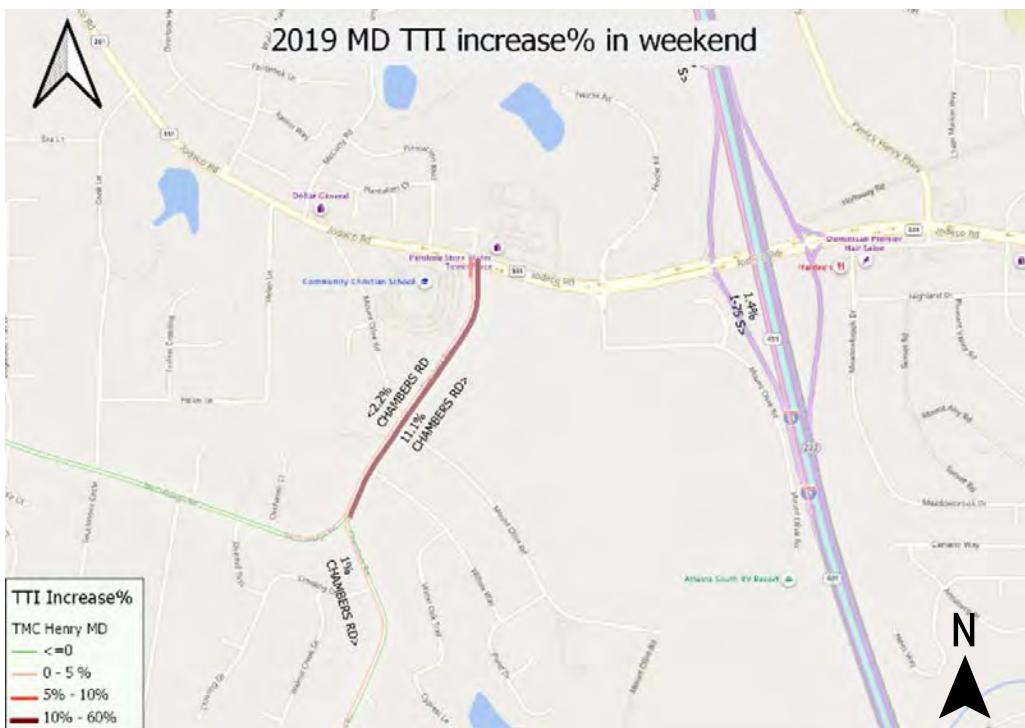


Figure B-4.11. 2019 Mid-Day TTI comparison on Chambers Road

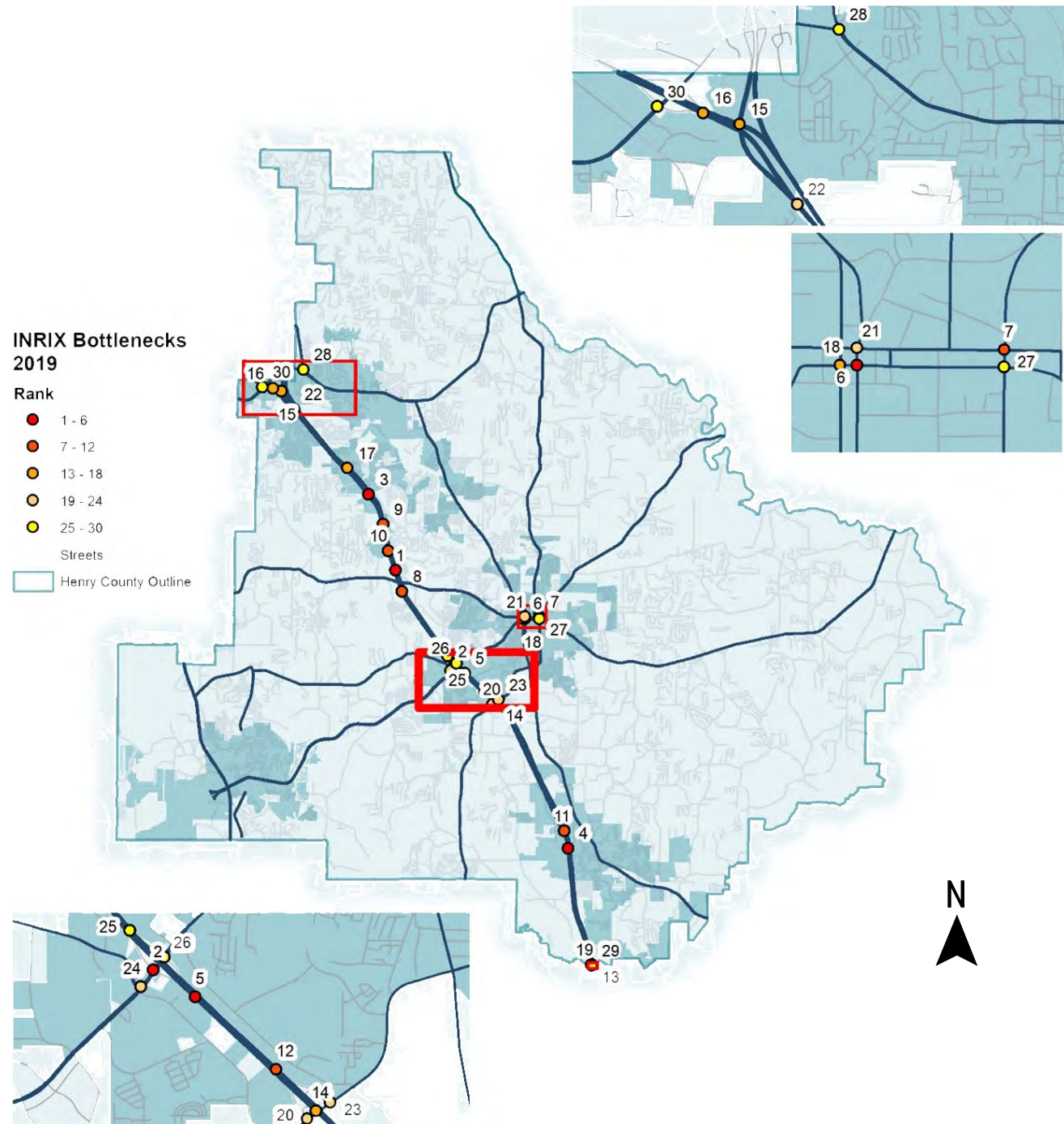


## BOTTLENECKS

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)

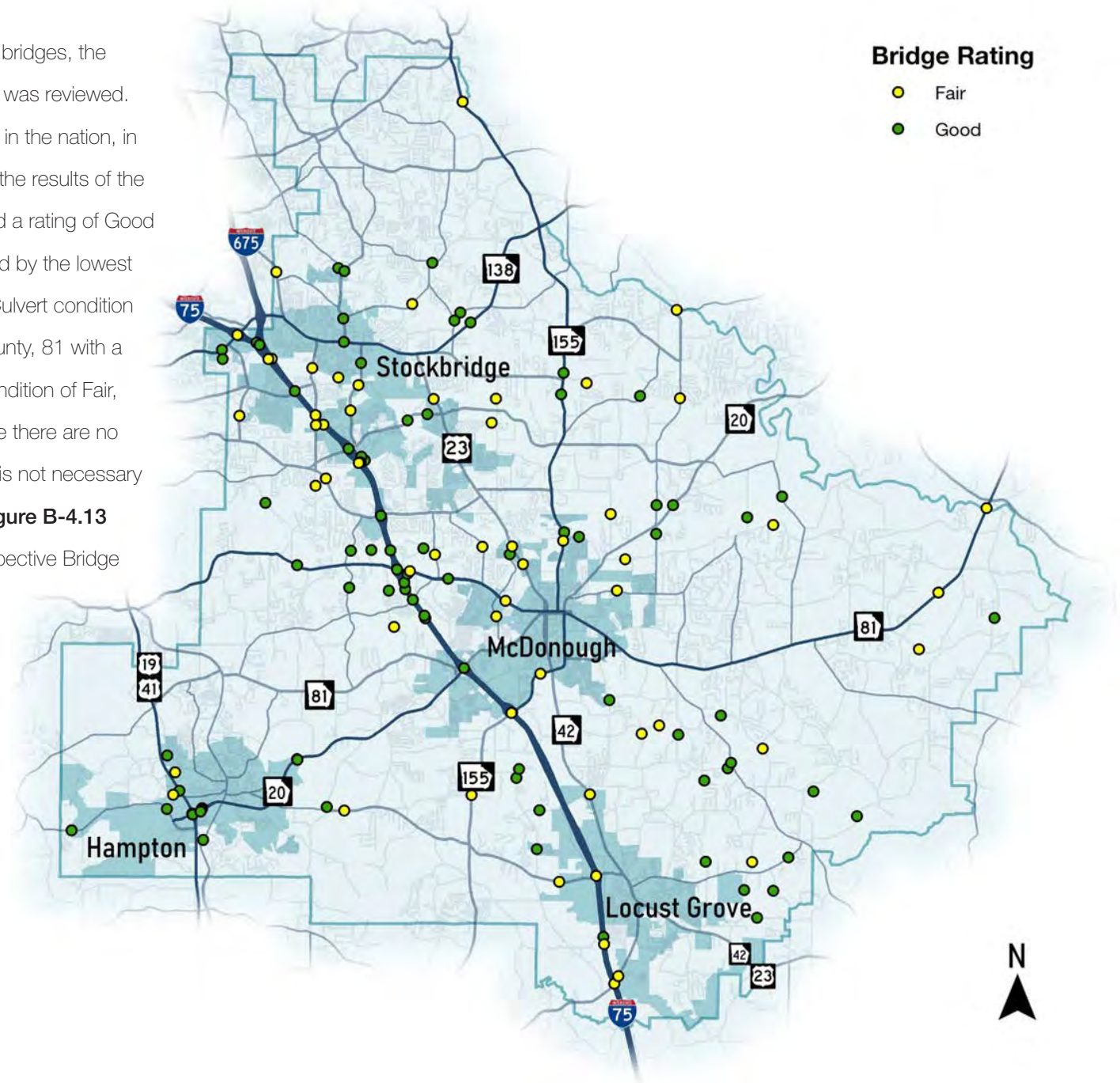
**Table B-4.5. INRIX Bottlenecks (2019)**

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.

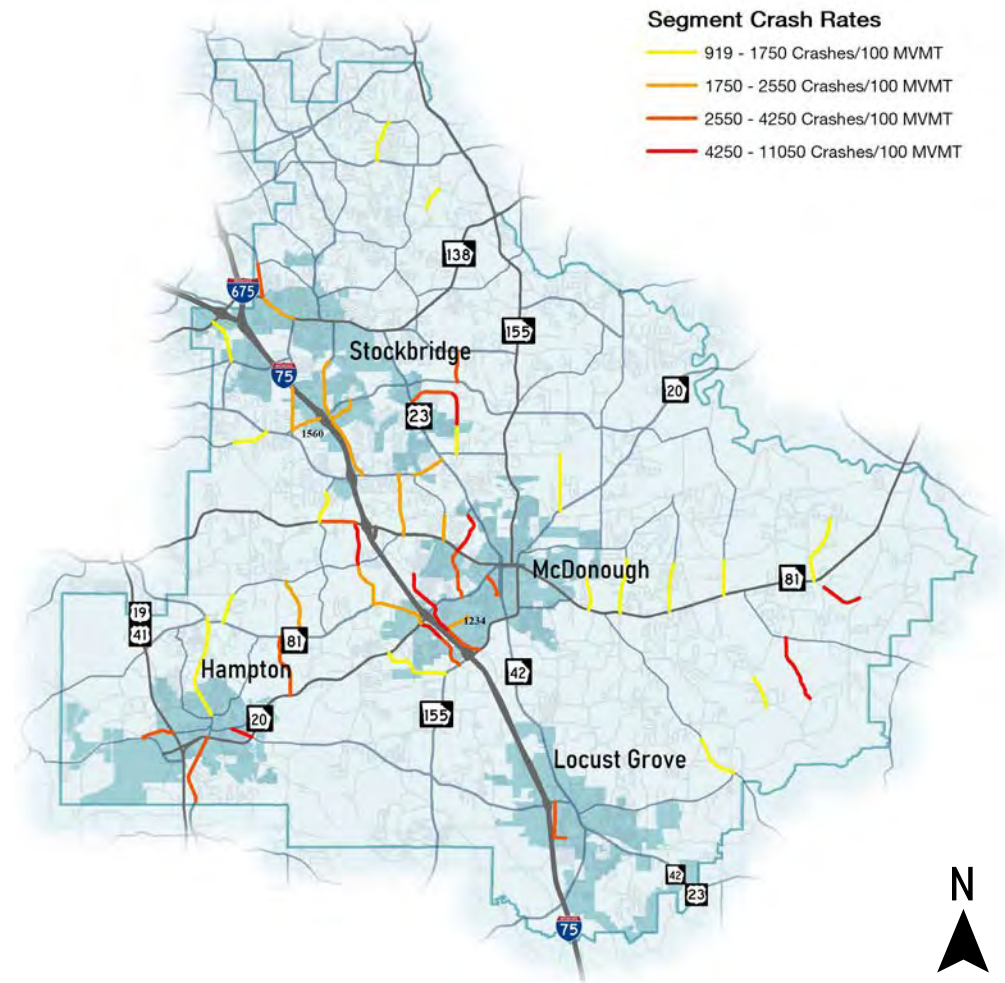
## AUTOMOBILE SAFETY ANALYSIS

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

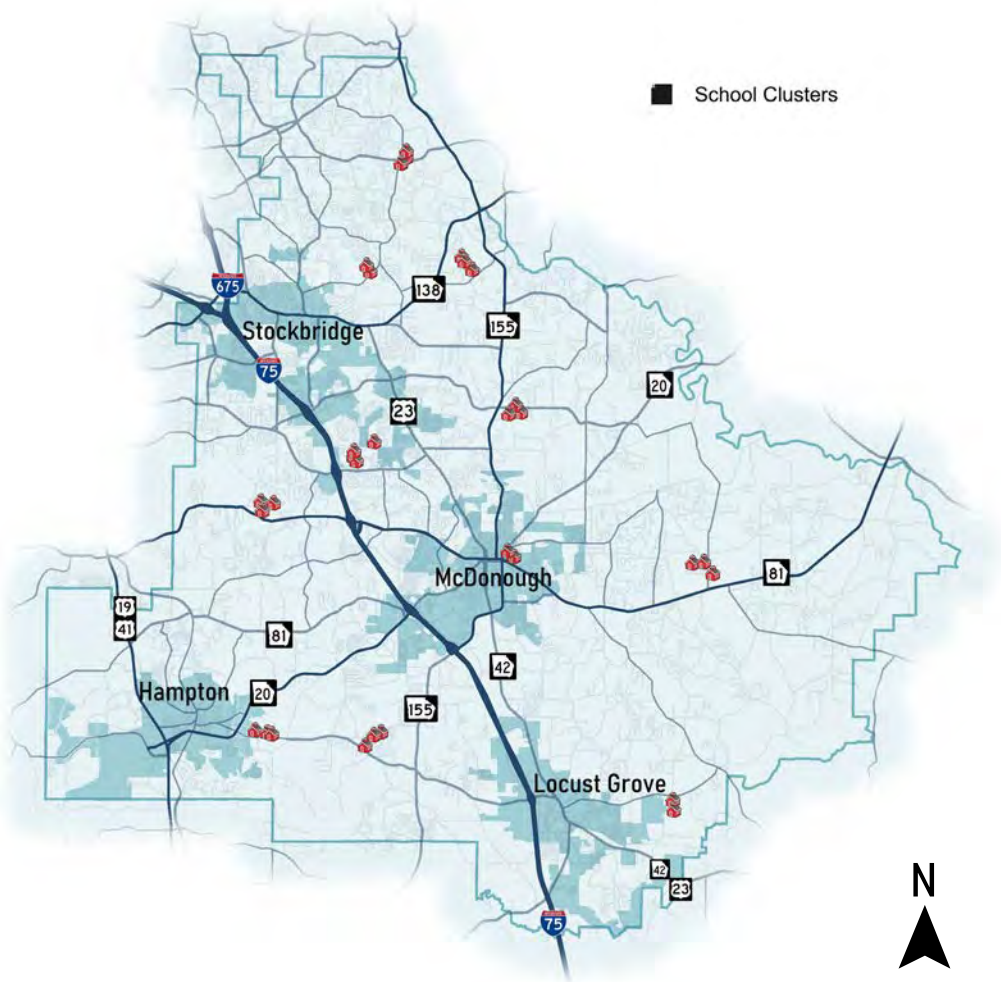
**Figure B-4.14.**

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.

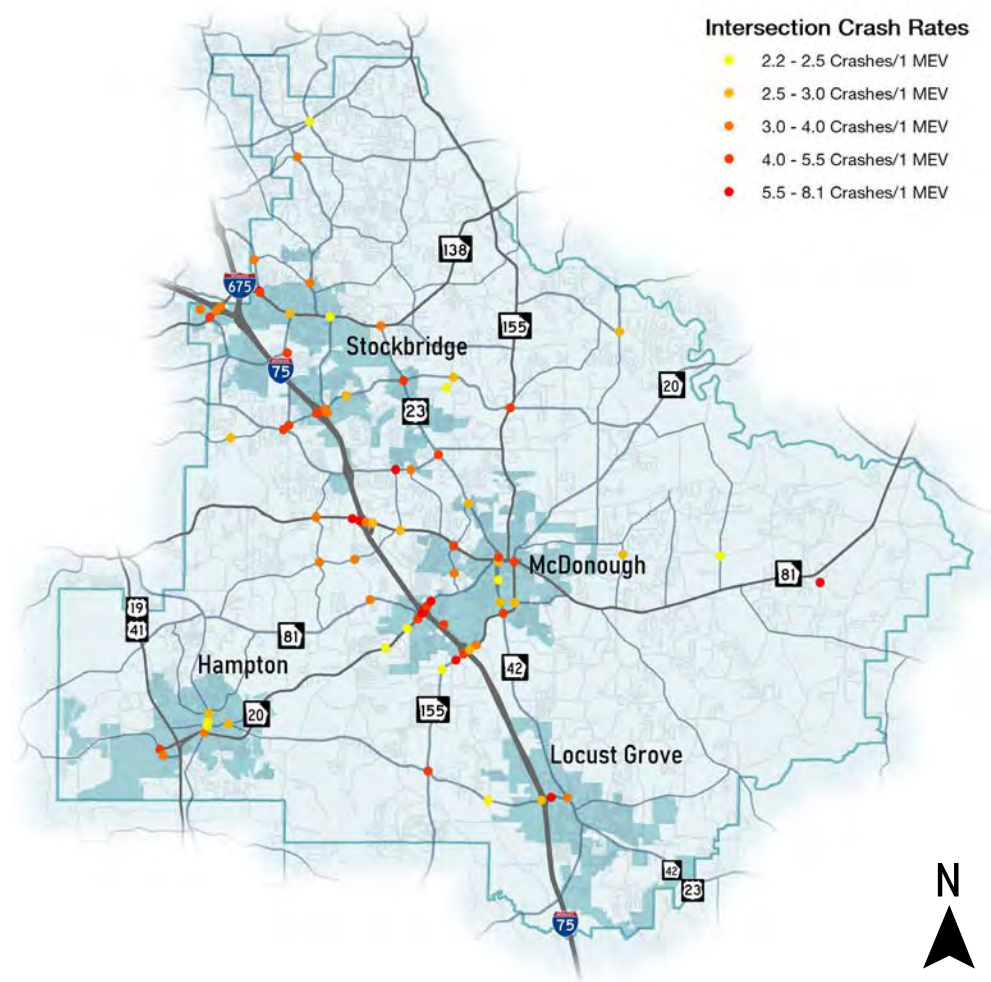


**Figure B-4.14.** Segment Crash Rates



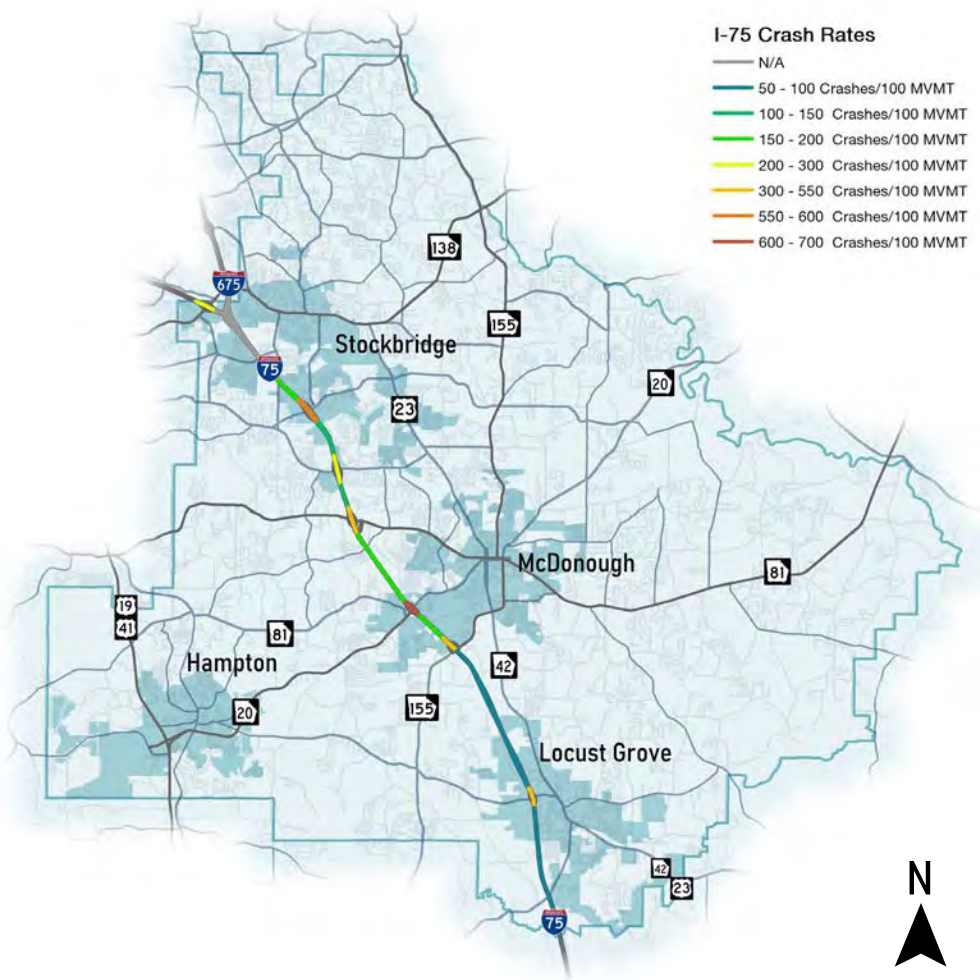


**Figure B-4.16.** Highest Crash Rate Segments

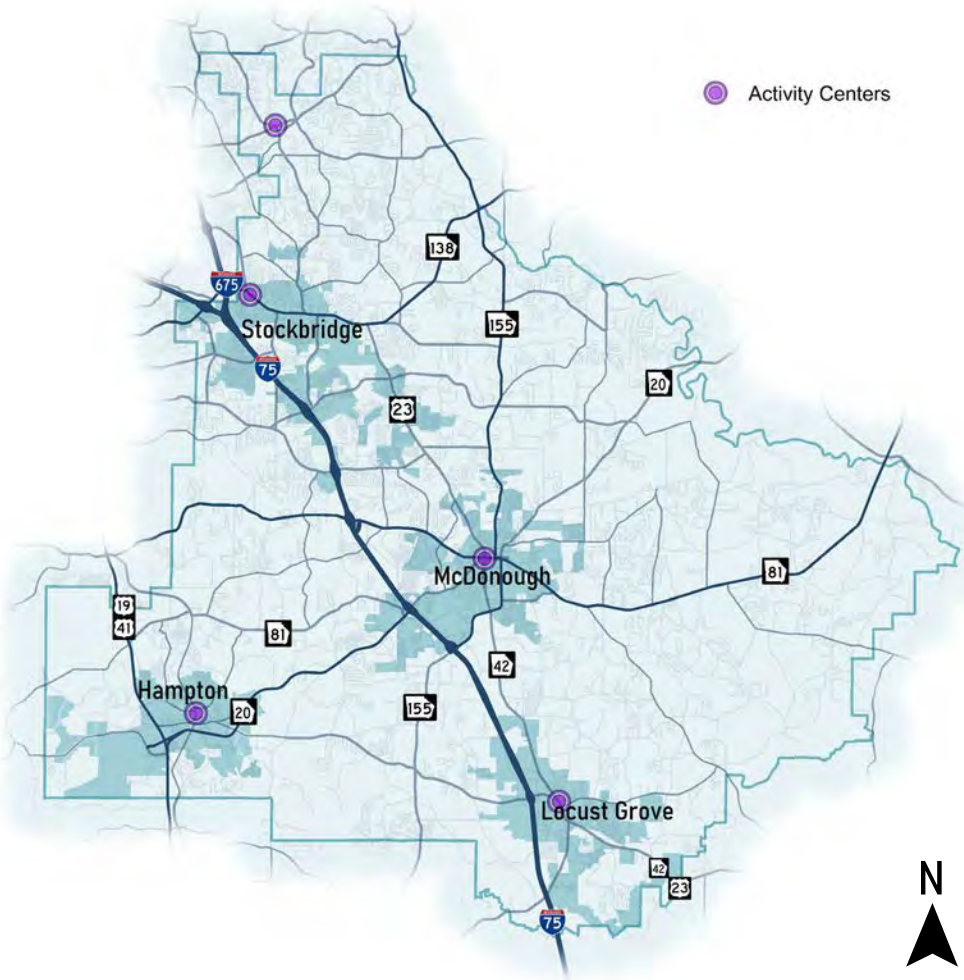


**Figure B-4.15.** Intersection Crash Rates





**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

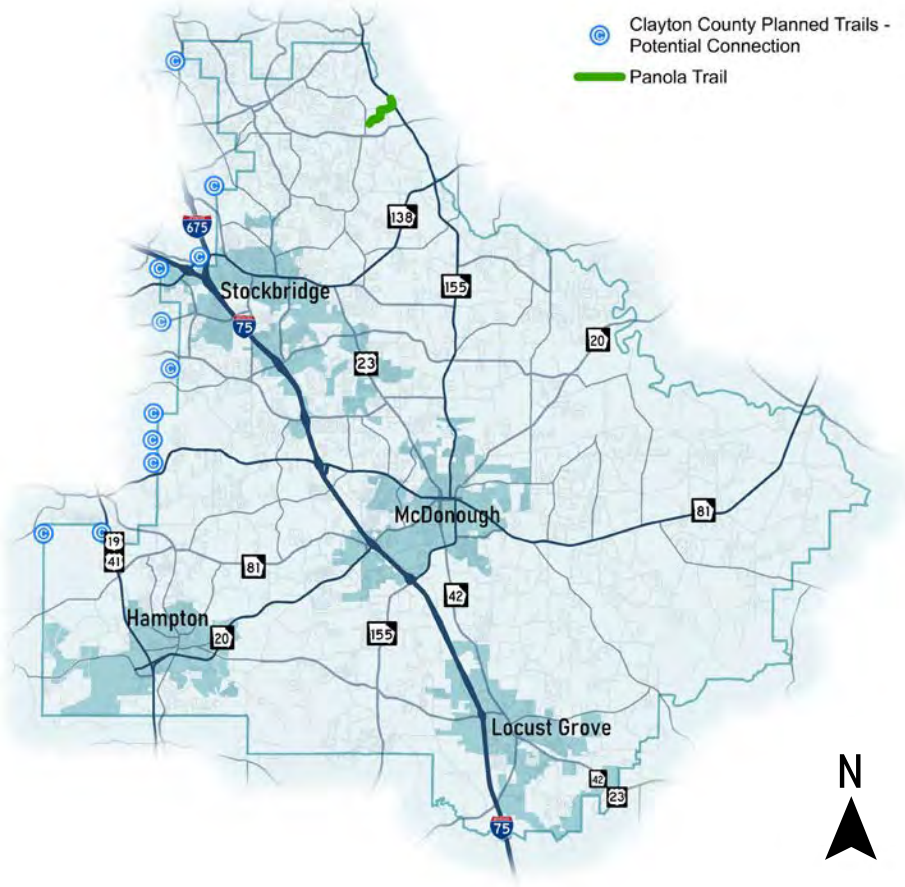
ID	Location	Control	Preliminary Screening Comments
431	SR 81 at I-75 NB Ramps	Traffic Signal	Intersection is mostly 'built out', no safety concerns noted, crash frequency may be driven by congestion
436	SR 81 at Old Industrial Boulevard	Traffic Signal	Right turn lanes along SR 81 are short, vehicles 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

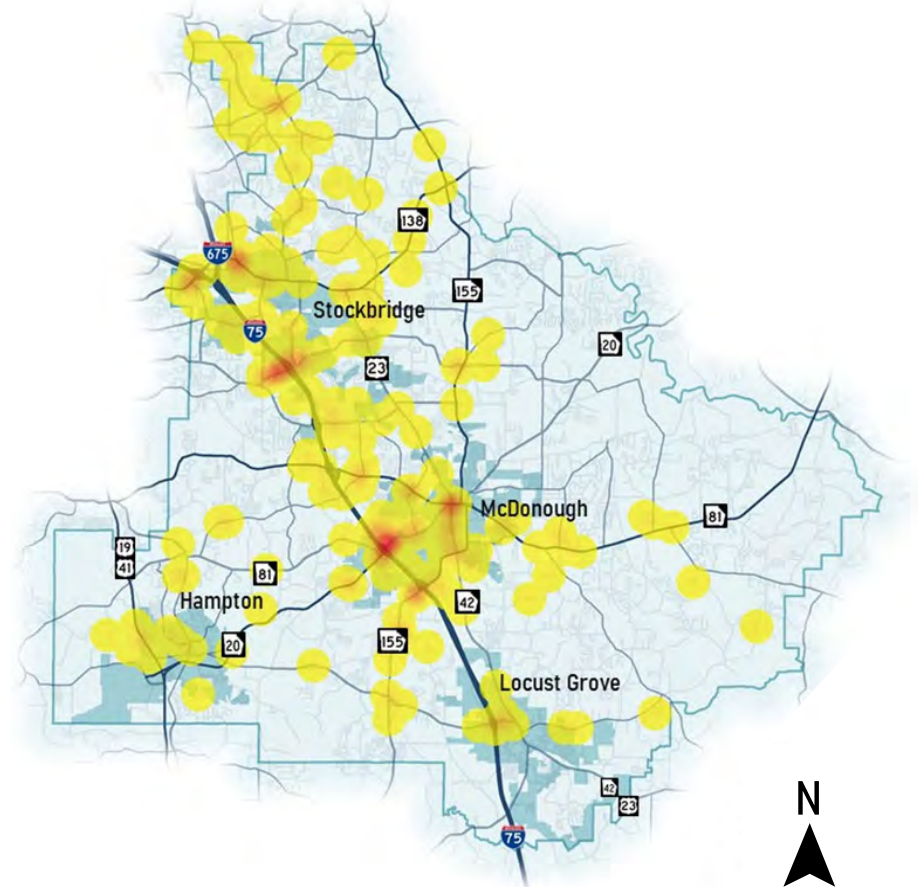
ID	Location	Control	Preliminary Screening Comments
520	SR 42 NB at Lawrenceville Street	Minor Street Stop Control	There is a sharp curve along the WB approach of Lawrenceville St
339	Mt Carmel Road at Mitt Road	All Way Stop Control	No turn lanes, faded pavement markings, minimal shoulders, nature of 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	McDonouth 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



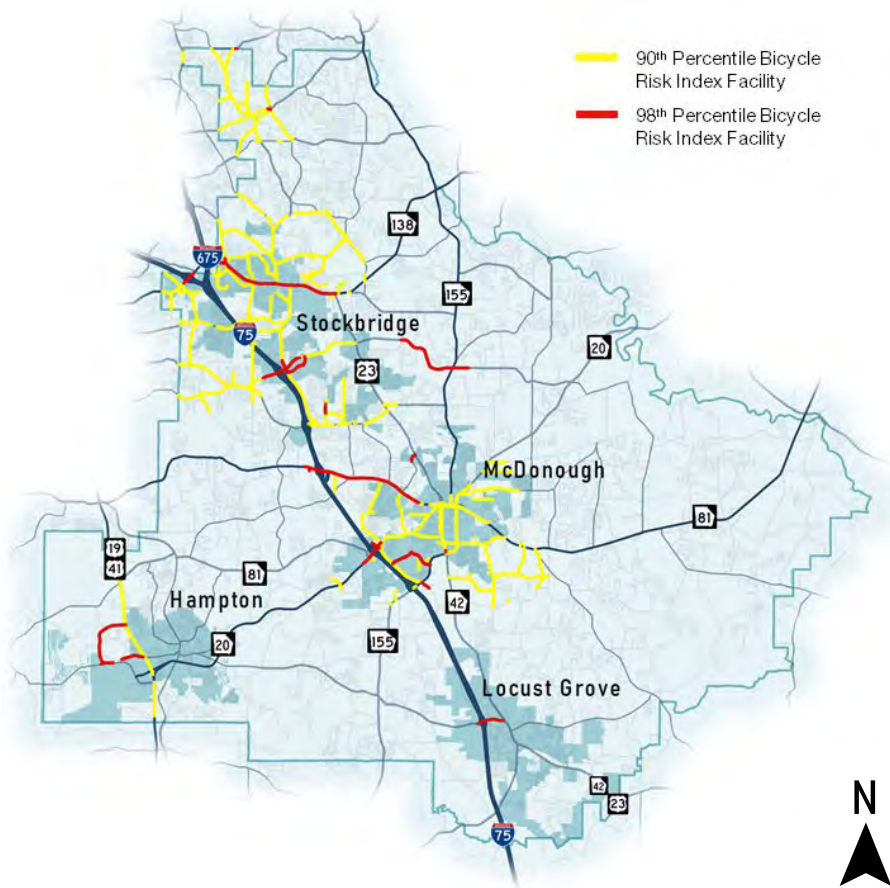
**Figure B-4.20.** Pedestrian Crash Hotspots

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:

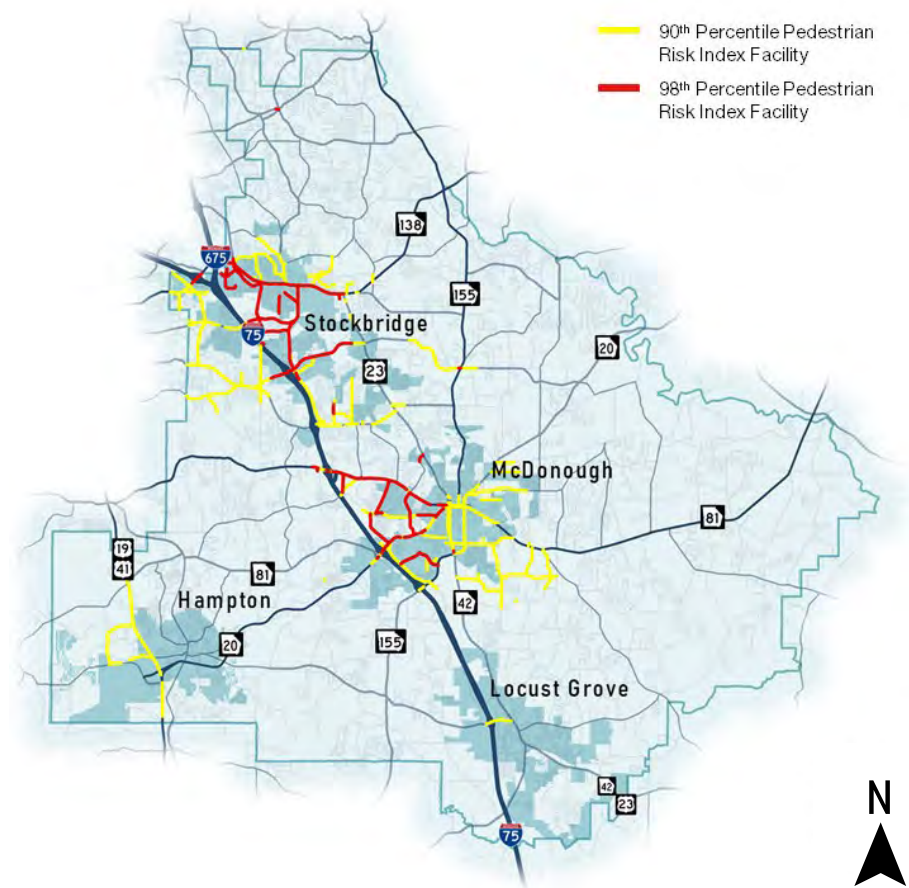
- Crash history (with fatal and serious injury crashes weighted three times other crashes)
- Risk factors (design elements and street characteristics associated with a higher number of and/or more serious crashes). These elements and characteristics include:
  - A lack of lighting
  - A posted speed 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 nearby 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

# B-5 INTELLIGENT TRANSPORTATION SYSTEMS AND TECHNOLOGY NEEDS

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.

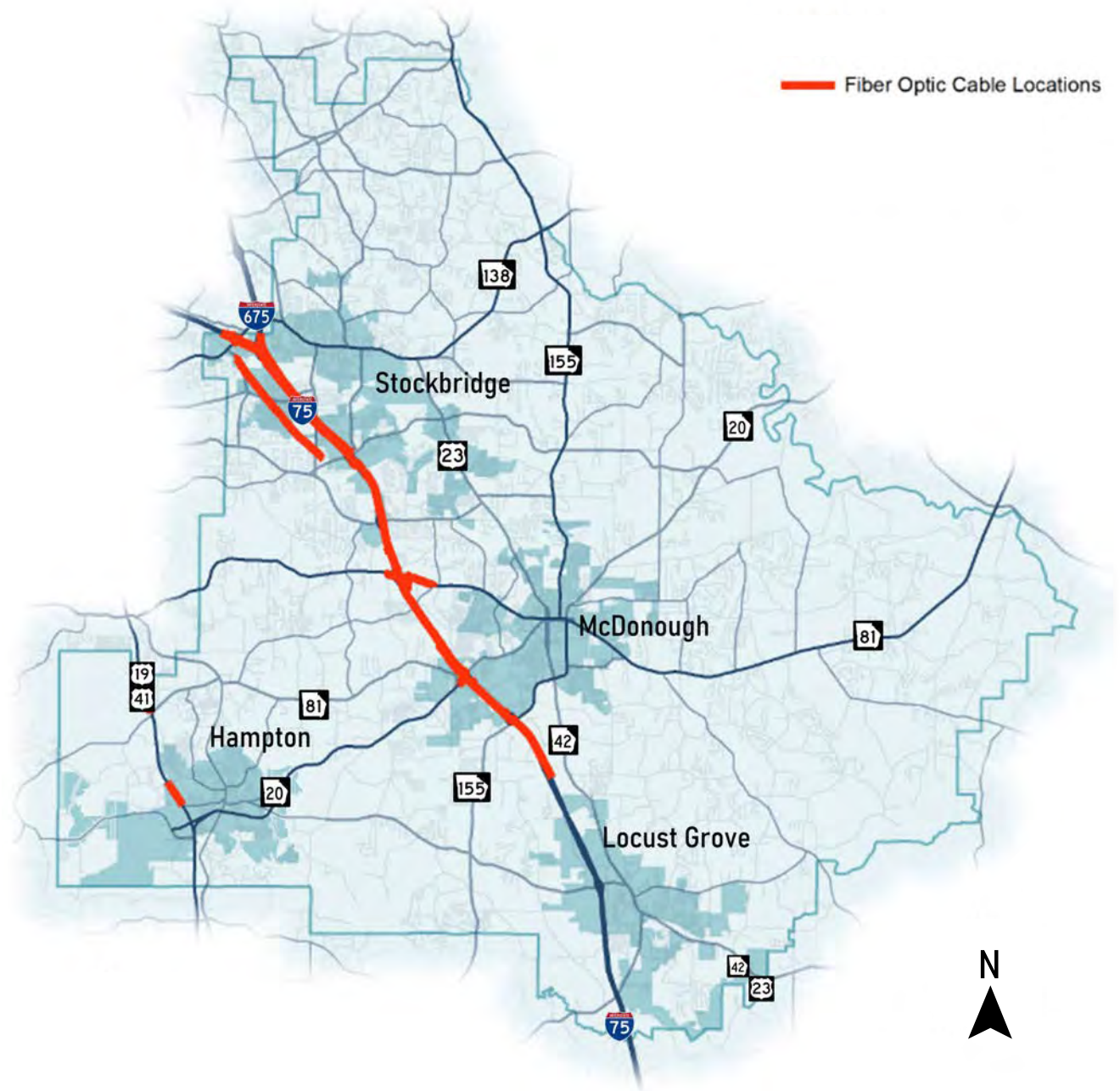




# INTELLIGENT TRANSPORTATION SYSTEMS – NETWORK SUPPORT

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.

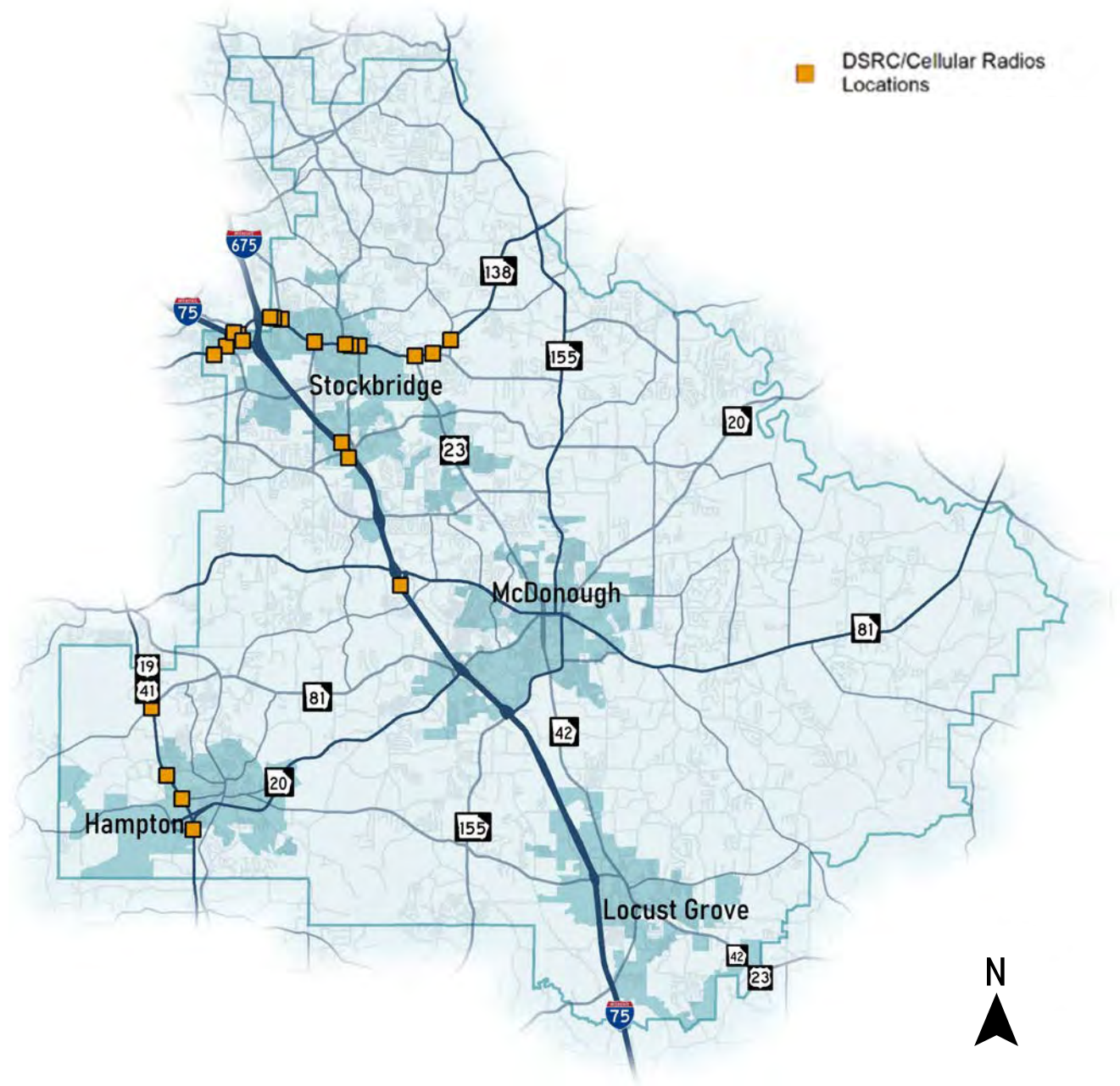
The ITS needs assessment for this document consisted of identifying existing and future locations of planned fiber optic installations and evaluating their support of Dedicated Short-Range Communication (DSRC)/Cellular Radios, Georgia 511 cameras, Regional Traffic Operations Program (RTOP). **Figure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



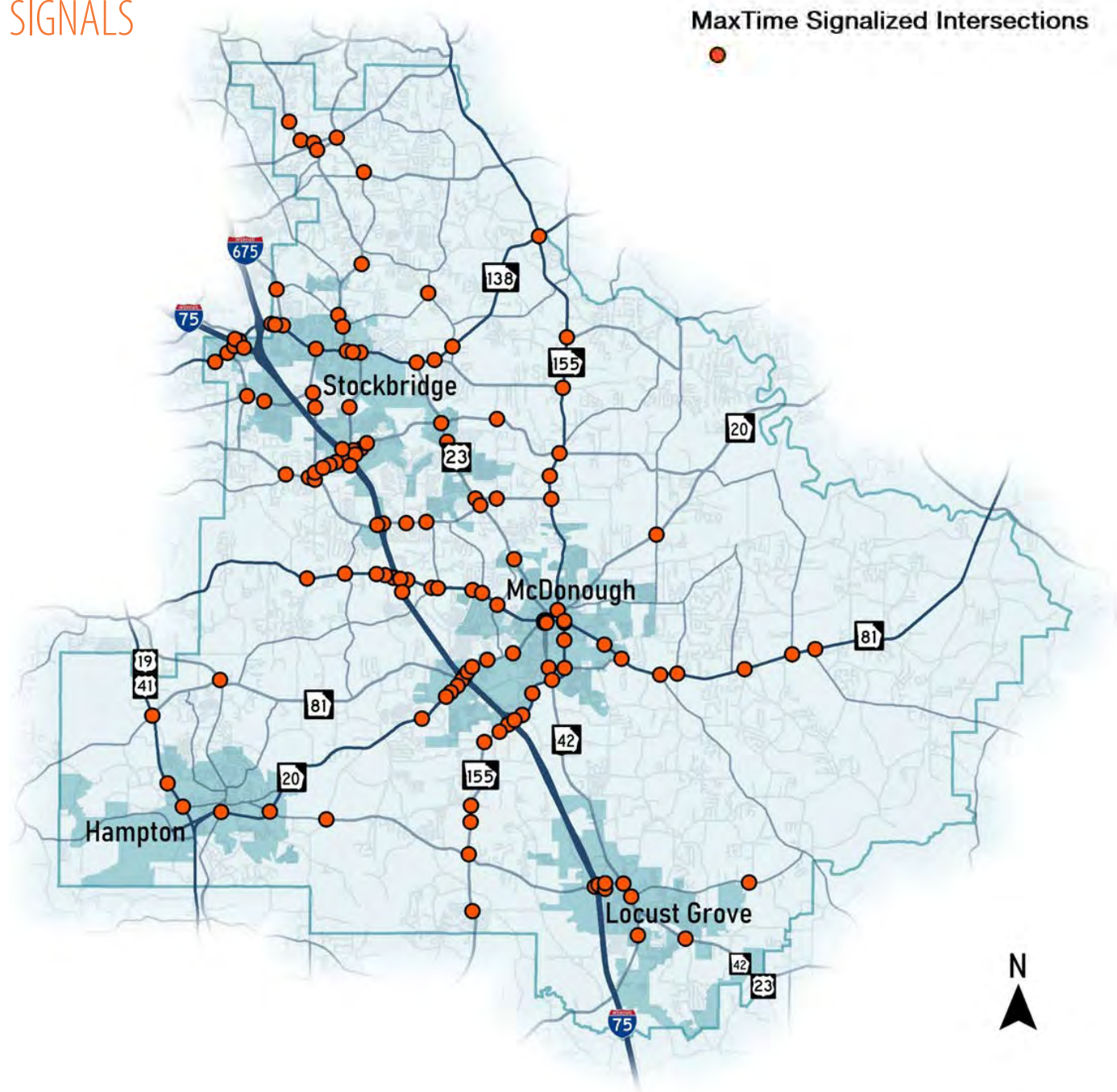
**Figure B-5.2.** DSRC/Cellular Radio Locations in Henry County



## 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.

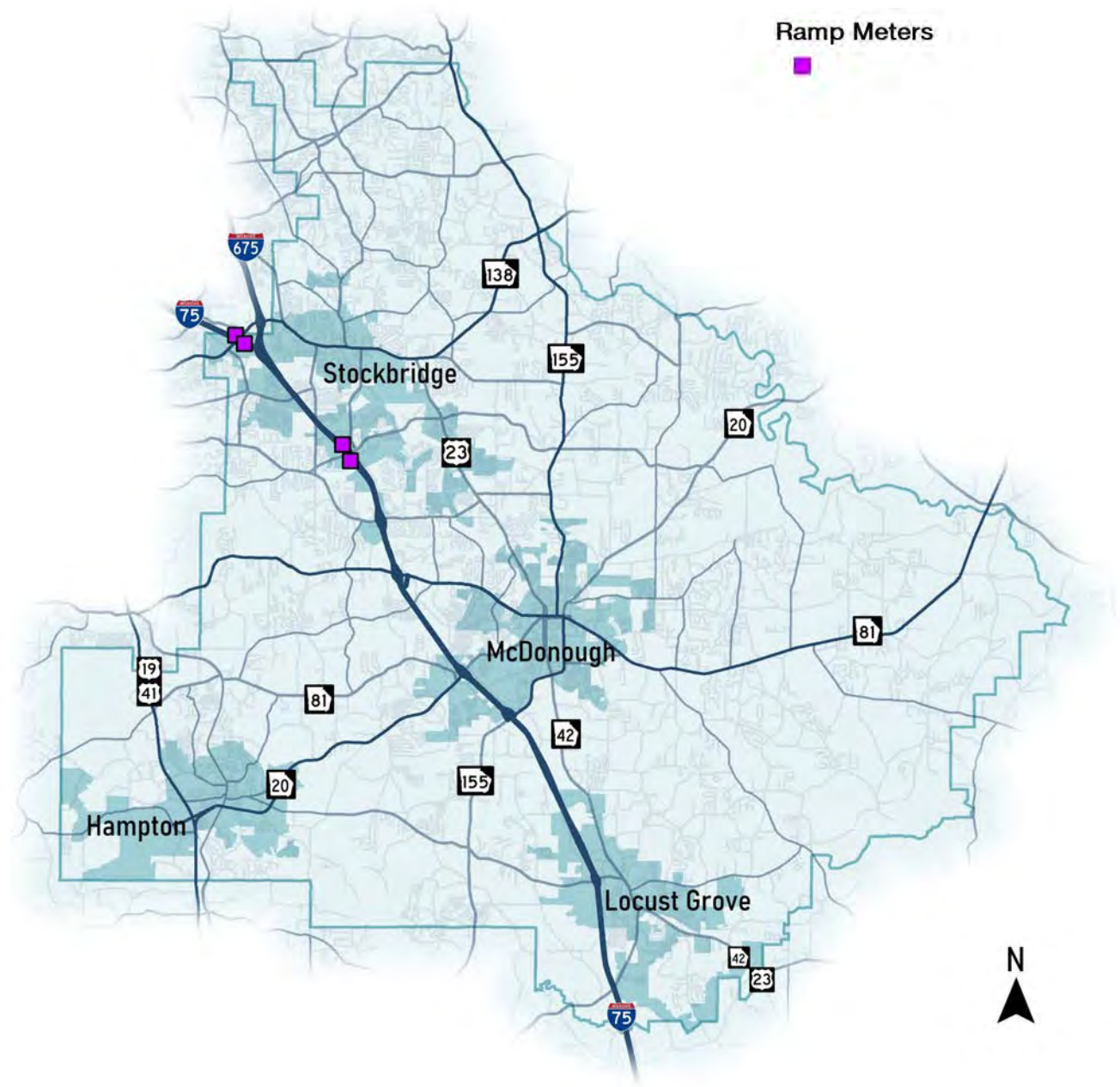
**Figure B-5.3** shows traffic signals in Henry County with the firmware installed. Analysis shows that only 133 (63%) of the 211 traffic signals in Henry County have MaxTime firmware. Henry County should enable the remaining traffic signals to be remotely monitored and adjusted by Henry County and through 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.

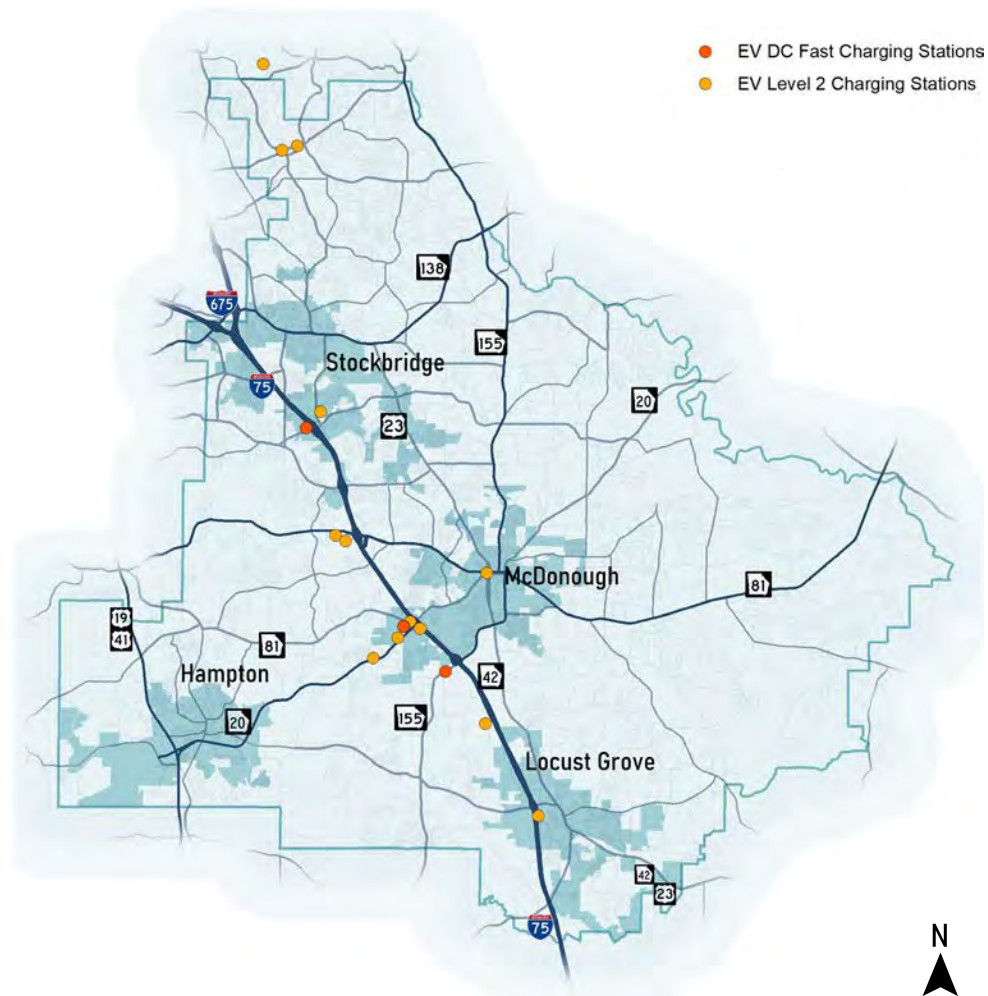
The heavy traffic flow from SR 138 during peak periods can cause congestion on I-675 due to merging. Installation of a ramp meter for both northbound and southbound could work to alleviate congestion during the peak period.



**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.

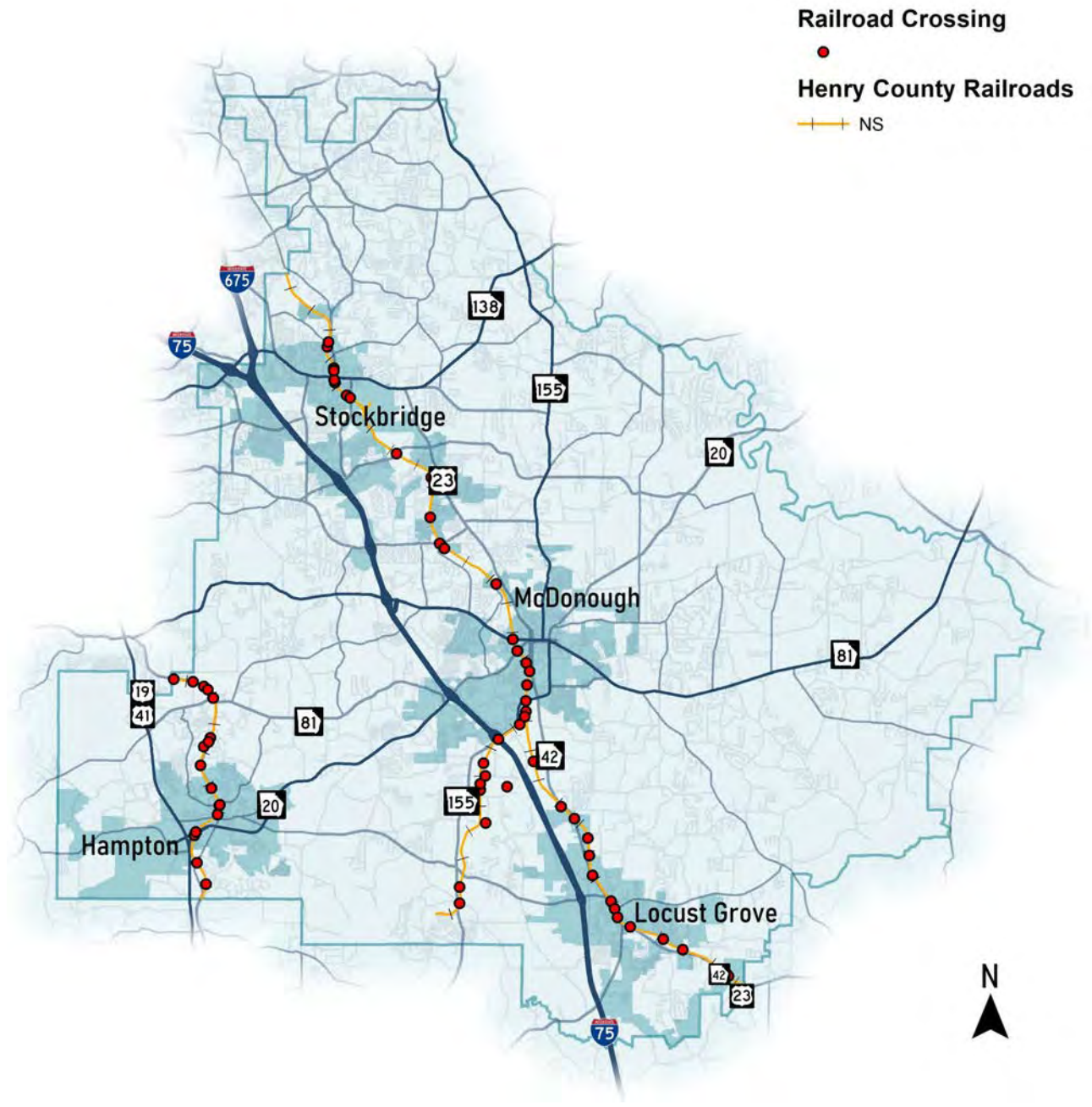
- Convergence of I-75 and I-675 in Stockbridge
- US 19/41 in Hampton
- Near I-75 in Locust Grove adjacent to the Walmart Supercenter or Tanger Outlets

## 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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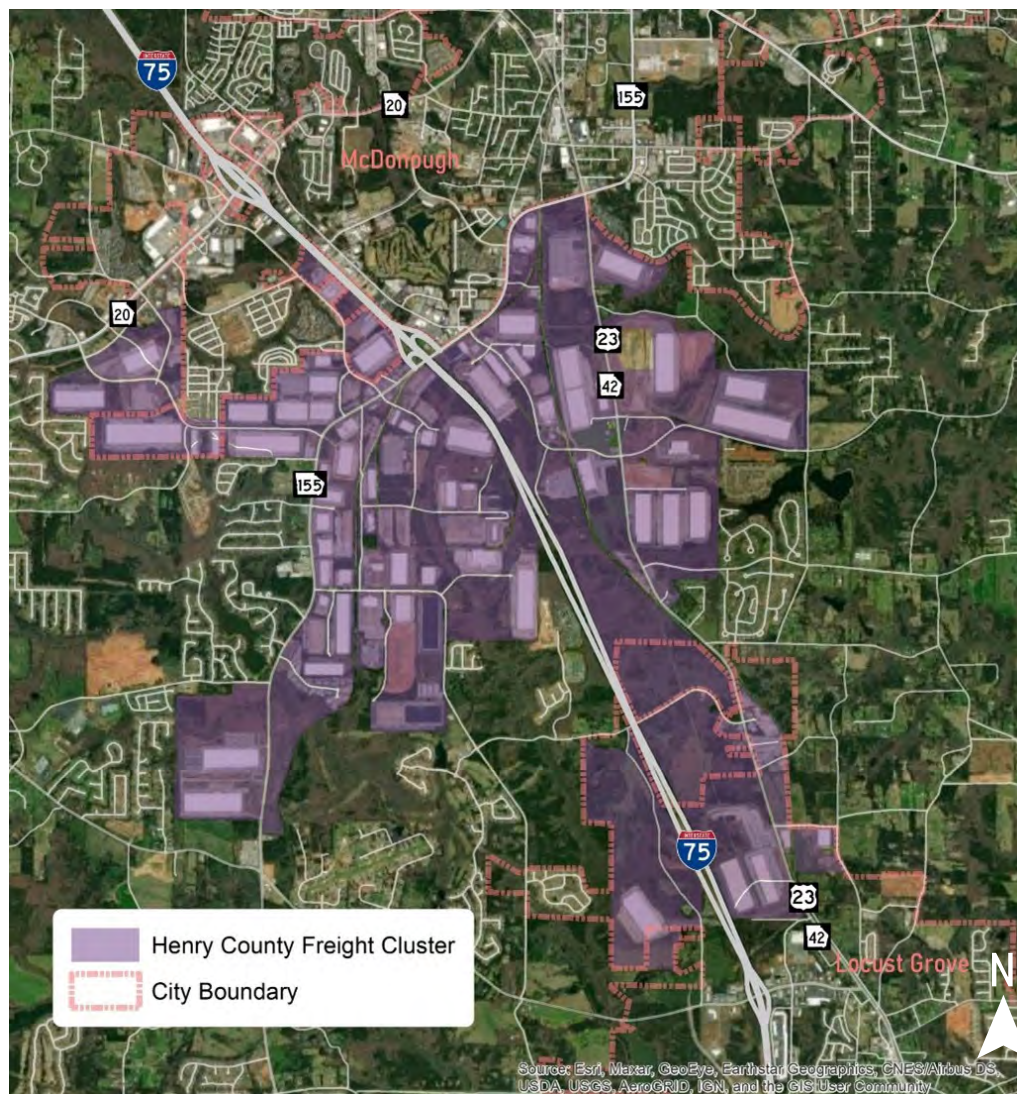
# B-6 FREIGHT NEEDS

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**. 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.

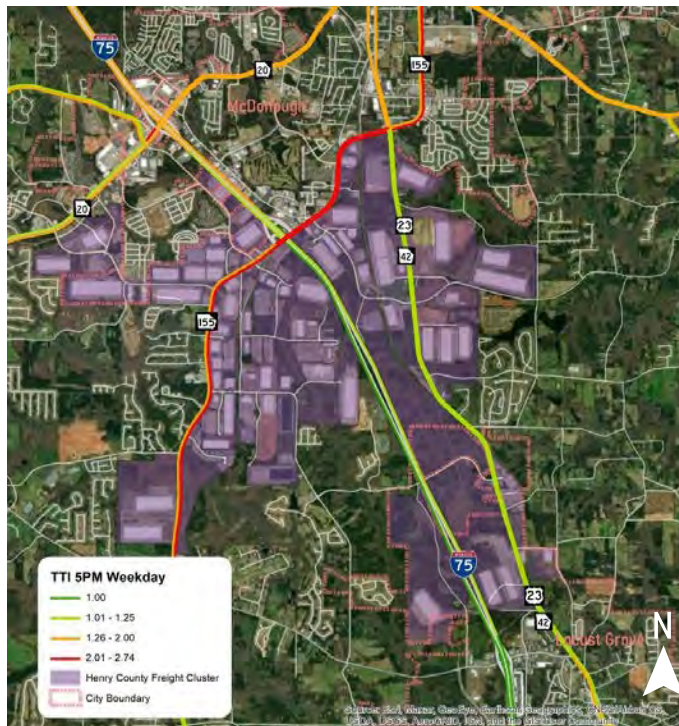


# MOBILITY ASSESSMENT

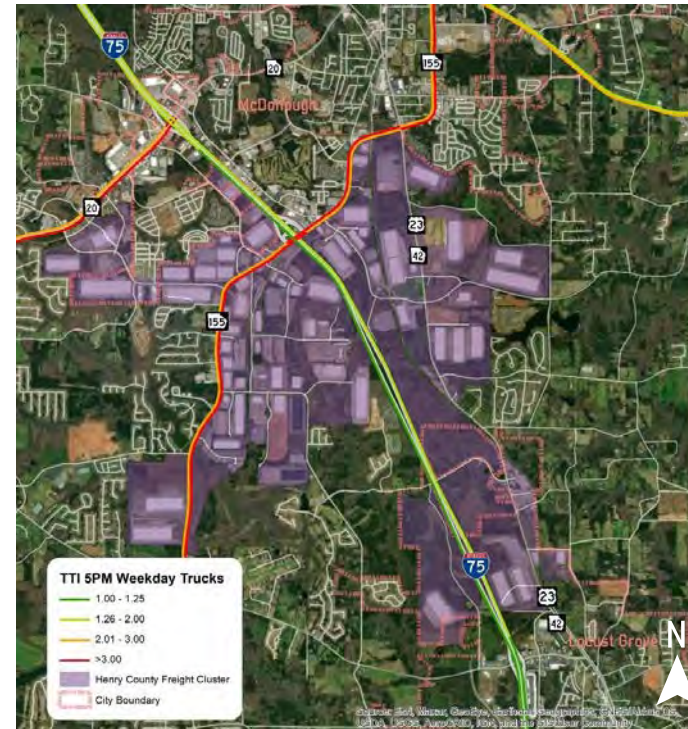
This section examines automobile and truck mobility in and around the McDonough-Locust Grove freight cluster.

## 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 may 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

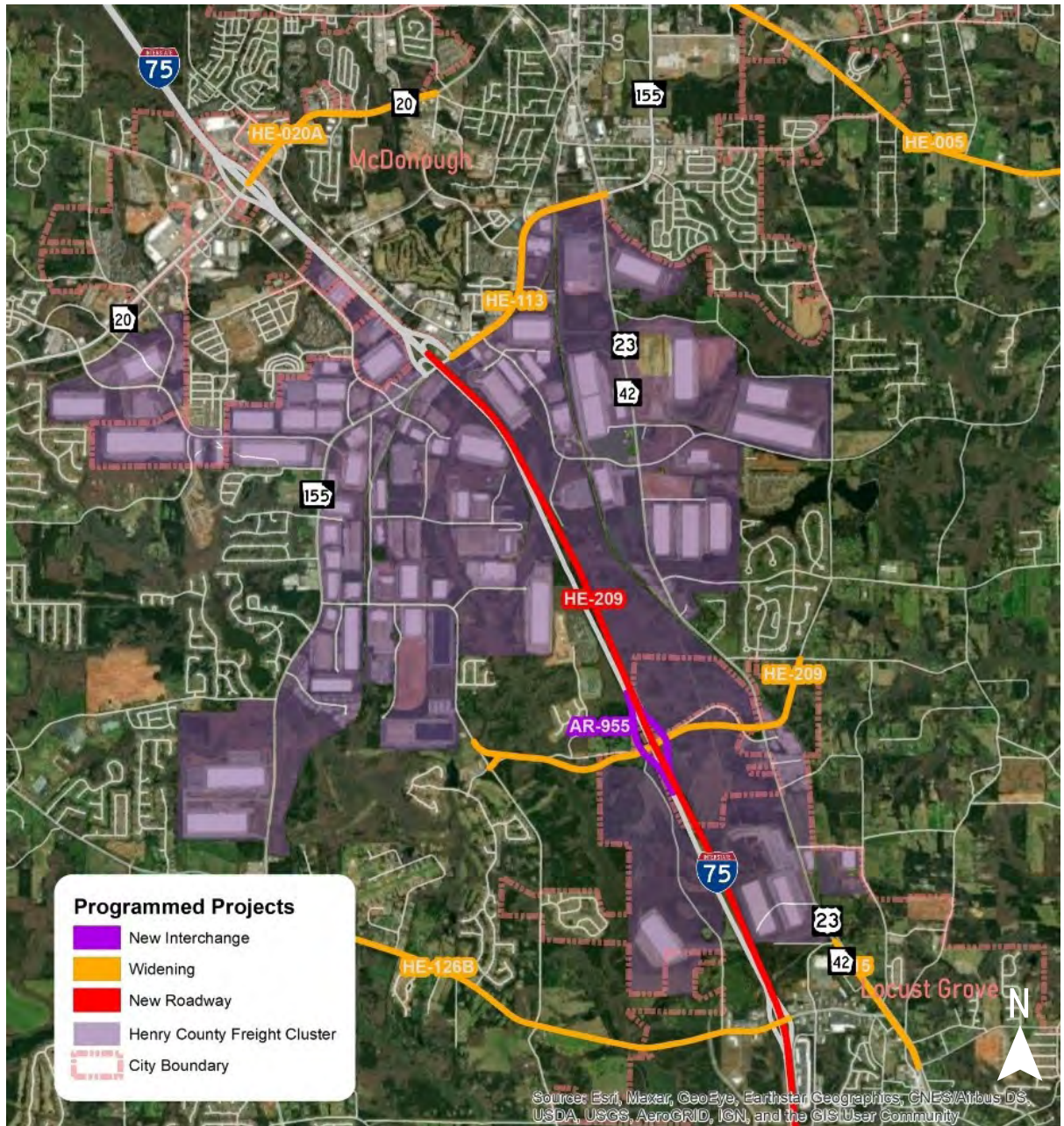


## PROGRAMMED PROJECTS

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.

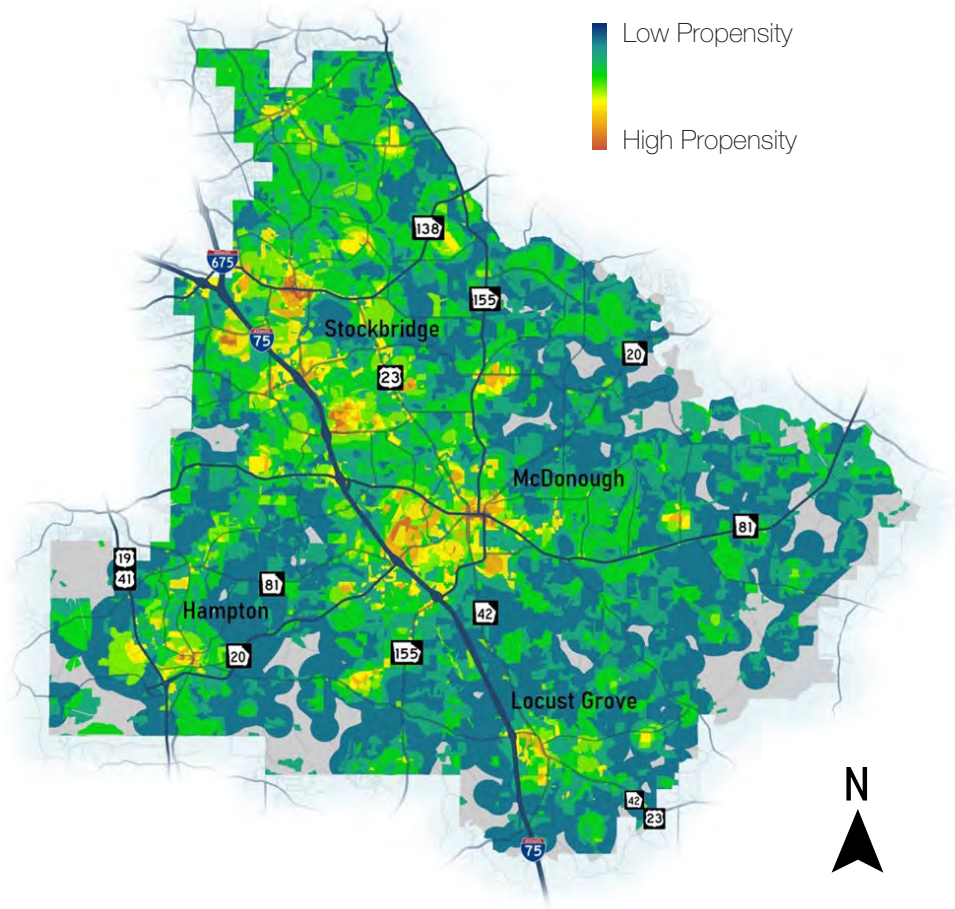
## INTERSECTION DENSITY

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

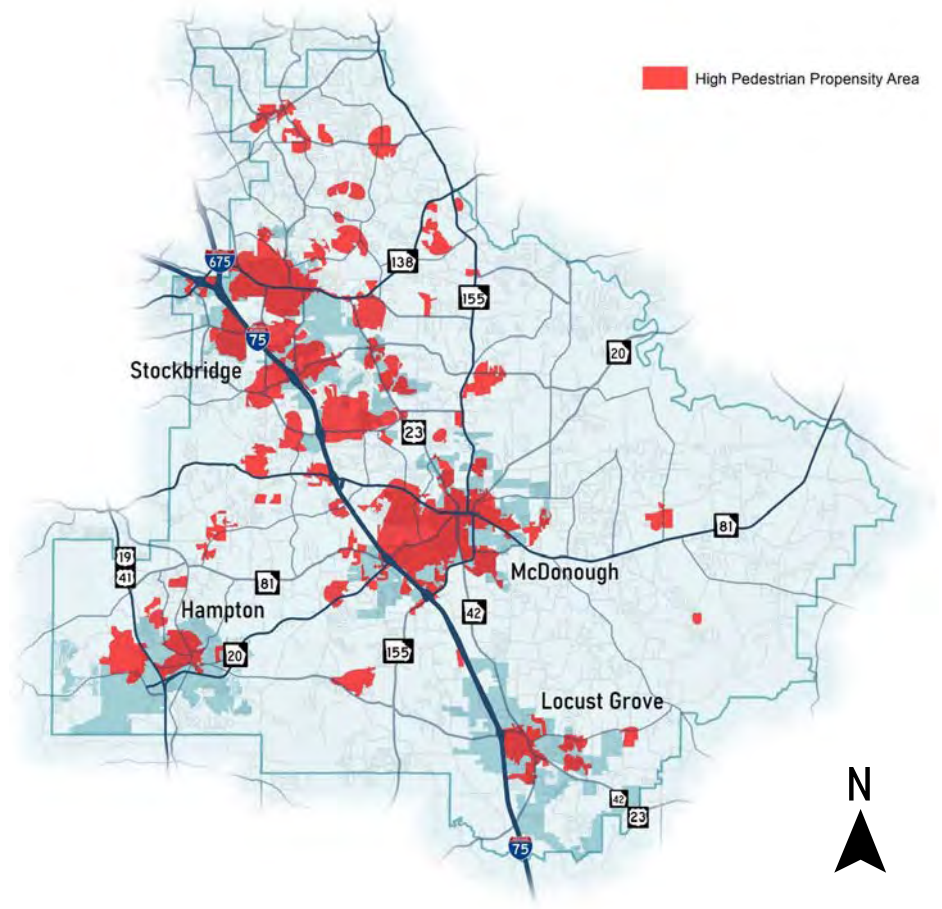
were not considered intersections in this analysis, as they provide limited benefit to pedestrians. This methodology avoids over weighting suburban style neighborhoods that may rely on cul-de-sacs and loops and therefore, are not highly walkable. A score was developed out of 10 proportional to the square 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



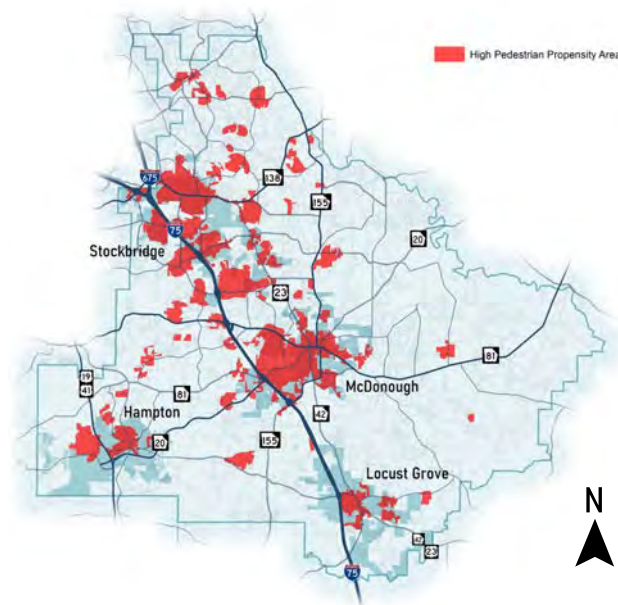
**Figure B-7.2.** High Pedestrian Propensity Areas

## SIDEWALK GAP ANALYSIS

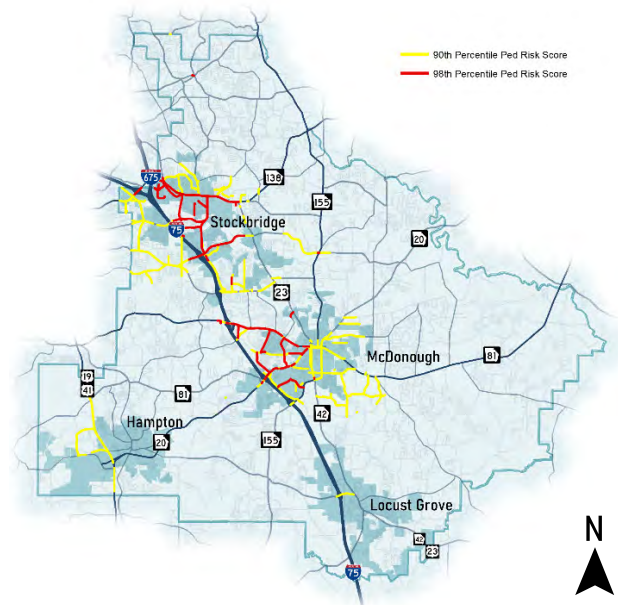
In order to identify needed sidewalk projects in Henry County, a gap analysis was performed. There were three primary objectives of the analysis:

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.

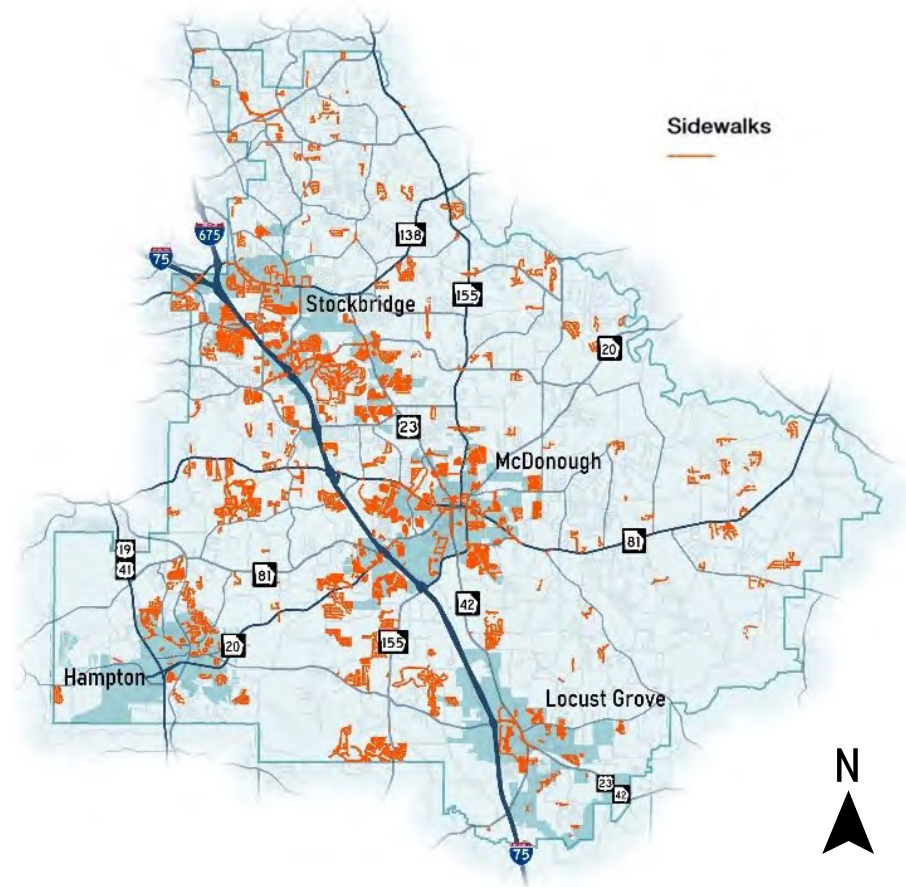
## HIGH CRASH RISK FACILITIES

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

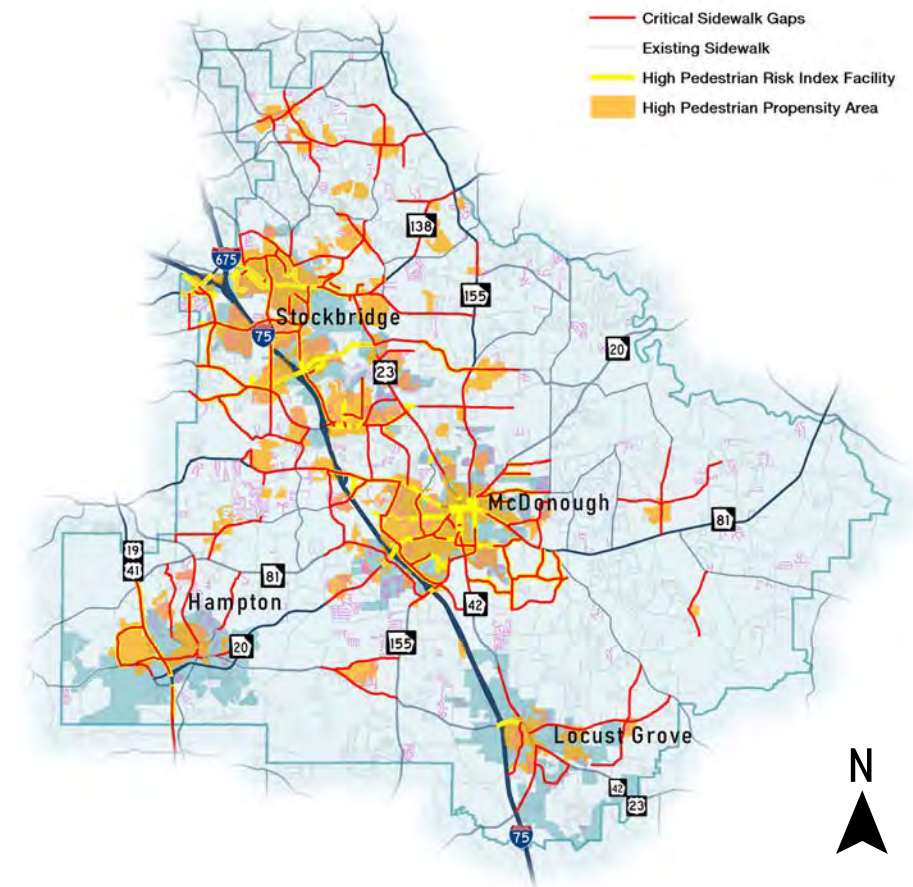
Henry County maintains a sidewalk inventory, identifying locations in the county where sidewalk is present. This inventory is presented in **Figure B-7.5** below. Geospatial analysis was performed using this inventory to identify corridors along arterial, collector, and certain significant local roads 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

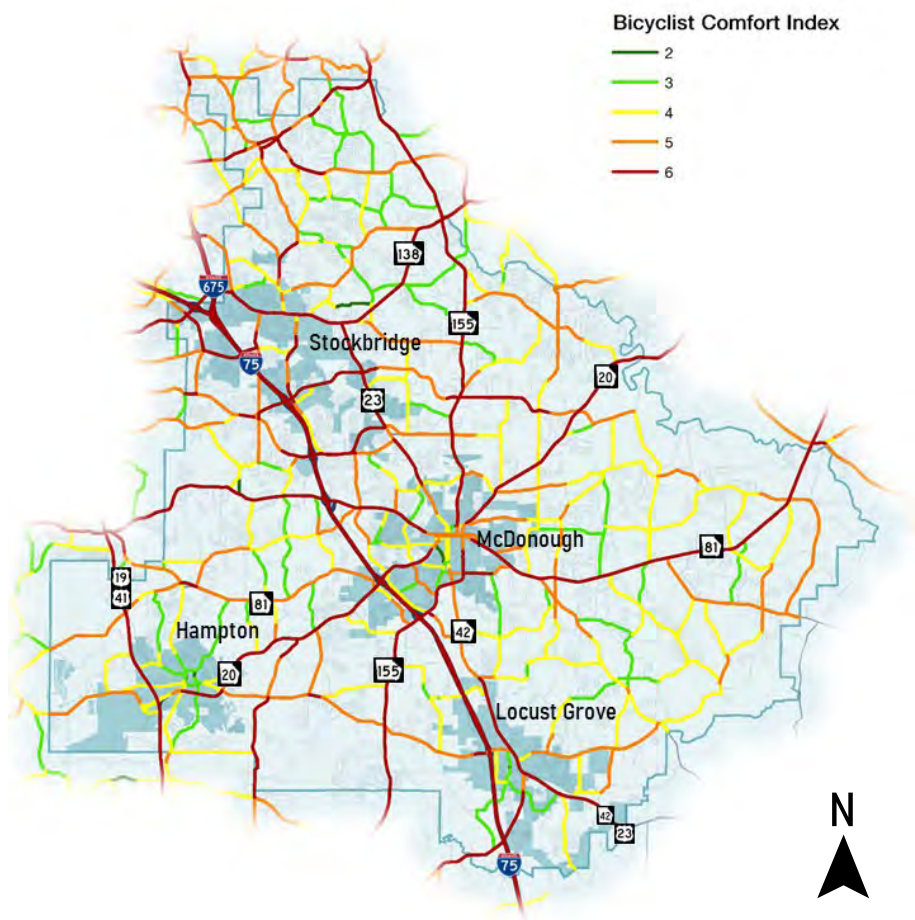
Roadway segments throughout the county were scored based upon speeds and volumes. The scoring thresholds are shown in **Tables B-7.3** and **B-7.4**. A variety of sources including the London Cycling Design Standards, Ohio Department of Transportation (ODOT) Bicycle and Pedestrian Design Guide (2011), 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

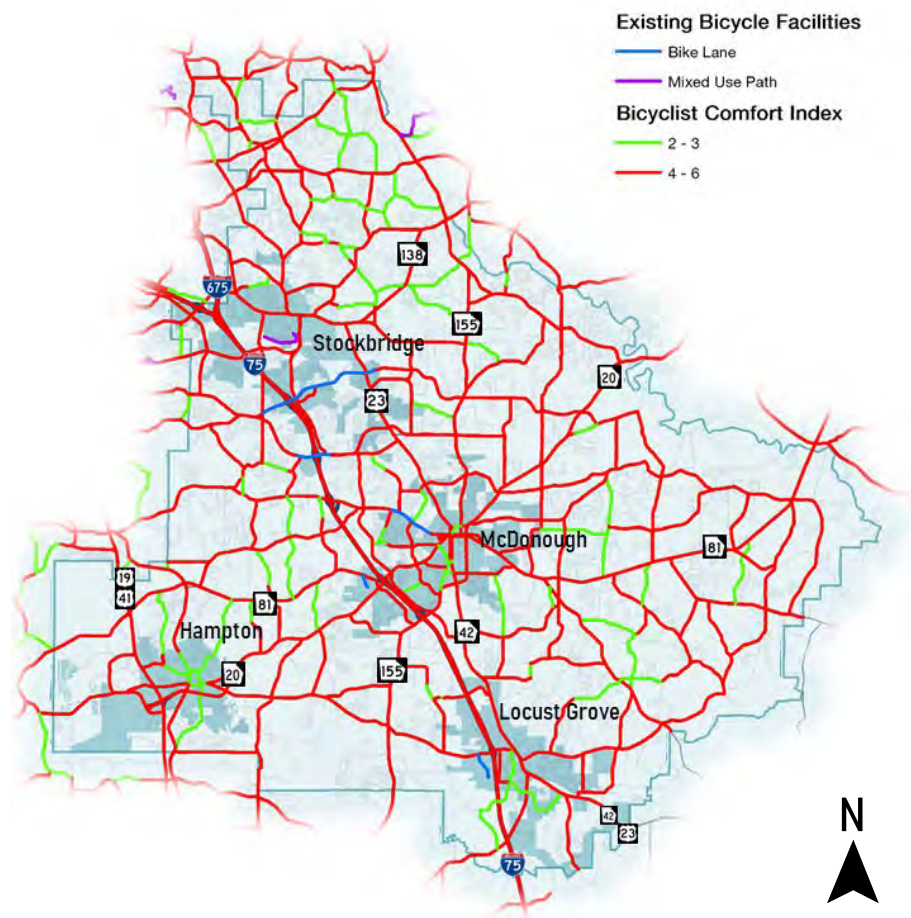
Score	Rating
2	Highest Level of Comfort
3	-
4	-
5	-
6	Lowest Level of Comfort

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.



## 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:

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](http://planningatpond.com/henry-transportation-plan)



[planningatpond.com/henry-trails-plan](http://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.

## 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**

**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%	



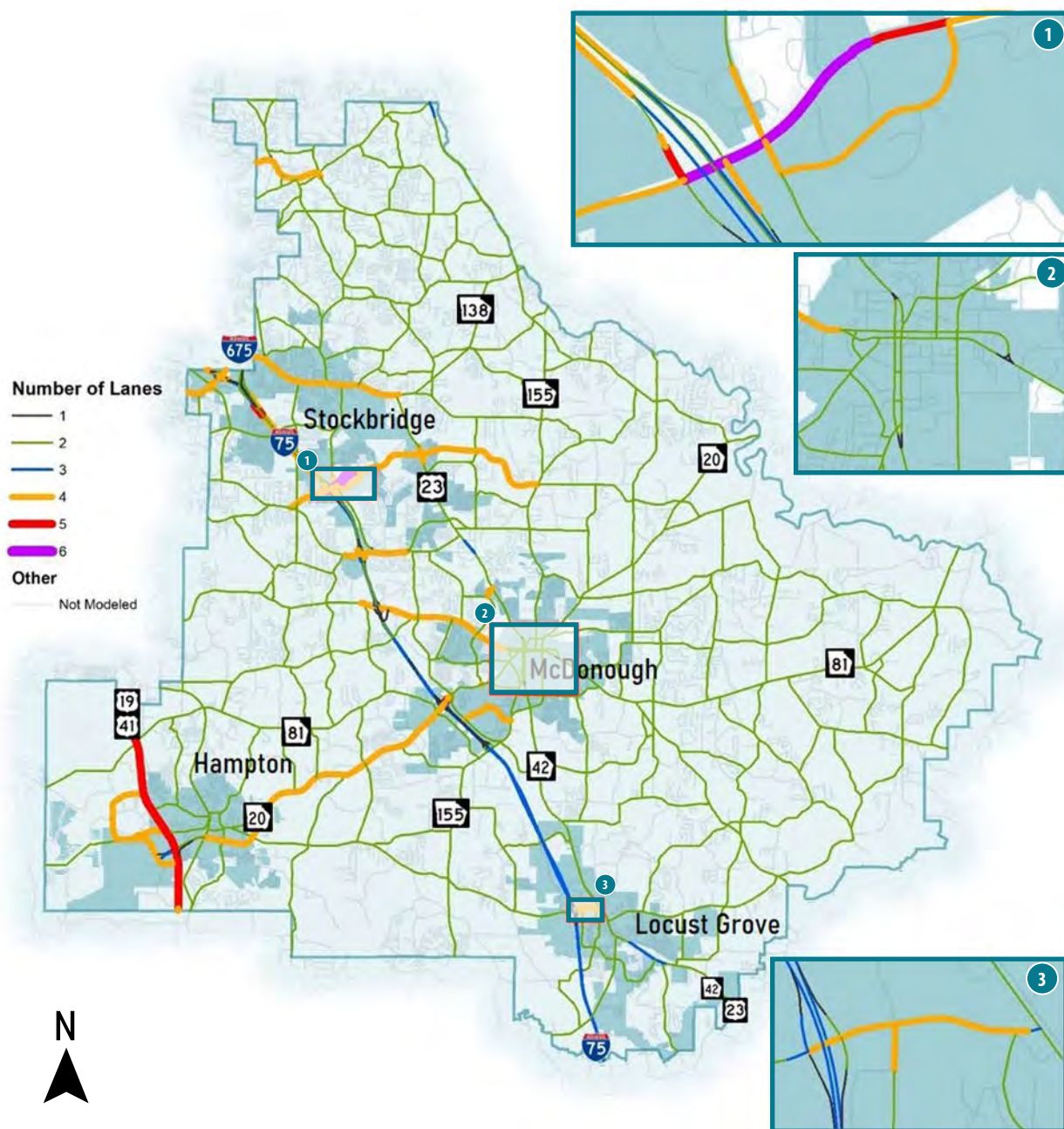


Figure C-3.5. 2020 Laneage

## 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.

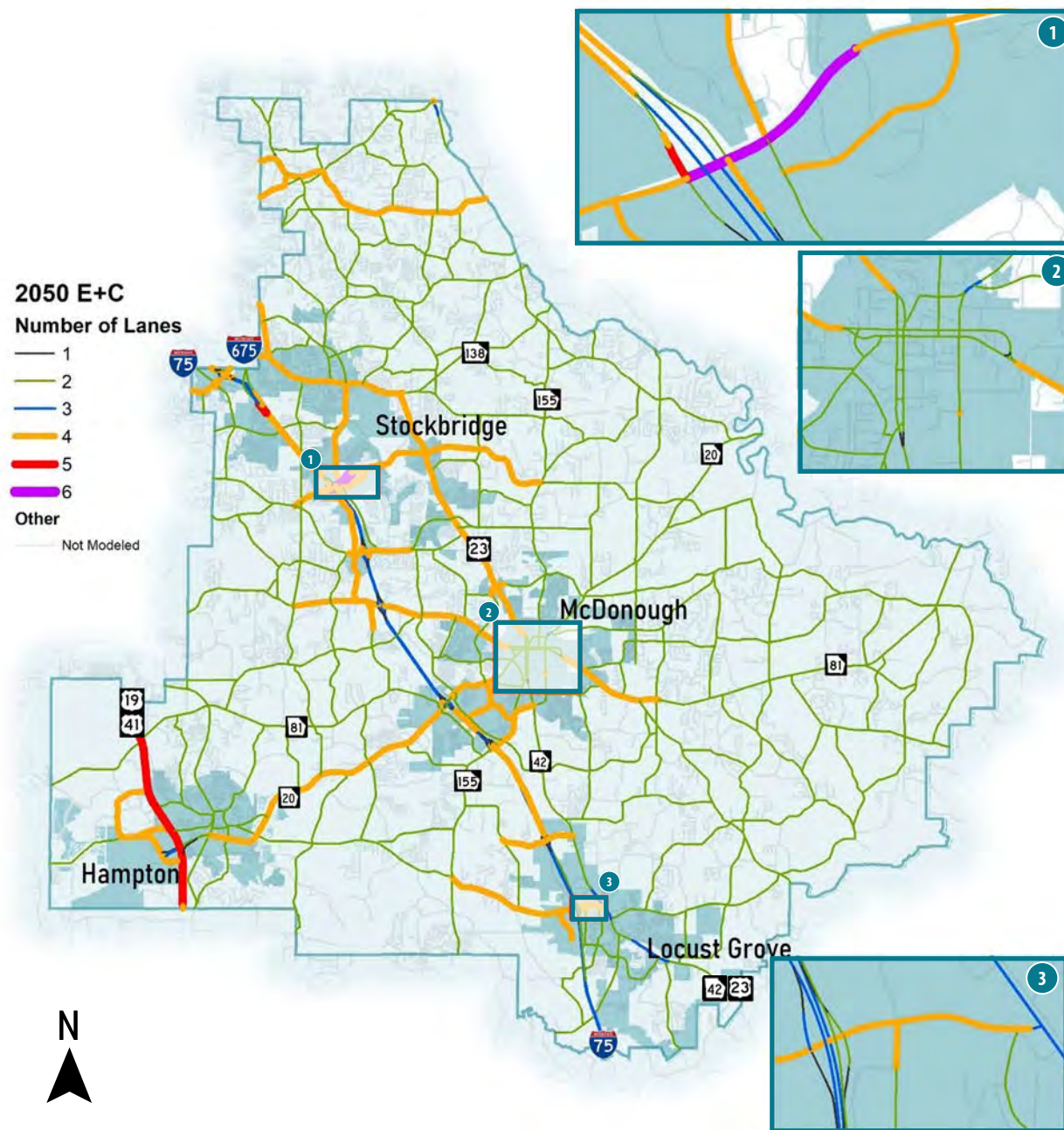


Figure C-3.6. 2050 E+C Laneage



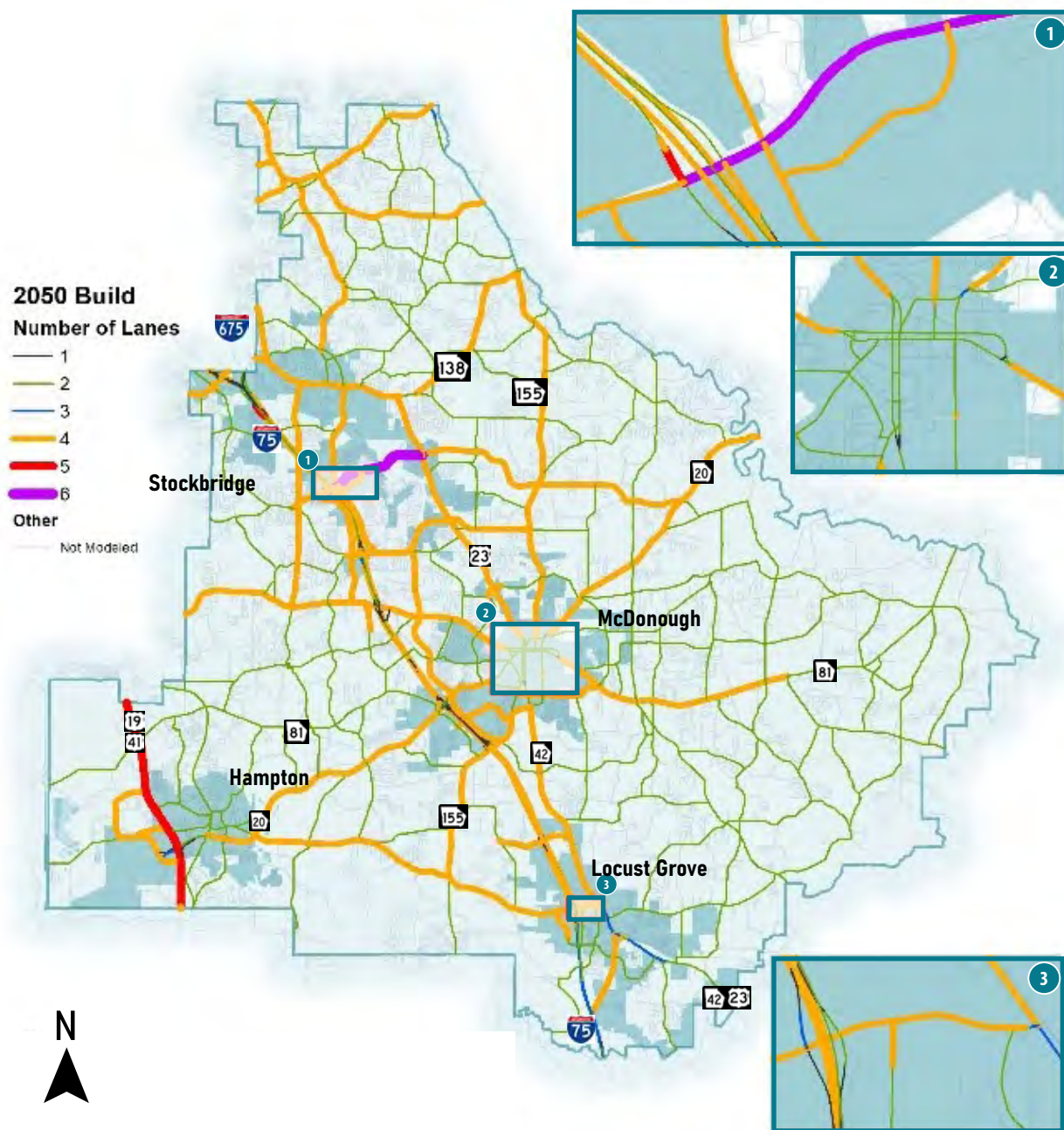
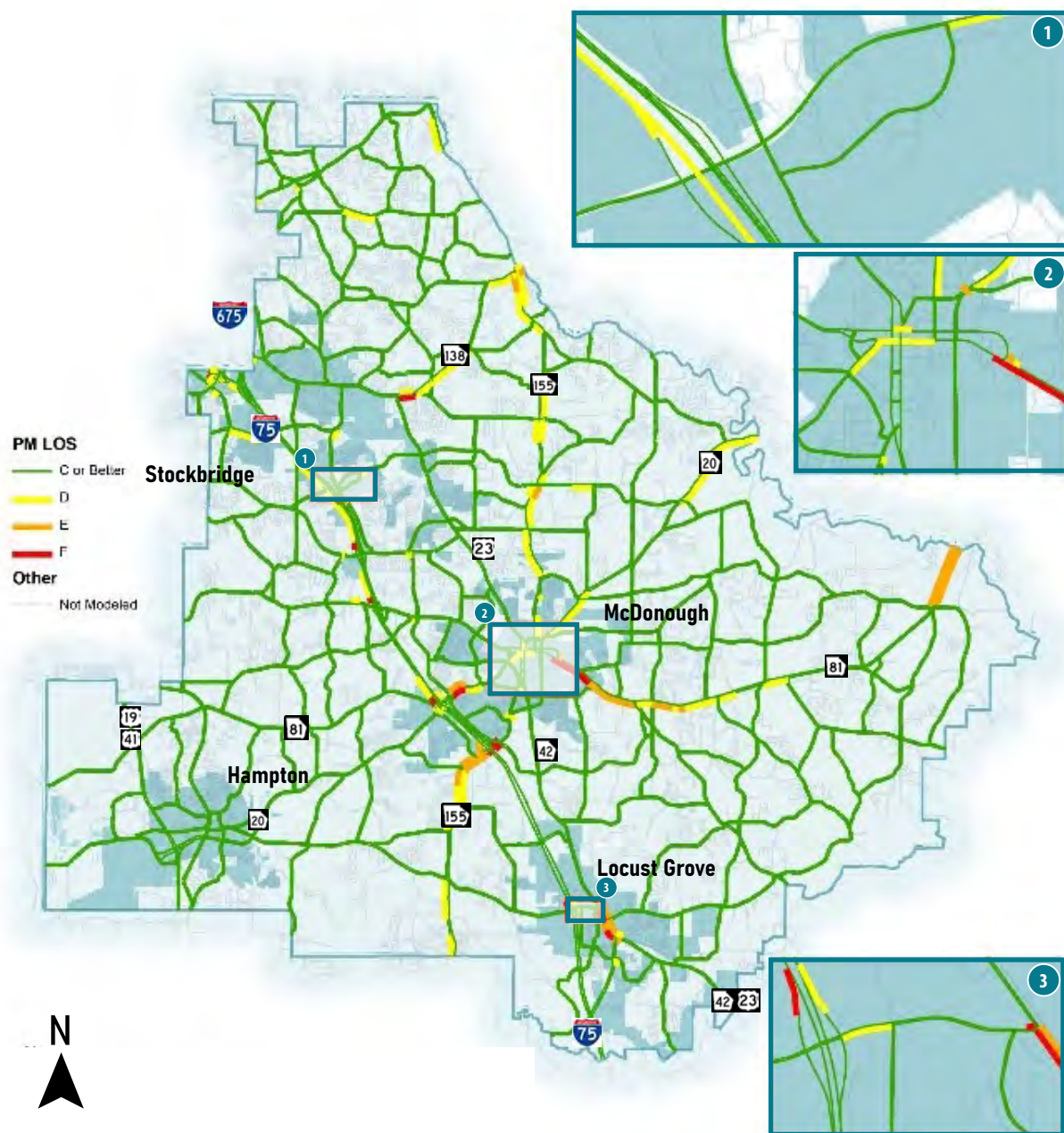


Figure C-3.7. 2050 Build Scenario Laneage



## 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-3.8. 2020 LOS



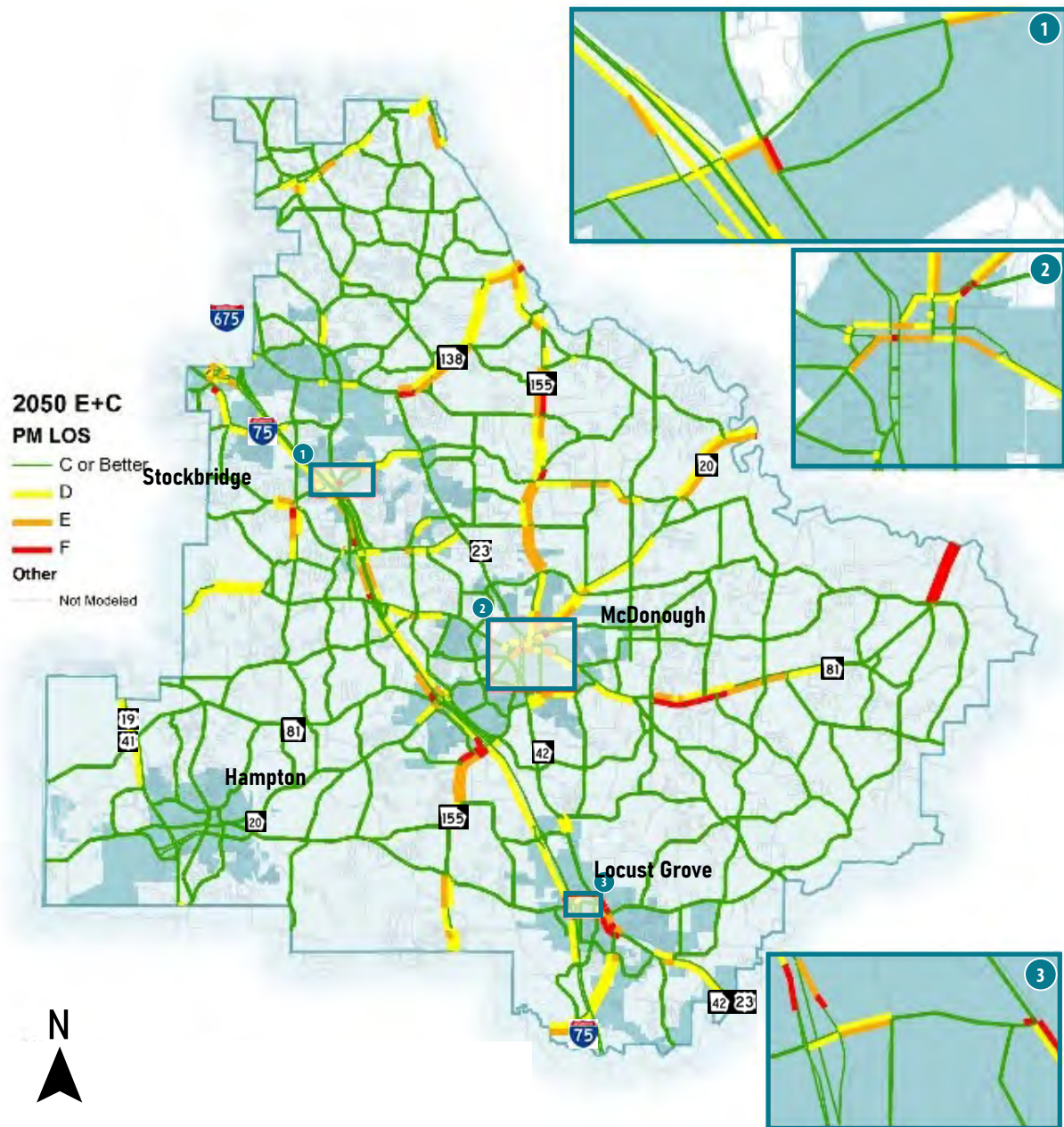


Figure C-3.9. 2050 E+C LOS

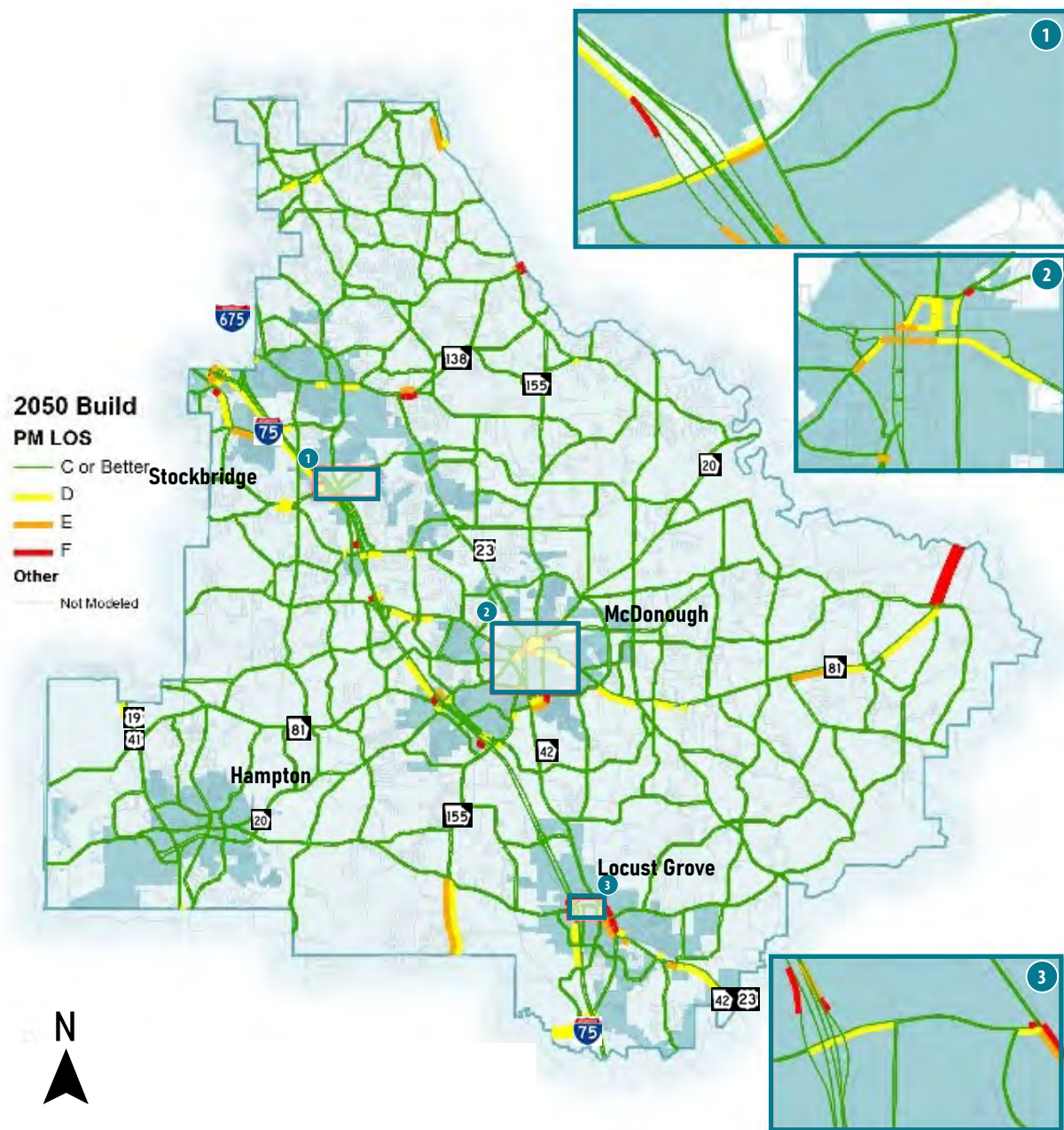


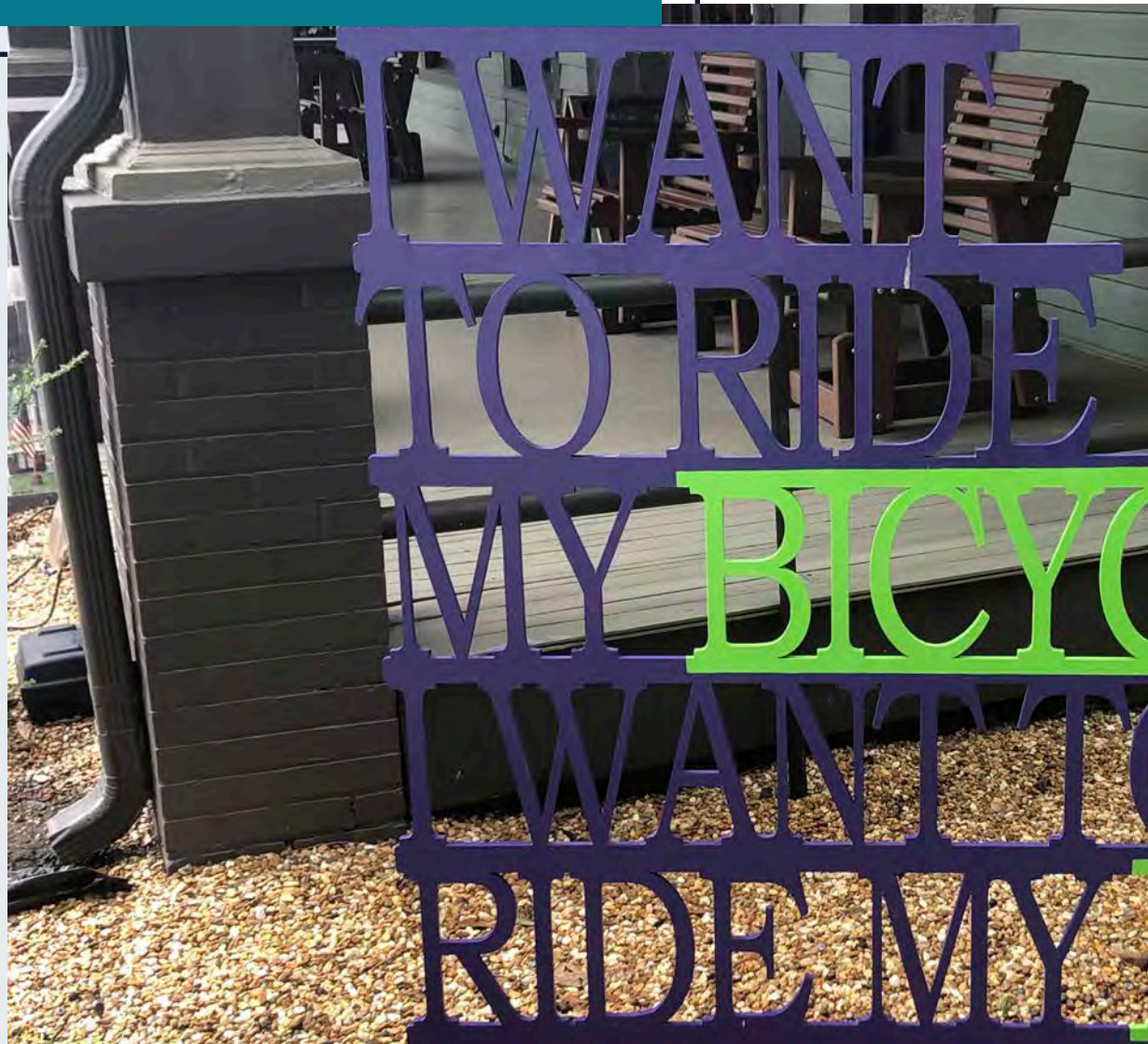
Figure C-3.10. 2050 Build Scenario LOS

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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 I-75. There is an ongoing need to prioritize and designate improvements to other parallel north-south corridors to the west and east of I-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.





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City of Hampton  
Virginia

HAMPTON

STOP

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POLICE



# 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.

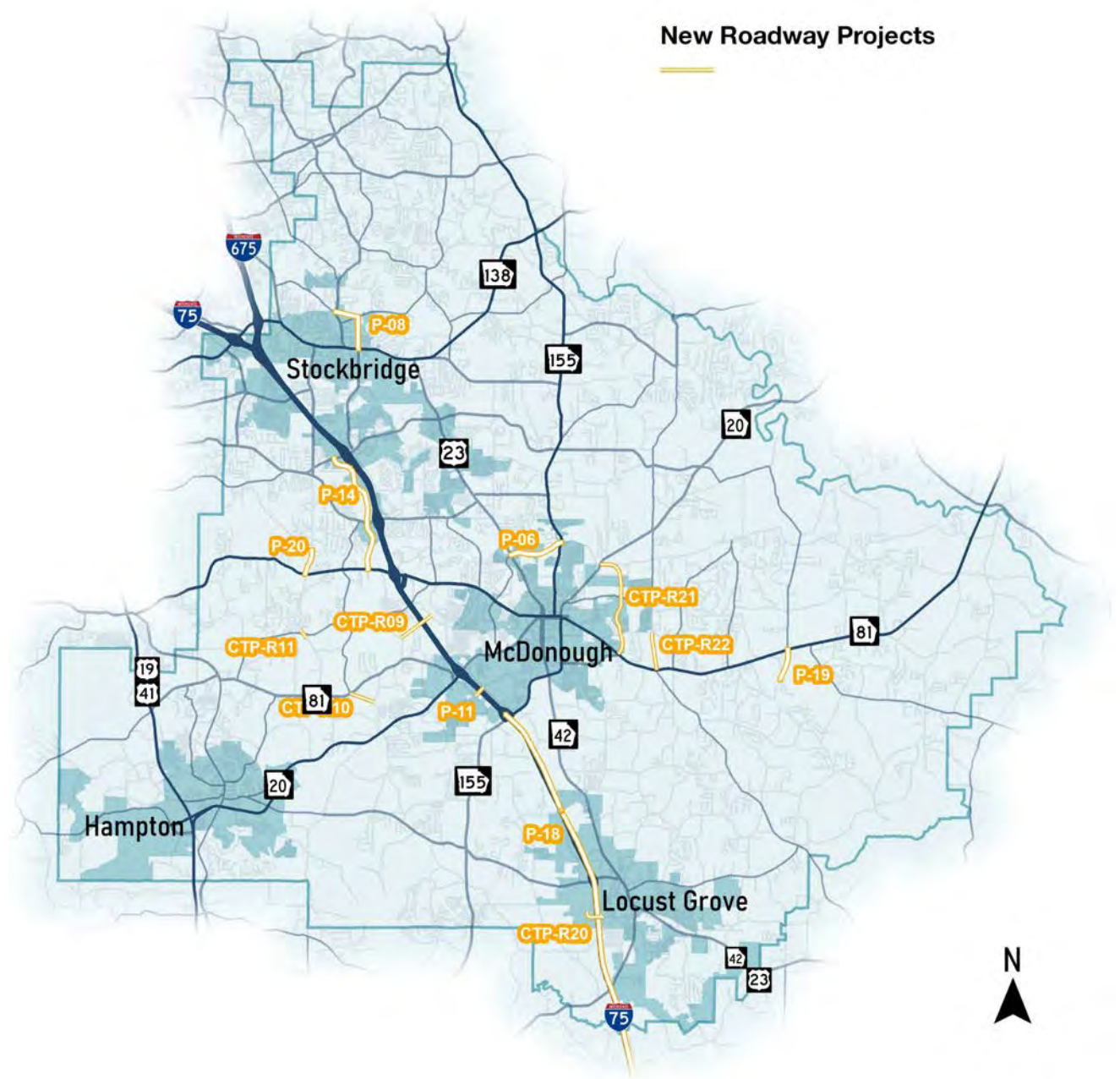




## New Connections

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 Flippen 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

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		Form 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.

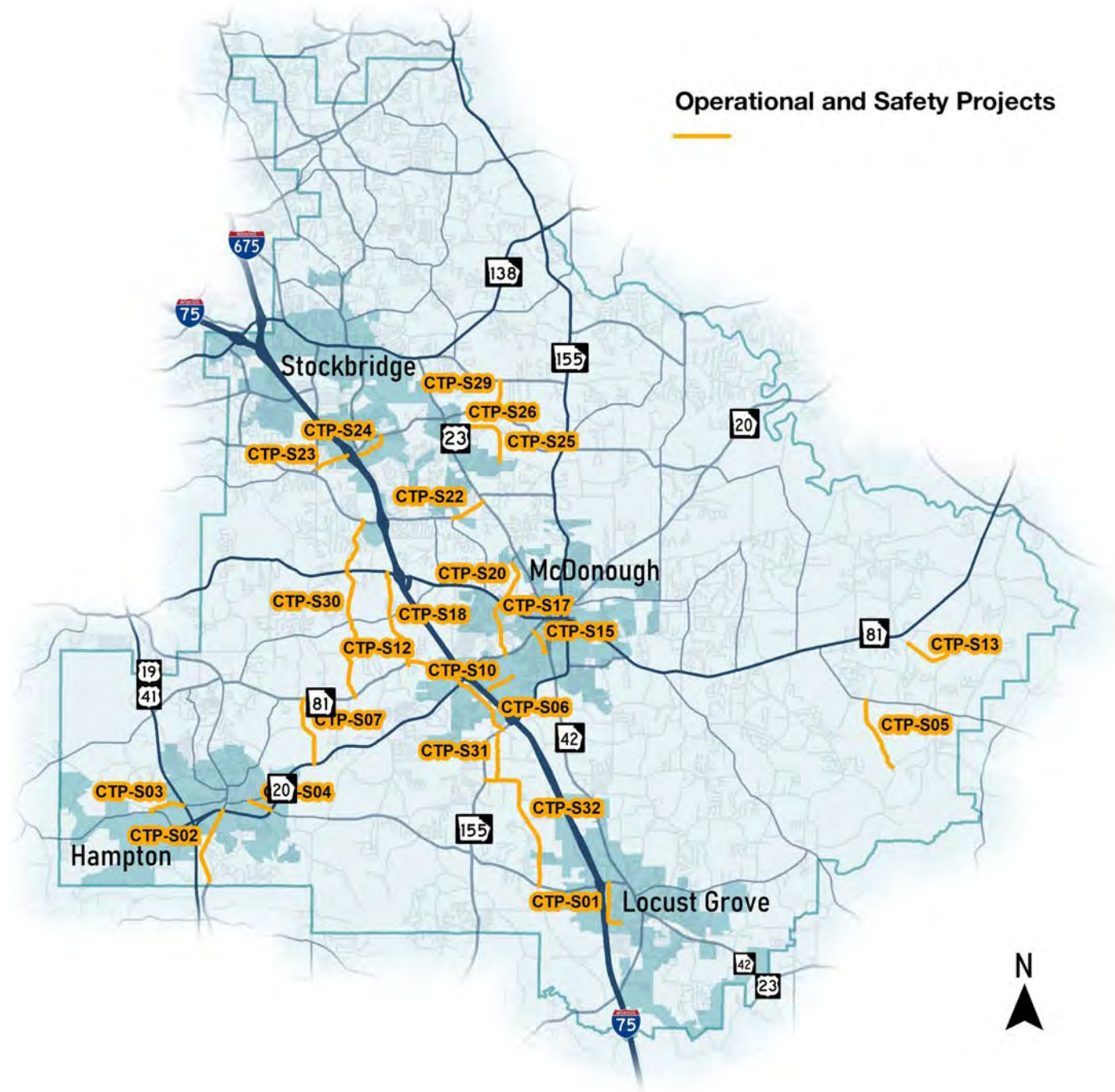
Project recommendations in this section were identified using a combination of crash rate analysis for both corridors and intersections, INRIX congestions bottlenecks, and identification of key mobility corridors.



## ARTERIAL UPGRADES

Arterial Upgrades are 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

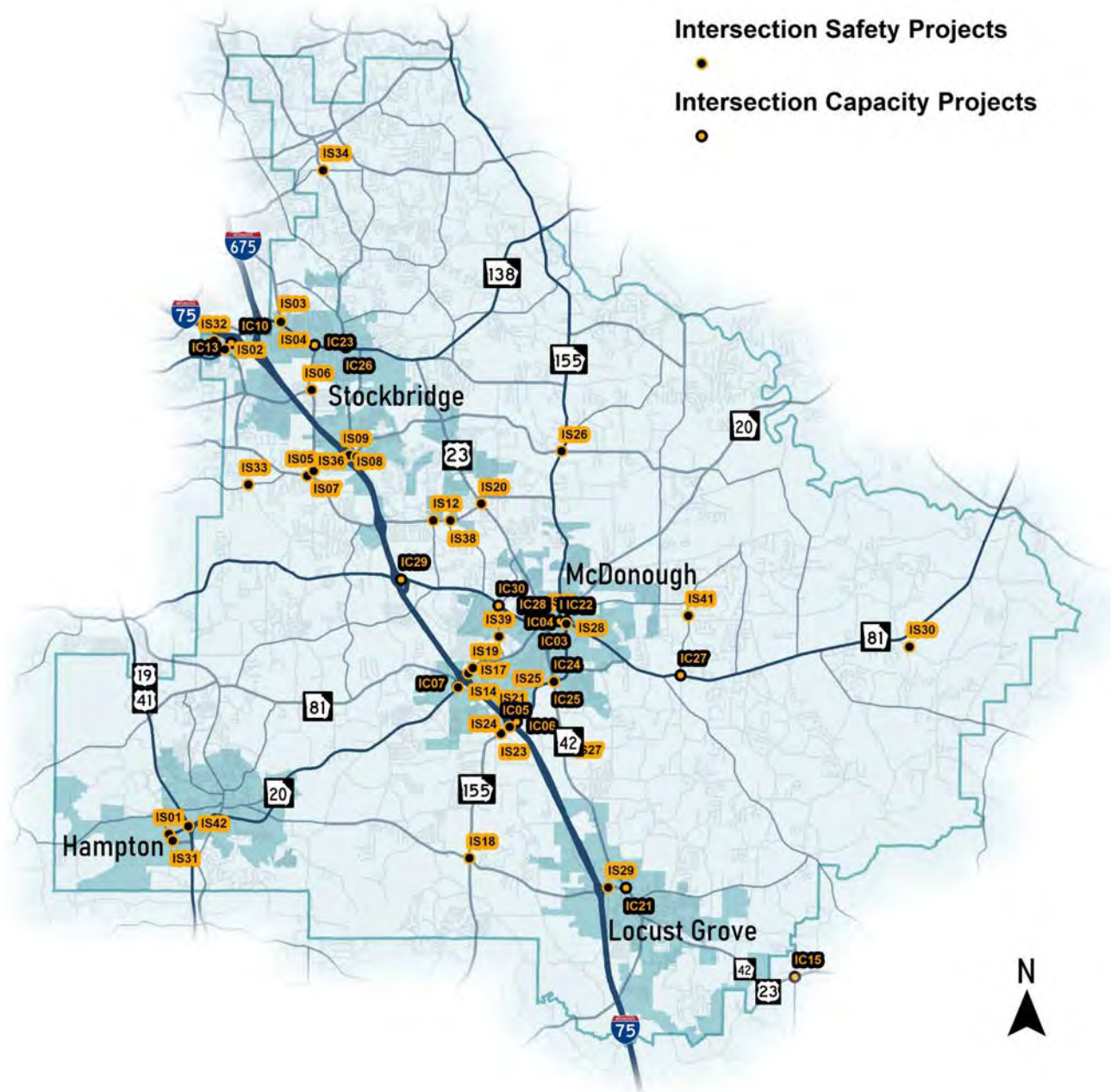
ID	Name	From	To	Project Type
CTP-S01	Tanger Boulevard	Indian Creek Road	Bill Gardner Parkway	Arterial Upgrade
CTP-S02	Old Hwy 3	Old Griffin Road	SR 20	Arterial Upgrade
CTP-S03	Woolsey Road	Woosley Drive	SR 3	Arterial Upgrade
CTP-S04	Hampton Locust Grove Road	McDonough Hampton Road	SR 20	Arterial Upgrade
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 more 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



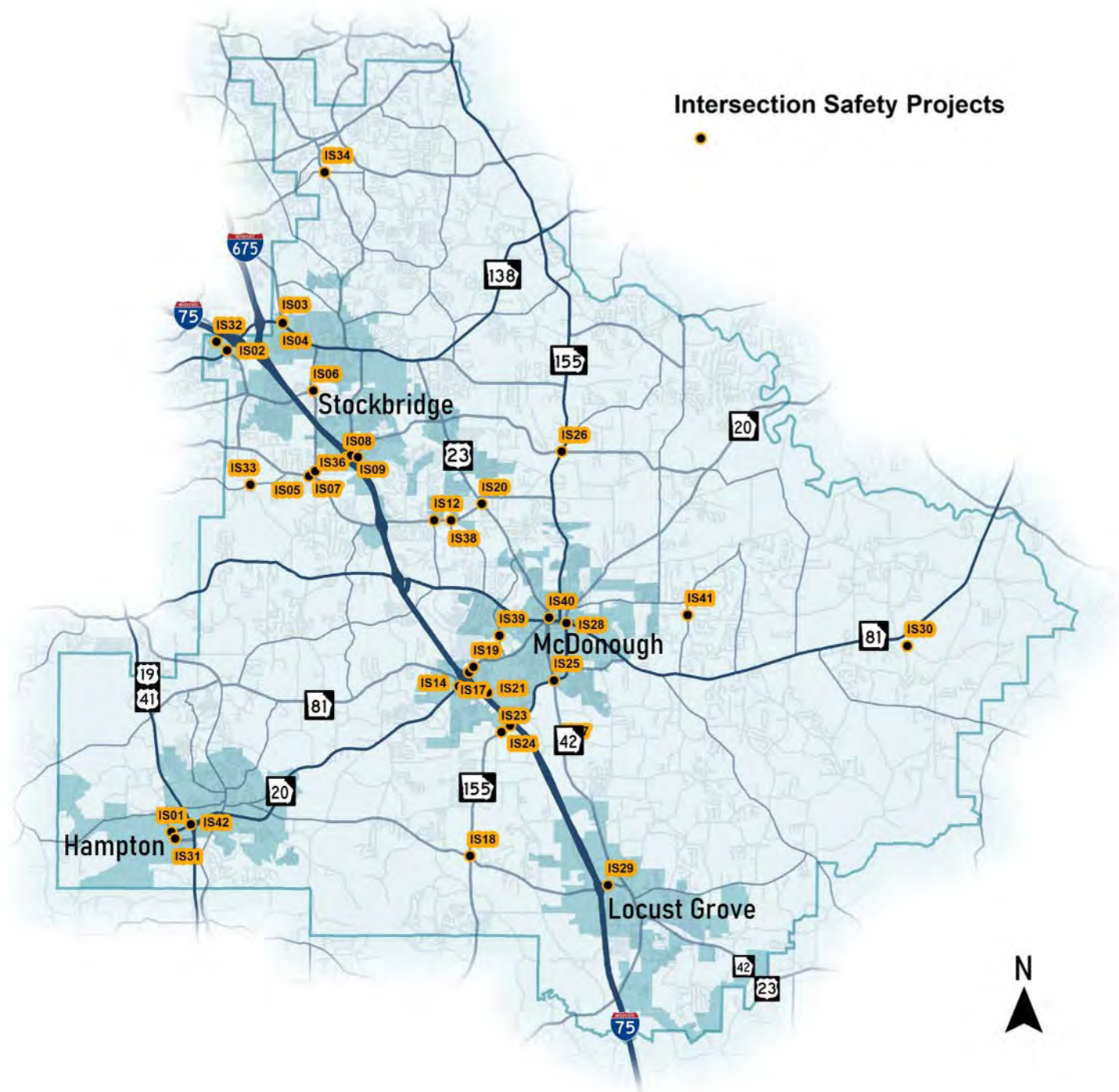


Figure C-5.6. Intersection Safety Recommendations



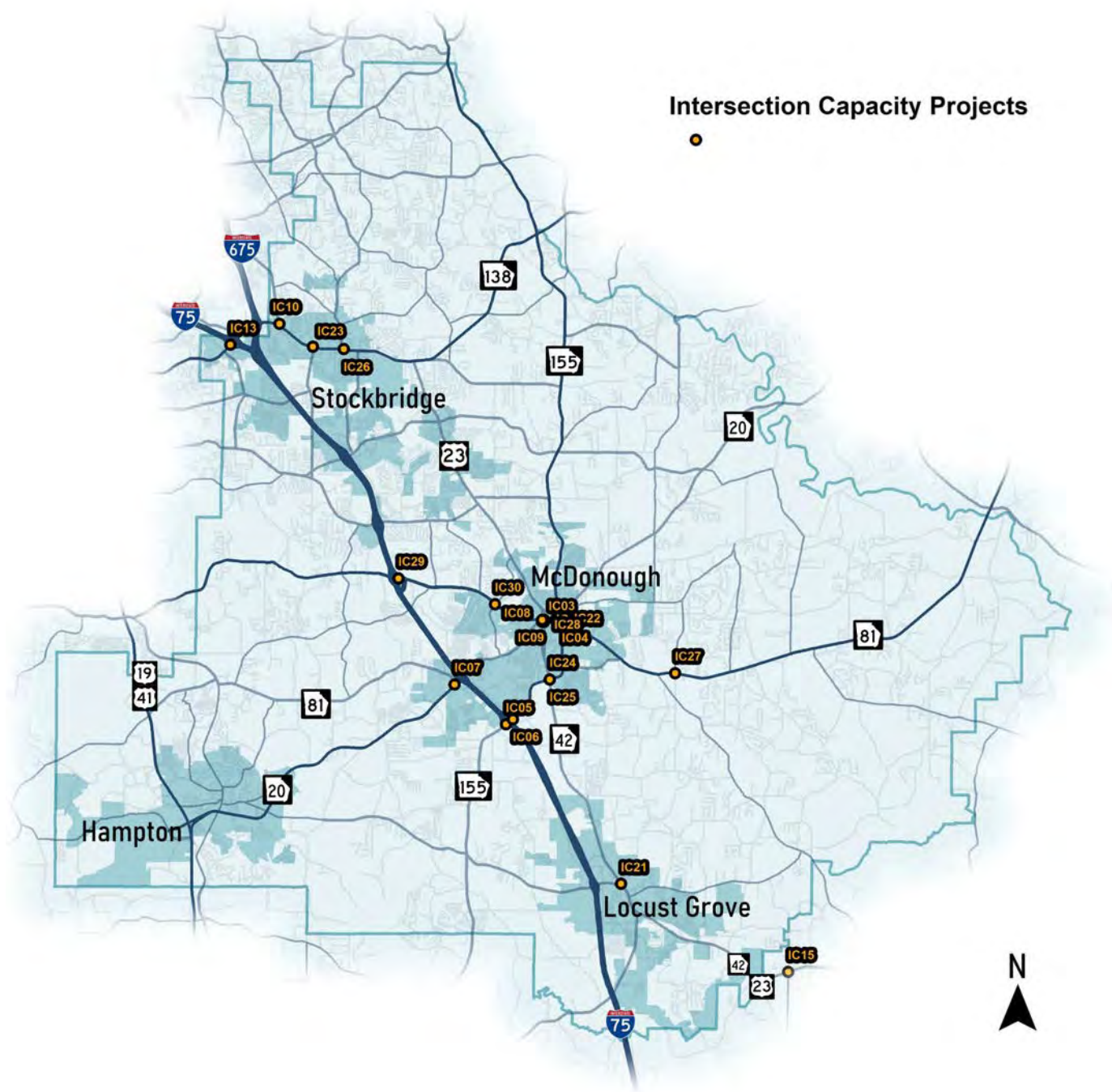


Figure C-5.7. Intersection Capacity Recommendations



## 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	Henry County to initiate a study to examine future electric vehicle charging stations. The proposed locations could include the following: <ul style="list-style-type: none"><li>■ EV DC Fast Charging Station or Level 2 Charging Stations near the convergence of I-75 and I-675 in Stockbridge.</li><li>■ EV DC Fast Charging Stations or Level 2 Charging Stations along SR 3 in Hampton.</li><li>■ EV DC Fast Charging Stations in Locust Grove adjacent to the Walmart Supercenter or Tanger Outlets.</li></ul>	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**.





**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

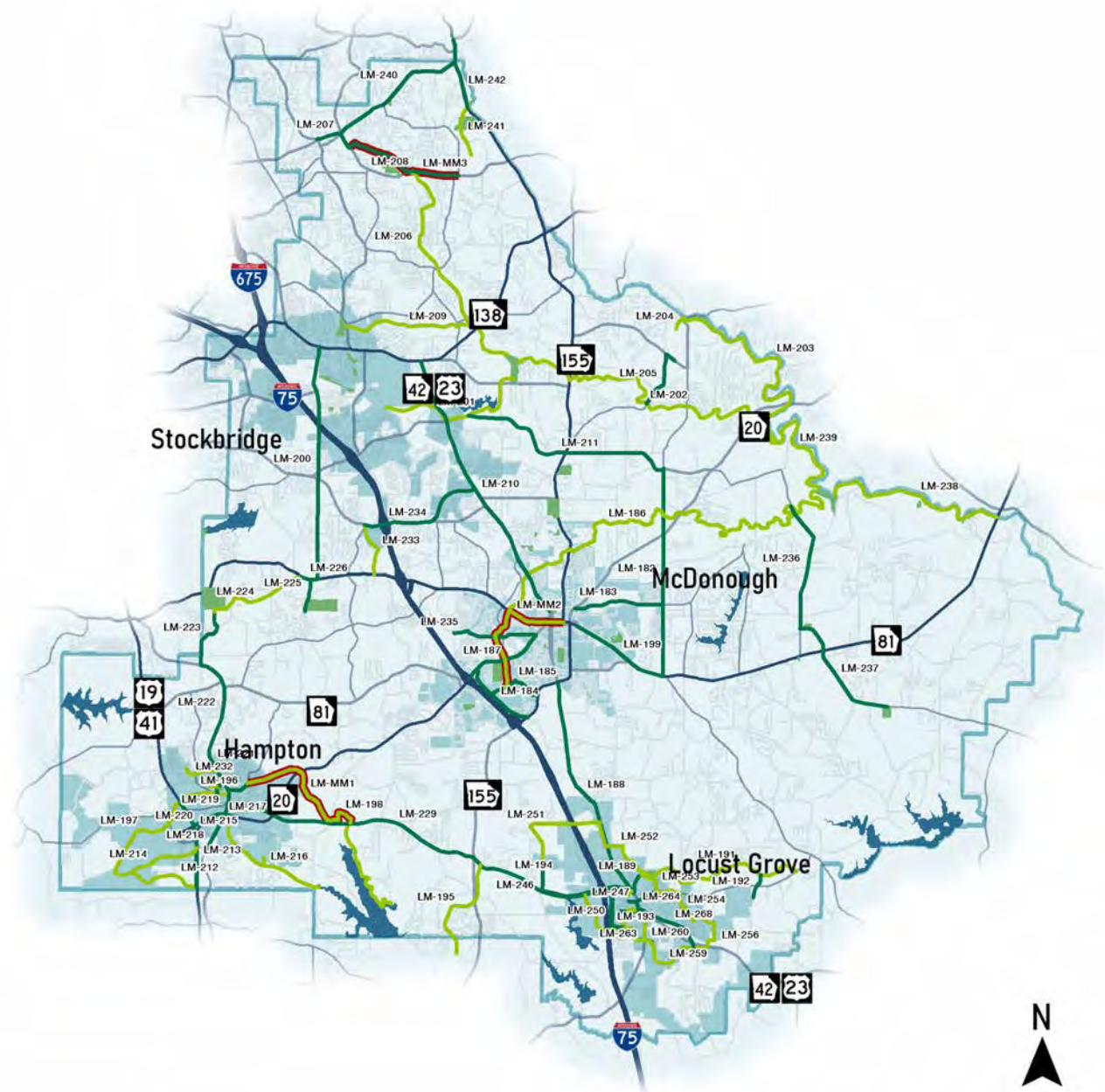
**Table C-5.4. (Cont'd)** Sidewalk Recommendations

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 Towaliga River Greenway	Construct Multiuse Facility along Alignment
LM-192	Bear Creek Greenway	Bear Creek	E Main Street	Construct Multiuse Facility along Alignment
LM-193	Towaliga River Greenway	Elm Street	Upper Towaliga 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 Mosely 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 Kelly 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 Upgrand	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.	6.1 Achieve a fatality rate below the regional average
		6.2 Achieve fatality rates of less than 1 per 100 million VMT
		6.3 Achieve crash rates below 300 per 100 million VMT
		6.4 Prioritize 50 percent of safety improvements at the 10 most dangerous and frequent crash locations
7	Maintain transportation infrastructure in a state of good repair	7.1 Achieve a PACES rating of 70 or above on 85 percent of county and city centerline road miles
		7.2 Prioritize bridge maintenance to prolong structural integrity
		7.3 Prioritize local funding to match at least 100 percent of state maintenance grants
		7.4 Coordinate road maintenance with storm water and drainage maintenance, planned roadway improvements, and new developments
8	Maintain transportation spending at appropriate levels to fund needed system expansion and maintenance.	8.1 Allocate at least 75 percent of SPLOST projects to transportation purposes
		8.2 Leverage federal funding to maximize impact of local dollars
		8.3 Track eligibility of projects for emerging funding sources
9	Enhance citizens health and quality of life through transportation improvements.	9.1 Increase access to parks and schools via active transportation infrastructure
		9.2 Provide comfortable, safe, and convenient options to walk to nearby destinations
		9.3 Provide access and connections to regional trails
		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
10	Improve county truck routes, provide access to freight land use, and support economic development.	10.1 Fund improvements for trucks on national, state, regionally, and locally identified freight routes
		10.2 Prioritize investments in the top 10 corridors or areas with heavy truck movements

# 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 transportations 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.

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-6.4.** 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

**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

# 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.

**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

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.

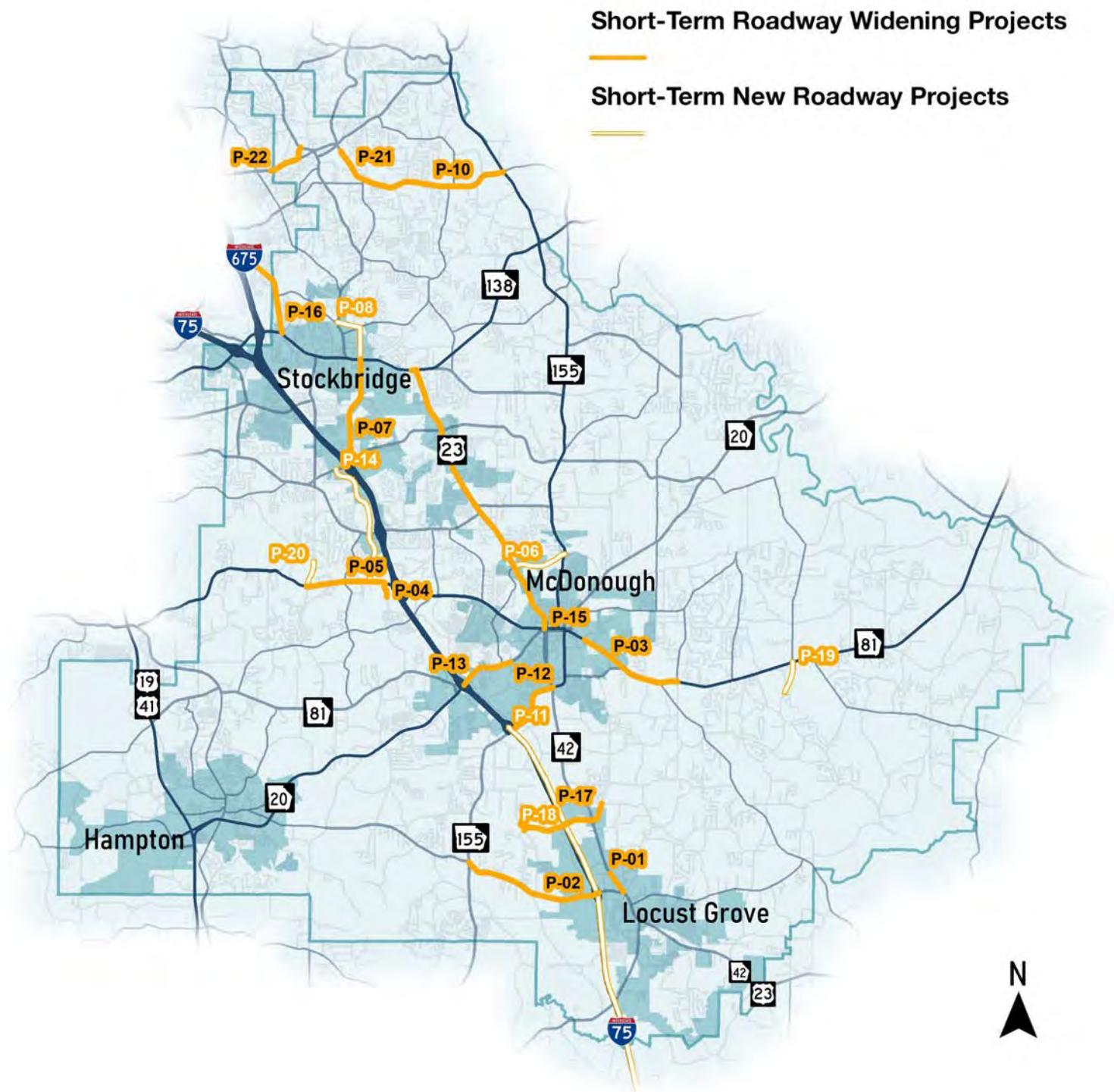


## Short-Term (2022-2025)

**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

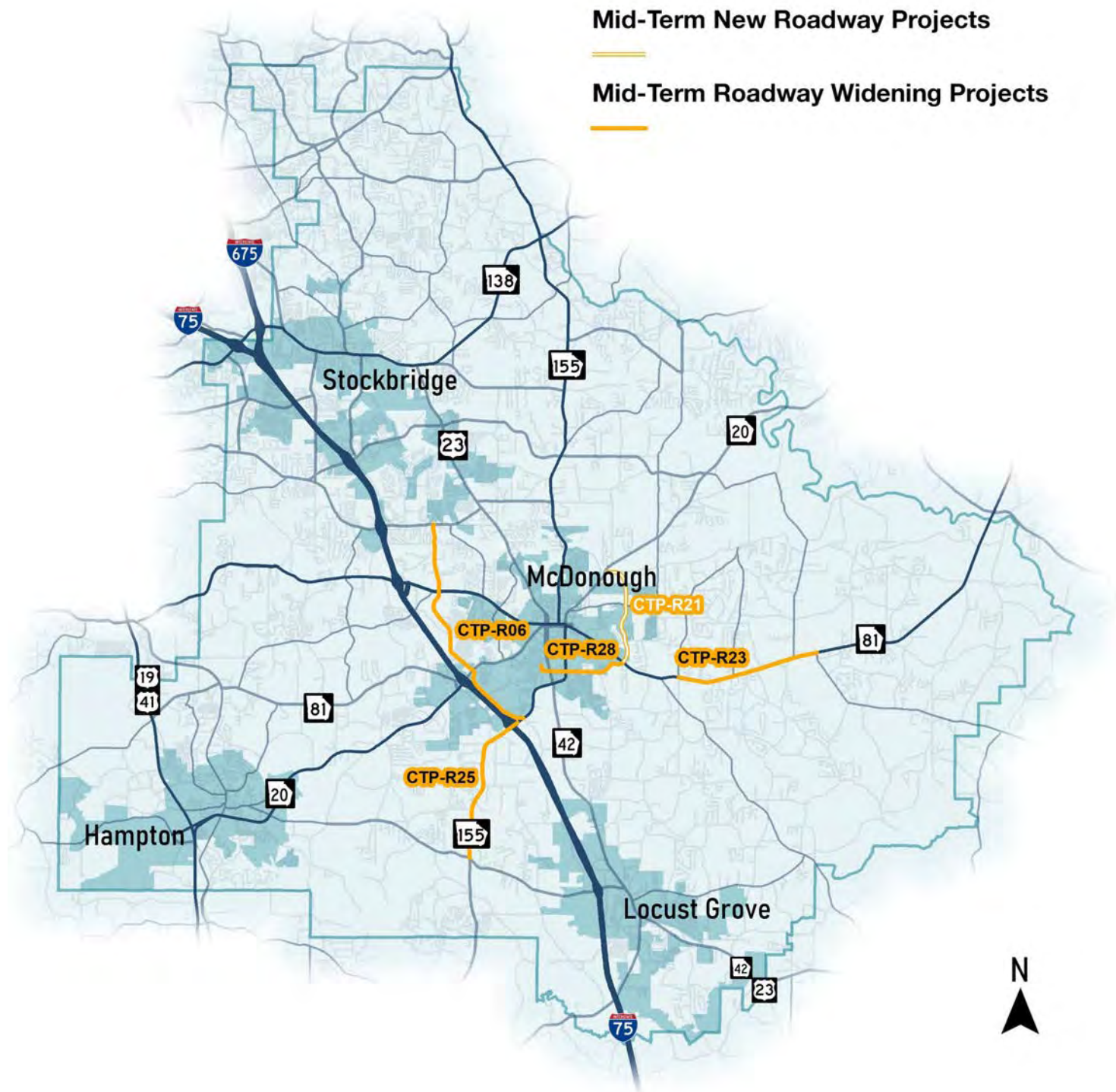
## Mid-Term (2026-2035)

**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.





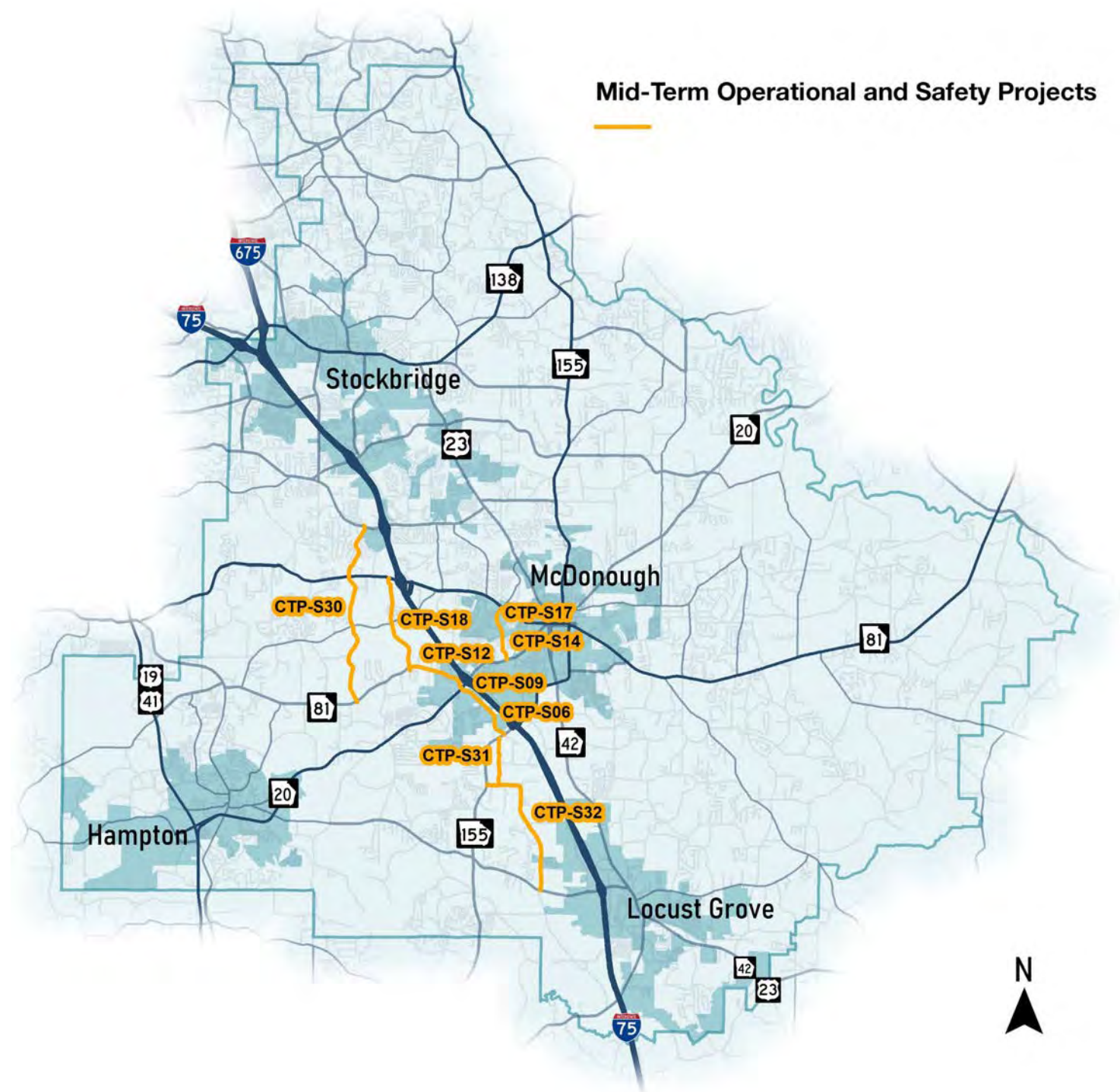
**Figure C-6.2.** Mid-Term Roadway Capacity Projects



**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 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-6.3.** Mid-Term Arterial Upgrade Projects





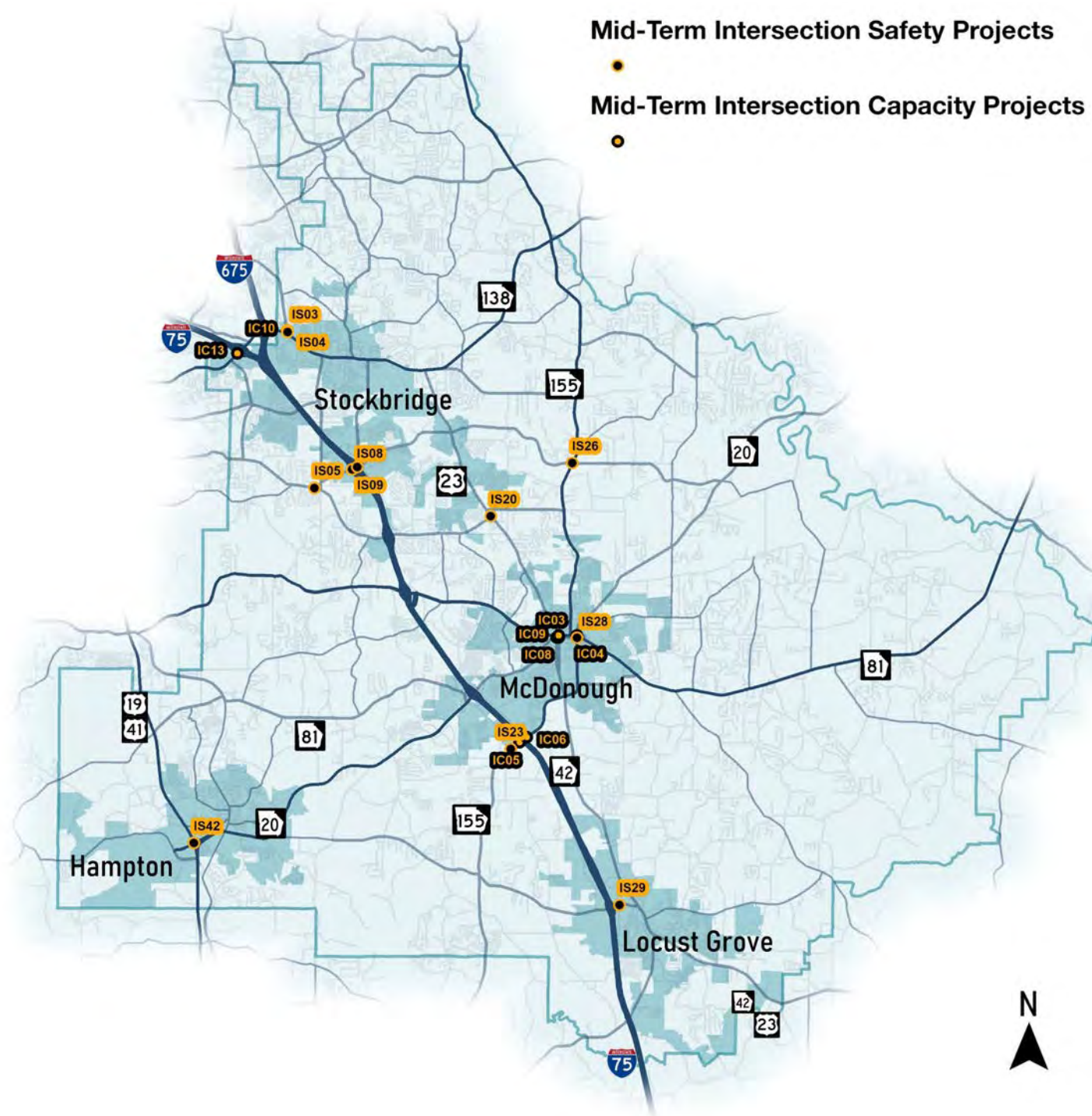


Figure C-6.4. Mid-Term Intersection Projects



**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

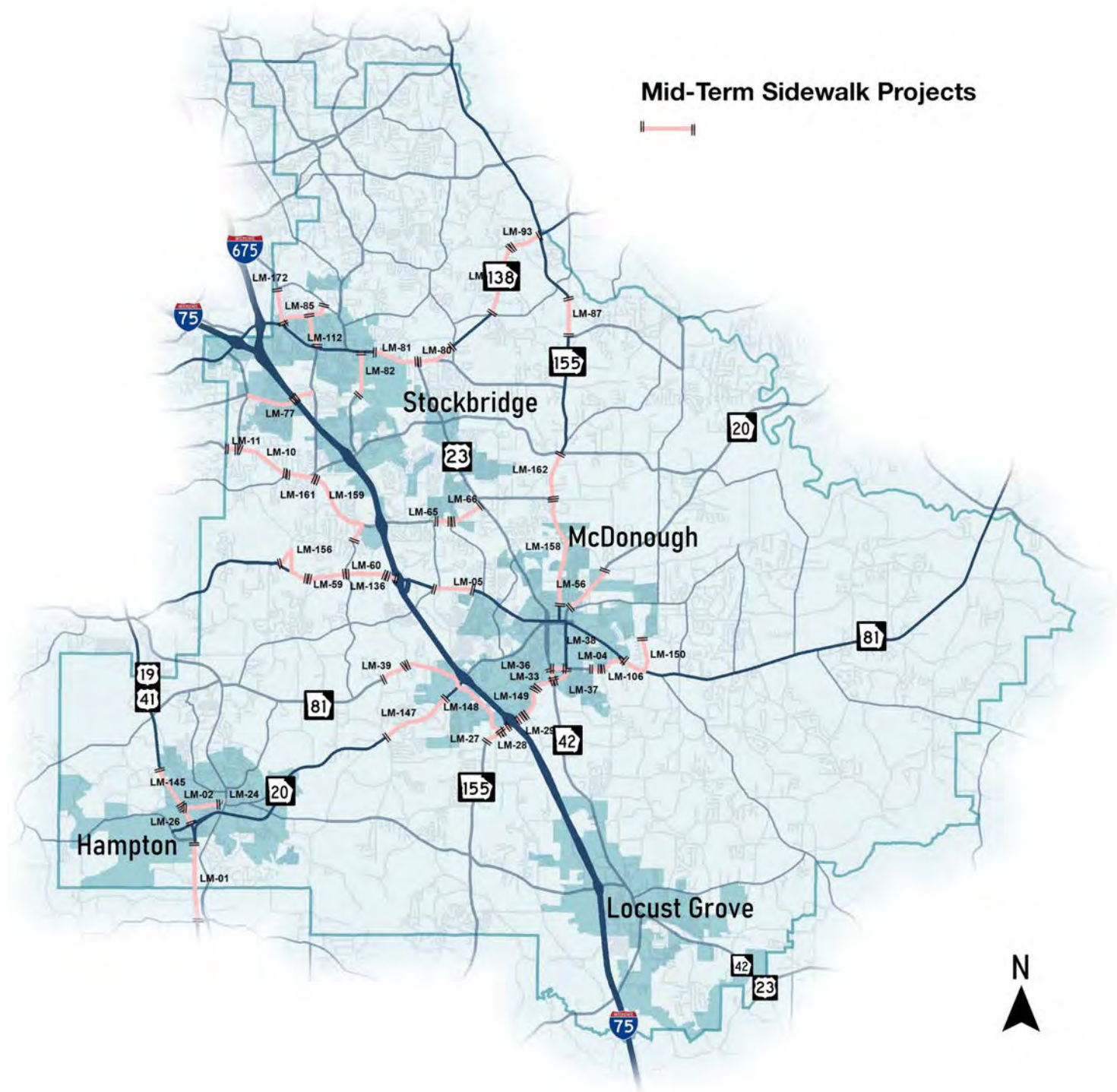
ID	Name	Extents	Description	PE	ROW	Construction	Contingency	Total
LM-56	SR 20	Fairview Drive to Turner Church Road	Install Sidewalk along Both Sides of SR 20	\$260,000	\$534,582	\$3,041,000	\$360,000	\$4,195,582
LM-59	Jonesboro Road	N Mt Carmel Road to Chambers Road	Install Sidewalk along Both Sides 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

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-6.5.** 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 Flippen 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



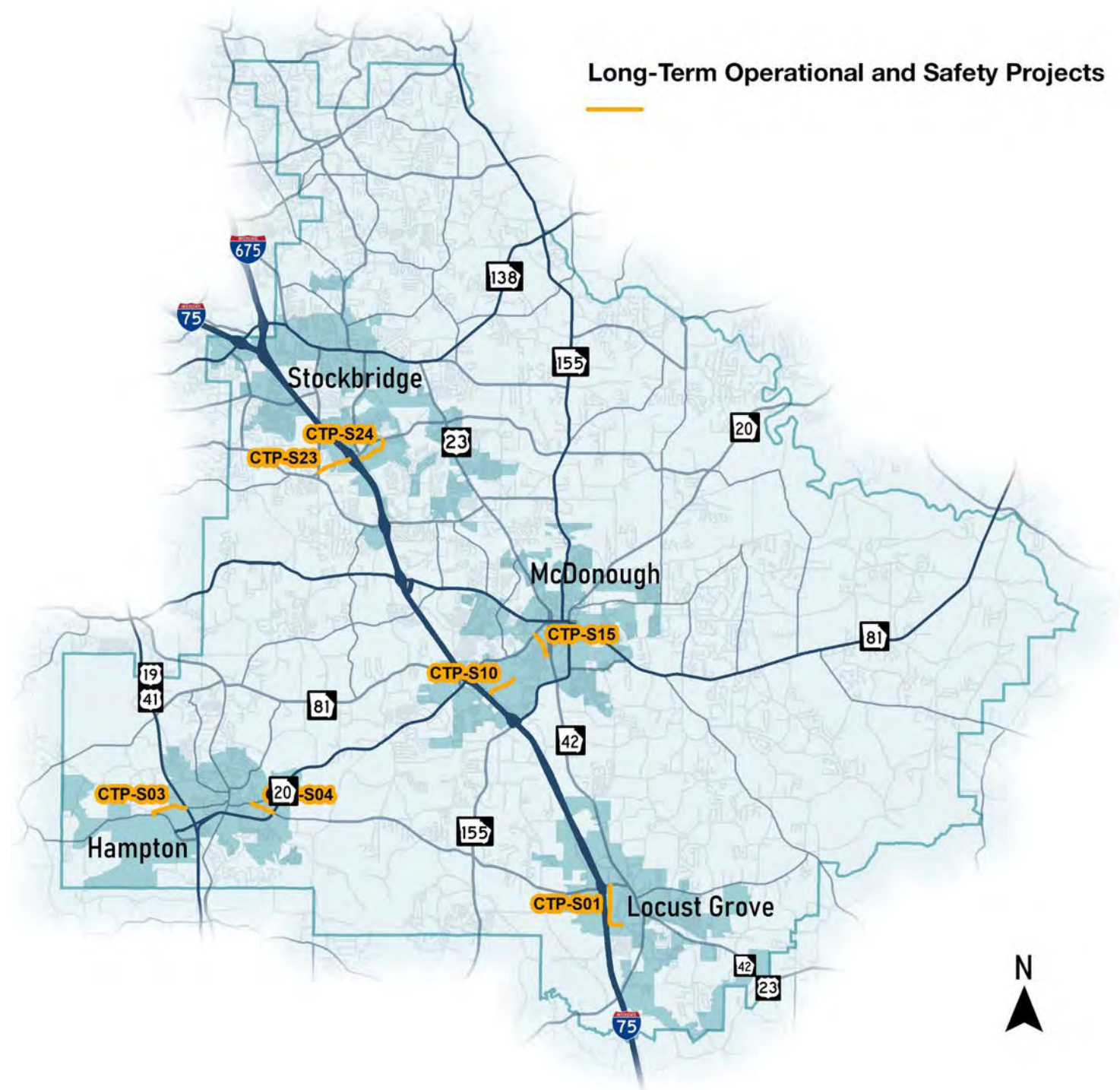


Figure C-6.7. Long Term Roadway Capacity Projects

**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	Consolodate 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 Flippen 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

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 6.17. (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

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 6.17. (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

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.

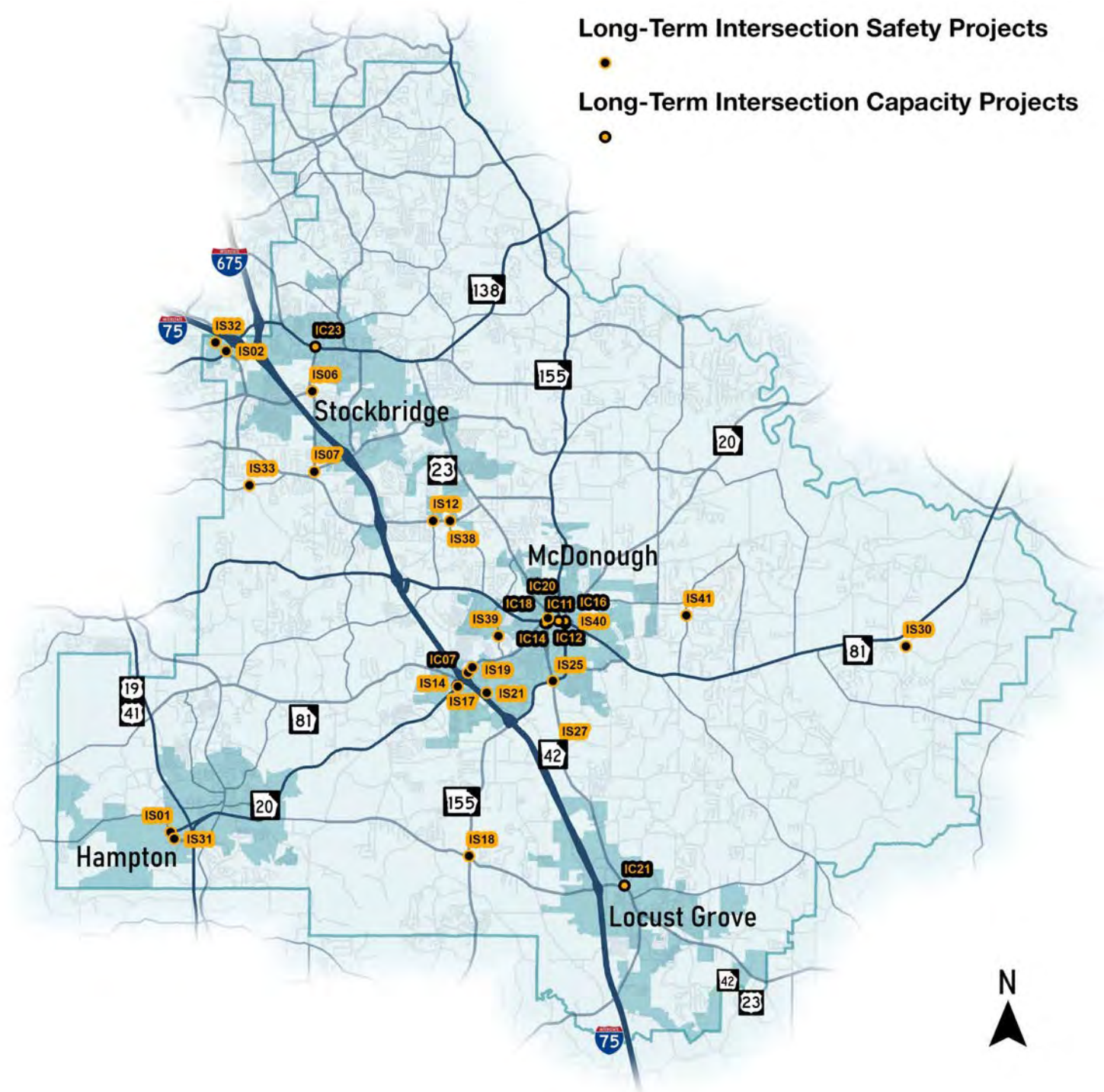


Figure C-6.9. Long-Term Intersection Projects

**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

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.

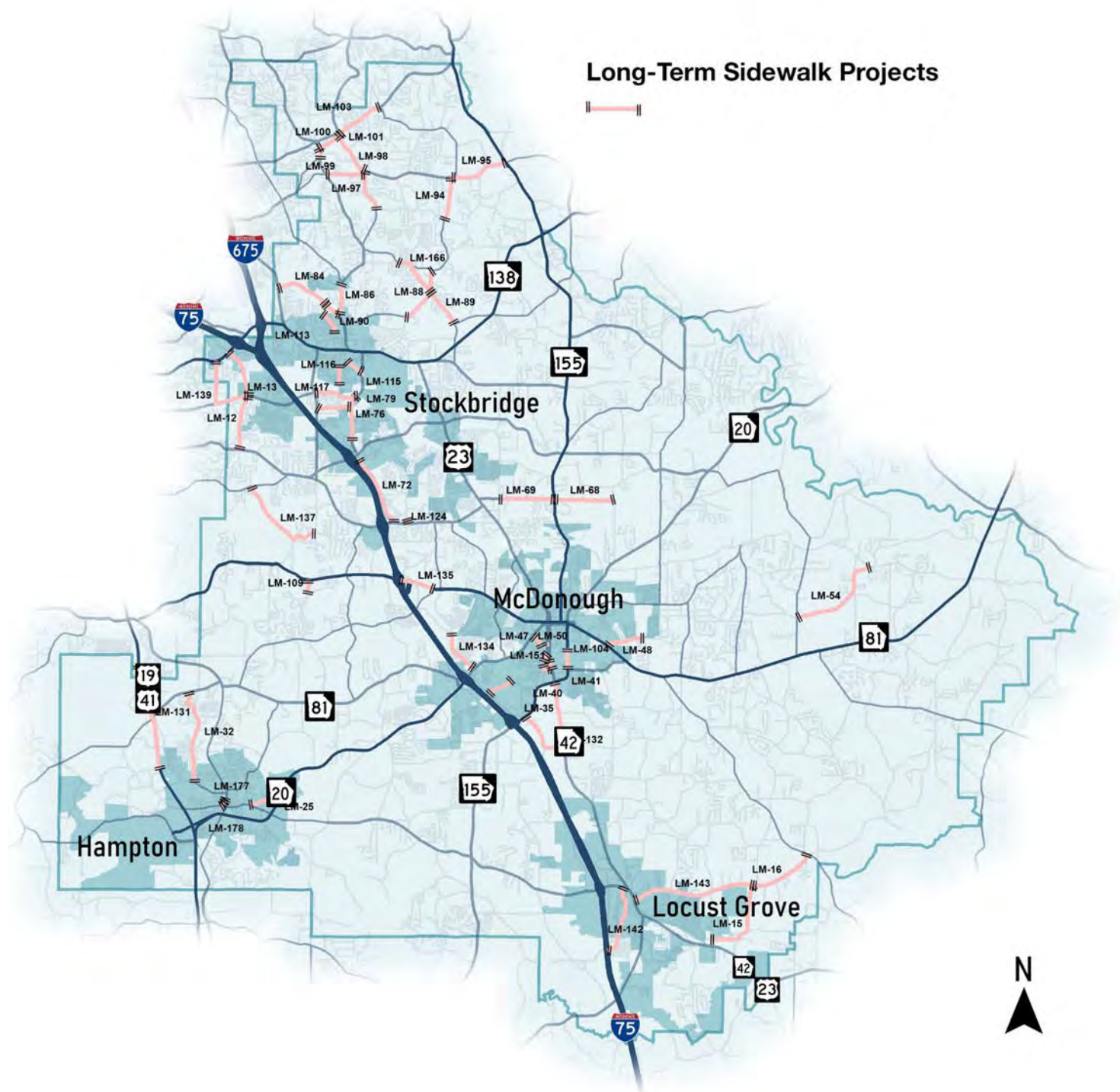


Figure C-6.10. Long-Term Sidewalk Projects

**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

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.

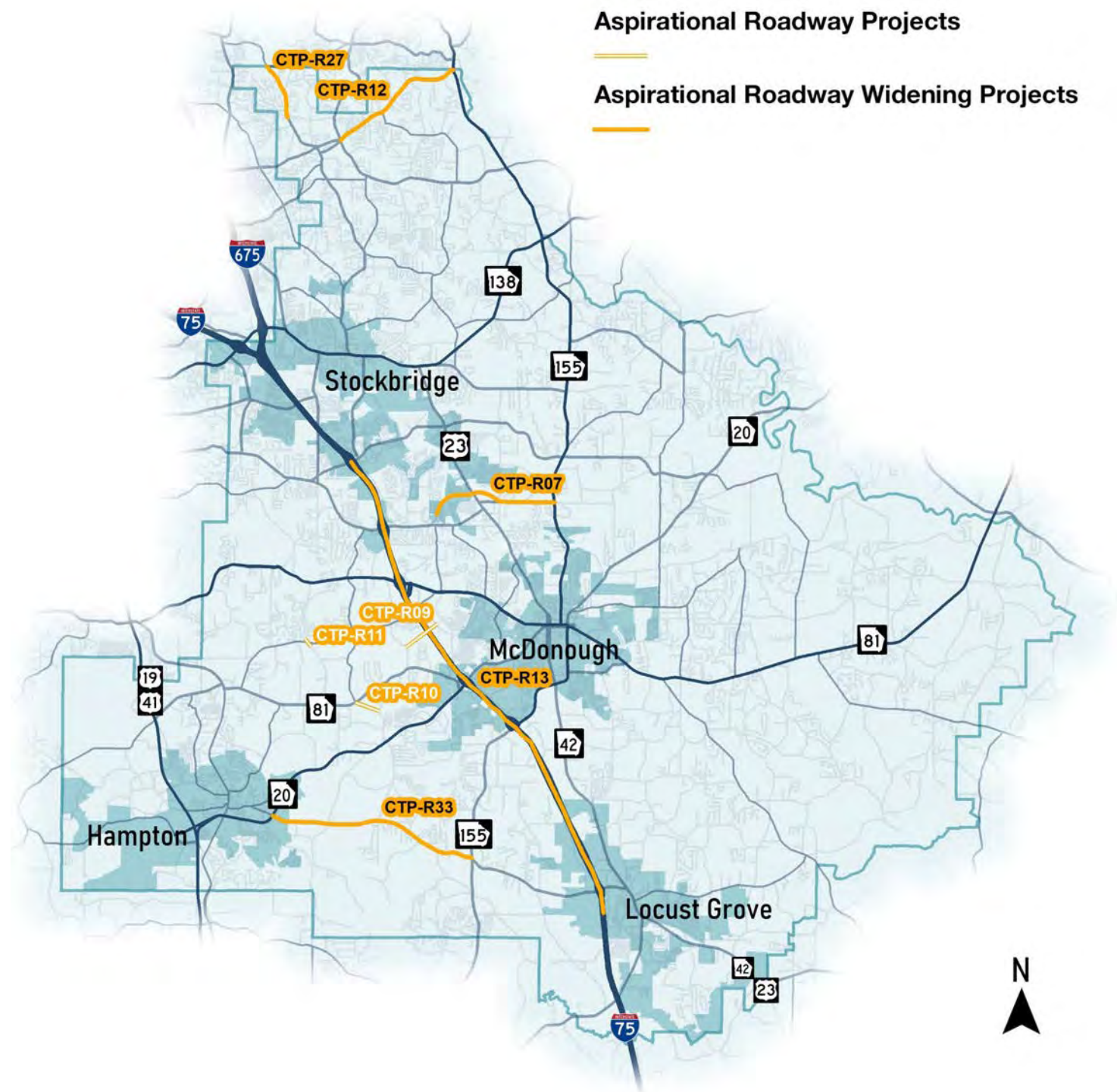


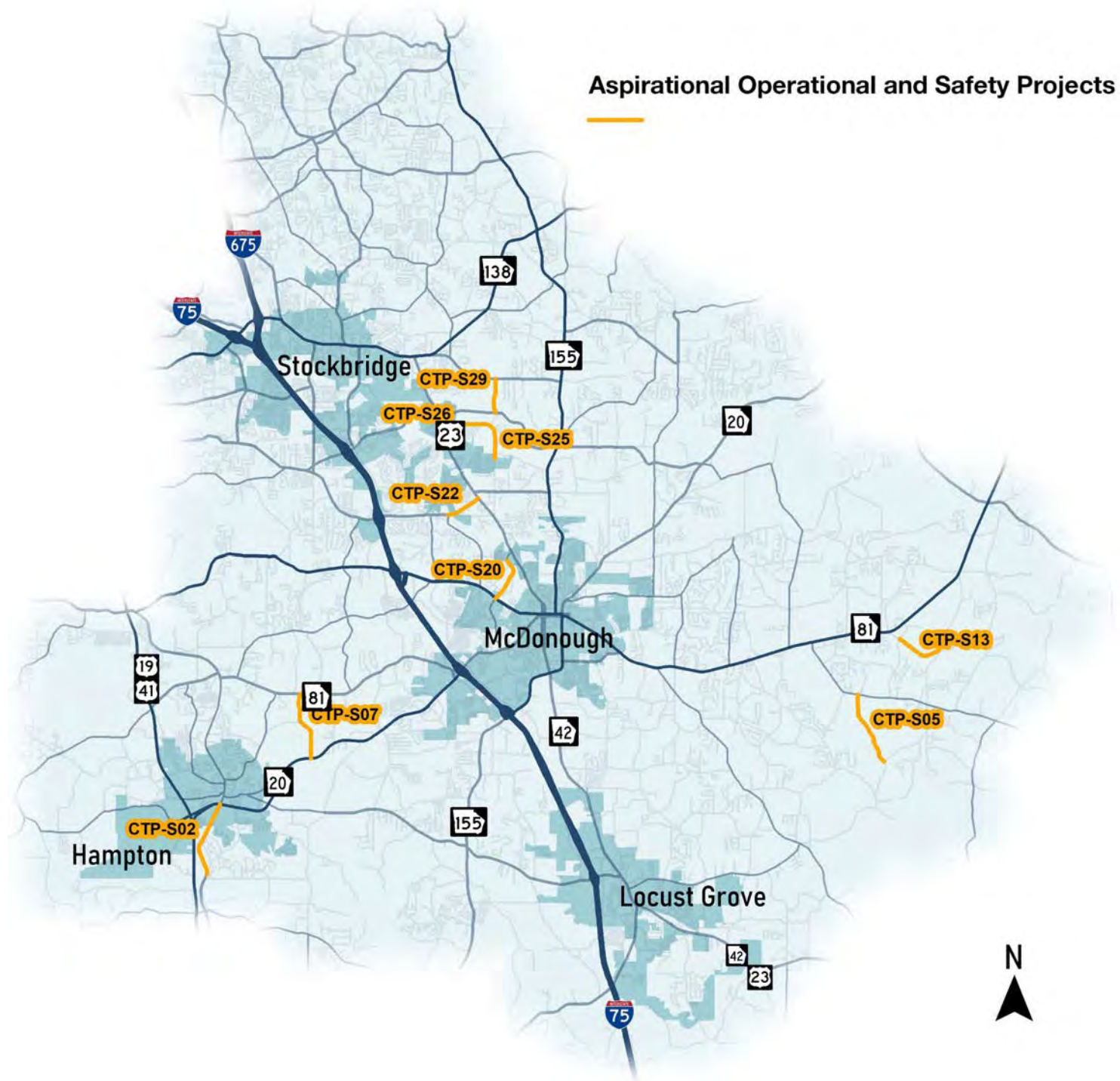
Figure C-6.12. Aspirational Roadway Capacity Projects



**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

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-6.13.** 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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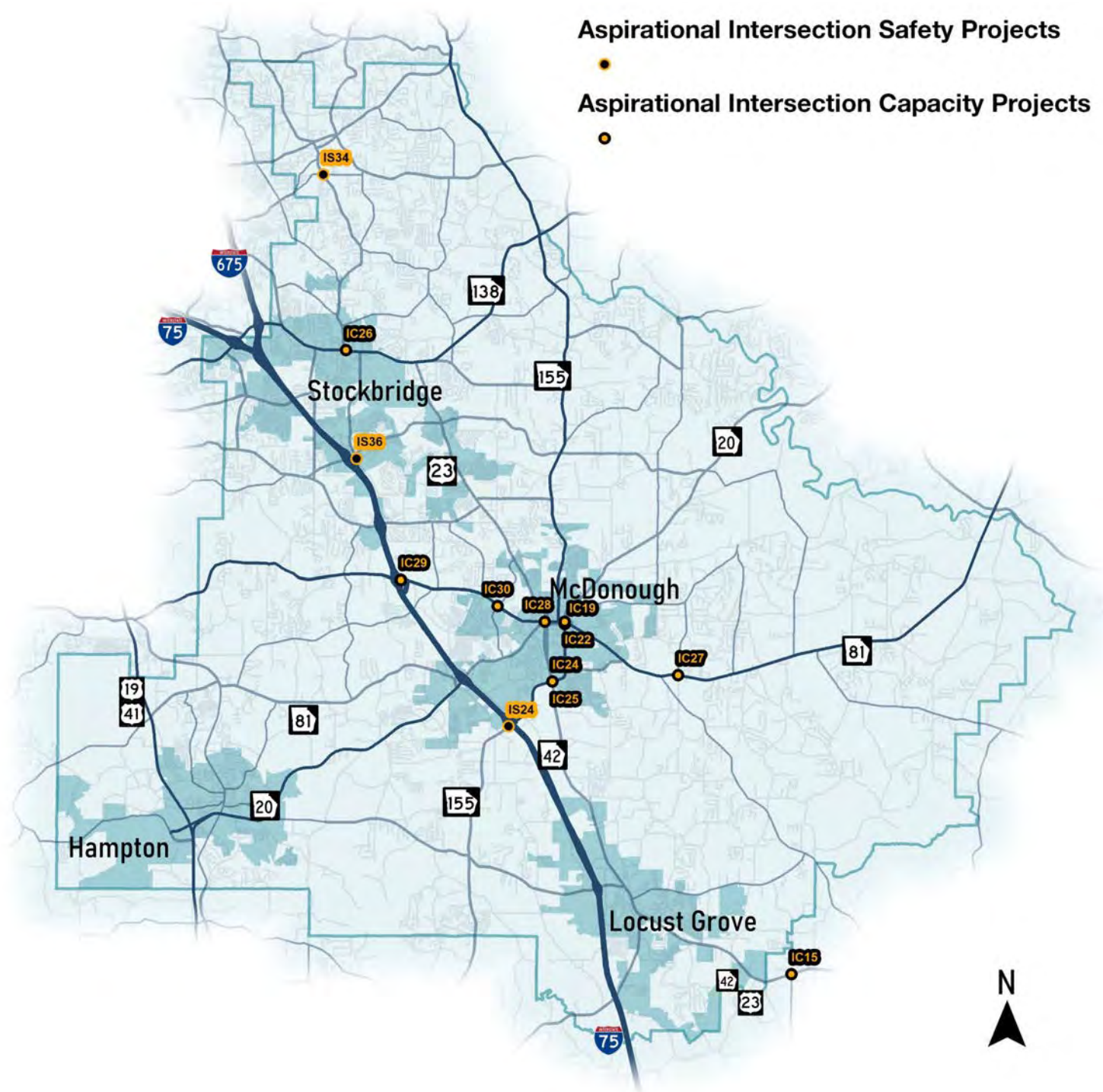


Figure C-6.14. Aspirational Intersection Projects



**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

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**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 Jonesboro 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 Boulevard/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 Boulevard	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 Ferry 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 Parkway	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/Old 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

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-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

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.



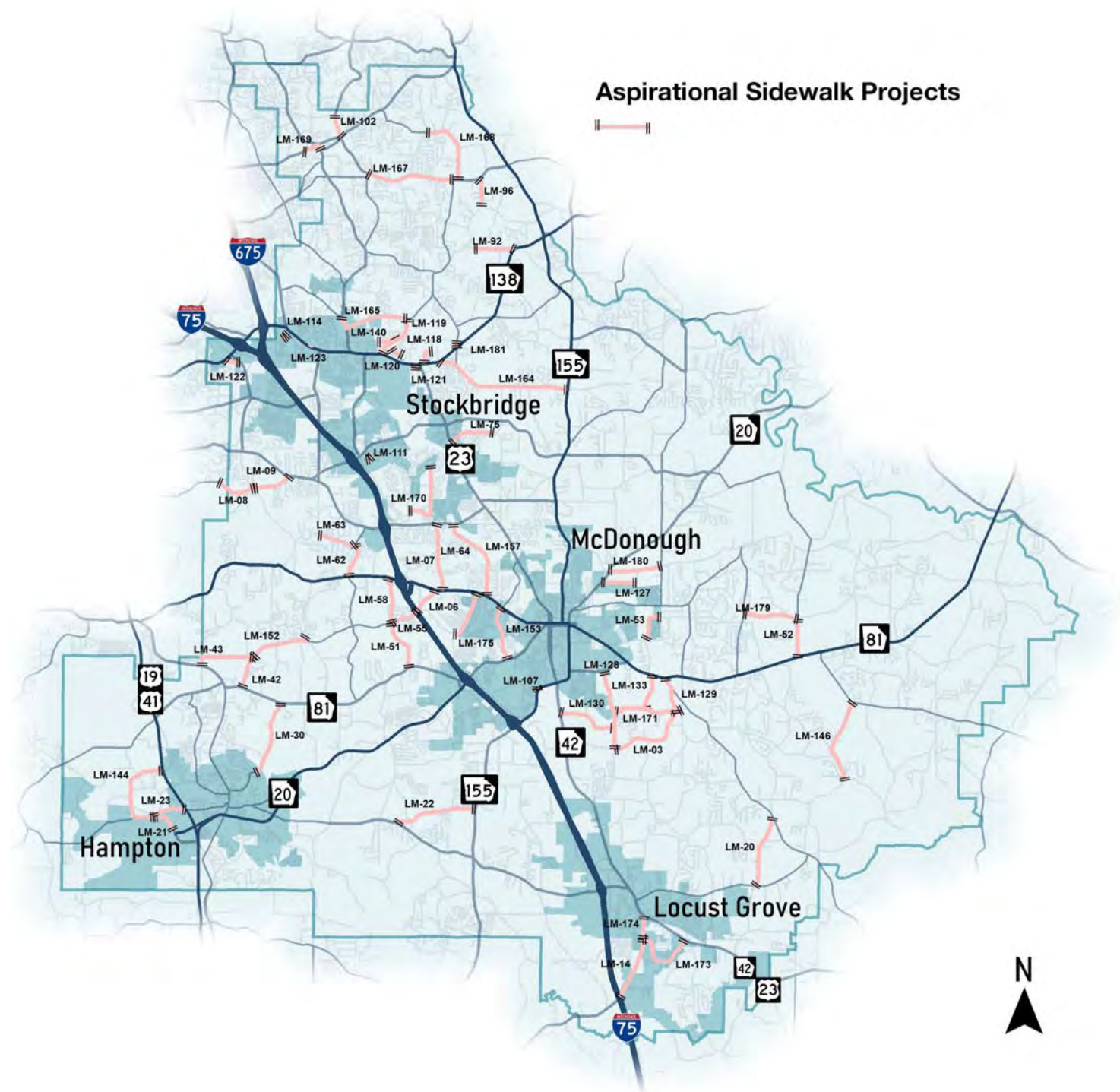


Figure C-6.15. Aspirational Sidewalk Projects

**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 Kelly 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 8105 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

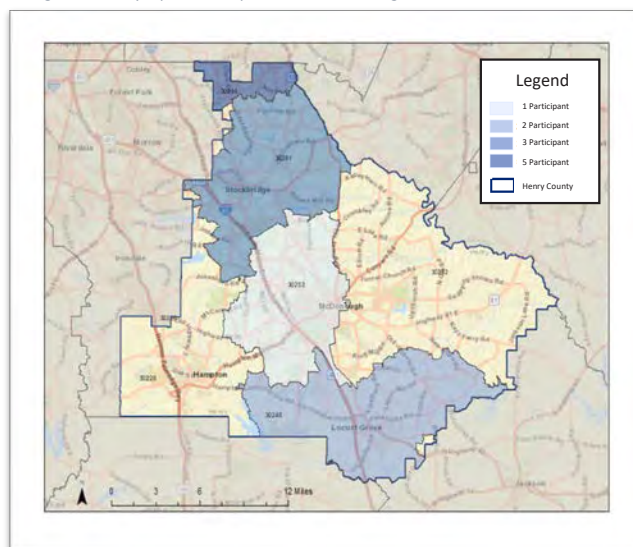


Table 1. How Participants Learned of the Meeting

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

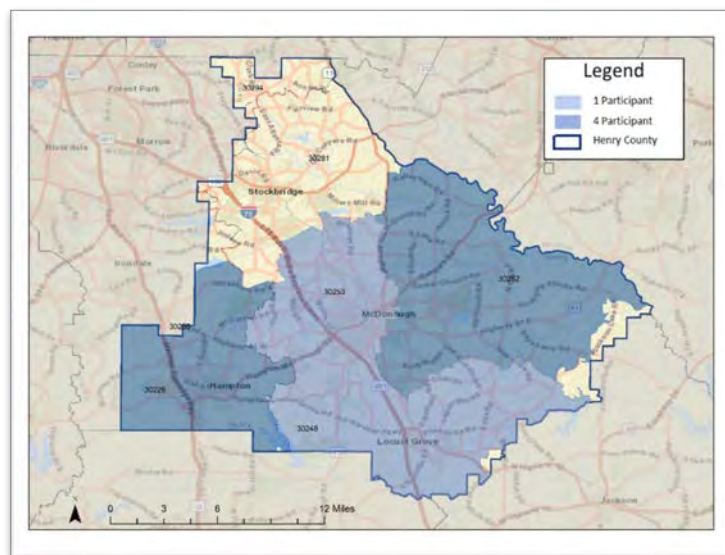


Table 1. How Participants Learned of the Meeting

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

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

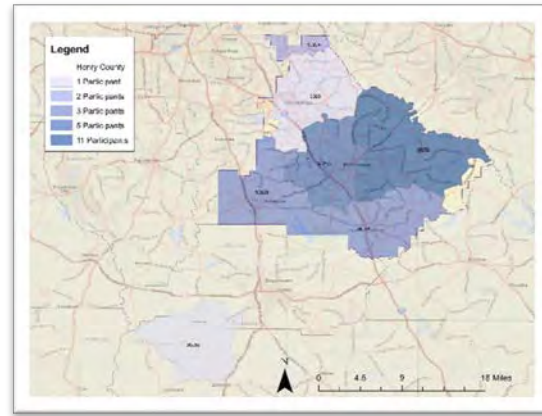


Table 1. How Participants Learned of the Meeting

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 How Participants Learned



### 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:

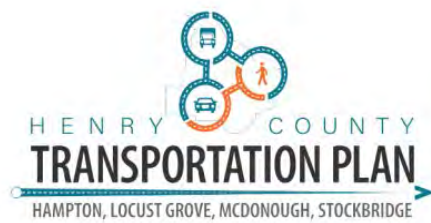
#### Transportation

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

#### Trails

1. Multimodal Nature Trails
  - 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

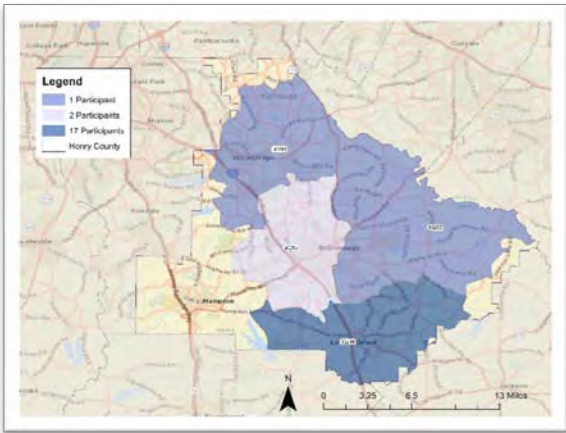


Table 1. How Participants Learned of the Meeting

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 arrange 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

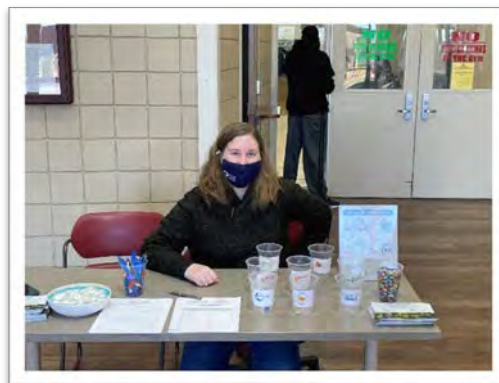
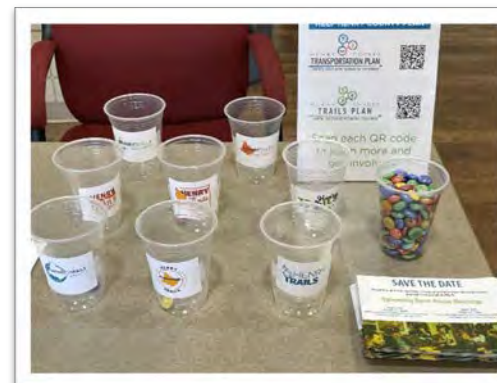


FIGURE 4: BRANDING LOGO FEEDBACK EXERCISE





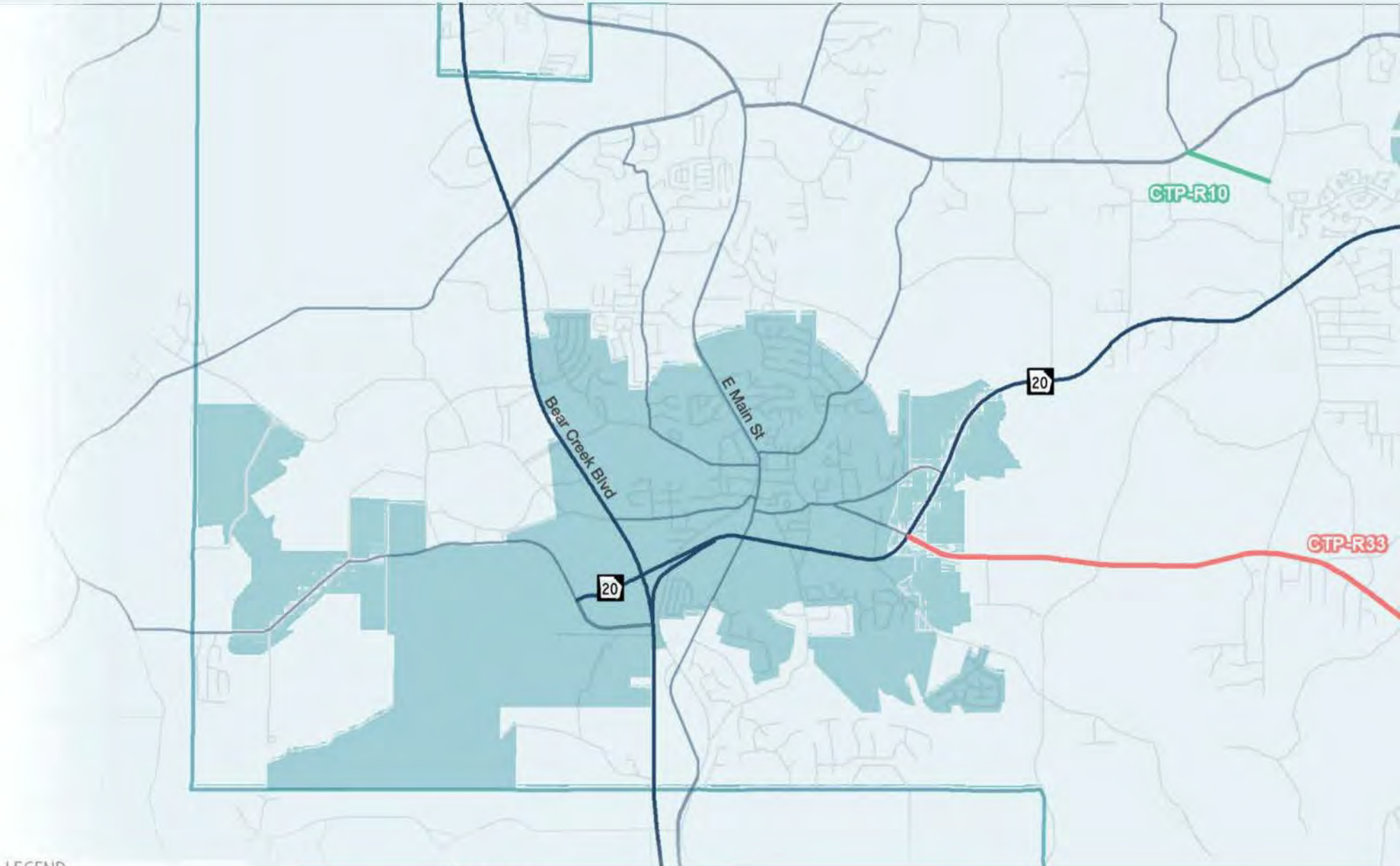
APPENDIX B: PROJECT RECOMMENDATIONS  
WITHIN EACH MUNICIPALITY

# City of Hampton Projects





# Roadway Capacity Projects

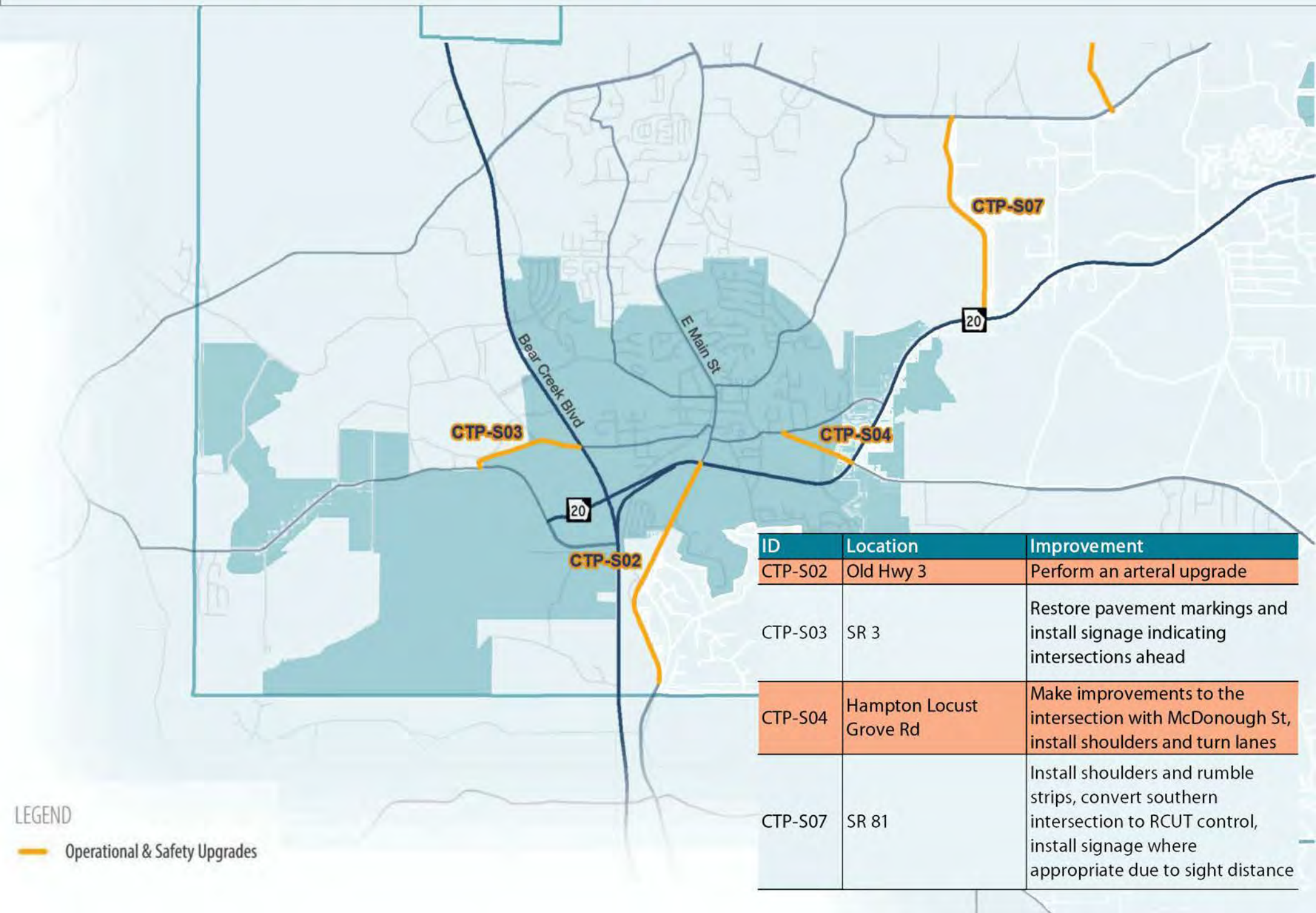


LEGEND

- Roadway Capacity Projects
- Widening
  - New Roadway

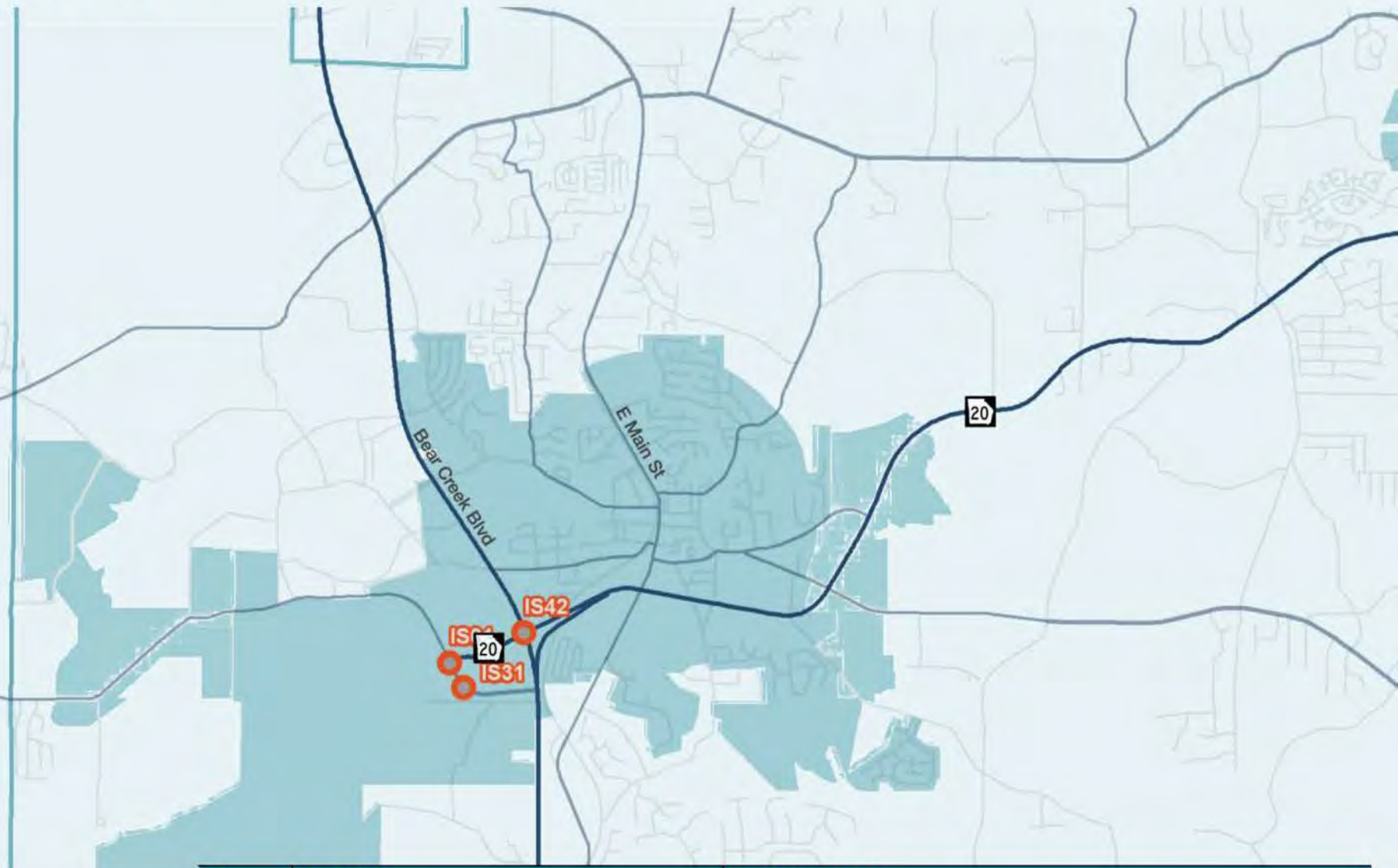
ID	Name
CTP-R10	CHAMBERS RD EXTENSION
CTP-R33	HAMPTON LOCUST GROVE ROAD WIDENING

# Corridor Operations & Safety





# 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.

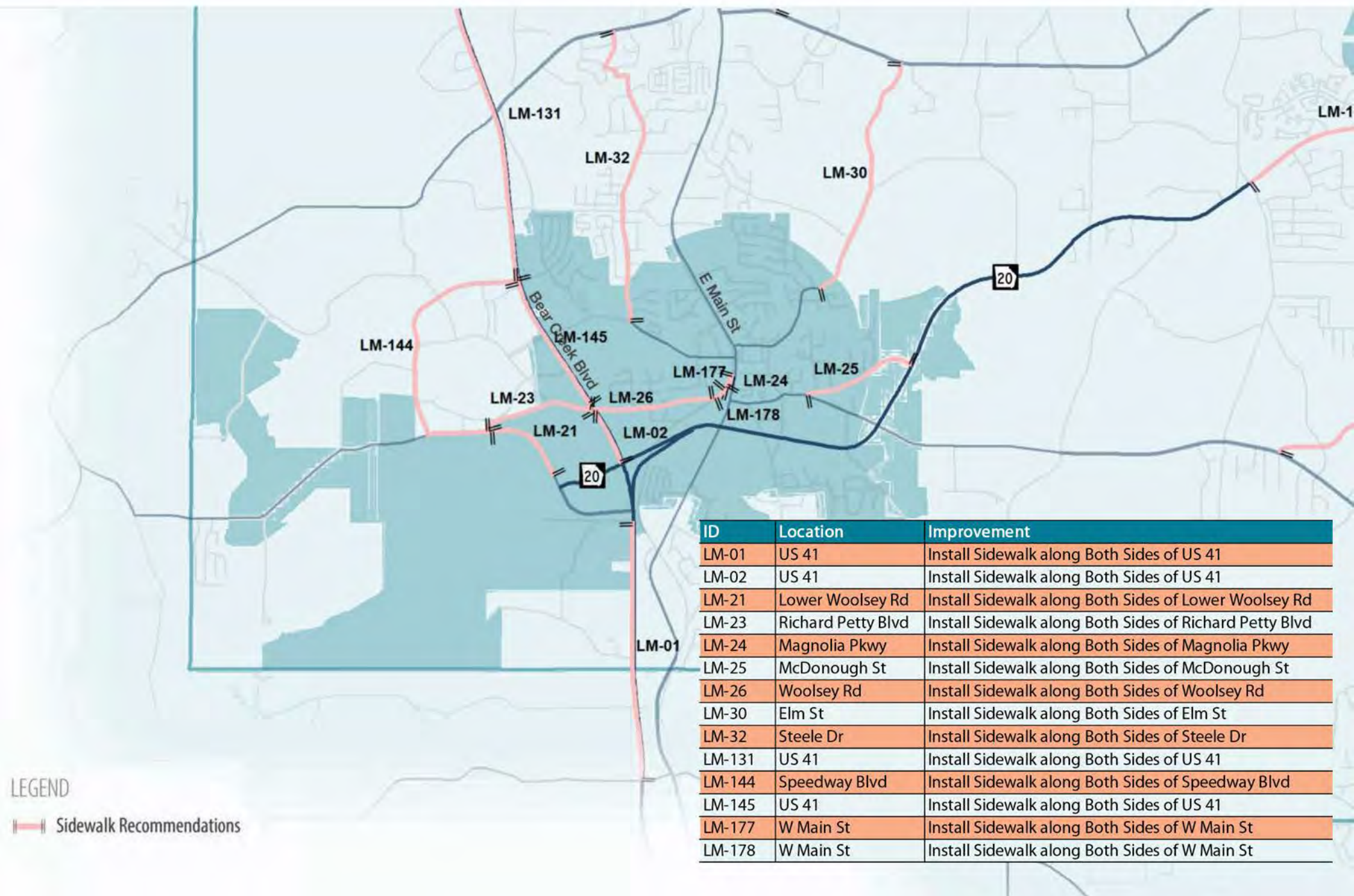
## LEGEND



Intersection Safety Projects

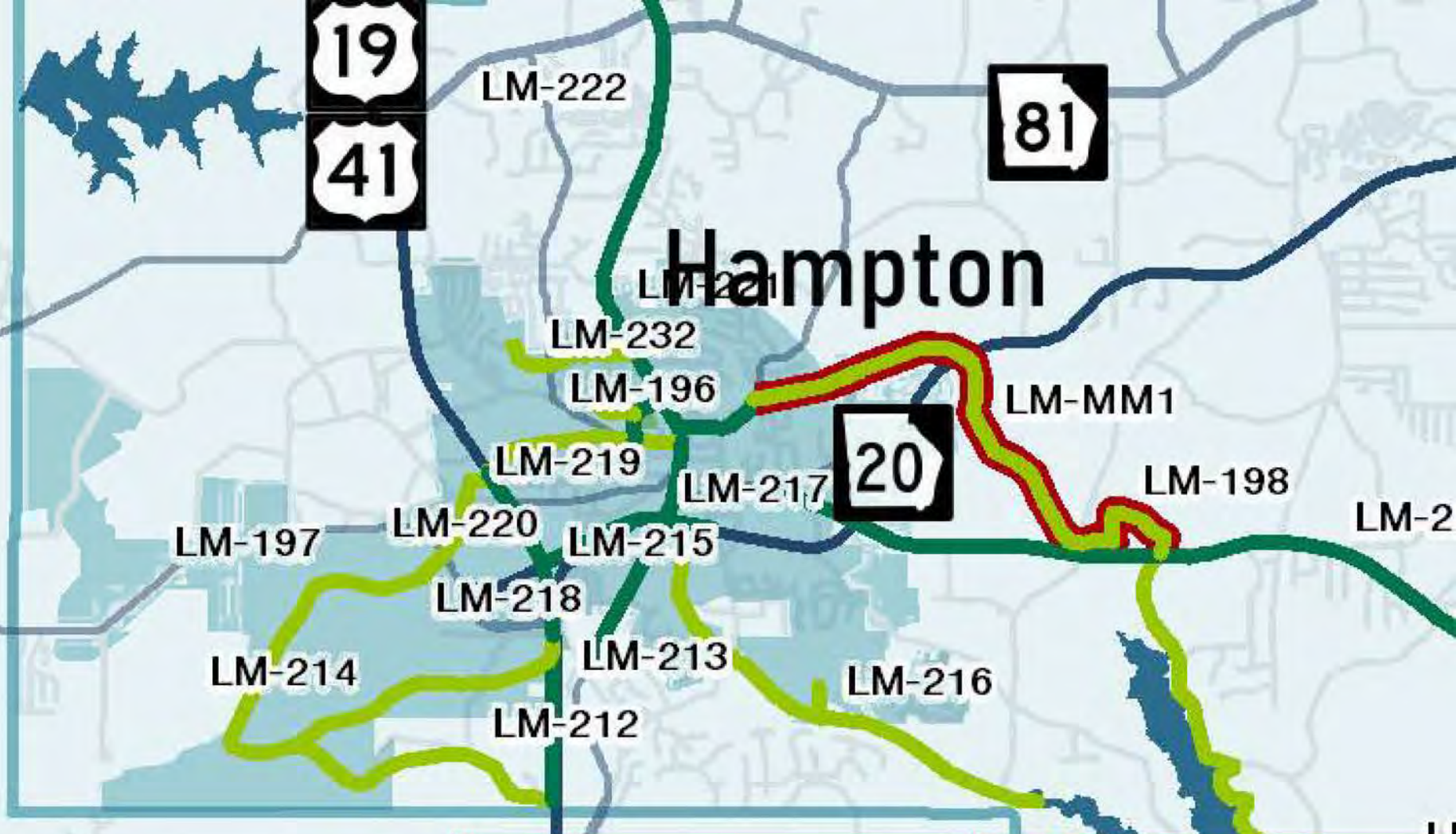


# Sidewalks





# 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

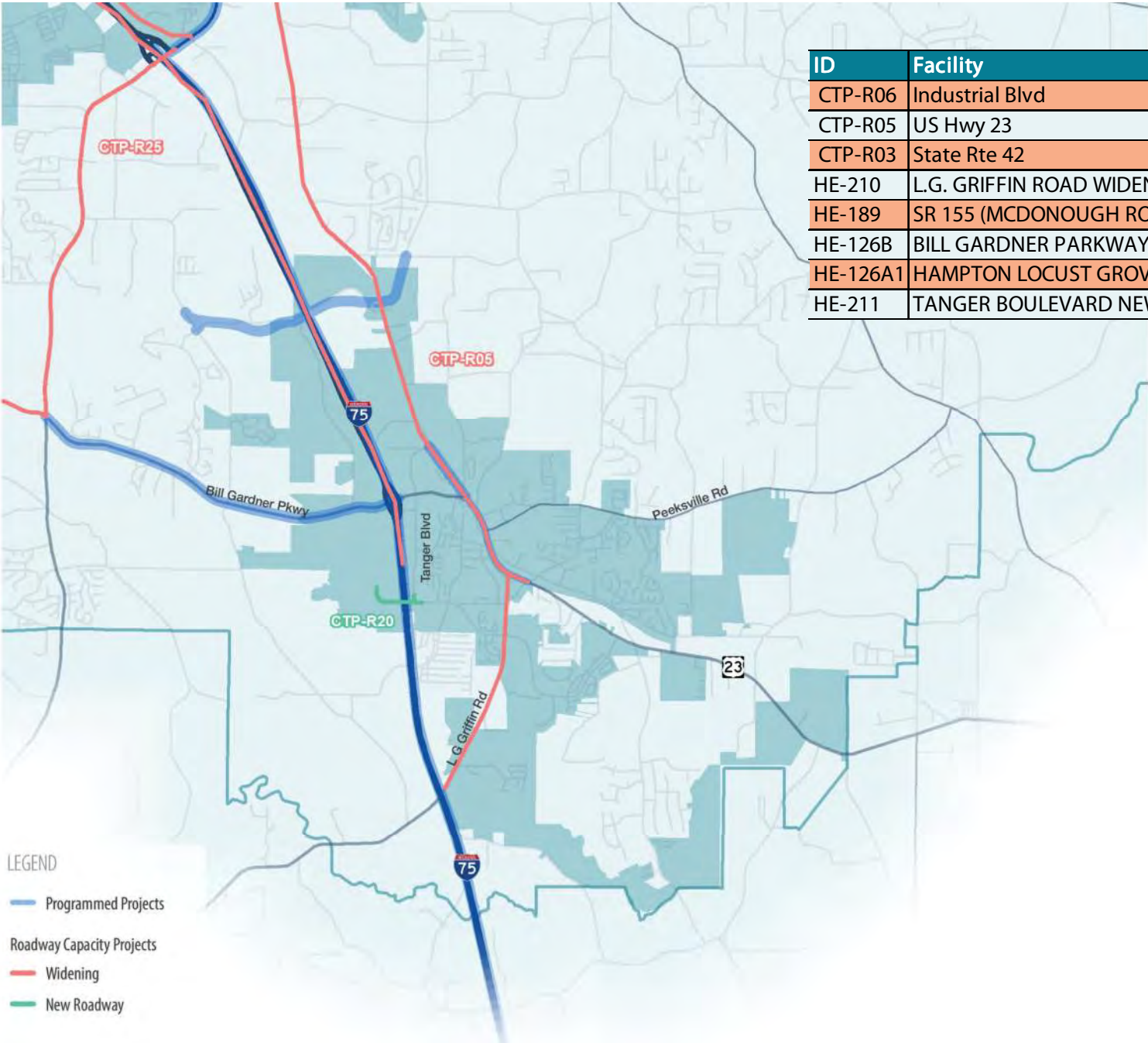
LOCUST EST. 1893  
GROVE

*Shop Dine Explore Local*

City of Locust Grove Projects

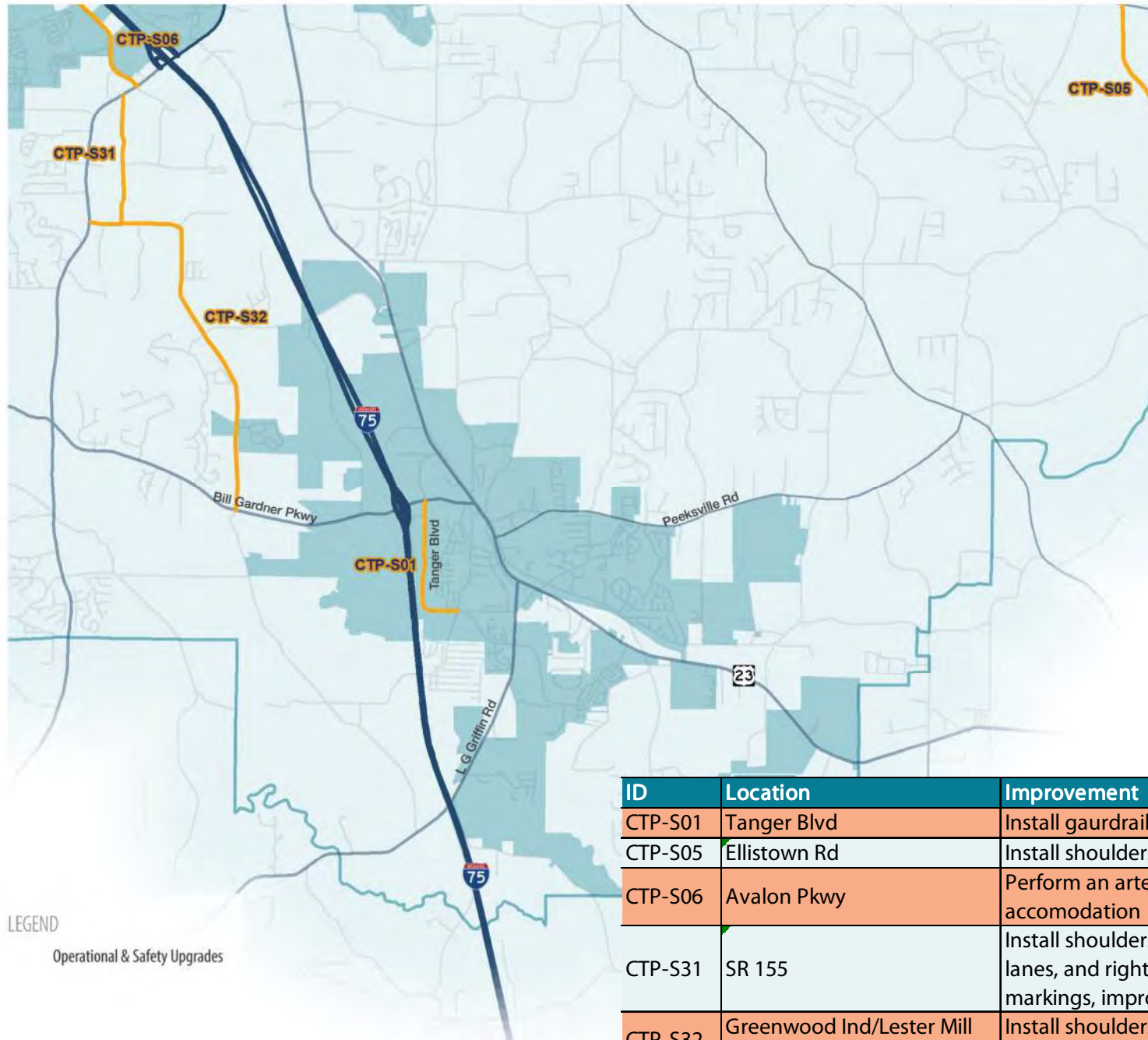


# Roadway Capacity Projects



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

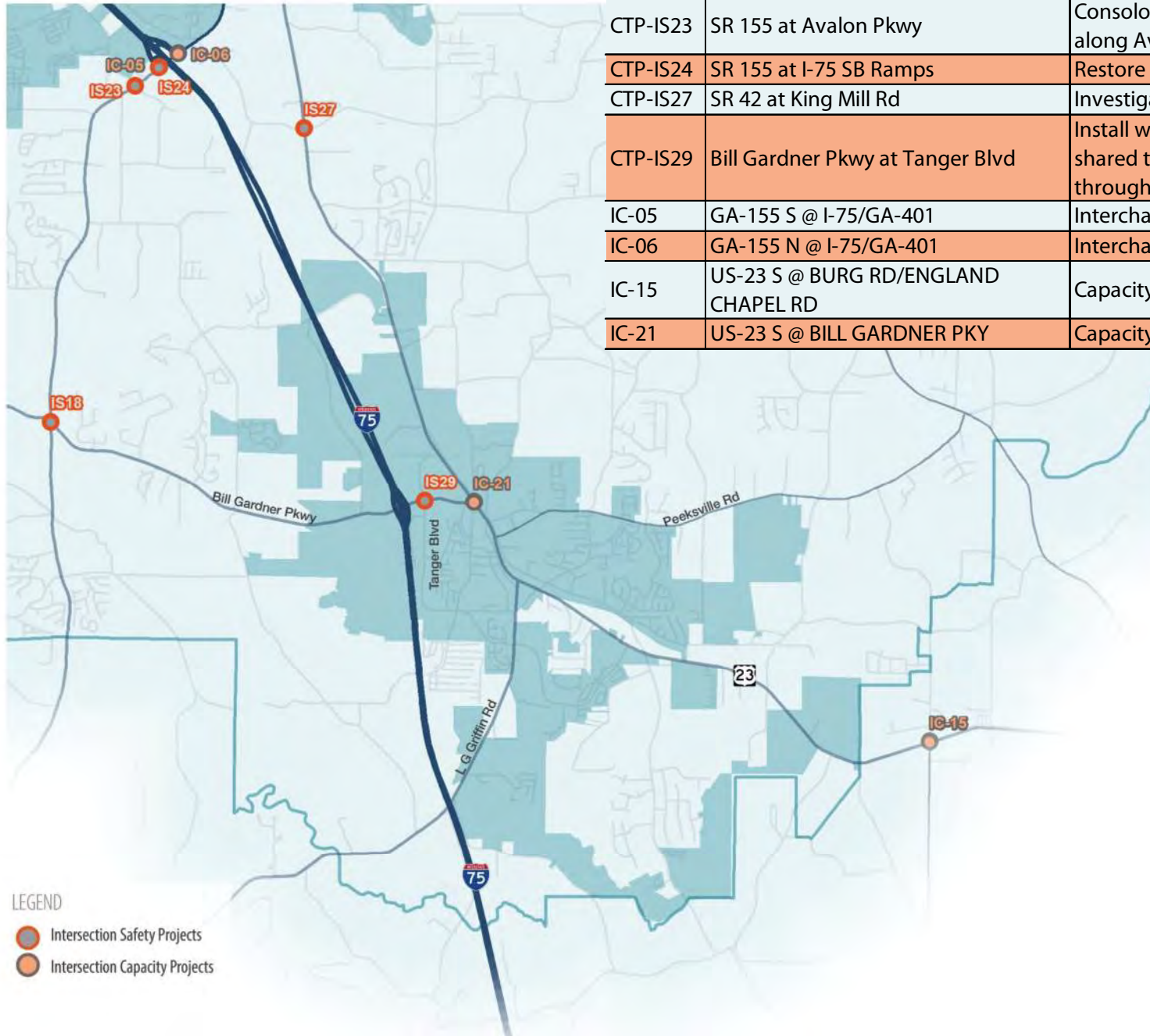
# Corridor Operations & Safety



ID	Location	Improvement
CTP-S01	Tanger Blvd	Install gaurdrail along curve, arterial upgrade
CTP-S05	Ellistown Rd	Install shoulders and rumble strips
CTP-S06	Avalon Pkwy	Perform an arterial upgrade with a focus on freight accomodation
CTP-S31	SR 155	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	Greenwood Ind/Lester Mill Rd	Install shoulders, two-way-center-turn lane, 12 foot travel lanes, and right turn lanes where needed.

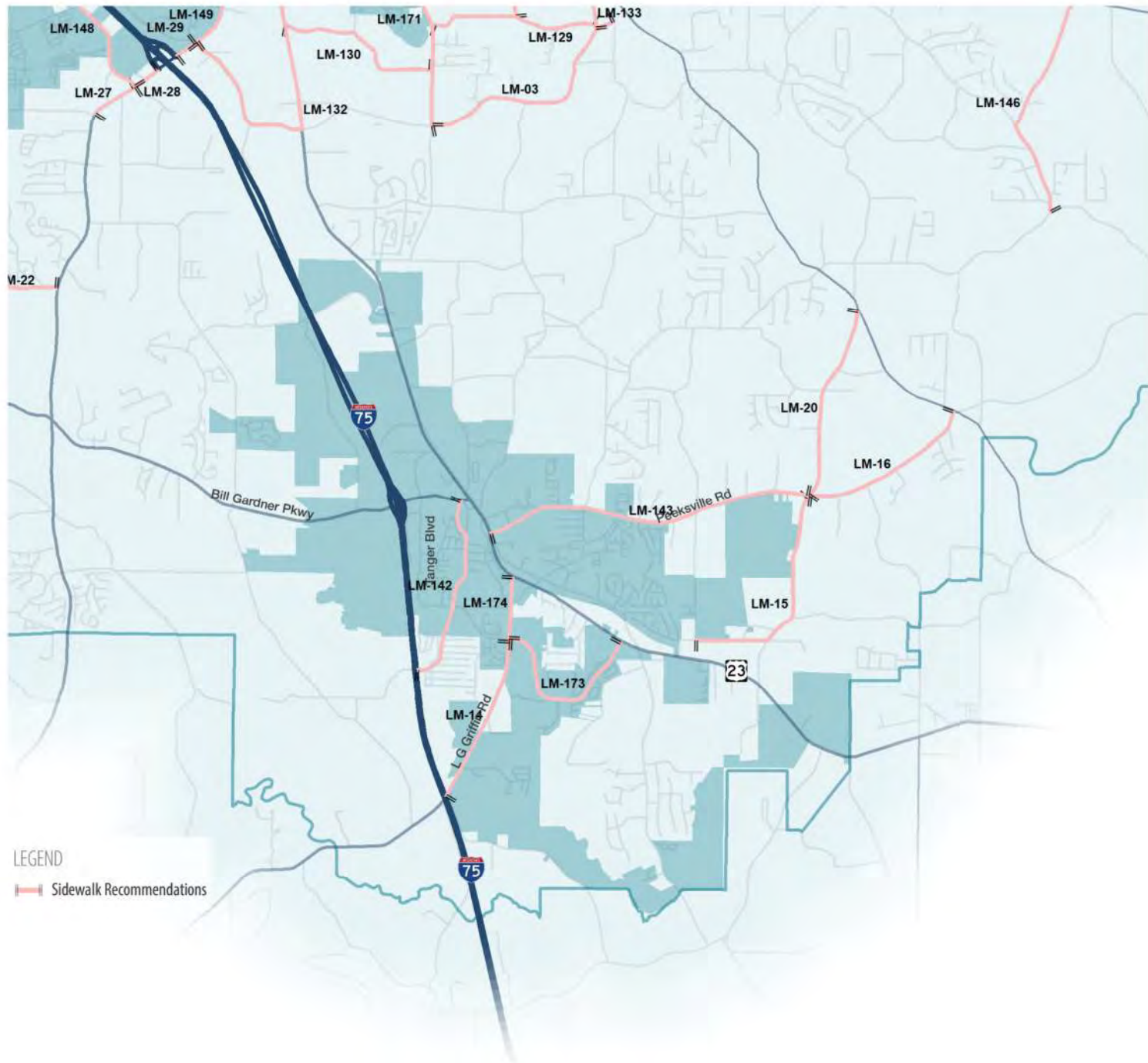
# Intersections

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





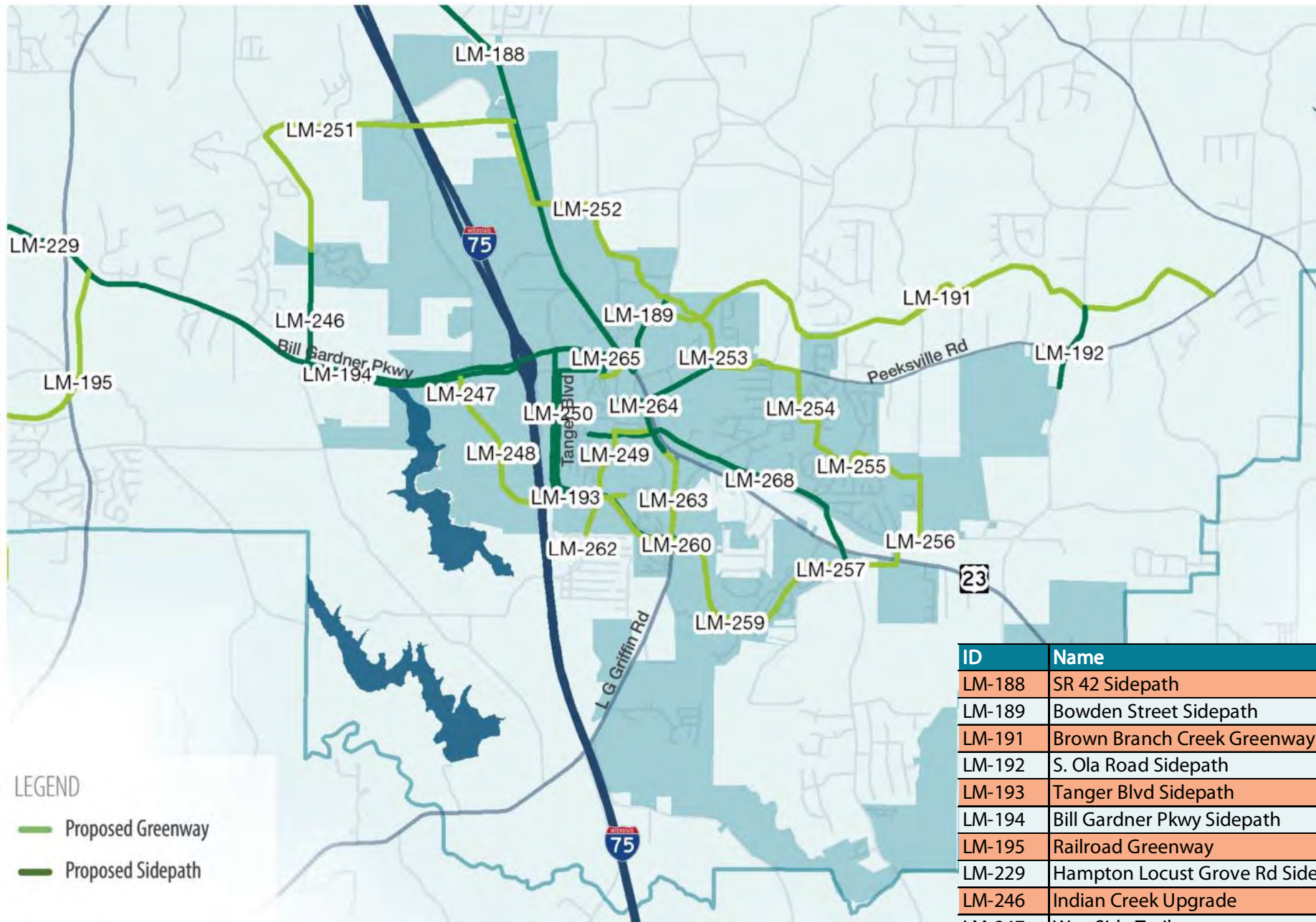
# Sidewalks



ID	Location
LM-03	King Mill Rd
LM-14	LG Griffin Rd
LM-15	Davis Rd/S Ola P
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/Sov
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

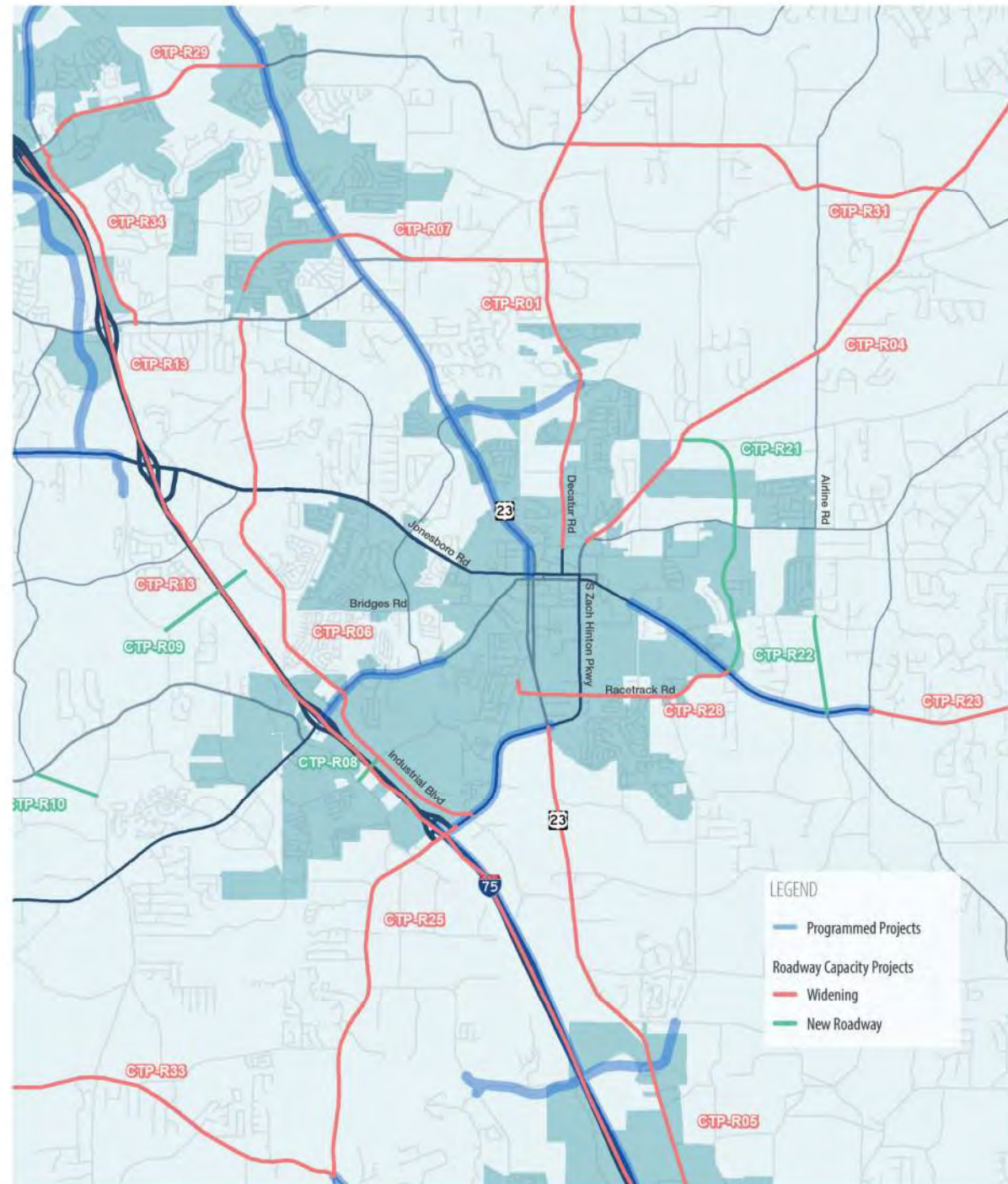


## City of McDonough Projects



# Roadway Capacity Projects

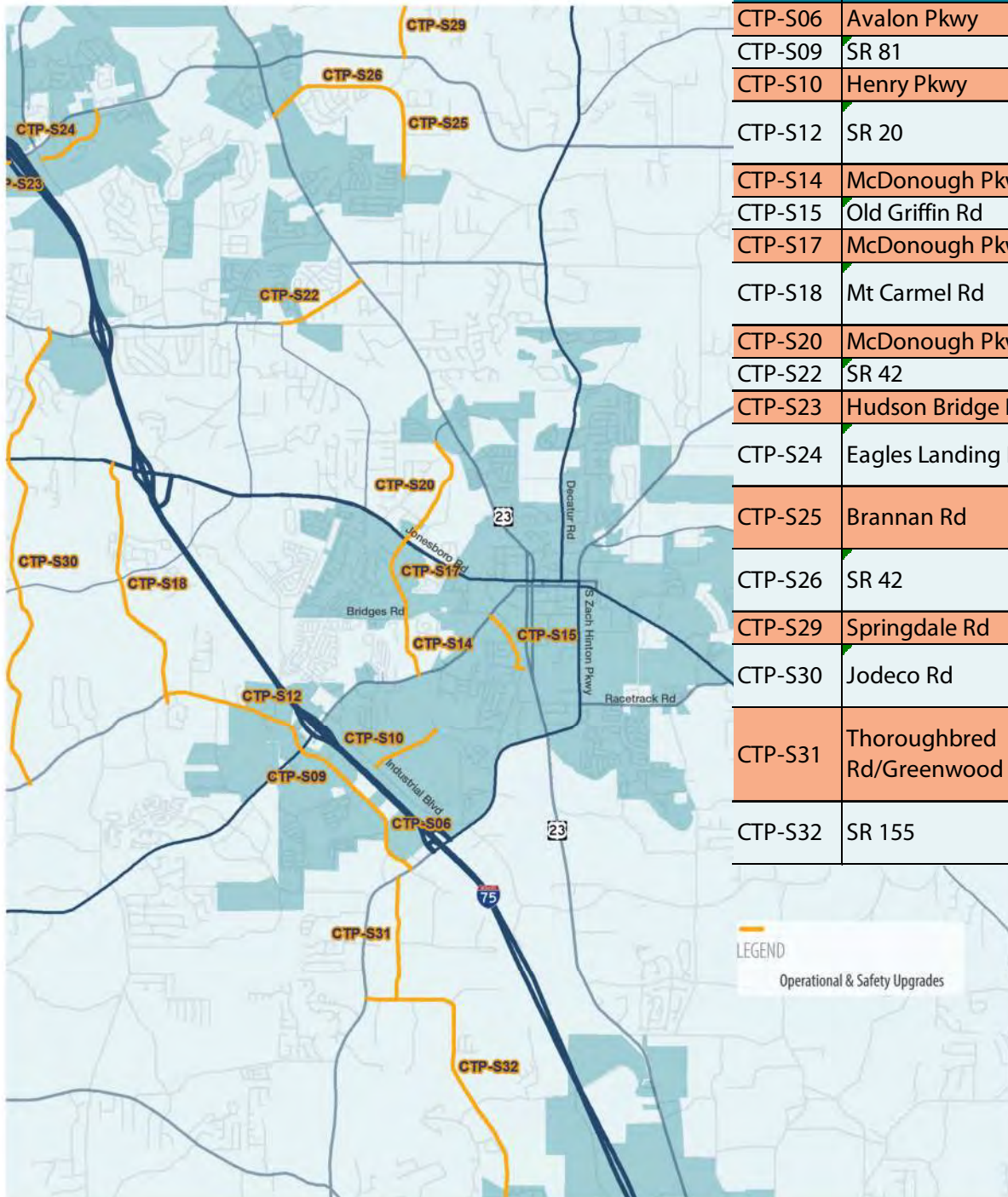
ID	Name
CTP-R21	MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS)
CTP-R22	AIRLINE ROAD EXTENSION
CTP-R08	HENRY PKWY EXTENSION
CTP-R09	BRIDGES RD EXTENSION
CTP-R10	CHAMBERS RD EXTENSION
CTP-R23	SR 81 ROAD WIDENING
CTP-R25	SR 155 (MCDONOUGH ROAD) WIDENING
CTP-R28	RACETRACK ROAD WIDENING
CTP-R29	EAGLES LANDING 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

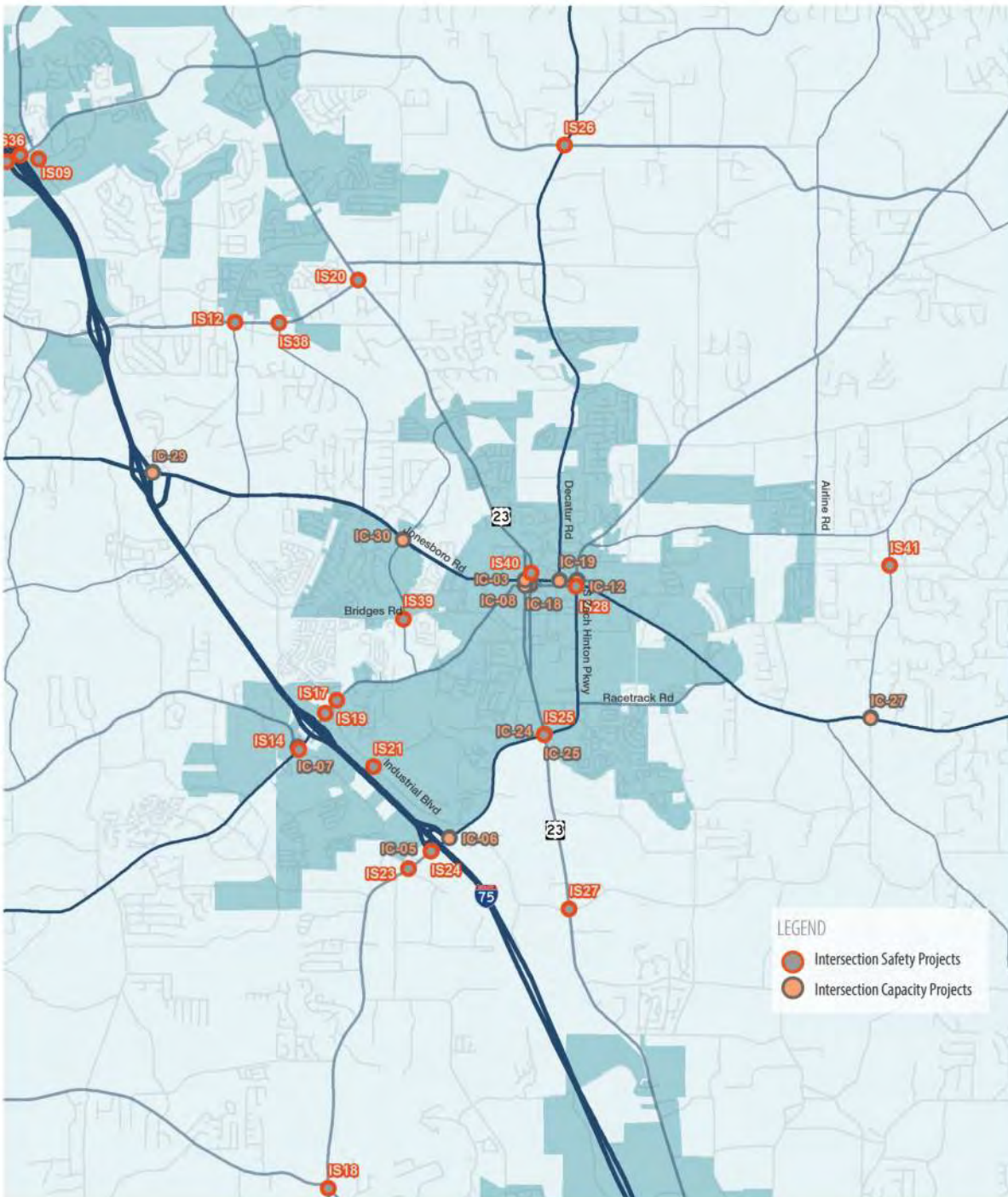
ID	Location	Improvement
CTP-S06	Avalon Pkwy	Perform an arterial upgrade with a focus on freight accomodation
CTP-S09	SR 81	Perform an arterial upgrade with a focus on freight accomodation
CTP-S10	Henry Pkwy	Convert corridor to "superstreet" with RCUTs and U Turns
CTP-S12	SR 20	Perform an arterial upgrade with a focus on high crash intersections
CTP-S14	McDonough Pkwy	Perform an arteral upgrade
CTP-S15	Old Griffin Rd	Install traffic calming devices such as chicanes and speed bumps
CTP-S17	McDonough Pkwy	Perform an arteral upgrade
CTP-S18	Mt Carmel Rd	Consolodate 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	Consolodate 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.

LEGEND  
Operational & Safety Upgrades





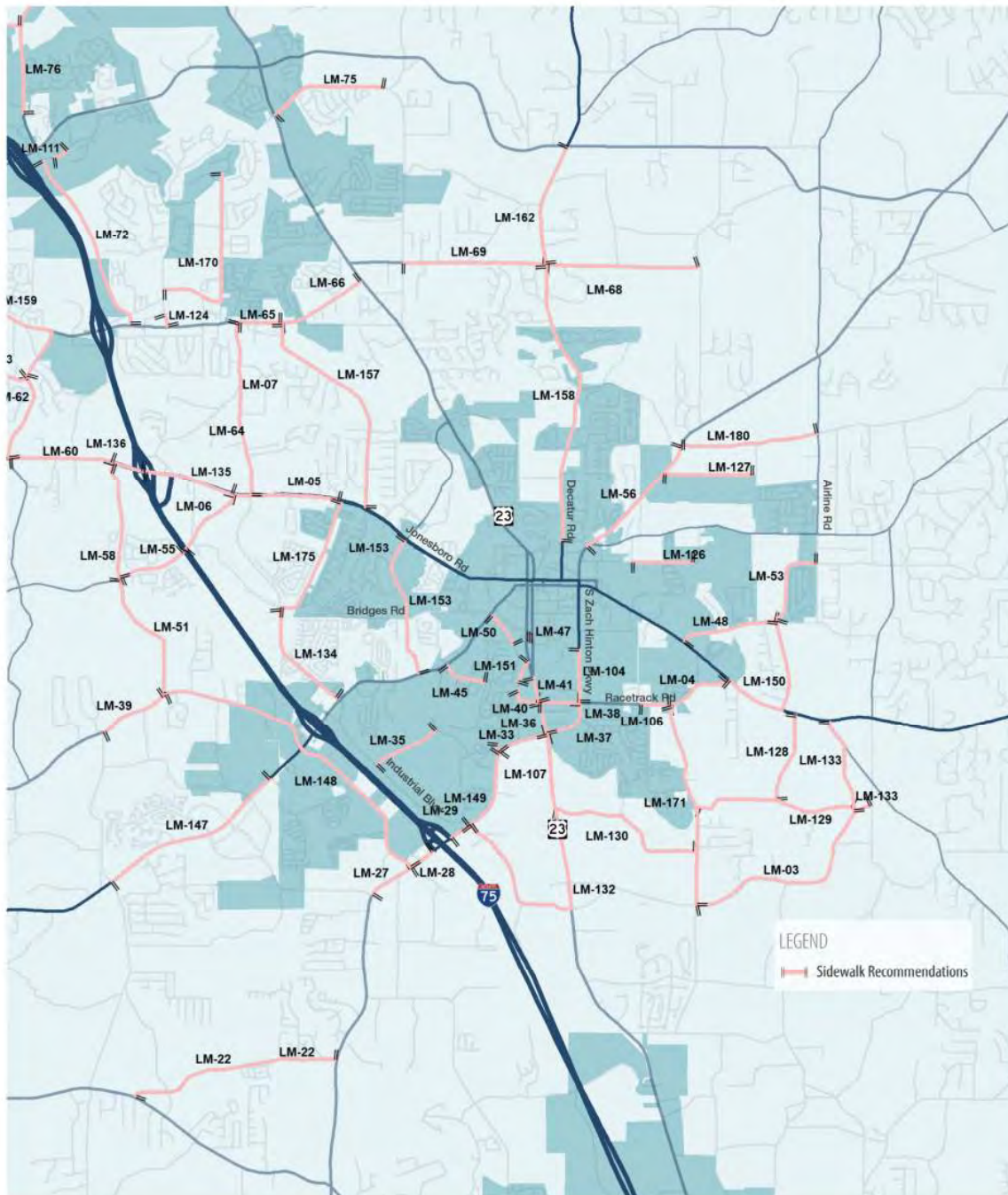
# Intersections



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/JF 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/JF 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



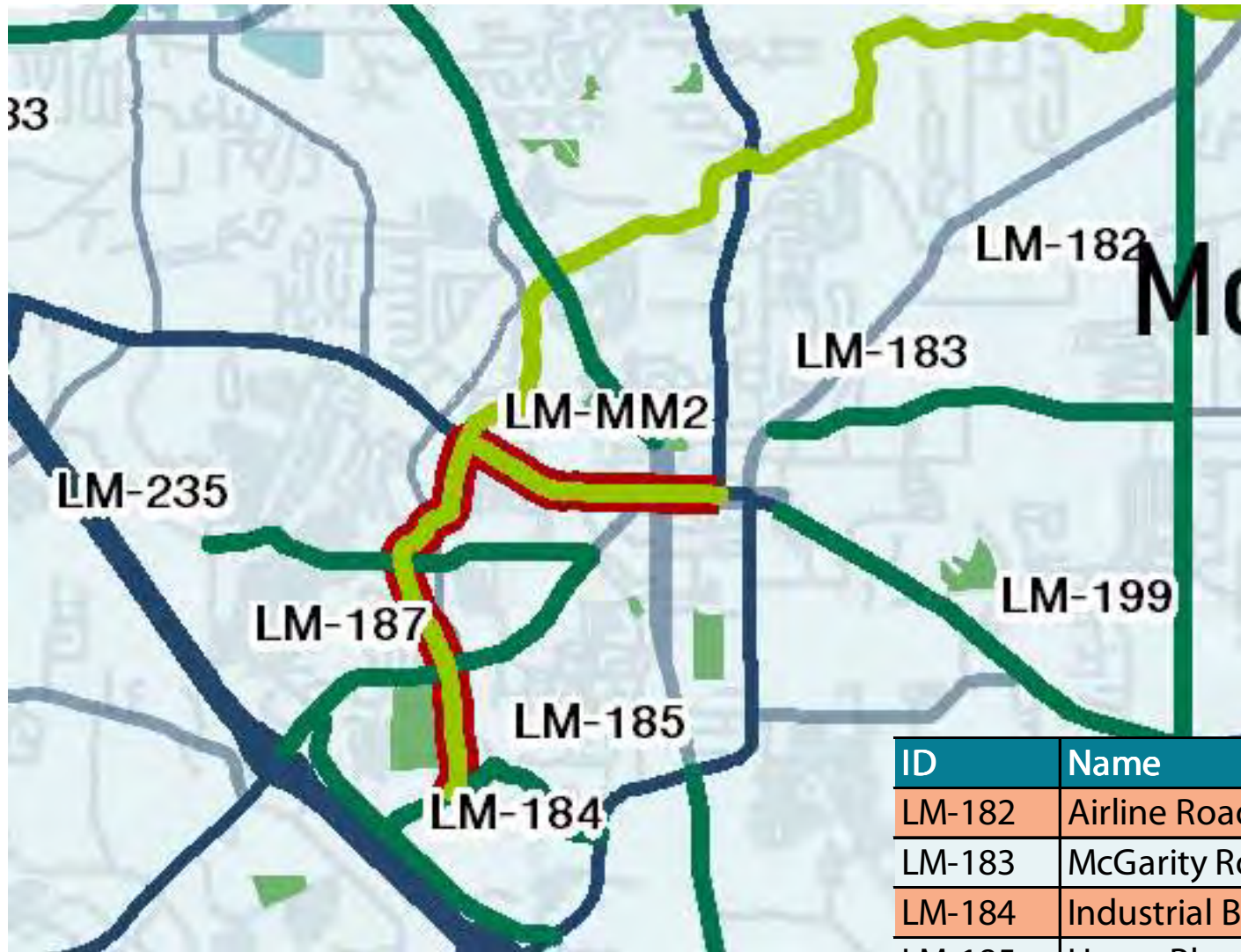
# Sidewalks



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 East Side 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



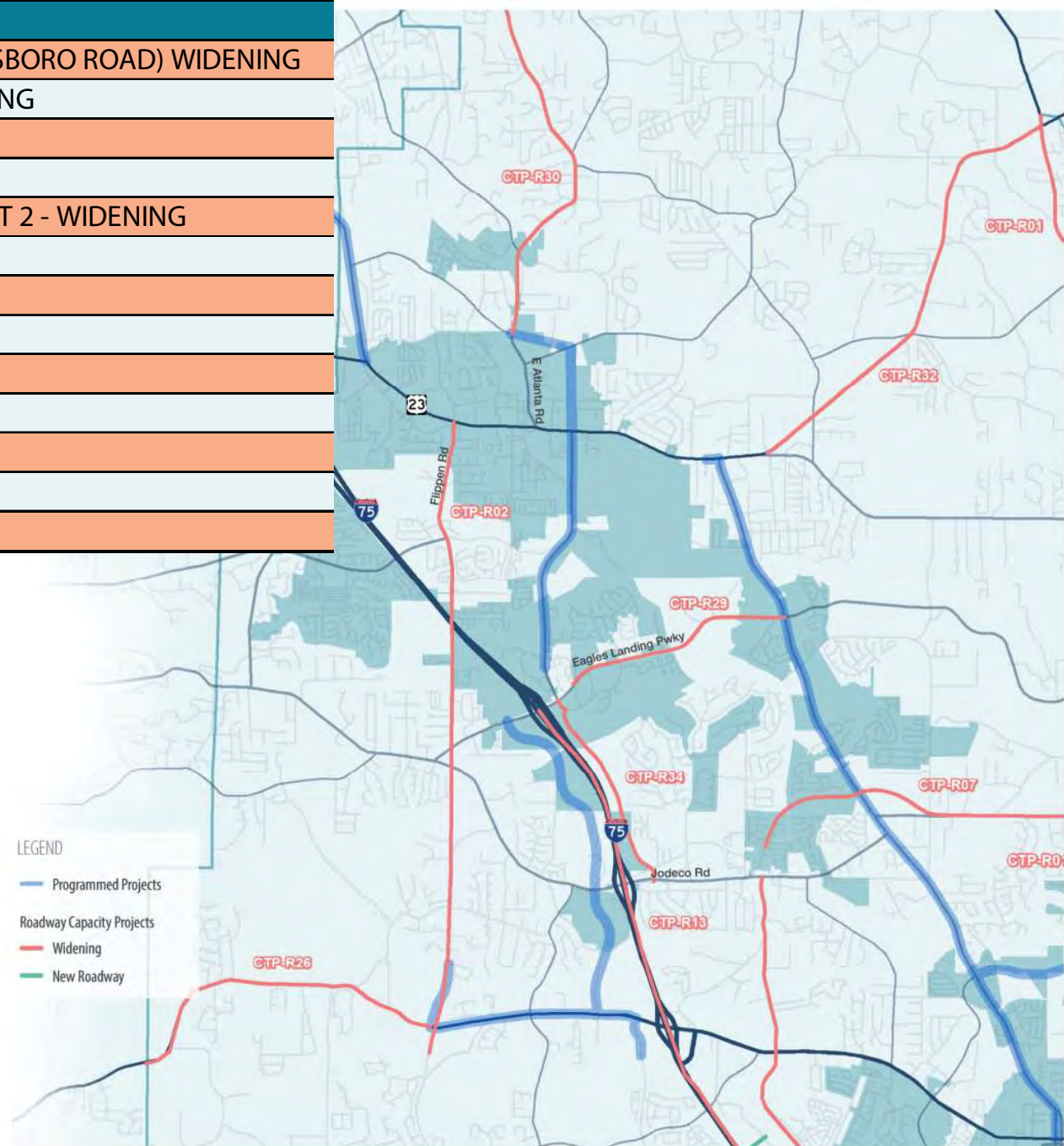


## City of Stockbridge Projects



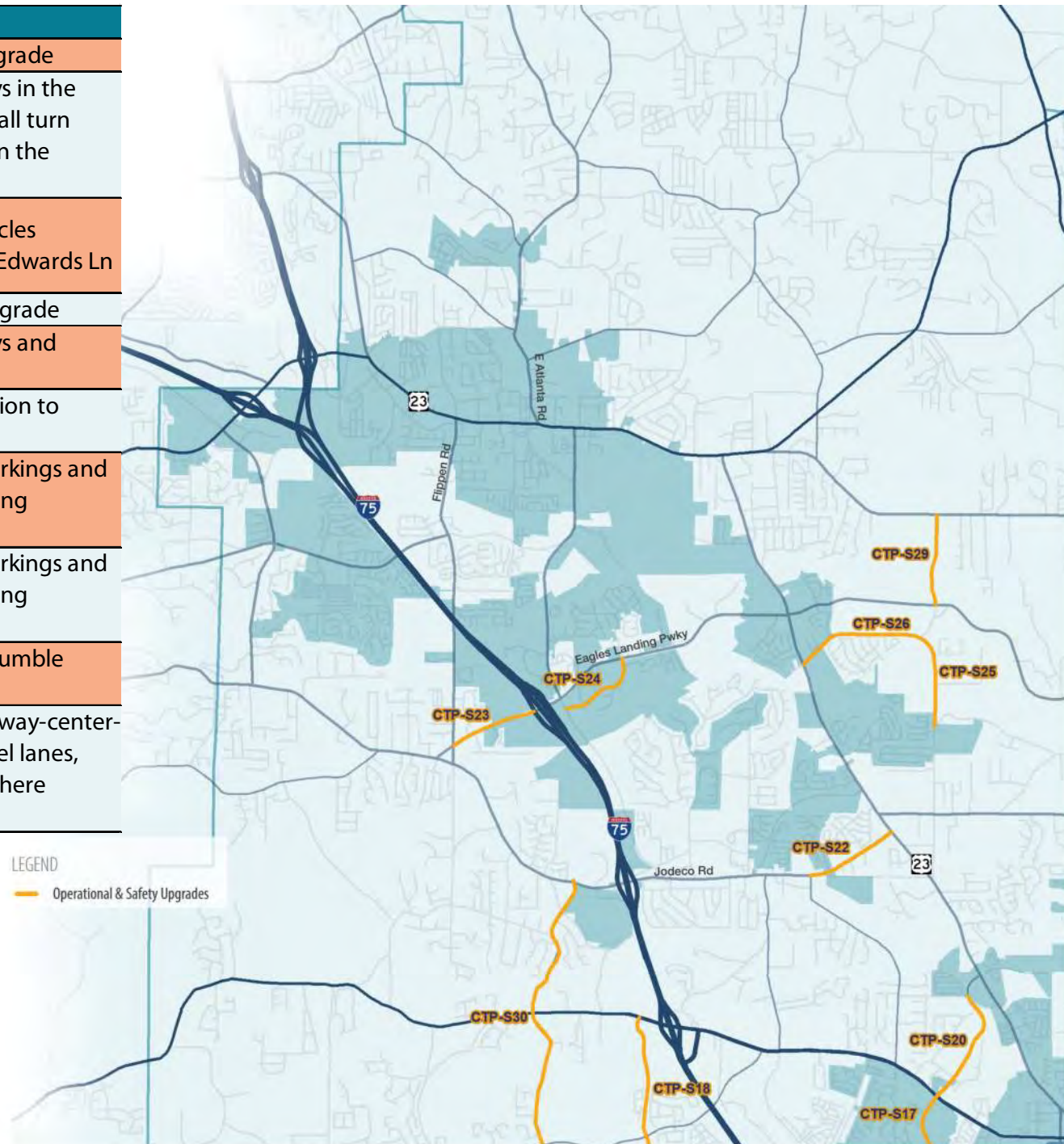
# Roadway Capacity Projects

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



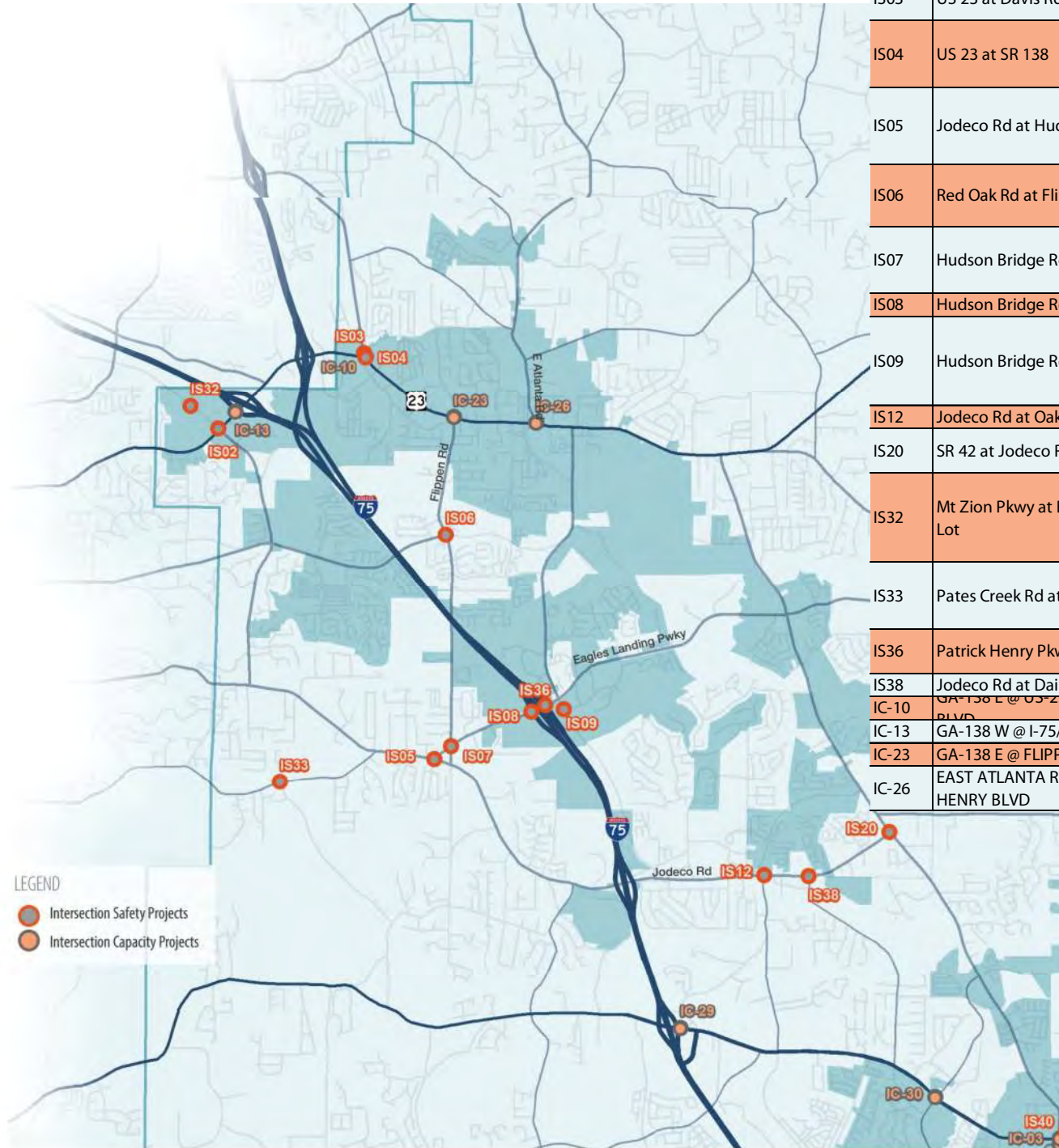
# Corridor Operations & Safety

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.



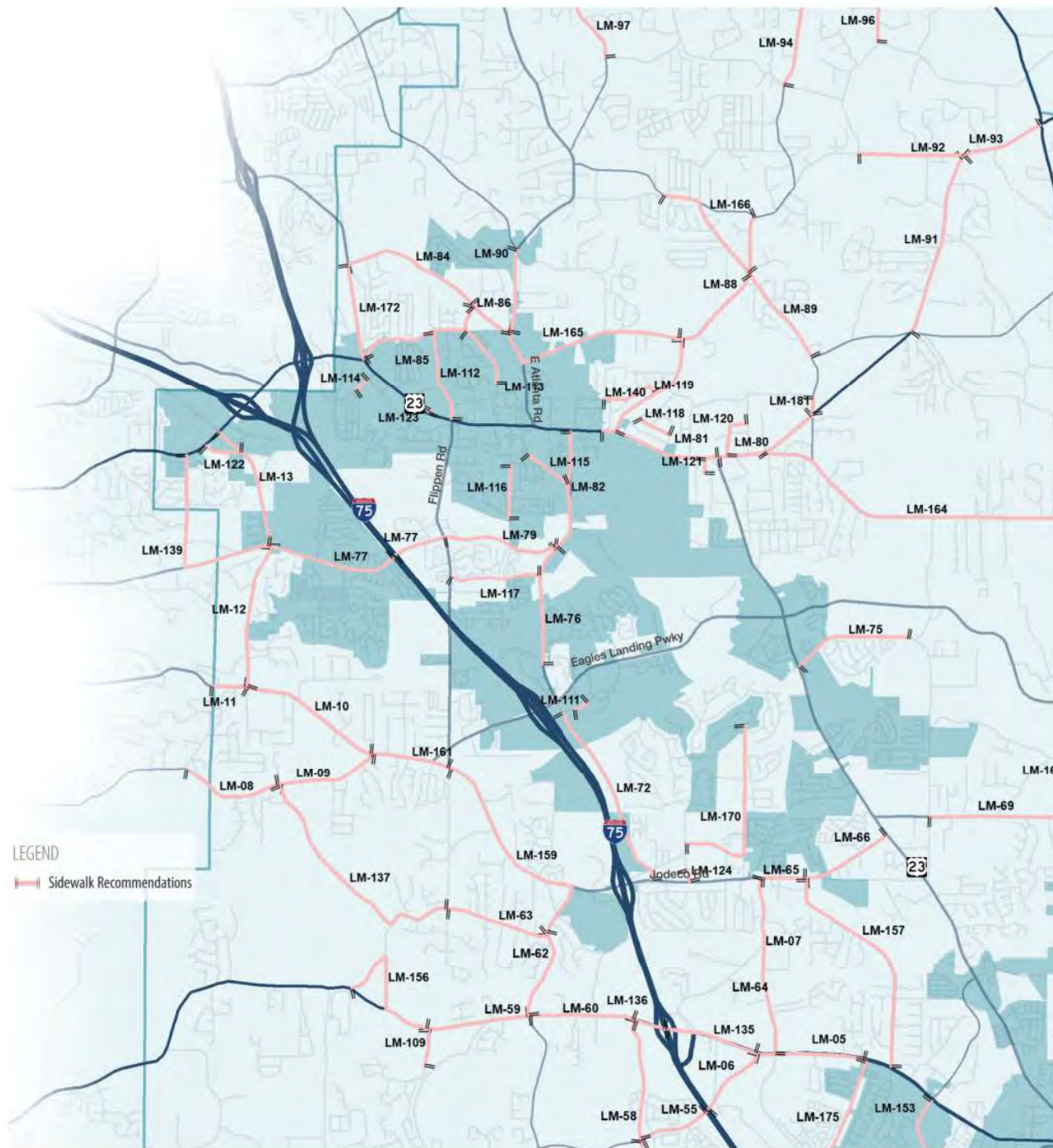


# Intersections



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 markings
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

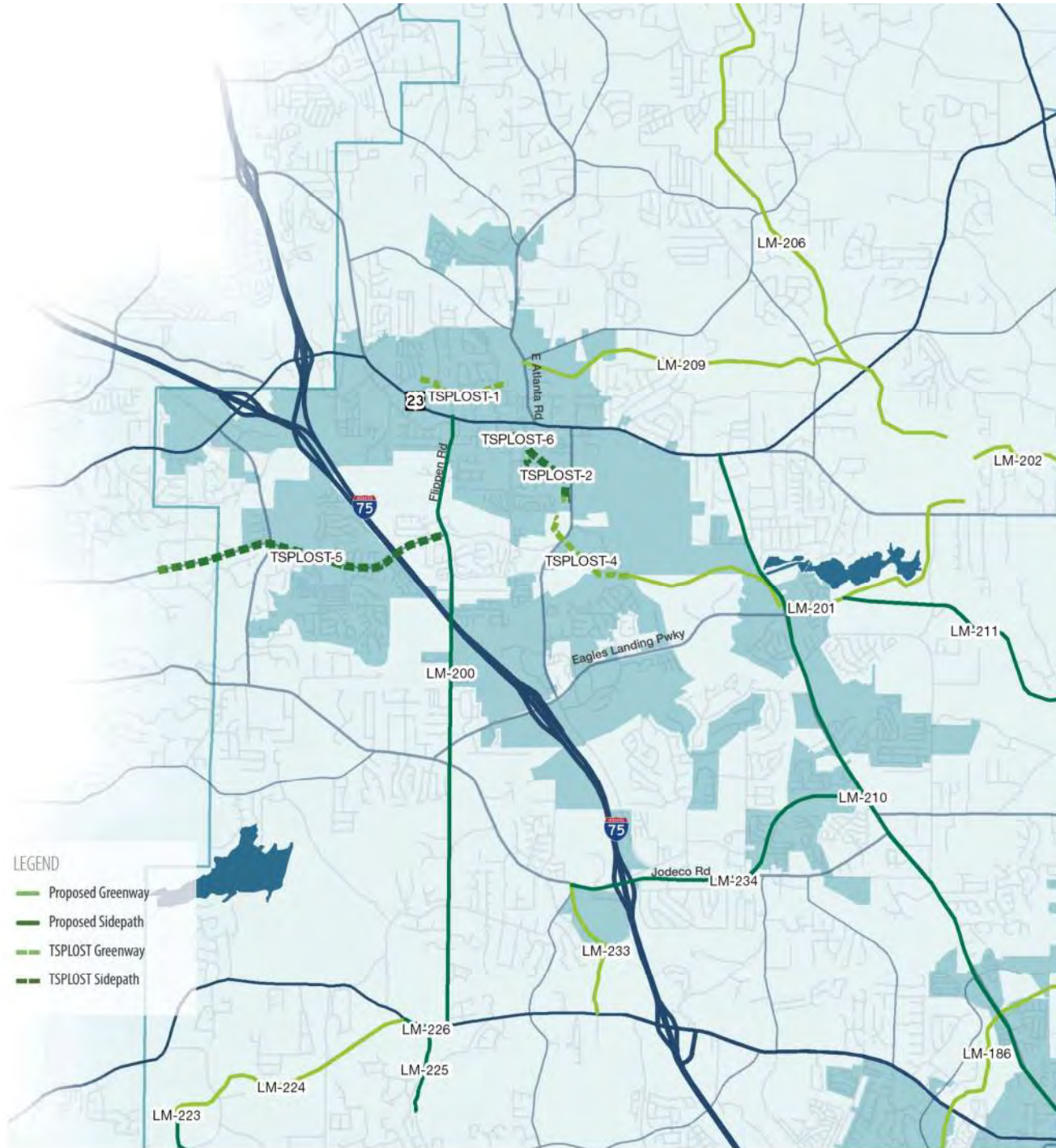
# Sidewalks



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 Atlana 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 Extents		Project Description
CTP-R03		SR 42 WIDENING			Road widening from 2 to 3 lanes
CTP-R05		SR 42 WIDENING		FROM BILL GARDNER PKWY TO SR 155	Road widening from 2 to 4 lanes
CTP-R06		INDUSTRIAL BLVD WIDENING		FROM SR 155 TO SR 20	Road widening from 2 to 4 lanes
CTP-R06		INDUSTRIAL BLVD WIDENING		FROM SR 155 TO SR 20	Road widening from 2 to 4 lanes
CTP-R13		I-75 WIDENING		FROM just south of Bill Gardner Pkwy to Eagles Landing Pkwy	I-75 Widening
CTP-R28		RACETRACK ROAD WIDENING		FROM SR 81 TO OLD GRIFFIN ROAD	Road widening from 2 to 4 lanes
CTP-R08		HENRY PKWY EXTENSION		FROM INDUSTRIAL BLVD TO INDUSTRIAL PKWY	New 4-lane road and bridge over I-75
CTP-R21		MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHAS*		FROM SR 20 (LAWRENCEVILLE STREET) TO SR 81 (KEYS FERRY ROAD)	New 2-lane road
CTP-R04		SR 20 WIDENING		FROM MCGARRY RD TO MCDONOUGH TO SOUTH RIVER	Road widening from 2 to 4 lanes
CTP-R26		SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING		FROM FLIPPEN RD TO CLAYTON COUNTY LINE	Road widening from 2 to 4 lanes
CTP-R01		SR 155 WIDENING		FROM Lawrenceville St in McDonough to SR 138	Road widening from 2 to 4 lanes
CTP-R25		SR 155 (MCDONOUGH ROAD) WIDENING		FROM I-75 SOUTH TO HAMPTON LOCUST GROVE ROAD/BILL GARDNER PARKWAY	Road widening from 2 to 4 lanes
CTP-R29		EAGLES LANDING PARKWAY WIDENING		FROM EAGLES POINTE PARKWAY TO US 23	Road widening from 4 to 6 lanes
CTP-R23		SR 81 ROAD WIDENING		FROM KEYS FERRY ROAD TO NORTH/SOUTH BETHANY ROAD	Road widening from 2 to 4 lanes
CTP-R32		SR 138 WIDENING		FROM MILLERS MILL ROAD TO SR 155 (STOCKBRIDGE HIGHWAY)	Road widening from 2 to 4 lanes
CTP-R02		FLIPPEN RD WIDENING		FROM SR JONESBORO RD TO SR 138	Road 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 road and bridge over I-75
CTP-R06		WILLOW LAKE WIDENING		FROM SR 20 TO JONESBORO RD	Road widening from 2 to 4 lanes
CTP-R34		PATRICK HENRY PARKWAY SEGMENT 2 - WIDENING		FROM JODECO ROAD TO EAGLES LANDING PARKWAY	Road widening from 2 to 4 lanes
CTP-R30		EAST ATLANTA ROAD WIDENING		FROM VALLEY HILL ROAD TO FAIRVIEW ROAD	Road widening from 2 to 4 lanes
CTP-R02		FLIPPEN RD WIDENING		FROM SR JONESBORO RD TO SR 138	Road widening from 2 to 4 lanes
CTP-R24		L.O. GRIFFIN ROAD WIDENING		FROM HOSAHILLAH ROAD TO SR 42/US 23	Road widening from 2 to 4 lanes
CTP-R31		EAST LAKE PARKWAY WIDENING		FROM SR 155 TO SR 20	Road widening from 2 to 4 lanes
CTP-R10		CHAMBERS RD EXTENSION		FROM SR 81 TO OAKLAND RD	New 2-lane road
CTP-R11		EL MT CARMEL RD EXTENSION		FROM SEDONIA LOOP TO S MT CARMEL RD	New 2-lane road realigning EL Mt Carmel Rd and S Mt Carmel Rd
CTP-R12		PANOLA RD WIDENING		FROM FAIRVIEW RD TO SR 155	Panola Road Widening
CTP-R33		HAMPTON LOCUST GROVE ROAD WIDENING		FROM SR 20 (MCDONOUGH ROAD) TO SR 155	Road widening from 2 to 4 lanes
CTP-R09		BRIDGES RD EXTENSION		FROM WILLOW LAKE TO MILL RD	New 2-lane road and bridge over I-75
CTP-R22		AIRLINE ROAD EXTENSION		FROM RODGERS ROAD TO INTERSECTION TO SR 81 AND OLD JACKSON ROAD	New 2-lane road
CTP-R02		FLIPPEN RD WIDENING		FROM SR JONESBORO RD TO SR 138	Road widening from 2 to 4 lanes
CTP-R27		FAIRVIEW ROAD WIDENING: PHASE III		FROM DEKALB COUNTY LINE TO COOK ROAD	Road widening from 2 to 4 lanes
CTP-R07		CAMPGROUND ROAD WIDENING		FROM END OF 4-LANE SECTION NEAR JODECO RD TO SR 155	Road Widening from 2 to 4 Lanes
CTP-R06		OAK GROVE RD WIDENING		FROM JONESBORO RD TO JODECO RD	Road widening from 2 to 4 lanes

Project Type	Mobility and Reliability	Accessibility	Growth Patterns	Environmental Quality	Total Weighted Score		Quality of Life	Freight	Total Score	Category Ranking	Overall Ranking
					Safety	Funding					
Roadway Capacity	2.50	5.00	10.00	5.00	5.00	10.00	2.50	20.00	65.00	1	4
Roadway Capacity	1.25	5.00	6.67	5.00	5.00	10.00	2.50	20.00	60.42	2	28
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	5.00	20.00	58.75	3	42
Roadway Capacity	5.00	2.50	6.67	0.00	5.00	10.00	2.50	20.00	56.67	5	47
Roadway Capacity	2.50	2.50	6.67	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	53.75	8	80
Roadway Capacity	2.50	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	5.00	20.00	45.83	14	146
Roadway Capacity	2.50	0.00	3.33	0.00	5.00	10.00	5.00	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	2.50	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 RD	GA-81 S @ GA-20/HAMPTON-MCDONOUGH RD	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 SC	US-23 N @ GA-20/GA-81/COURTHOUSE SC	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 ST	GA-155 N @ GA-20/GA-81/KEYS FERRY ST	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 RD	US-23 S @ BURG RD/ENGLAND CHAPEL RD	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 S	GA-81 N @ US-23/GA-42/MACON ST/GRIFFIN S	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 S	GA-81 S @ US-23/GA-42/MACON ST/GRIFFIN S	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 PK	JOHN FRANK WARD BLVD W @ GA-20/ZACK HINTON PK	N/A
R.IC-23	23	II	GA-138 E @ FLIPPEN RD/SHIELDS RD	GA-138 E @ FLIPPEN RD/SHIELDS RD	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 BLVD	EAST ATLANTA RD S @ US-23/N HENRY BLVD	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-20	JONESBORO RD E @ GA-20	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



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
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/Indiana 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 left turn 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 study 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 signage 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 Brandsmart Park/Ride Lot	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
R.IS-39	McDonouth Pkwy at Bridges Rd	McDonouth 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
	Intersection Safety	0.00	5.00	10.00	5.00	5.00	10.00	0.00	20.00	55.00	1	50
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	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
f	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
an	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	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
n	Intersection Safety	0.00	0.00	10.00	5.00	5.00	10.00	0.00	20.00	50.00	11	111
r	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	2.50	6.67	5.00	5.00	10.00	0.00	20.00	49.17	17	121
r	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	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
g	Intersection Safety	0.00	0.00	6.67	0.00	5.00	10.00	0.00	20.00	41.67	23	197
udy	Intersection Safety	0.00	0.00	10.00	5.00	5.00	10.00	0.00	0.00	30.00	25	323
ong	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
it	Intersection Safety	0.00	0.00	10.00	0.00	5.00	10.00	0.00	0.00	25.00	29	355
ght	Intersection Safety	0.00	0.00	10.00	0.00	5.00	10.00	0.00	0.00	25.00	29	355
ng	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
Project	0.00	0.00	6.67	0.00	5.00	10.00	2.50	0.00	24.17	14	375
Project	0.00	5.00	6.67	0.00	5.00	10.00	0.00	20.00	46.67	1	372
Project	0.00	0.00	6.67	5.00	5.00	10.00	0.00	0.00	26.67	8	320
Project	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	144
Project	0.00	0.00	10.00	0.00	5.00	10.00	0.00	0.00	25.00	12	320
Project	0.00	0.00	10.00	5.00	5.00	10.00	0.00	10.00	40.00	4	375
Project	0.00	0.00	10.00	0.00	5.00	10.00	0.00	0.00	25.00	12	359
Project	0.00	0.00	6.67	0.00	5.00	10.00	0.00	10.00	31.67	5	366
Project	0.00	0.00	6.67	5.00	5.00	10.00	0.00	0.00	26.67	8	359
Project	0.00	0.00	6.67	0.00	5.00	10.00	0.00	20.00	41.67	3	359
Project	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	320
Project	0.00	0.00	6.67	0.00	5.00	10.00	0.00	10.00	31.67	5	211
Project	0.00	5.00	6.67	0.00	5.00	10.00	0.00	0.00	26.67	8	204
Project	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	359
Project	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	375
Project	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	375
Project	0.00	0.00	6.67	5.00	5.00	10.00	0.00	20.00	46.67	1	144
Project	0.00	0.00	6.67	0.00	5.00	10.00	0.00	10.00	31.67	5	366
Project	0.00	0.00	6.67	5.00	5.00	10.00	0.00	0.00	26.67	8	375
Project	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	375
Project	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	372
Project	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	375
Project	0.00	2.50	6.67	0.00	5.00	10.00	0.00	0.00	24.17	14	375
Project	0.00	0.00	6.67	0.00	5.00	10.00	0.00	0.00	21.67	17	372
Project	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 Huntington 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	SR 20 Sidepath	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-222	222	I	Old Hwy 3 Sidepath	Almiah 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/E 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	I20 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	d 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 Almiah 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/Mitchell Rd/Jonesboro Rd	Jonesboro Rd to N Mt Carmel Rd	Install Sidewalk along Both Sides of McCullough Rd/Mitchell 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	Teamon Rd to Lower Wooley Rd	Install Sidewalk along Both Sides of US 41	Last Mile Connectivity
LM-02	2	I	US 41	Lower Wooley 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	Floyd 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 Daley Mill Rd	Install Sidewalk along Both Sides of Jodeco Rd	Last Mile Connectivity
LM-66	66	I	Jodeco Rd	Daley 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 Flat Rock Rd	Install Sidewalk along Both Sides of SR 138	Last Mile Connectivity
LM-87	87	I	SR 155	Reagan 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 19/41 Sidepath I	er Dr to Proposed Bear Creek Greenway Alignment	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-215	215	I	US 19/41 Sidepath II	es Dr to Proposed Bear Creek Greenway Alignment	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-218	218	I	Old Highway 3 Sidepath	SR 20 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	Wooley Rd	US 19 to W Main St	Install Sidewalk along Both Sides of Wooley 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	Shelds Rd	Davis Rd to SR 138	Install Sidewalk along Both Sides of Shelds 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	Woodawn 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 Woodawn Ave	Install Sidewalk along Both Sides of W Main St	Last Mile Connectivity
LM-243	243	II	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	Rect 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 Altona 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



363



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 Sidewalk	ren Holder Park to Locust Grove Recreation Ce	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-194	194	I	Bill Gardner Pkwy Sidewalk	SR 155 to US 23	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-211	211	I	East Lake Pkwy Sidewalk	Lake Pkwy (near Clayton Co. Reserve) 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	Peeksville 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 I	Tanger Blvd. to City Park Hub	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-265	265	I	Cleveland St Greenway	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 Walt Stephens Rd	Install Sidewalk along Both Sides of Speer Rd	Last Mile Connectivity
LM-15	15	II	Davis Rd/S Oia Rd	S Unity Grove Rd to Peeksville Rd	Install Sidewalk along Both Sides of Davis Rd/S Oia Rd	Last Mile Connectivity
LM-16	16	II	Peeksville Rd	S Oia Rd to Wall Creek Rd	Install Sidewalk along Both Sides of Peeksville 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 Oia Rd to Horse Creek Rd	Install Sidewalk along Both Sides of Snapping Shoals Rd	Last Mile Connectivity
LM-61	61	II	N Oia Rd	Turner Church Rd to Snapping Shoals Rd	Install Sidewalk along Both Sides of N Oia 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 Palilla 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	Flakesmith 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	Peeksville Rd	US 23 to S Oia Rd	Install Sidewalk along Both Sides of Peeksville Rd	Last Mile Connectivity
LM-190	190	I	Peeksville Road Sidewalk	and Peeksville Rd intersection to Warren Holder	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-191	191	II	Brown Branch Creek Greenway	2098 Peeksville Rd to Warren Holder Park	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-197	197	II	Bear Creek Greenway	Bear Creek to E Main St	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-201	201	II	Little Cotton Indian Creek Greenway	Monta South Stockbridge to JP Moseley Recrea	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-227	227	II	Central Ave Sidewalk	Oak St to W Main St	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-228	228	II	Central Ave Greenway	Central Ave to Caldwell Dr	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-235	235	II	Bridges Rd Sidewalk	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	Peeksville 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	Wall 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 Daw Rd	SR 81 to Rosser Rd	Install Sidewalk along Both Sides of Lake Daw Rd	Last Mile Connectivity
LM-57	57	II	McGarity Rd	SR 20 to Arline 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	Brannan 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 Dr to Creek Cr	Install Sidewalk along Both Sides of Davis Rd	Last Mile Connectivity
LM-116	116	II	Tye St	Tampane 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	III	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	III	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	III	Harold Dr/Peach Dr	Tunis Rd to Cog Hill	Install Sidewalk along Both Sides of Harold Dr/Peach Dr	Last Mile Connectivity
LM-173	173	III	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	III	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 Sidewalk	120 to Arline Rd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-185	185	II	Henry Pkwy Sidewalk	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 Sidewalk	Tanger Station Ballfield to Bill Gardner Pkwy	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-196	196	II	Elm Street Sidewalk	E Main St to Proposed Towaliga River Greenway	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-200	200	II	Flippin Road Sidewalk	Jonesboro Rd to N Henry Blvd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-206	206	II	James Creek Greenway	Church Rd to Fairview Rd to JP Moseley Park	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-207	207	II	Fairview Road Sidewalk I	E Atlanta Rd to Church Rd	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-209	209	II	Big Cotton Indian Creek Greenway	to Rd to Proposed James Creek Greenway Ali	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-230	230	II	North 40 Connector	Steele 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 Sidewalk	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	Berkeley Lakes Greenway	SR 42 to Bridge 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	Tanger Greenway	Al. Jennah to First Baptist	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-261	261	II	Tanger Greenway Upgrad	Indian Creek to MLK	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-262	262	II	Tanger Greenway Upgrad	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 Oia Rd	Peeksville Rd to Old Jackson Rd	Install Sidewalk along Both Sides of S Oia Rd	Last Mile Connectivity
LM-22	22	III	Walker Rd	Hampton Locust Grove Rd to SR 156	Install Sidewalk along Both Sides of Walker Rd	Last Mile Connectivity
LM-96	96	II	Flat Shoals Church Rd	Fairview Rd to E Mays Rd	Install Sidewalk along Both Sides of Flat Shoals Church Rd	Last Mile Connectivity
LM-167	167	II	Fairview Rd	Thurman Rd to Swan Lake Rd	Install Sidewalk along Both Sides of Fairview Rd	Last Mile Connectivity
LM-168	168	II	Austin Rd	Hearn Rd to Fairview Rd	Install Sidewalk along Both Sides of Austin Rd	Last Mile Connectivity
LM-179	179	II	Wilson Dr	Upchurch Rd to N Oia Rd	Install Sidewalk along Both Sides of Wilson Dr	Last Mile Connectivity
LM-192	192	II	S. Oia Road Sidewalk	J Brown Branch Creek Greenway to Warren Ho	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-198	198	II	Towaliga River Greenway	Elm St to Upper Towaliga 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 Sidewalk II	and James Creek Greenway Alignment to Aus	Construct Multiuse Facility along Alignment	Last Mile Connectivity
LM-223	223	III	Carl Parker Rd Sidewalk	Old Hwy 3 to Twin Oaks Rd Terminus	Construct Multiuse Facility along Alignment	Last Mile Connectivity



365



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 Cr	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 Peeksville	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 Springdale 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	Peeksville 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 Kelly 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	yes 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



367

# City of Stockbridge 2023 Comprehensive Plan Update

## Project Engagement

VIEWS

147

RESPONSES

336

SUBSCRIBERS

5

PARTICIPANTS

26

COMMENTS

128



What are **three (3) words or phrases you would use to describe Stockbridge** to someone unfamiliar with the community?

---

Small town environment.....present plan is to add individual taxpayers.....needs to switch to a plan to add business/corporate taxpayers

4 months ago

great place to live but like everywhere else, lots of traffic

4 months ago

Traffic, potholes and lack of sidewalks.

4 months ago

Terrible traffic, lack of higher end grocery stores, ie Whole Foods, Trader Joe's or Fresh Market.

4 months ago

Love, Inclusive and welcoming.

4 months ago

Friendly, lack of sidewalks, diverse population

4 months ago

Climbing crime, trashy roads, horrendous traffic

4 months ago

Traffic, trash, lack of quality eateries

4 months ago

Family oriented. Friendly. Dearth of sidewalks.

4 months ago

Property values, geese, but growing.

4 months ago

- 1) On the move.
- 2) Great potential.
- 3) An energized beginning for development.

4 months ago

Diverse, Growing, Unhealthy

4 months ago

Vibrant, Friendly, and Diverse!

4 months ago

Diverse, on the upswing, expanding

4 months ago

family community

4 months ago

Great pleasant and family

4 months ago

Great

4 months ago

Growth, confusion, division

4 months ago

Traffic, crime, overcrowding

4 months ago

Climbing crime, trashy roads, horrendous traffic

4 months ago

On the move

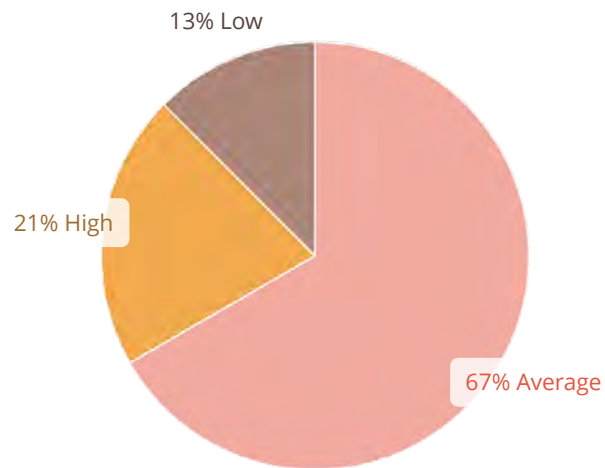
4 months ago

Evolving but I'm concerned that the infrastructure in place are antiquated. Traffic is starting to look like the Atl.

4 months ago

---

Quality of life is defined as the standard of health, comfort, and happiness experienced by an individual or group. How would you **rate the quality of life** that you experience in Stockbridge?



24 respondents

## What are the **three (3) strongest assets** in Stockbridge?

---

Primary Assets =individual privacy, access to highway/interstate travel....access to necessary and optional services. Challenge = provide a retirement, work, and residential small town environment to avoid becoming a bedroom community.

4 months ago

Close to Atlanta (if a person likes that)  
Hospitals close.  
Good amount of local jobs.

4 months ago

Location

4 months ago

Business opportunities, family oriented and safety

4 months ago

Close to airport

4 months ago

Close proximity to airport, relatively affordable housing, friendly people

4 months ago

High ranking healthcare providers.  
Variety of Shopping opportunities.  
Curriculum-focused institutions of learning

4 months ago

Good answer plus proximity to airport

4 months ago

Access to neighboring areas, businesses are thriving, health care facilities

4 months ago

- 1) An engaged City Government
- 2) Enthusiastic market for upscale retail businesses
- 3) Available land (green space)

4 months ago

Commercial Tax base, Desire for smart growth, Lack of Equity

4 months ago

Family, Community, and Safety!

4 months ago

Location, government infrastructure, utilities

4 months ago

safety

4 months ago

the people, location, and potential

4 months ago



Can't come up with any

4 months ago

Near the interstate

4 months ago

None, none, none

4 months ago

Location, location, location

4 months ago

---

## What are the **three (3) primary challenges** facing Stockbridge?

---

Traffic, crime and infrastructure

4 months ago

Keep crime down, traffic and parking

4 months ago

Better zoning, increase in traffic due to the increase of complexes built before roads are built, Henry Boulevard needs to be cleaned & have sidewalks.

4 months ago

Crime

Traffic

Crime

4 months ago

Traffic trash, too many complexes crowding in small areas with no end to traffic

4 months ago

Rising crime, ridiculous traffic, lack of quality shopping and eateries

4 months ago

Agree!

4 months ago

Lack of Sidewalks. Potholes on the busiest roads. No traffic lights where needed. Example, intersection of Patrick Henry Pkwy and Holloway Rd.

4 months ago

Property taxes are rising, home values are inflated, more code enforcement

4 months ago

1) Ability to draw upscale businesses

2) Limited funding for expediting infrastructure projects

3) Limited funding for new parks, social/recreation centers, and other major beautification city projects.

4 months ago

Lack of equity, Lack of transportation, Traffic

4 months ago

Economy, Housing costs, and Education!

4 months ago

Lack of affordable housing, disconnect between elected officials, outsider opinions who disparage Stockbridge no matter what they try to do

4 months ago

Homeownership lagging behind rentals, lack of a city recreation department, lack of city code enforcement

4 months ago

Elected officials, infrastructure (roads & traffic), police presence/ crime control

4 months ago

Fighting uptick in crimes, traffic control, better patrolling of the police force

4 months ago

Crime, electing people of good character, attracting a highly skilled workforce

4 months ago

Limited restaurant options which unfortunately causes loss of revenue

4 months ago

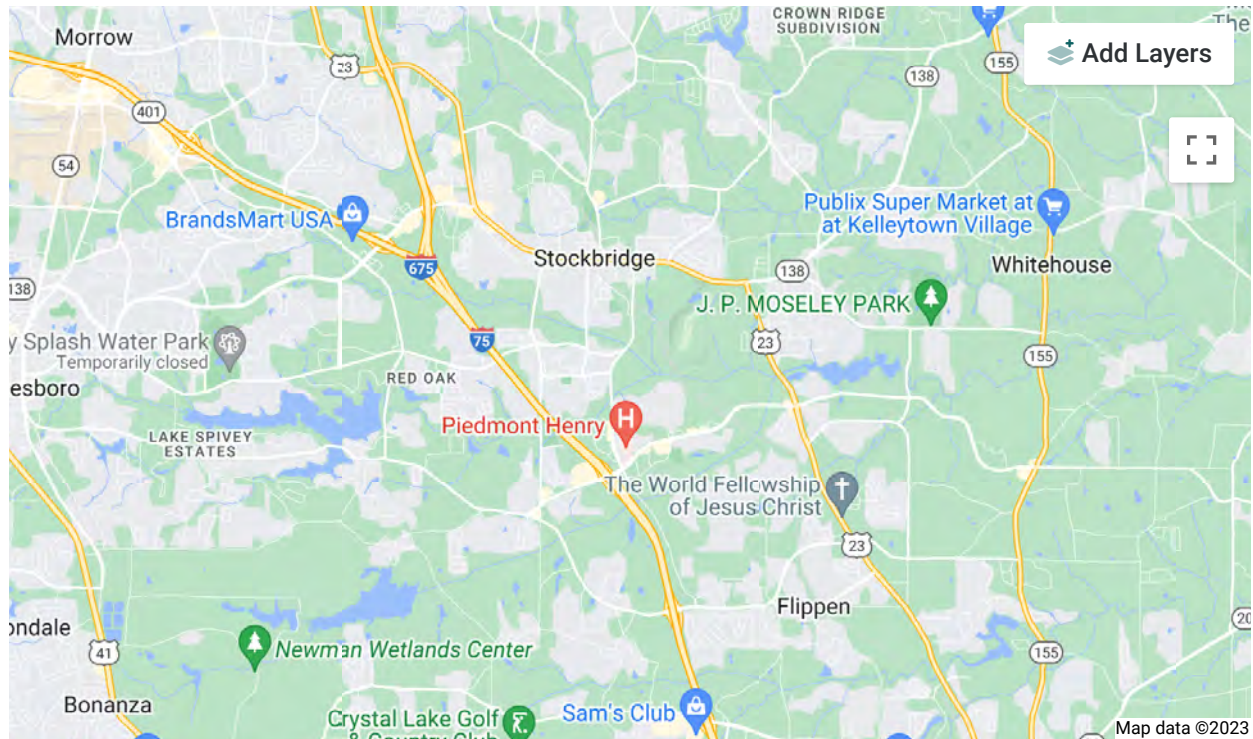
agree

4 months ago

---



Which **culturally or historically significant buildings or sites** do you feel are most important to the community?



The history of Stockbridge has been destroyed or not supported by the changing population and City management over the last 25 years. (i.e. at least McDonough still has its square).

4 months ago

Well, I felt the Hightower house and the old gates to the city were significant but the city of stockbridge tore both down.

4 months ago

Amphitheater

Green space

4 months ago

Lake Spivey golf course, a

4 months ago

- 1) Amphitheater
- 2) New Cultural Arts Center
- 3) Daddy King's Church

4 months ago

Greenspaces

4 months ago

All, as it's a part of our history!

4 months ago

Previous administrations demolished the city's historical sites to build monuments to themselves.

4 months ago

Green cafe, unfortunately the most historical places were torn down to make room for the fountain that sometimes works

4 months ago

Agreed

4 months ago

The amphitheater and cultural arts center are welcomed amenities.

4 months ago

Need more greenspace

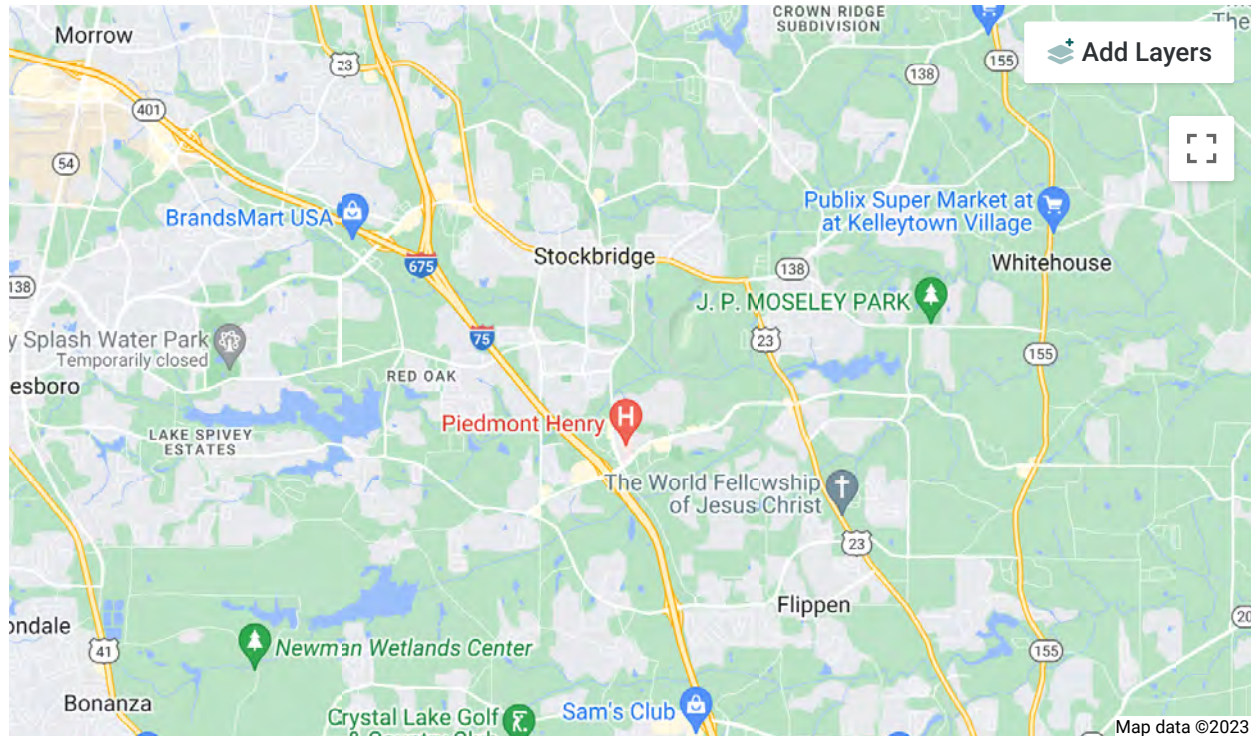
4 months ago

Unsure

4 months ago

---

Are there any **historically or culturally significant buildings or sites** in Stockbridge that you feel are in **danger of being lost or altered**? And what role should the city play in helping to **preserve and protect** these?



Not sure.

4 months ago

Daddy King's Church. The City must expand and develop this area into a more viable and visible historic site.

4 months ago

Wetlands keeping streams clean

4 months ago

If any historically or culturally significant buildings or sites can be identified the city needs to establish a Historical Preservation Authority to ensure the proper use and care of such properties.

4 months ago

If any historically or culturally significant buildings or sites can be identified the city should establish a Historical Preservation Authority to ensure the proper protection and use of such properties.

4 months ago

The original old house next to Merle Manders needs to be preserved

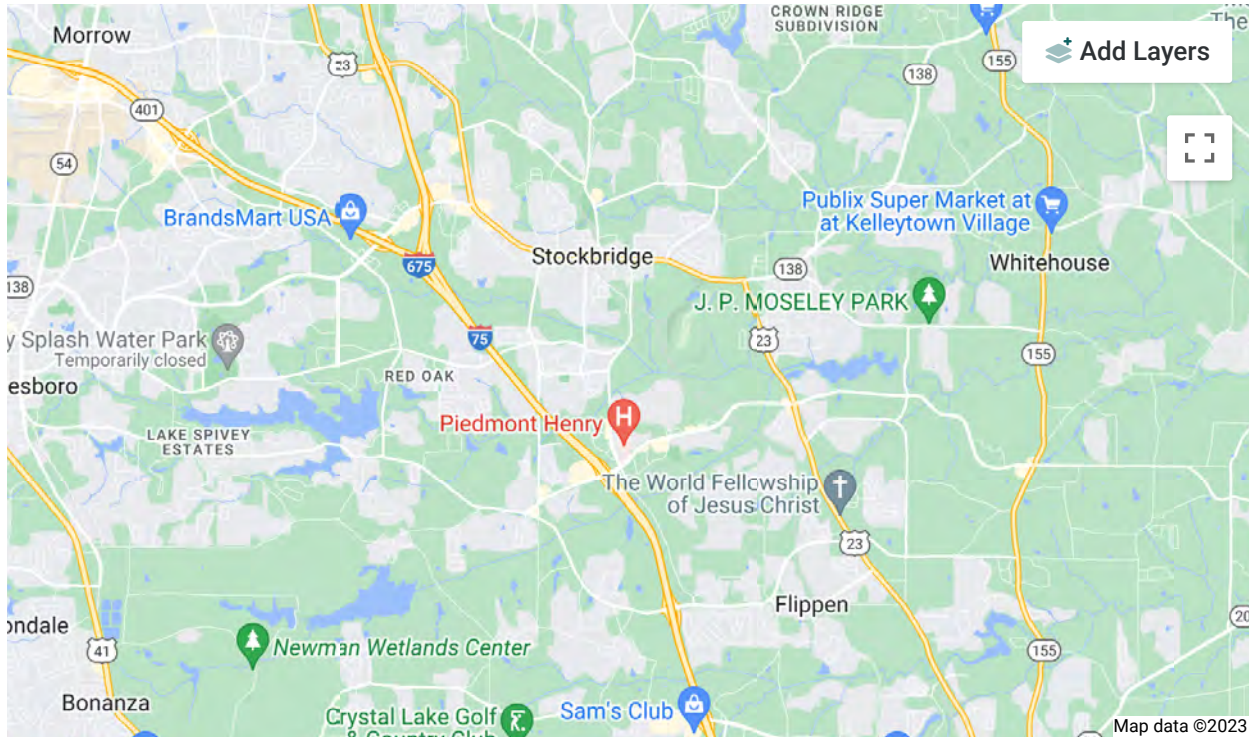
4 months ago

Not sure

4 months ago



What are the **most significant natural and environmental resources** in the area?  
What role should the City play in helping to **preserve and protect** these?



Not sure

4 months ago

Stockbridge has significant green space for upscale retail development and affordable housing. However, a well planned traffic infrastructure must coincide with this development.

4 months ago

Wetlands and greenspaces

4 months ago

I'm not aware of any significant natural and environmental resources within the city limits.

4 months ago

Its people! Continue to elect honorable servants to protect the valuable resource.

4 months ago

agree

4 months ago

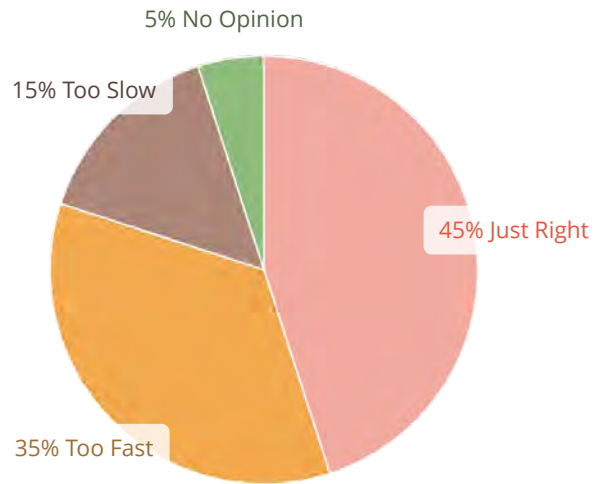
Trail connectivity is exciting. Hope we can make it happen.

4 months ago

Agree

4 months ago

How would you characterize your **perception of the pace of development in Stockbridge** in recent years?

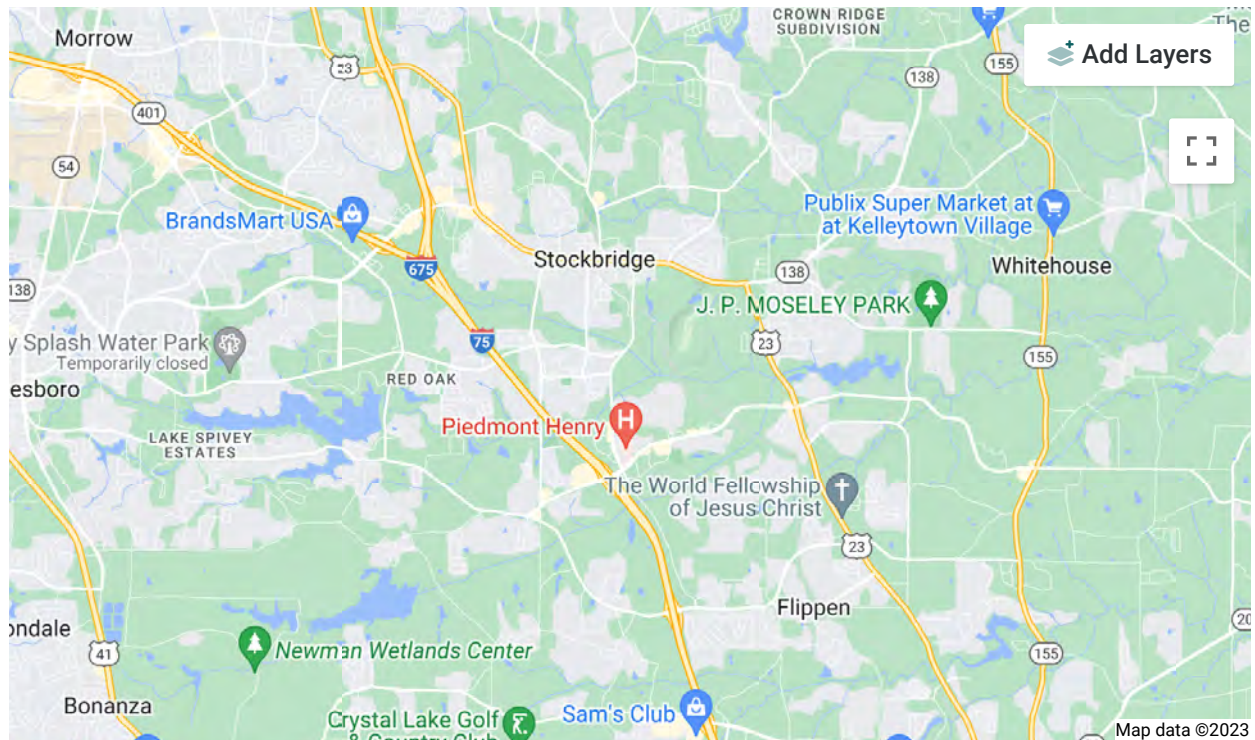


20 respondents

Where would you like to see **future development** focused?

No data to display...

Are there any locations in the City that you feel are particularly **dangerous for pedestrians or bicyclists**?



138 corridor to confers side walks could provide a will to walk

4 months ago

Patrick Henry Parkway and Rock Quarry Rd.

4 months ago

Everywhere. The sidewalks are not connected, if any exist. Roads are not bike friendly at all.

4 months ago

agree

4 months ago

Agree

4 months ago

I would say that almost everywhere is unsafe for pedestrians and cyclists

4 months ago

rock quarry rd

4 months ago

Pedestrians and bicyclists create their own dangerous conditions by ignoring crosswalks and weaving in and out of traffic.

4 months ago

Need to make sure businesses cut and maintain bushes and shrubs near major road way such as North Henry

4 months ago

Everywhere except the trail.

4 months ago



How would you rank your **satisfaction with the City's transportation system?**

	Poor	Below Average	Adequate	Good	Excellent	No Opinion
Traffic Safety	29% Poor	18% Below Average	24% Adequate	12% Good	- Excellent	18% No Opinion
Traffic Congestion	41% Poor	24% Below Average	24% Adequate	12% Good	- Excellent	- No Opinion
Road Conditions	35% Poor	35% Below Average	24% Adequate	6% Good	- Excellent	- No Opinion
Pedestrian & Bicycle Safety	76% Poor	24% Below Average	- Adequate	- Good	- Excellent	- No Opinion
Public Transportation	62% Poor	19% Below Average	- Adequate	- Good	- Excellent	19% No Opinion

17 respondents

What would you describe as **the most important housing need** in Stockbridge? What role should the City play in helping to **preserve and protect** these?

Home ownership rather than rental.

4 months ago

Affordable housing and assisted living housing.

4 months ago

Requiring new development pay for school capital improvements to ensure quality education.

4 months ago

Apartments are too expensive for what they are. Middle income residents can no longer afford to live in metro Atlanta

4 months ago

Less is more

4 months ago

Again corporations infiltrated the housing market. I think city governments should not get in on the act - property values will hurt the home owners in the long run. Refinancing, Heloc loans based on the false narrative!

4 months ago

Affordable housing for middle and low income populous.

4 months ago

## How would you rank Stockbridge's **housing needs**?

	<b>Need More</b>	<b>Right Amount</b>	<b>Need Less</b>
Affordable Housing	67% Need More	13% Right Amount	20% Need Less
Senior Housing	56% Need More	38% Right Amount	6% Need Less
Density	13% Need More	40% Right Amount	47% Need Less
Mixed-Income Housing	38% Need More	38% Right Amount	23% Need Less
High-Income Housing (\$400,000+)	21% Need More	36% Right Amount	43% Need Less

16 respondents

## What kind of improvements should be considered to **enhance Downtown Stockbridge**?

Better “sit down” restaurants. A walkable cute downtown area

4 months ago

Less bargain retail

4 months ago

Performing Arts Center, fewer specialty shops, and more general merchandise type stores.

4 months ago

Housing, retail, fine dining

4 months ago

Outdoor dining - post office area Walter Davis would a fine area for outdoor dining and shoos

4 months ago

N/A

4 months ago

Renovated parks, mixed retail development, rejuvenated traffic system and roads.

4 months ago

N /A

4 months ago

## What would you describe as the **top project or improvement** that could be made to **Downtown Stockbridge**?

---

No vehicle access!!!

4 months ago

New Cultural Arts Center and mixed retail development.

4 months ago

Park space and walkability.

4 months ago

Agree

4 months ago

Affordable housing

4 months ago

parking

4 months ago

Performing Arts Center

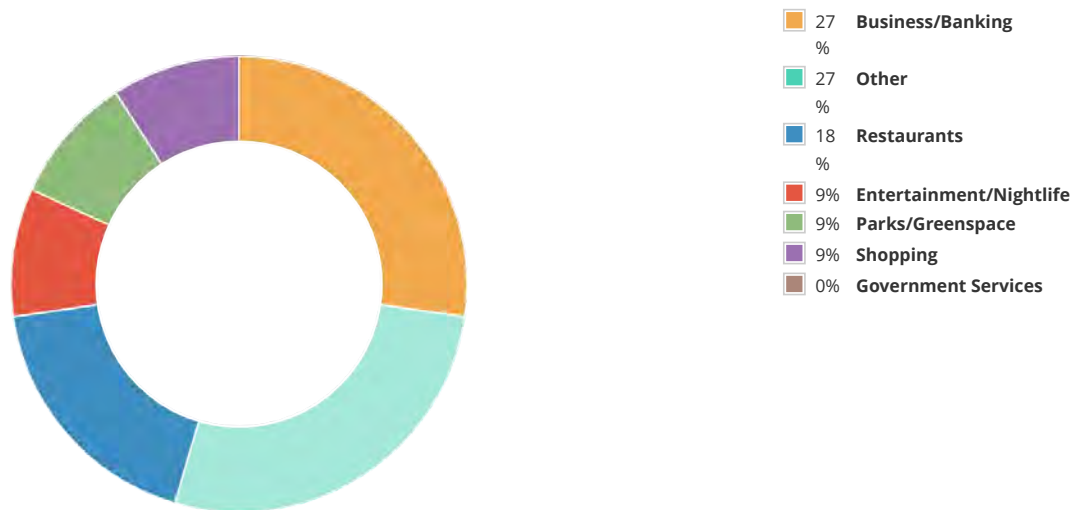
4 months ago

Housing

4 months ago

---

## What is your **primary reason for visiting** Stockbridge?



11 respondents

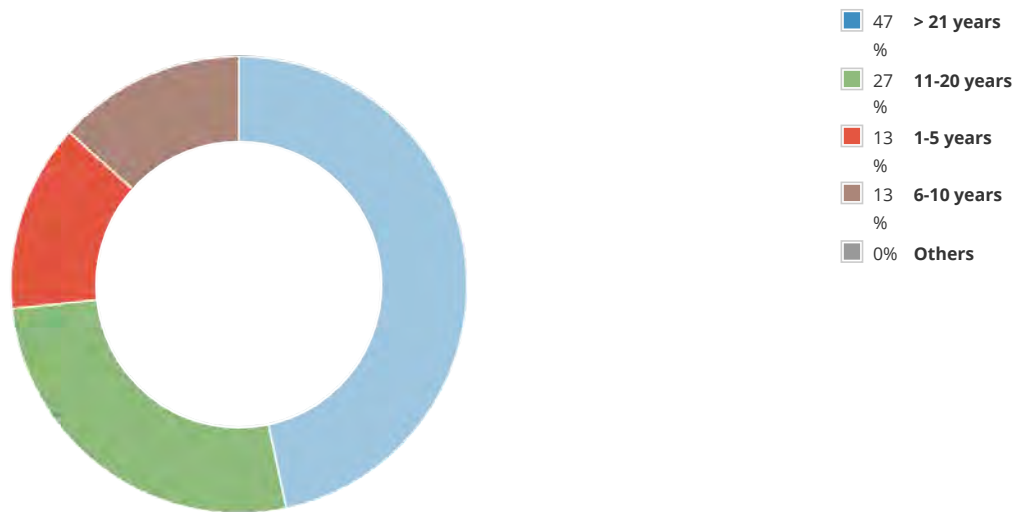


### Which of the following statements apply to you?

86%	I am a resident of Stockbridge	12 ✓
14%	Other	2 ✓
0%	I own a business located in Stockbridge	0 ✓
0%	I work in Conyers	0 ✓

14 Respondents

### How long have you lived in Stockbridge?



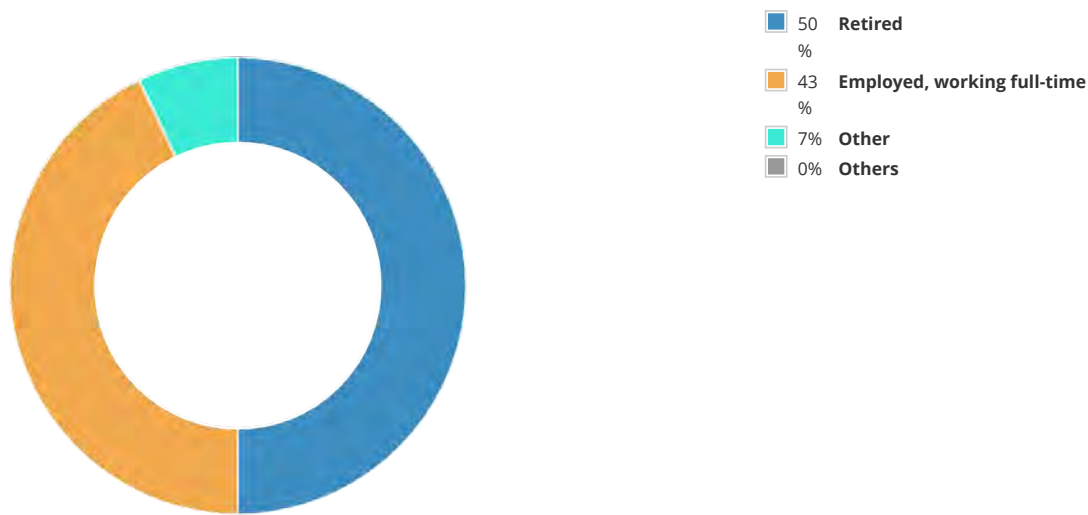
15 respondents

### What is your age?



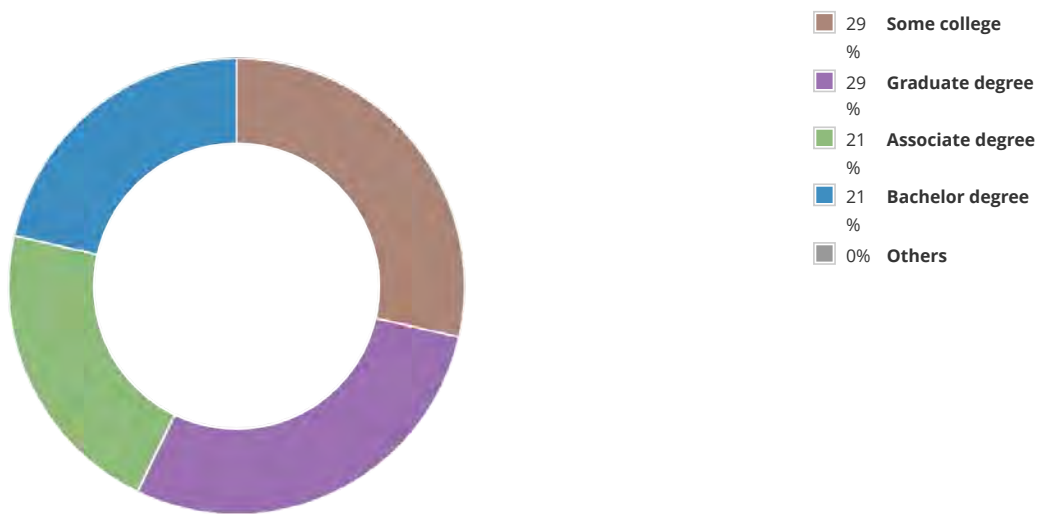
14 respondents

Which of the following categories best describes your employment status?



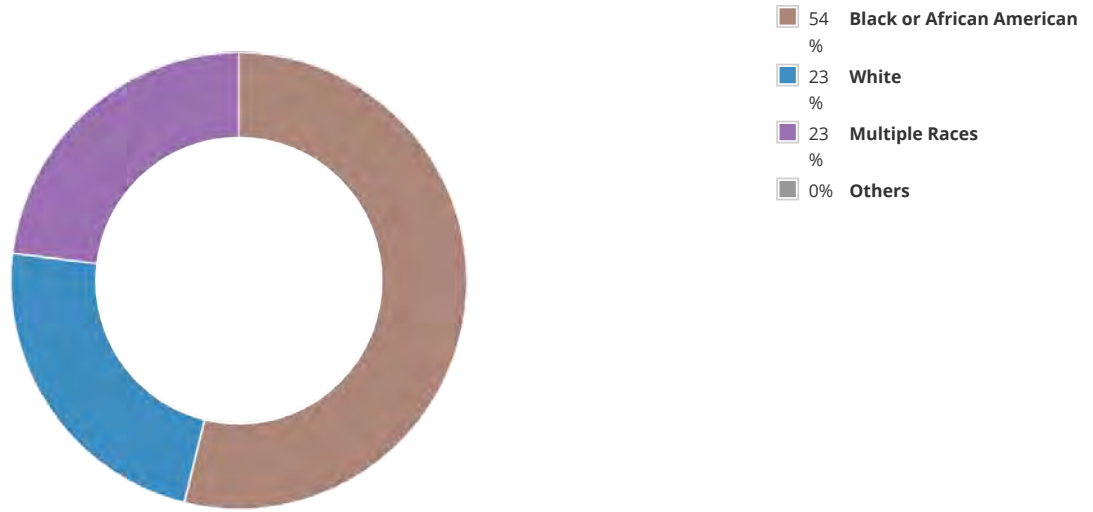
14 respondents

What is the highest level of school you have completed or the highest degree you have received?



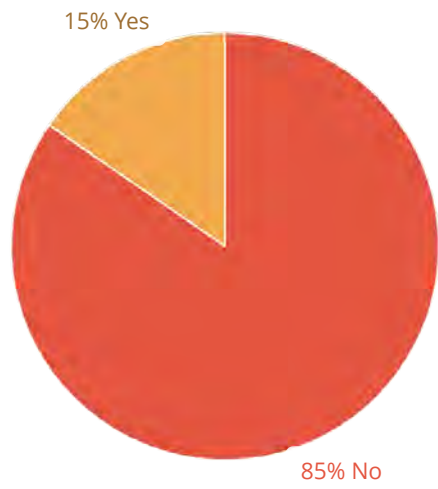
14 respondents

With which race do you identify?



13 respondents

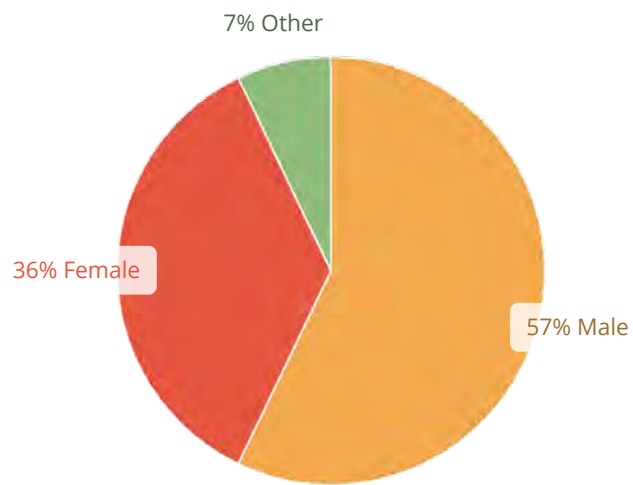
Do you identify as Hispanic, Latino, or Spanish?



13 respondents

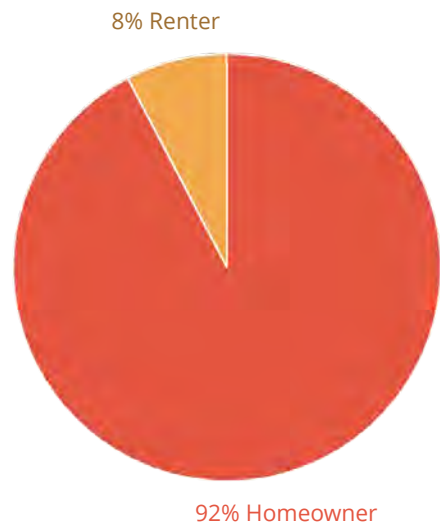


What is your gender identity?



14 respondents

What best describes your housing status?



92% Homeowner

13 respondents

If desired, please use the space below to list anything else you would like to be considered in Stockbridge's future planning efforts that was not covered by the previous survey questions.

---

Avoid becoming part of Metro Atlanta.

4 months ago

Sidewalks, retail section Walter Davis area. Geese, geese geese willow springs subdivision

4 months ago

City and County Development Authorities must work closer together.

4 months ago

Have developers cover costs for community development needs, like parks, schools, and sidewalk connections.

4 months ago

I used to live in Stockbridge and would love to move back but I can't afford to. Please make more affordable housing options for those of us with mid range government salaries.

4 months ago

Increased presence and tools to the Code Enforcement Department

4 months ago

agree

4 months ago

---

Subscribe now to get updates on upcoming engagement opportunities!

No data to display...

Are there any areas in Stockbridge you feel are particularly dangerous for pedestrians or bicyclists?

No data to display...

Are you aware that the City of Conyers and Rockdale County are separate governments with different geographic boundaries?

No data to display...

Are you satisfied with how the City of Stockbridge is **governed and operates**?

No data to display...

What is your primary reason for visiting downtown?

No data to display...

Comments: City of Marietta 2022 Comprehensive Plan Update | Steering Committee Meeting #3[Copy 12/1/2022][Copy 1/30/2023]