

GRIFFIN - SPALDING COUNTY

COMPREHENSIVE TRANSPORTATION PLAN

GSATC Meeting | January 18, 2023



Agenda

- 1. Team & Responsibilities**
- 2. Existing Conditions**
- 3. Public Engagement**
- 4. Project Scoring and Prioritization**
- 5. Funding Projection and Sources**
- 6. Project Recommendations**



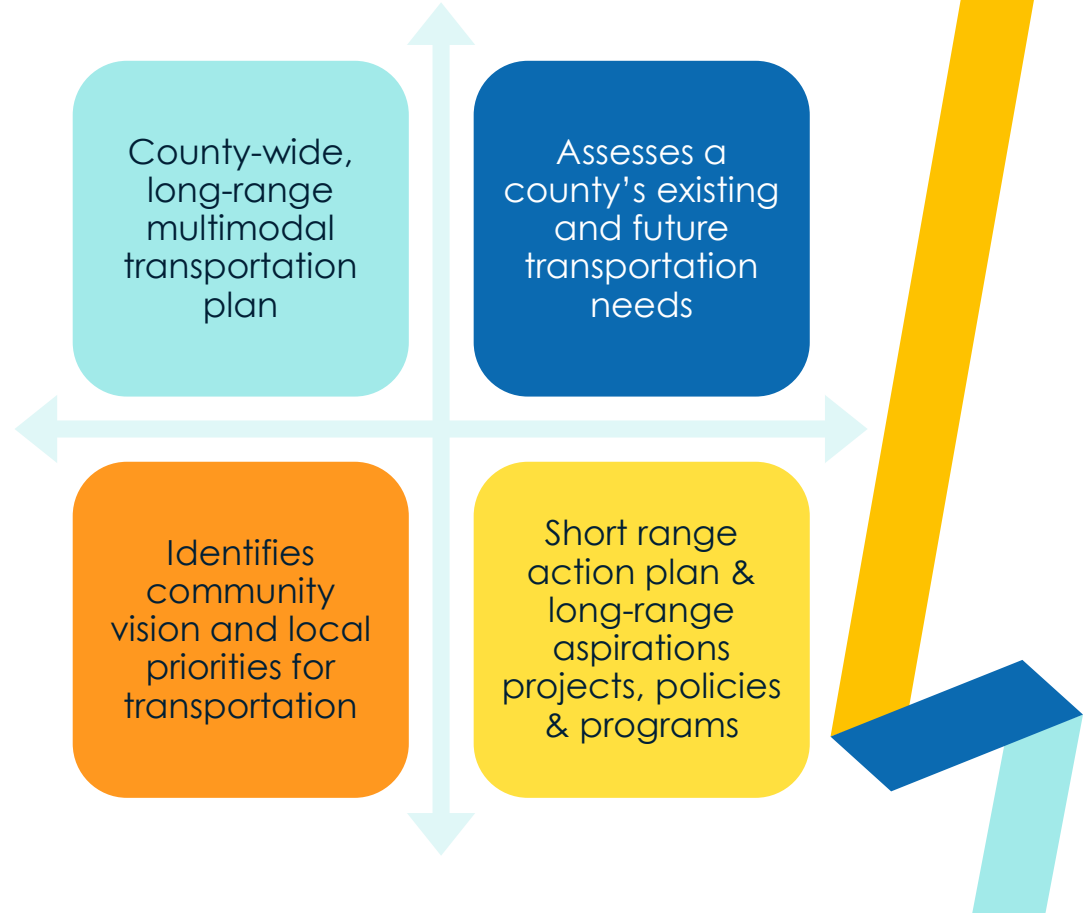
Team & Responsibilities Project Overview

Our Team



CTP Overview

- Spalding County, in partnership with the City of Griffin is developing an update to the **Griffin-Spalding County Comprehensive Transportation Plan (CTP)**, which was **last updated in 2016**.
- In general, CTPs are updated every five years.





Existing Conditions

Existing Conditions Analysis



Previous Studies

- The project team reviewed 17 local, regional, and state-wide plans for relevant context and project expectations



Community Characteristics

- Spalding County is experiencing population and employment growth, expected to continue concentration in and around the City of Griffin
- Existing land use is primarily Agricultural and Residential, with a more dense, urbanized area in the City of Griffin.

Existing Infrastructure

Bridges and Roadway Conditions

Traffic Counts and Congestion

- Spalding County and the City of Griffin is expected to maintain a high level of service in peak travel periods with limited routes rated D or E in the city center, along US 19/41, and SR 155 along N McDonough Rd.

Intersection Safety and Crash Data

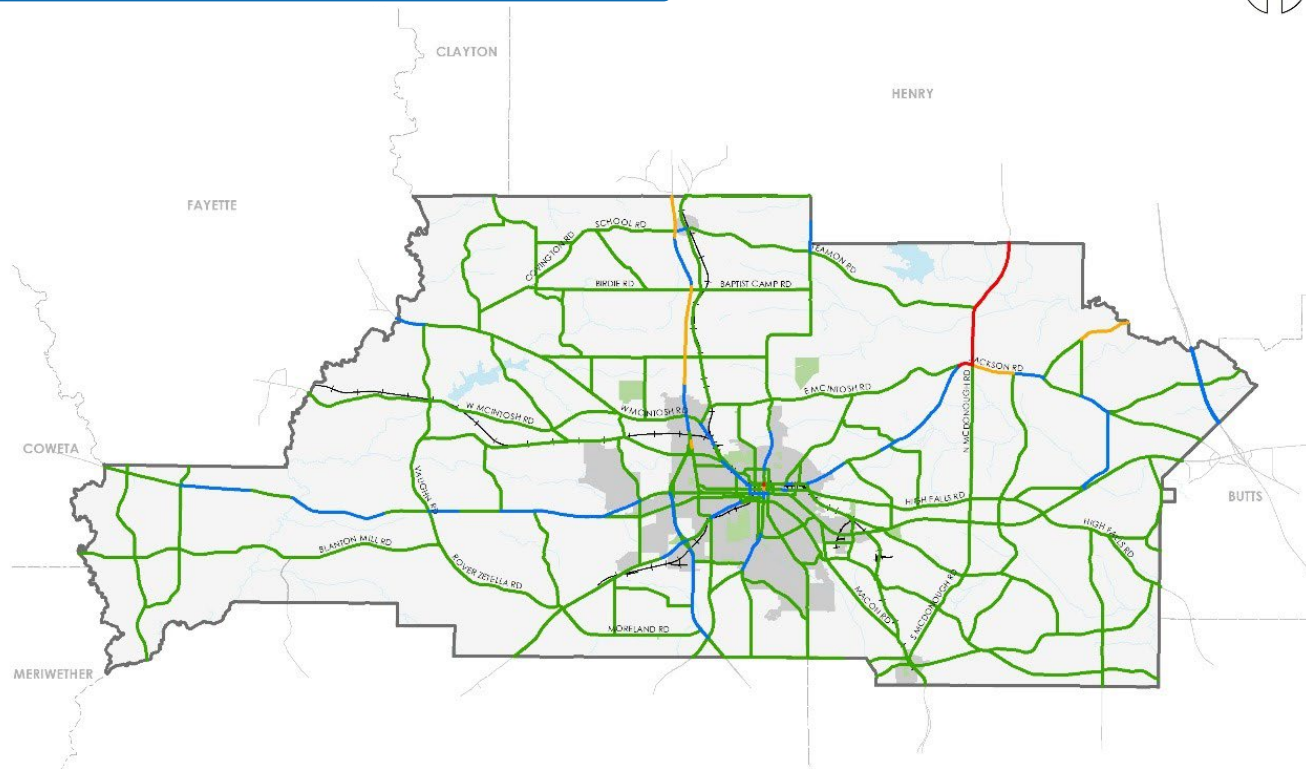
- The project team reviewed crash data and found the intersections with the most severe and highest number of crashes.

Aviation, Freight and Goods Movement

- Region, state, and federal recognized freight routes move goods through Spalding County in all directions.
- The new municipal airport relocation will likely shift traffic patterns and may benefit from a new future access road.

Multi-Modal Mobility

Estimated Level of Service (2050)



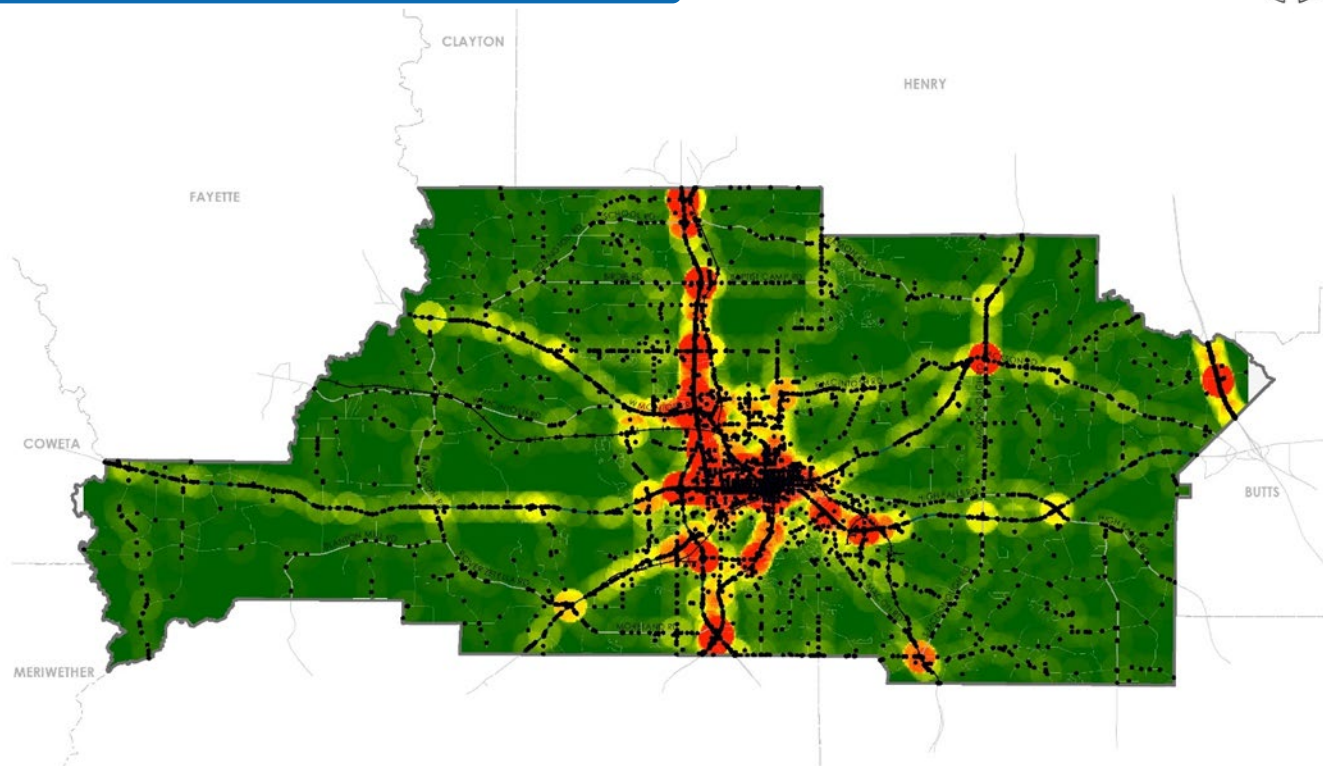
Spalding County 2050 LOS - PM Peak Period



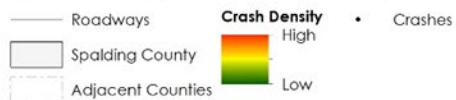
0 0.5 1 2 3 4 Miles

Source: ARC TDM

Crash Data (2015 – 2019)



Spalding County 2015-2019 Crash Density



0 0.5 1 2 3 4 Miles

Source: GDOT, GEARS

Public Engagement



Public Engagement

Technique	Date(s)	Number of Participants	Audiences Engaged
Project Advisory Group Meetings	January 19, 2022 August 6, 2022	23	Residents; County and City staff; Regional Planning Agencies; Church and Civic Organizations.
Stakeholder Interviews	February 2021	4	County Commissioners
Community Briefings	January 19, 2022	21	Griffin Spalding Area Transportation Committee
Doc Holiday Festival Pop Up Event	September 2021	88	Festival attendees
Social Pinpoint Mapping	September – December 2021	574	All interested residents and stakeholders
Joint Comprehensive Plan Listening Session	March 2022	33	All interested residents and stakeholders
CTP Public Meetings	April and August 2022	23	All interested residents and stakeholders
Community Survey	December 2022	837	All interested residents and stakeholders



4 Scoring and Prioritization

Project Scoring

Safety	
Reduce vehicular crashes	: 2 points: project location is within a crash hotspot
Reduce pedestrian and bicycle crashes	: 1 point: project location is within a 1/4 mile of a hotspot
	: 0 points: crashes do not occur within the project location
Capacity and Operations	
Reduces delay and congestion at intersections	: 2 points: project location experiences LOS E or F now AND in the future
Reduces delay and congestion along corridors	: 1 point: project location experiences LOS E or F now OR in the future
	: 0 points: project location experiences LOS D or better
State of Good Repair	
Infrastructure reconditioned	: 2 points: project repairs/rehabilitates existing infrastructure and does not require additional right -of-way
Bridge upgraded	: 0 points: project repairs/rehabilitates existing infrastructure and requires additional right -of-way
Freight	
Enhances designated truck or State route	: 2 points: project is a truck route AND is within an industrial area
Supports accessibility to industrial area designated by land use map	: 1 point: project is a truck route OR is within an industrial area
	: 0 points: project is not a truck route and is not within an industrial area
Multi -modal Opportunities	
Increases pedestrian and bicycle infrastructure	: 2 points: project expands or adds bicycle and/or pedestrian facilities
	: 0 points: project does not expand or add bicycle and/or pedestrian facilities
Public Input	



Future Funding and Potential Sources

Future Funding

Available funding to 2050 was estimated using past awarded funds and local government spending, along with existing pledged funding.

Implementation Phase and Source	Estimated Funding
Available Short-Term (FY2024-2028)	Total \$48.0M
Federal and State Programs	\$13.3M
GDOT LMIG	\$5.5M
TSPLOST	\$29.2M
Mid-Term (FY2029-2039)	Total \$152.5M
Federal and State Programs	\$104.1M
GDOT LMIG	\$12.2M
Assumed SPLOST / TSPLOST	\$36.2M
Long-Term (FY2040-2050)	Total \$169.4M
Federal and State Programs	\$121.0M
GDOT LMIG	\$12.2M
Assumed SPLOST / TSPLOST	\$36.2M

However, recent legislation is expected to greatly increase available funding. ARC estimates an approximate \$400M increase in funding to the Atlanta region.



Recommendations Overview

Bridge Projects

Implementation Timeline	Total Project Estimates	Number of Projects
Short-Term	\$ 8,930,000.	3
Mid-Term	\$ 39,560,000.	7
Long-Term	\$ 64,420,000.	9
Grand Total	\$ 112,910,000.	19

Short-Term Highlights:

- Recommended rehabilitation for three bridges in poor conditions.
 - Camp Road @ Potato Creek
 - Wildwood Road @ Bear Creek
 - Jenkinsburg Road @ Towaliga River

Capacity & New Roadway

Implementation Timeline	Total Project Estimates	Number of Projects
Short-Term	\$ 8,480,000.	6
Mid-Term	\$ 75,980,000.	4
Long-Term	\$ 41,200,000.	1
Grand Total	\$ 125,660,000.	11

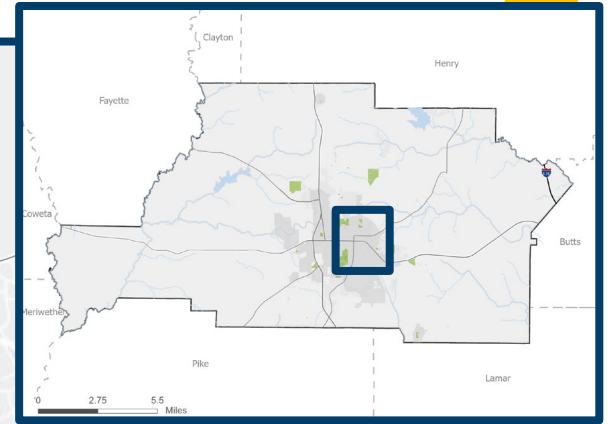
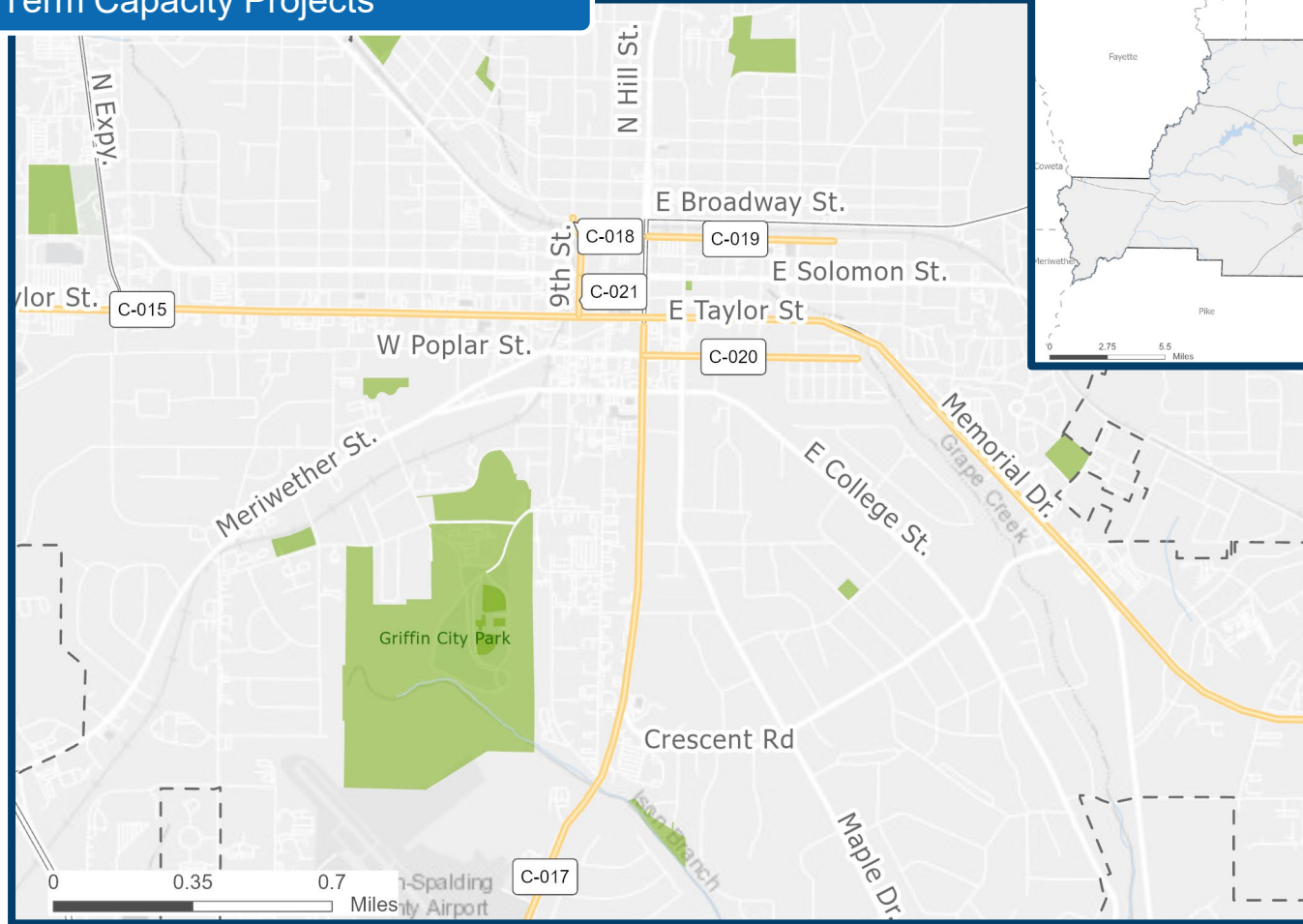
Signal Optimization for Capacity

- Project recommendations for signal improvements throughout downtown Griffin and along US 19/41 (in the mid-term).

New Roadway and SR 155 South Griffin Bypass

- The relocation of SR 155 begins in the mid-term timeline.
- SR 92 widening begins in the long-term timeline.

Short-Term Capacity Projects



Intersection Projects

Implementation Timeline	Total Project Estimates	Number of Projects
Short-Term	\$ 20,400,000	22
Mid-Term	\$ 24,310,000	12
Long-Term	\$ 29,130,000	2
Grand Total	\$ 73,840,000	36

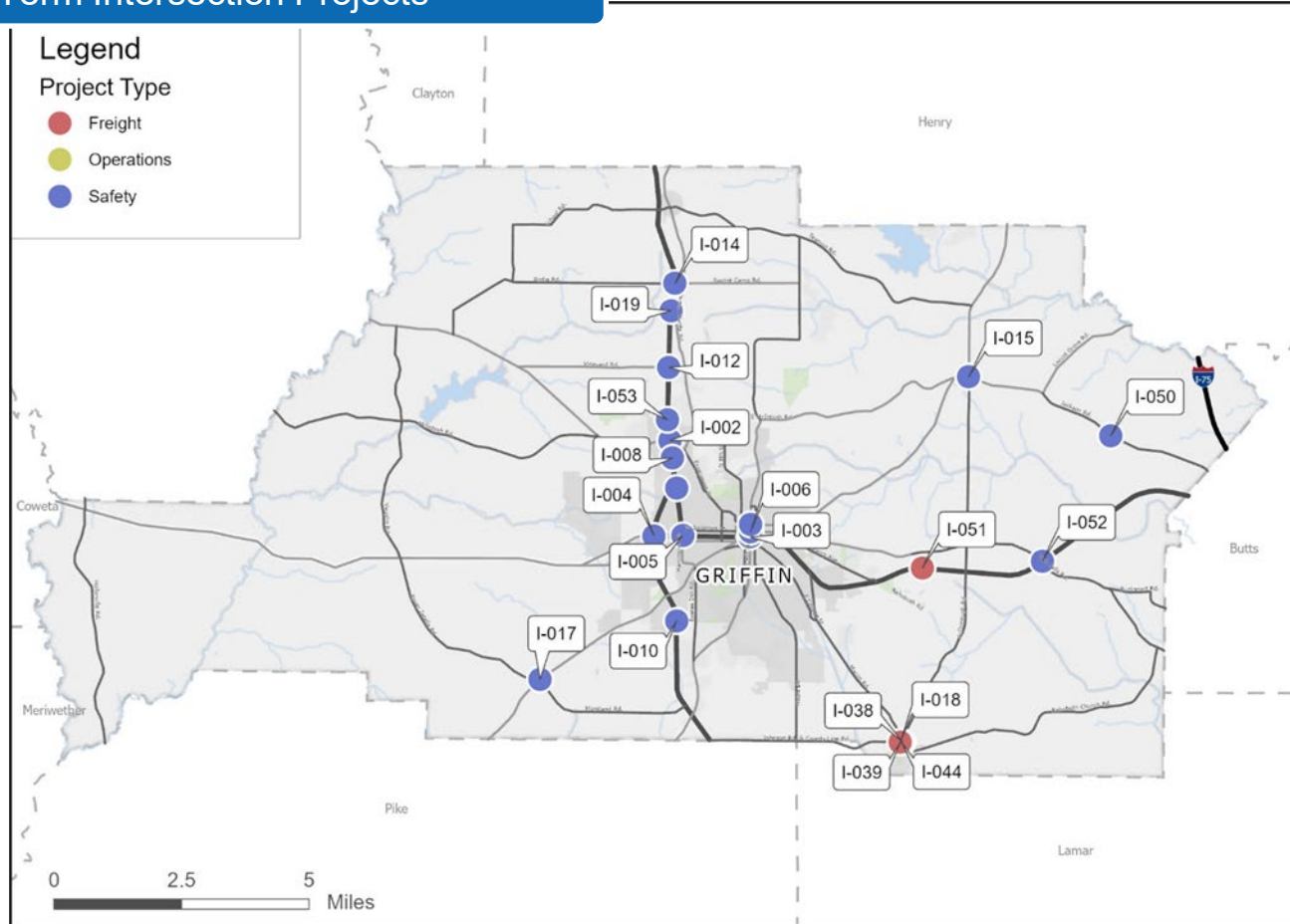
Safety

- The majority of intersection improvements would help improve safety at high-crash intersections with limited ROW impact.

Freight and Operations

- Larger intersection improvements are recommended along freight routes to optimize operations and traffic safety.

Short-Term Intersection Projects



Active Mobility Projects

Implementation Timeline	Total Project Estimates	Number of Projects
Short-Term	\$ 8,550,000	8
Mid-Term	\$ 10,650,000	8
Long-Term	\$ 28,790,000	1
Grand Total	\$ 47,990,000	17

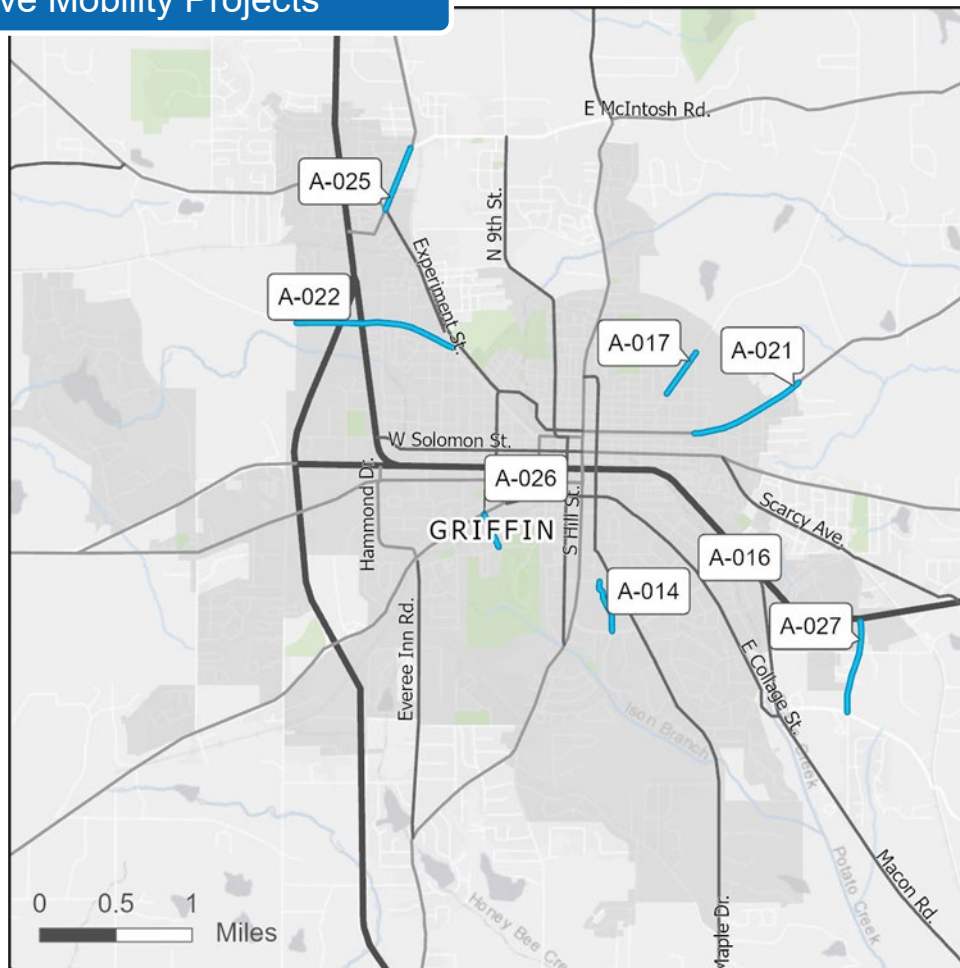
Sidewalks

- Sidewalk recommendations in and around the City of Griffin fill in gaps on the existing sidewalk network.

Recreational multi-use trails

- Interchange justification report (IJR) would be the first step in potentially moving forward with a new interchange at I-75 and Jenkinsburg Road.

Short-Term Active Mobility Projects



Future Studies

Implementation Timeline	Total Project Estimates	Number of Projects
Short-Term	\$ 1,290,000	5
Mid-Term	\$ 1,390,000	7
Grand Total	\$ 2,680,000	12

Airport Access and Southern Bypass

- Short-term recommendations include future detailed studies for roadway access to the incoming airport and traffic impact studies for the SR 155 relocation.

Interchange Justification Report

- A study is recommended to justify an interchange at I-75 and Jenkinsburg Rd

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Remaining Steps

Remaining Project Steps

1. Finalize Recommendations Report

Respond and revise report based on comments from the County and City staff

2. Compile and Submit CTP Update

Bring together the Existing Conditions report and Recommendations report into the final documentation with appendices

3. County Adoption Feb. 6th

4. City Adoption Feb. 14th



Questions





Thank You!

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