GRIFFIN-SPALDING COUNTY

COMPREHENSIVE TRANSPORTATION PLAN

2023 UPDATE

CROY

SYCAMORE Consulting, Inc.

Gresham Smith

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Prepared in Cooperation with:

Georgia Department of Transportation

Atlanta Regional Commission

Three Rivers Regional Commission

Spalding County

City of Griffin

Acknowledgements

Thank you to those who participated and provided invaluable input into the update and planning for the Griffin-Spalding Comprehensive Transportation Plan.

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Griffin-Spalding Area Transportation Committee

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1. INTRODUCTION

1.1 PROJECT OVERVIEW

Spalding County in partnership with the City of Griffin, Sunny Side and Orchard Hill last updated their Comprehensive Transportation Plan (CTP) in 2016. As a county or city's population, economic, and recreational needs change, transportation infrastructure must also change to meet the new demands and anticipate the future demands. A Comprehensive Transportation Plan update allows the planning for requisite strategic infrastructure investments in the light of public and stakeholder engagement. A typical CTP will provide recommendations for prioritizing transportation projects and service investments for the next 30 years. While evaluated and updated periodically, the CTP guides local elected officials, county, and city staff on their decisions regarding transportation infrastructure and millions of dollars in financing.

This report represents the recent efforts to analyze the existing conditions, future transportation needs, community input, and provide recommendations to ensure a well-connected and maintained transportation network throughout Spalding County. Intentional planning of this connectivity, with input from stakeholders, business leaders, elected and appointed officials, commuters, and residents, is necessary for successful implementation of transportation enhancements and safeguard mobility, economic vitality, and the quality of life for its citizens.

1.2 PROJECT APPROACH & PROCESS

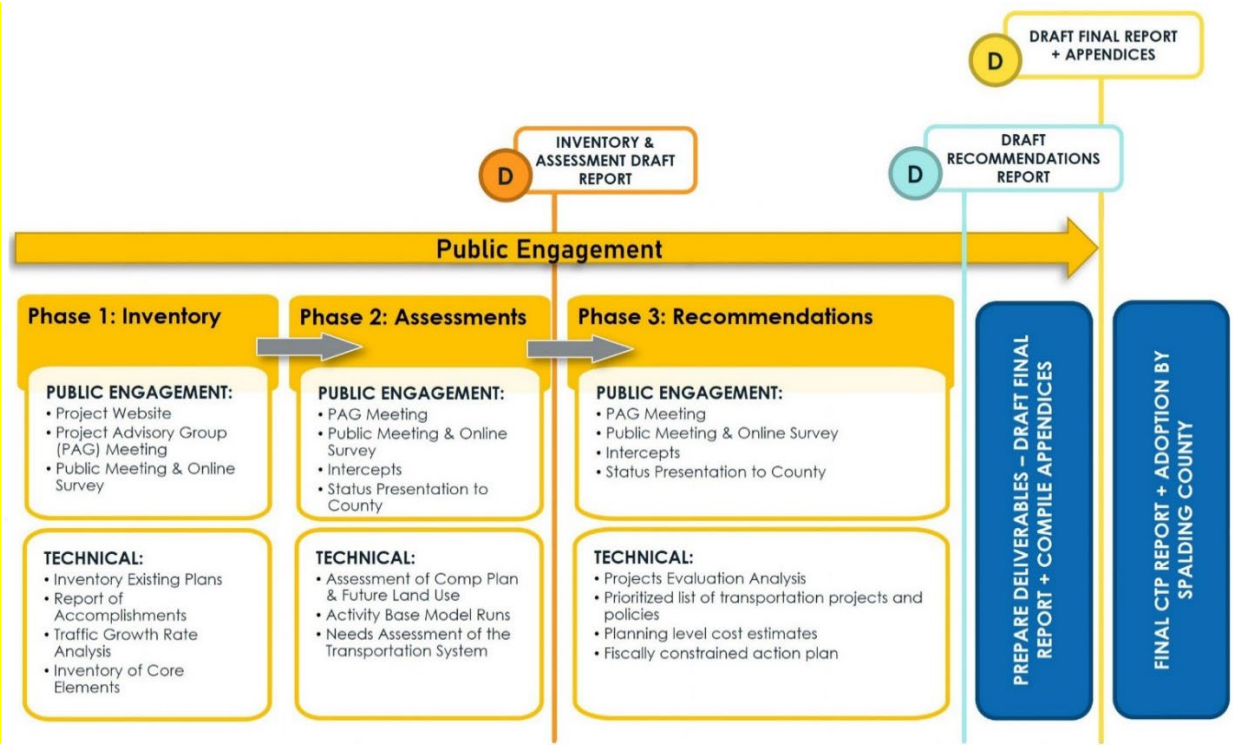


Figure 1.1: Planning Process and Approach

The project team underwent a standard planning approach to complete the Comprehensive Transportation Plan update in a transparent and timely manner. The process contained three phases that include technical analysis and public input, followed by more administrative tasks to compile and report on the available data, recommendations, and outcomes.

For the initial phase of the CTP update, the project team conducted an inventory review. This step involved the technical aspects of reviewing existing plans of Spalding County, the City of Griffin, and neighboring or regional plans that may influence the local development or transportation infrastructure. It also required updated traffic analysis and cataloging the existing infrastructure within the County and the current conditions. Public engagement at this stage opened lines of communication on a public website, and began initial feedback for the Project Advisory Group, pop-up public meetings, and online surveys.

Once the existing transportation inventory conditions were understood, the project team began the assessment of future needs. Traffic studies, state of good repair, and future growth by means of land development were analyzed. The purpose was to determine where current infrastructure would need maintenance, current travel demand matches or exceeds the infrastructure capacity, or where future travel demands would most likely begin to exceed the capabilities. Public input was also utilized at this stage to better understand the concerns and desires of the public.

The culmination of the first two stages is documented in the Existing Conditions and Needs Assessment report, a separate report that has been integrated into this final report.

After the existing conditions and needs assessment, available projects identified were reviewed through a scoring methodology to set priorities. The prioritization was compared with a financial analysis to determine feasibility and set a timeline for the projects. This process was intertwined with feedback from the public and past comments of the desires of the public, stakeholders, and local representatives. Recommendations were also posted online for review and comment.

In the end, the researched information, findings, public input, methodologies, and recommendations were combined into this report as a single source for local officials to utilize when making decisions on transportation projects in Spalding County and the City of Griffin.

1.3 VISION & GOALS

As an initial step in the planning process, the research team, along with the local representatives and stakeholders, identify the vision for Spalding County and the City of Griffin, and set the goals for the Comprehensive Transportation Plan. It is typical that these goals remain similar each iteration of the CTP update, with changes where the local prioritize may have shifted or realignment based on where available funding is being directed.

Goals identified in the previous CTP includes ensuring the transportation system supports economic development and efficient freight movement; improving bicycle and pedestrian ways; maintaining and preserving critical transportation infrastructure; focusing on realistic and implementable improvements that meet the mobility needs of all citizens; and gaining adequate funding. This update builds on the previous CTP efforts, identifies areas likely to grow and where trips are and will be made, and ensures the transportation network is prepared for it. This effort enables the County and its cities to make strategic infrastructure investments to foster mobility, ensure connectivity, maximize roadway operations and safety, support economic development, and minimize environmental impacts to support a high quality of life for Spalding County residents.

For the projects included in this plan, and as a guideline for the recommendations, the project team identified the following goals:

- Safety
- Capacity and Operations
- State of Good Repair
- Freight
- Multi-modal Opportunities

A key priority of all government entities is, first and foremost, ensuring the safety and well-being of the residents and visitors of their communities. For transportation projects, how roads, intersections, and associated infrastructure are designed and oriented set the bases for safety during use. Projects identified to increase safety and reduced possible areas of conflict will be given a higher prioritization.

The usability and maintenance of the transportation infrastructure is also of high importance. Areas of high congestion and delay cause further strain on the users and impact economic opportunities and disrupt daily tasks. It is vital that roadways are kept in adequate condition and the available connectivity anticipates growth. Focusing on available capacity, freight traffic, and the state of good repair maintenance ensure that the transportation infrastructure meets the demand that allows Spalding County and the City of Griffin to grow comfortably and continue serving all residents and visitors.

Lastly, transportation infrastructure is extended to all forms of mobility. A county or city that embraces all forms of mobility increase equity and resiliency for their inhabitants and visitors. Multi-modal opportunities are emphasized as a goal of this CTP. Furthermore, additional funding from the federal government in recent years has been made available to multi-modal projects. It is in the best interest of the County and City to embrace these projects while the funding is available and increase the mobility options for residents and visitors.

1.4 STUDY AREA

The CTP is focused on Spalding County and the City of Griffin, with respect and understanding of the towns of Sunny Side and Orchard Hill, and the two Census Designated Places (CDP) – East Griffin and Experiment. The CTP process also includes understanding the relationship of the County with surrounding jurisdictions. The counties abutting Spalding County include Clayton County and Henry County to the north; Butts County to the east; Lamar County and Pike County to the south; and Meriwether County, Coweta County and Fayette County to the west.

Spread over an area of 200 square miles, Spalding County is surrounded by natural beauty and supported by a vibrant culture, thereby offering a small-town charm. The County is home to the University of Georgia's Griffin Campus and a Southern Crescent Technical College Campus. Figure 1.2 shows a location map of Spalding County.

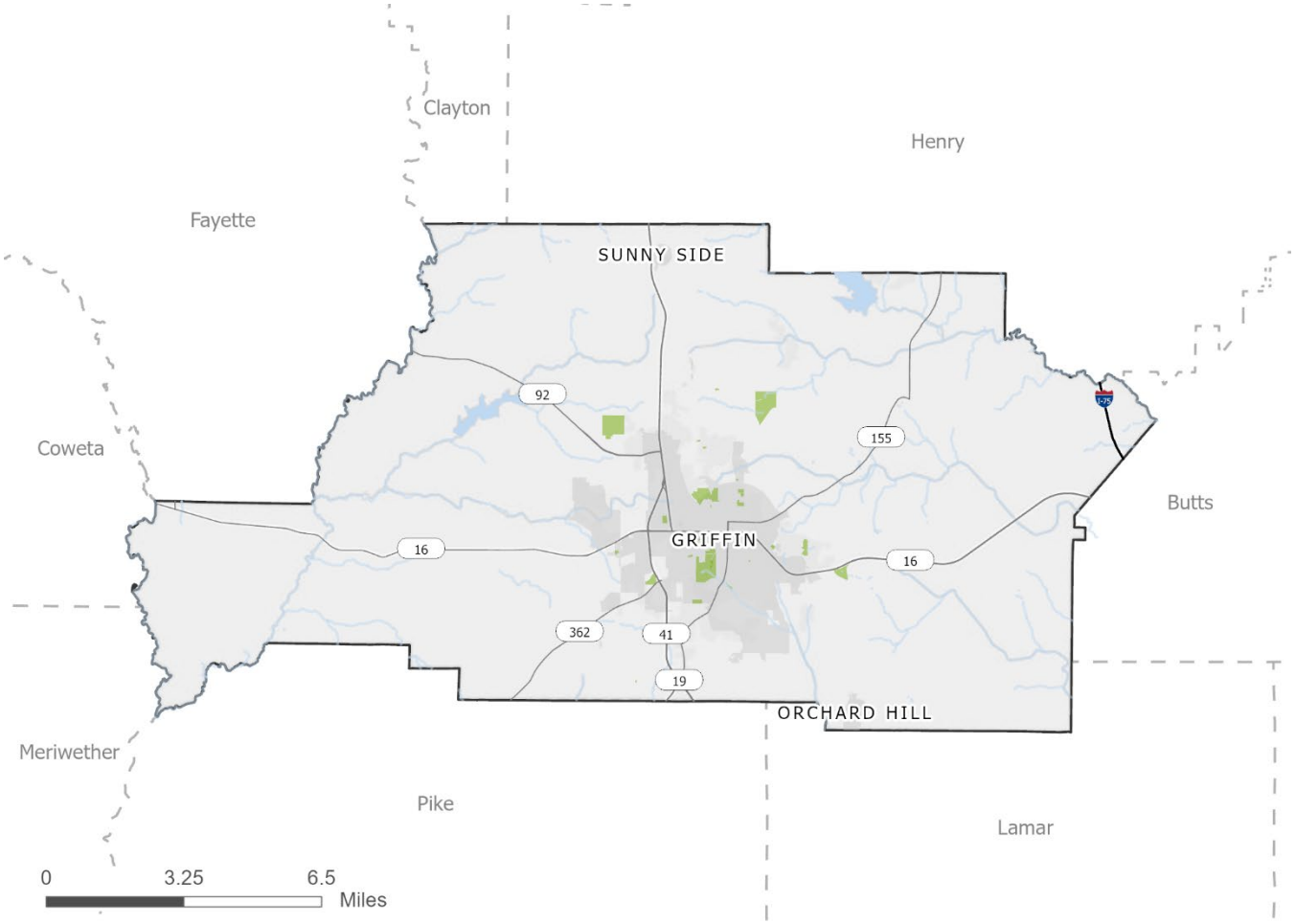


Figure 1.2: Map of Study Area

2. PUBLIC & STAKEHOLDER ENGAGEMENT

Public involvement was an important component of the Griffin - Spalding County Comprehensive Transportation Plan development process. Implementation of a comprehensive approach to engaging the public included pop-up events, on online tools, stakeholder meetings, a Project Advisory Group (PAG), and a virtual and an in-person open house meeting.

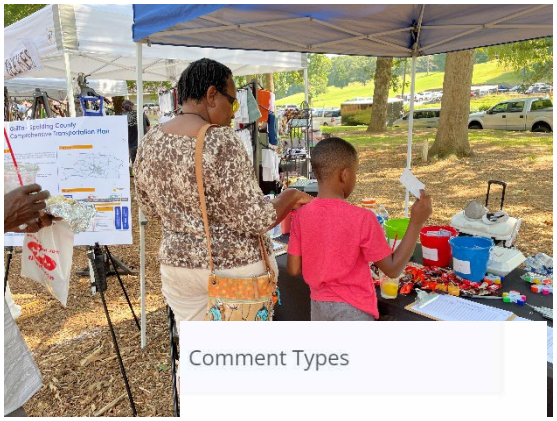
Community stakeholders were engaged throughout four distinct phases of the project:

- Phase I: Inventory of Existing Conditions
- Phase II: Assessment of Current & Future Needs
- Phase III: Recommendations
- Phase IV: Final Documentation

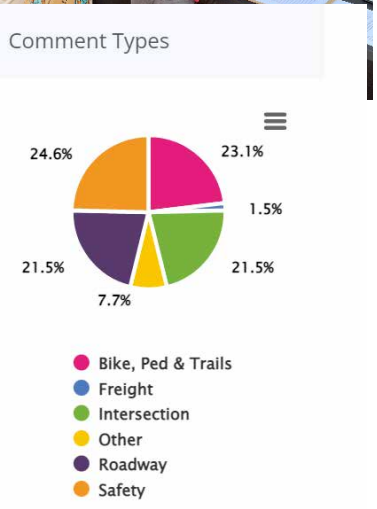
2.1 PHASE I: INVENTORY OF EXISTING CONDITIONS

After project initiation, the Inventory & Assessment of Existing Conditions phase began. During this phase, public engagement focused on informing and educating the public on the purpose and objectives of the planning process and included stakeholder interviews, a pop-up event, media outreach and online engagement via Social Pinpoint.

Stakeholder interviews were conducted to determine policies and projects that would benefit the transportation infrastructure, areas of concern for safety and congestion, known planned developments and other topics relevant to planning for future transportation improvements. Four interviews were conducted with County Commissioners.



Pop Up Event: Members of the CTP attended the Doc Holliday Festival with the intent to inform members of the public about the kickoff of the Griffin-Spalding Comprehensive Transportation Plan, and to gather input on existing conditions and funding priorities. A total of 88 individuals stopped to discuss the CTP effort with staff.

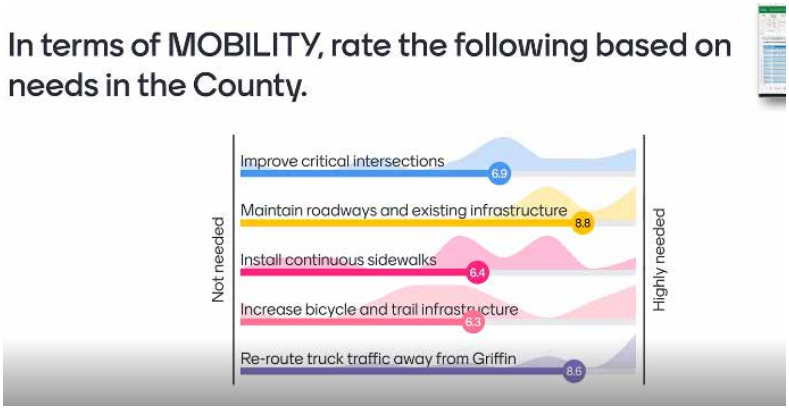


A Project Advisory Group was formed to help guide the process and provide input. The PAG allowed the City and County to build partnerships and share information between county and municipal departments; state, regional and local staff; major stakeholders; and community representatives. The PAG provided a continuing forum of education, exchange, understanding, questioning and clarification. By meeting at key project milestones, the group also served as a check and balance on plan development in terms of support and consensus and meeting the diverse needs of a broad-based constituency.

The CTP team also utilized Social Pinpoint, a web-based platform that allows interactive input by allowing member of the public to provide comments directly on a map at the location where they have concerns. The site was publicized by the PAG members, the City and County, Facebook, and local news outlets. The Social Pinpoint site was quite effective in engaging the public during the existing conditions phase with more than 570 platform hits. Safety was the concern noted most often followed by bike, pedestrian, and trails; Roadway; and Intersections.

2.2 PHASE II: ASSESSMENT OF CURRENT & FUTURE NEEDS

The first meeting of the PAG was on January 19, 2022. A total of 14 individuals attended the meeting. The meeting served to announce the CTP process and kick off the technical work related to developing a CTP. Members also provided input on their most pressing transportation issues.



A virtual public open house was held on April 20, 2022. The presentation included information about existing conditions and the needs assessment. Following the presentation, meeting participants were invited to provide input on exiting transportation strengths and weaknesses as well as the types of improvements desired. This input was captured using Mentimeter.

2.3 PHASE III: RECOMMENDATIONS

The second meeting of the Project Advisory Group was on August 6, 2022 and was attended by 9 PAG members. The purpose of this meeting was to bring the group up to date on the latest plan development progress, including the Transportation Network Inventory. PAG members participated in an interactive activity to help prioritize projects. Maps for each type of project, including active mobility, bridges, capacity, operations, and safety, were situated around the room. PAG members were given red, yellow, and green dots and they were encouraged to view each map, speak with CTP staff, and place a dot by each project, with red indicating long-term/low priority, yellow indicating mid-term/medium priority, and green indicating short-term/high priority. The final maps are included in the appendix.

An in-person public open house was held on August 16, 2022 and was attended by 10 members of the public. Members of the public met one on one with CTP team staff and were given an opportunity review the list of projects and to help prioritize the projects, using the same activity provided to the PAG. The maps from the open house are included in the appendix.

2.4 PHASE IV: FINAL DOCUMENTATION

An on-line interactive map was published on the Social PinPoint format to allow members of the public to comment on the list of recommended projects. The map was active from December 15, 2022 to January 6, 2023 and was viewed 837 times. The opportunity to participate was publicized through paid geocoded Facebook Advertisements, email links to our PMT, PAG and the project database to encourage participation, as well as coordination with the City and County.

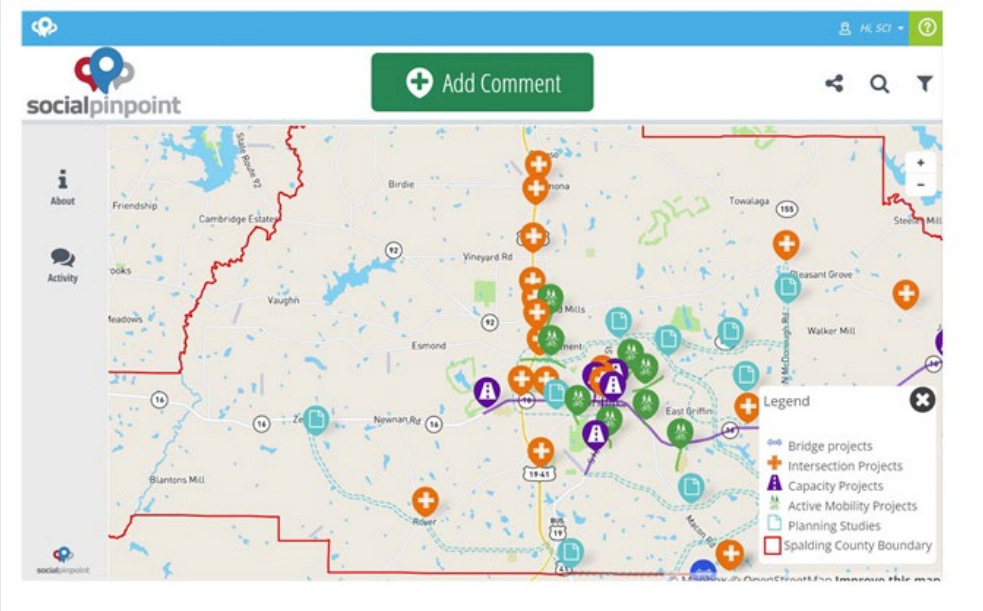


Figure 2.1: Online Interactive Survey of Recommended Projects

At this point, the project team had analyzed and set prioritization of the recommended projects. The public was encouraged to provide feedback on project recommendations that drew particular attention to their needs or desires. Engaging the public at the end of the process can generate excitement among the community members that will feed into the implementation of the project.

2.5 PUBLIC ENGAGEMENT OPPORTUNITIES

The following table provides a summary of the public engagement opportunities and the participants that attended.

Table 2.1: Public Engagement Opportunities

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 Holliday 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

Advertisements of meetings: A wide variety of techniques were used to advertise each public engagement opportunity. A database of community facilities, key stakeholders, and elected officials, and interested parties was developed early in the CTP development process. Open house flyers and press releases were developed and distributed in advance of each open house. Members of the PAG were encouraged to help publicize each event and paid geocoded Facebook advertisements were placed.

3. REVIEW OF PREVIOUS STUDIES

3.1 COMPREHENSIVE TRANSPORTATION PLANS

Comprehensive transportation plans (CTP) are county or city-wide transportation assessments evaluating mobility and multi-modal concerns, allowing local jurisdictions to identify local priorities and community vision. Projects and recommendations identified through the process allow jurisdictions to apply for federal funding. Following are previous transportation planning efforts.

3.1.1 GRIFFIN-SPALDING COMPREHENSIVE TRANSPORTATION PLAN UPDATE – 2016

The City of Griffin and Spalding County initiated a joint CTP in 2016 with funding from the Atlanta Regional Commission. Following were the study goals identified through the process.

- Ensure the transportation system supports economic development and efficient freight movement.
- Position Griffin Spalding as a live-work-play destination through multimodal mobility, community and environmental preservation and enhancement, livability, and quality of life.
- Improve bicycle and pedestrian ways, including multi-use paths and sidewalks, as a means to offer recreational improvements and to connect community centers as well as adjacent counties.
- Maintain and preserve critical transportation infrastructure, including roadways, bridges, and multimodal facilities.
- Ensure a safe, secure, and connected transportation system
- Focus on realistic and implementable improvements that meet the mobility needs of all citizens
- Ensure adequate funding for transportation through a constant funding stream and a programmatic approach for improvements, while leveraging local funding to capture additional funds from other sources

Following are the recommendations identified per category.

- Intersection Improvements –
    - North Hill Street at Blanton Ave and N 6th St; Northside Dr. and Tuskegee Ave Roundabout; and at E. Mcintosh Rd
    - Solomon Street (Little 5 Points) Improvements
    - Searcy Ave. At E. Broadway Street (SR 155)
    - Cain St. At Everee Inn Road
    - Spalding Dr. At SR 16
    - Hammond Dr. At W. Poplar St
    - College St. at Hamilton/ Kincaid St. (Intersection Improvement Program - Phase I)
    - Orchard Hill Intersection Improvements: Johnston Rd/Macon Rd/S McDonough Rd & Macon Rd at Swint Rd
    - Tri-County Crossing: Moreland Rd Extension to Zebulon Rd with Intersection Improvements
    - Jackson Rd At N McDonough Rd
- Roadway Improvements –
    - CR 498/S McDonough Rd from SR 155 To SR 16 - SR 155 Relocation
- Bridge Improvements
    - Hill Street at Cabin Creek, In Griffin
    - Cr 360/Mcintosh Rd @ Flint River @ Fayette/Spalding Co Line
    - Jordan Hill Road at Troublesome Creek, 4 Mi N of Griffin
    - N Second St Ext. At Cabin Creek, 2 Mi NE of Griffin
    - McDonough Road at Buck Creek Tributary, 4 Mi SE of Griffin
    - Birdie Road at Griffin Reservoir Tributary, 5 Mi NW of Griffin
    - County Line Road at Potato Creek, 3 Mi SE of Griffin

    - Jordan Hill Road at Towaliga River Tributary, At Henry Co. Line; and at Troublesome Creek Tributary, 5 Mi N of Griffin
    - Hollonville Road at Line Creek Tributary, 12 Mi W of Griffin
    - Vaughn Road at Shoal Creek, 6 Mi W of Griffin
    - Musgrove Road at Cabin Creek Tributary, 2 Mi E of Griffin
- Sidewalk Improvements
    - S. Hill Street / SR 155: Milner Ave to Crescent Rd
    - Memorial Dr / SR 16: Hamilton Blvd to Near Harlow Ave
    - N. 2nd St: Morris St to Johnson Pool Rd
    - Meriwether St / SR 362: Westwind Ct to Everee Inn Rd
    - Williamson Rd / SR 362: Carver Rd to US 19/41 SR 3 Bypass
    - N 3rd St: E Tinsley St to Kelsey St
    - E Broadway St / SR 155: Morris St to Jackson Elementary School
    - Ellis Rd: Crystal Brook to Experiment St
    - Futral Rd: Rhodes Ln to Spalding High School
    - N Hill St: Northside Dr to E. Mcintosh Rd
    - Old Atlanta Rd: Mcintosh Rd / Experiment St to E Mcintosh Rd
    - Pimento Ave: Meriwether St to Beck St
    - Wilson Rd: Futral Rd to Arthur K Bolton Pkwy/SR 16
    - Woodland Dr: Milner Ave to Crescent Rd
- Bike-Ped Improvements
    - Fairmont School SPLOST Trail 1 - 4
    - Low-Cost / High-Visibility Trail/Greenway Pilot Project

3.1.2 GRIFFIN COMPREHENSIVE TRANSPORTATION PLAN UPDATE – 2011

In 2010, the City of Griffin initiated the process to prepare a long-range CTP for the community through 2030. The City, along with other key stakeholders including Spalding County and the Three Rivers Regional Commission (RC), identified and addressed a number of key issues in the Griffin Comprehensive Transportation Plan. Following were the study goals identified through the process.

- Improve the overall performance of the city's transportation system by identifying capacity needs and operating deficiencies in the network.
- Provide safe and effective local access to aviation facilities in support of local economic development efforts and reduce the negative impacts of the airport on surrounding residential uses.
- Support the development of one or more bypass routes to alleviate downtown truck traffic.
- Preserve and maintain the existing system
- Provide safe and efficient vehicular access to and from the city.
- Preserve the environment
- Enhance mobility across all travel modes
    - Enhance sidewalk, pedestrian, bicycle and transit systems to help non-motorists reach destinations
    - Focus on land use improvements that shorten trips between origins and destinations (e.g. mixed use developments)
    - Address travel demand efficiently, minimizing congestion and improving the flow of travel
    - Coordinate transportation and land use plans to better balance transportation need and improve access
- Support the addition of a commuter rail station and the addition of transit, pedestrian and alternate transportation mode infrastructure needed to support it.
- Support access improvements to the commuter rail station that are consistent with the development goals of the community. These goals include walkable streets, minimal truck traffic, low vehicle speeds, and “neighborhood scale” designs.
- Development of bypass routes to alleviate downtown truck traffic. Land use and access along these routes should be closely controlled to discourage “urban sprawl” type development.

Following are the recommendations identified in the CTP.

- Traffic Signal Upgrades for Miscellaneous Improvements
- Minor and Major Intersection Improvements
- Feasibility Study for Improvement at US 19/41 and Ellis Rd
- Feasibility Study for Old Atlanta Road Bridge Replacement and Realignment w/N. Expressway
- Airport Capital Improvement Program
- Bicycle and Pedestrian Network Plan
- City Sidewalk Projects
- North Hill St Improvements
- West Griffin LCI projects
- Bypass – Phase 1 from SR 155 and Jackson Rd to SR 16 and Phase 2 from SR 16 to US 19/41
- Commuter Rail – Atlanta-Macon

3.2 COMPREHENSIVE PLANS

Designed to guide the future actions of a community, comprehensive plans present a vision for progress and provide a framework for the execution of that vision. The Georgia Department of Community Affairs (DCA) mandates every city and county to update its comprehensive plans to maintain its Qualified Local Government status to continue receiving funding for projects.

3.2.1 GRIFFIN COMPREHENSIVE PLAN – 2018

The purpose of the Griffin Comprehensive Plan is to provide a rational basis for municipal decision-making on matters which relate to Griffin's future, be it in terms of protecting community values, guiding growth, or providing adequate community services. The plan describes priority goals and policies which together constitute a set of guidelines for municipal action and further provides strategies by which the Comprehensive Plan should be implemented over the next twenty years, 2018 – 2038. Study goals identified focused on the following.

- Creating a vibrant City that seeks to enhance overall quality of life for every citizen.
- Promoting an efficient, safe, and connected transportation system that serves all sectors of the City of Griffin
- Focusing on a comprehensive approach to economic development to create a vibrant community.
- Ensuring safe, quality, long-term, and attainable housing for all residents

Transportation related recommendations included -

- Phase IV Signal Upgrades
- E. Solomon Street Intersection Improvements
- Hammond Drive and W. Poplar Street Intersection Re-alignment
- Trails Program Implementation
- Major Milling and Resurfacing Program

3.2.2 SPALDING COUNTY COMPREHENSIVE PLAN UPDATE – 2017

Spalding County's Comprehensive Plan is a policy document that presents the community's primary goals for achieving its long-range vision for growth and development in the unincorporated portions of the county and in the municipalities of Sunny Side and Orchard Hill. Categorical goals identified are listed below.

- Social and Economic Development (SED) Goals
    - Stimulate revitalization activities and redevelopment of blighted properties

    - Create employment opportunities and expand business diversity
    - Maintain high quality services for the citizens of Spalding County
- Resource Conservation (RC) Goals
    - Protect water resources and water quality
    - Protect and promote Spalding County's history
- Development Patterns (DP) Goals
    - Promote rural development patterns in Rural designated areas and the protection of open space with new development
    - Create viable mixed-use activity centers
    - Improve community appearance
    - Improve multi-modal connectivity

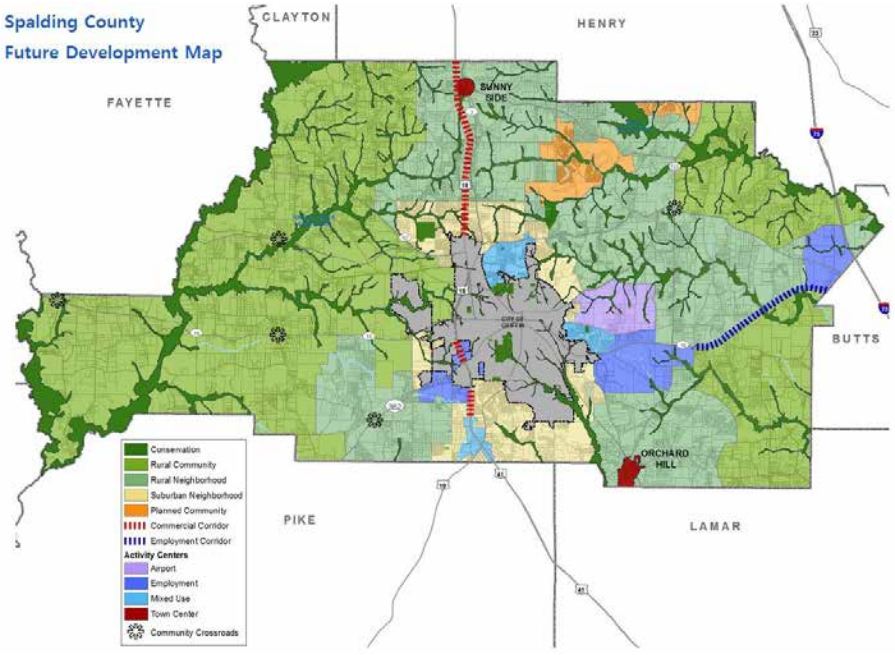


Figure 3.1 - Spalding County Future Development Map

Spalding County Future Development Map is identified in Figure 3.1. Transportation related recommendations include:

- Construct Sidewalks and Bike Lanes on North Hill Street
- Prepare an Urban Circulator Connectivity Study (connectivity between areas of activity such as employment, shopping, and medical centers)
- Prepare an Interchange Feasibility Study and Interchange Justification Report for the Jenkinsville/I-75 area
- Prepare a Griffin Truck By-Pass Study
- Pursue Safe Routes to School Funding for Moreland Road
- Phase One of Rails to Trails
- Extend Moreland Road to Zebulon Road

3.3 MODAL STUDIES

3.3.1 SPALDING COUNTY TRANSIT MASTER PLAN 2021

Spalding County is currently in the process of preparing its Transit Master Plan (TMP) to understand the "existing and future demands of regional transit demands within the County boundaries and the connections to adjacent municipalities. The TMP will be developed in coordination with the Georgia Department of Transportation (GDOT), affected local governments and other transit providers." More information on the Plan can be found under the Transit section of Chapter 6 – Multi-modal Mobility.

3.3.2 FREIGHT CLUSTER PLAN 2020

In 2020, Spalding County developed the Spalding County Freight Cluster Plan (FCP) (https://www.spaldingcounty.com/freight-c-s/), through the Atlanta Regional Commission (ARC) FCP Program. The FCP was developed through a partnership between Spalding County, the City of Griffin and ARC. The study aimed to develop a vision to serve existing industrial development and position the county to prepare for traffic associated with future anticipated industrial development.

Short-range recommendations include:

- Conduct SR 155 Concept Study
- Griffin Bypass Alternatives Analysis
- S. Hill Street (SR 155) Signal Optimization and Advanced Dilemma-Zone Detection System (E. Taylor Street to Airport Road)
- SR 16 Freight Cluster Plan Corridor Improvements
- SR 155 Design for Redesignation
- US 19/41 Freight Cluster Plan Corridor Improvements
- CTP03 -Tri-County Crossing: Moreland Road Extension to Zebulon Rd (SR 155)
- Jackson Road at Wallace Road Intersection Improvement

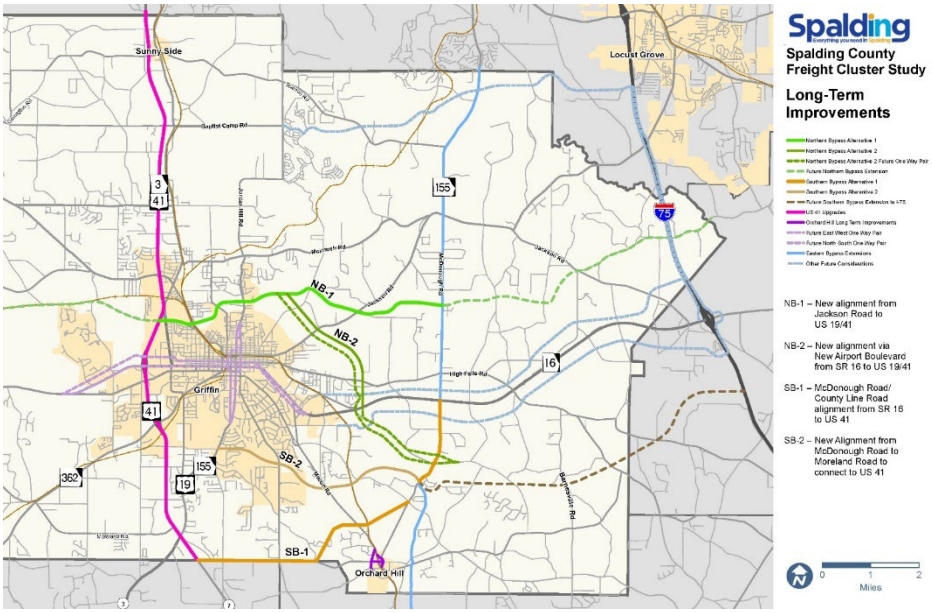


Figure 3.2 - Freight Cluster Plan Long Term Improvements

Figure 3.2 identifies long-range improvements identified which include the following recommendations:

- New alignment from Jackson Road to US 19/41
- New alignment via New Airport Boulevard from SR 16 to US 19/41
- McDonough Road/County Line Road alignment from SR 16 to US 41
- New Alignment from McDonough Road to Moreland Road to connect to US 41

3.3.3 GRIFFIN-SPALDING TRANSIT FEASIBILITY STUDY AND IMPLEMENTATION PLAN – 2014

The City of Griffin and Spalding County undertook development of a Transit Feasibility Study and Implementation Plan in 2013 to evaluate the potential for providing new public transportation services within the City and County. Based on prior work, three of the most promising alternatives were identified:

- Georgia Commute Options program elements include incentives to lessen single occupancy vehicle use such as ride matching and guaranteed ride home
- Griffin-Spalding Flex Zone/Route Deviation System would operate within designated quadrants of the Griffin-Spalding service area. This service would offer the advantages of a fixed route system plus the convenience of curbside demand response service and would provide connections between major medical, educational, government, and shopping centers.
- Griffin-Spalding Fixed Route system would consist of five proposed routes radiating outward from a centralized transfer center in downtown Griffin. These routes were developed to link as many local origins and destinations as possible while keeping individual route lengths and running times

reasonable. Service would operate on a 60–minute frequency, require five operating buses with two spare units, and as required by the Americans with Disabilities Act (ADA), also contain complementary paratransit service for eligible persons with disabilities.

The recommended approach to implementing transit service for Griffin-Spalding is to proceed initially with the Flex Service and then implement the fixed route system through a five-year phasing process. The Transit Master Plan is currently underway and is re-examining transit needs for Spalding County and Griffin.

3.3.4 ROOSEVELT ROAD RAIL-WITH-TRAIL MULTI-USE STUDY – 2011

The 2011 Rail-with-Trail study aimed to examine the former Southern Railway (Roosevelt Railroad) railroad corridor to identify corridor segments potentially suitable for a shared use off-road rail-with-trail facility. In addition, the study aimed to evaluate mixed use development potential along the corridor and determine interconnectivity of this potential rail-trail corridor with existing and proposed local, regional, and statewide corridors. The study proposed preferred trail alignment and amenities within the rights-of-way of Norfolk-Southern Railroad and the Roosevelt Railroad, and on other public and private property. The 8.76-mile former Southern Railway (Roosevelt Railroad) extended from City of Griffin north and northeast to Johnson Road in northeastern Spalding County. The final recommendations included construction of a 12' wide multi-use path with minimum 1' shoulders on each side. The trail surface was recommended to be concrete with boardwalks in wetland areas. The total cost was estimated to be $7,122,302, not including Preliminary Engineering and Right of Way costs. Figure 3.3 depicts the study location map.

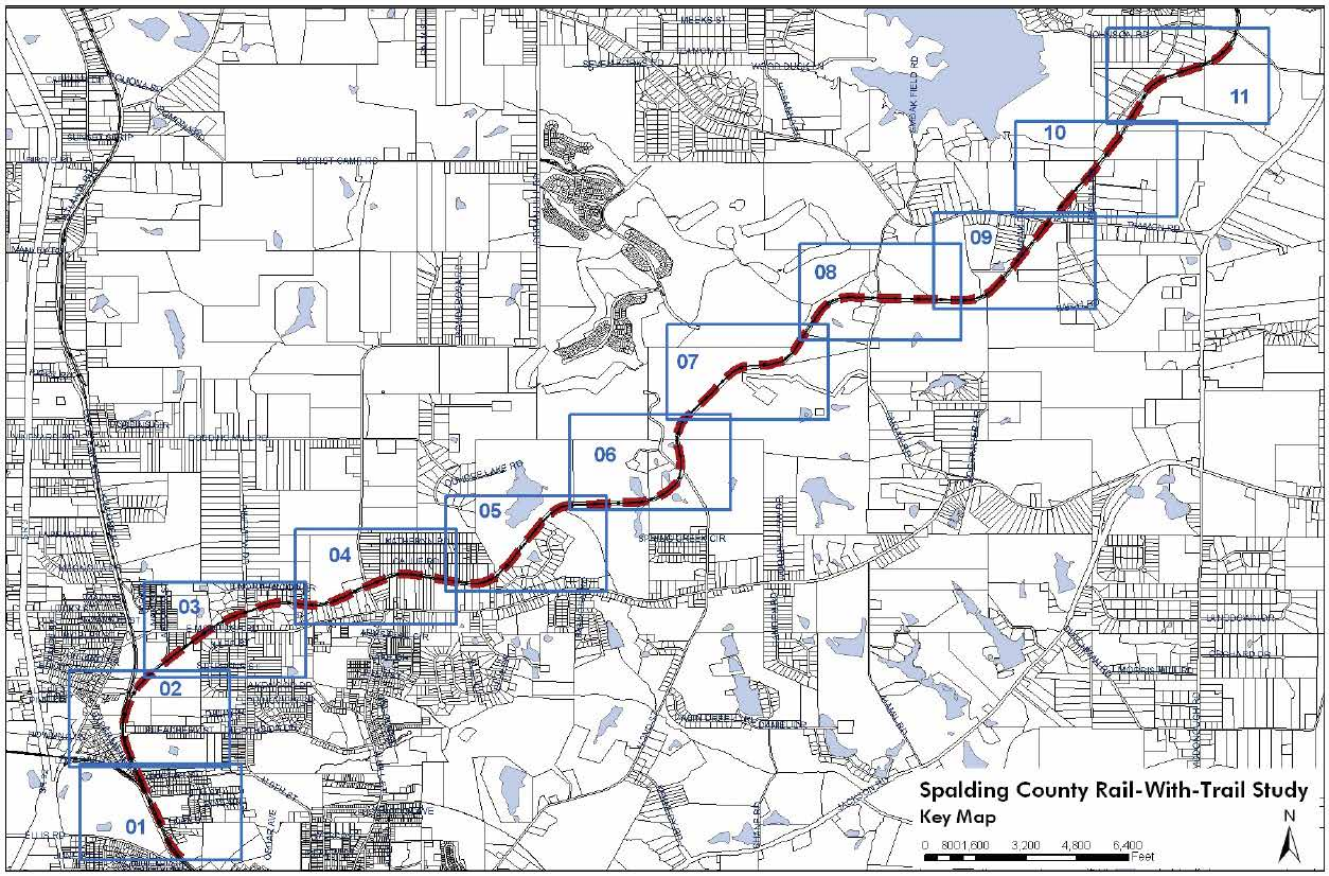


Figure 3.3 - Rail with Trail Study Location Map

3.3.5 GRIFFIN DOWNTOWN PARKING STUDY 2009

The purpose of the study was to provide analysis, guidelines, and recommendations that would guide public and private parking decisions in the Downtown Griffin study area. The study concluded that while Downtown Griffin has a sufficient parking supply to meet existing demand as well as future developments in the Central Business District, the policies and procedures need to be established by the City to effectively manage the public parking supply and balance the demand between on street and off-street parking. Recommendations included making significant investments into the public parking supply as well as other downtown infrastructure.

3.3.6 NORTH HILL STREET CONNECTIVITY STUDY – 2008

The North Hill Street Connectivity Study built upon the recommendations of the 2006 City of Griffin Town Center LCI Study. Following are the recommendations identified in the study.

- Transportation Related Recommendations
    - Realign intersection of North Hill Street at Blanton Avenue and North 6th Street to address safety concerns.
    - Upgrade traffic signs and pavement markings throughout Study Area to current standards.
    - Upgrade traffic controls for pedestrians at the intersections of North Hill Street and East/West Chappell Street and East Chappell Street at North 6th Street to meet current standards.
    - Upgrade North Hill Street to a consistent cross-section with two through-lanes, curb, gutter, sidewalks, and bicycle lanes from East/West Chappell Street to East McIntosh Road. Realign intersection of North Hill Street at East McIntosh Road to address safety concerns.
    - Realign intersection of North Hill Street at Northside Drive and Tuskegee Avenue to address safety concerns.
    - Extend Bourbon Street to Elm Street to provide east-west roadway connection from Study Area to northwest Griffin.
- Bicycle And Pedestrian Alternatives
    - Fill gap in sidewalk network on east side of North Hill Street from East Cherry Street to Blanton Avenue.
    - Fill gap in sidewalk network on west side of North Hill Street from Kentucky Street to Northside Drive.
    - Add sidewalk to one side of Bourbon Street and Elm Street in conjunction with the Bourbon Street Extension project.
    - Add sidewalks to both sides of North Hill Street from Tuskegee Avenue and Northside Drive to Dobbins Mill Road/Dundee Lake Drive.
    - Develop a multi-use trail connection from Jordan Hill Walking Trail and Jordan Hill Elementary to Dundee Lake Park on Dobbins Mill Road and Dundee Lake Road.
    - Add sidewalks to East McIntosh Road, Northside Drive, and Lincoln Road to provide needed pedestrian connections to local destinations.
- Transportation Policy Recommendations
    - New development within and around the Study Area should continue connected street patterns consistent with the smaller block network on the south end of the Study Area, minimizing cul-de-sac streets.
    - Opportunities to provide additional east-west street connections should be identified as development occurs.
    - The City of Griffin, Spalding County, and the Griffin-Spalding County School District should consider the applicability of Safe Routes to School programs for schools within the Study Area. Transportation Project Recommendations

3.4 LIVABLE CENTERS INITIATIVE PLANS

In 2000, the ARC launched the Livable Centers Initiative (LCI), a grant program incentivizing "local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services." The LCI program has invested $312 million in more than 120 communities throughout the Atlanta region over the last two decades. The ARC board has allocated $600 million through 2050 for transportation projects resulting from completed LCI studies.

3.4.1 WEST GRIFFIN ACTIVITY CENTER LCI STUDY – 2010

The West Griffin Livable Centers Initiative (LCI) Plan provided a series of strategic actions for revitalizing the northern entrance to the City. With the Griffin Technical College and the University of Georgia-Griffin (UGA) providing opportunities for future community developments in this area, the plan builds on the idea of a "Campus Gateway" within a new Town Center. Additionally, the plan proposed reconfiguration of the existing Expressway US 19/41 into a true boulevard, divided with a median down the center and paths encouraging bicycle and pedestrian use. The study focused on creating a complete Redevelopment Plan that follows the State of Georgia requirements for a Tax Allocation District (TAD). The LCI study identified the following goals.

- Encourage a diversity of medium to high density, mixed income neighborhoods, employment, shopping and recreation choices at the transit stations, corridor, 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 land use policy/regulation with transportation investments to maximize the use of alternate modes.
- Increase the desirability of redevelopment of land served by existing infrastructure at transit stations, corridors, activity, and town centers.
- Preserve the historical characteristics of transit stations, corridors, activity centers and town centers, and create a community identity.
- Develop a community-based transportation investment program (TIP) at the transit station, corridor, activity, and town center level that will identify capital projects, which can be funded in the annual TIP.
- Provide transportation infrastructure incentives for jurisdictions to take local actions to implement the resulting transit station, corridor, 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 and at the regional level.
- Develop a local planning outreach process that promotes the involvement of all stakeholders particularly low income, minority, and traditionally underserved populations
- Provide planning funds for development of transit station, corridor, activity, and town centers that showcase the integration of land use policies/ regulations and transportation investments with urban design tools.

The final recommendations included a Concept Plan which presented potential locations for creating gateways and way-finding signage. Transportation improvements included identifying a bicycle and pedestrian plan to complete the sidewalk network, and roadway improvements. The Plan aimed to integrate both sides of the Expressway through an inviting road and walkway network. Recommended auto and pedestrian centric improvements to Experiment Street included the following.

- A multi-use path along Ellis Road would connect to Experiment Street, linking both the new Town Center and campus users to Downtown via bicycle options

- Recommended an extension of Lyndon Avenue which intersects with Experiment Street on the east to move across the expressway through the new Town Center focal point.
- Streetscape improvements for Experiment Street to define the study area as a unique, pedestrian-oriented place and also invite the linkage to the Downtown.
- A median and multi-use trail which would maintain 2 northbound through lanes, 2 southbound through lanes, divided by a landscaped median and featuring a multi-use path with streetscape improvements on the west side of the roadway.

3.4.2 TRI-COUNTY CROSSING LCI STUDY – 2009

The 2009 LCI Study focused on the Tri-County Crossing area, a commercial center in Spalding County. The goal of the LCI study was to envision the area to be a walkable mixed-use center that can accommodate and integrate a range of commercial, employment and residential uses, all within the context of a suburbanizing rural area. LCI study goals identified were aimed at creating a vibrant pedestrian-oriented environment, by establishing better connections to surrounding neighborhoods. Protecting and enhancing public open spaces and parks and providing opportunities for mixed-use development and a range of housing were also identified as priority goals. LCI recommendations included the following.

- Improve the Area's Regional Connectivity
- Establish a connective street grid for the LCI area
- Use LCI grants to create key streetscape and infrastructure improvements which will provide tangible evidence of the vision for the area
- Enhance or Expand Griffin-Spalding County Airport and Surrounding Development
- Use Public Resources to Incentivize a Catalyst or Seed Project in the LCI Area
- Provide infrastructure at key locations in the LCI area
- Provide fiscal incentives to promote investment in the area
- Ensure that local zoning is in place to support the LCI Plan's proposed density, design, and site planning recommendations
- Make early strategic investments in parks and greenways
- Discourage continuous retail & commercial development along US 19-41
- Form partnerships to promote the large-scale vision

3.5 REGIONALLY SIGNIFICANT STUDIES

This section identifies five regionally significant studies prepared by the Atlanta Regional Commission (ARC) which affect the CTP effort. A high-level summary of each document is provided below.

3.5.1 ATLANTA REGION'S PLAN 2020

Focused on improving the region's quality of life, the Atlanta Region's Plan is a "long-range blueprint that details the investments that will be made through 2050 to ensure metro Atlanta's future success." The plan centers around three main themes –

- World Class Infrastructure - Providing better transportation options and securing a sustainable water supply
- Healthy Livable Communities - Improving quality of life for residents of all ages and abilities
- Competitive Economy - Building the region as a globally recognized hub of innovation and prosperity

The Plan includes several elements that are updated on various cycles. For this CTP update effort, only the transportation assessment was reviewed. The Atlanta Region's Plan presents a seven-point plan for improving mobility in metro Atlanta through various action items:

- Reducing demand on the transportation system through alternative commuting options such as carpooling and teleworking
- Supporting growth and development programs such as the Livable Centers Initiative and transit-oriented development
- Expanding walking and bicycling options
- Improving safety for all travelers
- Undertaking strategic road and interchange improvements, including expansion of the express lane network
- Designing projects to support freight movement
- Increasing transit options

3.5.2 REGIONAL TRANSPORTATION PLAN (RTP) 2019

The Regional Transportation Plan (RTP) forms one of the elements of The Atlanta Region's Plan, and focuses on existing transportation conditions, forecasted trends that will impact the transportation network, and "documents the strategies and investments necessary to meet the multi-modal transportation needs of all residents and visitors of the Atlanta region through 2050."

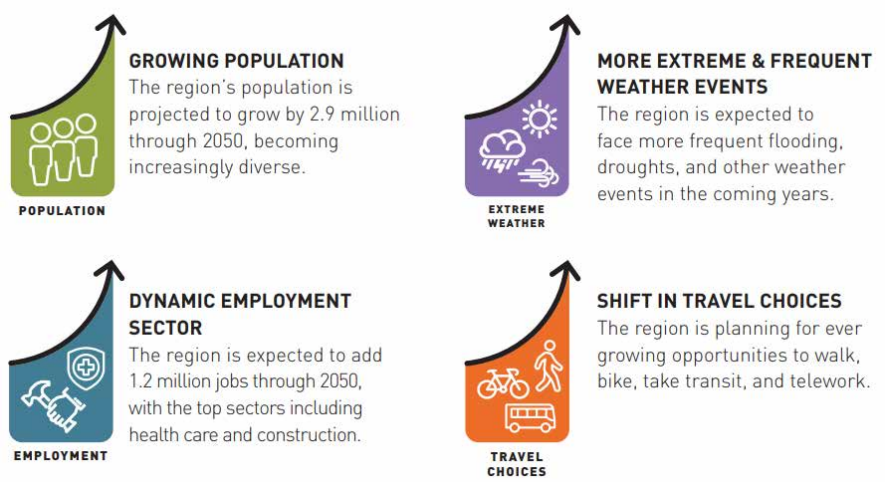


Figure 3.4 – Regional Transportation Plan Trends

Ranging from pedestrian safety to congestion management infrastructure improvement projects, the RTP recommendations are grouped into three program areas — Demand Management, Expansion, and Maintenance & Modernization — and eight corresponding subareas. RTP trends are shown in Figure 2.4.

The Transportation Improvement Program (TIP) allocates federal funds for use in the construction of the highest-priority projects in the Regional Transportation Plan (RTP), the long-term transportation vision for the 20-county region. Projects included in the TIP must be fully funded. Projects identified in the RTP specific to Spalding County are identified below:

- AR-318: I-75 Commercial Vehicle Lanes (Northbound Direction Only) from I-475 to SR 20
- AR-348B: County Line Road Bridge Upgrade at Potato Creek (Southeast of Griffin)
- AR-5307-SP: FTA Section 5307/5340 Formula Funds Allocation for Spalding County

TIP projects are identified below:

- SP-067A: Griffin South Bypass: Phase 1 From Intersection OF SR 155 And Jackson Road Along Existing Alignment of North McDonough Road to SR 16 (Arthur K. Bolton Parkway)
- SP-067B: Griffin South Bypass: Phase 2 - Widening from SR 16 (Arthur K. Bolton Parkway) Along Existing Alignment of South McDonough Road and County Line Road to US 19/41
- SP-100: East Solomon Street Intersection Improvements at Spalding Street/Searcy Avenue

- SP-172: SR 92 Widening from Westmoreland Road to Vaughn Road
- SP-174: Airport Access Road - New Alignment from Intersection of SR 155 (Jackson Road) and Kennedy Road to Intersection of SR 16 (Arthur K Bolton Parkway) and Barrow Road

3.5.3 ATLANTA REGIONAL FREIGHT MOBILITY PLAN UPDATE 2016

By 2040, ARC forecasts a 56 percent increase in freight traffic. With the Atlanta region being a major hub for freight movement and distribution, the Atlanta Regional Freight Mobility Plan Update aimed to:

- Assess the current plan against the latest understanding of existing conditions and forecasts.
- Update the plan based on the latest federal, state, and Atlanta regional policies.
- Support the development of a FAST Act compliant Regional Transportation Plan (RTP) as it relates to applicable freight provisions.
- Identify projects of national, state, and regional significance.
- Define a path forward for project investment and establishment of responsive strategies and initiatives.

The Fixing America's Surface Transportation or "FAST" Act in 2015 initiated the provision of funds dedicated to freight:

- $206.5 million to Georgia over five years for use on a roadway freight network with major facilities in Metro Atlanta. While this is statewide funding, Atlanta is a crucial location for Georgia freight.
- $4.5 billion available through FASTLANE, a new competitive grant program for shovel-ready projects of national or regional significance. Freight is one of the main FASTLANE focus areas, and Atlanta has eligible projects of significance.

Various studies and initiatives were identified in addition to infrastructure investments. Strategic initiatives include truck parking, truck-friendly lanes, home delivery, industrial property redevelopment, off-hours delivery, resiliency planning, alternative fuels, and freight pilot of connected and autonomous vehicle (CAV) technologies.

The Freight Mobility Plan identified specific freight clusters that attract and generate significant freight activity; and that while the plan doesn't specifically identify Spalding County as a freight cluster, ARC funded a freight cluster plan due to the existing freight uses in the western portion of the county, truck traffic within Griffin, and anticipated growth in freight activity due to proximity to I-75 and the programmed I-75 commercial vehicle lanes.

3.5.4 WALK, BIKE, THRIVE 2016

Supporting The Atlanta Region's Plan to help the region become "one of the most connected and safest regions in the United States for walking and bicycling," the Atlanta Regional Commission (ARC) employs five key strategies to increase the share of trips made on foot or by bike.

- Focusing investments on communities and activity centers
- Addressing safety and equity issues
- Working closely with transit providers
- Pursuing a strategy of relentless incrementalism
- Leading the development of the regional trail system

The health impact assessment scored the region's health risk using an index measuring a variety of social, economic, and demographic factors. The results indicated that the highest overall health risk occurs in selected parts of Fulton, Dekalb, Clayton, and Spalding Counties. This was attributed to the fact that the county doesn't contain any trails.

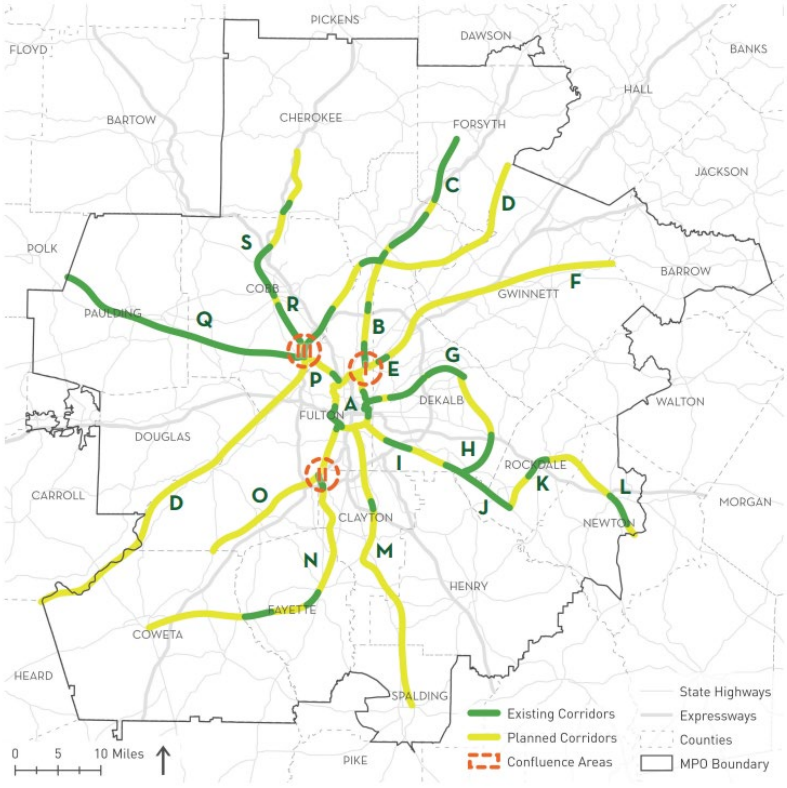


Figure 3.5 - Regionally Significant Trails

The plan identified Regionally Significant Trails as priorities for funding. The Clayton-Henry-Spalding Corridor was identified as a regionally significant trail.

3.5.5 ATLANTA REGIONAL TRANSPORTATION DEMAND MANAGEMENT PLAN 2013

The Regional Transportation Demand Management (TDM) Plan was prepared with the intention of helping stakeholders leverage existing programs and build on the TDM concepts within PLAN 2040, the region's prior long-range comprehensive transportation and development plan. The seven priority strategies include:

- Build on Georgia Commute Options rebranding to promote seamless customer experience
- Improve connection of TDM to regional information systems
- Improve regional coordination of transportation planning, land use, and travel choice
- Strategically link express bus service, local transit, vanpools, managed lanes, and park and ride lots
- Enhance integrated operations, branding, and marketing of the regional vanpool program
- Leverage and diversify existing and potential funding sources to support creative, long-term, and innovative strategies
- Develop metrics for all programs and services and use the data to make strategic improvements

4. COMMUNITY CHARACTERISTICS

4.1 DEMOGRAPHICS

The 2020 census identifies a total population of 67,306 in Spalding County, with a population density of 343.5 people per square mile of land area. With a 5.0 percent change, the County added 3,233 people from the 2010 Census. The 2019 American Community Survey estimates the median age of County residents at 39.2 years. The County has an average of 24,300 households with a median household income of $47,111, an increase from the 2018 estimate of $42,671. The median property value was estimated at $122,800, with a 62.5% homeownership rate. With an average commute time of 28.2 minutes, the average car ownership was estimated at 2 cars per household. The ACS also estimates that 17.9% of the population in the County live below the poverty line, higher than the national average of 12.3%.

4.2 EMPLOYMENT

An Area Profile Analysis for Spalding County using the 2018 US Census Bureau Longitudinal Employer-Household Dynamics (LEHD) data was conducted. Employment concentration in the County is shown in Figure 4.1, the home area profile is displayed in Table 4.1 - Home Area Profile.

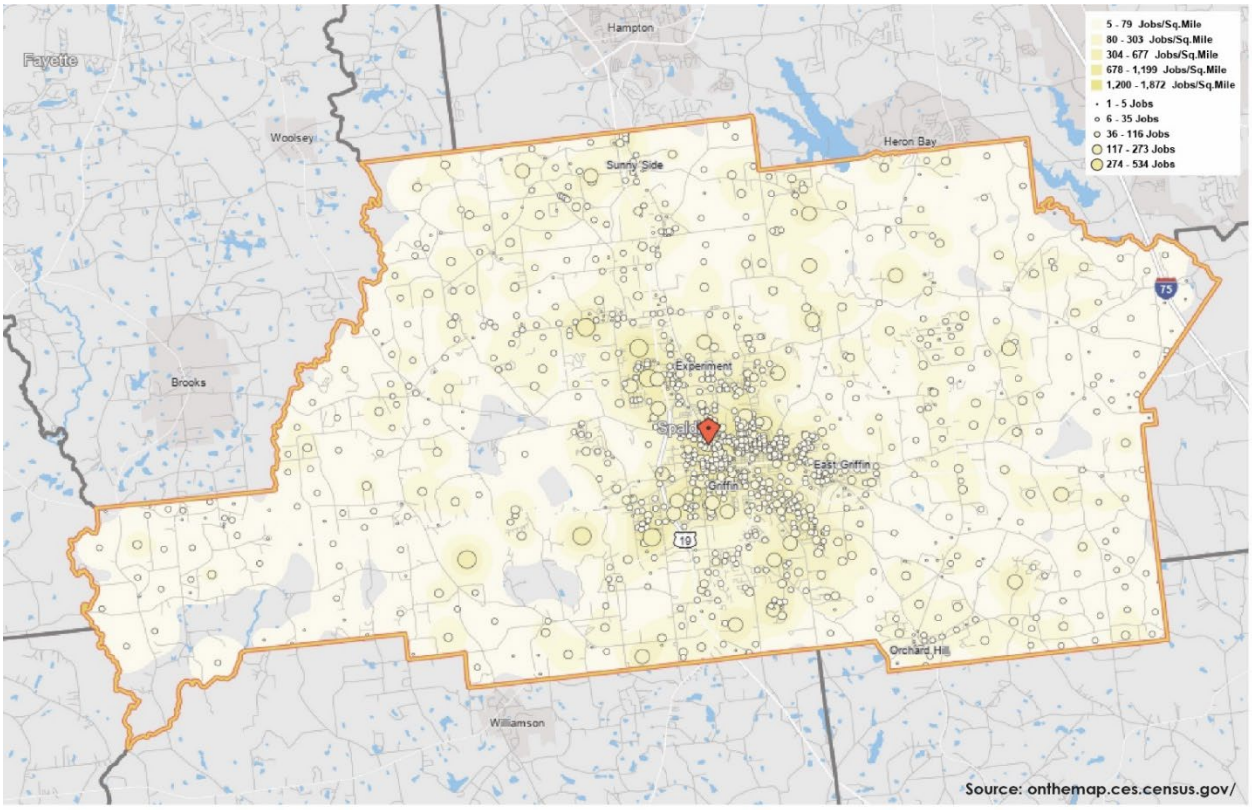


Figure 4.1 - Spalding County Employment Distribution

Table 4.1 - Home Area Profile

	COUNT	SHARE
Total Jobs	28,119	100.0%
Jobs by Worker Age		
• Age 29 or younger	6,721	23.9%
• Age 30 to 54	15,371	54.7%
• Age 55 or older	6,027	21.4%
Jobs by Earnings		
• $1,250 per month or less	7,214	25.7%
• $1,251 to $3,333 per month	10,826	38.5%
• More than $3,333 per month	10,079	35.8%
Jobs by NAICS Industry Sector		
• Retail Trade	3,898	13.9%
• Health Care and Social Assistance	3,077	10.9%
• Manufacturing	3,018	10.7%
• Accommodation and Food Services	2,639	9.4%
• Educational Services	2,434	8.7%
Jobs by Employee Gender		
• Male	13,851	49.3%
• Female	14,268	50.7%

4.3 POPULATION AND EMPLOYMENT GROWTH FORECAST

The Atlanta Regional Commission (ARC) Series 16 Forecast Dashboard estimates the following growth in population and employment in Spalding County as shown in Table 4.2. Population in the County is expected to grow at a 42.8% rate and employment is expected to grow at a 40.2% rate per the 2015 estimate for the 2050 horizon year.

Table 4.2 - Population and Employment Growth Forecast

METRIC	2015 ESTIMATE	2050 ESTIMATE	EXPECTED GROWTH	PERCENT GROWTH
Population	64,100	91,500	27,400	42.8%
Employment	27,300	38,300	11,000	40.2%

Source: ARC Series 16 Forecast - 33n (atlantaregional.com)

4.4 LAND USE (EXISTING & FUTURE LAND USE)

"Transportation planning decisions influence land use directly, by affecting the amount of land used for transport facilities, and indirectly, by affecting the location and design of development."

- Todd Litman, Victoria Transport Policy Institute *(Source: https://www.vtpi.org/landuse.pdf)*

This section focuses on existing and future land use types within the County and the City of Griffin.

4.4.1 EXISTING LAND USE

Existing land use within the County is primarily Agricultural and Residential (AR-1), which includes low-to-medium density areas where agriculture is the primary land use. These districts are free from other uses which are incompatible with low-to-medium density agricultural and residential uses. The second most prominent land use is residential – including Single Family Residential and Multiple Family Residential land uses. Abutting major highways, land use is predominantly Manufacturing and Highway Commercial, with some Rural Reserve parcels scattered through the County. Figure 4.2 shows the existing Spalding County land use.

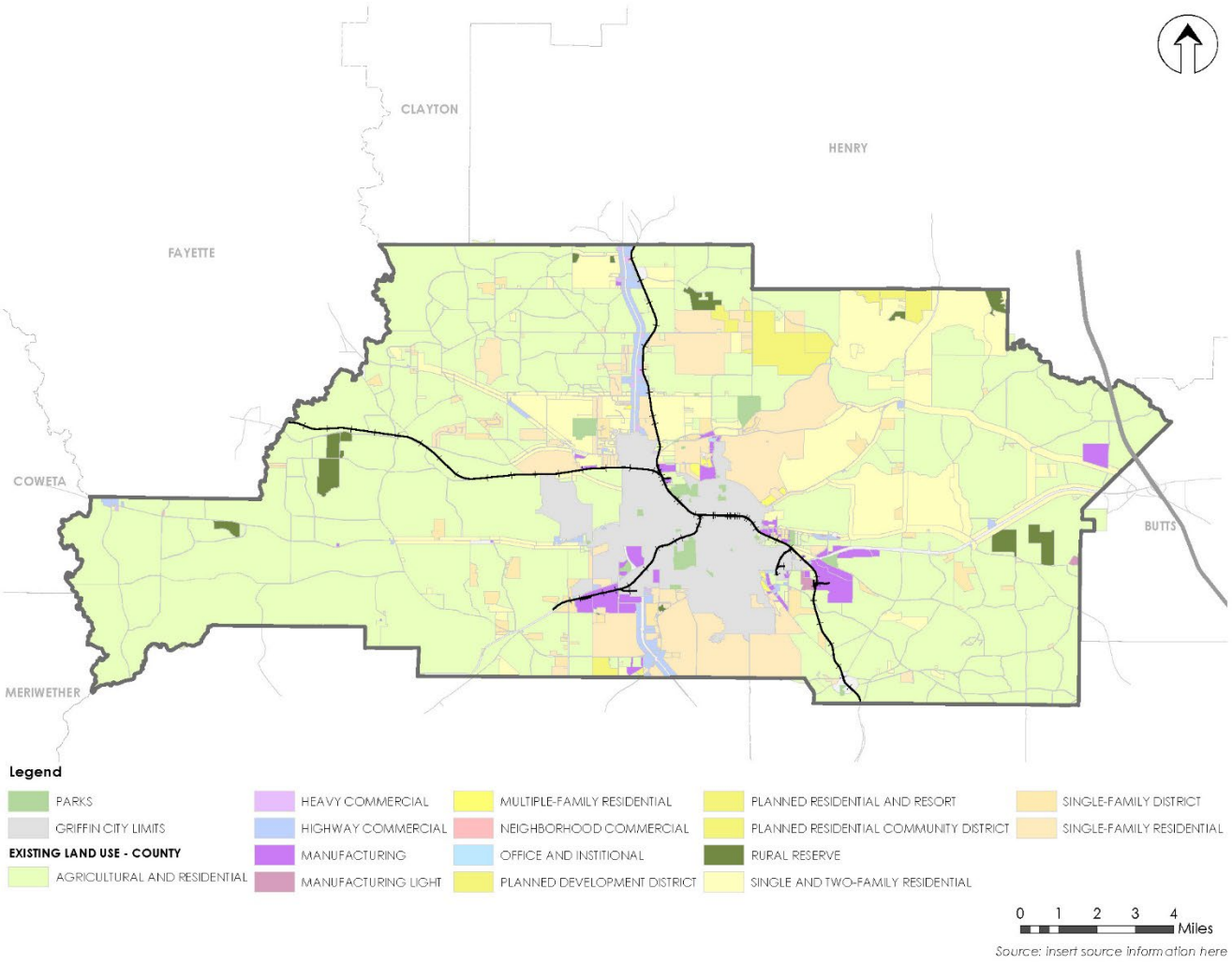


Figure 4.2 - Existing Land Use: Spalding County

Figure 4.3 shows the existing land use within the City of Griffin. Land use within Griffin is predominantly Residential, with a significant Commercial, School (presence of UGA and Southern Crescent Technical College) and Industrial presence. The other two significant land uses within the City are Open Space and Multi Dwelling land uses.

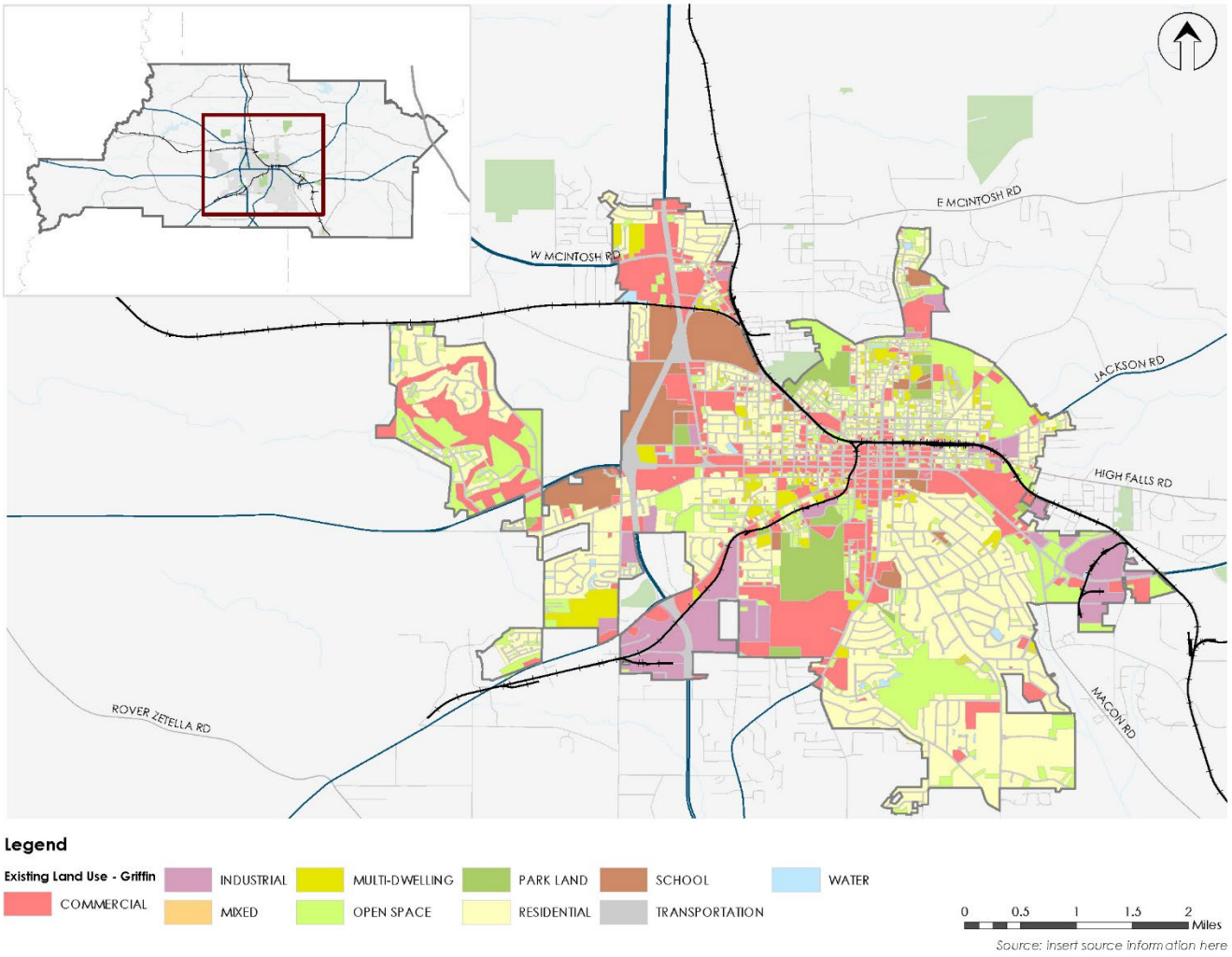


Figure 4.3 - Existing Land Use: Griffin

4.4.2 FUTURE LAND USE

The Future Land Use reflects the community's vision for growth and development over a 20-year horizon within the County and City. The future land use map is intended to help guide decision making related to the physical location of development and where the most appropriate scale and intensity of development should occur. Future land use within Spalding County has the following land uses identified.

- Rural Community
- Rural Neighborhood
- Suburban Neighborhood
- Planned Community
- Activity Center

Figure 4.4 shows the future Spalding County land use. Detailed information on the character areas can be found in the Spalding County Comprehensive Plan – 2017 Update.

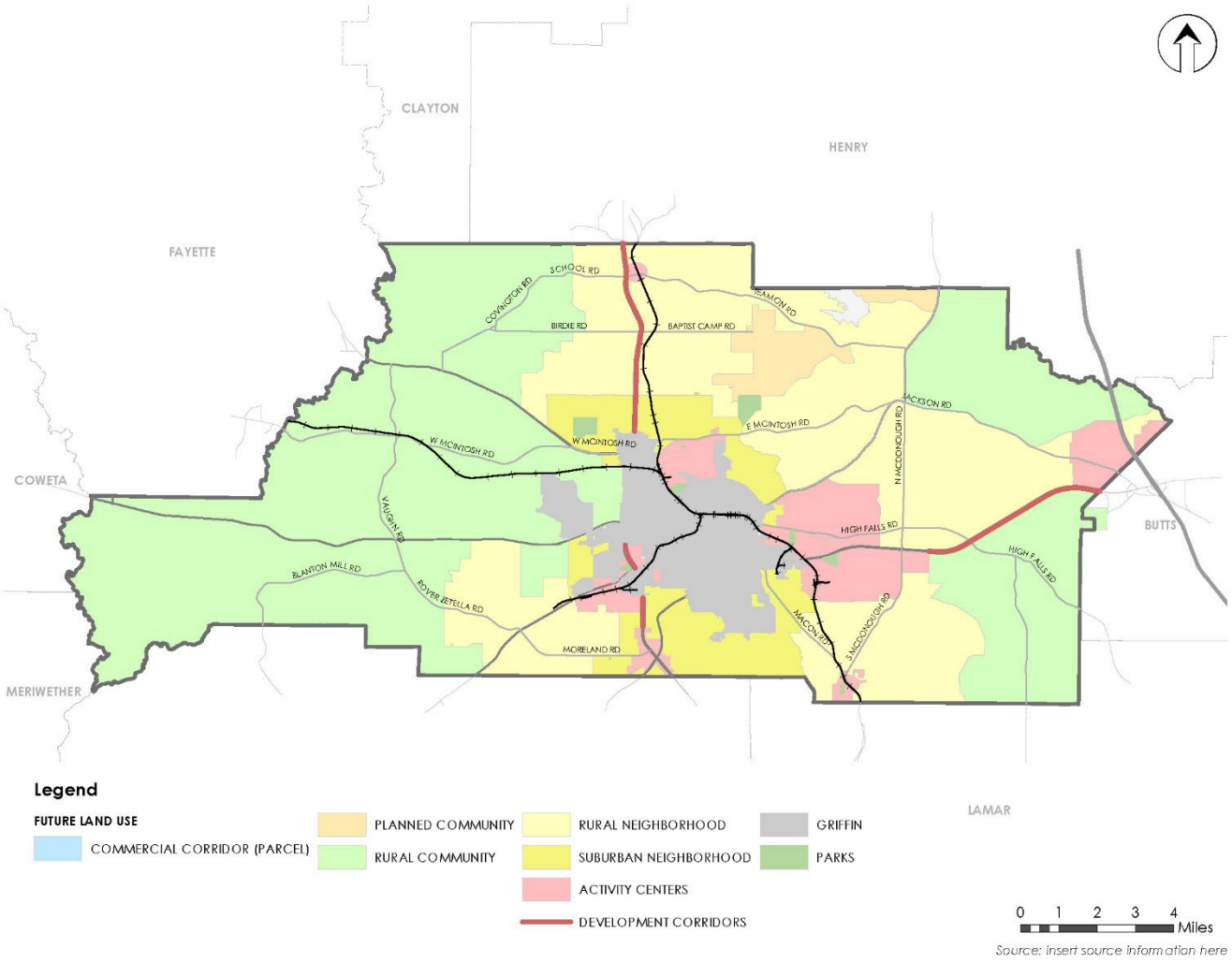


Figure 4.4 - Future Land Use: Spalding County

The 2018-2038 Comprehensive Plan for Griffin identifies the following land use goals for the City:

1. Improve community aesthetics within Griffin's corridors, districts, and neighborhoods.
2. Encourage infill and redevelopment within the City's target areas.
3. Preserve Griffin's small town feel and enhance community pride.
4. Develop a recreational network of greenways, trails, and parks.
5. Preserve the natural environment as land uses change and the community develops.
6. Allow greater flexibility within applicable design standards for creative site developments and infrastructure improvements.

Figure 4.5 shows the future land use within the city of Griffin. Future land use categories are listed below:

- Residential
- Public/ Institutional
- Commercial
- Industrial
- Parks/ Recreation/ Conservation

- Transportation/ Communication/ Utilities

Detailed information on the character areas can be found in the 2018-2038 Griffin Comprehensive Plan.

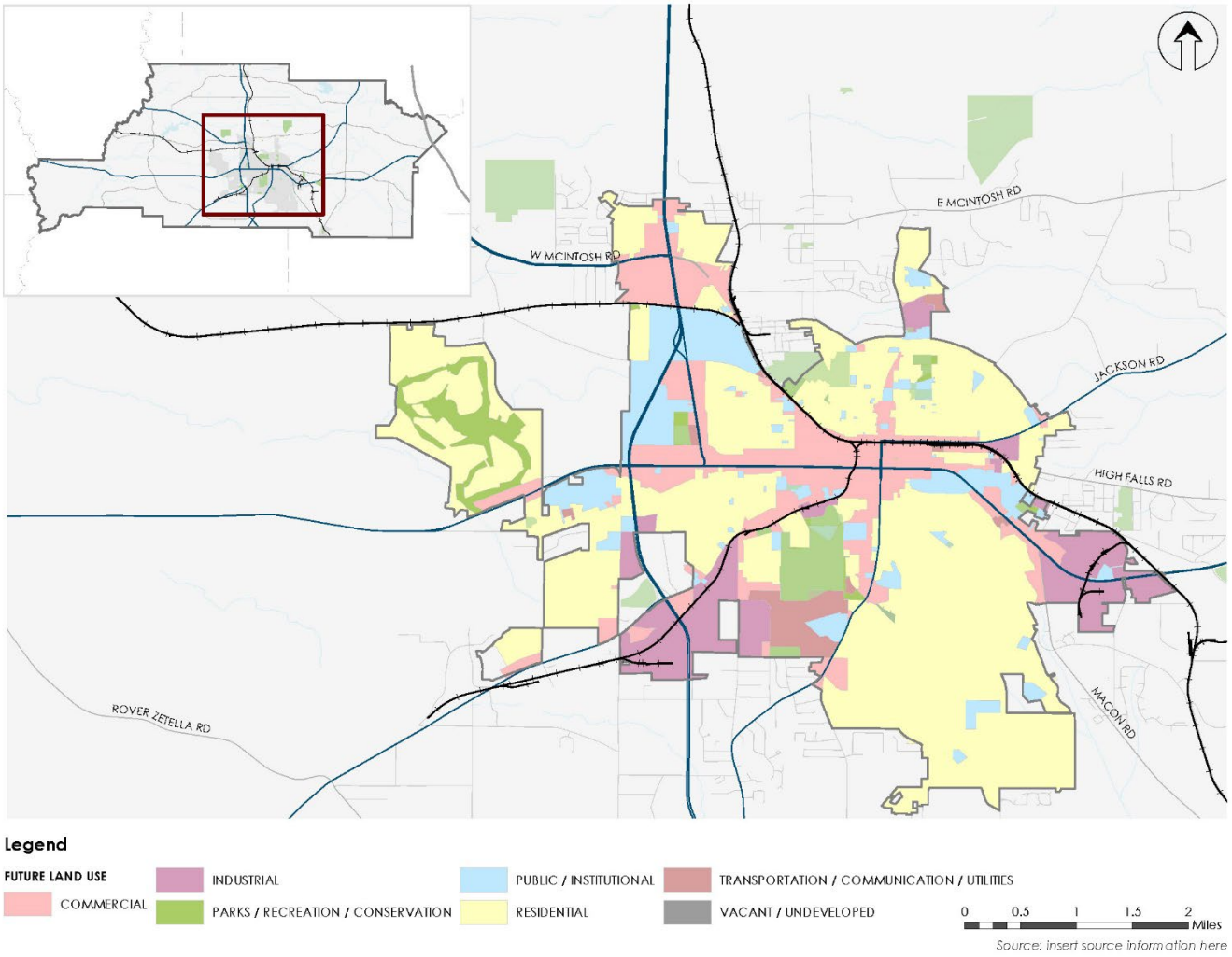


Figure 4.5 - Future Land Use: Griffin

4.5 PLANNED DEVELOPMENTS

Planned developments in the County are identified below:

1. S. McDonough Road Planned Development
   - 247.488 acres, more or less, located at 35 S. McDonough Road & 33 S. Walkers Mill Road
   - Zoned – Conditional approval to rezone from AR-1 to PDD
   - Proposal to develop a planned industrial district that will, in compliance with the Arthur K. Bolton Overlay, be developed to provide uses allowed in C-1C and C-2 zoning districts
   - Status - conditional approval of the rezoning application to the requested PDD zoning

2. Heron Bay Golf & Country Club (S/D 03-08)
   - 209.96 acres located on Trestle Road and Johnson Road Extension
   - Zoned – PDD

- Planned development consisting of 328 lots
- Status - preliminary plat subdivision application submitted August 2021

3. Holliday Pass (S/D 06-03)
   - 101.49 acres, more or less, located on Tomochichi Road.
   - Zoned – R-2
   - 74 lots ranging from 1/2 acre to 3/4 acre for the construction of single-family residential conservation subdivision
   - Status – preliminary plat subdivision application submitted July 2020

4. Stonebriar Phase III and IV (S/D 01-02)
   - 62.46 acres, more or less, located on Quarry Circle
   - Zoned – PDD conditional
   - 129 lots per the approved master plan and the conditions of zoning, ranging from 10,910 square feet to 31,104 square feet for the construction of single-family residential subdivision
   - Status - Third phase of the four-phase subdivision, preliminary plat subdivision application submitted November 2020

5. Heron Bay Village (S/D 08-03)
   - 93.8 acres, more or less, located on Georgia Highway 155
   - Zoned – VN
   - Mixed-use village consisting of 494 residential units while providing 18.2 acres of open space (19.4%). The village will also provide 186,400 square feet of non-residential uses consisting of office, commercial and civic uses.
   - Status – preliminary plat subdivision application submitted June 2020

6. Big Pines Farms (S/D 06-10)
   - 285.3 acres located on Smoak Road
   - Zoned – R-1
   - 247 lots ranging from 12,000 square feet to 15,000 square feet or greater for the construction of single-family residential conservation subdivision
   - Status – preliminary plat subdivision application submitted November 2019

4.6 ENVIRONMENTAL FEATURES

A high-level environmental survey has been performed for the Spalding County Comprehensive Transportation Plan. The purpose of the survey was to identify sensitive environmental land uses that may provide opportunities and/or constraints for transportation improvements. The environmental due diligence was conducted utilizing various state and federal environmental data bases, as well as Google Earth and Google Maps, to obtain a general understanding of natural, cultural, and community resources in Spalding County.

Environmental resources that were identified in Spalding County are itemized below.

4.6.1 NATURAL RESOURCES

WATER QUALITY –

Spalding County is located within the Southern Lower Piedmont Level 4 Ecosystem, partially within the Apalachicola River Basin and partially within the Altamaha River Basin. In the Apalachicola basin, Spalding County is located within the Upper Flint watershed (Hydrologic Unit Code [HUC] 8 ID #03130005)

and, in the Altamaha basin, Spalding County is located within the Upper Ocmulgee watershed (HUC 8 ID #03070103).

These watersheds are listed as a High Priority Watershed in the Georgia Department of Natural Resources' (GDNR's) State Wildlife Action Plan (SWAP). The SWAP is a statewide strategy to conserve populations of native wildlife species and their natural habitats before these animals, plants, and places become rarer and more costly to conserve or restore. High priority species or habitats are species or habitats that rank highest for recommended research or other conservation related measures.

RIVERS/STREAMS

Two rivers are located in Spalding County, the Flint River and the Towaliga River. Major perennial streams located in Spalding County include Wildcat Creek, Heads Creek, Flat Creek, Wasp Creek, Ison Branch, Cabin Creek, Buck Creek, Elkins Creek, and many others.

Many streams in Spalding County are listed in the Georgia Environmental Protection Division's (GEPD's) 2020 305(b) list of streams that support their designated uses and GEPD's 2020 303(d) list of streams that do not support their designated use. Table 4.3 shows the Spalding County streams on the integrated 305(b)/303(d) list, the reach of the stream, the designated use of the stream, and whether the stream supports its designated use (unless the assessment is still pending). If the stream does not support its designated use, then cause or source of the contamination is also shown.

Table 4.3 - Spalding County Streams

STREAM	REACH	DESIGNATED USE	SUPPORTING?	CAUSE/SOURCE
Elkins Creek	Headwaters to Bull Creek	Fishing, Drinking Water	Assessment Pending	Unknown
Flat Creek	Headwaters to Flint River	Fishing	Supporting	Not Applicable
Flint River	Woolsey Rd. to Horton Creek	Fishing, Drinking Water	Not Supporting	Fecal Coliform; Non-Point, Urban Runoff.
Flint River	Horton Creek to Flat Shoals Rd.	Fishing, Drinking Water	Assessment Pending	Unknown
Grape Creek	Headwaters to Potato Creek	Fishing	Supporting	Not Applicable
Heads Creek	Downstream Griffin Reservoir to Wildcat Creek	Fishing, Drinking Water	Not Supporting	Biota; Non-Point
Ison Branch	Headwaters to Potato Creek - Griffin	Fishing	Supporting	Not Applicable
Potato Creek	Headwaters to US Hwy. 333	Fishing	Not Supporting	Biota; Non-Point, Urban Runoff.
Wildcat Creek	Heads Creek to Flint River	Fishing	Not Supporting	Fecal Coliform; Urban Runoff
Buck Creek	Tributary to High Falls Lake	Fishing	Supporting	Not Applicable
Cabin Creek	Headwaters to Towaliga River	Fishing	Not Supporting	Biota & Fecal Coliform; Urban Runoff
Johnson Creek	Tributary to Cabin Creek	Fishing	Supporting	Not Applicable

Troublesome Creek	Spalding County	Fishing	Supporting	Not Applicable
Towaliga River	Thompson Creek to Indian Creek	Fishing, Drinking Water	Assessment Pending	Unknown

FLOODPLAINS

There are several special flood hazard areas located in Spalding County. These special flood hazard areas are primarily associated with the named streams discussed above. If transportation improvements identified in the Comprehensive Transportation Plan would require the placement of fill material in floodplains, the project should be designed in such a way that it would have no significant encroachment on these floodplains. The project should be designed so that it would not represent a significant risk to life or property; it would not have a significant impact on natural and beneficial floodplain values; it would not support incompatible floodplain development; and it would not interrupt or terminate a transportation facility which is needed for emergency vehicles or provides a community's only evacuation route.

The proposed transportation projects should be developed and designed in compliance with the provisions of Executive Order 11988 for the protection of Federal Emergency Management Agency (FEMA) designated Special Flood Hazard Areas (SFHAs). Procedures for Coordinating Highway Encroachments on Floodplains with the FEMA should be followed, and the Georgia Department of Natural Resources (GDNR) should be notified of the project's involvement.

WETLANDS

The National Wetland Inventory (NWI) identified potential wetlands in Spalding County. Prior to construction activities from the Comprehensive Transportation Plan, field studies would need to be conducted and coordinated with the United States Army Corps of Engineers (USACE) to determine if the potential wetland areas meet the USACE criteria for a wetland determination, to determine USACE jurisdiction, and to delineate the wetlands identified in the NWI, as well as other wetlands that may be present in the project area. If impacts to jurisdictional wetlands are anticipated, a USACE Section 404 permit would be required.

THREATENED AND ENDANGERED SPECIES

The GDNR lists twenty rare species known to occur in Spalding County. Of those 20 rare species, 13 are federal and/or state protected. The twenty listed rare species are identified in Figure 4.6.

Of the twenty identified rare species, seventeen are aquatic species (eleven mussel species, three shiner species, one darter species, one eel species, and one turtle species) and three are terrestrial (one bumble bee species, one plant species, and one butterfly species). Of the thirteen identified species that are federal and/or state protected, all are aquatic species (eight mussel species, three shiner species, one darter species, and one turtle species).

Protected species surveys and agency coordination, as applicable, would need to be conducted prior to construction activities resulting from the Comprehensive Transportation Plan. Special provisions may be required to ensure avoidance and minimization of state and/or federal protected species.

All Rare Animals, Plants, Natural Plant Communities within Spalding County

CSV Excel Less Columns Rows filtered / total: 20 / 20 -- Records updated October 8, 2021

Profile	Scientific Name	Common Name	GA Prot	US Prot	GRank	Rnd GRank	SRank
	filter column...	filter column...	filter colu	filter colu	filter col	filter column..	filter col
Profile	*Alasmidonta triangulata*	Southern Elktoe	E		G1	G1	S1
Profile	*Anguilla rostrata*	American Eel			G4	G4	S4
Profile	*Bombus fraternus*	Southern Plains Bumble Bee			G2G4	G3	SNR
Profile	*Cyclonaias infucata*	Sculptured Pigtoe			G3	G3	S3
Profile	*Cyprinella callitaenia*	Bluestripe Shiner	R		G2G3	G2	S2
Profile	*Cyprinella xaenura*	Altamaha Shiner	T		G2G3	G2	S2S3
Profile	*Elliptio arctata*	Delicate Spike	E		G2G3Q	G2	S2
Profile	*Elliptio purpurella*	Inflated Spike	T		G2	G2	S2
Profile	*Elliptoideus sloatianus*	Purple Bankclimber	T	LT	G2	G2	S2
Profile	*Etheostoma parvipinne*	Goldstripe Darter	R		G4G5	G4	S2S3
Profile	*Eurybia avita*	Alexander Rock Aster			G3	G3	S3
Profile	*Hamiota subangulata*	Shinyrayed Pocketbook	E	LE	G2	G2	S2
Profile	*Lampsilis binominata*	Lined Pocketbook			GX	GX	SX
Profile	*Macrochelys temminckii*	Alligator Snapping Turtle	T		G3	G3	S3
Profile	*Medionidus penicillatus*	Gulf Moccasinshell	E	LE	G2	G2	S1
Profile	*Notropis hypsilepis*	Highscale Shiner	R		G3	G3	S3
Profile	*Pleurobema pyriforme*	Oval Pigtoe	E	LE	G2	G2	S1
Profile	*Speyeria diana*	Diana Fritillary			G2G3	G2	S3
Profile	*Strophitus radiatus*	Rayed Creekshell	T		G2G3	G2	S2
Profile	*Utterbackia peggyae*	Florida Floater			G3	G3	S2

Figure 4.6 - Threatened and Endangered Species

4.6.2 CULTURAL RESOURCES:

HISTORIC RESOURCES

The Georgia Natural, Archaeological, Historic Resource Geographic Information System (GNAHRGIS) database was reviewed to identify potential historic resources in Spalding County. Figure 3.7 shows the distribution of potential historic resources in Spalding County, along with potential historic resources nearby in adjoining counties.

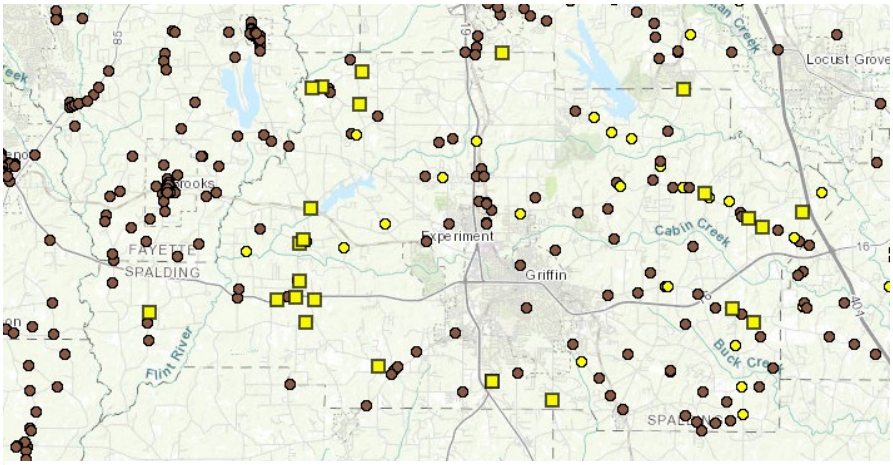


Figure 4.7 - Distribution of Potential Historic Resources

Surveys for Phase I historic and archaeological resources and coordination with the Georgia Department of Community Affairs (GDCA), Historic Preservation Division (HPD), to determine eligibility of resources for the National Register of Historic Places (NRHP) would need to be conducted prior to implementation of projects within the Comprehensive Transportation Plan.

4.6.3 COMMUNITY RESOURCES

There are a multitude of community resources located in Spalding County. Specific community resources should be identified on a project-by-project basis early during project planning and development. Types of community resources include but are not limited to:

- Schools and daycare facilities
- Medical facilities
- Police and fire stations
- Parks and recreation facilities
- U.S. Post Offices and libraries
- State, Federal, City and County facilities
- Community centers
- Churches and cemeteries
- Food banks, homeless shelters, and battered women shelters

SECTION 4(F) RESOURCES

Section 4(f) of the USDOT Act refers to the temporary and/or permanent use and constructive use of land from a significant publicly owned park, recreation area, or wildlife and waterfowl refuge, or any historic site. Resources of these natures have been identified in the study area. Historic resources determined to be eligible for the NRHP and parkland/recreation areas determined to be locally significant would be considered Section 4(f) resources. Such resources would be protected under the auspices of Section 4(f) of the U.S. Department of Transportation Act. These are shown in Figure 4.8.

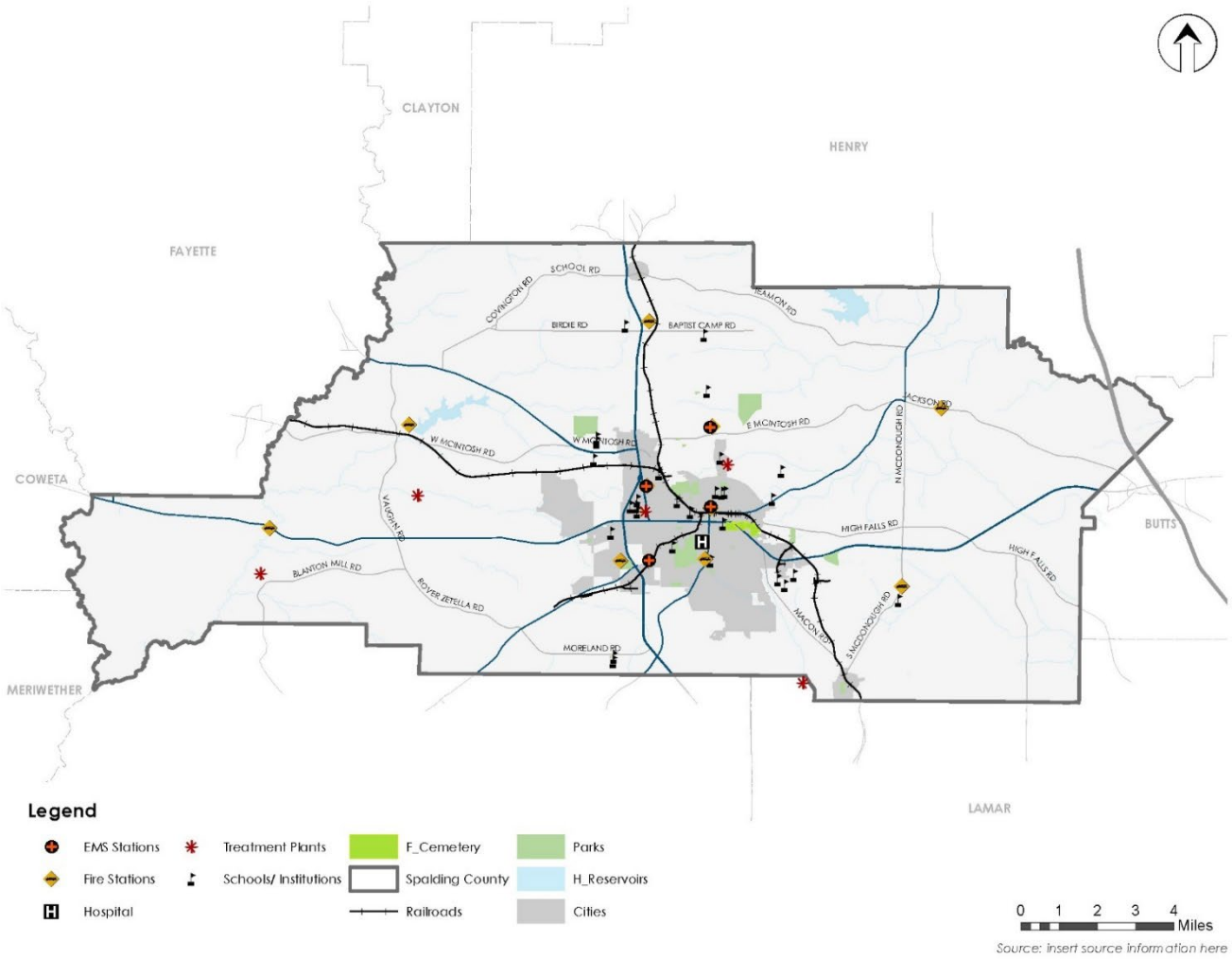


Figure 4.8 - Section 4(F) Resources

4.6.4 PHYSICAL RESOURCES

There are a multitude of physical resources located in Spalding County that should be specifically identified on a project-by-project basis early during project planning and development.

Sites of concern include sites that may contain underground storage tanks (USTs) or may have hazardous waste or contamination present since they would be likely to involve the use, treatment, storage, disposal or generation of hazardous substances or petroleum products. These sites may have Recognized Environmental Conditions (RECs) in connection with the parcel as defined by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). “Recognizable environmental conditions” means the presence or likely presence of any hazardous substances or petroleum products

on the property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The objective of CERCLA is to clean up uncontrolled releases of specified hazardous substances. The CERCLA or "Superfund" may be enforced to compel property owners or operators to assess and remediate contamination that occurred during, or before, their association with a property, despite the source or cause of contamination. The Superfund Amendments and Reauthorization Act (SARA) provides an "innocent purchaser" defense in cases where the defendant did not know, and had no reason to know, of existing contamination at the time the property was acquired. To support the innocent purchaser defense, "...the defendant must have undertaken, at the time of acquisition, all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice..."

Types of potential hazardous materials sites include but are not limited to:

- Gas stations and auto repair facilities
- Drycleaners
- Known release or spill locations
- Mortuaries
- Printing facilities
- Any facilities that use, treat, produce, transport, or store hazardous materials

Prior to acquisition of right-of-way from any of these sites, a Phase I Environmental Assessment (ESA) should be conducted in accordance with the 2013 American Society of Testing and Materials (ASTM) Standard Practice for ESA's (Standard E1527-13) developed for the evaluation of environmental risk associated with a parcel of real estate or the most recent Standard E1527. The standard is expected to be updated late in 2021 (Standard E1527-21) and go into implementation late in 2022.

5. ROADWAY INFRASTRUCTURE, OPERATIONS, AND SAFETY

5.1 ROADWAY CHARACTERISTICS

5.1.1 FUNCTIONAL CLASSIFICIATION

The functional classification of a roadway provides information regarding its character; capacity; access to other roadways; and establishes its functional role in serving local trips versus longer distance travel. The classification of a roadway plays a key role in determining the development and growth patterns along a corridor.

According to the Federal Highway Administration (FHWA), principal arterials are typically interstates or highways, characterized by limited access, and provide a high degree of mobility and often connect metropolitan centers. Access on and off principal 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.

Using data provided by GDOT's Functional Classification Portal, Figure 5.1 shows the functional classification of all principal arterials, minor arterials, and major collector roadways in Spalding County.

In terms of interstates, Interstate 75 only crosses through the eastern boundary of Spalding County, and the nearest interchange is accessed via SR 16 in Butts County to the east. Highway 41/US 19 is the only north-south principal arterial in Spalding County, which extends from the County's northern boundary with Henry County to its southern boundary with Pike County. SR 16 is the only east-west principal arterials extending from the County's eastern boundary with Butts County into the City of Griffin, and west of the City of Griffin, SR 16 is classified as a minor arterial. SR 92 and SR 155 are two other key minor arterials within the County. The northwestern and southeastern areas of the county are more rural, and the majority of the roadways are collectors or local roads.

The number of travel lanes is correlated to a roadway's functional classification. Roadways with a higher functional classification, such as principal arterials and interstates, typically have more travel lanes.

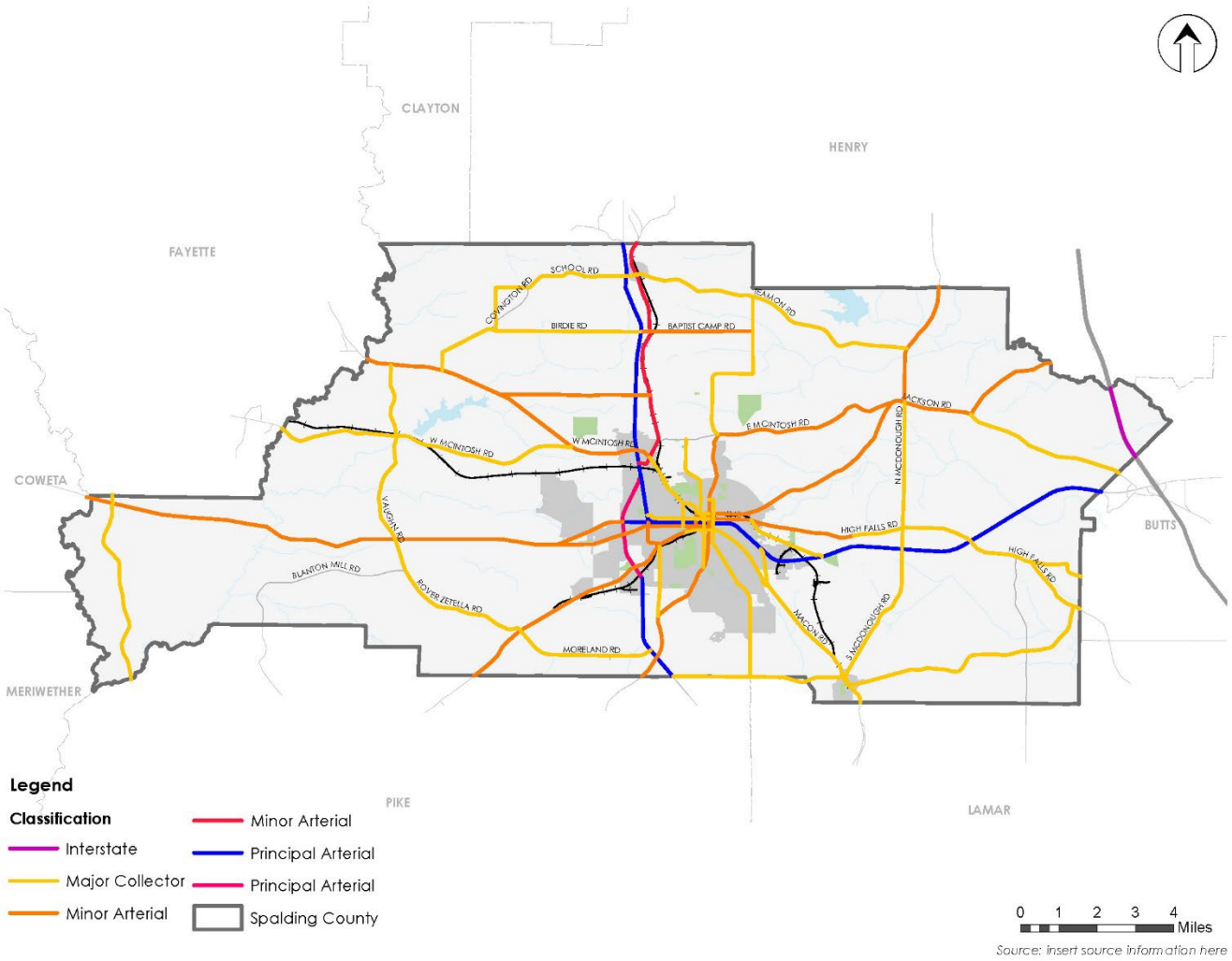


Figure 5.1 - Roadway Classifications

5.1.2 ROADWAY CONNECTIVITY

Given that Highway 41 is the only north-south principal arterial in Spalding County, options to increase north-south connectivity is recommended. While SR 155 and McDonough Road are becoming major north-south arterial routes in the County, additional east-west connectivity would also be beneficial to relieving congestion along SR 16.

5.1.3 ACCESS MANAGEMENT

Access management includes effective ingress and egress to parcels, efficient spacing and design to preserve the functional integrity of a roadway, and overall operational viability of street and road systems. The goal of access management is to provide adequate access to surrounding land uses, while simultaneously enhancing the flow of traffic on a primary roadway in regard to speed, safety, and capacity. Depending on its road classification, a corridor is intended to provide varying mobility and access for road users as shown in Figure 5.2.

In terms of safety, adequately spaced access points result in separation between traffic maneuvers at each access point, thereby reducing conflicts as drivers, pedestrians, and other road users make decisions and move through the corridor. Reducing conflicts promotes safe and efficient operations of all roads but is essential to denser areas such the city of Griffin and major arterials such as Highway 41 or SR 16. Intersections and driveways should be spaced to allow drivers to slow down to stop or turn and provide space for vehicles waiting to enter each access point.

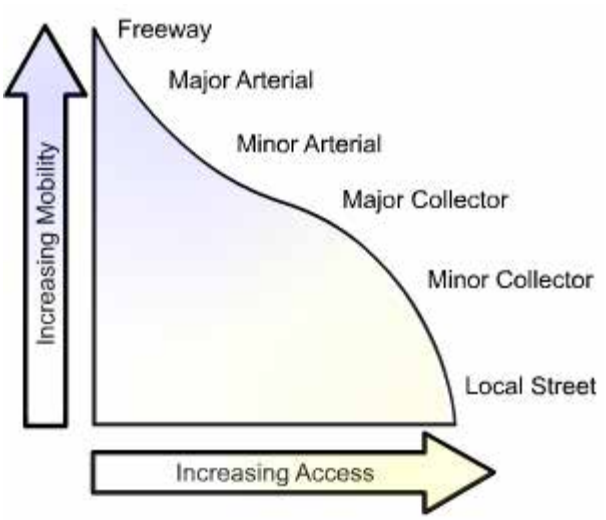


Figure 5.2 - Conceptual Roadway Functional Hierarchy

There is an inherent relationship between transportation and economic development. Improving access, reducing congestion, and providing alternate modes of travel have been shown to increase property values and economic vitality. The expansion of employment, commercial, and mixed-use are indicated on Spalding County's Future Development Map. Effective access management techniques will be needed in these areas to help mitigate the traffic impacts of additional development.

There is a need for policy frameworks to be created on a regional or local level to provide standards that enforce access management principles. During the development and permitting review process, access management guidelines should be integrated into the overall requirements for new developments throughout the County. Having these types of policies in place help maintain optimum levels of traffic operation and safety as well as provides developers a clear understanding of expectations.

5.2 TRAFFIC OPERATIONS

5.2.1 TRAVEL PATTERNS

Data from the RITIS Trip Analytics Suite was utilized to analyze trips originating from and traveling to Spalding County. RITIS derives this data from sources such as mobile phones, navigation systems, and other portable, GPS-enabled devices. The data represent a statistically significant sample of all motorized vehicle trips in the months for select months in 2019 (February, August, and October), 2020 (February, August, and October), and 2021(February, August, and October, and December), representing the trip data available from the platform.

Among the sample of 6,541,879 trips originating in Spalding County, the majority of trips (68 percent) traveled to locations within Spalding during the sample time period. For trips destined outside the county, Henry County and Pike County were the top destinations, representing eight percent and seven percent of all trips, respectively. The primary destinations for trips originating in Spalding County is displayed in Figure 5.3 and Table 5.1.

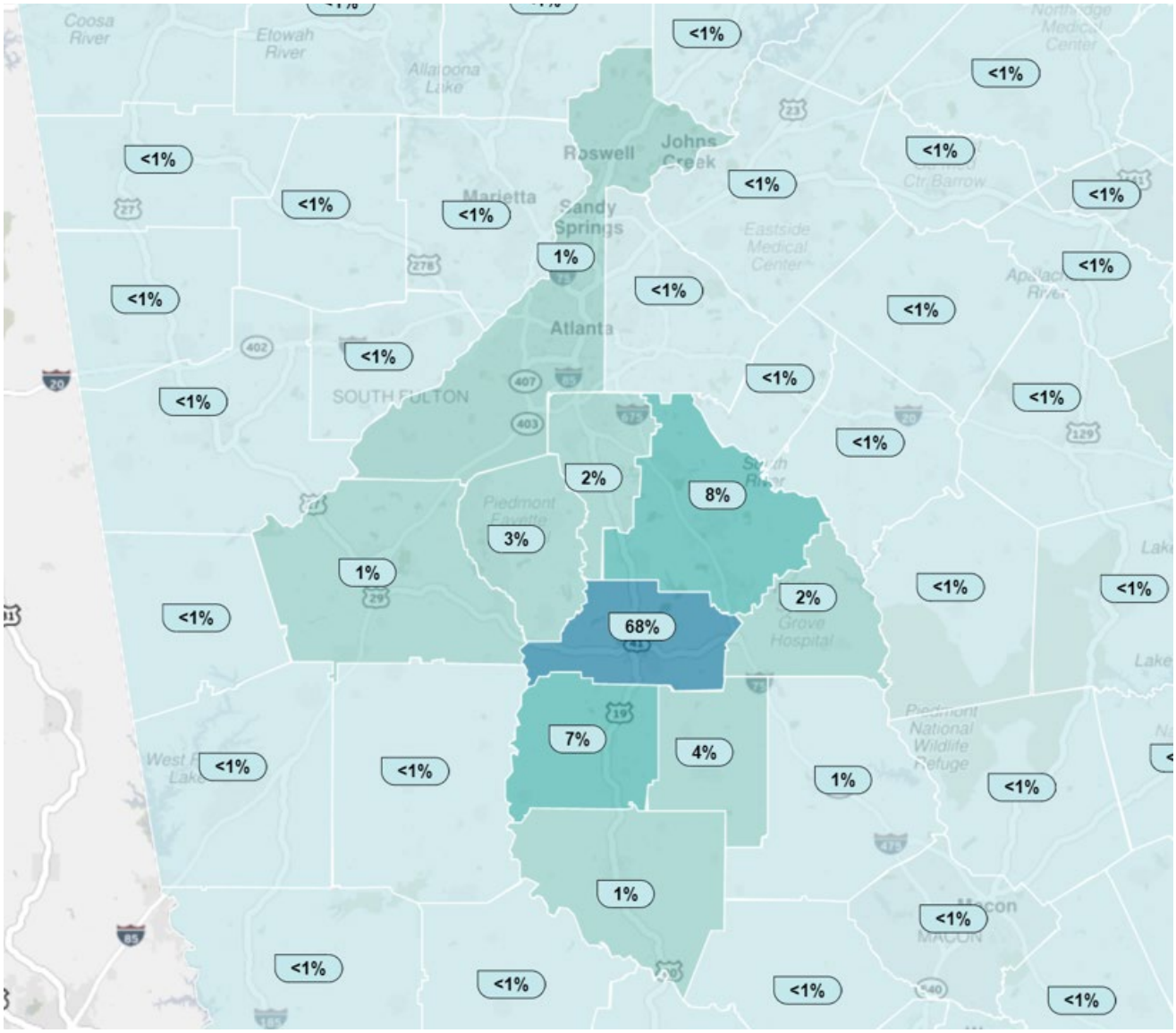


Figure 5.3 – Primary Destinations for Trips from Spalding County

Table 5.1 - Primary Destinations for Trips Originating in Spalding County

RANK	DESTINATION	NUMBER OF TRIPS	% OF TOTAL TRIPS
1	Spalding County	4,436,856	68%
2	Henry County	503,187	8%
3	Pike County	435,675	7%
4	Lamar County	239,226	4%
5	Fayette County	170,865	3%
6	Clayton County	144,371	2%
7	Butts County	130,402	< than 1%
8	Coweta County	91,371	1%
9	Upson County	74,865	< than 1%
10	Fulton County	68,248	1%
11	Monroe County	36,482	< than 1%

Travel patterns are similar for trips traveling to Spalding County. Among the sample of 6,542,337 trips with Spalding County as a destination, the majority of trips (68%) originated within Spalding County during the sample time period. For trips that originated outside the county, the greatest number of trips came from Henry County and Pike County, representing eight percent and seven percent of all trips, respectively. The top origins for trips originating in Spalding County is displayed in Table 5.2 and Figure 5.4.

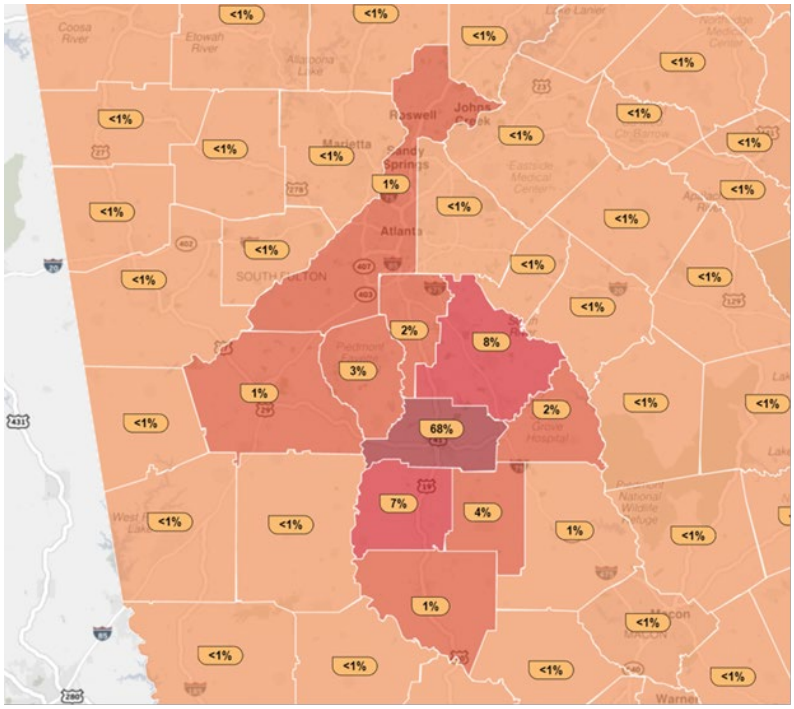


Figure 5.4 - Primary Origins for Trips to Spalding County

Table 5.2 - Primary Origins for Trips with a Destination in Spalding County

RANK	ORIGIN	NUMBER OF TRIPS	% OF TOTAL TRIPS
1	Spalding County	4,436,856	68%
2	Henry County	518,691	8%
3	Pike County	426,953	7%
4	Lamar County	233,537	4%
5	Fayette County	176,087	3%
6	Clayton County	146,422	2%
7	Butts County	122,289	2%
8	Coweta County	93,257	1%
9	Upson County	75,319	1%
10	Fulton County	66,926	1%
11	Monroe County	36,673	1%

The analysis of trip origins and destinations indicates that while the majority of the trips in Spalding County are intra-county trips, there is a substantial number of trips between Spalding County and Henry County (to the north) and between Spalding County and Pike County (to the south).

5.2.2 RELIABILITY

Trip reliability can be measured by the travel time index (TTI), or the ratio of the travel time during a peak period to the time required to make the same trip at free-flow speeds. A TTI value of 1.00 indicates that a trip taken during the peak period and during non-peak period would take the same amount of time. A TTI of 1.5, on the other hand, would indicate that a trip takes 50% longer during the peak period. TTI has been derived from INRIX traffic data, which is collected anonymously by utilizing roadway sensors and

GPS-enabled smartphones in passenger vehicles and trucks. Figure 5.5 shows the Travel Time Index (TTI) for Spalding County for the AM Peak Period from September to October 2019.

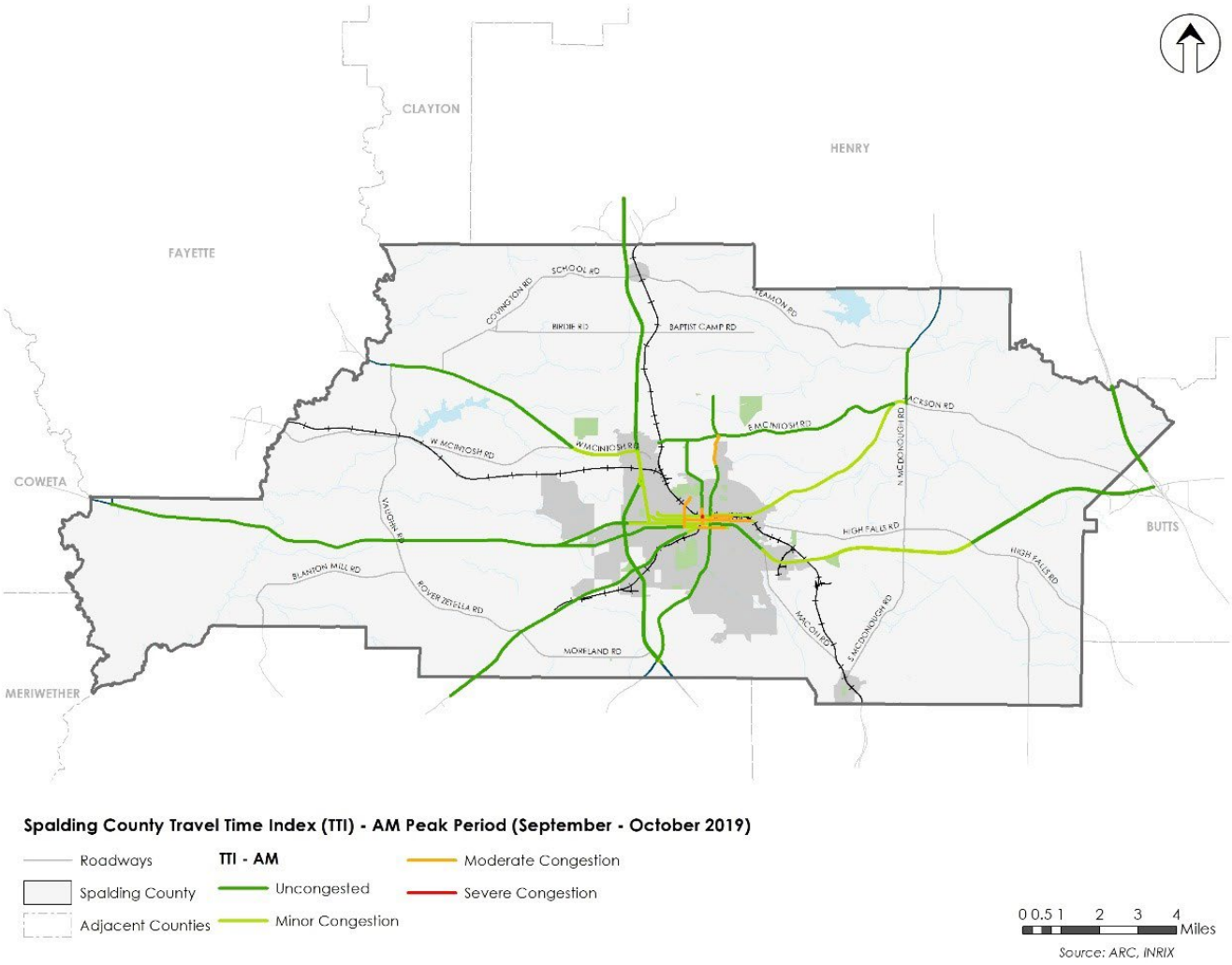


Figure 5.5 - Spalding County Travel Time Index (TTI) - AM Peak Period (September - October 2019)

For the purpose of this analysis, the following values for TTI correspond to different levels of congestion:

- Less than 1.1 – Uncongested
- 1.2 – 1.5 – Minor Congestion
- 1.6 – 2.0 – Moderate Congestion
- 2.0 or greater – Severe Congestion

Travel time indices were analyzed for a weekday period between Monday, September 23 and Friday, October 4, 2019. During the morning (AM) peak period, several corridors across the county experienced moderate congestion, including SR 16, SR 155 in northeast Spalding, Zebulon Road south of Griffin, and US 19/US 41 in northern Spalding. In Downtown Griffin, some roadways experienced moderate congestion. These include:

- N. Hill Street from E. McIntosh Road to Lexington Avenue
- N. 13th Street north of SR 16, E. Solomon Street from N. 13th Street to Searcy Avenue
- E. Poplar Street from N. Hill Street to 3rd Street

- E. Broad Street from N. Hill Street to 3rd Street
- N. 9th Street from W. Chappell Street to W. Broad Street
- N. 9th Street from W. Broad Street to E. Solomon Street

One small segment of roadway experienced severe congestion – N. 9th Street from SR 155/W. Broad Street to E. Solomon Street. Figure 5.6 shows the Travel Time Index (TTI) for Griffin for the AM Peak Period from September to October 2019.

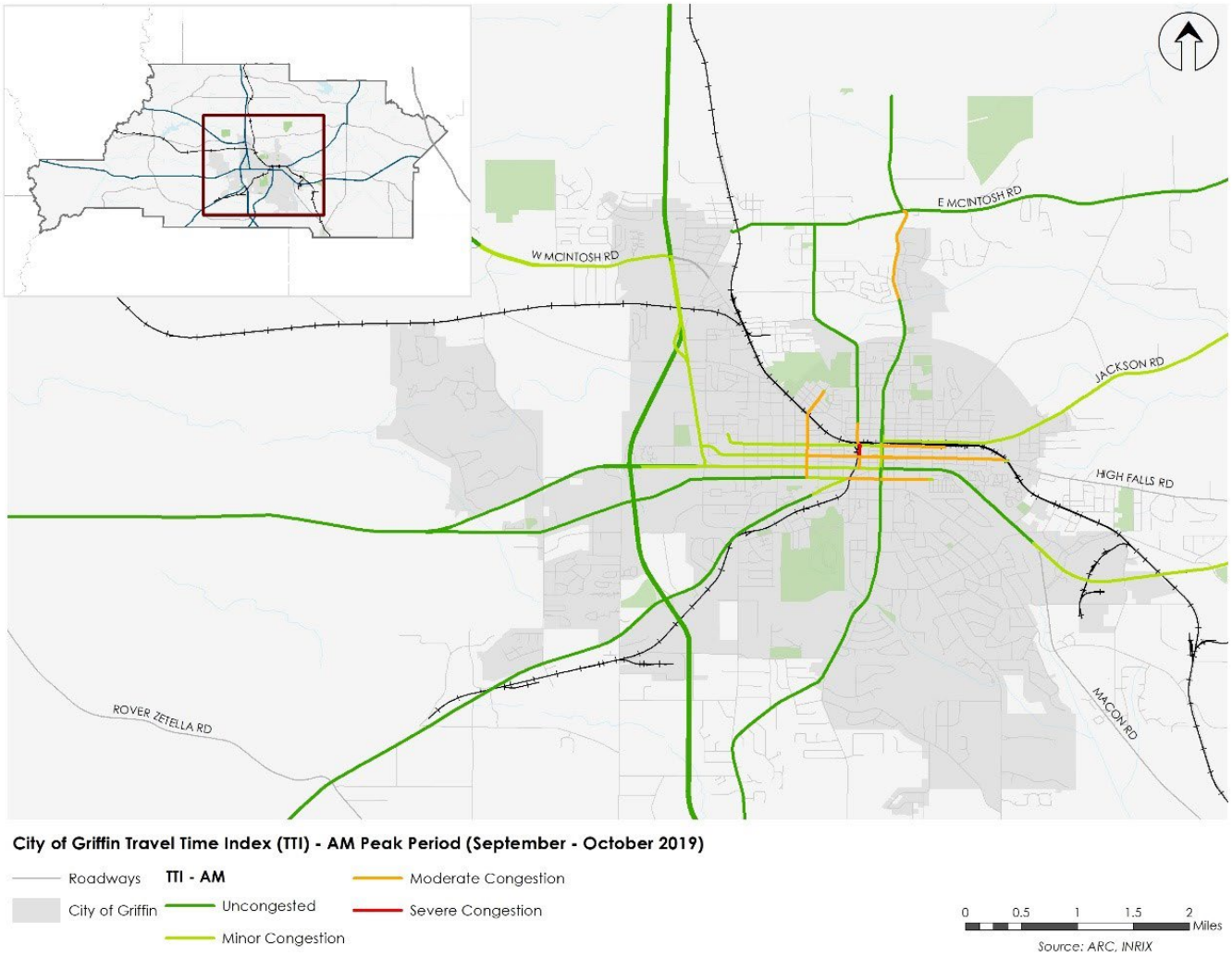


Figure 5.6 - City of Griffin Travel Time Index (TTI) - AM Peak Period (September - October 2019)

During the afternoon (PM) peak period, there were similar congestion patterns across Spalding County, with major segments of state routes experiencing minor congestion. There were more corridors in Downtown Griffin with moderate and severe congestion.

Moderately congested corridors in the afternoon peak period include:

- N Express Way from Martin Luther King, Jr. Parkway to W. Taylor Street
- Hillwood Avenue from Melrose Avenue to W. Broad Street
- W. Broad Street from Hillwood Avenue to N. Hill Street
- E. Solomon Street from N. 13th Street to Searcy Avenue
- W. Poplar Street from SR 362/Meriwether Street to N. Hill Street

Severely congested corridors in the afternoon peak period include:

- E. Broad Street from N. Hill Street to 2nd Street
- E. Poplar Street from N. Hill Street to 2nd Street
- S. 9th Street from W. Broad Street to W. Solomon Street

Figure 5.7 shows the Travel Time Index (TTI) for Spalding County for the PM Peak Period from September to October 2019.

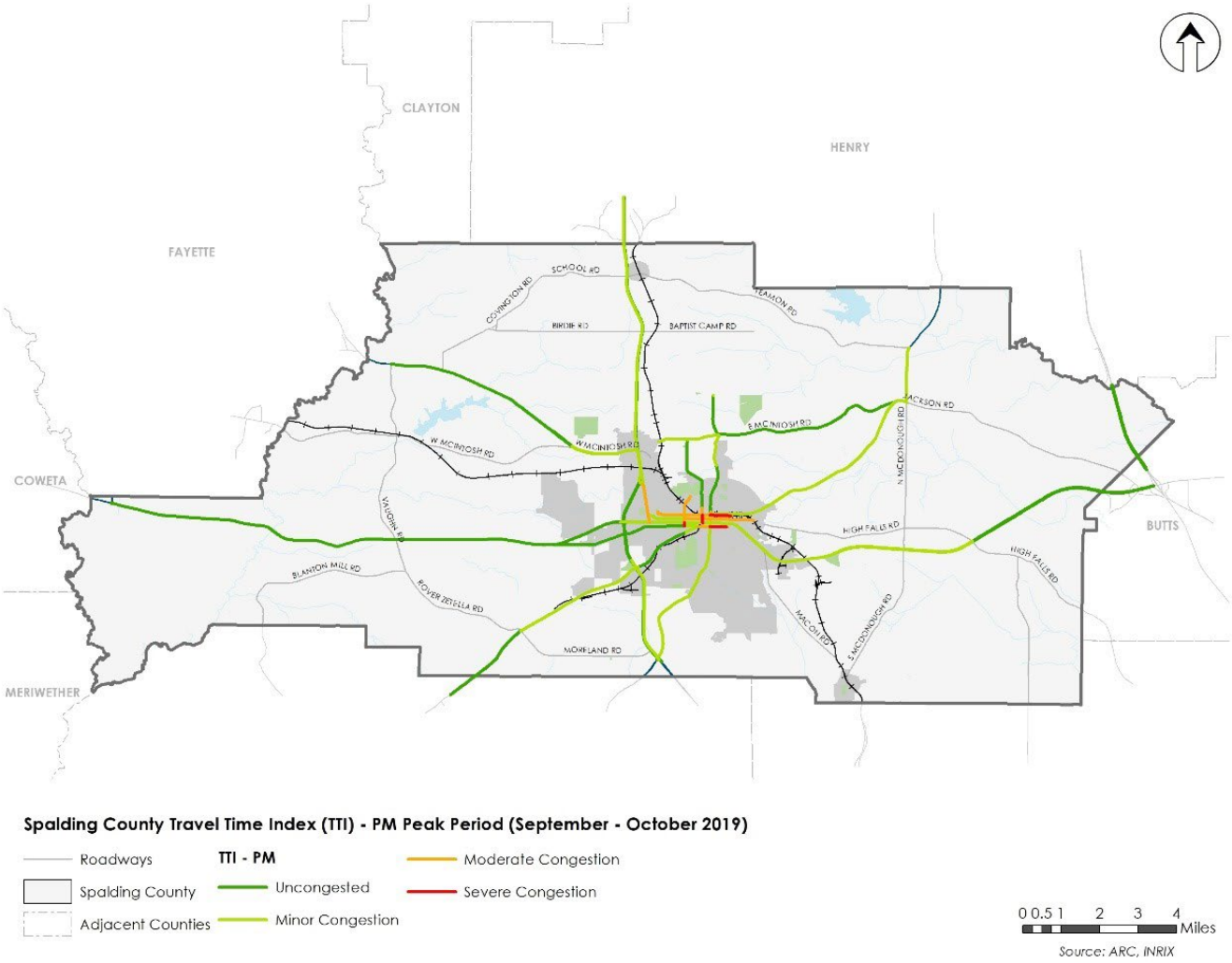


Figure 5.7 - Spalding County Travel Time Index (TTI) - PM Peak Period (September - October 2019)

Figure 5.8 shows the Travel Time Index (TTI) for Griffin for the AM Peak Period from September to October 2019.

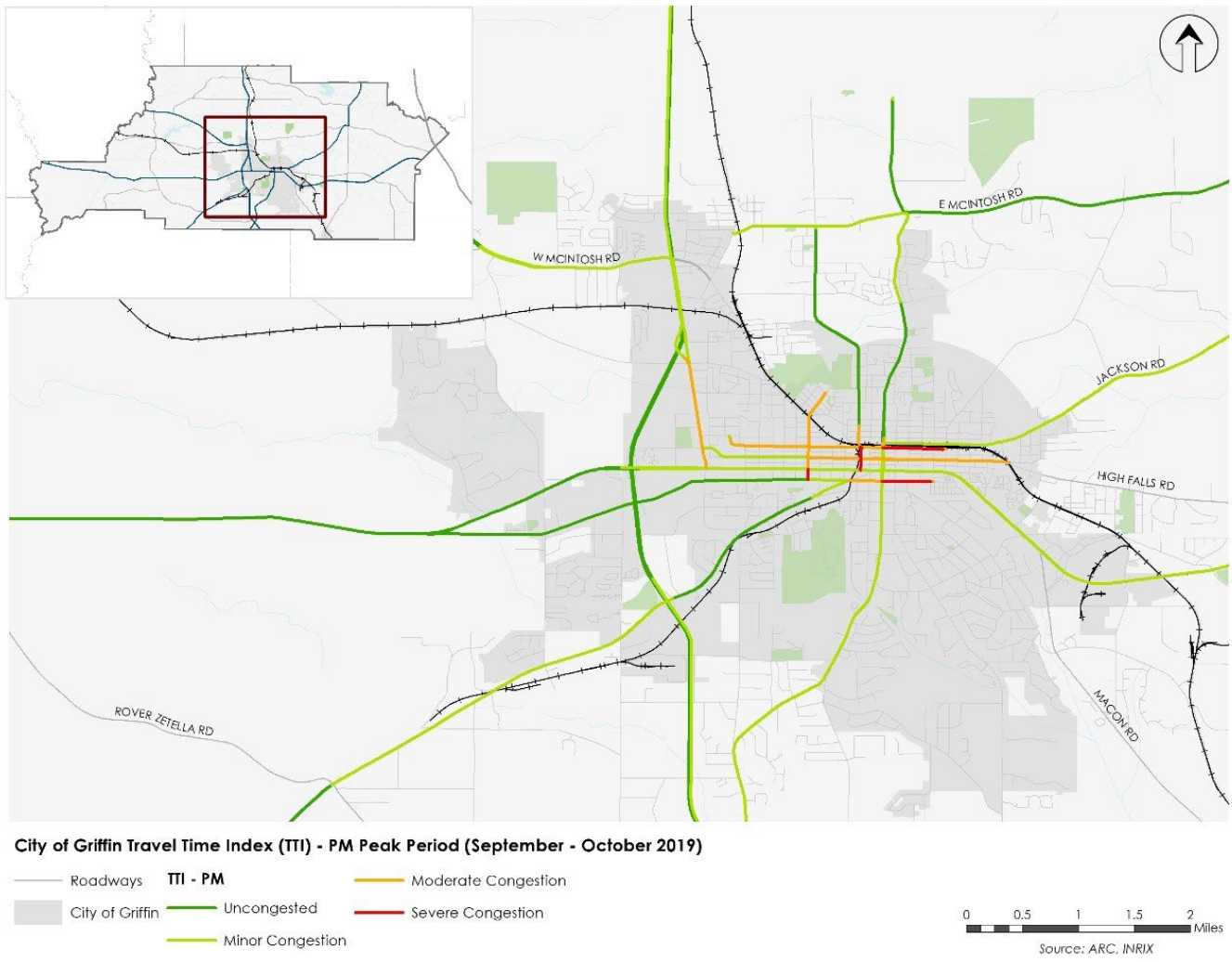


Figure 5.8 - City of Griffin Travel Time Index (TTI) - PM Peak Period (September - October 2019)

5.2.3 BOTTLENECKS

Data from the RITIS Probe Data Analytics (PDA) Suite was utilized to determine roadways with consistent bottlenecks, or areas of high traffic congestion. Bottlenecks were analyzed for the calendar year 2019 (January 1, 2019 – December 31, 2019). The bottlenecks are ranked by total delay, which the PDA Suite calculates based on a combination of free-flow travel time, observed travel time, AADT, and a day-of-week factor. The top 10 bottleneck locations are displayed in Table 5.3 and shown in Figure 5.9.

The top 10 bottlenecks are concentrated along major US and state routes within Griffin and leading into and out of the city. Three bottlenecks experienced average daily durations greater than two hours during the period of analysis: US 19 North at SR 92, SR 92 E at US 19/US 41, and SR 92 W at US 19 BR/US 41 BR/SR 16.

Table 5.3 - Top 10 Bottleneck Locations in Spalding County

RANK	HEAD LOCATION	AVG MAX LENGTH	AVG DAILY DURATION
1	US 19 N @ SR 92	0.63	2h 42m
2	SR 92 E @ US 19/US 41	0.66	2h 29m
3	SR 92 W @ US 19 BR/US 41 BR/SR 16	1.15	2h 7m
4	SR 16 W @ US 19 BR/US 41 BR/SR 92	1.47	44m
5	SR 16 E @ US 41 BR/SR 155	1.09	47m
6	US 19 S @ SR 92	0.58	57m
7	SR 16 E @ US 19 BR/US 41 BR/SR 92	0.61	1h 26m
8	SR 16 W @ US 19/US 41/SR 3/SR 7	0.88	46m
9	SR 92 E @ US 19/US 41/SR 3	1.22	22m
10	SR 92 W @ US 19/US 41/SR 3	0.99	22m

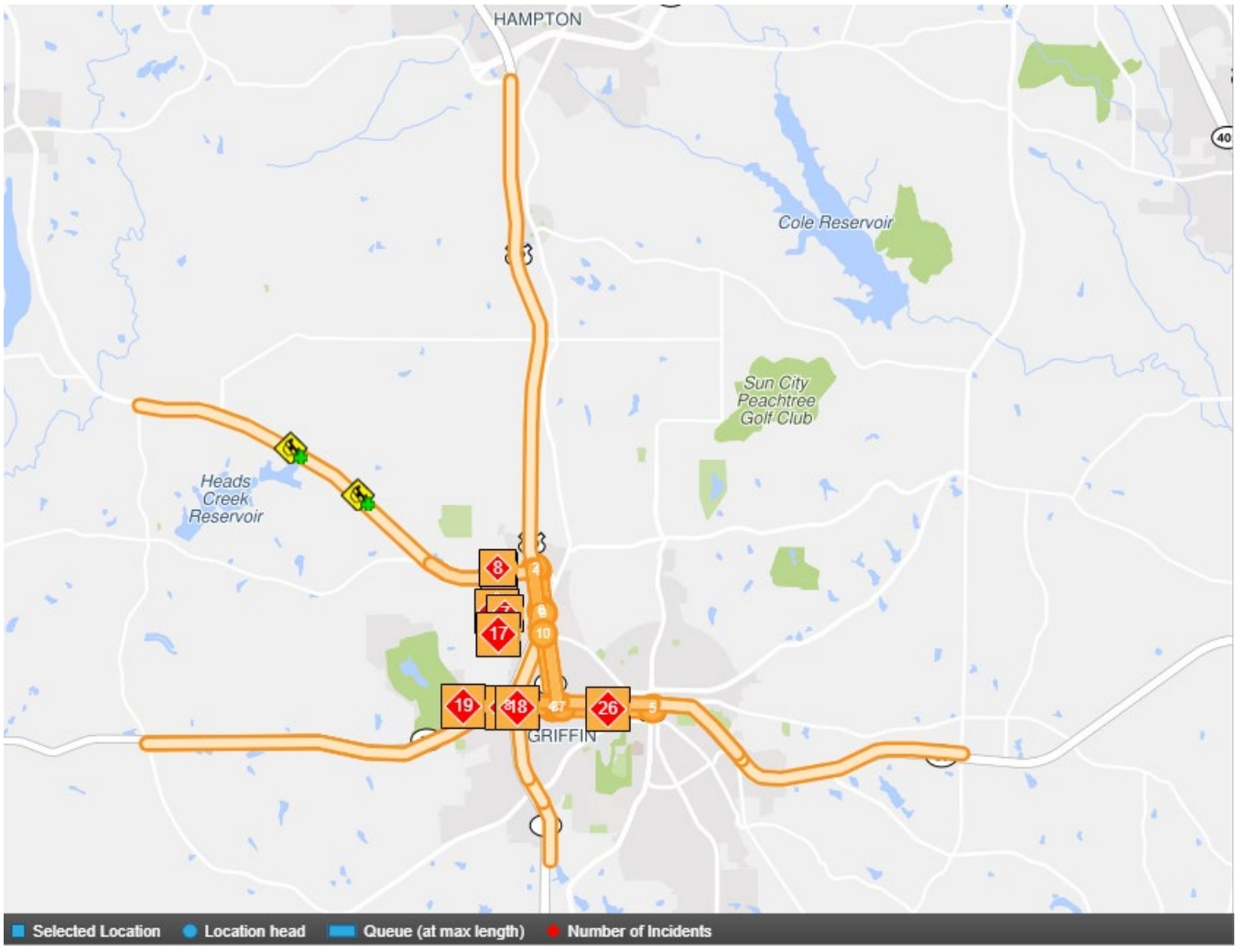


Figure 5.9 - Top 10 Bottleneck Locations in Spalding County

The top ranked bottleneck is located at US 19 North at SR 92. The bottleneck has an average maximum length of 0.63 miles, with a queue that sometimes extends southward along US 19 to Odell Road. The

average daily duration of the bottleneck, collectively over 24 hours, is 2 hours and 42 minutes. During 2019, there were eight roadway incidents at the head of the intersection. This bottleneck is shown in Figure 5.10.

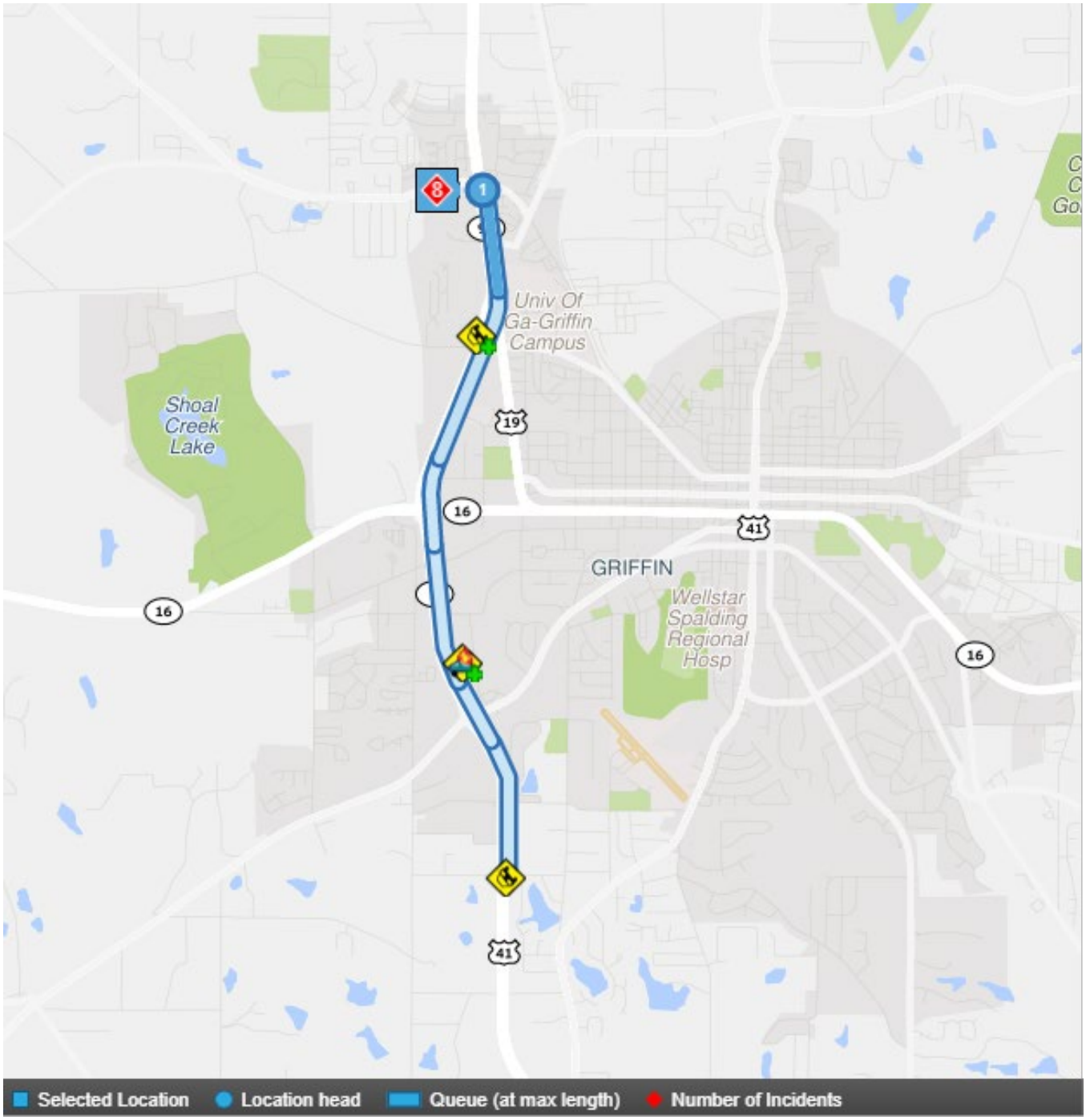


Figure 5.10 - US 19 Bottleneck Roadway Incidents

The head of the second highest rank bottleneck is at the same intersection, SR 92 East at US 19/US 41. This bottleneck has an average maximum length of 0.66 miles, with a queue that sometimes extends southward along North Expressway to SR 16. The average daily duration of the bottleneck, collectively over 24 hours, is 2 hours and 29 minutes. This bottleneck is shown in Figure 5.11.

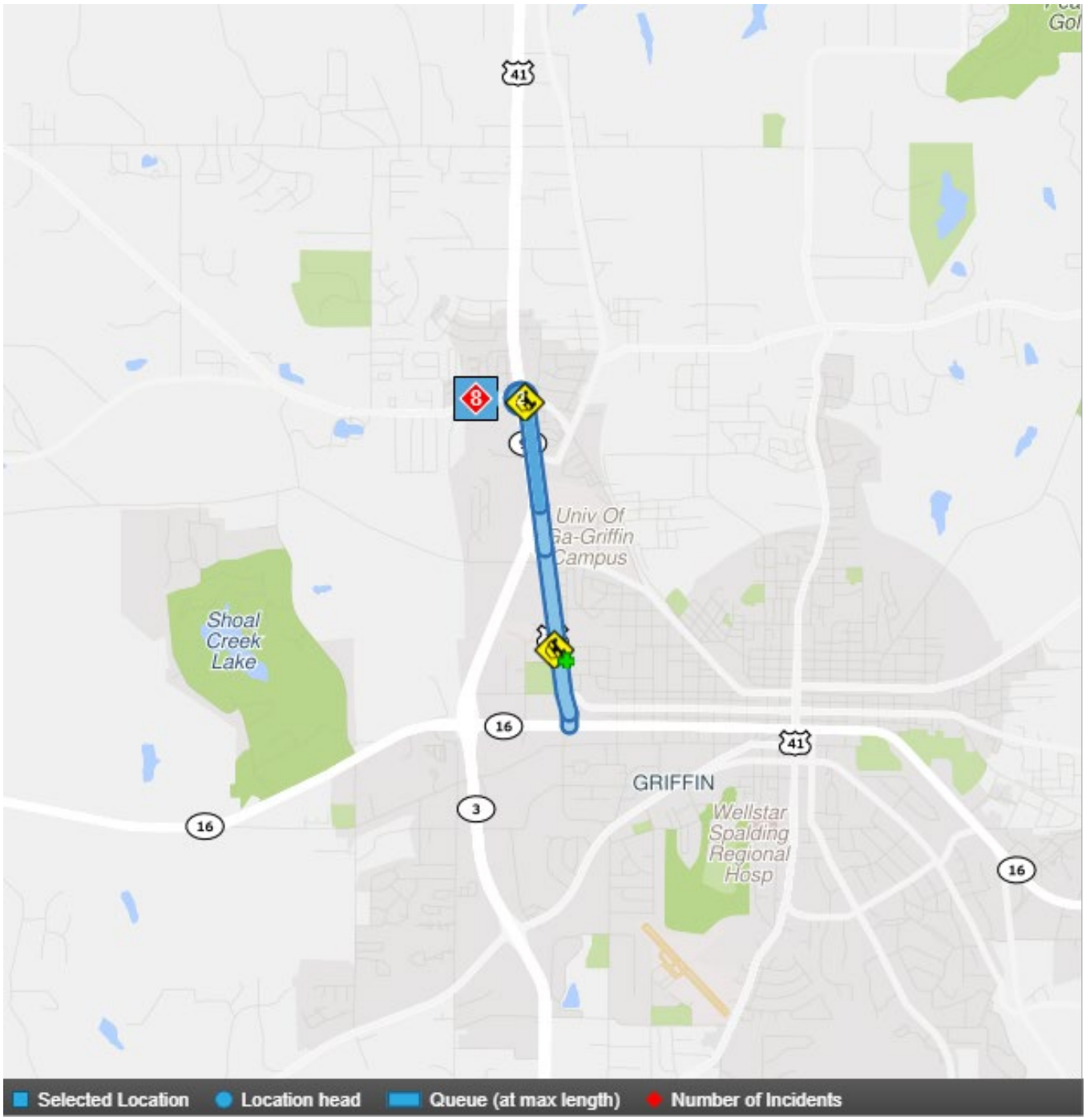


Figure 5.11 - SR 92 (Griffin) Bottleneck Roadway Incidents

The third ranked bottleneck is located at SR 92 W at US 19 BR/US 41 BR/SR 16. The bottleneck has an average maximum length of 1.15 miles, with a queue that sometimes extends westward along SR 92 to Vaughn Road. The average daily duration of the bottleneck, collectively over 24 hours, is 2 hours and 7 minutes. During 2019, there were 17 roadway incidents at the head of the intersection. This bottleneck is shown in Figure 5.12.

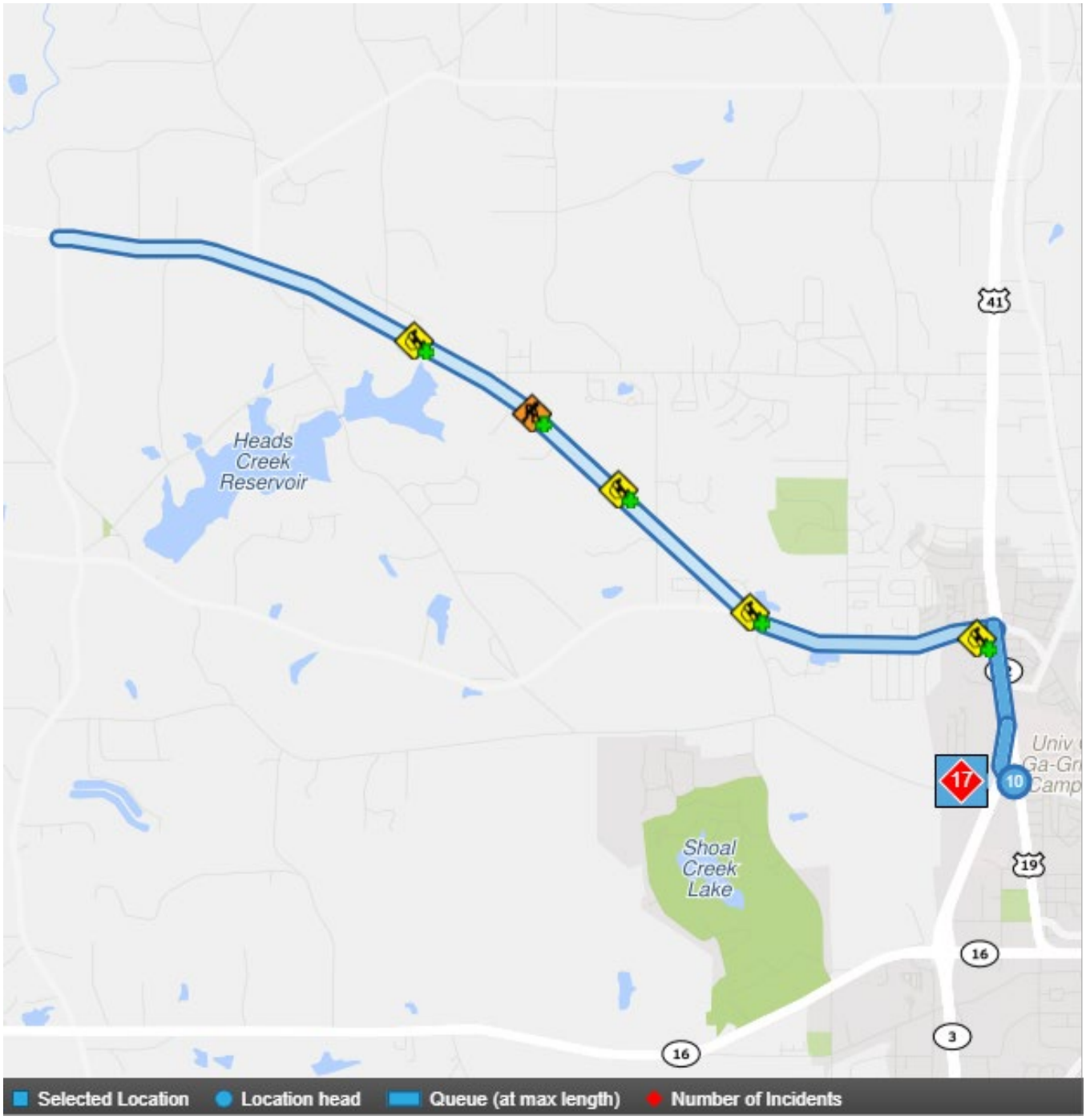


Figure 5.12 - SR 92 (Spalding County) Bottleneck Incidents

5.2.4 POPULATION AND EMPLOYMENT GROWTH

The ARC develops population and employment forecasts for the 21-county Atlanta region, including Spalding County. These are developed from a "base year" of 2015 (serving as a proxy for existing population) and forecast to the years 2020, 2030, 2040, and 2050.

Spalding County's 2015 population density and 2050 population density are shown in Figure 5.13 and Figure 5.14, respectively. In the base year of 2015, the most densely populated area is located in Downtown Griffin, where there are an average of 2.60 people per acre. There are also higher concentrations of population north of Downtown Griffin (1.93 people per acre) and to the southeast of Downtown Griffin (1.34 people per acre). Outside of these areas, the population density averages less than one person per acre. By 2050, the Census tracts that encompass Griffin, along with northern Spalding County, are all projected to become more densely populated. Downtown Griffin will have an average of 3.86 people per acre, and north of Downtown, the population density will grow to 2.76 people per acre.

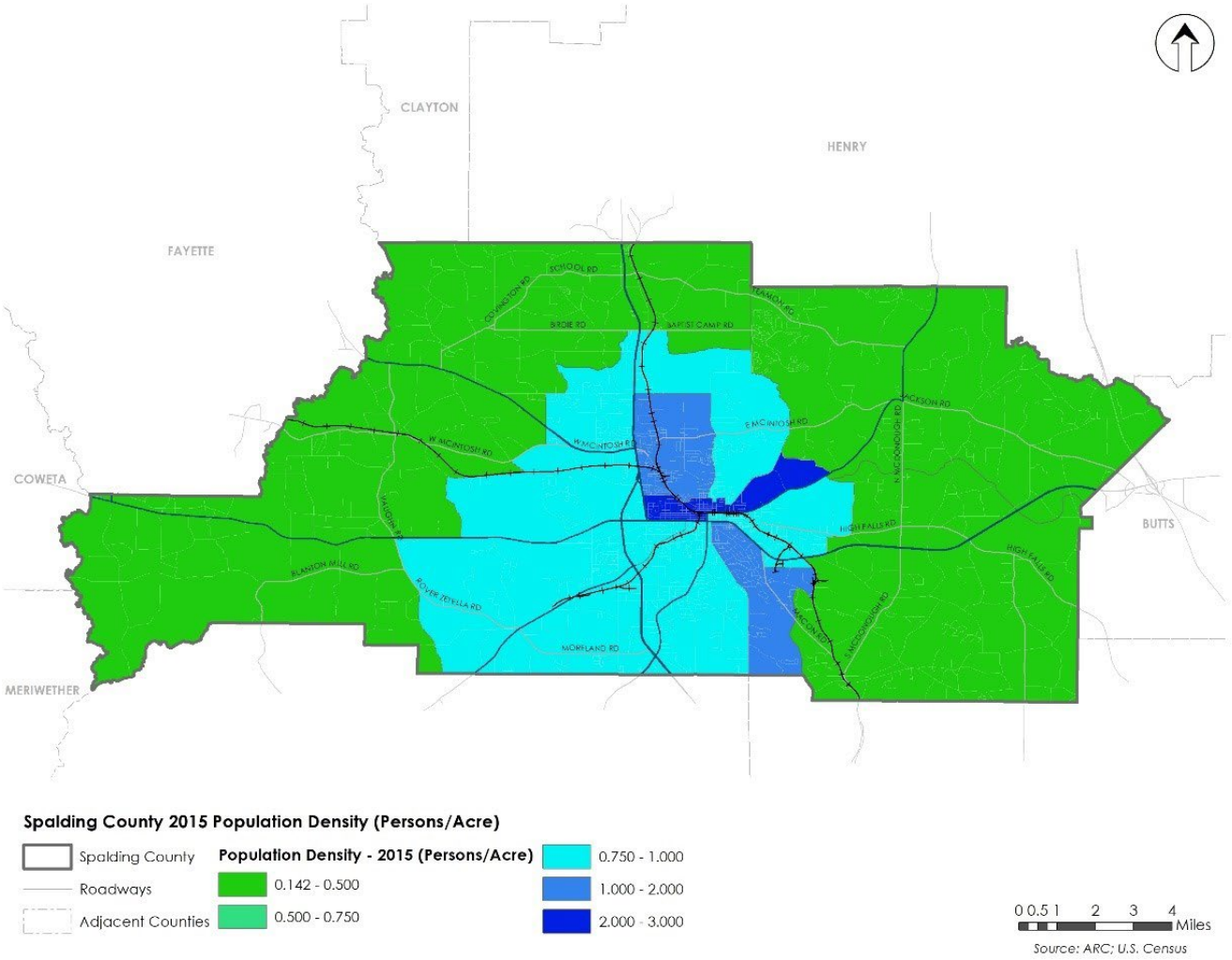


Figure 5.13 - Spalding County 2015 Population Density

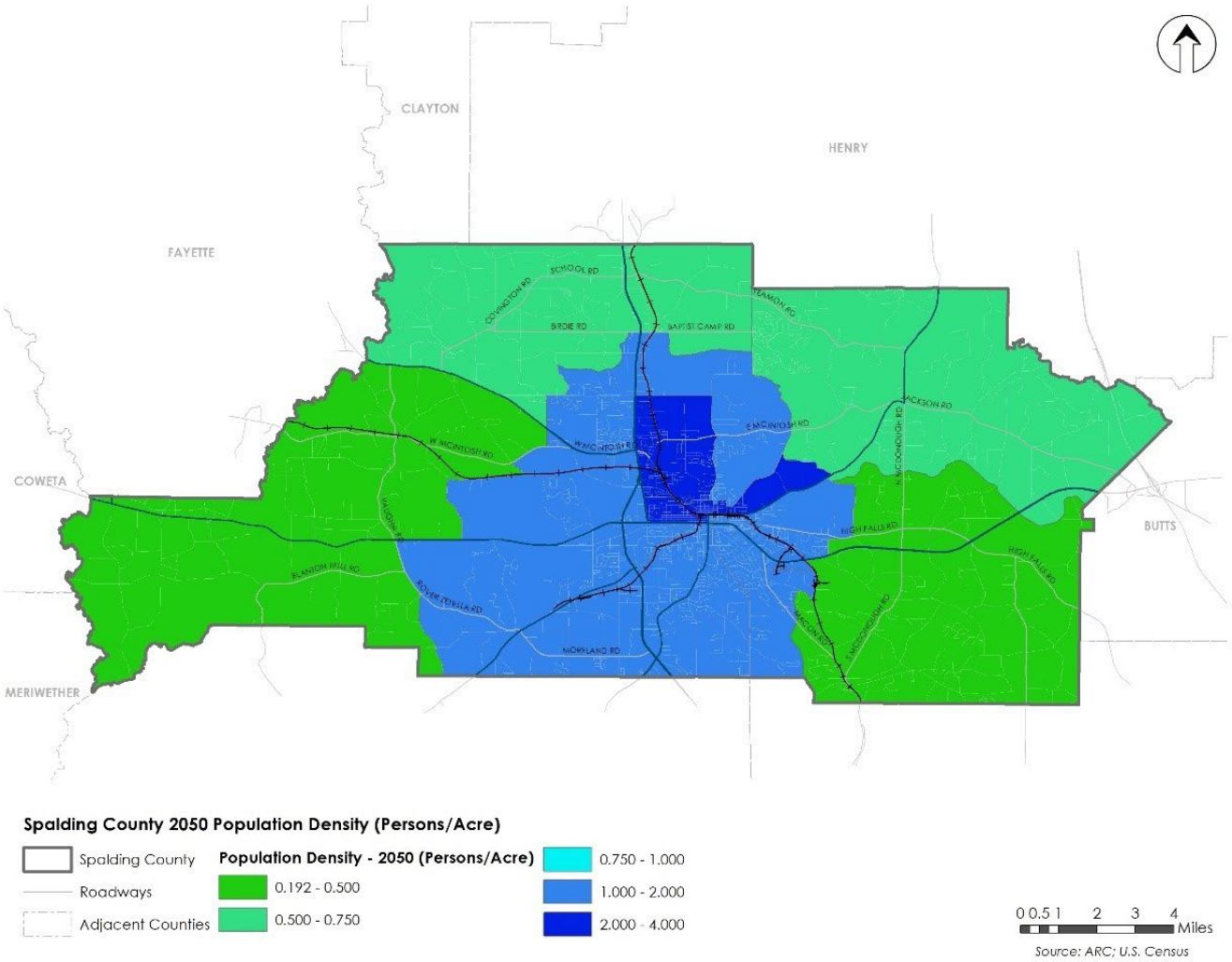


Figure 5.14 - Spalding County 2050 Population Density

Figure 5.15 shows the forecasted percentage change in population between 2015 and 2050. All areas of the county are projected to experience growth in population. The area of highest population growth is in northeast Spalding County, where population is projected to grow by 78%.

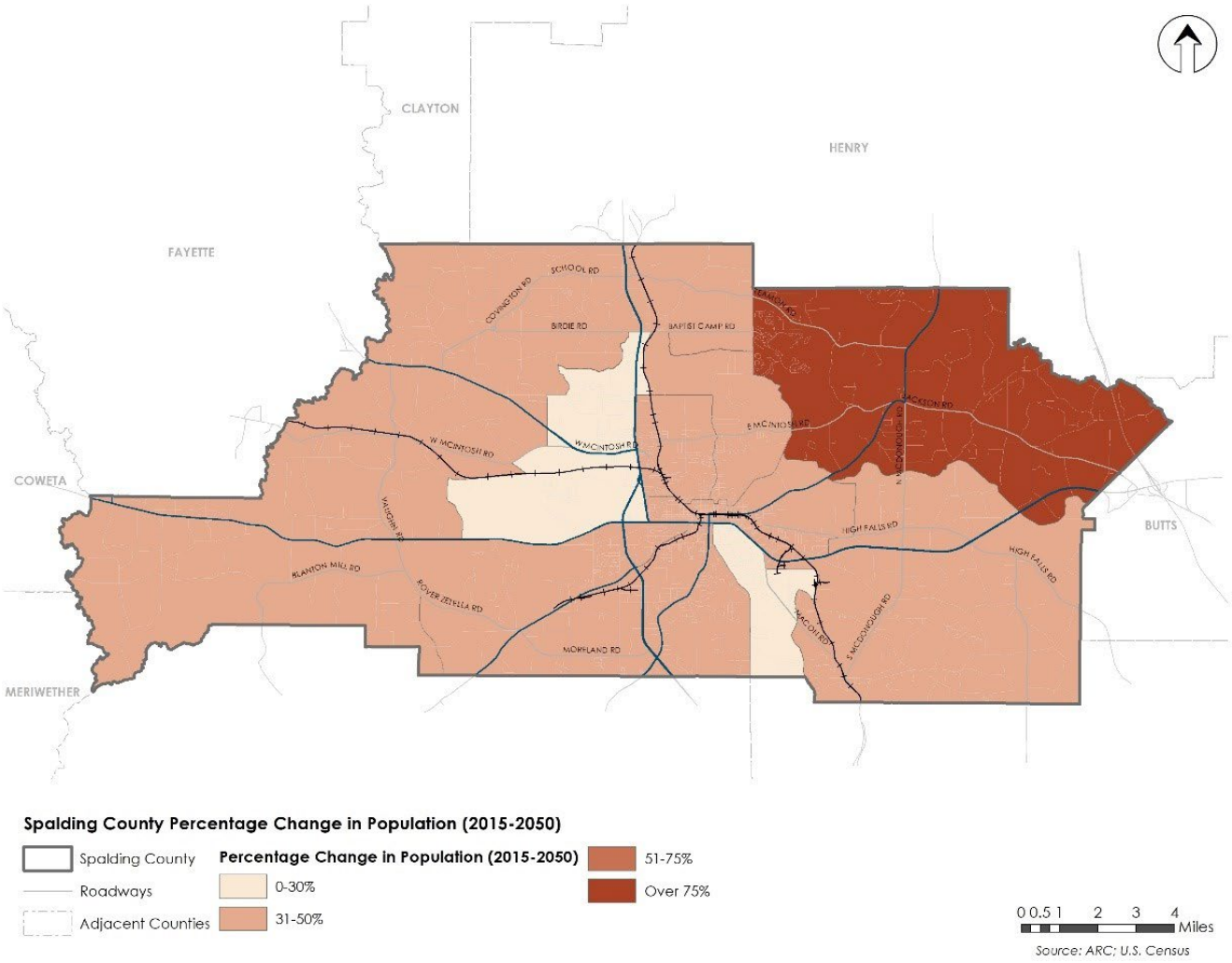


Figure 5.15 - Spalding County Projected Population Growth (2015-2050)

Spalding County's 2015 employment density and 2050 employment density are shown in Figure 5.16 and Figure 5.17, respectively. In the base year of 2015, employment in Spalding County is generally concentrated in and around Griffin, with the highest employment density in Downtown Griffin and areas just east of Downtown. By 2050, employment density is projected to grow in Griffin as well as southern Spalding County.

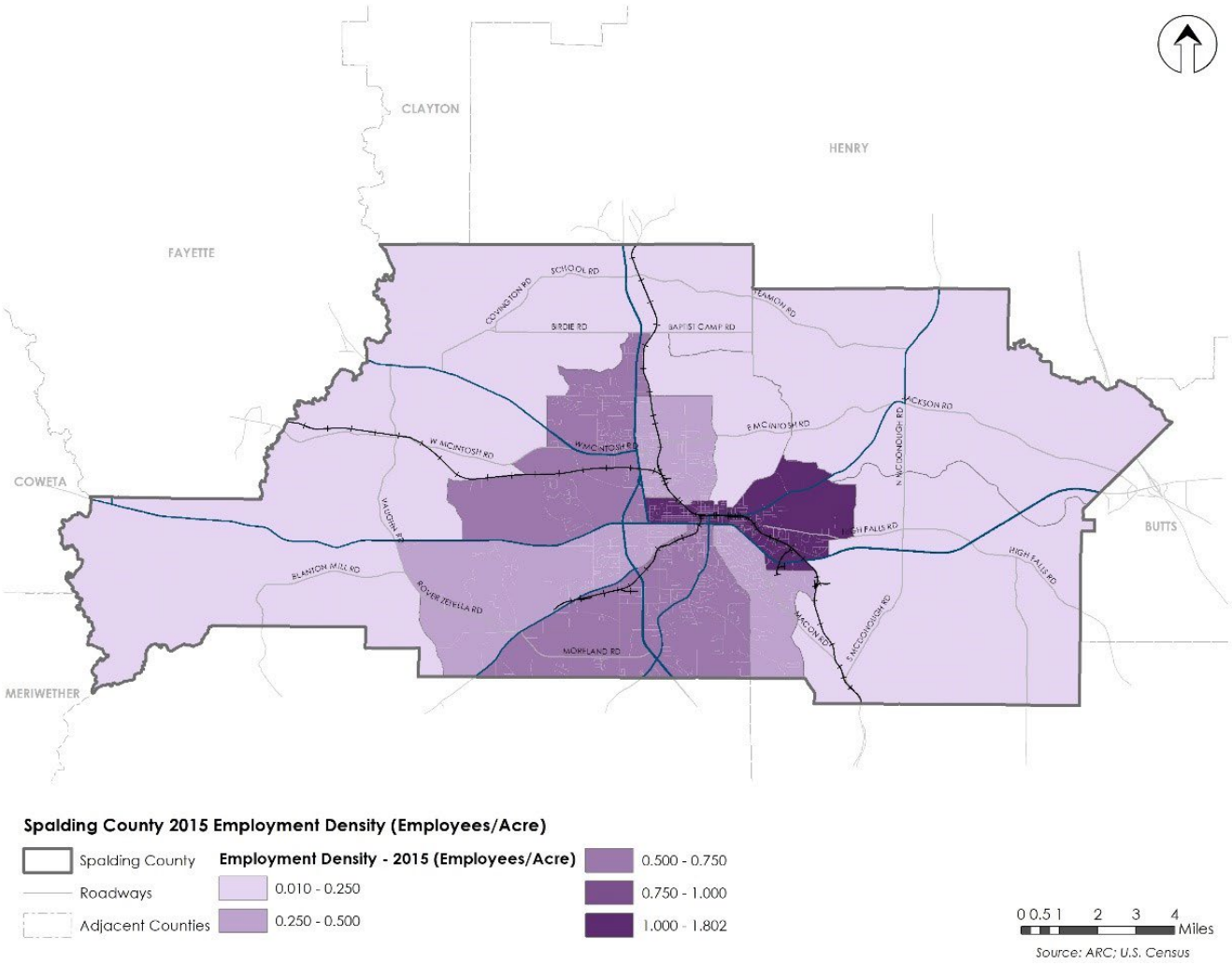


Figure 5.16 - Spalding County 2015 Employment Density

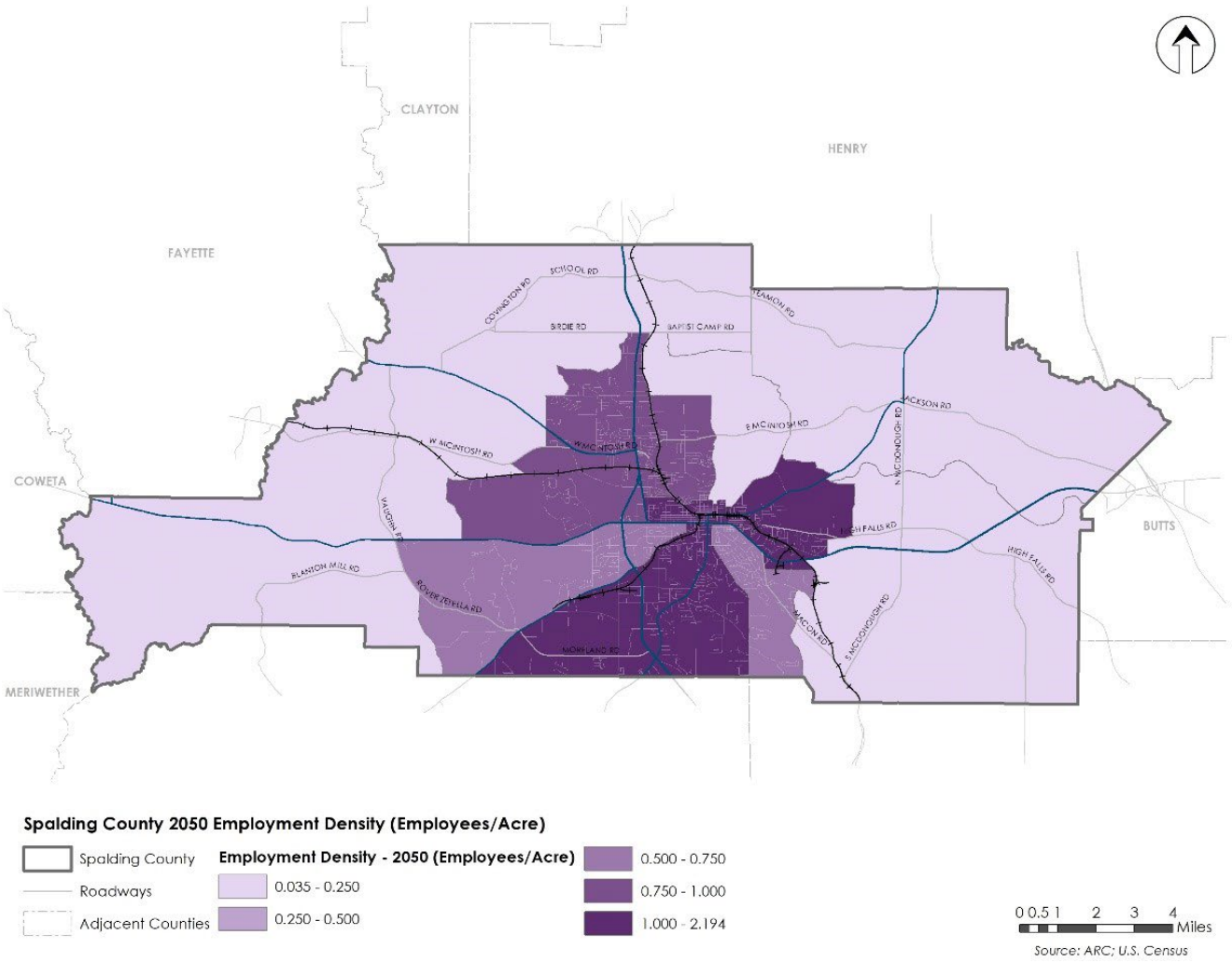


Figure 5.17 - Spalding County 2040 Employment Density

Figure 5.18 shows the forecasted percentage change in employment between 2015 and 2050. All areas of the county are projected to experience an increase in jobs. The areas of highest growth are just north of Downtown Griffin, northeast Spalding County, and western Spalding County. It should be noted that in western Spalding County, the percentage growth figure appears particularly high due to the relatively low number of jobs in this area in 2015.

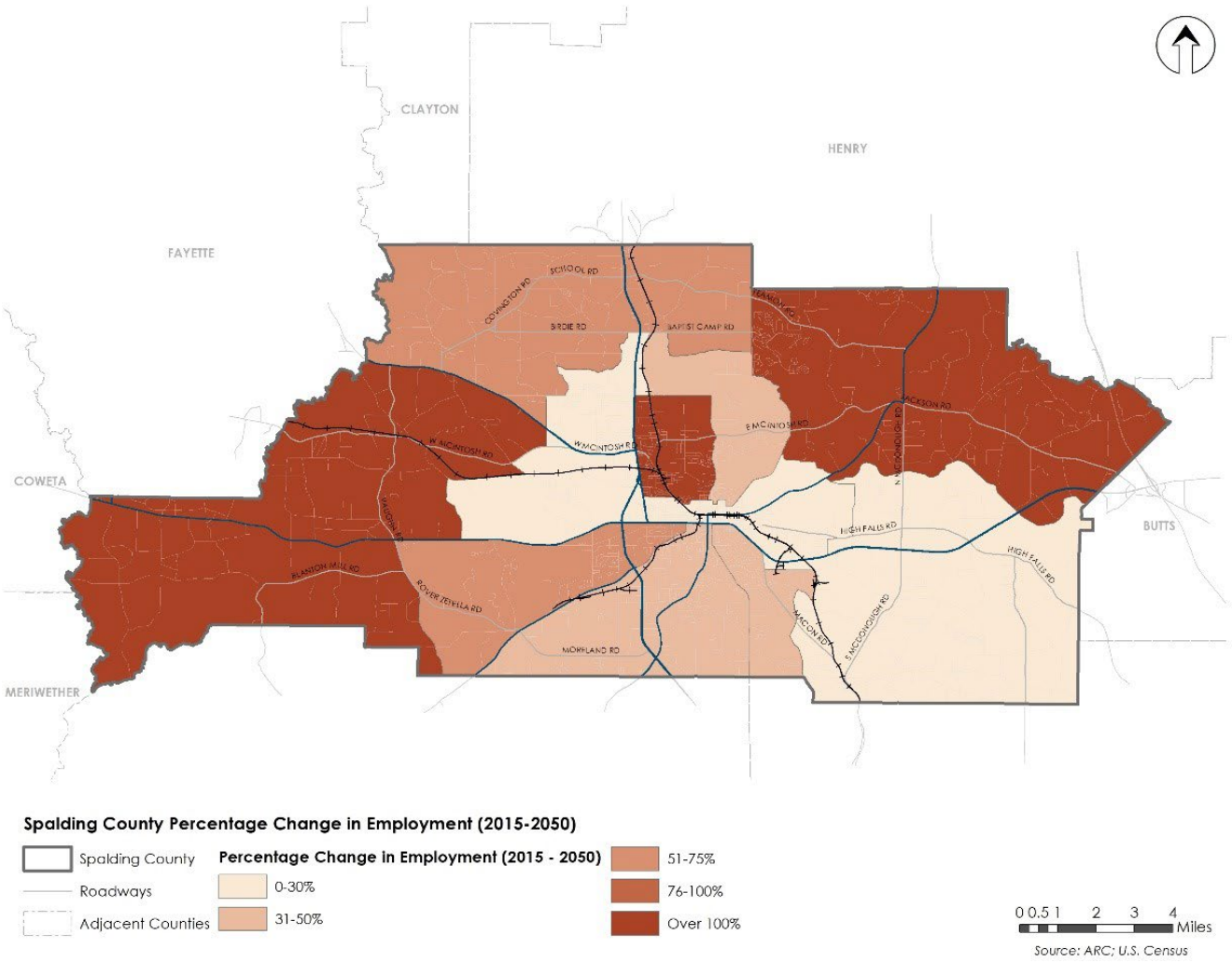


Figure 5.18 - Spalding County Projected Employment Growth (2015-2040)

5.2.5 TRAFFIC VOLUME

Existing and future forecast traffic volume have been derived based on data from the ARC activity-based travel demand model (ABM). Based on the model data from the base year of 2015, arterials within Spalding County, as well as I-75, generally carry the greatest number of vehicles per day. The most heavily traversed routes within the county include:

- I-75, which carries approximately 39,000 vehicles per day in each direction
- US 19/41 north of Griffin, which carries over 33,000 vehicles per day between Crestwood Drive and McIntosh Road; approximately 30,000 vehicles per day just south of Baptist Camp Road; and about 26,400 vehicles per day near the Henry County line
- US 19 Business/W. Taylor Street between N. 10th Street and S. Hill Street, which carries approximately 23,000 to 24,000 vehicles per day
- US 19/41 south of Griffin, which carries approximately 23,000 vehicles per day between SR 16/W. Taylor Street and US 19 Business

Traffic volume for 2015 is shown in Figure 5.19 and Figure 5.20. Projected traffic volume for 2050 is shown in Figure 5.21 and Figure 5.22.

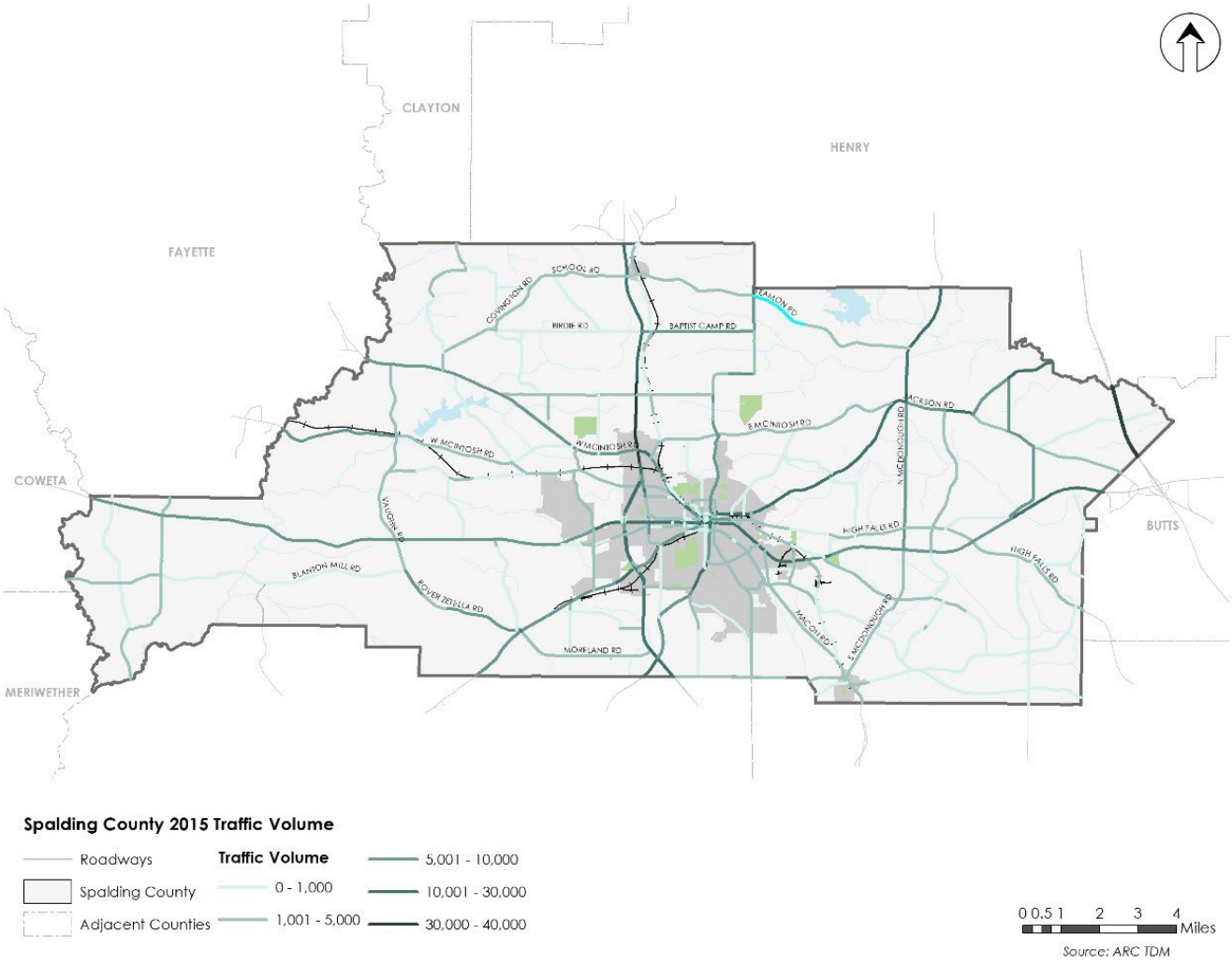


Figure 5.19 - Spalding County 2015 Traffic Volume

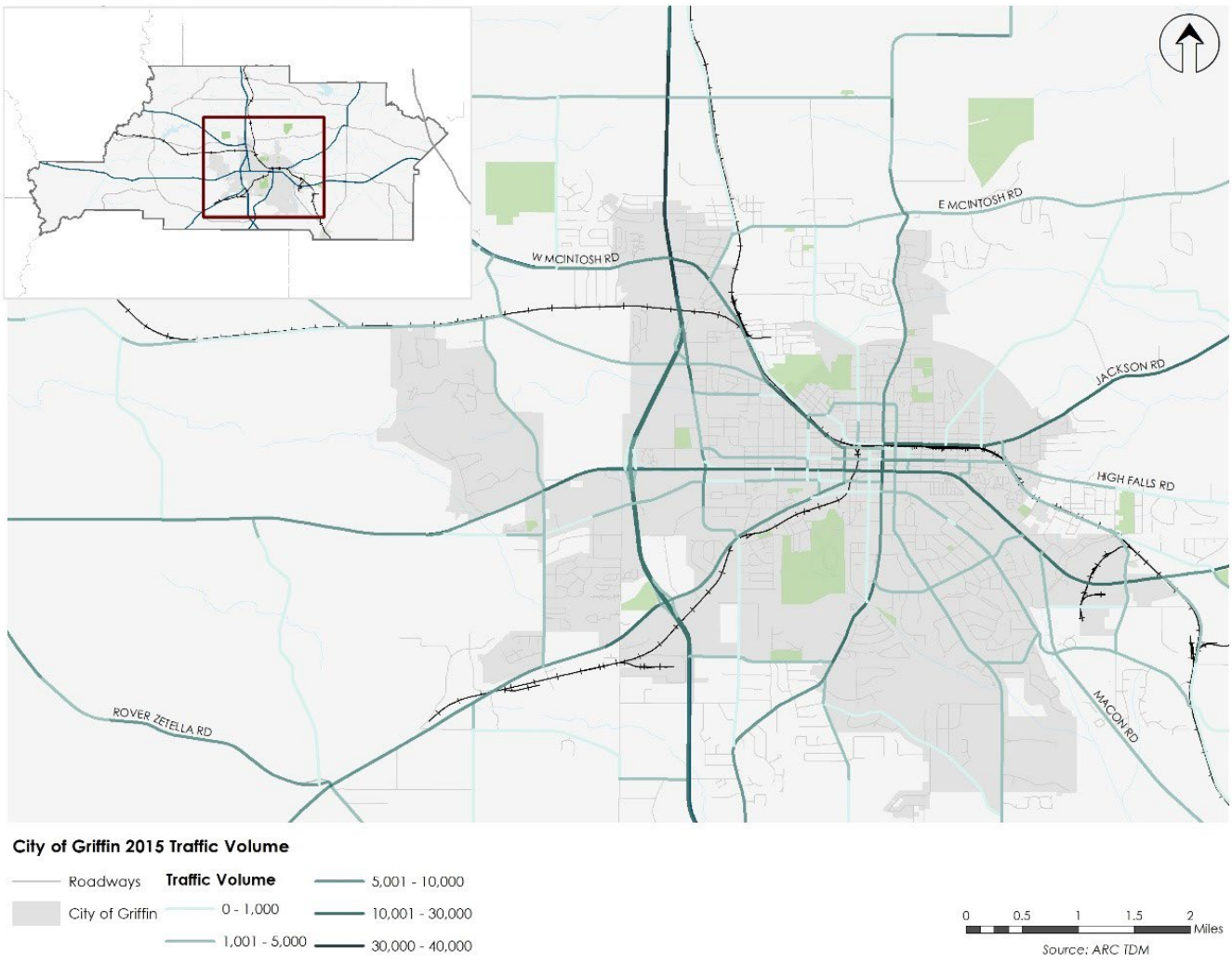


Figure 5.20 - City of Griffin 2015 Traffic Volume

By 2050, the corridors with the highest traffic volumes are projected to experience moderate growth in traffic. I-75 is projected to grow by 40-43%, carrying about 54,000 vehicles per day in 2050. Along US 19/41, the greatest growth is projected between School Road and Birdie Road, which is projected to grow by 56% to 38,000 vehicles per day; and between Kalamazoo Drive/Airport Road and Moreland Road, which is projected to grow by over 50% to approximately 37,800 vehicles per day. The interchange at US 19/41 and SR 16/W Taylor Street is also projected to carry significantly higher traffic, driven in part by the projected increase in traffic along SR 16 /Newnan Road west of Griffin.

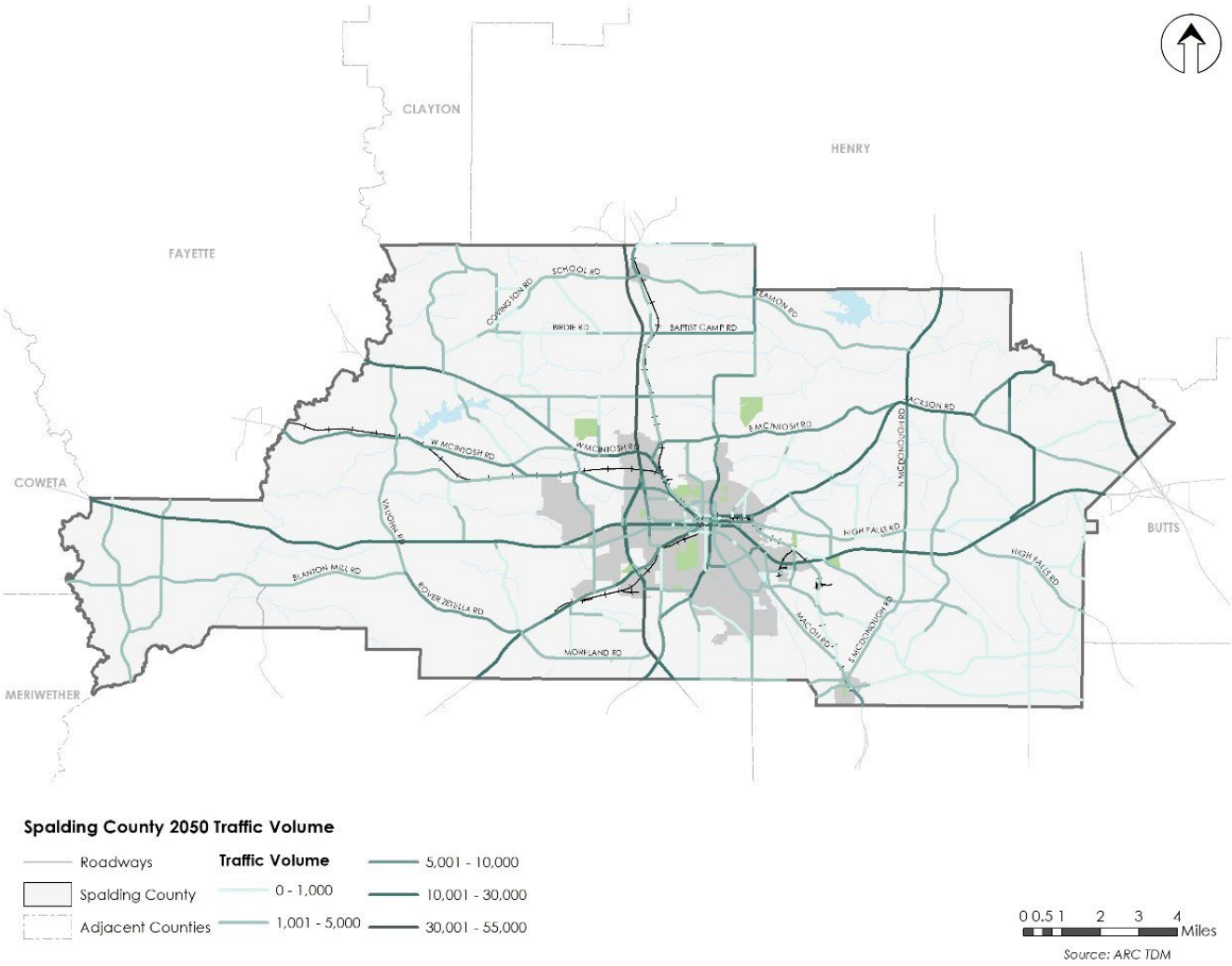


Figure 5.21 - Spalding County 2050 Traffic Volume

Also of note are the several corridors that are projected to carry substantially higher traffic between 2015 and 2050, more than doubling current traffic volume. These include:

- E. McIntosh Road between Old Atlanta Road and SR 155/Jackson Road
- N. Hill Street between E. McIntosh Street and SR 155/E. Broadway Street
- N. 9th Street between E. McIntosh Street and E. Solomon Street/W. Solomon Street
- Old Atlanta Road between the Henry County line and Baptist Camp Road, and between Vineyard Road and McIntosh Road/Experiment Street
- W. Mcintosh Road between Vaughn Road and SR 92
- Green Valley Road from the railroad crossing near Macon Street to Futral Road
- Birdie Road between Steele Road and Patterson Road

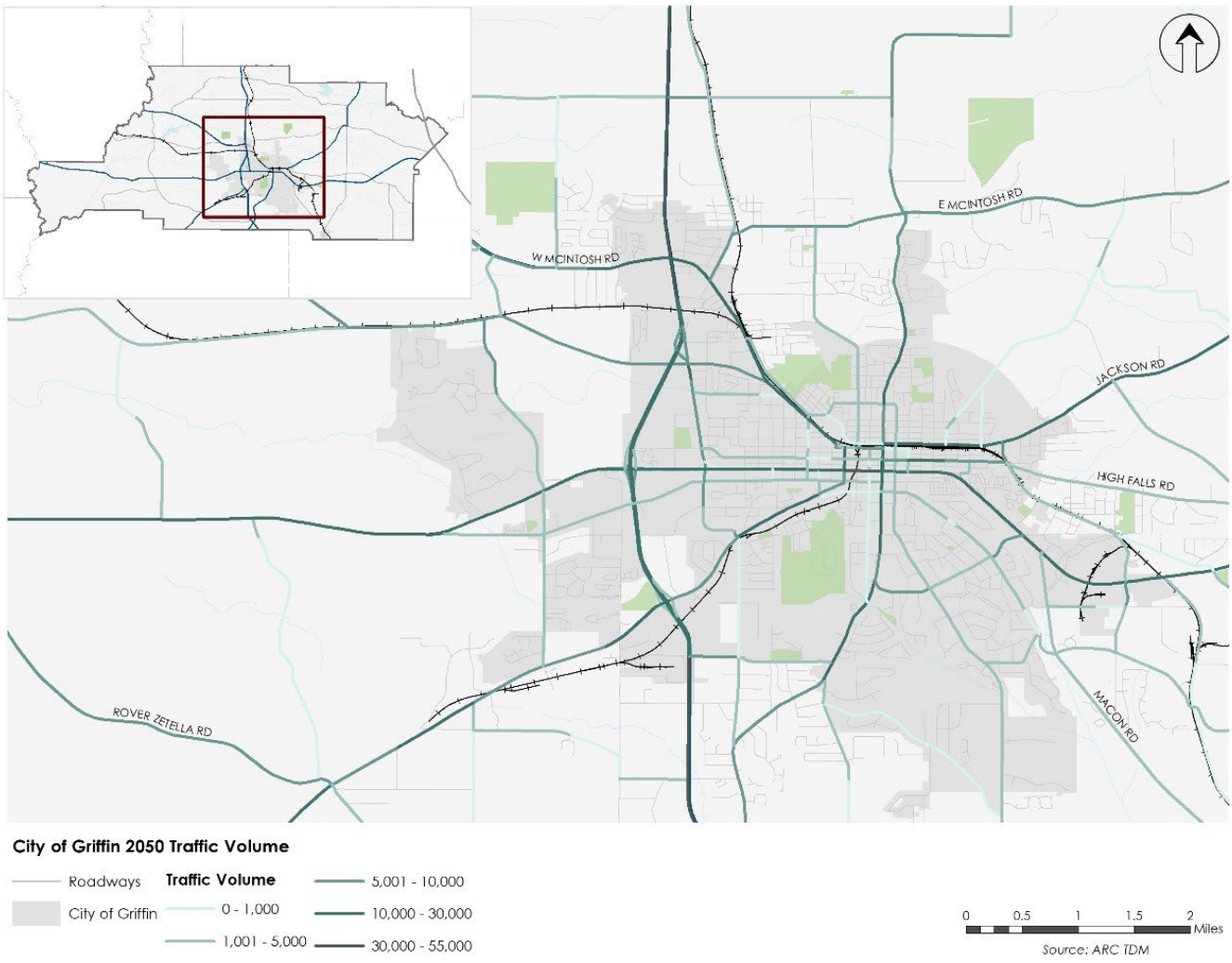


Figure 5.22 - City of Griffin 2050 Traffic Volume

Percent change in traffic volumes from 2015 to 2050 are shown in Figure 5.23 and Figure 5.24.

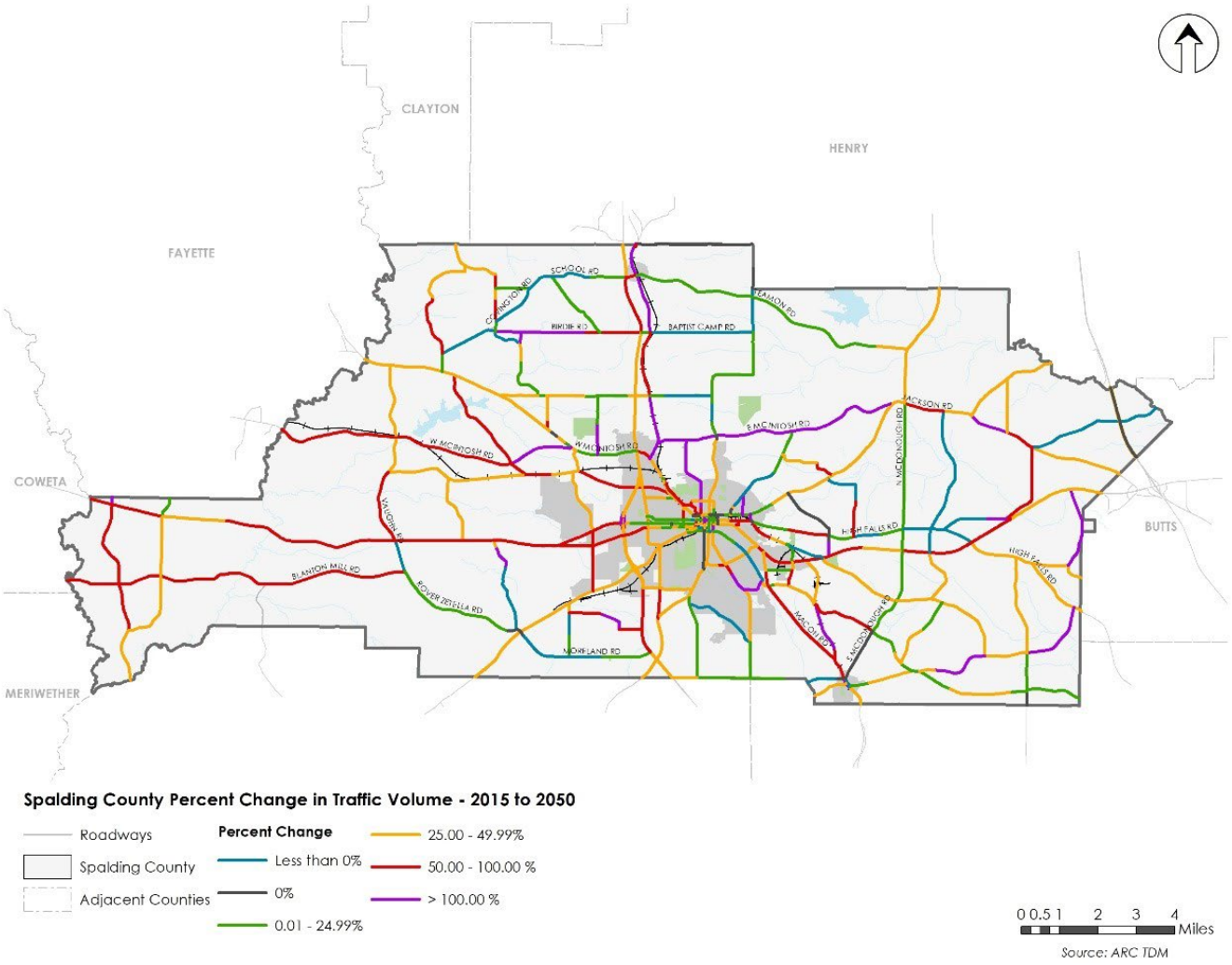


Figure 5.23 - Spalding County Percentage Change in Traffic Volume - 2015 to 2050

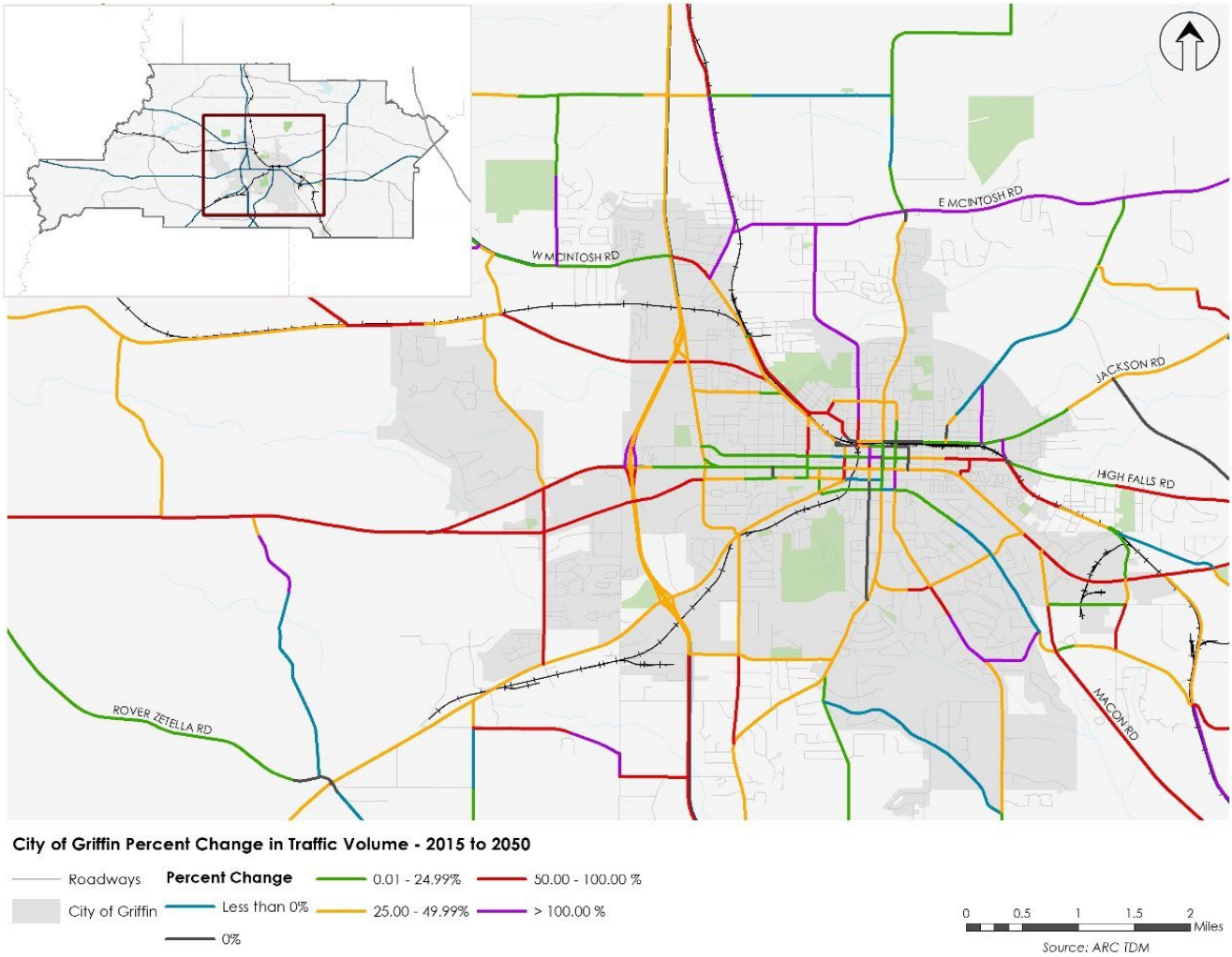


Figure 5.24 - City of Griffin Percentage Change in Traffic Volume - 2015 to 2050

5.2.6 TRAFFIC CONGESTION

Levels of existing and future forecast traffic congestion have been derived based on data from the ARC Activity Base Model (ABM). According to the Transportation Research Board's Highway Capacity Manual (HCM), level of service, or LOS, is a quantitative categorization of roads based on performance measures representing quality of service such as volume and capacity. The HCM classifies six different LOS levels ranged A through F, with LOS A as the best operating conditions for travelers while LOS F is the worst.

Level of service for 2015 and 2050, for the morning (AM) peak period and afternoon (PM) peak period, are depicted in Figure 5.25 through Figure 5.32. Current conditions indicate that all roads operate an acceptable LOS (C or better) during both periods. By 2050, however, a few corridors are projected to operate at deficient LOS (D or E). In the AM peak period, these include US 19/41 from the Henry County line to School Road; SR 155/N. McDonough Road from the Henry County line to SR 155/Jackson Road; Locust Grove Road from the Henry County line to Johnny Cut Road; and SR 155/N. Hill Street between SR 155/E. Broadway Street and E. Solomon Street.

In the afternoon (PM) peak period, corridors that operate at a deficient LOS are align closely with those that are deficient in the AM peak period, and are listed below:

- US 19/41 from the Henry County line to south of School Road
- US 19/41 between Baptist Camp Road and Lucky Street
- SR 155/N. Hill Street between SR 155/E Broadway Street and E. Solomon Street
- SR 155/N. McDonough Road between the Henry County line and SR 155/Jackson Road
- Jackson Road between SR 155/N McDonough Road and N. Walkers Mill Road
- Locust Grove Road from the Henry County line to Johnny Cut Road

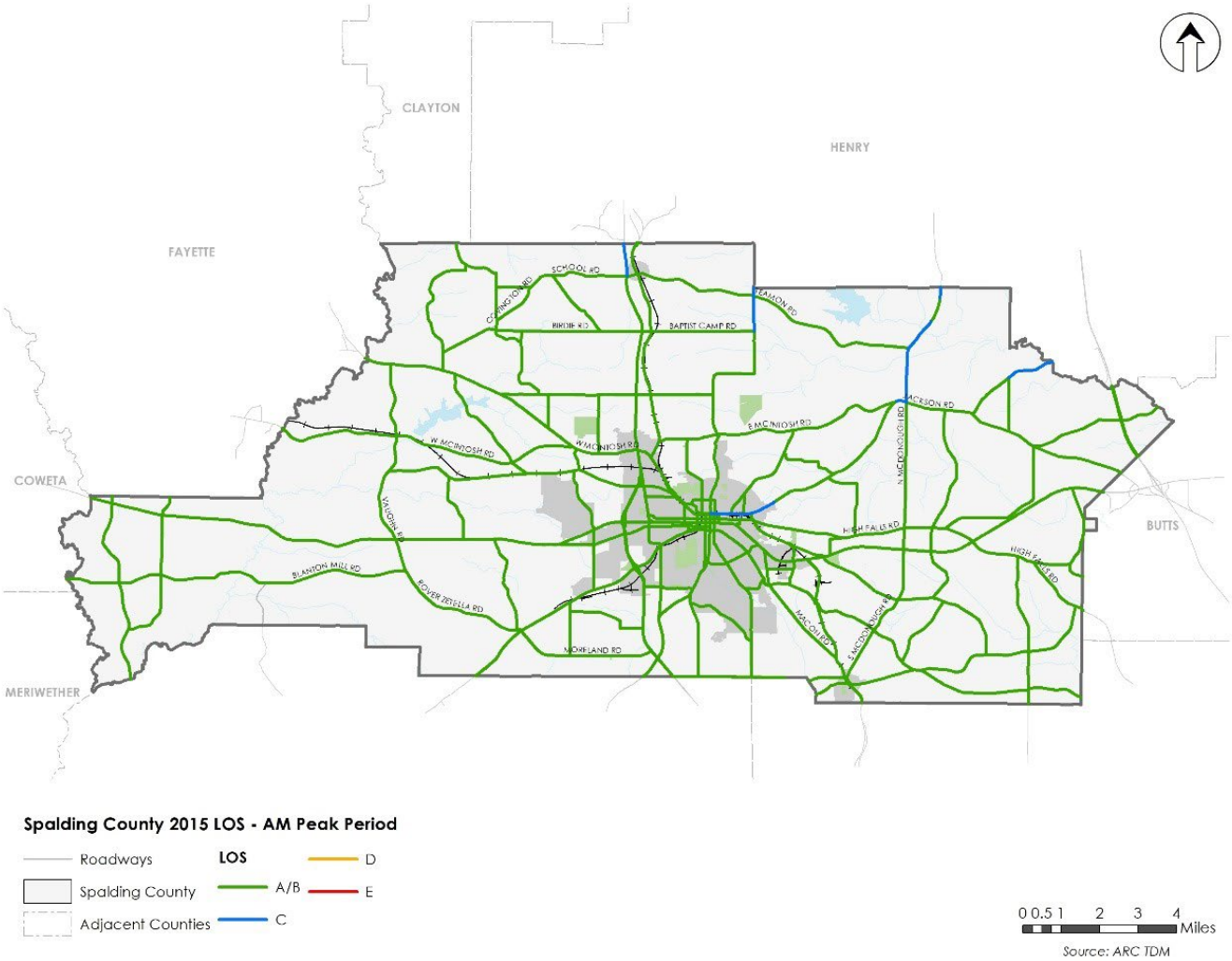


Figure 5.25 - Spalding County 2015 LOS - AM Peak Period

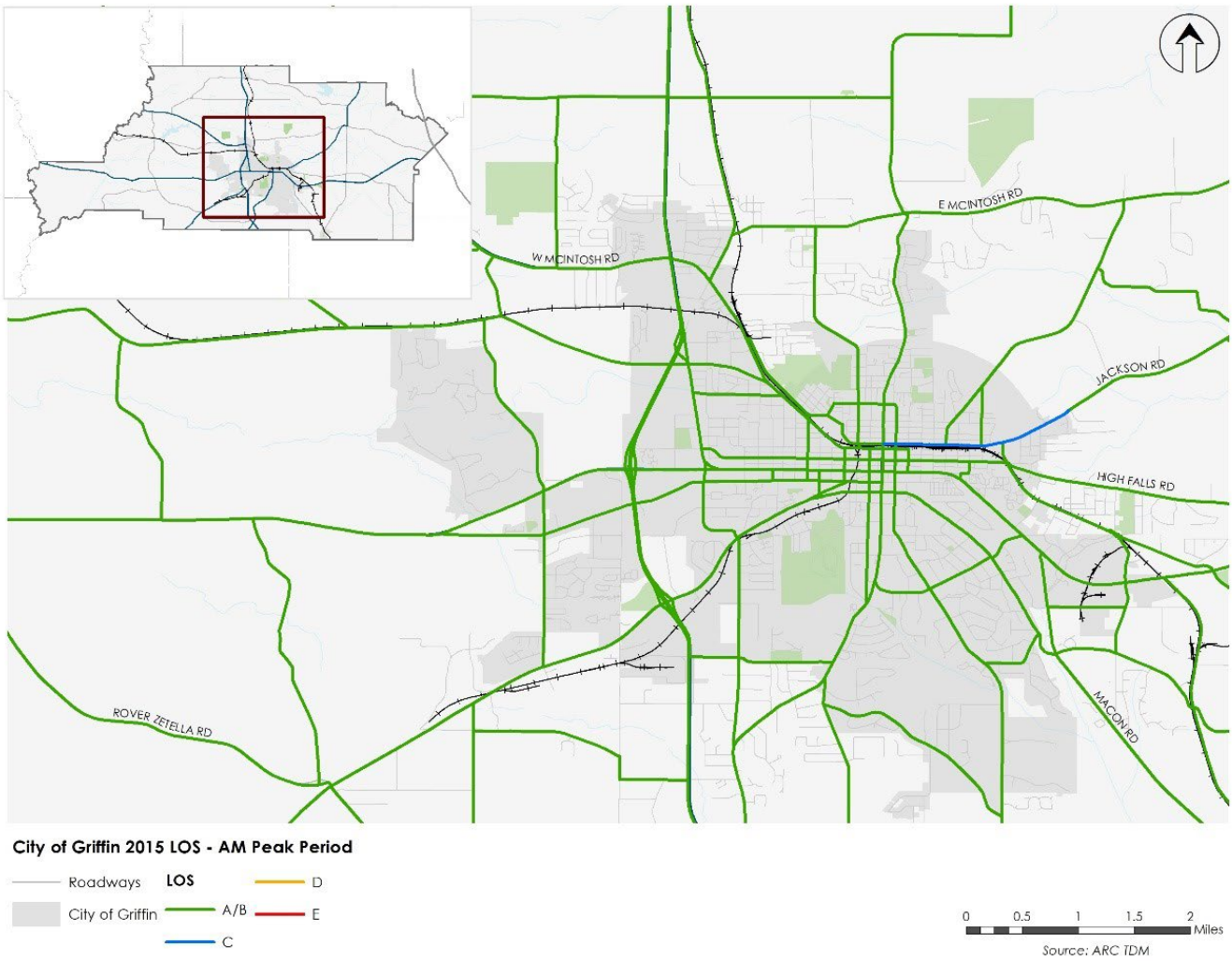


Figure 5.26 - City of Griffin 2015 LOS - AM Peak Period

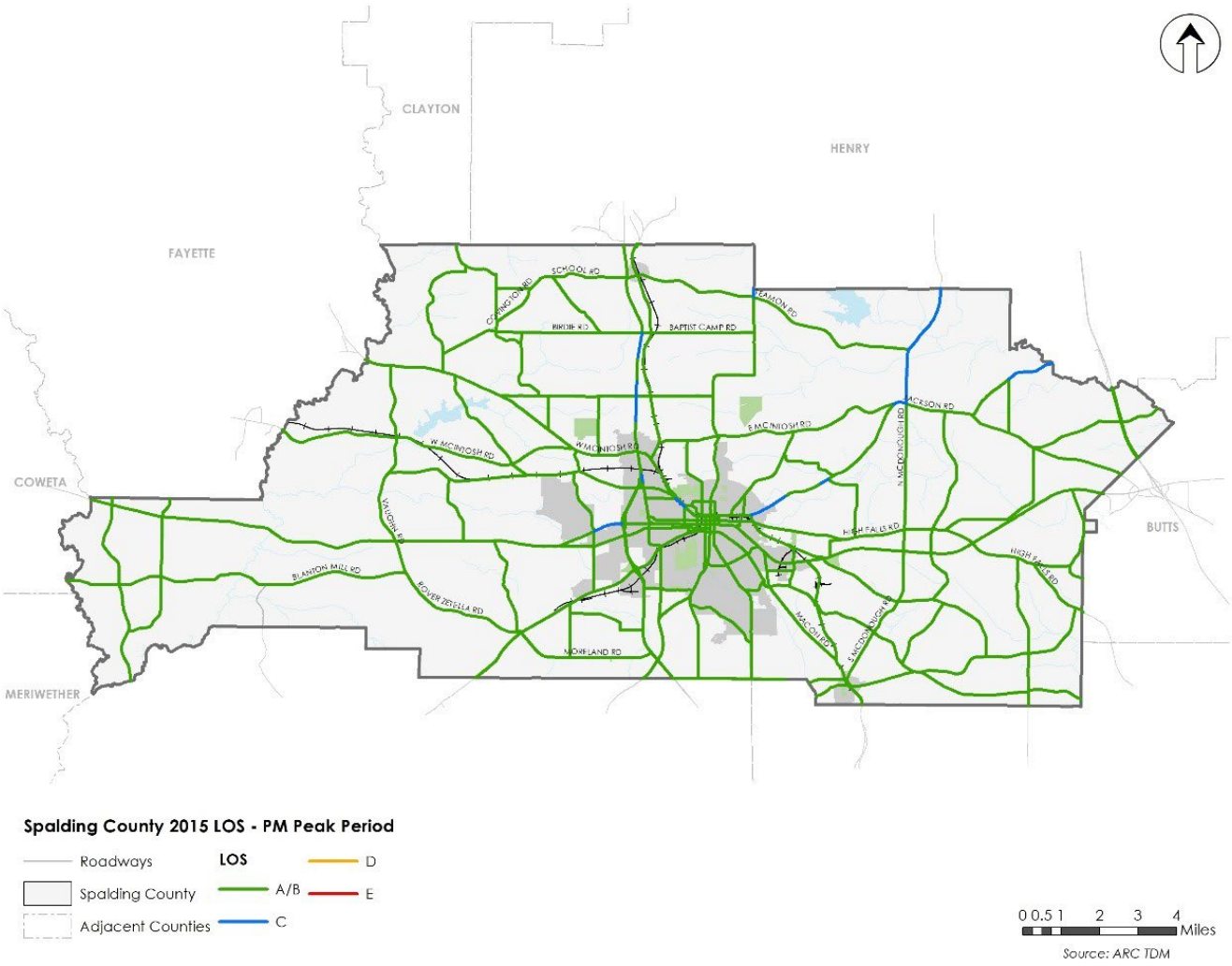


Figure 5.27 - Spalding County 2015 LOS - PM Peak Period

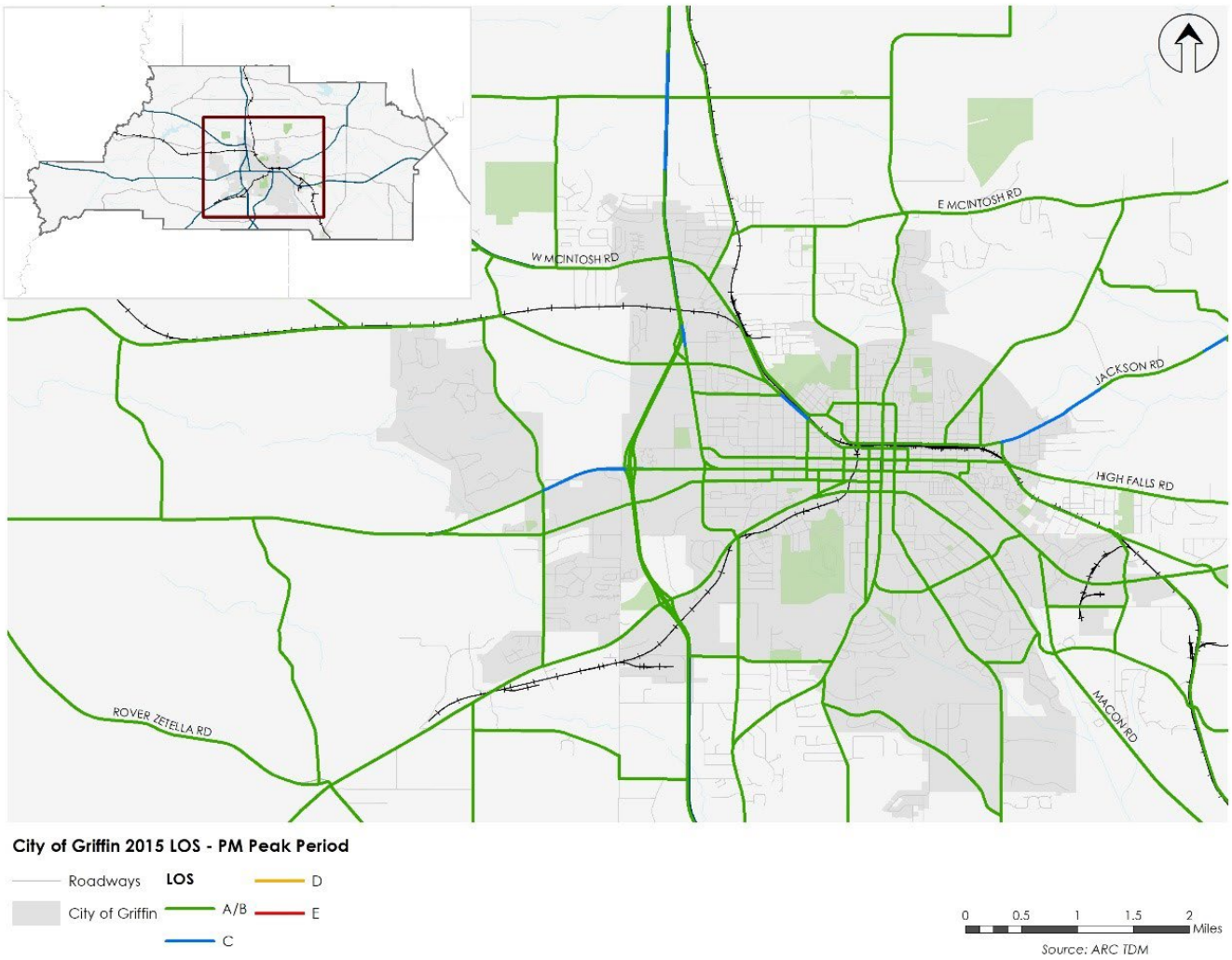


Figure 5.28 - City of Griffin 2015 LOS - PM Peak Period

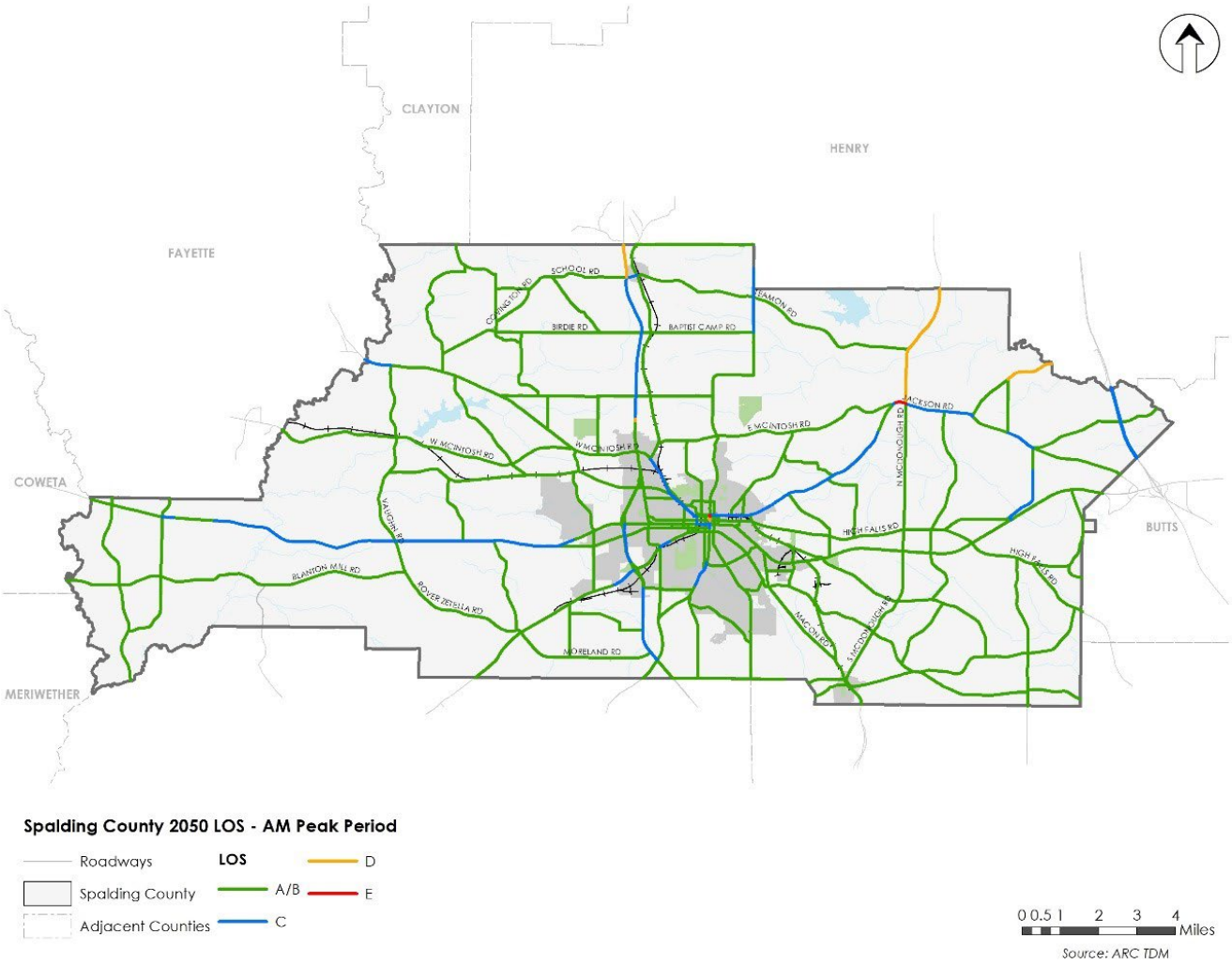


Figure 5.29 - Spalding County 2050 LOS - AM Peak Period

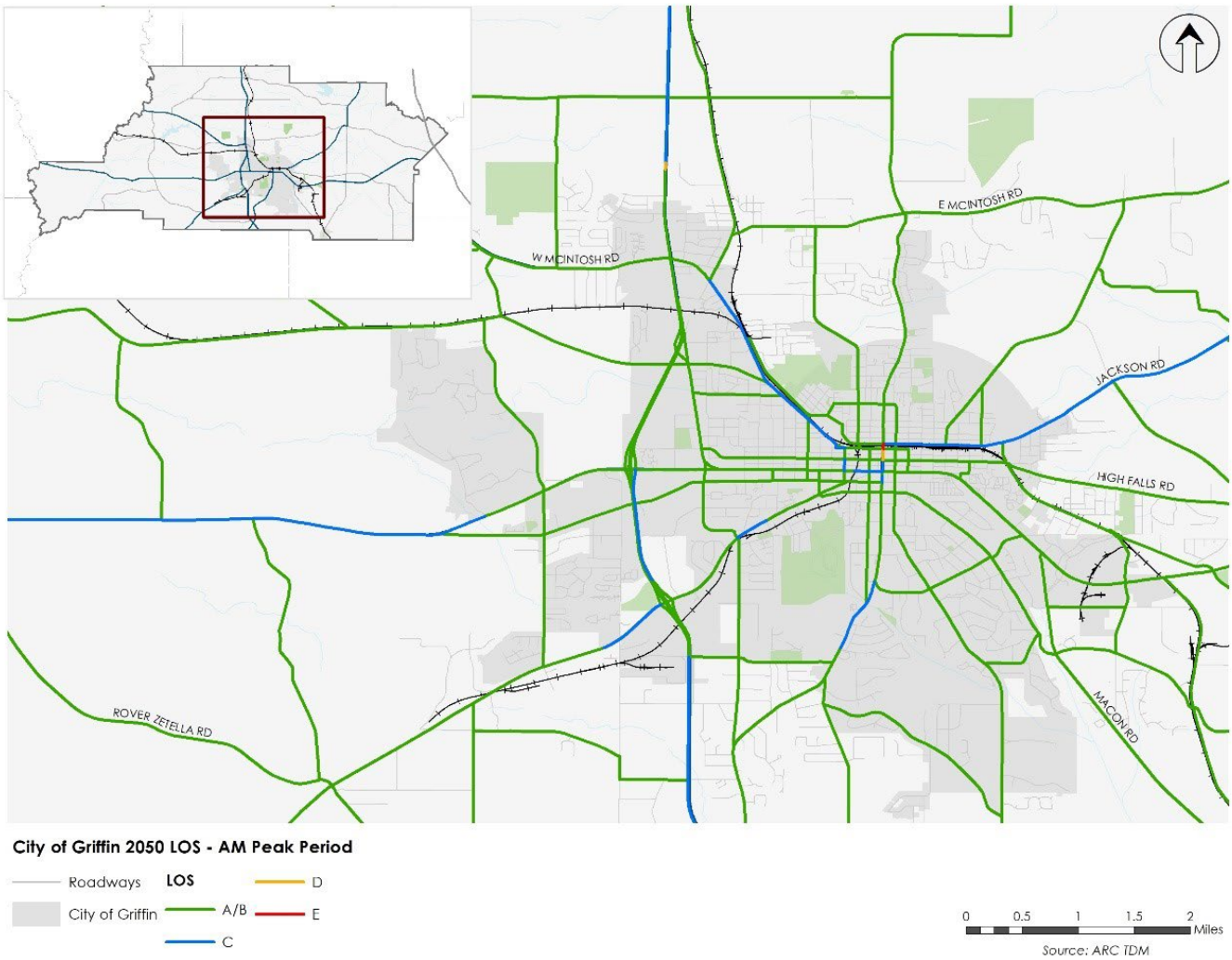


Figure 5.30 - City of Griffin 2050 LOS - AM Peak Period

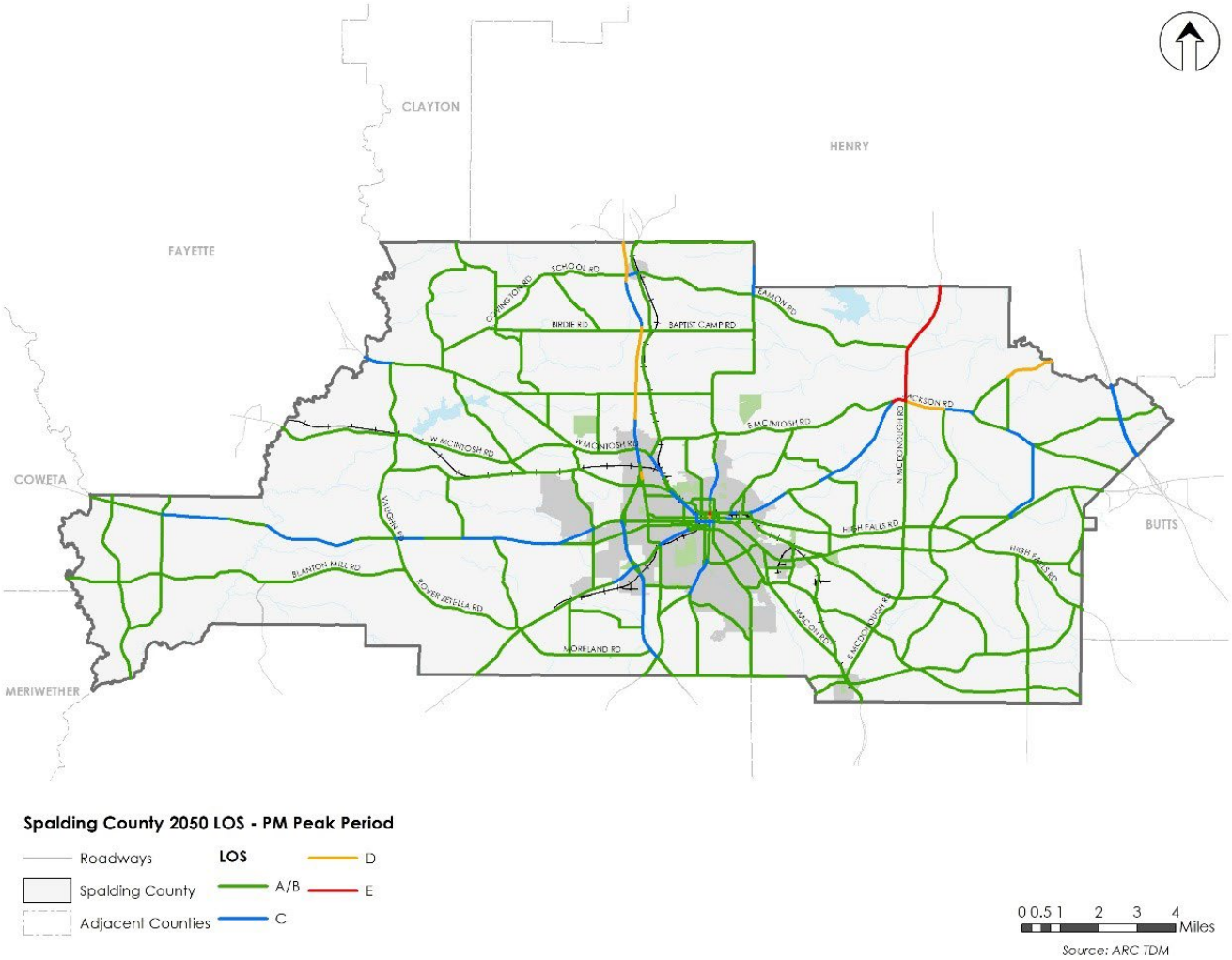


Figure 5.31 - Spalding County 2050 LOS - PM Peak Period

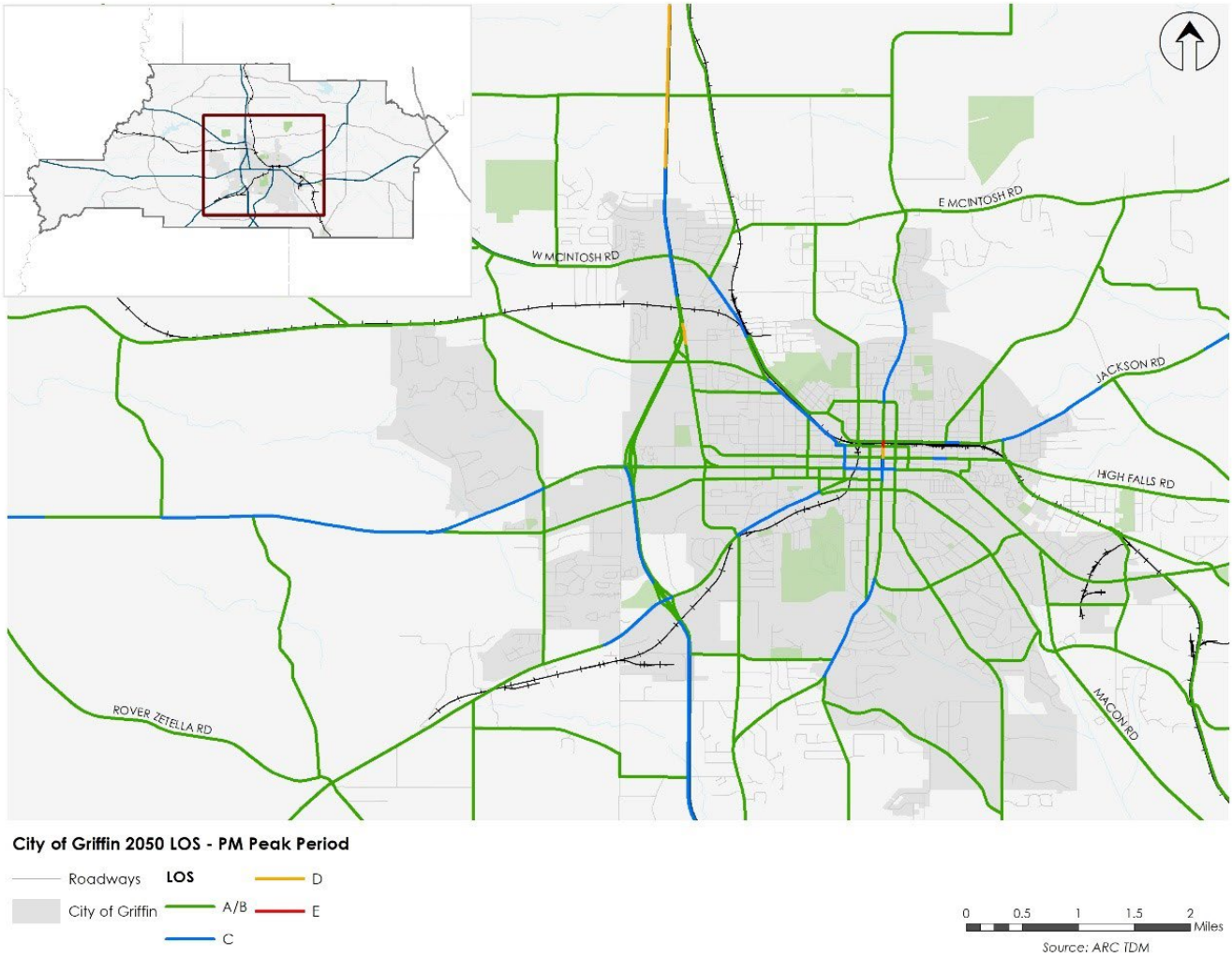


Figure 5.32 - City of Griffin 2050 LOS - PM Peak Period

5.2.7 KEY FINDINGS

- While the majority of the trips in Spalding County both start and end within the county, a substantial number of trips occurs between Spalding County and Henry County (to the north) and between Spalding County and Pike County (to the south).
- Several corridors in and around Griffin experience moderate or severe congestion during morning and afternoon peak periods, which reduces travel reliability for motorists.
- The top 10 bottlenecks in Spalding County are concentrated along major US and state routes within Griffin and leading into and out of the city. There are three bottlenecks that have average daily durations greater than two hours: US 19 North at SR 92, SR 92 E at US 19/US 41, and SR 92 W at US 19 BR/US 41 BR/SR 16.
- The most densely populated areas in Spalding County are concentrated within Griffin. Griffin is projected to remain the most densely populated area in 2050, but the entire county is projected to see growth. The most substantial population growth is projected for northeast Spalding County.
- Employment in Spalding County is generally concentrated in Griffin, with the highest population density within Downtown Griffin. By 2050, these areas are still projected to have the highest employment density. Employment is expected to grow most substantially to the north of Downtown Griffin, in northeast Spalding County, and the western portion of the county.

- The most heavily traversed routes within the county include I-75, segments of US 19/41 north and south of Griffin, and portions of US 19 Business/W. Taylor Street. These corridors are projected to experience moderate growth in traffic over the next several years. Several roads are projected to double the volume of current traffic, including portions of E. McIntosh Road, N. Hill Street, N. 9th Street, Old Atlanta Road, W. Mcintosh Road, Green Valley Road, and Birdie Road between Steele Road and Patterson Road.
- All roads within the county currently operate at an acceptable LOS (C or better) during the morning and afternoon peak periods. By 2050, however, a few corridors are projected to operate at deficient LOS (D or E), including portions of US 19/41, SR 155/N. McDonough Road, Locust Grove Road, and SR 155/N. Hill Street, and Jackson Road.

5.3 SAFETY

5.3.1 CRASH OVERVIEW AND SUMMARY

Understanding the locations of crash hotspots and understanding underlying patterns and trends from the past five years can help determine safety and operational improvements for locations within Spalding County. As part of this CTP Update, the project team analyzed crash patterns throughout Spalding County and the City of Griffin between January 1, 2015, and December 31, 2019. Reported crash data was obtained for all of Spalding County through the Georgia Electronic Accident Reporting System (GEARS) crash database. The summary data provided below is based on reports submitted by law enforcement agencies.

Over the five-year period, 9,518 reported crashes occurred throughout Spalding County, for an average of approximately 1,900 crashes per year. Crashes increased between 2015 and 2018 before experiencing a slight decrease in 2019. Table 5.4 and Table 5.5 show the crash type and crash severity for each year, respectively. Figure 5.33 and Figure 5.34 show total crashes and areas of the greatest crash density in Spalding County and the City of Griffin, respectively. Areas with shades of yellow, orange, and red indicate a higher concentration of crashes. Major hotspots in the County include, but are not limited to, along US 19/41 throughout the County, SR 16 and SR 155 in downtown Griffin, and along SR 16 east of Griffin towards I-75 at the intersections with Hamilton Boulevard, Wilson Road, and Green Valley Road.

The largest share of crashes in Spalding County between 2015 and 2019 were rear end crashes (31%). Approximately 28% of crashes were angle crashes. There is also a significant number of crashes (28%) that are not a collision with a motor vehicle which implies leaving the roadway and striking an object.

The crash severity follows the KABCO Injury Classification scale, which delineates between fatal crashes (K), serious injury crashes (A), minor injury crashes (B), complaint of injury crashes (C), and other crashes (O). The majority of crashes (68%) resulted in property damage only (PDO). Seventeen percent of crashes (1,588 crashes) resulted in complaint of injury, 13% of crashes (1,237 crashes) resulted in minor injury, 2% of crashes (150 crashes) resulted in serious injury, and 1% of crashes (53 crashes) were fatal crashes.

Table 5.4 - Spalding County 5-Year Crash History by Crash Type

YEAR	CRASH TYPE							TOTAL CRASHES
	Angle	Head On	Rear End	Sideswipe -Same Direction	Sideswipe -Opposite Direction	Not A Collision With Motor Vehicle	Not Specified	
2015	337	40	405	90	43	444	2	1,361
2016	395	70	445	104	53	504	0	1,571
2017	565	72	650	138	54	528	5	2,012
2018	708	68	713	163	71	618	1	2,342
2019	685	46	695	193	57	551	5	2,232
Total	2,690	296	2,908	688	278	2,645	13	9,518
	28.3%	3.1%	30.6%	7.2%	2.9%	27.8%	0.1%	100.0%

Table 5.5 - Spalding County 5-Year Crash History by Severity

YEAR	SEVERITY – KABCO SCALE					TOTAL CRASHES
	Fatal	Injury			PDO	
	K	A	B	C	O	
2015	8	18	239	184	912	1361
2016	9	22	272	190	1078	1571
2017	9	16	260	346	1381	2012
2018	14	35	255	468	1570	2342
2019	13	59	211	400	1549	2232
Total	53	150	1237	1588	6490	9518
	1%	2%	13%	17%	68%	100.0%

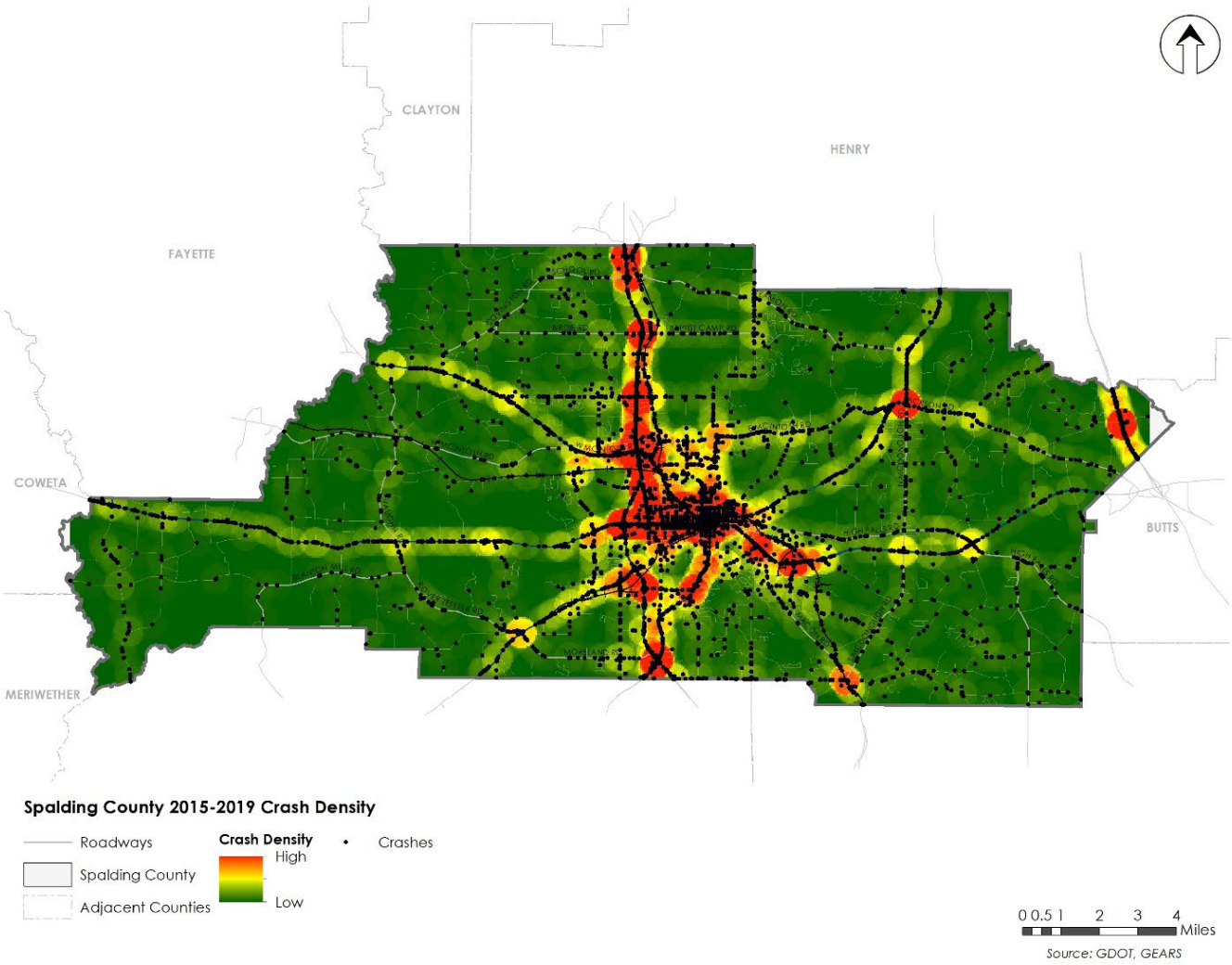


Figure 5.33 - Spalding County 2015-2019 Crash Density

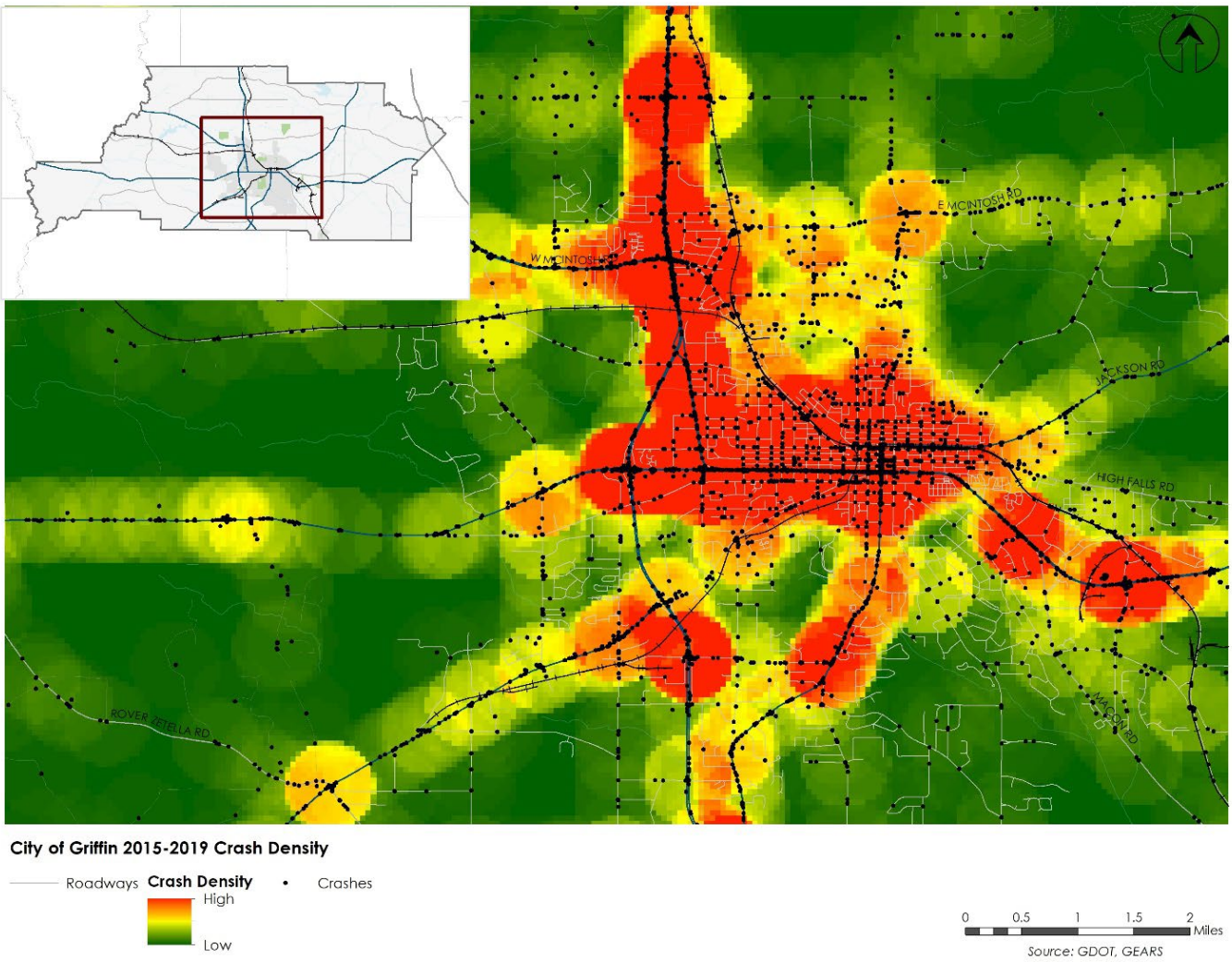


Figure 5.34 - City of Griffin 2015-2019 Crash Density

5.3.2 HIGH-CRASH LOCATIONS

- **HIGH-CRASH LOCATIONS IN SPALDING COUNTY**

The top 10 crash locations for Spalding County, outside of the City of Griffin, are listed in Table 5.6 and depicted in the map in Figure 5.35. The highest concentration of crashes are found near the intersection of Martin Luther King Jr Parkway (US 19/US 41/SR 3) and Zebulon Parkway (US 19/SR 3). Five of the top ten crash locations are along North Expressway (US 19/US 41/SR 3) to the north of Griffin's city limits. Most of the top 10 crash locations listed are signalized, with the exception of Jackson Road at North McDonough Road, Macon Road at County Line Road/Johnston Road in Orchard Hill, and North Expressway (US 19/41/SR 3) at Manley Road.

Table 5.6 - Top Crash Locations in Spalding County

TOP CRASH LOCATIONS IN SPALDING COUNTY (OUTSIDE GRIFFIN)						
ID	Location	Number of Crashes	Fatal Crashes	Severe Injury Crashes	Bike Crashes	Ped Crashes
1	Martin Luther King Jr Pkwy (US 19/41) @ Zebulon Pkwy (US 19)	171	2	0	0	1
2	North Expwy (US 19/41) @ Vineyard Rd	107	1	1	1	1
3	North Expwy (US 19/41) @ Malier Rd	99	0	1	0	1
4	North Expwy (US 19/41) @ Birdie Rd/Baptist Camp Rd	93	3	1	0	1
5	Jackson Rd @ N McDonough Rd (SR 155)	84	1	1	0	1
6	North Expwy (US 19/41) @ School Rd	55	0	0	0	1
7	Williamson Rd (SR 362) @ Rover Zetella Rd/Moreland Rd	41	0	0	0	0
8	Macon Rd @ County Line Rd/Johnston Rd	40	0	2	0	0
9	North Expwy (US 19/41) @ Manley Rd	39	0	0	0	0
10	Arthur K Bolton Pkwy (SR 16) @ S McDonough Rd	38	0	0	0	0

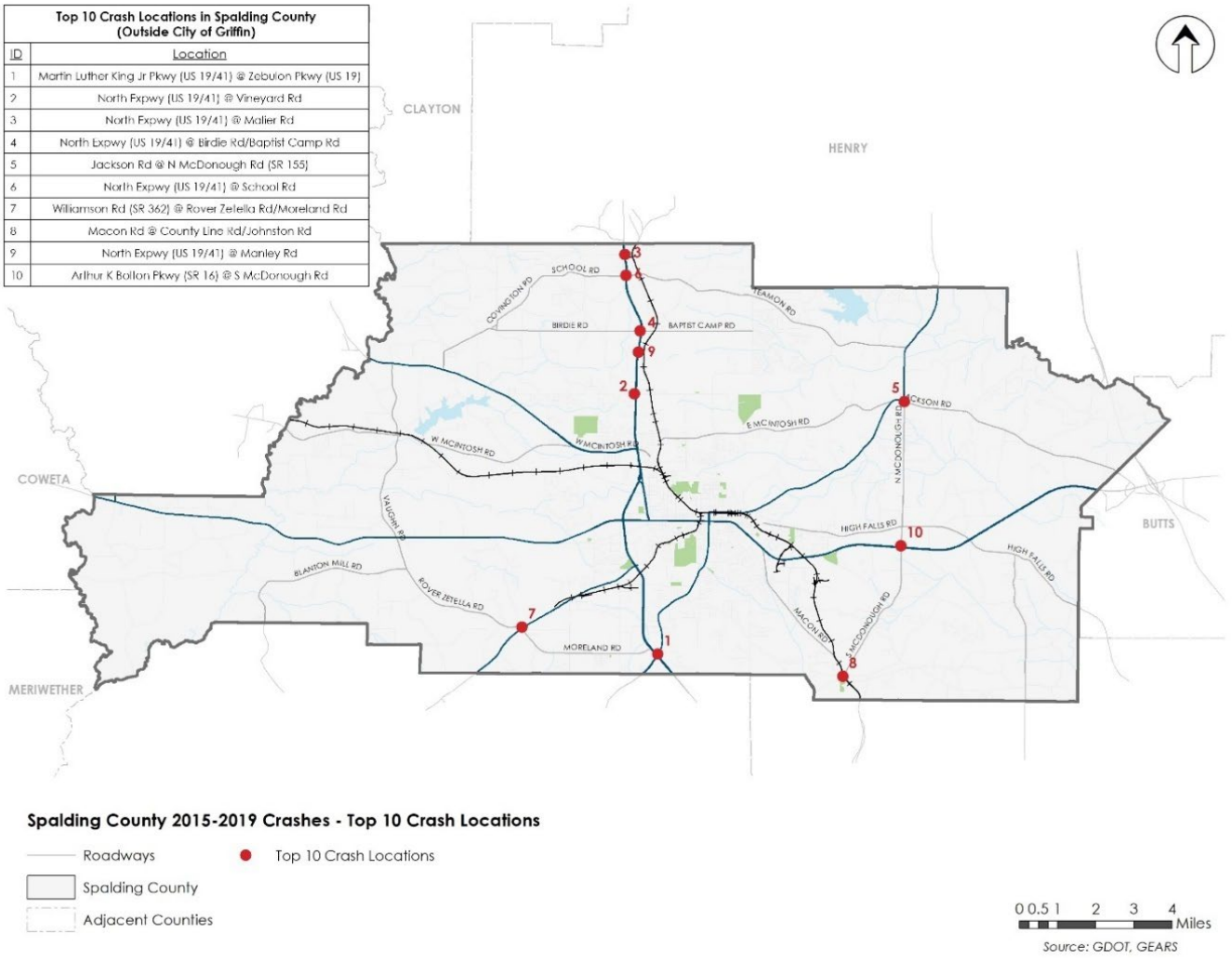


Figure 5.35 - Spalding County 2015-2019 Top 10 Crash Locations

- HIGH-CRASH LOCATIONS IN CITY OF GRIFFIN

The top 10 crash locations in the City of Griffin are listed in Table 5.7 and depicted in the map in Figure 5.36. The highest concentration of incidents within the City are found near the intersection of North Expressway (US 19/US 41/SR 3) and McIntosh Road (SR 92). These locations are largely concentrated in commercial areas in northwest Griffin and along Taylor Street (SR 16) in Downtown Griffin. Each of these locations are at signalized intersection.

Table 5.7 - Top Crash Locations in City of Griffin

TOP CRASH LOCATIONS IN CITY OF GRIFFIN						
ID	Location	Number of Crashes	Fatal Crashes	Severe Injury Crashes	Bike Crashes	Ped Crashes
1	North Expwy (US 19/41) @ McIntosh Rd (SR 92)	335	1	4	1	6
2	Taylor St (SR 16) @ S Hill St (SR 155)	123	0	2	0	1
3	W Taylor St (SR 16) @ Martin Luther King Jr Pkwy NB (US 19/41)	91	0	2	0	0
4	W Taylor St (SR 16) @ North Expwy (SR 92)	89	0	1	1	0
5	N Hill St (SR 155) @ Solomon St	82	0	0	0	1
6	W Taylor St (SR 16) @ 8th St	79	0	0	0	1
7	North Expwy (US 19/41) @ Bowling Ln	78	0	1	0	0
8	N Hill St (SR 155) @ Broadway St (SR 155)	71	0	0	0	0
9	Martin Luther King Jr Pkwy (US 19/41) @ Airport Rd	64	0	1	0	0
10	N Expwy (US 19/US 41) @ Ellis Rd	63	0	2	0	0

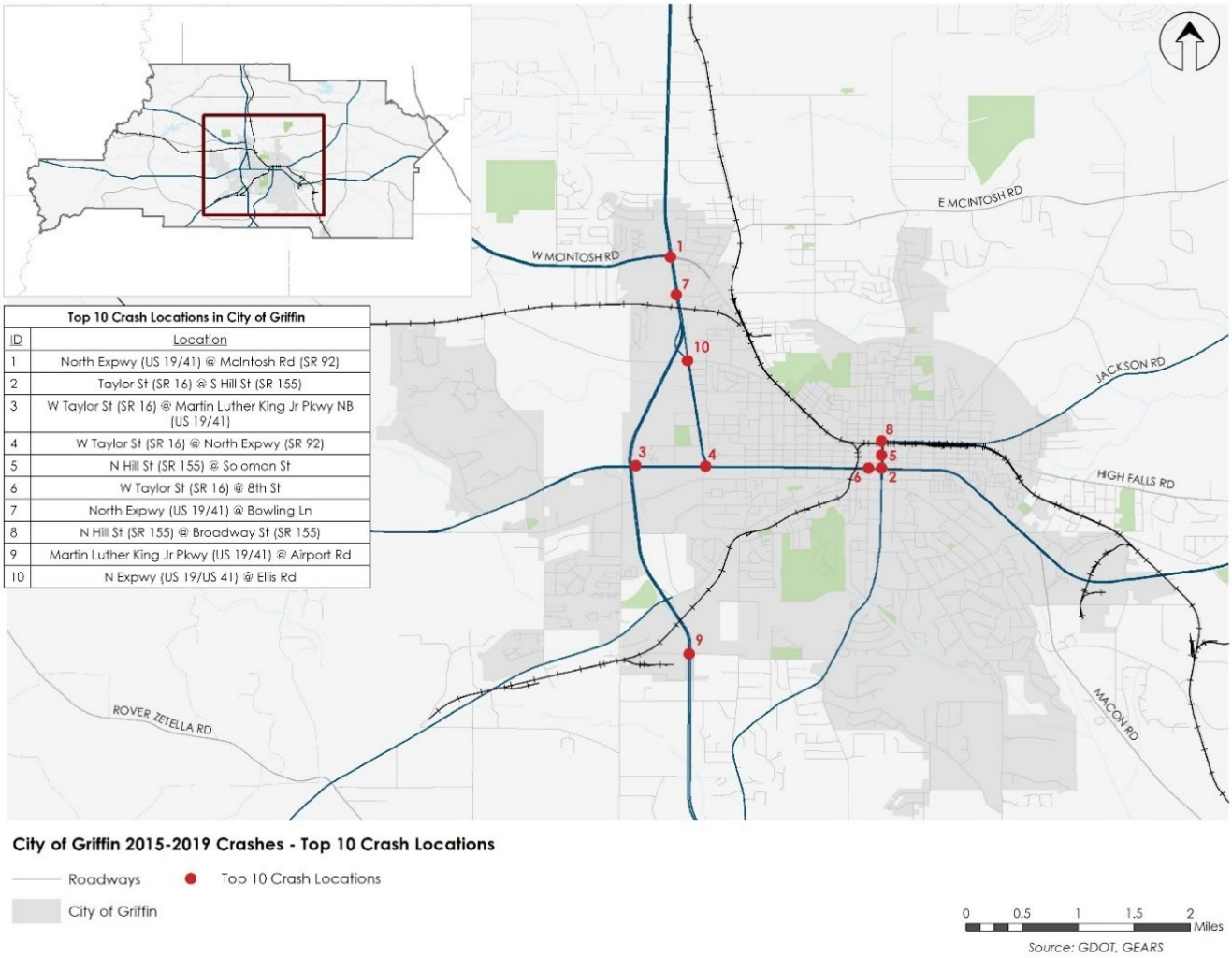


Figure 5.36 - City of Griffin 2015-2019 Top 10 Crash Locations

- FATAL CRASHES

Between 2015 and 2019, there were 53 fatal crashes throughout Spalding County. The locations of these fatal crashes in Spalding County and the City of Griffin are shown in Figure 5.37. Figure 5.38 shows locations of fatal crashes in and near the City of Griffin. Among fatal crashes, 20 crashes were not a collision with a motor vehicle, 17 were angle crashes, five were head on crashes, five were rear end crashes, two were opposite direction sideswipes, and two were same direction sideswipes. Two fatal crashes involved bicyclists, and nine fatal crashes involved pedestrians. Locations with fatal crashes include North Expressway (US 19/41) @ McIntosh Road (SR 92), Martin Luther King Jr Parkway (US 19/41/SR 3) @ Zebulon Parkway (US 19/SR 3), North Expressway (US 19/41/SR 3) @ Vineyard Road, North Expressway (US 19/41/SR 3) @ Malier Road, North Expressway (US 19/41/SR 3) @ Birdie Road/Baptist Camp Road, and Jackson Road @ N McDonough Road (SR 155).

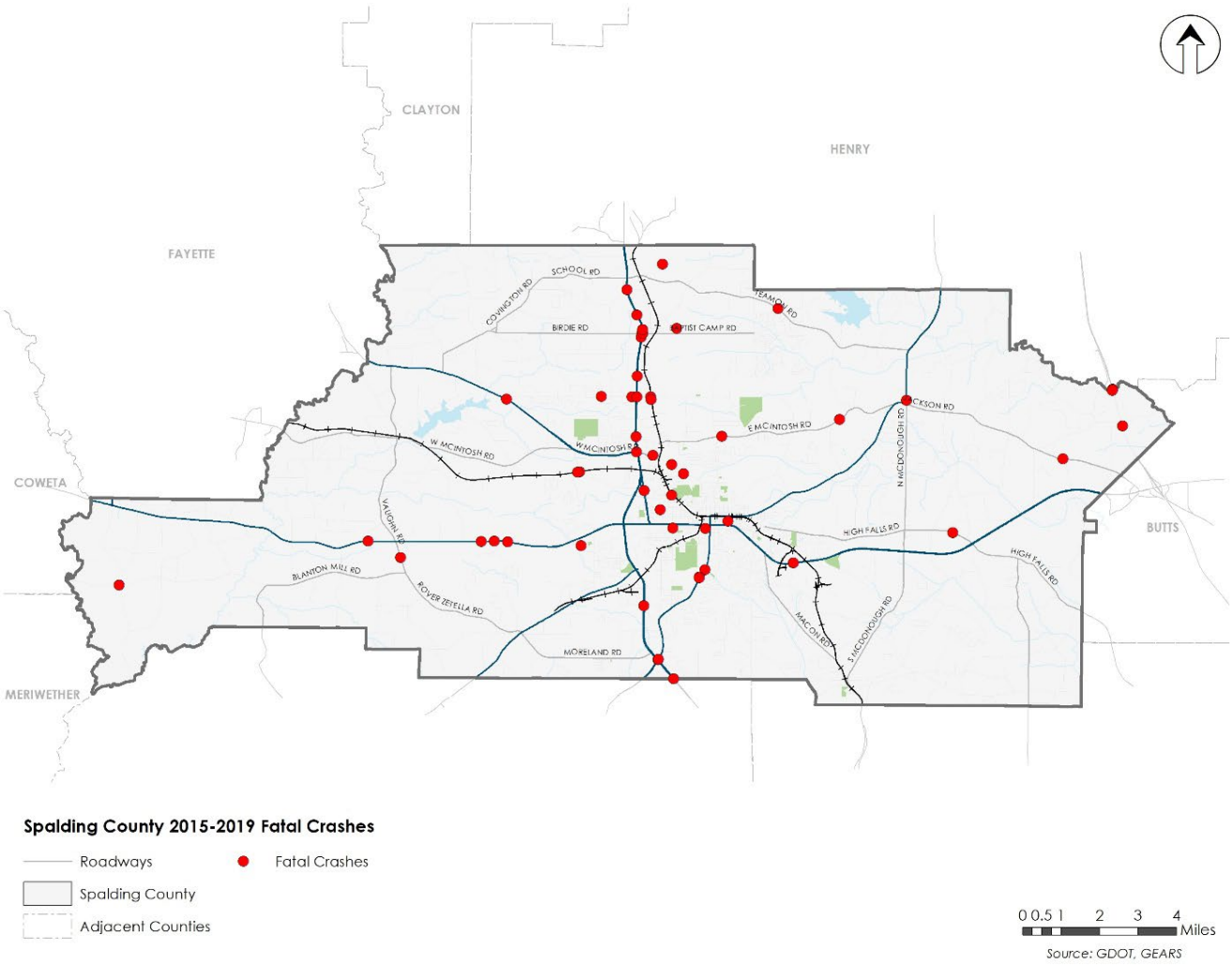


Figure 5.37 - Spalding County 2015-2019 Fatal Crashes

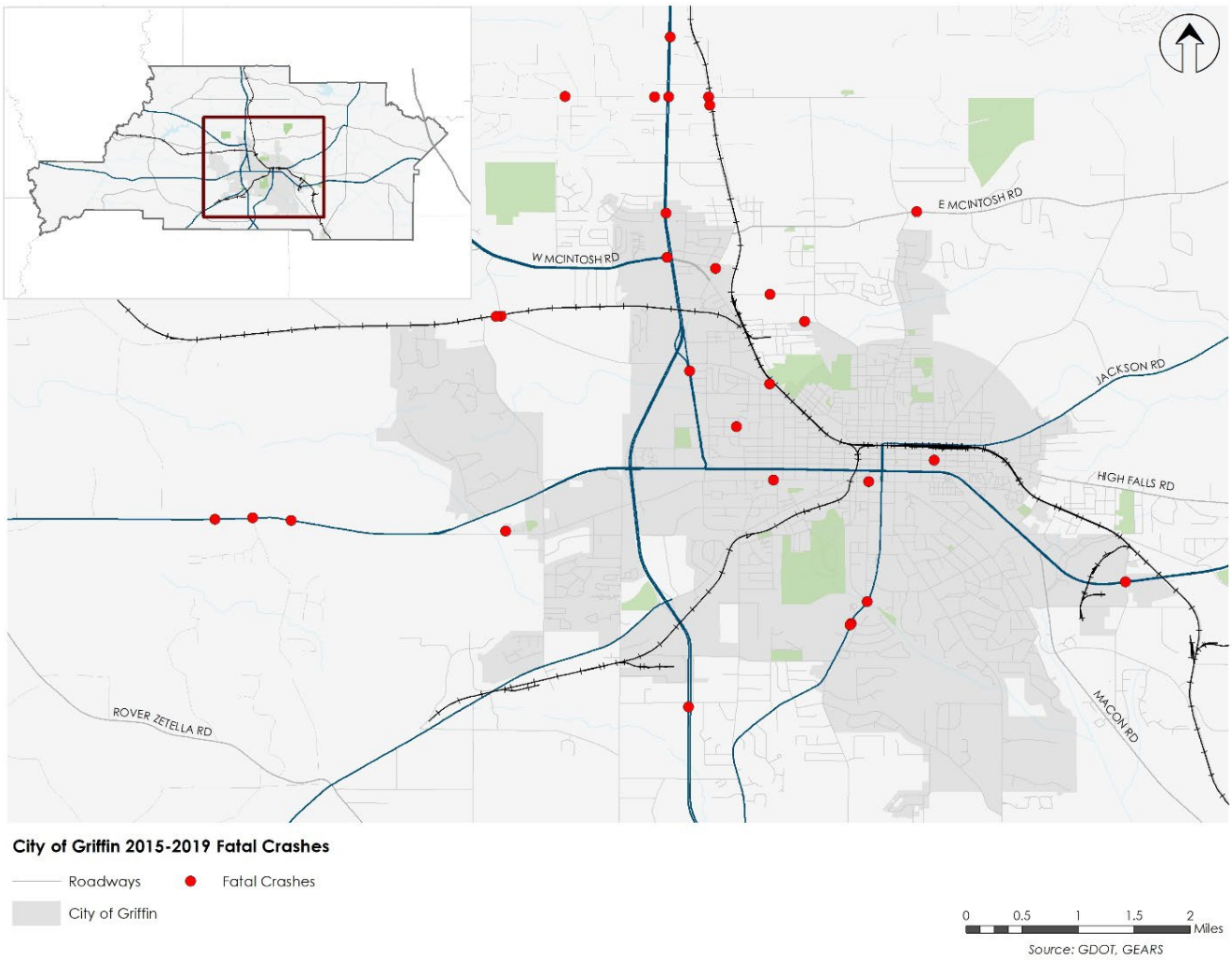


Figure 5.38 - City of Griffin 2015-2019 Fatal Crashes

- SEVERE INJURY CRASHES

Between 2015 and 2019, there were 150 severe injury crashes throughout Spalding County. The locations of these severe injury crashes in Spalding County and the City of Griffin are shown in Figure 5.39. Figure 5.40 shows severe injury crashes in and near the City of Griffin. Among severe injury crashes, 60 crashes were not a collision with a motor vehicle, 46 were angle crashes, 21 were rear end crashes, 17 were head on crashes, four were opposite direction sideswipes, and two were same direction sideswipes. Three severe injury crashes involved bicyclists, and nine serious injury crashes involved pedestrians.

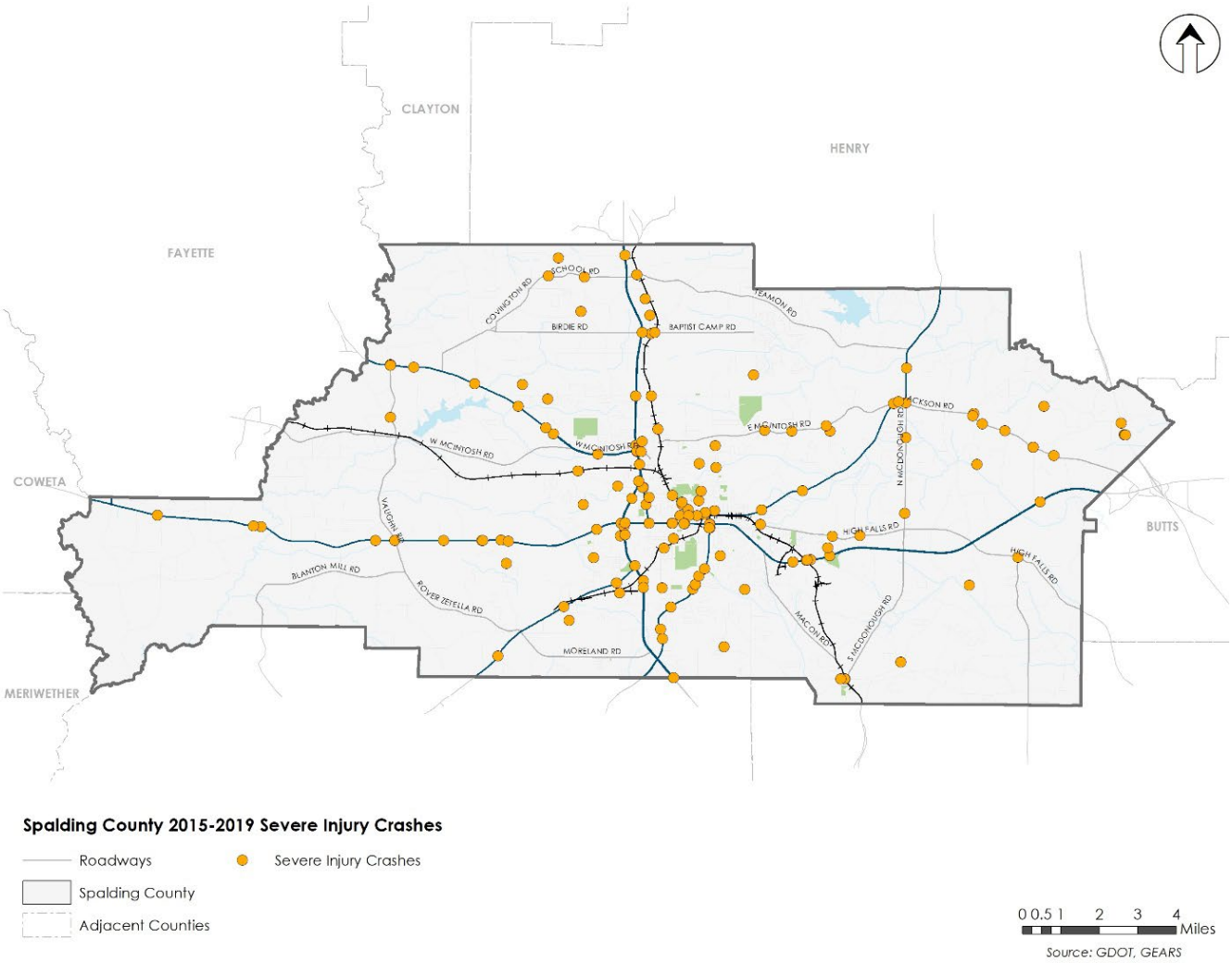


Figure 5.39 - Spalding County 2015-2019 Severe Injury Crashes

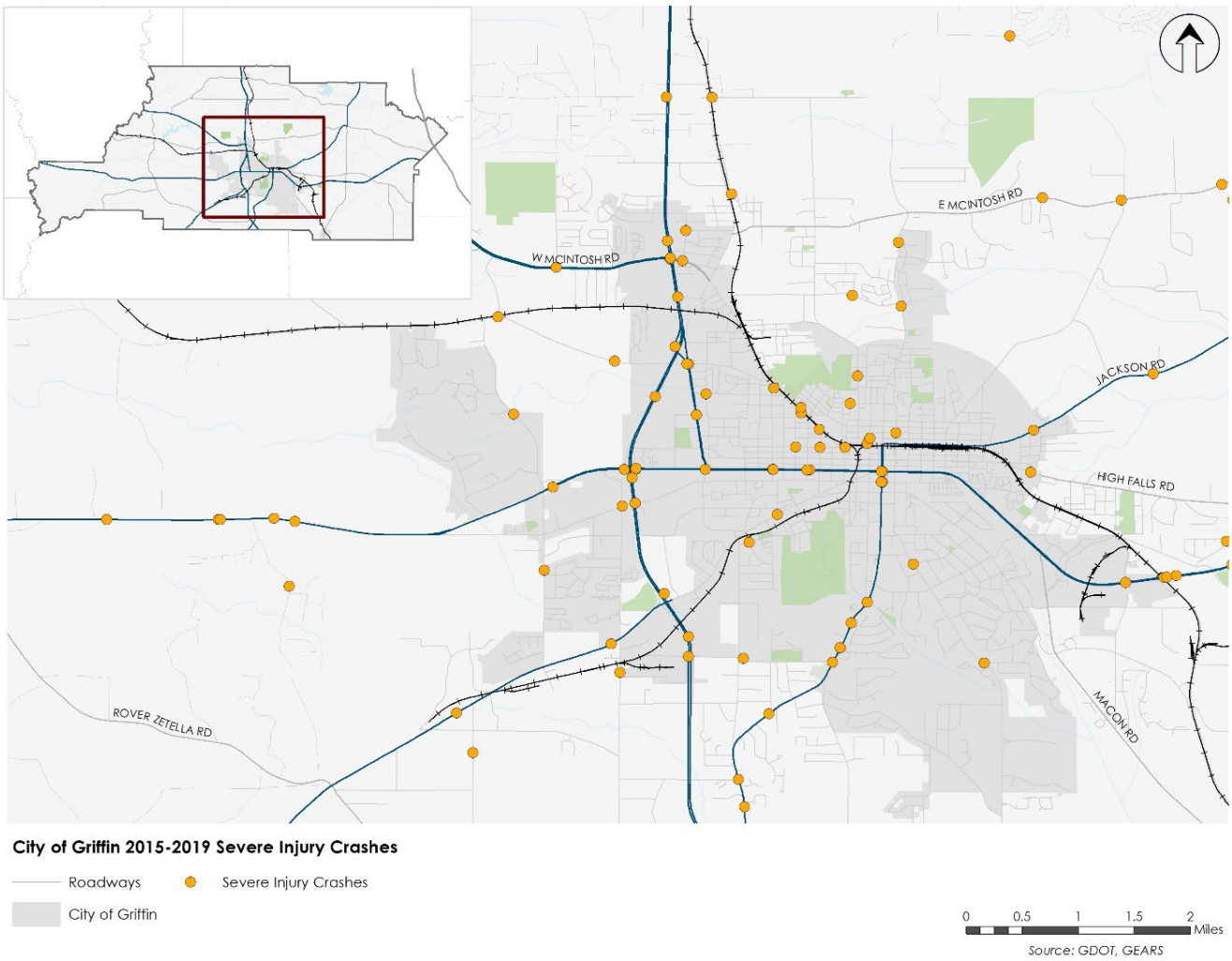


Figure 5.40 - Griffin 2015-2019 Severe Injury Crashes

- BICYCLE AND PEDESTRIAN CRASHES

Between 2015 and 2019, there were 19 bicycle crashes and 80 pedestrian crashes throughout Spalding County. The distribution of bicycle and pedestrian crashes by year is shown in Table 5.8. The locations of bicycle crashes in Spalding County and the City of Griffin are shown in Figure 5.41.

Table 5.8 - Spalding County 2015-2019 Bicycle and Pedestrian Crashes

YEAR	BICYCLE & PEDESTRIAN CRASHES	
	Bicycle	Pedestrian
2015	1	10
2016	4	19
2017	3	18
2018	3	21
2019	8	12

Total	19	80

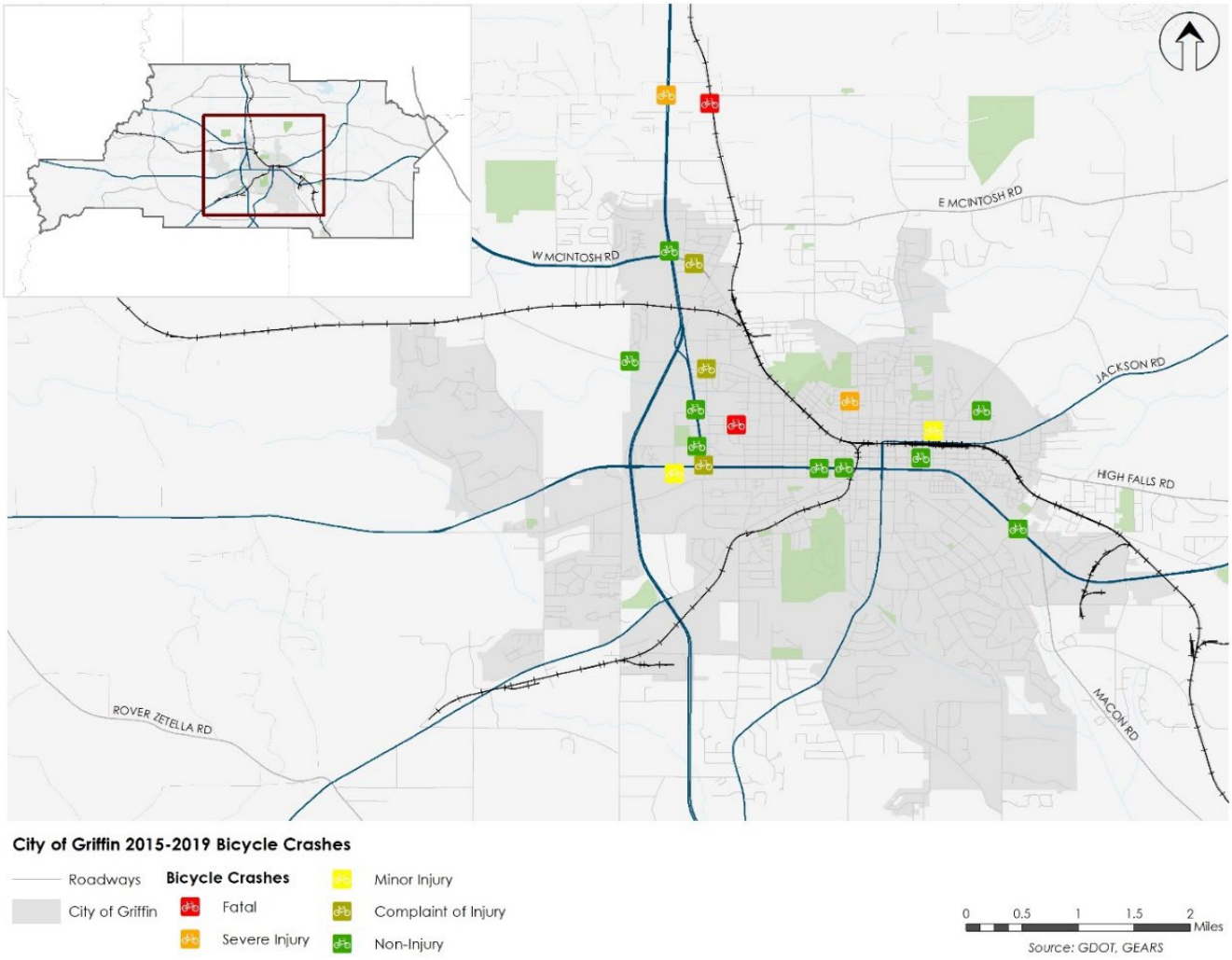


Figure 5.41 - City of Griffin 2015-2019 Bicycle Crashes

The locations of pedestrian crashes in Spalding County and the City of Griffin are shown in Figure 5.42 and Figure 5.43, respectively.

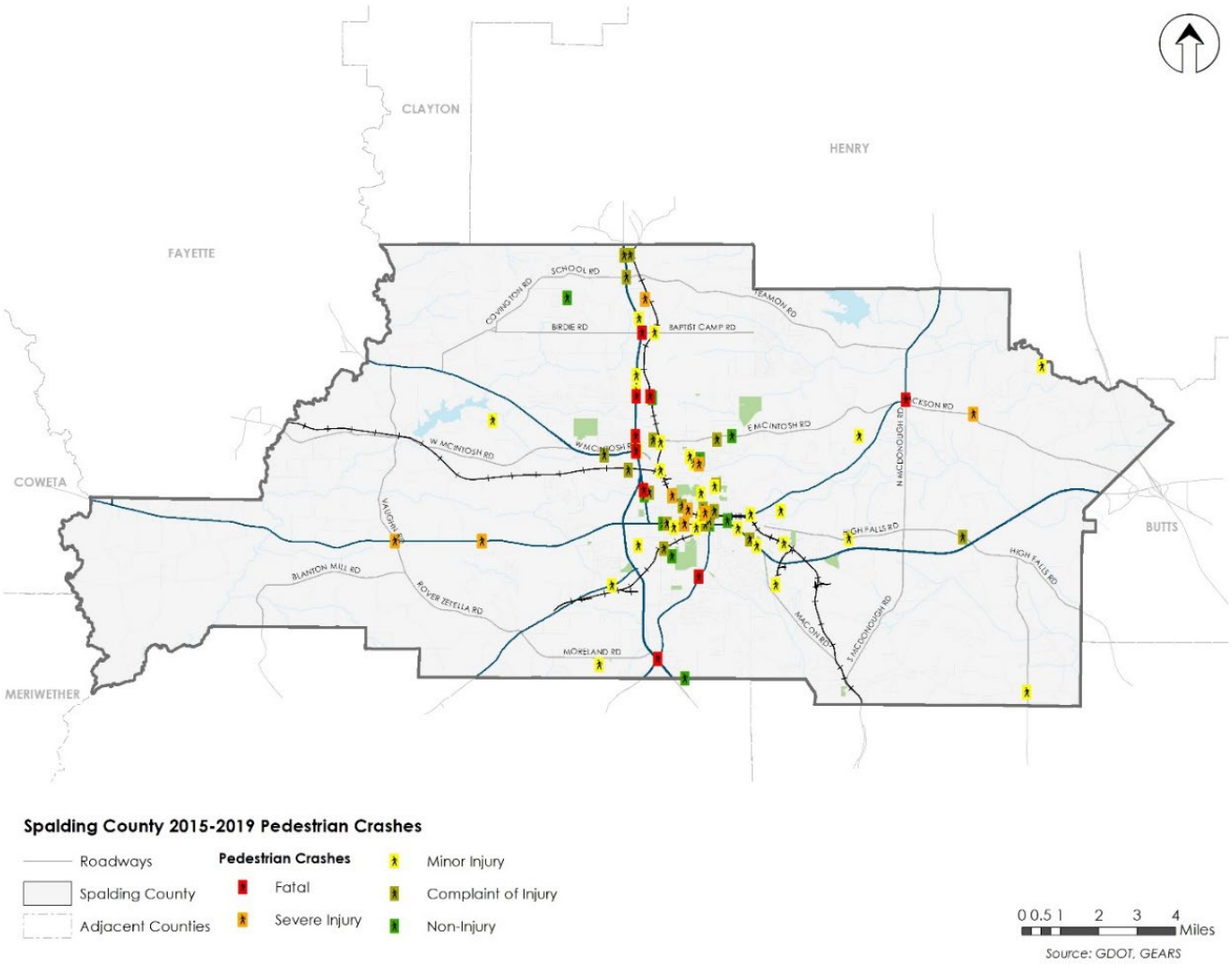


Figure 5.42 - Spalding County 2015-2019 Pedestrian Crashes

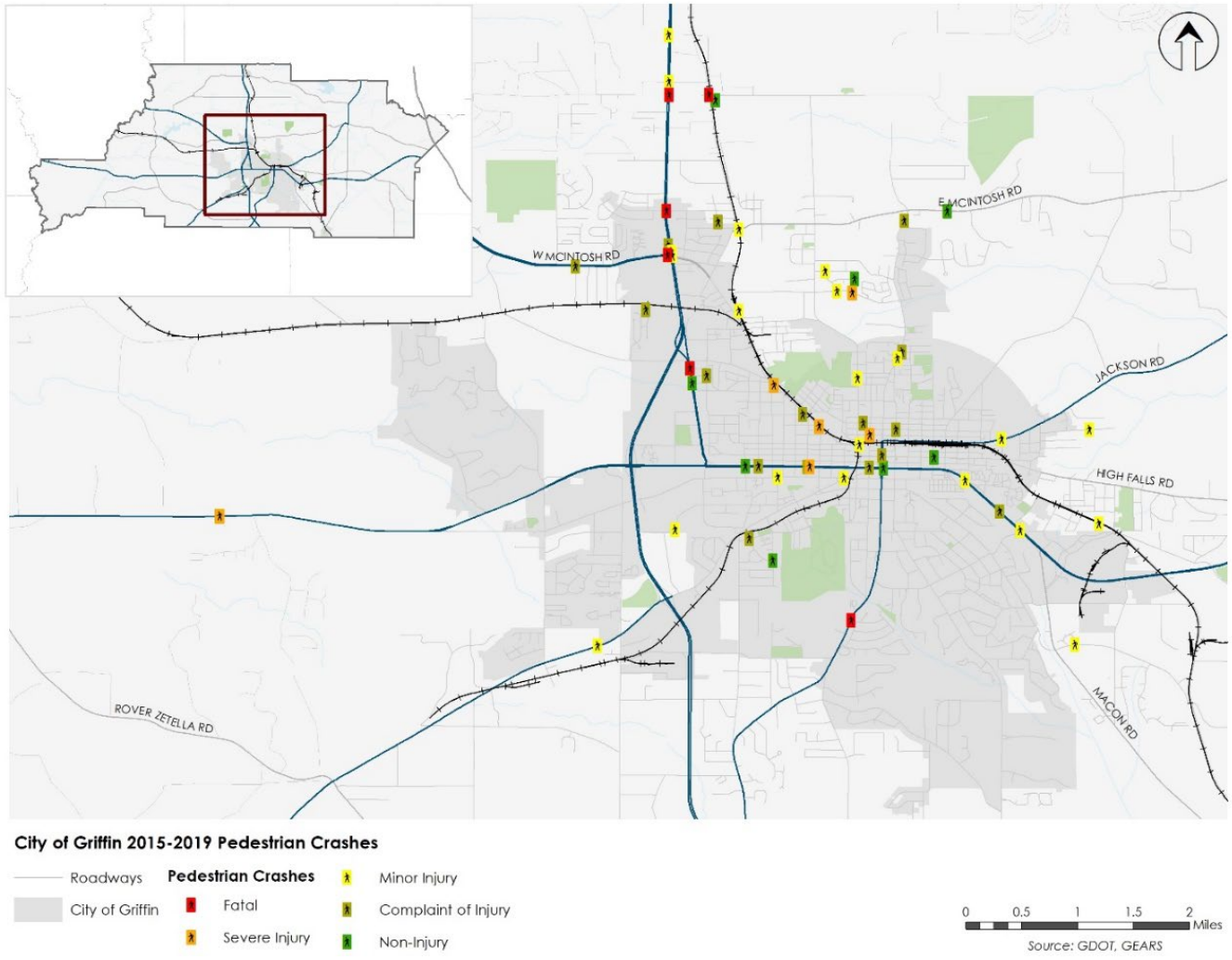


Figure 5.43 - City of Griffin 2015-2019 Pedestrian Crashes

5.4 TRAFFIC SIGNALIZATION AND INTELLIGENT TRANSPORTATION SYSTEMS

5.4.1 SIGNALIZED INTERSECTIONS

There are 83 signalized intersections within Spalding County that are either maintained by Spalding County or GDOT. These signalized intersections are illustrated in Figure 5.44. Most signalized intersections are concentrated within Griffin, particularly in the Downtown Griffin area. Among arterials and collectors, US 19/41/SR 3 and SR 16 have the most signalized intersections. US 19/41 to the north of SR 16 has a large concentration of traffic signals towards Hampton and Henry County including at McIntosh Road (SR 92), Vineyard Road, Birdie Road, School Road, and Malier Road. There are also signals along US 19/41 south of Griffin at Airport Road and Zebulon Parkway (US 19/SR 3). SR 16 has concentrations of traffic signals both within Griffin and at several intersections in eastern Spalding adjacent to freight-intensive uses, including Hamilton Boulevard, Wilson Road, Green Valley Road, Rehoboth Road, McDonough Road, and High Falls Road. There is also a signal at the intersection of SR 16 and Vaughn Road/Rover-Zetella Road. Outside of Griffin, there are no traffic signals along SR 155. Within Griffin, there are five traffic signals along SR 155 in Downtown Griffin and two additional signals located at Milner Avenue and Crescent Road. Signalized intersections in Griffin are shown in Figure 5.45.

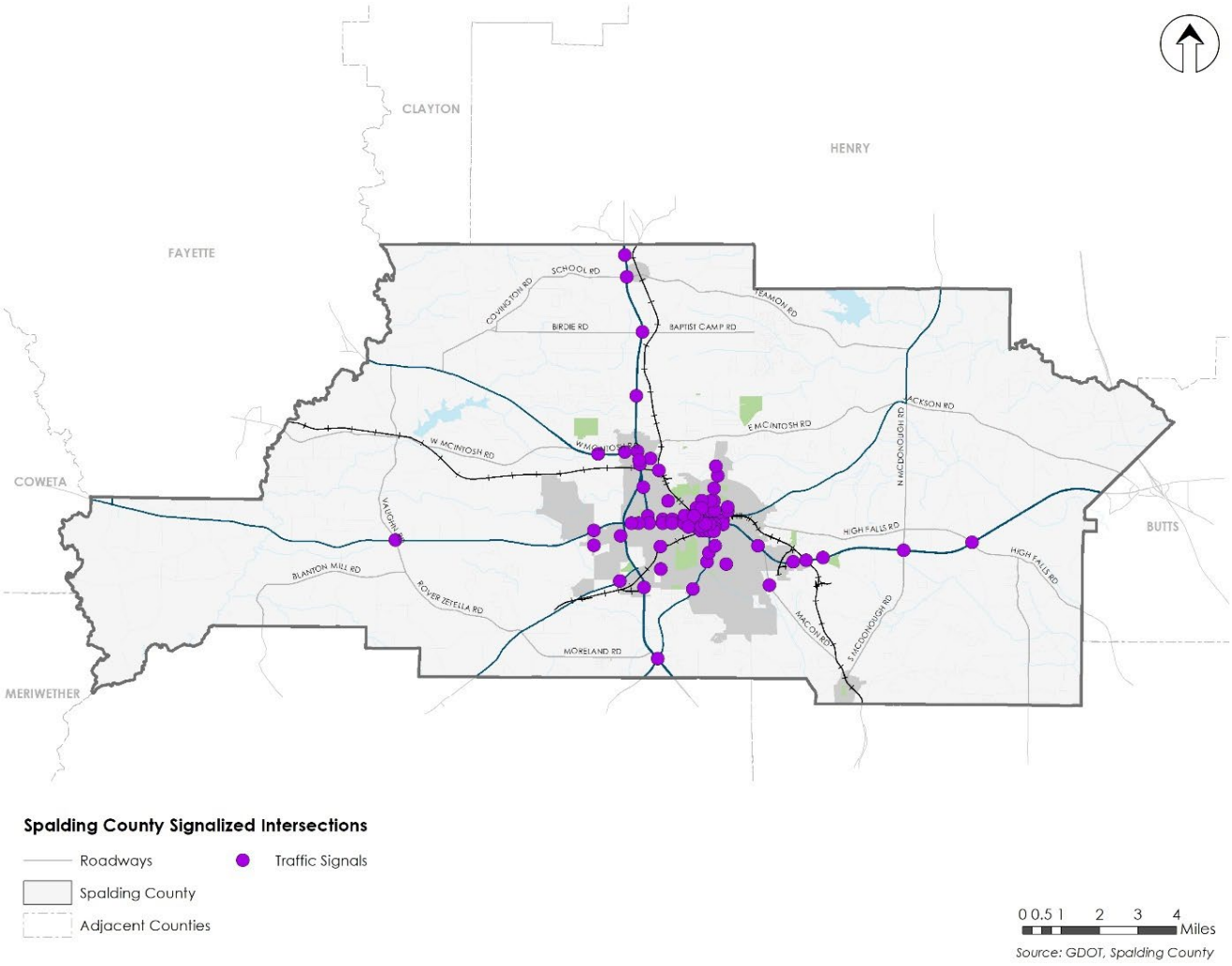


Figure 5.44 - Spalding County Signalized Intersections

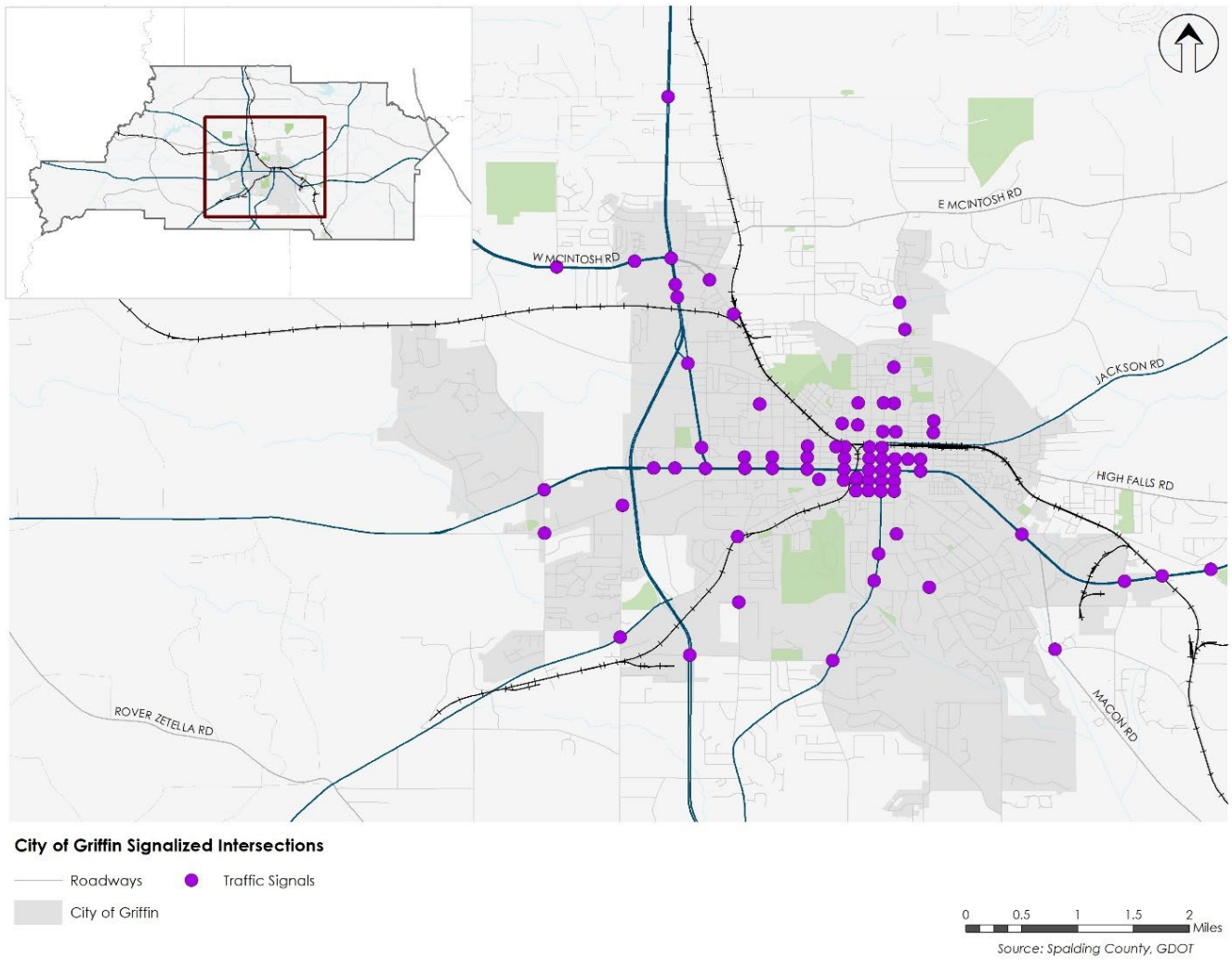


Figure 5.45 - City of Griffin Signalized Intersections

5.4.2 ITS AND CONNECTED INFRASTRUCTURE

There are initiatives ongoing at the national and state level to utilize intelligent transportation systems (ITS) and connected infrastructure to advance traffic management and safety operations. On the state level, GDOT administers the Signal Operations Program (abbreviated as SigOps and formerly known as Regional Traffic Operations Program, or RTOP); however, Spalding County's participation is limited since it is outside of the Metro Atlanta districts and is relatively rural. Adjacent counties such as Henry and Clayton County participate in the SigOps program.

ARC updated its Regional ITS Architecture in 2020, which specifies ITS elements and connections for the 20-county region of the MPO. (See Figure 5.46) The ITS Architecture creates a regional framework that ensures institutional agreement and technical integration for the implementation of ITS projects. It also conforms with FHWA Rule 940 ITS Architectures and Standards/FTA Policy on ITS Architecture and Standards Conformity. Within the Regional ITS Architecture, Spalding County has not identified any ITS inventory nor upcoming or ongoing ITS projects. Given the diverse technologies deployed throughout the Atlanta region, there is an opportunity for Spalding County to identify ITS and connected infrastructure elements that would improve safety and operations along arterials and collectors within the County.

The 2016 Griffin-Spalding County Comprehensive Transportation Plan (CTP) Update discussed the need for an ITS Master Plan for the county. While an ITS Master Plan was not developed, in 2009 Spalding County had signal upgrades programmed at 24 locations over two different phases at a cost of approximately $4 million. One of the challenges is the difference between ownership and operations of ITS and safety equipment between the City of Griffin and unincorporated Spalding County. Signalized intersections outside the Griffin area are largely under the control of GDOT since most are along state and federal routes.

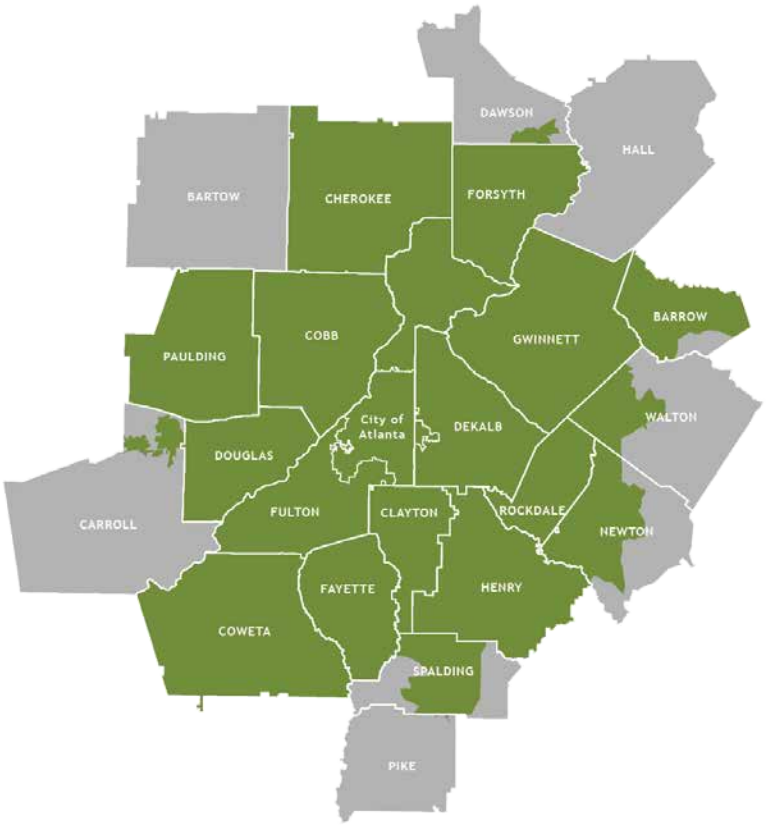


Figure 5.46 - ARC 20-County MPO Planning Area

Source: Atlanta Regional Commission

6. FREIGHT AND GOODS MOVEMENT

6.1 FREIGHT NETWORK

6.1.1 TRUCK ROUTES

Spalding County has an extensive freight network that extends across the county, providing north-south and east-west connectivity. This network consists of region, state, and federally designated routes. The overall truck route and freight network is shown in Figure 6.1.

The Georgia Department of Transportation (GDOT) has designated a network of truck routes specific to oversize trucks, or those that exceed the Federal limits of five axles and 80,000 pounds. Routes within the GDOT truck route network in Spalding County are Class C routes; they may have sharp turns that single trailer units are unable to negotiate but that articulated twin trailer units can navigate. These include:

- SR 155
- SR 16
- US 19 Business/Hill Street
- US 19/US 41/SR 3
- SR 362
- SR 92

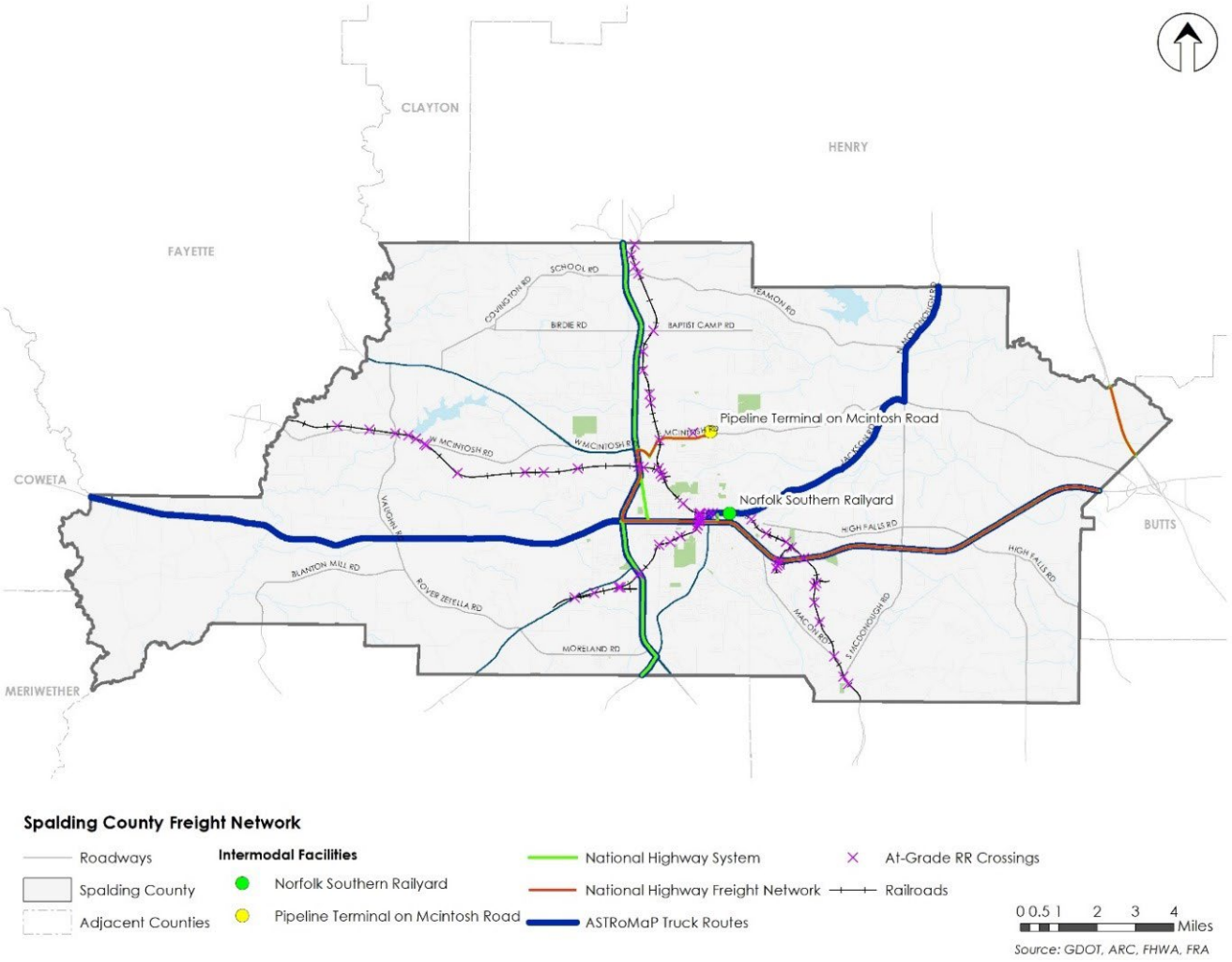


Figure 6.1 - Spalding County Freight Network

The National Highway Freight Network (NHFN) is designated by the Federal Highway Administration (FHWA) as a way of directing Federal resources and policies to improving performance of the U.S. freight transportation network. In Spalding County, the NHFN includes US 19/US 41/SR 3, SR 16, and portions of McIntosh Road accessing the Trans Montaigne Pipeline Terminal. Additionally, there are several National Highway System (NHS) intermodal connectors in Spalding County, including Atlanta Road, McIntosh Road, Tower Street, 5th Street and SR 16.

At the regional level, the Atlanta Regional Commission (ARC) developed the Atlanta Strategic Truck Route Master Plan (ASTRoMaP) in 2010 to designate regional truck routes that provide freight connectivity throughout the Atlanta region. ASTRoMaP corridors within Spalding County include US19/US 41/SR 3, SR 16, and SR 155.

6.1.2 FREIGHT ORIGINS AND DESTINATIONS

The Spalding County Comprehensive Plan (2017) identified US 19/US 41 as a commercial corridor and SR 16 between East Griffin and the county line as an employment corridor. Areas along these corridors are

likely among common origins and destinations for freight traffic traveling through the County. The City of Griffin's Future Development Map identifies three main 'pockets' of industrial development: on either side of SR 16 east of Memorial Drive near East Griffin; on the north side of the City, east of North Hill Street, near Cabin Creek; and in southwest Griffin, west of the airport and Everee Inn Road, near SR 362 and US 41. These are also likely common origins and destinations for freight traffic, both now and in the future.

The SR 16 corridor carries the greatest percentage of trucks compared to the total number of vehicles, with the highest percentages between Green Valley Road and the Spalding-Butts County line near I-75 and between West Poplar Street and SR 92 in Griffin.

Existing industrial development is primarily located in two areas: along Zebulon Road and Everee Inn Road in southwest Griffin and in the Green Lakes area southeast of Griffin along SR 16. In addition to the Montaigne Pipeline Terminal, manufacturing, wholesale trade, and transportation and warehousing businesses are distributed throughout Spalding County, with many concentrated in four general clusters:

- Near US 41/US 19/SR 3 and Kalamazoo Drive, southwest of Griffin,
- Near the Griffin-Spalding Airport and along Everee Inn Road,
- In central Griffin, primarily west of Downtown, and
- Along and south of SR 16, between Macon Road and the rail line, near Wilson Road

Spalding County industrial sites are identified in Figure 6.2.

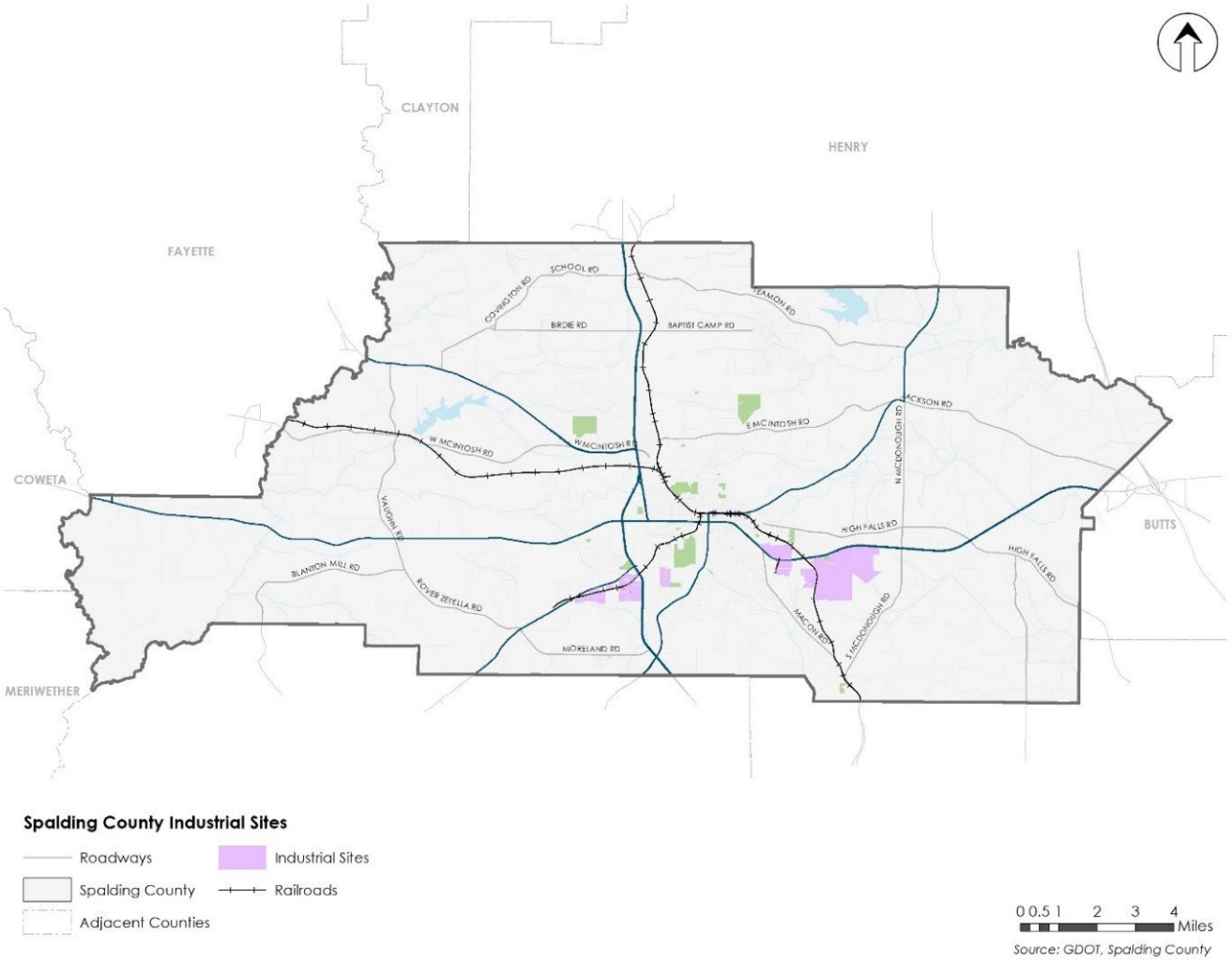


Figure 6.2 - Spalding County Industrial Sites

Select Georgia, a property search database powered by Georgia Power and Georgia Community and Economic Development, lists six industrial buildings with vacancy in Spalding County as of September 28, 2021. These are listed in Table 6.1 and shown in Figure 6.3. The availability of these warehouse/industrial spaces helps paint a picture of the types of areas that are common freight origins and destinations; many are concentrated in and around Griffin and the Griffin-Spalding County Airport.

Table 6.1 - Vacant Warehouses in Spalding County

ADDRESS	AVAILABLE SPACE	# DRIVE-IN TRUCK DOORS	YEAR BUILT
312 W Solomon St	25,000 SF	N/A	1920
839 Everee Inn Rd	91,826 SF	6	1955
502 W Broadway St	347,878 SF	N/A	1890
4 Park Ave	163,000 SF	3	1920
1506 Kalamazoo Dr	20,000 SF	1	1987

1516 Kalamazoo Dr (Kalamazoo Park – Bldg A)	10,562 SF	8	1987

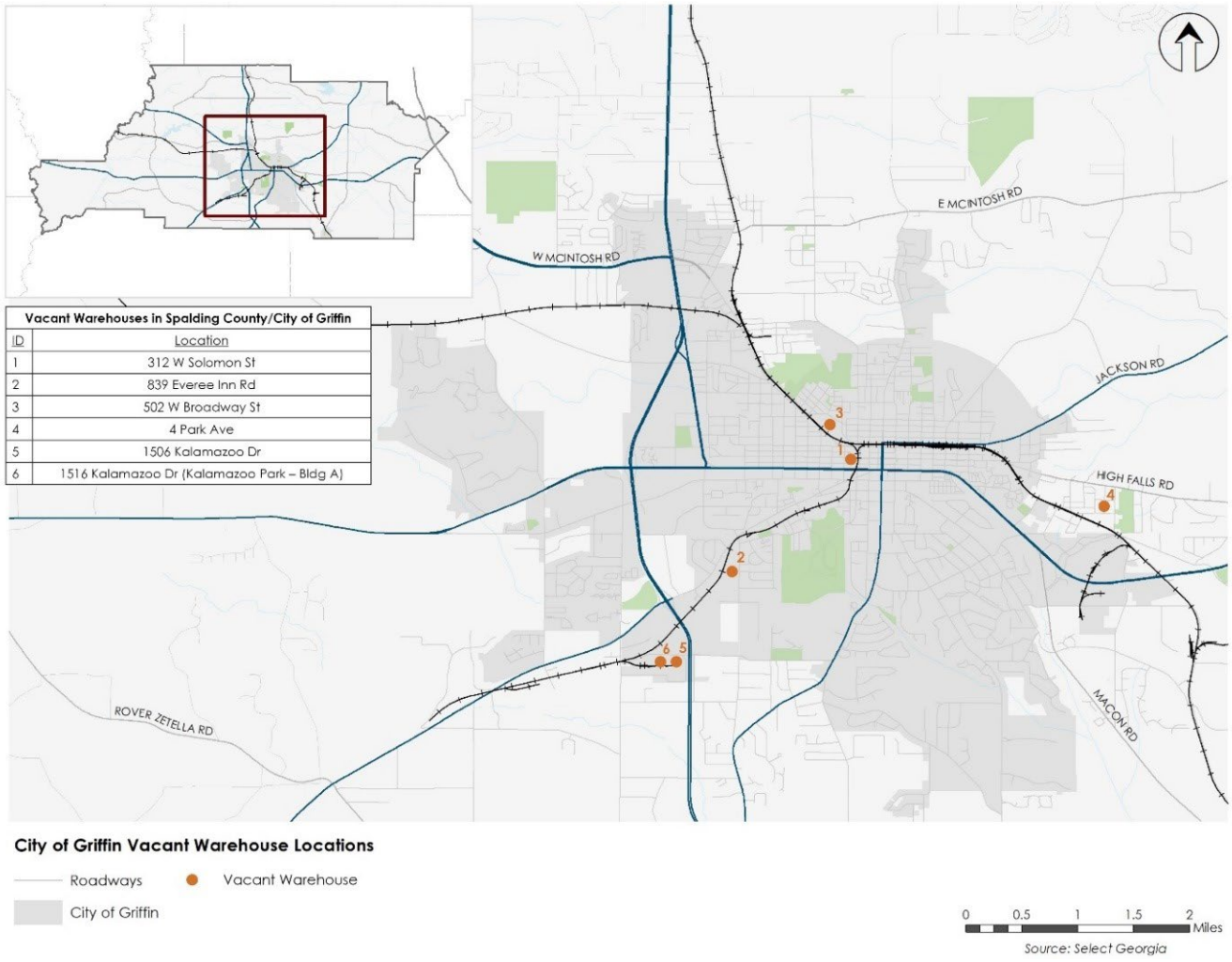


Figure 6.3 - Vacant Warehouse Locations

An analysis of truck origins and destination on a regional scale, conducted as part of Spalding County's Freight Cluster Plan, produced the following findings:

- Daily Truck Trips (as enumerated in the ARC Activity-Based Travel Demand Model (ABM) 2020 Regional Plan Forecast) originating and destined for locations within Spalding County accounts for approximately 7-8 percent of traffic.
- Daily Truck Trips are fairly balanced between Origins and Destinations. Of the total volume of truck trips (approximately 5,400) originating or destined for Spalding County, originating trips from Spalding account for about 52 percent of truck trips, while trips destined for Spalding County represent about 48 percent of truck trips.
- The split between medium and heavy truck trips is approximately 61-63 percent medium trucks versus 37-39 percent for heavy trucks.

- Daily Truck Trips originating from external areas or destined for external areas outside the ARC region account for 73-74 percent of the total daily truck trips.
- Several key geographic areas throughout the Atlanta region contribute to daily truck trips to and from Spalding County. These locations include:
    - Hartsfield-Jackson Atlanta International Airport
    - SR 155 Corridor in McDonough
    - Peachtree City, GA
    - Newnan, GA
    - Fairburn, GA (Intermodal Yard and I-85 Corridor)
- Interviews conducted with stakeholders and manufacturers during the Freight Cluster Planning process point to the value of SR 16 and I-75 in providing access to the Port of Savannah, as well major routes that provide regional connectivity such as US 19/US 41/SR 3 and SR 155. The Freight Cluster Plan also identifies and summarizes key employment centers, activity centers, and areas zoned for future development, which is anticipated to increase freight activity in these locations in the future.

6.1.3 RAILROADS AND AT-GRADE CROSSINGS

The railroad network within Spalding County includes two Class 1 rail lines, both owned by Norfolk Southern. They crisscross the County, converging in downtown Griffin, and running concurrently to the northwest. From the center of the county, rail lines radiate outward to the northeast toward McDonough, to the north toward Jonesboro, to the west toward Fayette County, and south toward Zebulon and Barnesville. GDOT's Statewide Freight and Logistics Plan (2013) reported that the NS lines through Spalding County do not experience bottlenecks and are not expected to experience significant growth. However, input from local officials and community leaders during the Freight Cluster Plan process have indicated that there are often substantial disruptions when trains block the rail crossing over Hill Street in Downtown Griffin, in association with operations at the Norfolk Southern rail yard. Similar sentiments were heard from the public during early public outreach activities conducted for the CTP.

There are 38 at-grade railroad crossings within Spalding County, including 16 in the City of Griffin. These are primarily along local roads that cross the rail lines.

6.2 LAND USE AND FREIGHT

Spalding County is a predominantly residential and agricultural area with significant projected growth in industrial development. Presently, approximately 90 percent of land is used for agriculture or residential purposes, while just two percent is designated for industrial or manufacturing uses. Future development plans include an expansion of industrial development. Both the City of Griffin and Spalding County delineate areas for future employment centers, which include light industrial and manufacturing land uses. The majority of existing office, manufacturing, and commercially zones areas are located within the City of Griffin, however, planned future development sites are primarily in the eastern half of the County, near the proposed future airport and closer to I-75. Figure 6.4 shows zoning classification in Spalding County.

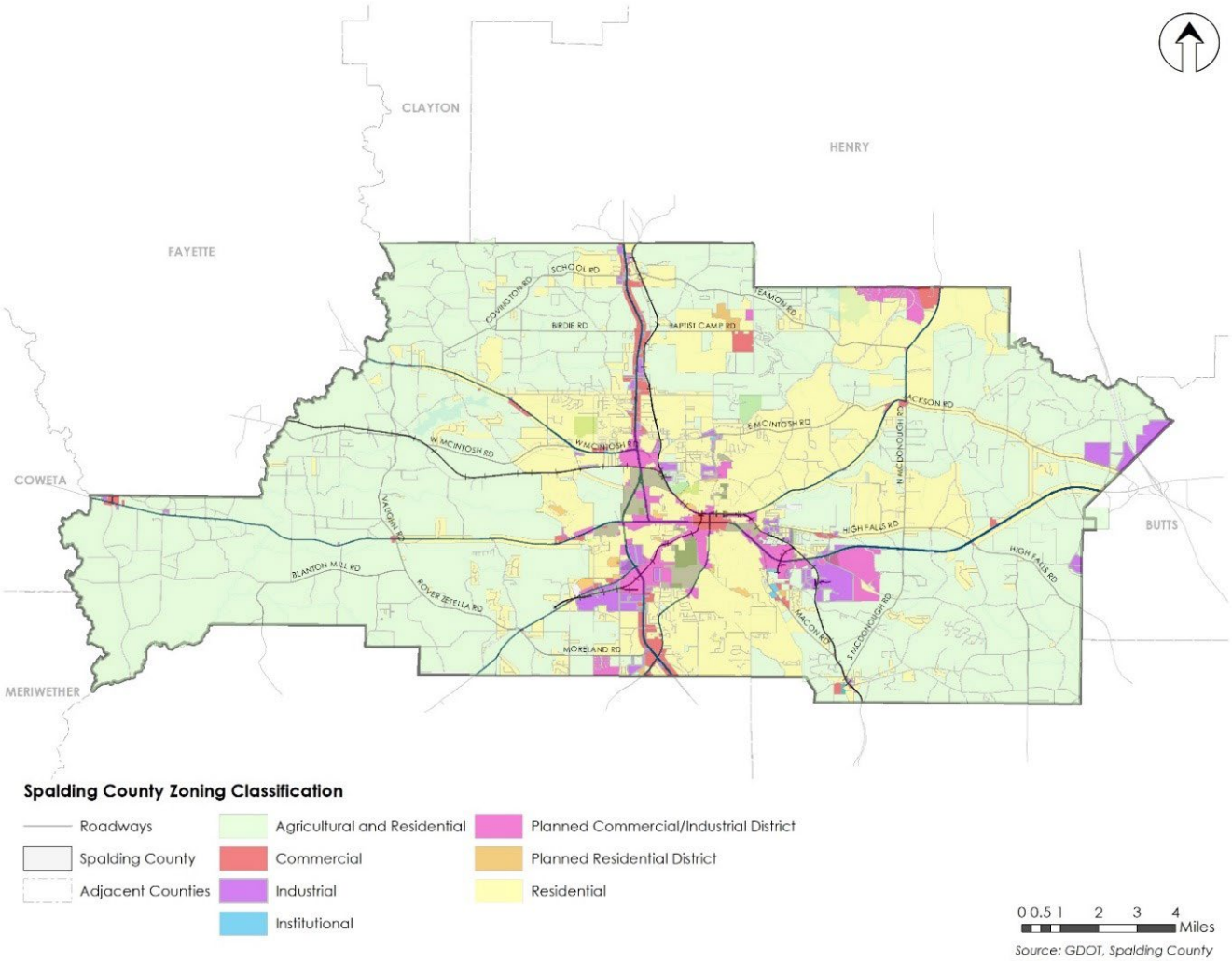


Figure 6.4 - Spalding County Zoning Classification

The Spalding County Freight Cluster Plan included an analysis of clusters of land that might be suitable for potential future Cargo Oriented Development (COD) based on existing land use, access to regional freight infrastructure, access to eligible labor pool, and potential effects on the environment and quality of life. The resulting ranking of potential CODs can point to places that might be prioritized for future investment and inform policy decisions related to development patterns and infrastructure. Districts along SR 16 at the City of Griffin boundary score well in this analysis. Second-tier sites fall along SR 16 between Green Valley Road and McDonough Road and near the intersection of US 19/US 41/SR 3 and Williamson Zebulon Road. Figure 6.5 shows the industrial district rankings in Spalding County.

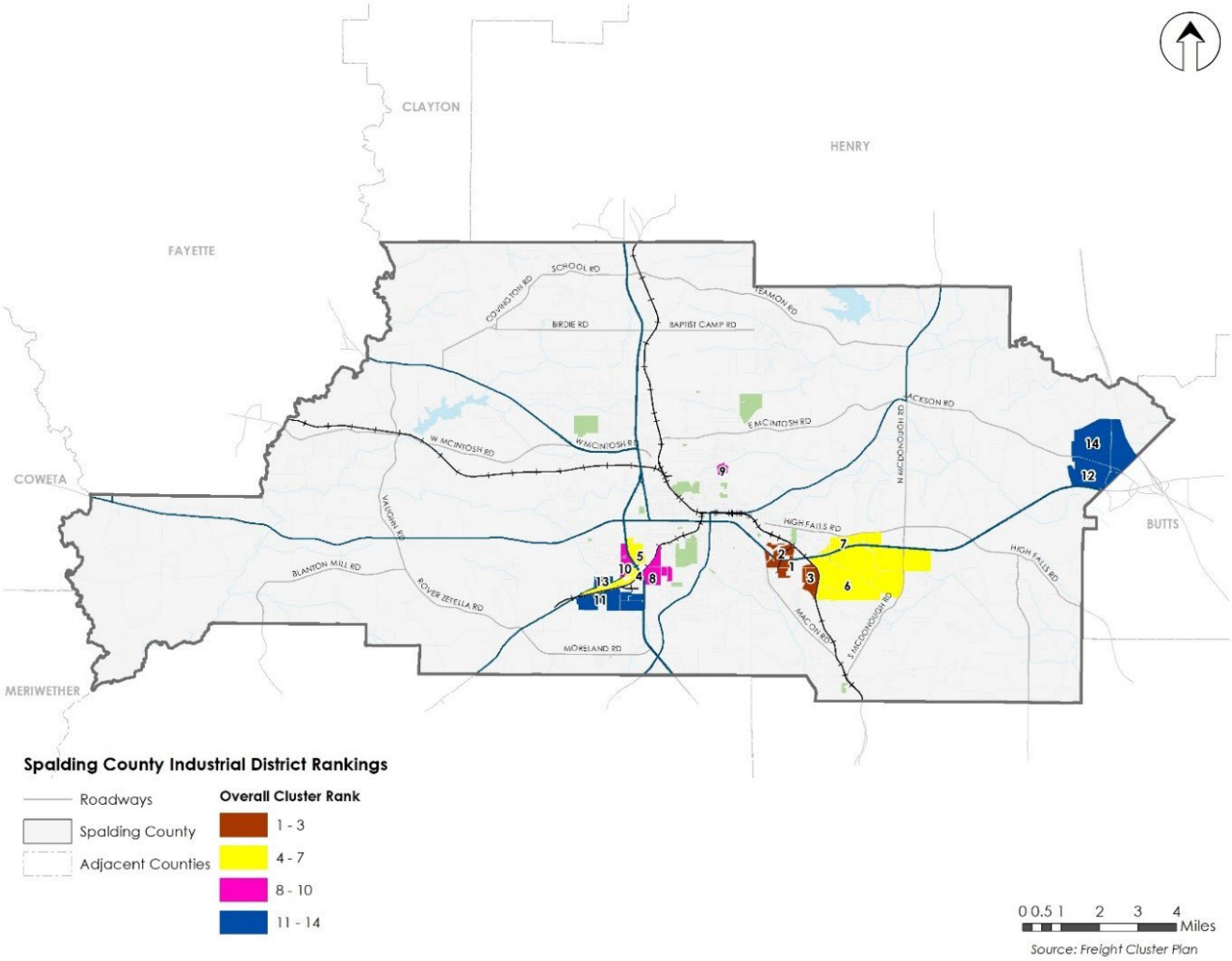


Figure 6.5 - Spalding County Industrial District Rankings

The Freight Cluster Plan also looked at land use with regard to freight access (based on factors such as proximity to rail lines, highways, intermodal terminals, and volume-to-capacity ratios) and to worker access (based on the number of households with income below the poverty level, the number of people employed within industrial sectors, and the number of households with income less than the area median). The highest ranked districts for freight access are located along SR 16, east of Griffin. The highest ranked district for access to potential labor force is the same as that for freight access, while the next highest ranked districts are farther north and west, in the City of Griffin near US 19 and US 41.

There is overlap between areas that score moderately well on the COD analysis, the freight access analysis, and the worker access analysis, particularly along SR 16 east of Griffin near Greenbelt Parkway, Memorial Drive, and Rehoboth Road. These areas may be good opportunities for future investments that support freight and logistics transportation and development.

6.2.1 FREIGHT AND LAND USE CONFLICTS

In analyzing existing land use, future planned development locations, and access to freight infrastructure and potential workers, the Freight Cluster Plan identified several areas where conflicts between freight-related and other types of land uses. These exist primarily where residential uses are adjacent to or in proximity to industrial areas, leading to potential conflicts between freight and personal vehicles, potential negative impacts for cyclists and pedestrians, and unintended consequences related to environmental and public health. Areas where potential freight and land use conflicts were identified in the Freight Cluster Plan include the following:

- southwest of Griffin near Zebulon Road and US 41
- near the Lakes at Green Valley; north of Griffin along North Hill Street
- near I-75 north of SR 16, along Jackson Road/Wallace Road

6.3 KEY FINDINGS

Several significant regional, state, and nationally designated truck routes serve all parts of the County. Truck traffic is the primary mode of moving freight throughout Spalding County and the Atlanta region. The GDOT Statewide Freight and Logistics Plan identified I-75, which passes through eastern Spalding County as a strategic highway corridor, along the Atlanta-to-Savannah route. Spalding County is also served by two Class I rail lines, which serve some industrial businesses, but are not anticipated to experience significant growth. At-grade railroad crossings present some challenges throughout Spalding County, with more than 15 in the City of Griffin and nearly 25 more throughout the rest of the County. Community leaders have indicated that railroad crossings regularly disrupt local traffic, particularly at Hill Street in Downtown Griffin.

While Spalding County is primarily residential and agricultural, it can be expected that as growth continues along the I-75 corridor, in the Green Valley industrial area, and along SR 16, and with the construction of the new airport, demand for industrial development and freight traffic will grow. Most roadways throughout Spalding County currently operate with minimal congestion, indicating that future freight transportation projects should focus on operational improvements to alleviate localized congestion, rather than capacity increases.

The most significant truck routes throughout the County are state and US highways. These include SR 16, US 19 Business/Hill Street/Zebulon Road, US 41/US 19/SR 3, SR 362, and SR 92. Portions of McIntosh Road near the Trans Montaigne Pipeline Terminal are also on the NHFN. In addition to traffic carrying freight cargo, Spalding County experiences reasonable outflow of residents traveling to jobs outside of the County (nearly 75% of working age residents) and an influx of workers commuting into the County for jobs each day. The vast majority of these workers commute by personal vehicle, as there is limited transit service. As the County continues to grow, identifying ways to attract more jobs and workers will be an important consideration.

7. MULTI-MODAL MOBILITY

Active transportation includes bicycling, walking and other micro-mobility modes which are critical transportation modes for thriving communities. Not only do they help accomplish short trips and last mile connectivity issues, they are also popular from a recreational and healthy lifestyle perspective. The Atlanta Regional Commission's (ARC's) bicycle and pedestrian plan – "Walk, Bike, Thrive!" – identifies five key strategies to increase the share of trips made on foot or by bike:

1. Focusing bike and pedestrian infrastructure investments in communities and activity centers – connecting schools, parks, and commercial areas to residential zones
2. Addressing safety and equity issues with a focus on "decreasing pedestrian and bicyclist fatalities and serious injuries as well as providing sidewalks and bikeways for populations that rely on walking, bicycling, and transit out of necessity."
3. Integrating multi-modal mobility options by working closely with transit providers to address last-mile connectivity concerns.
4. Increasing active transportation opportunities in lower-density residential neighborhoods and communities.
5. Identifying opportunities for connecting to existing and programmed trails to develop a regional trail system.

7.1 SIDEWALK INVENTORY AND NEEDS ASSESSMENT

A sidewalk inventory assessment was conducted and mapped to identify where current sidewalk infrastructure exists within the City and County. In general, the sidewalk network is dense within downtown Griffin and disperses moving away from the central core. The Sun City development also has a network of connected sidewalks. With an understanding of the land use character in the County, the assessment was focused on activity nodes. These included community facilities such as libraries, parks, school, and colleges. Figure 7.1 shows the existing infrastructure and identifies activity nodes that have sufficient sidewalk access, suboptimal sidewalk access, and no access to sidewalks.

The Spalding County Code of Ordinances has varying sidewalk requirements based on the zoning type. Details on the requirements can be found in *Appendix IV- Zoning of the MuniCode. Section 1404 of Article 4 of the City of Griffin Code of Ordinances* requires sidewalks in all residential, commercial, and industrial developments along both sides of the proposed streets. Sidewalks are also required along the existing streets on the side adjacent to the development. This requirement may be waived for certain residential streets subject to the type of development. The article requires concrete sidewalks to be a minimum of five feet wide with landscaping. With an analysis of activity nodes, policy guidelines, and sidewalk gap analysis, a prioritized list of sidewalk segments will be identified in the recommendations section.

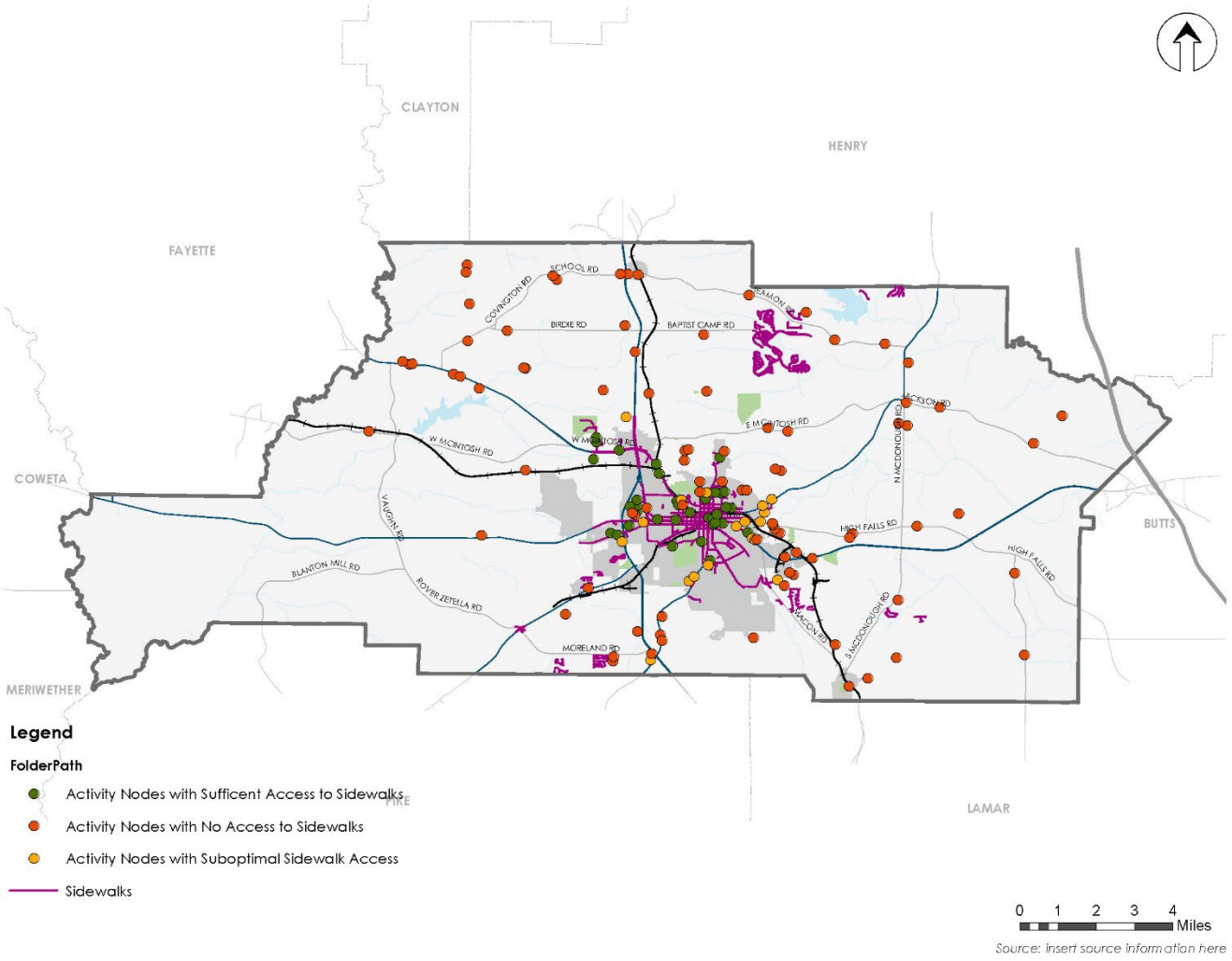


Figure 7.1 - Sidewalk Inventory and Needs Assessment

7.2 BICYCLE ROUTES

7.2.1 STATE BIKE ROUTES

In 1997, the State Transportation Board (GDOT's governing body) approved a Bicycle & Pedestrian State Network Plan, which designates 14 routes, covering 2,943 miles of Georgia roadways, for intra- and inter-state bicycle travel. The State Bike Route Network map was updated in 2010 and is published as an aid for transportation, recreational, and touring cycling. Information on the state network and programs being offered by Georgia DOT's Bicycle & Pedestrian Program can be found at http://www.dot.ga.gov/DS/Travel/BikePed.

Figure 7.2 - Bike Route Marker Signs

It is important to note that while these routes are designated for bicycling, they do not necessarily have any special infrastructure to support it. The routes generally fall along two-

lane roadways (one lane in each direction) with a state bike route marker at certain locations. These marker signs, which are in compliance with the FHWA Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), are shown in Figure 6.1.

Two GDOT designated state routes service Spalding County – State Bicycle Route 15, also referred to ask the Central Bike Route, and State Bicycle Route 45, also known as the Little White House Bicycle Route. The two routes are mapped in Figure 7.3.

- Georgia State Bicycle Route 15 (Central Route) runs 327 miles from Lake Park, Florida northward to Acworth, Georgia. The route roughly follows the I-75 corridor south of the Atlanta area before bypassing the Atlanta area to the west. In Spalding County, the route facilitates north-south bicycle connectivity between Orchard Hill and Sunny Side. The route follows Old GA-41/ Macon Road from the county line in the south to Orchard Hill and then proceeds north-east along McDonough Road. The route then merges into SR 155 before turning west along Teamon Road connecting to Sunny Side. The route then travels north along Old Atlanta Road into Henry County.
- State Bicycle Route 45 (Little White House Route) runs 124 miles from Ellerslie north to two separate branches to Atlanta and Palmetto, passing through Woodbury and Fayetteville. The trail has a segment in the southwest corner of Spalding County, providing bicycle connectivity between Pike County and Coweta County. The trail follows Kings Bridge Road in Pike County, navigates north on Hollonville Road in Spalding County, and turns left along Line Creek Road before entering Coweta County.

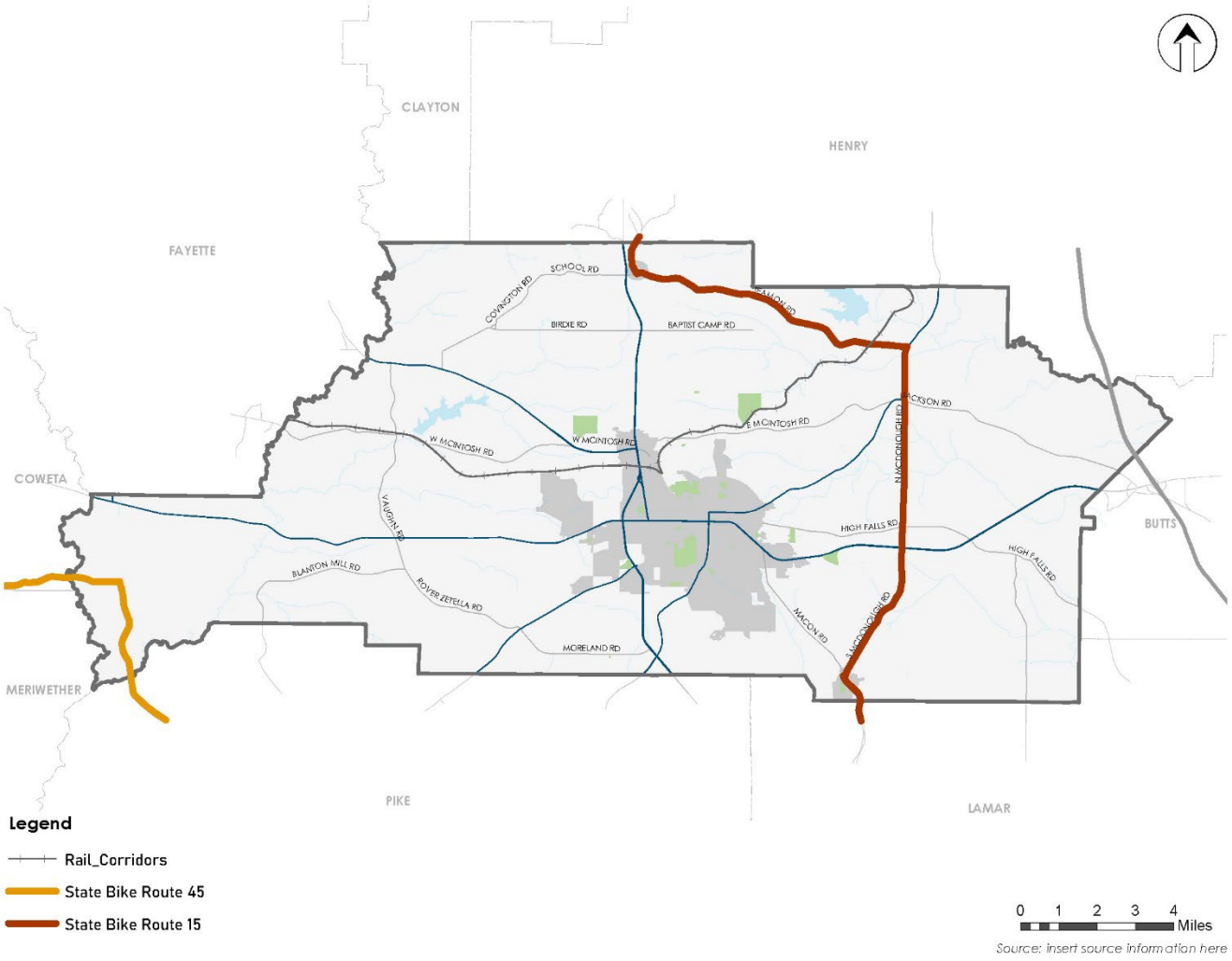


Figure 7.3 - State Bicycle Routes

7.2.2 TRAILS NEEDS ASSESSMENT

Spalding County and Griffin have limited bicycle friendly infrastructure that allows for bicycling not only for recreation but as a mode of transportation. The trail and bikeway opportunities are identified in Figure 7.4 and are detailed in the sections below.

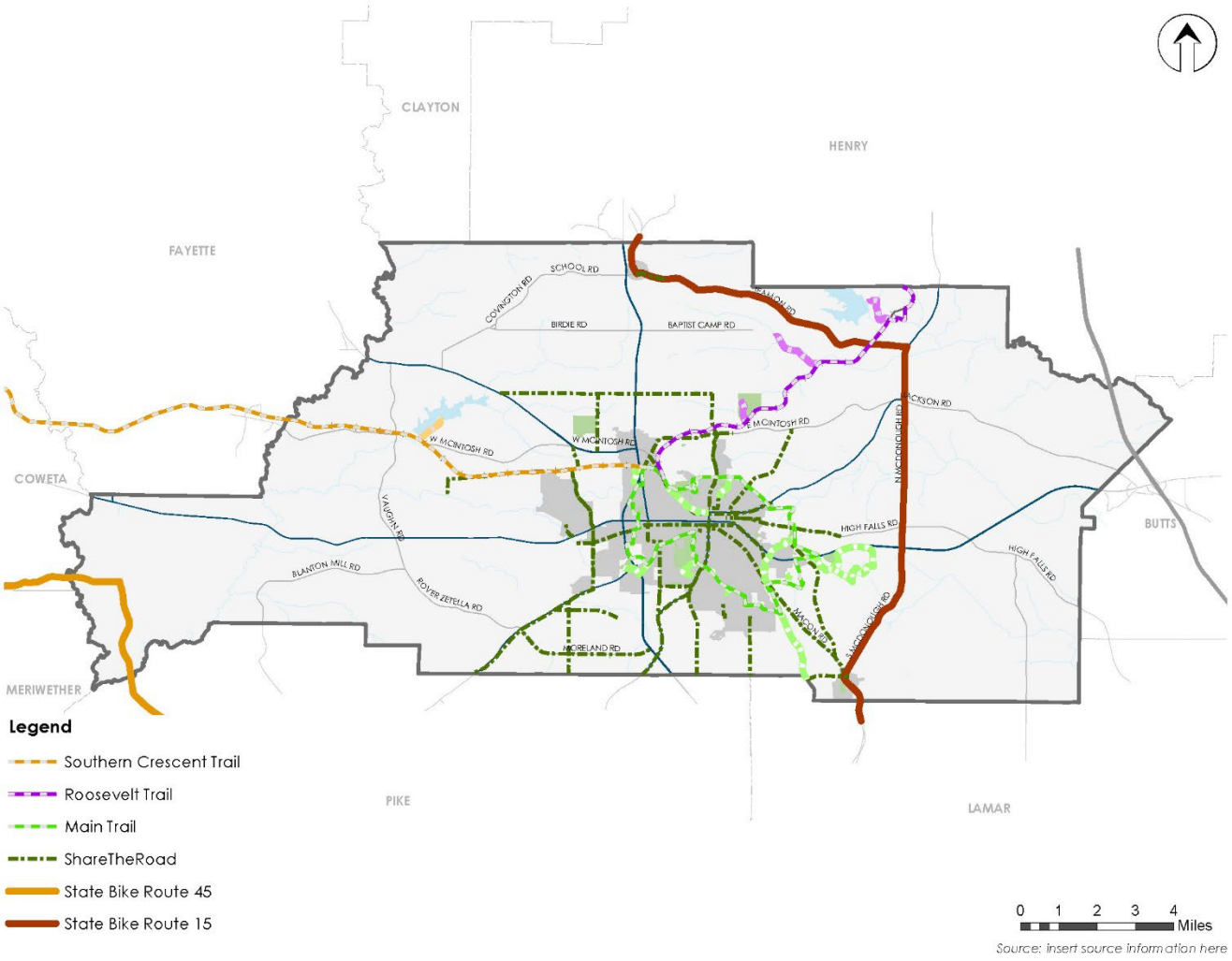


Figure 7.4 - Bikeways and Trails Opportunities

Building upon efforts from the previous CTP and the Bike Pedestrian Advisory Group of the Griffin-Spalding Area Transportation Committee (GSATC), the needs assessment aims to present a network of potential trails and bikeways that the County and City can take advantage of to improve bicycle friendly infrastructure. The three trails and bikeways identified are as follows:

- ROOSEVELT TRAIL –

The 2011 Rail-with-Trail study examined the former Southern Railway (Roosevelt Railroad) railroad corridor to identify corridor segments potentially suitable for a shared use off-road rail-with-trail facility. The 8.76-mile former Southern Railway (Roosevelt Railroad) extended from City of Griffin north and northeast to Johnson Road in northeastern Spalding County. The final recommendations included construction of a 12' wide multi-use path with minimum 1' shoulders on each side. The trail surface was recommended to be concrete with boardwalks in wetland areas. The total cost was estimated to be $7,122,302, not including Preliminary Engineering and Right of Way costs.

- SOUTHERN CRESCENT TRAIL –

The western extension of the railroad corridor extending from the Roosevelt Trail beyond the County line. While the trail will require an in-depth analysis and concept development, the potential section can be like the Roosevelt Trail with a 12' wide multi-use path with minimum 1' shoulders on each side.

- MAIN TRAIL –

The proposed Main Trail combines segments previously identified within the City limits to create a bicycle loop connecting the University of Georgia - Griffin campus to parks and neighborhoods. A spur of the trail loop extends south towards the County line presenting the opportunity to provide connectivity to Orchard Hill residents. The Main Trail along with its spurs and mile markers are identified in Figure 7.5.

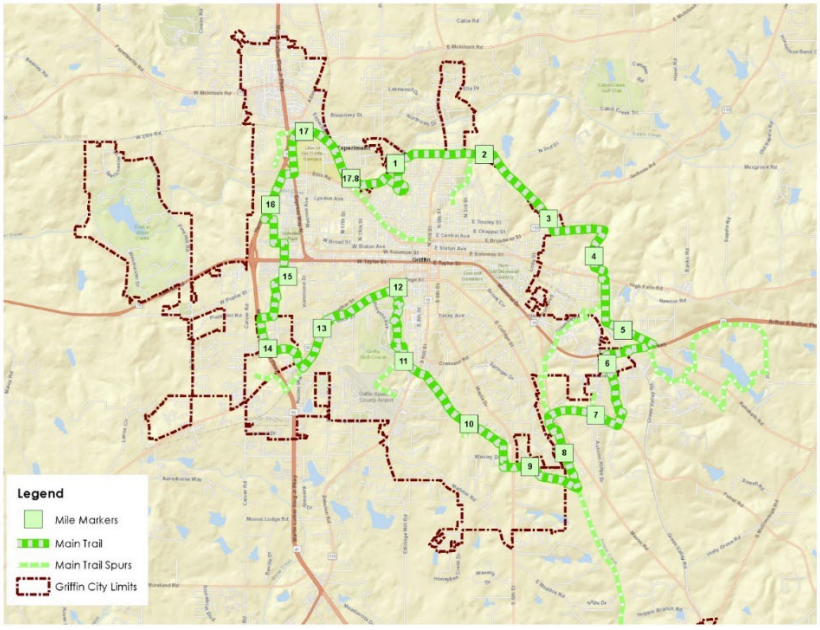


Figure 7.5 - Main Trail

- BIKEWAYS -

In addition to designated trails, there is a need for Spalding County and Griffin to include bikeways to ensure a more robust bicycle network. Bikeways exist within roadway right-of-way in the form of shared lanes, buffered bike lanes, and multi-use paths. Shared lanes do not provide a separate space for bicyclists, but rather involve intermittent markings on the roadway to indicate that bicyclists are intended to use the lane in conjunction with motor vehicles. The markings are known as shared use arrows, or sharrows as shown in Figure 6.7. Buffered bike lanes, also known as cycle tracks, provide dedicated right-of way for bicyclists with a buffer or barrier between the bike lanes and motor vehicle lanes. A multi-use

Figure 7.6 - Sharrow Markings

path provides a wide sidewalk for bicyclists to use, separated from the vehicle lanes, but still within the right-of way.

7.3 MOTORIZED CARTS

The City of Griffin has witnessed a rise in the use of motorized carts as a form of micro-mobility transportation option. The City of Griffin has created a guide for the registration and safe operation on the streets of the City of Griffin. The guide can be accessed using the following link - https://www.cityofgriffin.com/home/showpublisheddocument/414/637690267893670000. Table 7.1 and Figure 7.7 show the prohibited streets and approving crossings for motorized carts in the City of Griffin.

Table 7.1 - Approved Crossings and Prohibited Streets for Motorized Carts

PROHIBITED STREETS	APPROVED CROSSINGS
• Arthur K Bolton Pkwy (State Route 16) • E Broadway St (State Route 155) • E Taylor St (State Route 16) • Fayetteville Rd (State Route 92) • Hwy 16 W (State Route 16) • Hwy 19/41 • Jackson Rd (State Route 155) • Memorial Dr (State Route 16) • Meriwether St (West of Greenview Dr) • North Expressway (Bus 19/Bus 41/State Route 16) • S Hill St (Bus 19/Bus 41/State Route 155) • W Taylor St (Bus 19/Bus 41/State Route 16) • W McIntosh Rd (State Route 92)	• E Taylor St at S 6th St • N 6th St at E Broadway St (6th St Bridge) • S Hill St at College St • W Taylor St at S 18th St

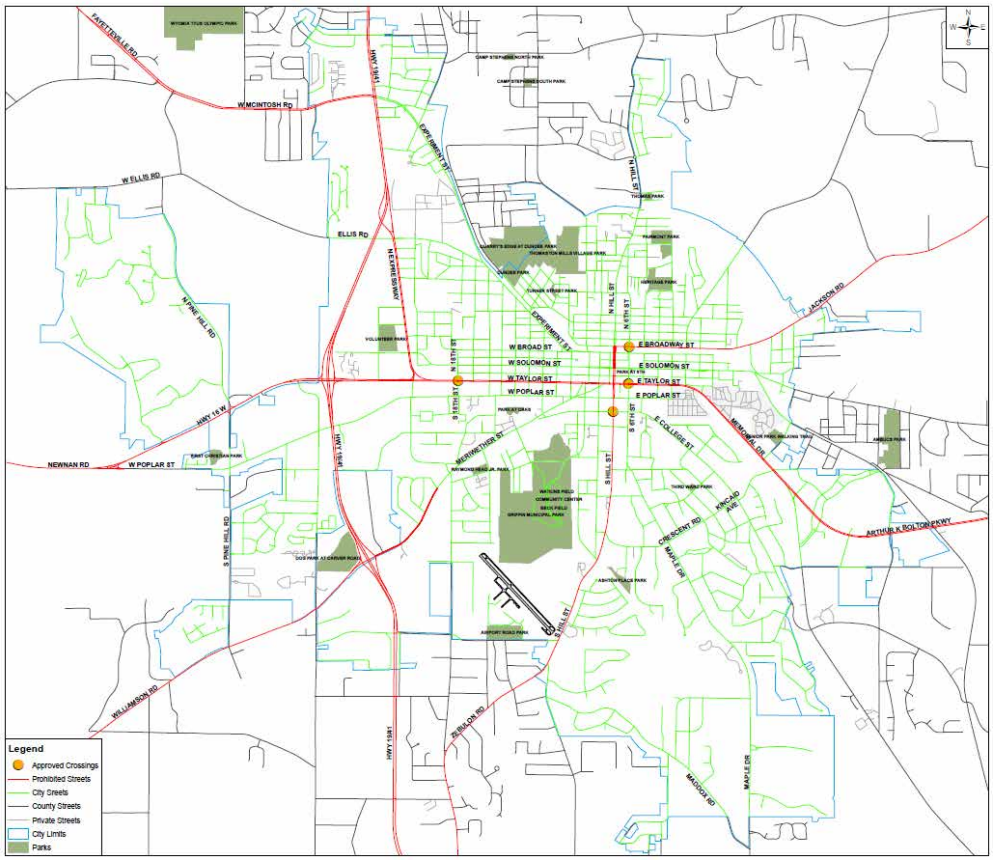


Figure 7.7 - Approved Crossings and Prohibited Streets for Motorized Carts

7.4 RECREATIONAL TRAIL FACILITIES

While the CTP is focused on identifying on-road trail facilities, a primary goal is to improve the quality of life of people in the County. Hence it is important to identify recreational trails that allow for walking and biking, to help support healthy lifestyles. These trails are housed within parks or public facilities. Existing and planned recreational trail facilities in Spalding County are described below.

- **Wyomia Tyus Olympic Park**
  - Location – 1301 Cowan Road, Griffin, GA
  - 4 walking trails
    - ¼ mile near the soccer fields
    - ½ mile near the lake
    - 3.2 miles forming the 5k trail
    - Ernie's Trail
- **Barry Whatley Dr. and Airport Rd. Griffin, GA**
  - Location – Barry Whatley Dr. and Airport Rd. Griffin, GA

  - ½ mile of walking trail
- **Sunny Side Park**
  - Location – 4924 Old Atlanta Road, Sunny Side, GA
  - 900 ft of walking trail
- **Jordan Hill**
  - Location – 75 Jordan Hill Road, Griffin, GA
  - 1500 ft of upper walking trail
  - 1500 ft of lower walking trail
- **Orchard Hill Park**
  - Location – 2972 Old 41 Highway, Orchard Hill, GA
  - 1000 ft of lower walking trail
- **Senior Center**
  - Location – 1005 Memorial Drive, Griffin, GA
  - 1800 ft of walking trail
- **Thomaston Mills Village**
  - Location – N. 9th Street and Georgia Avenue, Griffin, GA
  - ¼ mile of walking trail
- **Lakes At Green Valley Industrial Park**
  - The BOC voted in March 2021 to construct the 2015 SPLOST referendum-approved aquatic facility at The Lakes of Green Valley Industrial Park. This project will include a 1.1-mile of walking trail.

- **Quarry's Edge Hike and Bike Trail at Dundee Park Project Area**
  - Located on W. Quilly St. in Griffin, Quarry's Edge Park is spread across 130 acres of wooded land. Phase 1 features over four miles of mountain bike trails, hiking trails, a restroom/pavilion, a NERF-soft dart war zone, a parking area, a bike washing station, a bike repair station, kiosks, emergency weather covers, signage, and landscaping. The park was made possible through DNR/RTP grant funds, Spalding County Impact Fees, and invested partnerships with Atlanta MTB/SORBA. The County and City has programmed a 1-mile trail as priority to complete by the end of this year. Figure 7.8 shows the proposed trail at the Dundee Park Project Area.

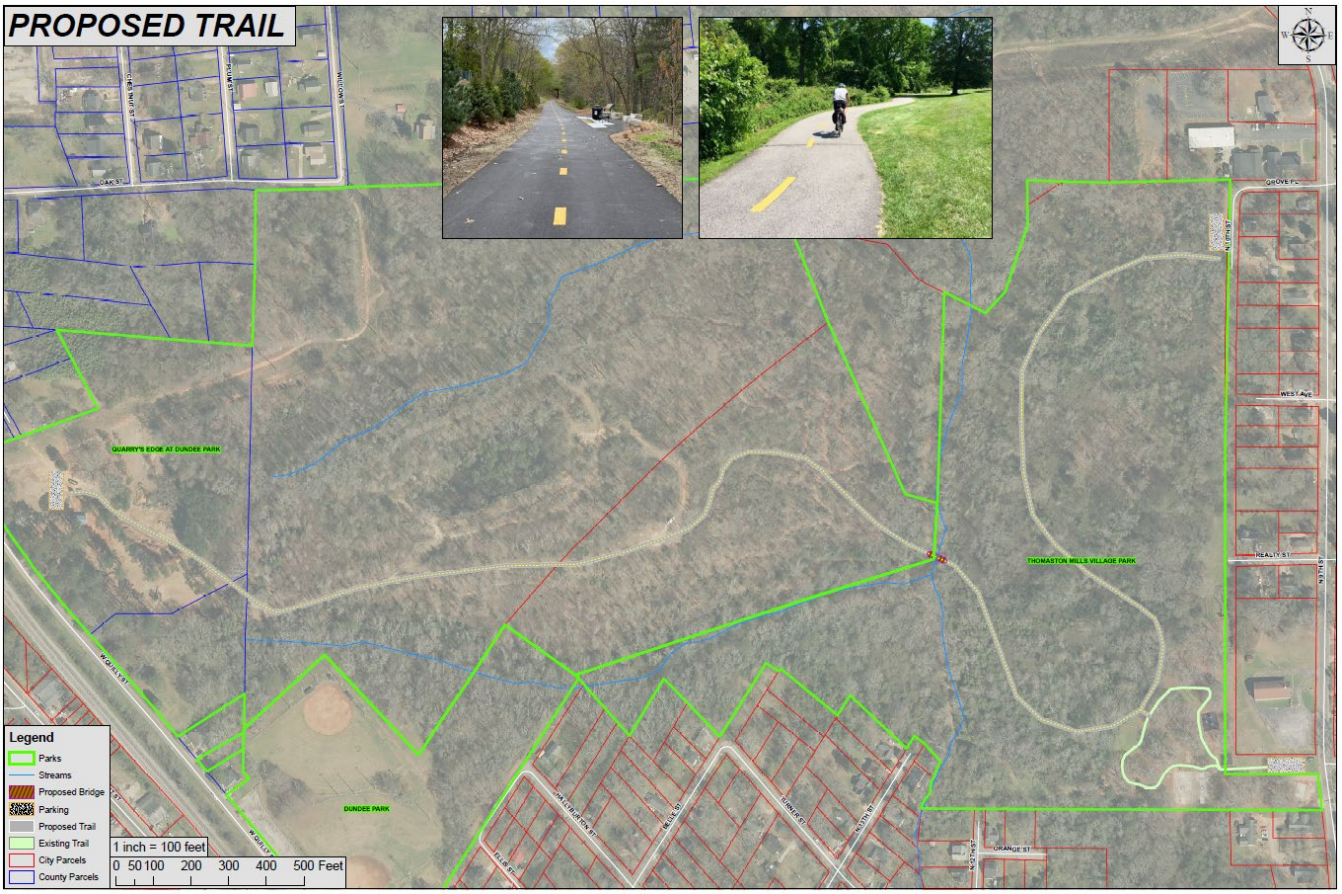


Figure 7.8 - Proposed Trail at Dundee Park Project Area

7.5 TRANSIT

7.5.1 EXISTING TRANSIT SERVICE

Currently, there is very limited fixed-route transit service within Spalding County. The City of Griffin operates the Park District Shuttle, a free circulator shuttle that has been in operation since 2016. The circulator serves seven stops, including the City Park, City Hall, Well-Star Spalding Regional Hospital, and retail destinations. The circulator runs daily in the morning (between 10 and 11 am) and in the afternoon (3:30 to 4:30 pm).

The Three Rivers Regional Commission (TRRC) provides demand response human services transportation (HST) transit service to Spalding County and surrounding areas. The TRRC has operated this service in Spalding County since 1999. TRRC also provides on-demand transit service to counties near and adjacent to Spalding including Butts, Lamar, Meriwether, Pike, and Upson Counties. There are no fixed routes, bus stops, or pick-up times within Spalding County. Residents call 1-855-407-RIDE (7433) and order a trip 24 hours in advance, and daily routes are generated based on the requested destinations. The fee is $2.00 per one-way trip, and the service is offered Monday through Friday between the hours of 8:00 a.m. and

5:00 p.m. The service is funded through Federal 5311 Rural Transit Service funding passed to the county through GDOT.

The transit fleet includes five mini-bus vehicles which collectively provide approximately 26,000 annual trips with annual operating costs of $485,040. Two of the mini-buses have a capacity for ten riders with wheelchair lifts while the other three mini-buses have a capacity for 14 riders without wheelchair lifts. Annual local funding contributions from Spalding County and the City of Griffin amounts to approximately $13,300.

Some Spalding County residents take advantage of the ATL Xpress bus service which operates the commuter bus service throughout the region. Most residents who ride Xpress do so on the following routes and Park & Ride locations:

- Route 430: McDonough
- Route 440: Hampton (closest route to access for Spalding residents located approximate 1.5 miles north of the Spalding / Henry County line)
- Route 441: Jonesboro

7.5.2 SPALDING COUNTY TRANSIT MASTER PLAN (2021)

Spalding County, in partnership with the Atlanta Regional Commission (ARC), is funding the development of the Spalding County Transit Master Plan, which builds upon the Spalding County Transit Development Plan (2007) and the Spalding County Transit Feasibility Study (2014). Spalding County is undertaking this effort to understand the existing and future demands of regional transit demands within the County boundaries and to explore the connections to adjacent municipalities.

Preliminary goals include the following:

- **Enhance Land Use** – Strengthen the connection between land use and transit planning
- **Enhance Economic Vitality** – Improve the Local Economy
- **Enhance Multi-Modal Connectivity** - Provide convenient transit service to local and regional destinations
- **Enhance Access & Equity** - Support mobility and access for all
- **Enhance Efficiency & Stability** – Ensure efficient transit system implementation and operations and stable funding
- **Provide a Balanced Transit System** – Increase the use of transit as a viable mode within Spalding County

The Existing and Future Conditions report was completed in May 2021 and includes a previous plan review and discusses land use, demographics, socioeconomic patterns, ridership trends, revenue forecasting, and policies pertaining to transit within Spalding County. The major findings of the report include the following:

- Most of the transit trips conducted through the TRRC demand-response service have origins or destinations within the City of Griffin, especially Downtown Griffin.
- Some of the most common destinations for on-demand transit trips are for medial and senior care purposes.

- Though not specifically providing service within Spalding County, the ATL Xpress bus service operates as a commuter bus service throughout the region.
- Spalding County residents are eligible to participate in a regional vanpool program operated by the Georgia Commute Options program.
- Two growth scenarios were evaluated for Spalding County – a "growth" scenario in which the urbanized area boundary expands by one mile and a "no-growth" scenario in which the urbanized area boundary remains constant. The "growth" scenario revealed an annual average growth rate of 4.6 percent within Spalding County while the "no-growth" scenario had a 1.1 percent growth rate.
- Forecasted urbanization within Spalding County will likely lead to changes in apportionments of Federal 5311 and 5307 transit funding.
- Currently, Spalding County is not located within the 13-county Atlanta-Region Transit Link Authority (The ATL) planning area, though three adjacent counties are included (Clayton, Fayette, and Henry). The potential future role of The ATL regarding future transit operations and funding for Spalding County will continue to be evaluated as part of the Transit Master Plan.

The Transit Master Plan update is ongoing and outcomes from the Transit Master Plan, including any project recommendations, will be incorporated into the CTP.

7.6 TRANSPORTATION DEMAND MANAGEMENT (TDM)

The Federal Highway Administration (FHWA) defines Transportation Demand Management (TDM) as a "set of strategies aimed at maximizing traveler choices." While traditional TDM strategies focused on commuter ridesharing, conformity analysis planning for air quality mitigation, reducing trip generation rates and parking needs, and on multi-modal mobility efforts; a more contemporary FHWA report defines TDM as "providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability." Following are the 8 strategies identified by FHWA.

- Road Pricing
- Parking Management and Parking Pricing
- Car Sharing
- Pay-as-You-Drive Insurance
- Ridesharing and HOV Lanes
- Transit Incentives
- Transit Improvements
- Telework

For rural communities with relatively low development densities like Spalding County, TDM can help achieve the following objectives as identified by Victoria Transport Policy Institute (VTPI):

- Increase transportation options
- Provide basic access
- Improve transportation affordability
- Increase opportunities for enjoyable and healthy exercise
- Address traffic congestion and parking problems associated with tourist and special event transportation
- Create attractive bus and rail stations where residents can wait in comfort and security
- Improve community livability

- Help preserve special community and environmental features (context sensitive design)
- Improve transportation safety

The TDM Encyclopedia by the VTPI identifies the following steps In TDM implementation as shown in Figure 7.9.

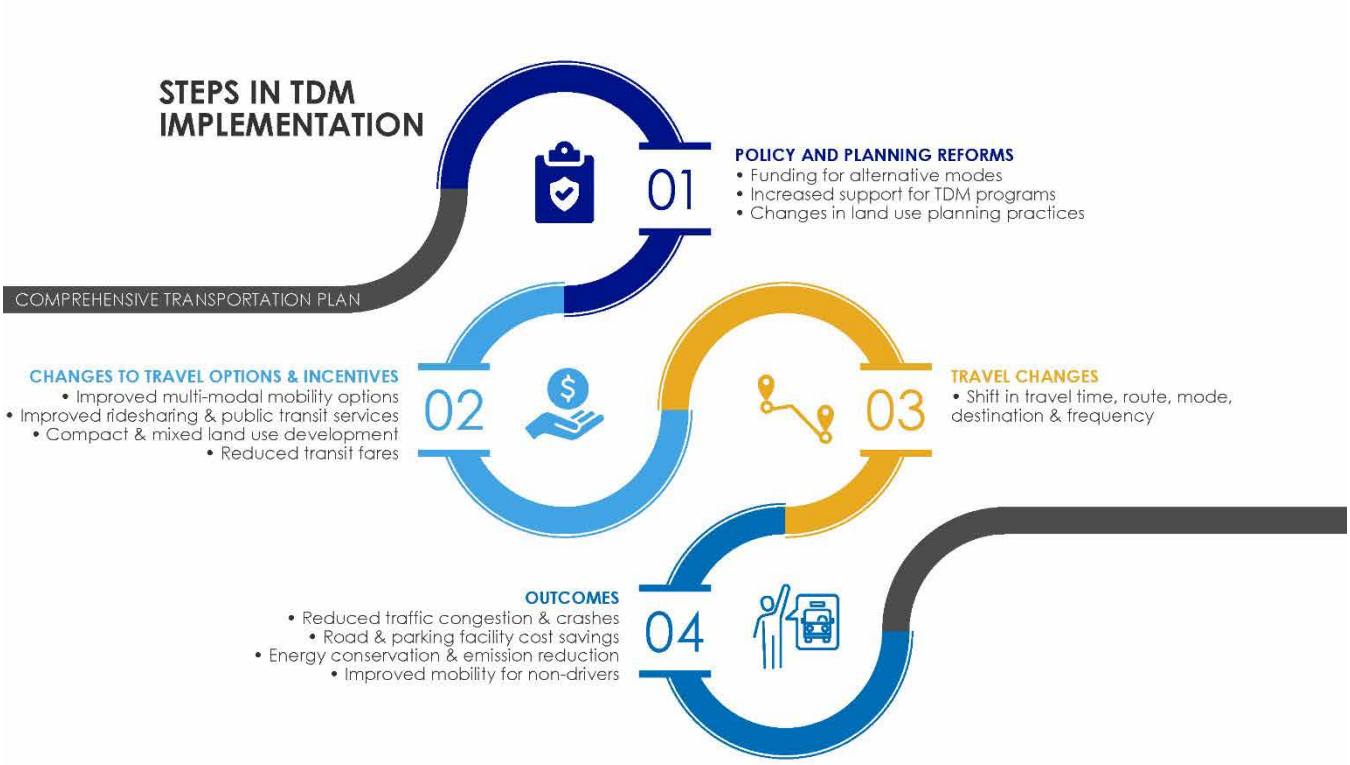


Figure 7.9 - Steps in TDM Implementation

Source: https://www.vtpi.org/tdm/tdm12.html

7.6.1 NEEDS ASSESSMENT

Current TDM strategies in Spalding County are focused on expansion of transit facilities. However, there are a variety of strategies that can be taken advantage of. The Georgia Commute Options program runs a regional vanpool program which provides groups of rider's incentives to driving alone. Spalding County residents are eligible to participate in this program. The program allows for opportunities to help locate community members with similar origins/destinations to organize smaller vanpool rider groups, as well as a limited number of "guaranteed rides home" in case riders cannot meet their vanpool group for return trips. A range of TDM strategies are shown in Figure 7.10.

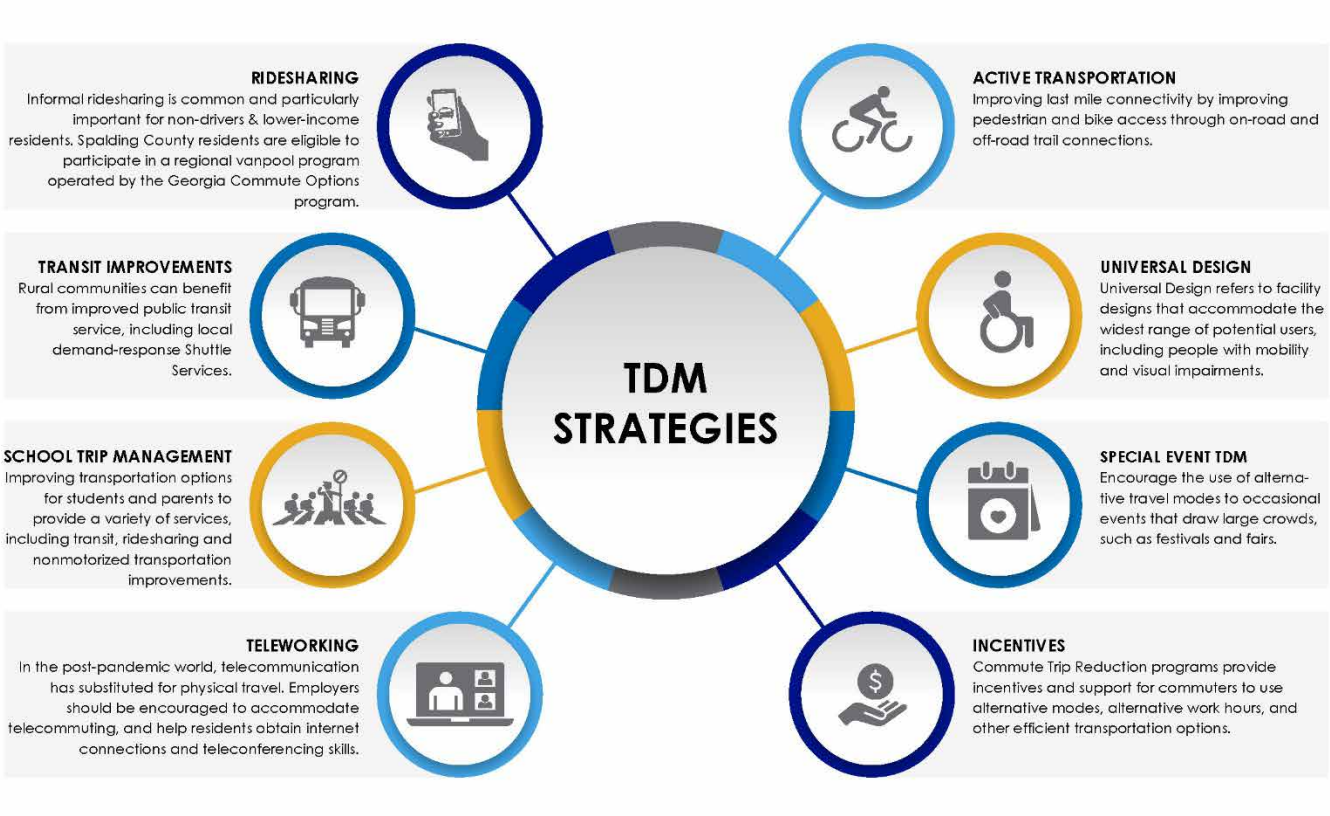


Figure 7.10 - TDM Strategies

Source: https://www.vtpi.org/tdm/tdm12.html

8. AVIATION

8.1 EXISTING GRIFFIN-SPALDING COUNTY AIRPORT

The existing Griffin-Spalding County Airport (6A2) is located one mile south of the City of Griffin Central Business District in Spalding County and can be accessed via Zebulon Road. The airport is a public-use airport owned and operated by the Griffin Spalding County Airport Authority. The Authority operates the Fixed Base Operator (FBO) at the airport and offers full-service and self-serve Jet-A and AvGas fuels for airport users.

The existing airport was constructed in 1940 and has one runway oriented in a northwest/southeast direction. Runway 14/32 is 3,701 feet long and 75 feet wide and made of asphalt. The recorded pavement strength is 26,000 pounds (lbs) single wheel loading and 30,000 lbs dual wheel loading. According to the Airport Master Record Form 5010, the runway pavement and markings are in good condition. The runway is equipped with medium intensity runway lighting, runway end identifier lights, and a precision approach path indicator on the 32 end. Runways 14 and 32 are both served by non-precision GPS approaches. Figure 7.1 shows the current Griffin-Spalding County Airport (6A2).

Figure 8.1 - Current Griffin-Spalding County Airport (6A2)

The airport has one full parallel taxiway on the northeast side of the runway serving the terminal area and a partial parallel taxiway on the southwest side serving the hangar area. According to the 2018 Georgia Statewide Aviation System Plan, 6A2 has 144 hangar spaces and 12 tie-down spaces. The terminal building is 1,800 sf with restrooms, pilots lounge, and a conference room. 6A2 has 78 based aircraft including 65 single engine and 13 multi engine airplanes. Based aircraft are aircraft permanently stored at the airport.

Without an air traffic control tower, it can be difficult to measure operations at general aviation airports. One source of data is the Federal Aviation Administration Form 5010, the Airport Master Record reported 11,000 total operations in 2019. Of these operations, 5,000 were local and 6,000 were itinerant. Local operations are those that operate in the local traffic pattern or within sight of the airport, are known to be departing for, or arriving from within a 20-mile radius of the airport, or execute simulated instrument

approaches or low passes at the airport. The COVID-19 pandemic has severely impacted flight training and airline operations in 2020, corporate and business travel were not nearly as affected. While the industry recovers from the pandemic, corporate travel continues to increase as does the need for accommodations for jet aircraft.

The City of Griffin has witnessed continued growth around the airport since its inception. However, there is little available space for the airport to expand its current services in line with the growing aviation demands. The Georgia Statewide Aviation System Plan recommends that 6A2 airports have runways that are at least 5,000 feet long and 100 feet wide. For the existing airport to meet these recommendations, it would require land acquisition, design services, and construction costs – all three of which will come at a significant cost.

For the past ten years, the Griffin Spalding County Airport Authority along with the FAA and GDOT have been studying an alternative to expanding the current airport location. This includes relocation of the airport to a site in a different area of the County. Several planning studies have been undertaken and in 2017, GDOT approved an Area Layout Plan (ALP) for the new airport location.

8.2 NEW AIRPORT

The replacement airport is located northeast of the current airport and bordered by High Falls Road to the south, Jackson Road to the northwest, and Musgrove Road to the southeast.

The replacement Griffin-Spalding County Airport is planned to be constructed with a 5,500' long and 100' runway with space to grow in the future. Based on various forecasts that have been developed for the replacement airport, there will also be several areas of hangar development to accommodate aviation demand including an area for Maintenance, Repair, and Overhaul (MRO) facilities. The need for hangar space in the greater Atlanta area will be an important driver for development at the new airport.

The replacement airport is currently in the land acquisition and early design phase. The location of the new airport is shown in Figure 7.2.

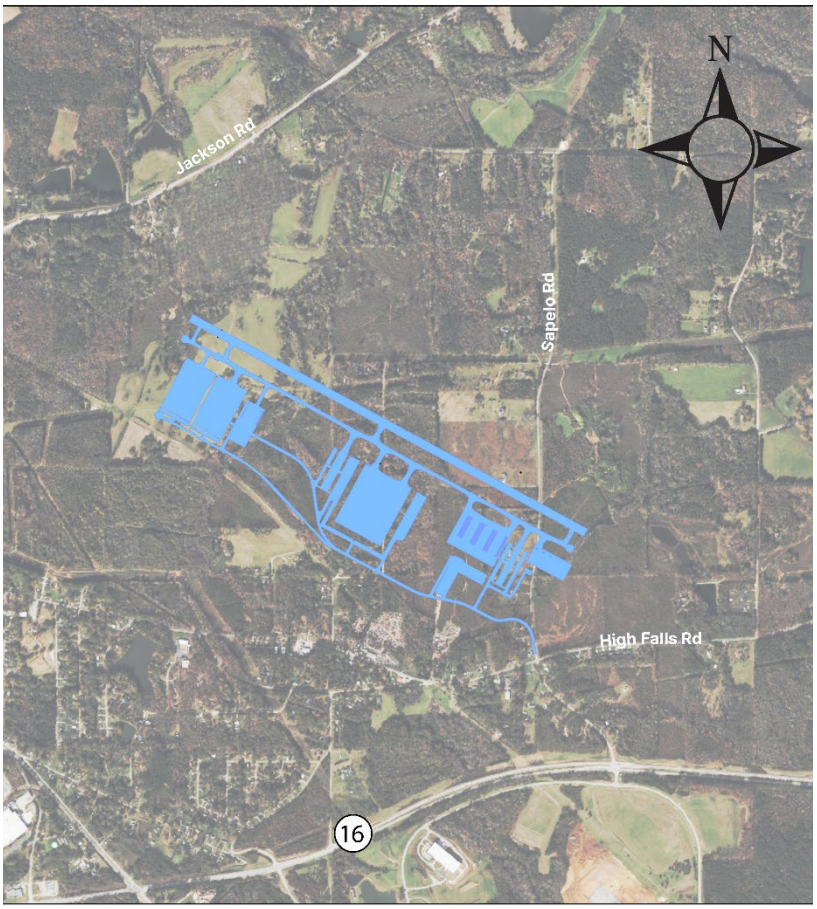


Figure 8.2 - Location for the new Griffin-Spalding County Airport

8.3 NEEDS ASSESSMENT

8.3.1 EXISTING AIRPORT

With the new airport under design, the existing airport site should focus on maintaining the airport to be safe and effective while the replacement airport is being built. Depending on the construction timeline of the replacement airport, the existing airport may need to perform minor runway and taxiway maintenance including crack seal work and remarking. The existing airport may also need to remove any obstructions that may have been identified in any state inspection. After the replacement airport is constructed, the existing airport tenants will need to be relocated and the existing airport property will have to be released from federal obligations and sold.

8.3.2 REPLACEMENT AIRPORT

The replacement airport will provide a 5,500 ft runway and full parallel taxiway to serve the corporate traffic. The replacement airport will also need to provide enough hangar capacity to serve existing tenants and meet demand. With a high demand for hangars in the Atlanta area, the new airport is well positioned to take advantage of this need. Additionally, the replacement airport will need hangars that can accommodate single engine aircraft, multi engine aircraft, turbines, jet aircraft, and helicopters.

In addition to private hangars, it is recommended that the airport should also plan to provide space for an MRO facility. The future access road and parking should be able to accommodate associated traffic including tractor trailers. The replacement airport is located close to the industrial park. The airport authority anticipates this will increase activity for the area. The airport authority in the past has indicated the need to designate Jackson Road to be a state highway to bring in more business traffic. With the designation process being more onerous, there is opportunity to make roadway improvements to Jackson Road in conjunction with the SR 155 relocation project.

The Atlanta Regional Commission (ARC) completed the Atlanta Strategic Truck Route Master Plan (ASTRoMaP) in 2010. Within Spalding County, three routes were designated on the regional truck route network: US 19/US 41/SR 3, SR 155, and SR 16. To address traffic congestion at the intersection of SR 155 and Jackson Road, the plan proposed that in the short-term, radii should be increased at all four intersection approaches, and in the long-term, that the intersection be converted to a four-way stop with a roundabout. There is currently a scoping study underway to examine the feasibility of re-aligning SR 155 to follow N. McDonough Road instead of Jackson Road, which will route trucks southward, no longer requiring them to turn west towards Griffin on Jackson Road. Figure 7.3 shows the location of the new airport in conjunction with options for SR 155 realignment.

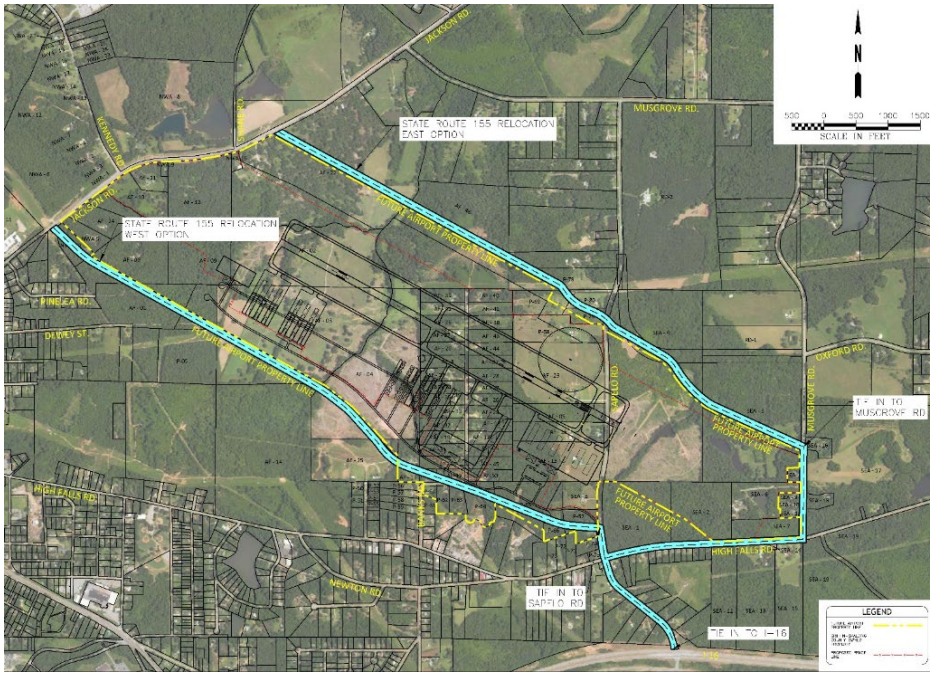


Figure 8.3 - Location for the new Griffin-Spalding County Airport

The new Airport Layout Plan also calls for closing the middle portion of Sapelo Road and creating cul-de-sacs at the ends allowing access to adjacent parcels. This is shown in Figure 8.4.

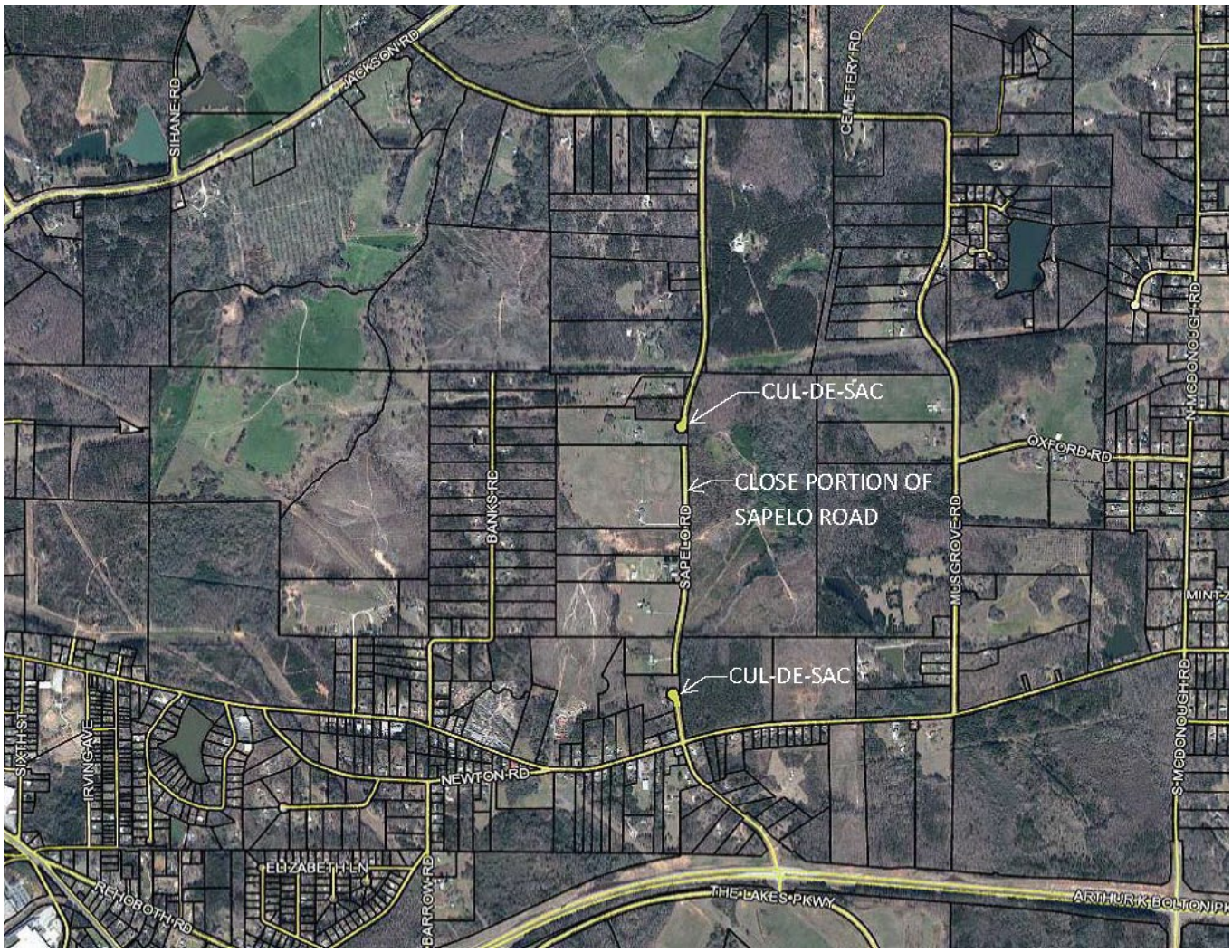


Figure 8.4 - Sapelo Road Closure

9. ASSET MANAGEMENT/ RESILIENCY/ EMERGENCY PREPAREDNESS

9.1 BRIDGE CONDITION

Based on the most recent data from FHWA's National Bridge Inventory (NBI) and GDOT, there are 93 roadway bridges within Spalding County. Bridge conditions are depicted for Spalding County and the City of Griffin in Figure 9.1 and Figure 9.2, respectively.

Based upon bridge inspections, bridges are classified as Good, Fair, or Poor. According to the FHWA's National Bridge Inventory, based on the Pavement and Bridge Condition Performance Measures final rule (January 2017), bridge condition is determined by the lowest rating of National Bridge Inventory (NBI) condition ratings for Item 58 (Deck), Item 59 (Superstructure), Item 60 (Substructure), or Item 62 (Culvert). If the lowest rating is greater than or equal to 7, the bridge is classified as Good; if it is less than or equal to 4, the classification is Poor. Bridges rated 5 or 6 are classified as Fair.

Of the 93 bridges in the county, 45 bridges are classified as Good. Forty-one bridges are classified as Fair, with 13 that are load-posted, or have weight restrictions in place. Seven bridges are classified as Poor, with three that are load-posted. It should be noted that all bridges that fall along designated truck routes are in good or fair condition and have no weight restrictions. Bridges in Poor condition are shown in Table 9.1.

Table 9.1 - Bridges in Poor Condition

BRIDGE ID	LOCATION	LOAD-POSTED STATUS
171-5014-0	Camp Rd over Potato Creek	Not Posted
255-5029-0	Moore Rd over Flint River Tributary	Not Posted
255-5035-0	Moon Rd over Wildcat Creek	Not Posted
255-5045-0	Wildwood Rd over Bear Creek	Not Posted
255-0030-0	Hollonville Rd over Line Creek Tributary	Load-Posted
255-0038-0	Vaughn Rd over Shoal Creek	Load-Posted
255-5020-0	Jenkinsburg Rd over Towaliga River	Load-Posted

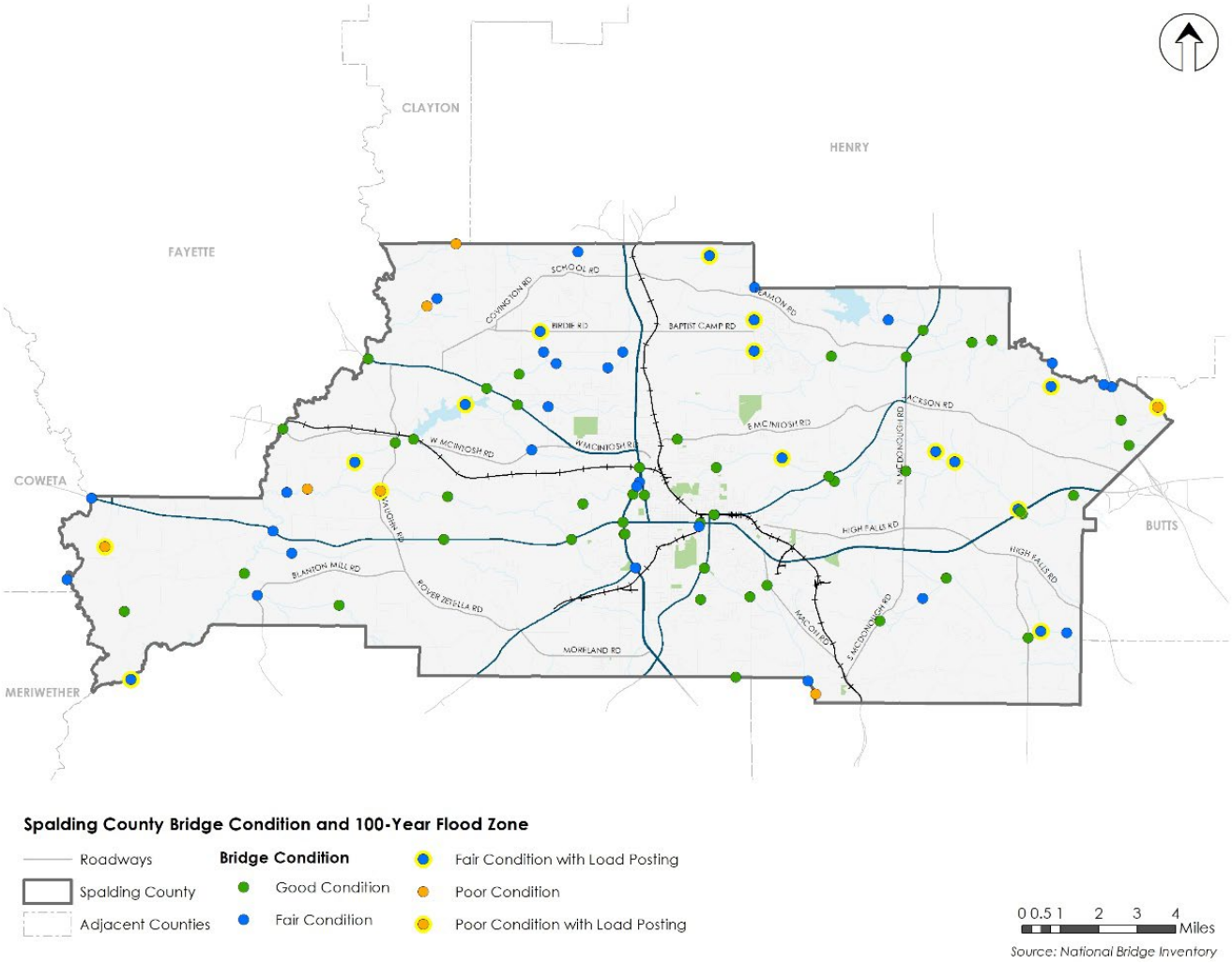


Figure 9.1 - Spalding County Bridge Condition

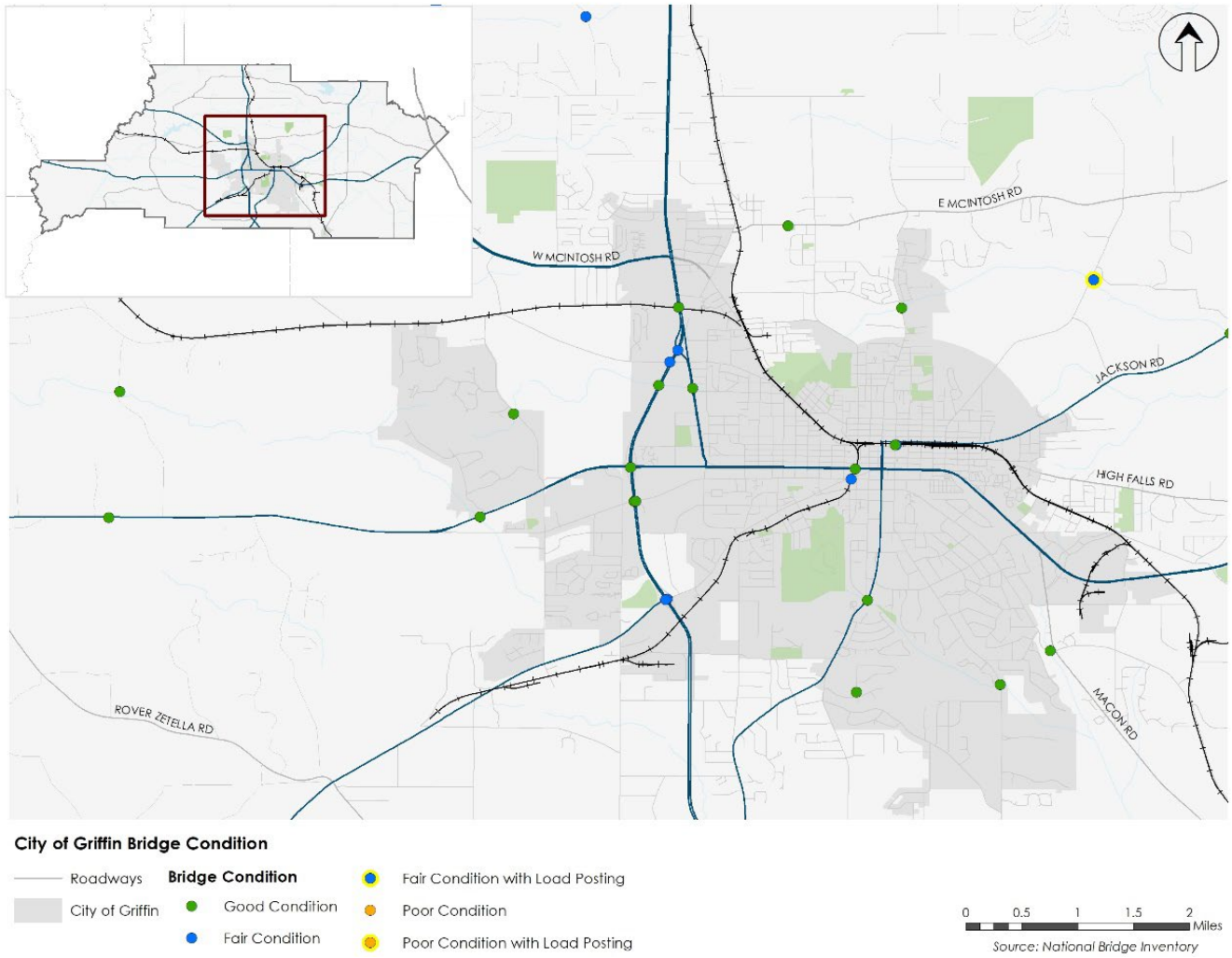


Figure 9.2 - City of Griffin Bridge Condition

9.2 ROAD CONDITION

Spalding County and the City of Griffin utilize two different but comparable scales to evaluate pavement condition; the county uses the Pavement Surface Evaluation & Rating (PASER) System on a scale of 0 to 100, and the city uses a Pavement Condition Index (PCI) on a scale of 0 to 10. GDOT uses a similar evaluation method, Overall Condition Index (OCI), for state roadways in Spalding County, on a scale of 0 to 100. Pavement scores are affected by various types of pavement deficiencies, such as cracking, roughness, and surface distress. For this assessment, in order to compare pavement condition of roadways countywide, PCI scores provided by Griffin have been normalized by a factor of 10 (i.e., such that a PCI score of "1" is considered as "10"), and each of the ratings are reported as pavement scores. Scores that fall below 70 indicate the need for rehabilitation of pavement, including repair and resurfacing. The normalized pavement scores for all roadways in Spalding County and the City of Griffin are shown in Figure 9.3 and Figure 9.4, respectively.

GDOT maintains approximately 90 miles of state routes within Spalding County. GDOT's OCI for select segments by Mile Post (MP) of state routes within Spalding County are as follows:

- SR 155
  - MP 0.000 to 4.183 = 85.18 OCI
  - MP 4.183 to 12.984 = 79.80 OCI
- SR 3 Northbound
  - MP 0 to MP 11.681 = 72.73 OCI
- SR 3 Southbound
  - MP 11.681 to MP 5.540 = 82.13 OCI
- SR 16
  - MP 0 to 17 = 82.62 OCI
  - MP 17 to 23.420 = 84.86 OCI
- SR 362
  - MP 0 to 4.618 = 87.57 OCI

Spalding County maintains approximately 531 miles of roadway; the PCI range by mileage is shown in Table 9.2. Approximately 190 miles, or 36%, of county roadways have PCI scores of 90 or above. Approximately 188 miles, or 35%, of county roadways need pavement rehabilitation or resurfacing based on having a PCI score below 70.

Table 9.2 - Spalding County PCI Breakdown

SPALDING COUNTY PCI	
PCI Range	**Miles**
< 30	9.85
30 – 49	63.20
50 – 59	46.60
60 – 69	68.79
70 – 79	75.29
80 – 89	77.88
90 – 100	189.68
Total	531.29

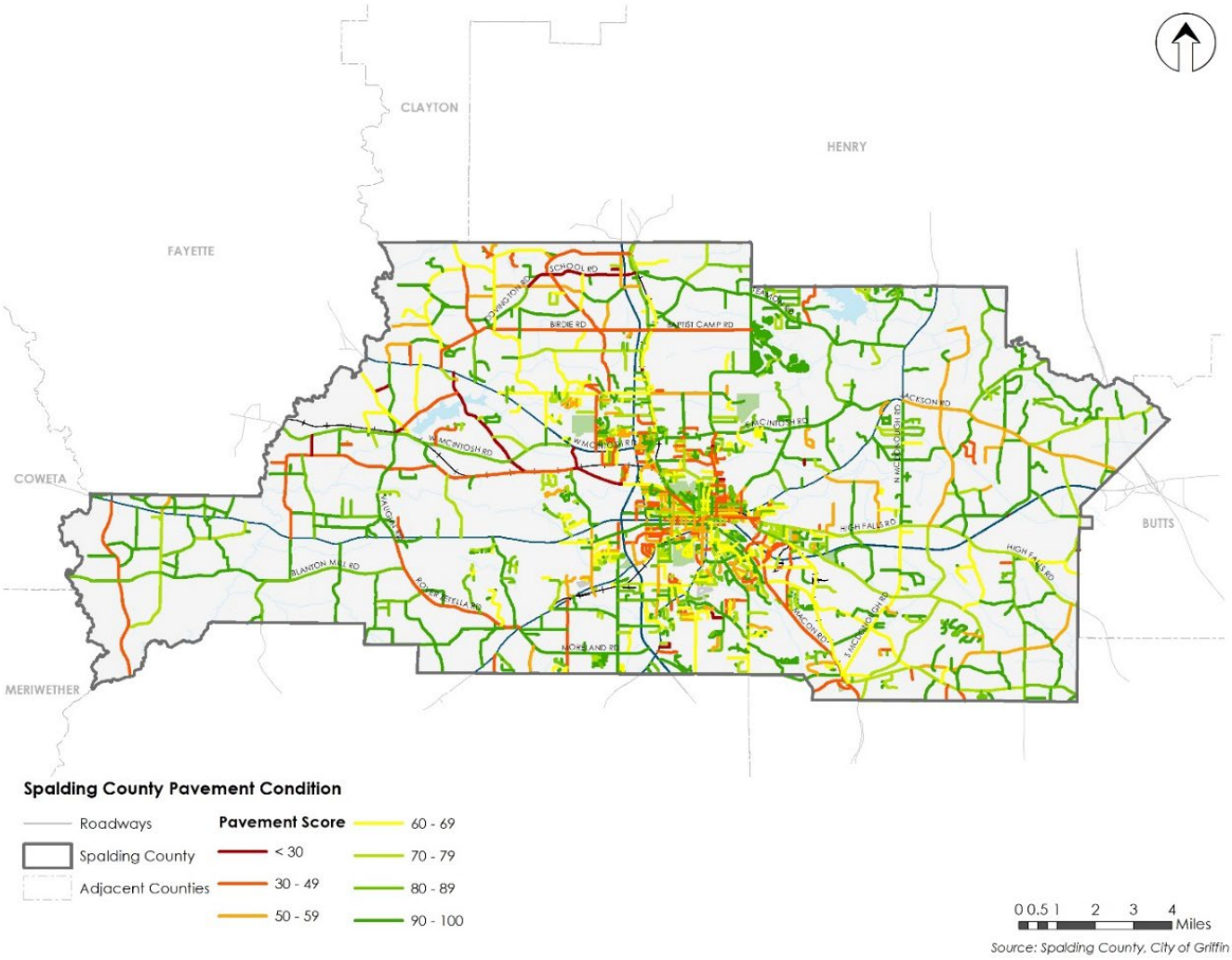


Figure 9.3 - Spalding County Pavement Condition

The City of Griffin maintains approximately 139 miles of roadway; the PCI range by mileage is shown in Table 9.3. Approximately 32 miles, or 23%, of City roadways have PCI scores of 90 or above. Approximately 75 miles, or 54%, of City roadways need pavement rehabilitation or resurfacing based on having a PCI score below 70.

Table 9.3 - City of Griffin PCI Breakdown

9.2.1.1.1.1.1 CITY OF GRIFFIN PCI	
PCI Range	**Miles**
< 30	1.91
30 – 49	24.17
50 – 59	20.24
60 – 69	28.84
70 – 79	19.14
80 – 89	12.51
90 – 100	32.24

Total	139.05

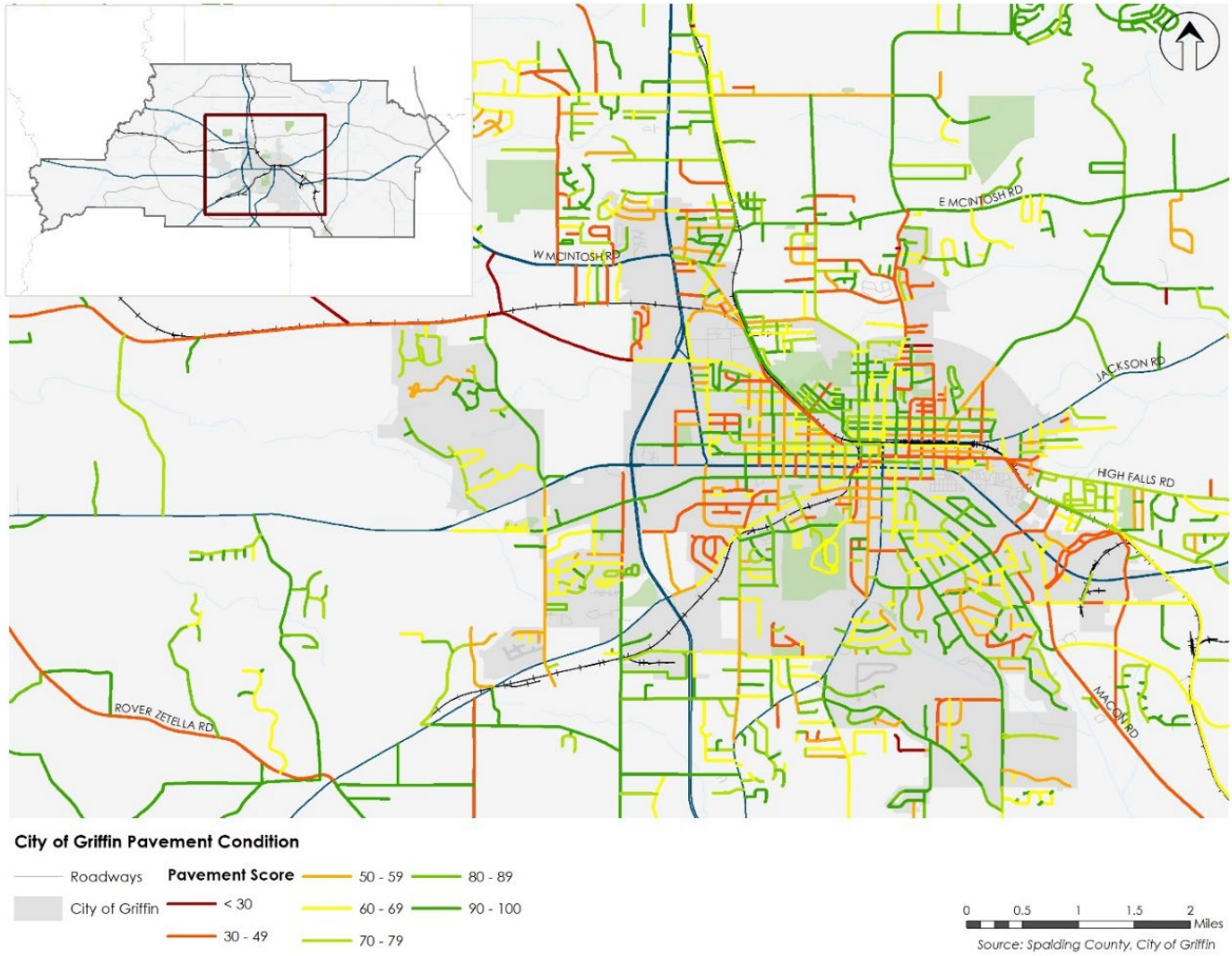


Figure 9.4 - City of Griffin Pavement Condition

9.3 RESILIENCE

9.3.1 SPALDING COUNTY HAZARD MITIGATION PLAN

Spalding County's Hazard Mitigation Plan was adopted in January 2017 in cooperation with the Cities of Griffin, Orchard Hill, and Sunny Side. This planning process identified eight natural hazards that pose a direct, measurable threat to Spalding County, including the transportation network. These natural hazards include:

- Inland Flooding
- Tornadoes
- Drought
- Severe Winter Storms

- Extreme Heat
- Hurricane Winds
- Thunderstorms
- Wildfires

Spalding County has experienced inland flooding in the past due to heavy rainfall within or in the vicinity of the County. The Hazard Mitigation Plan cites that seven flooding events occurred in the past 20 years. The most notable flooding event stemmed from Tropical Storm Alberto in 1994, which caused flooding along the Flint River. A map of flood zones maintained by the Federal Emergency Management Authority (FEMA) is shown in Figure 9.5 and is overlaid with bridges mapped by condition. This map shows that bridges in poor and fair condition throughout the County are susceptible to flooding events.

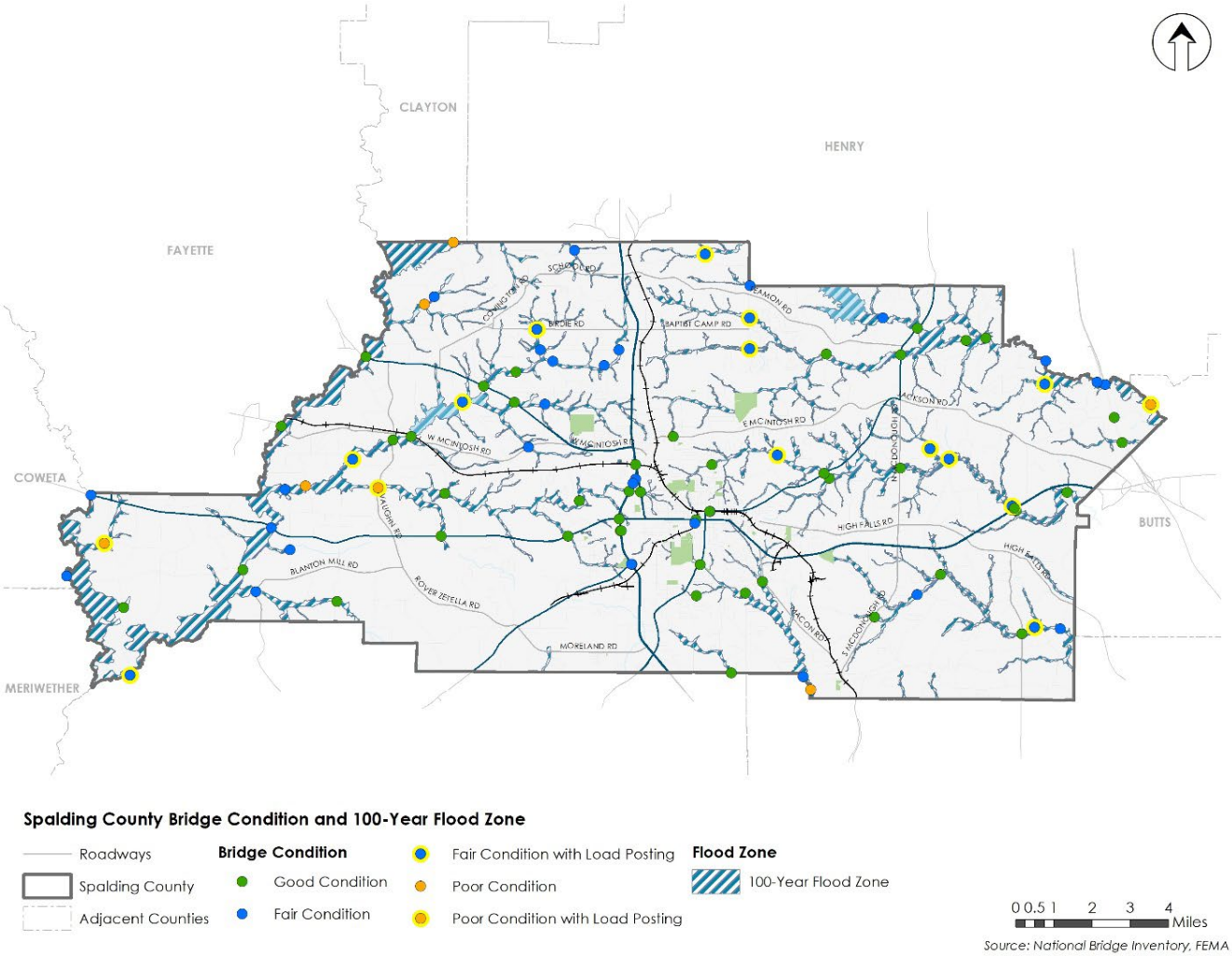


Figure 9.5: Spalding County Bridge Condition and 100-Year Flood Zone

In addition to these eight natural hazards, hazardous materials release was identified as a technological hazard. The transportation of materials through and within the County poses risks for hazardous materials spill, particularly along state routes with heavy truck activity and the along the railroad lines. According

to the U.S. Coast Guard National Response Center and the Hazard Mitigation Plan, there were two reported hazardous material spills in Spalding County in the past 25 years, but the number is likely higher since some spills may not have been reported. Waterways in Spalding County which are vulnerable to hazardous spills include Potato Creek, the Flint River, and numerous streams, creeks, and ponds throughout the County. The areas near the Dixie and Plantation pipelines, which both traverse the County through unincorporated areas, are also at a higher risk to this hazard.

9.3.2 CDC SOCIAL VULNERABILITY INDEX

The Centers for Disease Control and Prevention (CDC) utilizes a social vulnerability index (SVI) to understand the potential negative effects on communities caused by external stresses on human health. The social vulnerability index considers 15 U.S. Census variables at the Census tract level to describe the resilience of communities when confronted with these stresses, including natural or human-caused disasters, and disease outbreaks. It is intended to help local officials identify communities that may need support in preparing for hazards or recovering from disaster. Higher SVI scores indicate greater vulnerability for a given location. Transportation is among the variables considered when calculating the composite percentile rankings for Census tracts. The SVI for Spalding County and the City of Griffin are shown in Figure 9.6 and Figure 9.7, respectively. The Census tracts to the southwest of Griffin and in northern Griffin have the highest SVI largely due to higher population density and poverty levels in these areas as well as the location of industrial businesses within these Census tracts.

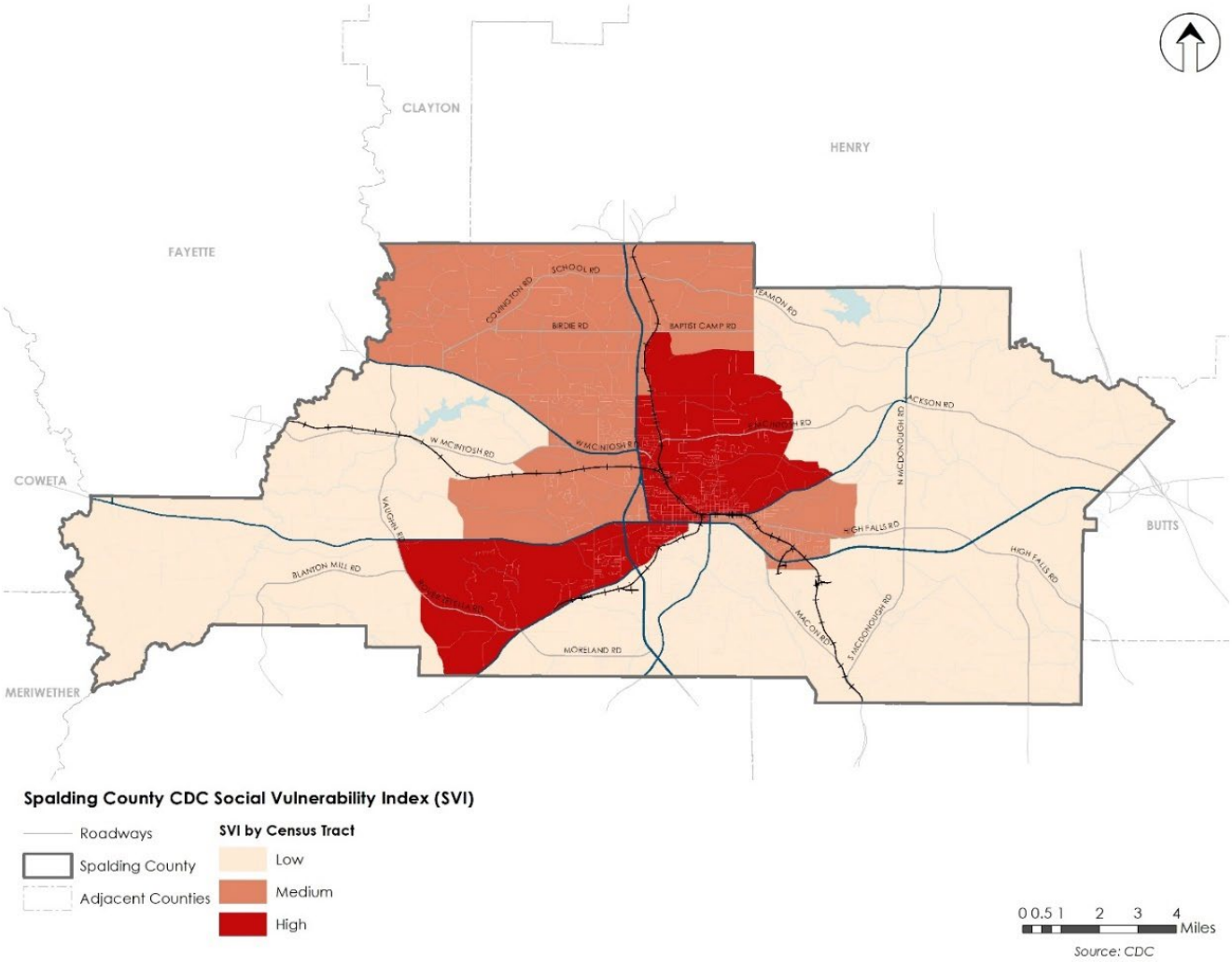


Figure 9.6: Spalding County CDC Social Vulnerability Index (SVI)

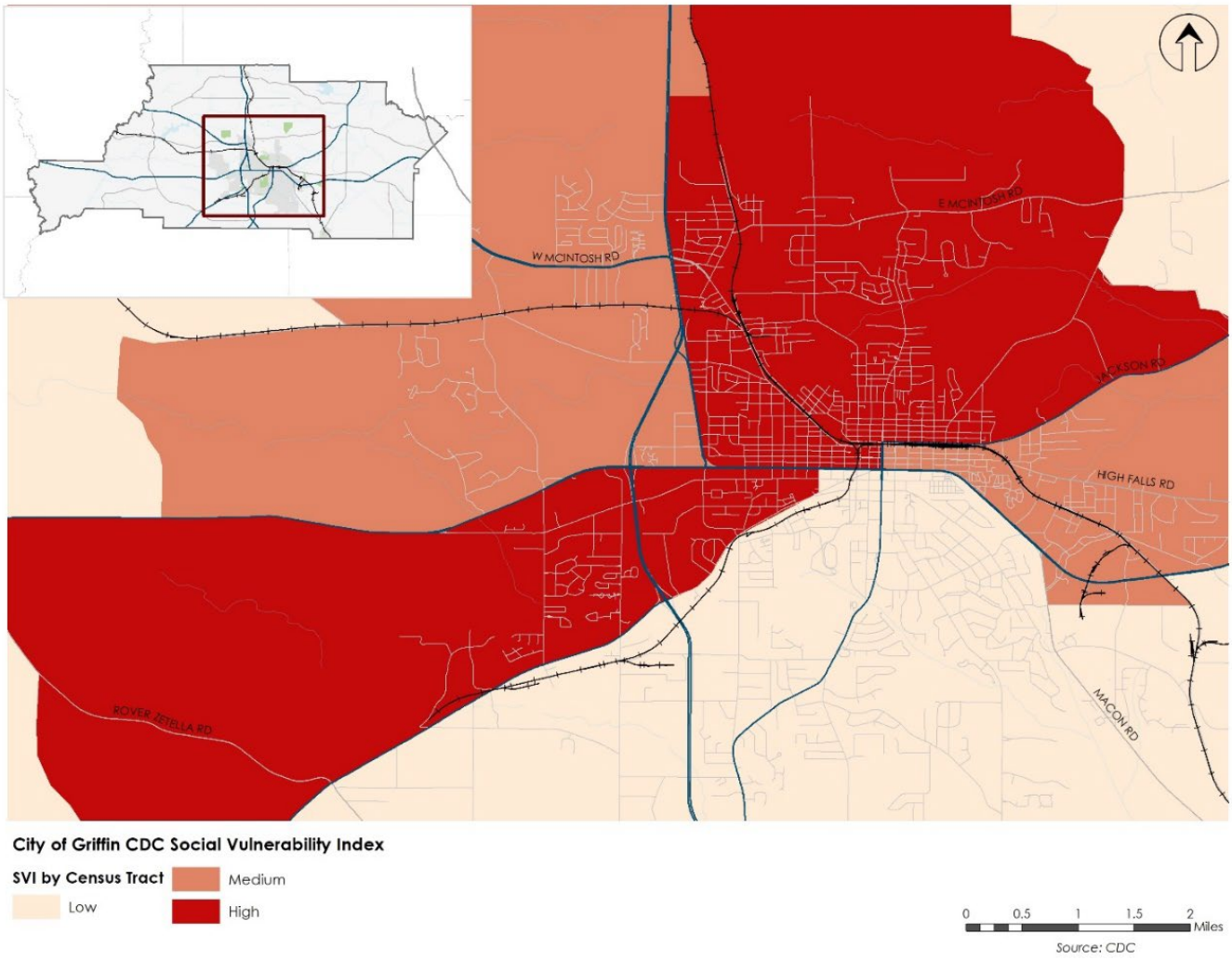


Figure 9.7: City of Griffin CDC Social Vulnerability Index (SVI)

9.3.3 ALTERNATIVE FUEL STATIONS

According to the Alternative Fuels Data Center housed under the U.S. Department of Energy, there are two alternative fuel stations that accommodate electric vehicle charging within Spalding County. These facilities include one at a local car dealership and one at a local government facility:

- Chronic Nissan – 2624 North Expressway
- City of Griffin – 132 East Broad Street

9.4 KEY FINDINGS

The key findings for asset management in Spalding County and the City of Griffin include the following:

- Approximately 35% of County roadways need pavement resurfacing or rehabilitation while approximately 54% of City of Griffin roadways need pavement resurfacing or rehabilitation.

- Based on findings from the CDC's Social Vulnerability Index, Census tracts to the southwest of Griffin and in northern Griffin have higher vulnerability than more rural portions of the County.

- According to the Spalding County Hazard Mitigation Plan (2016), Spalding County is vulnerable to eight natural hazards (inland flooding, tornadoes, drought, severe winter storms, extreme heat, hurricane winds, thunderstorms, and wildfires) and one technological hazard (hazardous materials spills).

- There are two alternative fuel stations which provide capabilities for electric vehicle charging within Spalding County. There is an opportunity to expand this infrastructure throughout Spalding County, especially as electric vehicles become more popular along area roadways. Providing facilities for other technologies such as liquefied natural gas (LNG) and compressed natural gas (CNG) should also be considered.

10. REPORT OF ACCOMPLISHMENTS

10.1 PLANNED AND PROGRAMMED PROJECTS

One important step in the existing conditions review and needs assessment portion of the CTP process is to identify previously and current planned and programed projects in the County and its jurisdictions. For Spalding County, the sources reviewed for plans and programmed projects were the Atlanta Regional Commission RTP/TIP, the TSPLOST referendum, the 2016 CTP, and projects recommended from previous studies.

Projects identified through these sources were consolidated to create the universe of projects list. Projects that have been completed or are underway have been identified in Table 10.1 or no longer meet a need identified through the CTP engagement process will be removed.

Table 10.1 – Planned and Programmed Projects

PROJECT	TYPE	SOURCE	STATUS
LCI INTERSECTION #1: NORTH HILL STREET AT BLANTON AVE AND N 6TH ST	INTERSECTION	GRIFFIN - SPALDING CTP UPDATE – 2016	COMPLETED
LCI INTERSECTION #2: NORTH HILL STREET AT NORTHSIDE DR. AND TUSKEGEE AVE ROUNDABOUT	INTERSECTION	GRIFFIN - SPALDING CTP UPDATE – 2016	COMPLETED
LCI INTERSECTION #3: NORTH HILL STREET AT E. MCINTOSH RD	INTERSECTION	GRIFFIN - SPALDING CTP UPDATE – 2016	COMPLETED
SEARCY AVE. AT E. BROADWAY STREET (SR 155)	INTERSECTION	GRIFFIN - SPALDING CTP UPDATE – 2016	TBD
HAMMOND DR. AT W. POPLAR ST	INTERSECTION	GRIFFIN - SPALDING CTP UPDATE – 2016	DESIGN PHASE UNDERWAY
REALIGN THE INTERSECTION OF NORTH HILL STREET AT BLANTON AVENUE AND NORTH 6TH STREET TO ADDRESS SAFETY CONCERNS	ROADWAY	NORTH HILL STREET CONNECTIVITY STUDY – 2008	COMPLETE

10.2 ARC TIP/ RTP/ GDOT PROJECTS

Projects from the ARC's Regional Transportation Plan (RTP)/Transportation Improvement Program (TIP) and Georgia Department of Transportation (GDOT) are displayed in Table 10.2. There are five programmed projects with funding allocated in the FY 2020-2025 TIP and three projects identified as long-range projects under the RTP. GDOT identified long-range projects include two roadway and five rail projects. Sixteen bridge projects were identified as temporarily shored projects.

Table 10.2 – ARC TIP/ RTP/ GDOT PROJECTS

PROJECT	TYPE	STATUS
ARC TIP PROJECTS		
AR-318 P.I. # 0014203 I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY) FROM I-475 TO SR 155	ROADWAY	PROGRAMMED
AR-348B P.I. # 331900- COUNTY LINE ROAD BRIDGE UPGRADE AT POTATO CREEK (SOUTHEAST OF GRIFFIN)	BRIDGE	PROGRAMMED
AR-5307-SP FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY	TRANSIT	PROGRAMMED
SP-067A P.I. # 0008682 GRIFFIN SOUTH BYPASS: PHASE 1 FROM INTERSECTION OF SR 155 AND JACKSON ROAD ALONG EXISTING ALIGNMENT OF NORTH MCDONOUGH ROAD TO SR 16 (ARTHUR K. BOLTON PARKWAY)	ROADWAY	PROGRAMMED
SP-100 P.I. # 0016076 EAST SOLOMON STREET INTERSECTION IMPROVEMENTS AT SPALDING STREET/SEARCY AVENUE	INTERSECTION	PROGRAMMED
ARC RTP PROJECTS		
SP-067B P.I. # 0007871 GRIFFIN SOUTH BYPASS: PHASE 2 - WIDENING FROM SR 16 (ARTHUR K. BOLTON PARKWAY) ALONG EXISTING ALIGNMENT OF SOUTH MCDONOUGH ROAD AND COUNTY LINE ROAD TO US 19/41	ROADWAY	LONG RANGE
SP-172 SR 92 WIDENING FROM WESTMORELAND ROAD TO VAUGHN ROAD	ROADWAY	LONG RANGE
SP-174 AIRPORT ACCESS ROAD - NEW ALIGNMENT FROM INTERSECTION OF SR 155 (JACKSON ROAD) AND KENNEDY ROAD TO INTERSECTION OF SR 16 (ARTHUR K BOLTON PARKWAY) AND BARROW ROAD	INTERSECTION	LONG RANGE
GDOT PROJECTS		
P.I. # 0007870 SR 155 FROM CR 508/NORTH 2ND STREET TO HENRY COUNTY LINE	ROADWAY	LONG RANGE
P.I. # 0010441GRIFFIN SOUTH BYPASS PHASE 3 - CONSTRUCTION OF BYPASS BETWEEN US 19/US 41/SR 3 AND SR 16 (ARTHUR K. BOLTON PKWY.) ALONG EXISTING COUNTY LINE RD. AND S. MCDONOUGH RD.	ROADWAY	LONG RANGE
P.I. # 0009219 COMMUTER RAIL – ATLANTA TO GRIFFIN - PHASE I - LONG-TERM COMMUTER RAIL SERVICE BETWEEN ATLANTA AND GRIFFIN	RAIL	LONG RANGE
P.I. # 0009220 COMMUTER RAIL – ATLANTA TO GRIFFIN - PHASE II - LONG-TERM COMMUTER RAIL SERVICE BETWEEN ATLANTA AND GRIFFIN	RAIL	LONG RANGE
P.I. # 0009221COMMUTER RAIL – ATLANTA TO GRIFFIN - PHASE III - LONG-TERM COMMUTER RAIL SERVICE BETWEEN ATLANTA AND GRIFFIN	RAIL	LONG RANGE
P.I. # 371800 COMMUTER RAIL – GRIFFIN TO MACON/BIBB – HOUSTON COUNTY - PHASE IV - LONG-TERM COMMUTER RAIL SERVICE BETWEEN MACON AND GRIFFIN	RAIL	LONG RANGE
P.I. # 371801 COMMUTER RAIL – GRIFFIN TO MACON/BIBB – HOUSTON COUNTY - PHASE V - LONG-TERM COMMUTER RAIL SERVICE BETWEEN MACON AND GRIFFIN	RAIL	LONG RANGE
P.I. # 331680- CR 103/BUCK CREEK ROAD @ BUCK CREEK NE ORCHARD HILL	BRIDGE	TEMPORARILY SHORED
P.I. # 331690- CR 496/HOLLONVILLE ROAD @ LINE CREEK TRIBUTARY S OF SR 16	BRIDGE	TEMPORARILY SHORED
P.I. # 331710- CR 35/VAUGHN ROAD@ HEADS CREEK N OF SR 16	BRIDGE	TEMPORARILY SHORED
P.I. # 331720- CR 889/JORDAN HILL ROAD @ TROUBLESOME CREEK N OF SR 16	BRIDGE	TEMPORARILY SHORED

P.I. # 342860- CR 509/BIRDIE ROAD @ GRIFFIN RESERVOIR TRIB NW OF GRIFFIN	BRIDGE	TEMPORARILY SHORED
P.I. # 370881- CR 170 @ UNNAMED CREEK E OF FAYETTE COUNTY LINE	BRIDGE	TEMPORARILY SHORED
P.I. # 370882- CR 36 @ WILDCAT CREEK E OF FAYETTE COUNTY LINE	BRIDGE	TEMPORARILY SHORED
P.I. # 370883- CR 115 @ CABIN CREEK 1-1/2 MILES S OF SR 16	BRIDGE	TEMPORARILY SHORED
P.I. # 370885- CR 197/MOON ROAD @ WILDCAT CREEK W OF GRIFFIN	BRIDGE	TEMPORARILY SHORED
P.I. # 370886- CR 185/WESTMORELAND ROAD @ HEADS CREEK TRIB NW OF GRIFFIN	BRIDGE	TEMPORARILY SHORED
P.I. # 371090- CR 1/MANLEY ROAD @ HEADS CREEK TRIB. 3 MI NW OF GRIFFIN	BRIDGE	TEMPORARILY SHORED
P.I. # 371091- CR 36/ELLIS ROAD @ HEADS CREEK 7 MI W OF GRIFFIN	BRIDGE	TEMPORARILY SHORED
P.I. # 371092- CR 98/BUCK CREEK ROAD @ BUCK CREEK 3 MI NE OF ORCHARD HILL	BRIDGE	TEMPORARILY SHORED
P.I. # 371093- CR 112/PULLAN ROAD @ TOWALIGA RIVER 8 MI NE OF GRIFFIN	BRIDGE	TEMPORARILY SHORED
P.I. # 371095- CR 143/NORTH POMONA ROAD @ TOWALIGA RIVER TRIB.	BRIDGE	TEMPORARILY SHORED
P.I. # 371096- CR 178/MARTIN ROAD @ FLINT RIVER TRIB. 6 MI NW OF GRIFFIN	BRIDGE	TEMPORARILY SHORED

10.3 TSPLOST PROJECTS

Georgia tax allows local communities to use a Transportation Special Purpose Local Option Sales Tax (TSPLOST) proceeds for transportation purposes. In November 2021, voters in Spalding County approved the TSPLOST referendum allowing proceeds from the TSPLOST to be utilized for projects that would otherwise be paid for with General Fund and Property Tax revenues.

Guidelines for projects are listed below, you can also reference the Official Code of Georgia (O.C.G.A.) 48-8-260(5) for more details.

- Transportation purposes including roads, bridges, public transit, rails, buses, and all accompanying infrastructure and services necessary to provide access to these facilities
- Roads, streets, sidewalks, bicycle paths and bridge purposes such as:
    - Acquisition of rights of way
    - Construction
    - Renovation and improvement, including resurfacing
    - Relocation of utilities
    - Improvement of surface-water drainage
    - Patching, leveling, milling, widening, shoulder preparation, culvert repair and other repairs necessary for their preservation
- Stormwater and drainage capital outlay projects, in conjunction with transportation projects

The TSPLOST project list identified by Spalding County and the City of Griffin are listed in Table 10.3.

Table 10.3 - TSPLOST Projects

PROJECT	TYPE	COST
TSPLOST - SPALDING COUNTY		
RESURFACING OF APPROXIMATELY 100 MILES	ROADWAY	$22,500,000.00
LOCAL MATCH FOR ARC/GDOT PROJECTS	ROADWAY	$3,000,000.00
REPLACEMENT OF BIG BLUE BUS	TRANSIT	$400,000.00
RESURFACING OF APPROXIMATELY 3 MILES FOR ORCHARD HILL	ROADWAY	$300,000.00
REIMBURSEMENT FOR PROJECT MANAGEMENT COSTS; DESIGN AND ENGINEERING COSTS; CONSTRUCTION MANAGEMENT COSTS; COSTS OF ISSUANCE COUNTY BONDS; CONTINGENCY	OTHER	$3,000,000.00
SIDEWALK AND PEDESTRIAN CONNECTIVITY AND CONTINUITY	SIDEWALK	$2,000,000.00
TSPLOST - GRIFFIN		
RESURFACING OF APPROXIMATELY 3 MILES FOR ORCHARD HILL	ROADWAY	$300,000.00
MILLING AND RESURFACING	ROADWAY	$11,000,000.00
INTERSECTION IMPROVEMENT AT COLLEGE STREET AND KINCAID AVENUE / HAMILTON DRIVE	INTERSECTION	$2,000,000.00
SIDEWALK AND PEDESTRIAN CONNECTIVITY AND CONTINUITY	SIDEWALK	$1,000,000.00
TAYLOR STREET (BETWEEN 6TH STREET AND 8TH STREET) STREETSCAPE	STREETSCAPE	$1,000,000.00
STATE ALLEY AND BANK STREET PARKING LOT AND ALLEY REDEVELOPMENT	OTHER	$1,500,000.00

11. TRANSPORTATION PERFORMANCE MANAGEMENT

The FHWA defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. TPM is a systematically applied, ongoing process providing key information to help decision makers to understand the consequences of investment decisions across transportation assets or modes.

Following are the national Federal-aid Highway Program performance goals as established by Congress:

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.
- System Reliability - To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Table 11.1 identifies state targets set by FHWA and recognized by the Georgia Department of Transportation (GDOT). In addition to the federally required performance measure monitoring areas, Metropolitan Planning Organizations (MPO) have the liberty to set their own performance measures based on issues and challenges that are geographically unique to the area.

Table 11.1 - FHWA State Targets

National Goal Area	FHWA Definition	National Performance Measure	CTP Goal
Safety (PM1)	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	• Number of Fatalities • Rate of Fatalities • Number of Serious Injuries • Rate of Serious Injuries • Number of Non-motorized Fatalities and Non-motorized Serious Injuries	Decrease fatalities and serious injuries by improving intersections and roadways.
Infrastructure Condition (PM2)	To maintain the highway infrastructure asset system in a state of good repair	• Percent of Interstate pavements in Good condition • Manage and preserve the transportation system to ensure long range sustainability • Percent of Interstate pavements in Poor condition • Percent of non-Interstate NHS pavements in Good condition • Percent of non-Interstate NHS pavements in Poor condition • Percent of NHS bridges by deck area classified as in Good condition • Percent of NHS bridges by deck area classified as in Poor condition	Maintain the State of Good Repair for countywide roadways and bridges.
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System	N/A • Percent of reliable person-miles traveled on the Interstate. • Percent of reliable person-miles traveled on the non-Interstate NHS • Percentage of Interstate system mileage providing for reliable truck movement • travel time (Truck Travel Time Reliability Index) • Total Emissions Reduction (GDOT)	Improve system capacity and operations to ensure minimal delays.
System Reliability (PM3)	To improve the efficiency of the surface transportation system		

National Goal Area	FHWA Definition	National Performance Measure	CTP Goal
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	N/A	Increase freight movement and efficiency through the county, support economic development, and minimize interaction with non - compatible land uses.
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment	N/A	Increase opportunities for multi-modal development and promote environmental sustainability.
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	N/A	Maintain efficient project management to reduce cost, waste, and delays.

Griffin and Spalding County are in a unique position in that they are on the "outskirts" of the Atlanta metropolitan region and would be under the ARC umbrella for certain programs. In addition, the major corridors that experience the largest volumes and most freight traffic are primarily State Routes. Consequently, a program for data collection and performance monitoring should be in conjunction with efforts by GDOT and locally with their District 3 office. Discussions should be initiated and ongoing regarding target goals (i.e., less than X% of roadway pavement in poor condition and Y% reduction in severe bodily injury crashes). With this program in place, decisions for investments in transportation improvements can be effectuated to achieve these goals.

12. FINANCIAL ANALYSIS

To set implementation timelines for transportation projects, the CTP development process typically completes a revenue analysis to understand expected revenue sources that will be available for designing, constructing, and maintaining infrastructure projects. The expected revenue is used to create divisions between short-, medium-, and long-term projects and establish parameters for dollars available to forecast implementation. The projected funding timeline is used to organize projects by their expected costs and prioritization evaluation from public input and technical analysis. Short-term projects are generally considered to be more fiscally constrained as revenue and costs will be more accurate to estimate in the short-term.

12.1 EXISTING FUNDING SOURCES

To understand the availability of funding for future projects, the project team considered the existing funding sources used to implement transportation projects in Spalding County and the City of Griffin. The funding was divided by the primary sources of local, state, and federal funding. Past projects and upcoming projects with financial commitments were used to determine the expected funding for future years.

The primary source of local funding is generated through the County and City's Special Purpose Local Option Sales Tax (SPLOST) and Transportation Special Purpose Local Option Sales Tax (TSPLOST). Georgia tax legislation allows local communities to use SPLOST and TSPLOST proceeds for capital purposes. Spalding County has utilized SPLOST funding for most years since 1997 to implement transportation improvements. In November 2021, voters in Spalding County approved the TSPLOST referendum allowing proceeds from the TSPLOST to be utilized for projects that would otherwise be paid for with General Fund and Property Tax revenues. A portion of Spalding County's SPOLST and TSPLOST funding is provided to the Cities of Griffin, Orchard Hill, and Sunny Side for local projects within their jurisdictions. Another portion is set aside for local matching required for state and federal programs.

Relevant federal funding is provided from programs within the Federal Highway Administration (FHWA) and typically distributed through state and regional transportation planning organizations, such as Georgia Department of Transportation (GDOT), Atlanta Regional Commission (ARC), and Three Rivers Regional Commission (TRRC). State funds are distributed through GDOT and sources include the state motor fuel tax, bonds, and taxes or general funds where appropriate.

12.2 FUTURE FINANCIAL PROJECTIONS

Projecting future revenue and funding for transportation projects was completed by reviewing the past and current financial obligations from local, state, and federal funding sources and assuming the future levels will remain the same. Where funds are disseminated through formula programs, like the Local Maintenance and Improvement Grant (LMIG), it is relevant to review the expected population increase or decrease.

To project local funding, the project team reviewed 2008 SPLOST, 2016 SPLOST, and 2022 TSPLOST realized and estimated revenues. The 2008 and 2016 SPLOSTs were comprised of capital projects other than transportation and contained an apportioned amount for local cities, therefore, only the funding

provided for transportation projects were considered for future projections. Approximately 14% and 35% of the total SPLOST project expenditures were set for transportation projects, respectively. For TSPLOST projects, the entire amount is dedicated to transportation infrastructure or repayment of debt used on transportation projects. To project future local funding, it was assumed that a form of SPLOST or TSPLOST would continue to be available, and allocation would be consistent with previous years. Expected revenue set aside for local match was removed from local available funds for projects.

Federal and state funding were projected using previously committed finances found in GDOT projects and ARC's programmed projects in the FY 2020-2025 Transportation Improvement Plan (TIP) and long-term projects found in the Regional Transportation Plan (RTP). Project estimates were averaged out over the expected years of the project completion and used to determine the expected per-year commitment to be used in the short-, medium-, and long-term timetables.

Table 12.1: Estimated Funding by Implementation Timeline

Implementation Phase and Source	Estimated Funding
Available Short-Term (FY 2024-2028)	Total $48.0M
Federal and State Programs	$13.3M
GDOT LMIG	$5.5M
TSPLOST	$29.2M
Mid-Term (FY 2029-2039)	Total $152.5M
Federal and State Programs	$104.1M
GDOT LMIG	$12.2M
Assumed SPLOST	$36.2M
Long-Term (FY 2040-2050)	Total $169.4M
Federal and State Programs	$121.0M
GDOT LMIG	$12.2M
Assumed SPLOST	$36.2M

12.3 NEW AND POTENTIAL FUNDING SOURCES

It is important to further discuss that new funding sources and allocation amounts are expected to change for the next five years due to increased focus on infrastructure development by the federal and state governments and new legislation passed by the federal government. The Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act will increase the expected funding to state and local government for capital projects. These bills alone will impact both discretionary and formula funding made available to Spalding County and the City of Griffin, with the distribution options also opened to the direct recipients. According to the ARC, annual formula funding in Georgia is set to increase by about $400 million, for a total of more than $1.75 billion over the next five years.

This increase in funding is not included in the financial projections discussed above. As the initial projects are being awarded with the increased budget, at this time it is not possible to anticipate the expected award or increase direct to Spalding County. It is the recommendation of the project team that County and City staff utilize ARC's IIJA Funding Opportunity Database (homepage displayed in Figure 12.1), coordinate with ARC and TRRC, and apply directly competitive grants for funding. Projects can be chosen from the prioritized project list or aspirational future project considerations where applicable for this new funding opportunity.

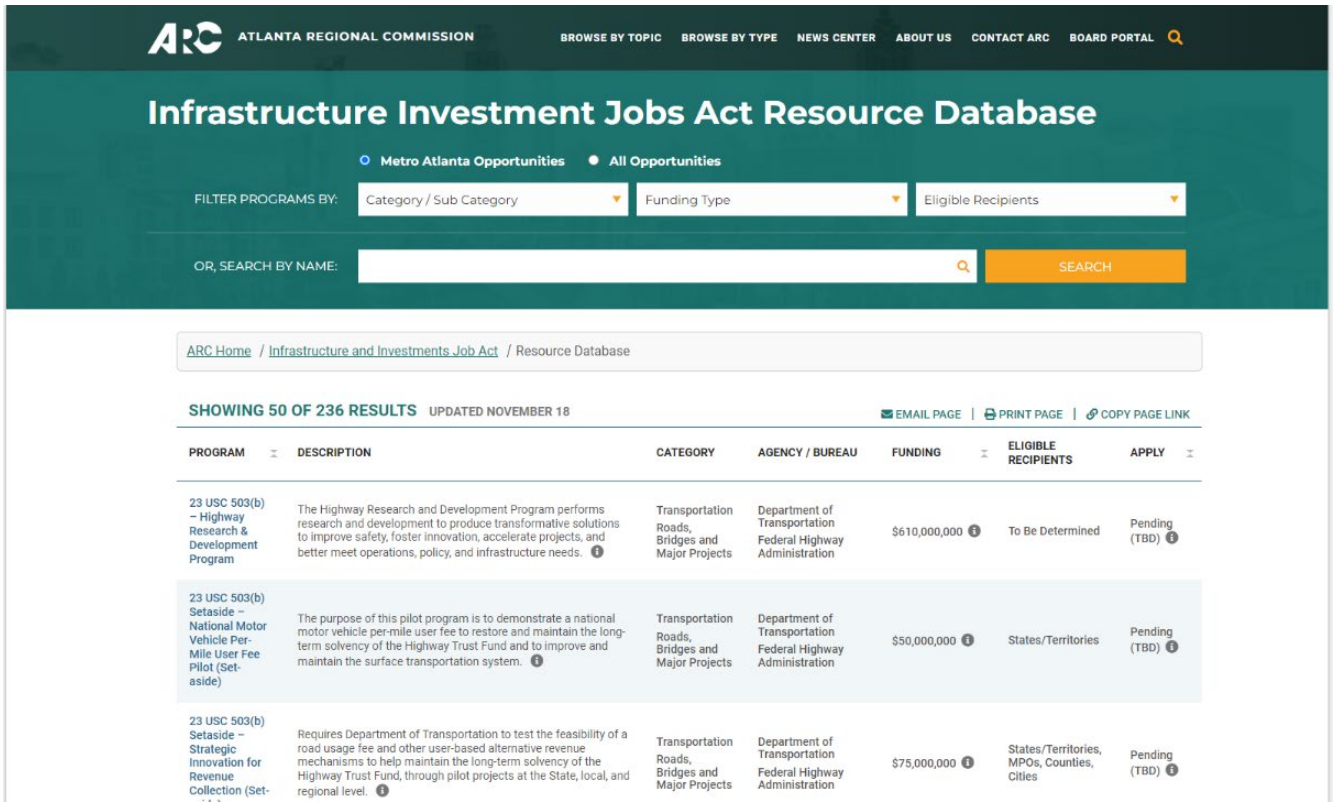


Figure 12.1: ARC IIJA Resource Database

13. UNIVERSE OF PROJECTS

The Universe of Projects represents the collected list of projects that were identified through the Existing Conditions and Needs Assessment process. Projects come from previous studies that have yet to be implemented or new projects designed to address the needs discovered during the technical evaluation of travel conditions and demand; state of good repair; expected future growth; and public input. This section will provide a holistic review of projects considered before prioritization and cost estimates. A full table of the universe of projects organized by recommended time frame is provided in the appendix.

13.1 BRIDGE PROJECTS

Bridges are an integral component of the transportation network. Depending on use and customary over time, regular maintenance and rehabilitation is necessary to prolong their functional life postponing reconstruction. Replacement of a bridge causes a significant impact to local traffic, school bus, and freight circulation due to the detour that needs to be established to divert trips.

For the Spalding County bridges' structural evaluation criteria, nine bridges were classified as poor condition and sixteen that are load-posted classified as fair or poor.

Bridge projects considered by the project team were those of poor conditions and bridges classified as fair with load-posted restrictions. Table 13.1 provides a list of bridge projects, and Figure 13.1 identifies the locations of bridge projects included in the Universe of Projects and considered during prioritization. No bridge inside the City of Griffin was identified for consideration as they are already at a good condition or fair without weight restrictions.

Table 13.1: Universe of Projects - Bridge Projects

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
BR-001	Camp Rd @ Potato Creek	Rehabilitation and maintenance to improve condition rating	BRIDGE	$ 3,740,000.00	5	Short-Term
BR-003	Wildwood Rd @ Bear Creek	The bridge is deficient and requires posting due to cracking on the deck, corrosion and rusting on all beams and scour under both abutments. (PI #0015417)	BRIDGE	$ 1,450,000.00	2	Short-Term
BR-012	Jenkinsburg Rd @ Towaliga River	Rehabilitation and maintenance to improve condition rating	BRIDGE	$ 3,740,000.00	5	Short-Term
BR-002	Moon Rd @ Wildcat Creek	(PI #370882-) Rehabilitation	BRIDGE	$ 7,790,000.00	3	Mid-Term
BR-005	Hollonville Road Rd @ Line Creek Tributary	(PI #331690-) Rehabilitation	BRIDGE	$ 930,000.00	2	Mid-Term
BR-006	Vaughn Rd @ Heads Creek	(PI #331710-) Rehabilitation	BRIDGE	$ 7,100,000.00	2	Mid-Term
BR-007	Jordan Hill Rd @ Troublesome Creek	(PI #331720-) Rehabilitation	BRIDGE	$ 5,650,000.00	2	Mid-Term
BR-008	Birdie Road Rd @ Griffin Reservoir Tributary	(PI #342860-) Rehabilitation	BRIDGE	$ 6,210,000.00	2	Mid-Term
BR-013	Westmoreland Rd @ Heads Creek	(PI #370886-) Rehabilitation	BRIDGE	$ 6,210,000.00	2	Mid-Term
BR-017	Pullman Rd @ Towaliga River	(PI #371093-) Rehabilitation	BRIDGE	$ 5,670,000.00	2	Mid-Term
BR-004	Buck Creek Rd @ Buck Creek	(PI #331680-) Rehabilitation	BRIDGE	$ 5,920,000.00	2	Long-Term
BR-009	Moore Rd @ Unnamed Creek	(PI #370881-) Rehabilitation	BRIDGE	$ 9,420,000.00	2	Long-Term
BR-010	W Ellis Rd @ Wildcat Creek	(PI #370882-) Rehabilitation	BRIDGE	$ 7,790,000.00	2	Long-Term

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
BR-011	Tomochichi Rd @ Cabin Creek	(PI #370883-) Rehabilitation	BRIDGE	$ 6,160,000.00	2	Long-Term
BR-014	Manley Rd @ Heads Creek Tributary	(PI #371090-) Rehabilitation	BRIDGE	$ 5,850,000.00	2	Long-Term
BR-015	Ellis Rd @ Heads Creek	(PI #371091-) Rehabilitation	BRIDGE	$ 10,120,000.00	2	Long-Term
BR-016	Mangham Rd @ Buck Creek	(PI #371092-) Rehabilitation	BRIDGE	$ 5,670,000.00	2	Long-Term
BR-018	N Pomona Rd @ Towaliga River	(PI #371095-) Rehabilitation	BRIDGE	$ 5,640,000.00	2	Long-Term
BR-019	Martin Rd @ Flint River Tributary	(PI #371096-) Rehabilitation	BRIDGE	$ 7,850,000.00	2	Long-Term
			Total Cost	**$ 112,910,000.00**	**Projects:**	**19**

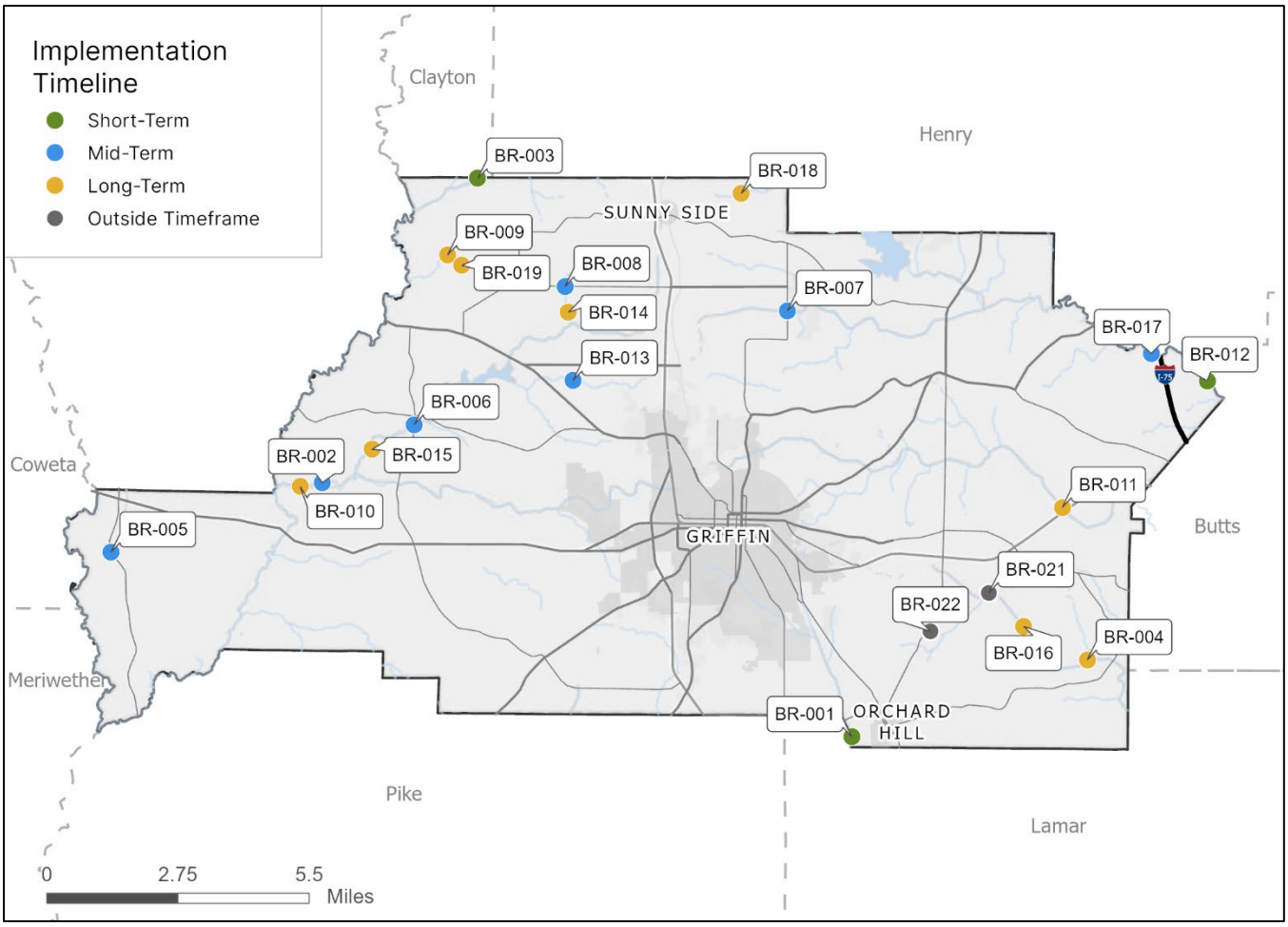


Figure 13.1: Universe of Projects - Bridge Project Locations

13.2 CAPACITY AND NEW ROADWAY PROJECTS

A transportation system's ability to handle the expected demand of users is integral to the level of service and safety of those users. The project team identified capacity projects as those that are meant to ease the flow of traffic through major corridors and decrease the number of potentially hazardous intersections. An existing project, relocating SR 155 to south of downtown Griffin, shown as C-003, C-004, and C-005 on Figure 13.2, is a prime example of a project intended to direct traffic in a more efficient manner and decrease possible points of impacts through an already congested downtown network.

The Table 13.2 provides a list of capacity projects, and Figure 13.2 shows the location of identified capacity projects in Spalding County. These projects include existing roadway widenings and traffic signal improvements along corridors, like adding Intelligent Traffic Signals (or other forms signal optimization). Corridor improvements to signal timing can improve the level of service by minimizing the number of stops an individual user has to perform.

Table 13.2: Universe of Projects - Capacity Projects

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
C-015	SR 16 Corridor Improvements	Signal optimization and advanced dilemma-zone detection system (ITS), and intersection improvements	CAPACITY	$ 6,680,000.00	5	Short-Term
C-017	S. Hill Street (SR 155)	Signal optimization and advanced dilemma-zone detection system (ITS) from E Taylor St to Airport Rd.	CAPACITY	$ 1,430,000.00	5	Short-Term
C-018	N 9th St	Signal optimization W Broad St (SR 155) to W Solomon Street	CAPACITY	$ 30,000.00	0	Short-Term
C-019	E Broad St	Signal optimization between N Hill St to 2nd St	CAPACITY	$ 150,000.00	5	Short-Term
C-020	E Poplar St	Signal optimization N Hill St to 2nd St	CAPACITY	$ 150,000.00	1	Short-Term
C-021	S 9th St	Signal optimization W Solomon St to E Taylor St	CAPACITY	$ 40,000.00	2	Short-Term
C-003	Griffin South (Bypass Phase 1)	SP-067A (PI #0008682) Relocation of SR 155 along McDonough Rd to SR 16	CAPACITY	$ 12,800,000.00	9	Mid-Term
C-004	Griffin South (Bypass Phase 2)	SP-067B (PI #0007871) Relocation of SR 155 from SR 3 to SR 16	CAPACITY	$ 38,700,000.00	7	Mid-Term
C-011	Tri-County Crossing	(CTP03) Moreland Rd Extension to Zebulon Rd, A new 2-lane roadway connecting US 41 to SR 155	CAPACITY	$ 1,250,000.00	2	Mid-Term
C-016	US 19/41 Corridor Improvements	Signal optimization and advanced dilemma-zone detection system (ITS)	CAPACITY	$ 23,230,000.00	5	Mid-Term
C-002	SR 92 Widening	SP-172	CAPACITY	$ 41,200,000.00	2	Long-Term
			Total Cost	**$ 125,660,000.00**	**Projects:**	**11**

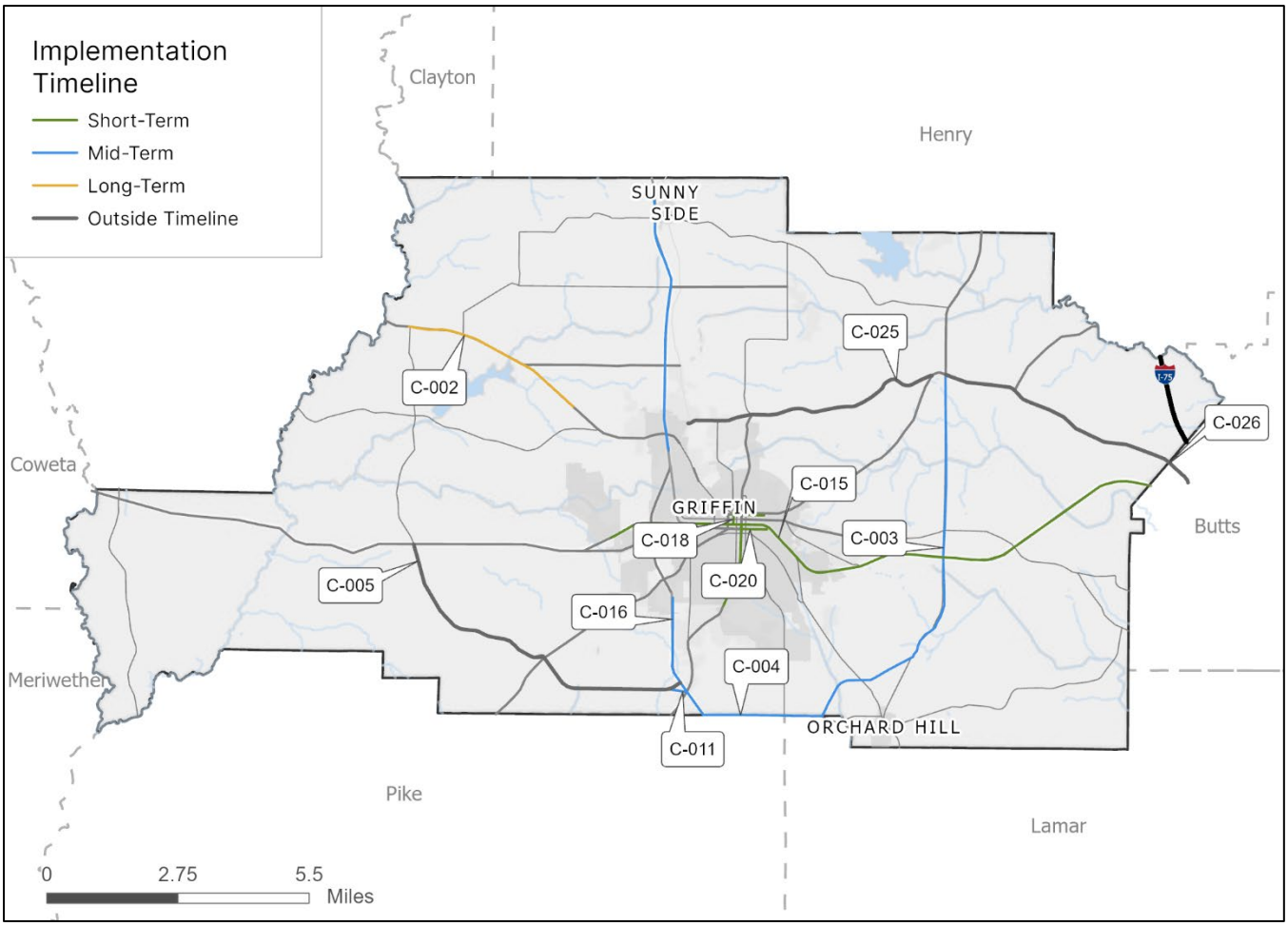


Figure 13.2: Universe of Projects - Capacity Projects

Some projects are contained within the City of Griffin. Figure 13.3 below shows where projects were considered to improve congestion within the City. Due to limited space for deployment, projects considered downtown are only improvements to signals to optimize traffic patterns and help users navigate as quickly and safely as possible.

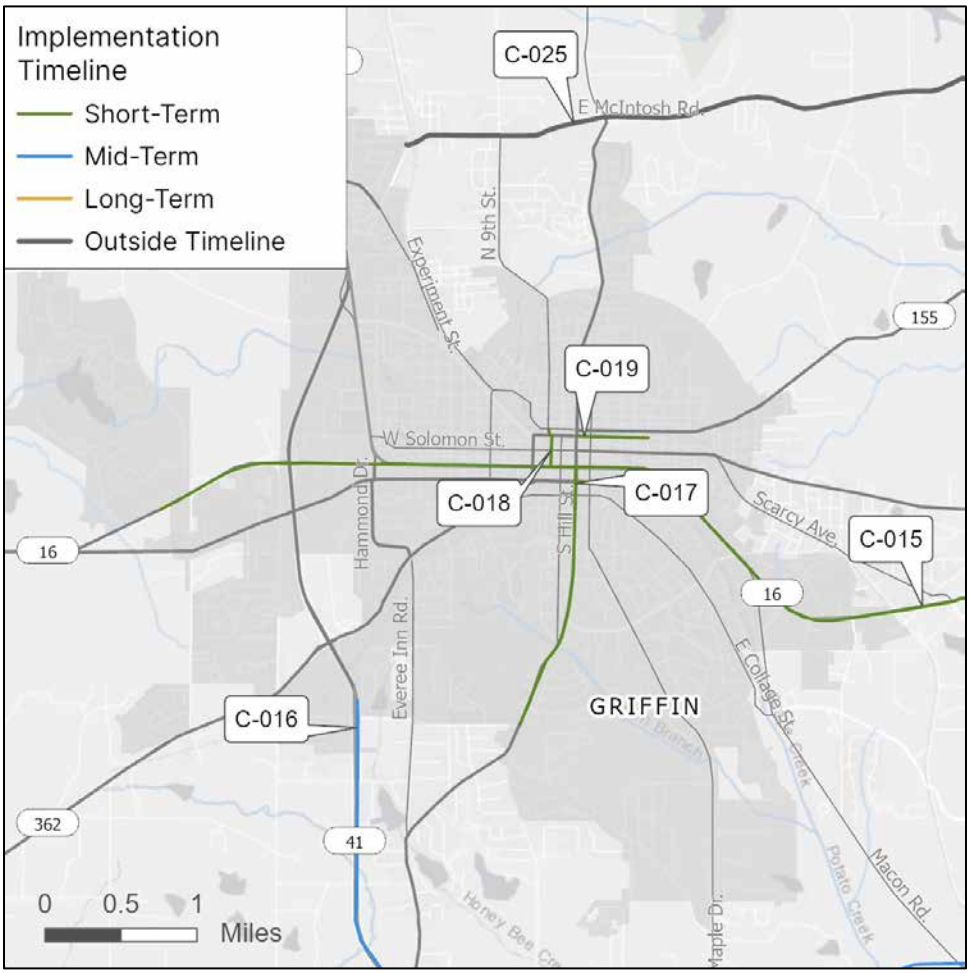


Figure 13.3: Universe of Projects - Capacity Projects in Griffin

13.3 INTERSECTION PROJECTS

Intersection projects were identified through the technical analysis for improvements to safety, operations, and the freight network. Those identified for the University of Projects address areas of traffic congestion or confusion for those making turns, intersections with higher number of vehicle crashes, or intersections along the freight network that deal with large truck carriers making turns. Table 13.3 provides a list of all intersection projects. The pages following show the project locations by sub-classification as either safety, operations, or part of the freight network.

Table 13.3: Universe of Projects - Intersection Projects

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
I-002	North Expwy (US 19/41) @ McIntosh Rd (SR 92)	Improve safety and operations - significant complexity	INTERSECTION	$ 2,000,000.00	6	Short-Term
I-003	Taylor St (SR 16) @ S Hill St (SR 155)	Improve safety and operations - significant complexity	INTERSECTION	$ 2,000,000.00	6	Short-Term
I-004	W Taylor St (SR 16) @ Martin Luther King Jr Pkwy NB (US 19/41)	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	3	Short-Term
I-005	W Taylor St (SR 16) @ North Expwy (SR 92)	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	3	Short-Term
I-006	N Hill St (SR 155) @ Solomon St	Improve safety and operations - significant complexity	INTERSECTION	$ 2,000,000.00	6	Short-Term
I-008	North Expwy (US 19/41) @ Bowling Ln	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	4	Short-Term
I-009	N Hill St (SR 155) @ Broadway St (SR 155)	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	6	Short-Term
I-010	Martin Luther King Jr Pkwy (US 19/41) @ Airport Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	5	Short-Term
I-011	N Expwy (US 19/US 41) @ Ellis Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	4	Short-Term
I-012	North Expwy (US 19/41) @ Vineyard Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	6	Short-Term

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
I-014	North Expwy (US 19/41) @ Birdie Rd/Baptist Camp Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	6	Short-Term
I-015	Jackson Rd @ N McDonough Rd (SR 155)	Improve safety and operations - simple	INTERSECTION	$ 500,000.00	6	Short-Term
I-017	Williamson Rd (SR 362) @ Rover Zetella Rd/Moreland Rd	Improve safety and operations - simple	INTERSECTION	$ 500,000.00	3	Short-Term
I-018	Macon Rd @ County Line Rd/Johnston Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	3	Short-Term
I-019	North Expwy (US 19/41) @ Manley Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	4	Short-Term
I-038	Johnston Rd @ S. McDonough Rd	Convert nb and sb left turns to flashing yellow arrows (FYAs); restripe the intersection and relocate stop bar on sb left-turn lane further away from intersection; install lane line extensions/skip markings to guide motorists making eb left-turn; install median nose delineators; install backplates with retroreflective borders on all traffic signal heads; install raised pavement markings.	INTERSECTION	$ 210,000.00	4	Short-Term
I-039	Johnston Rd @ Macon Rd	Reconstruct and repave Johnston Road between Macon Road and S. McDonough Road to correct vertical sight lines and improve pavement condition; restripe the intersection; install raised pavement markers.	INTERSECTION	$ 10,000.00	4	Short-Term

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
I-044	Johnston Rd @ Green Valley Rd	Repave Johnston Road between Macon Road and South McDonough Road to improve pavement condition.	INTERSECTION	$ 10,000.00	4	Short-Term
I-050	Jackson Rd @ Jenkinsburg Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	0	Short-Term
I-051	Authur K Bolton Pkwy (SR 16) @ Wild Plum Rd	Install a R-Cut intersection with expanded paved aprons (bum-outs or "loons") in the shoulder area opposite to the crossover locations to accommodate large trucks; install signage along The Lakes Parkway to redirect traffic destined to SR 16 west (or downtown Griffin) to use the Rehoboth Road or the S. McDonough Road intersections.	INTERSECTION	$ 170,000.00	3	Short-Term
I-052	Authur K Bolton Pkwy (SR 16) @ High Falls Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	1	Short-Term
I-053	N Expwy (US 19/41) @ Lucky St / Ridgewood Dr	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	1	Short-Term
I-007	W Taylor St (SR 16) @ 8th St	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	3	Mid-Term
I-013	North Expwy (US 19/41) @ Malier Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	3	Mid-Term
I-016	North Expwy (US 19/41) @ School Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	3	Mid-Term
I-033	E Solomon St @ Spalding St/Searcy Ave	SP-100 (PI #0016076)	INTERSECTION	$ 5,760,000.00	0	Mid-Term
I-034	Cain Ln @ Everee Inn Rd		INTERSECTION	$ 480,000.00	0	Mid-Term
I-035	Spalding Dr @ SR 16		INTERSECTION	$ 990,000.00	0	Mid-Term

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
I-037	Jackson Rd @ Wallace Rd	Install splitter islands along the Wallace Road approaches to the intersection, which will also help to improve the skew of the intersection; replace damaged and missing stop signs on east and west legs (Jackson Road); install signs notifying drivers of truck traffic restriction on Wallace Road; repave and restripe intersection; install raised pavement markers.	INTERSECTION	$ 70,000.00	0	Mid-Term
I-044	Johnston Rd @ Green Valley Rd	In the long-term, consider removing the intersection by relocating Green Valley Road to intersect South McDonough Road north of Johnston Road, in conjunction with Phase 2 of the Griffin South Bypass project (PI #007871).	INTERSECTION	$ 2,300,000.00	4	Mid-Term
I-047	Green Valley Rd Realignment	Eliminate intersection by relocating Green Valley Road to intersect S. McDonough Road north of Johnston Road, in conjunction with Phase 2 of the Griffin South Bypass project (PI #007871).	INTERSECTION	$ 2,390,000.00	1	Mid-Term
I-055	Johnston Rd @ S. McDonough Rd	In the long-term, consider installing a roundabout at the intersection, in conjunction with Phase 2 of the Griffin South Bypass project (PI #007871).	INTERSECTION	$ 4,160,000.00	2	Mid-Term
I-056	Johnston Rd @ Macon Rd	Install a roundabout, in conjunction with Phase 2 of the Griffin South Bypass project (PI #007871).	INTERSECTION	$ 4,160,000.00	2	Mid-Term

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
I-040	Martin Luther King Jr Pkwy (US 19/41) @ Zebulon Rd	Monitor level of congestion and consider installing a single-legged displaced left turn (DLT) for eastbound left-turn movements from Zebulon Road (US 19) to northbound MLK Jr. Parkway (US 41), to include the corresponding free-flow right-turn bypass lane from southbound MLK Jr. Parkway (US 41) to westbound Zebulon Parkway (US 19); realign the eastbound and westbound intersection approaches to improve the skew. As part of this design, consider installing a displaced left turn (DLT) for westbound left-turn movements from Zebulon Road (US 19) to northbound MLK Jr. Parkway (US 41).	INTERSECTION	$ 20,810,000.00	0	Long-Term
I-048	Wallace Road Upgrade	Redesign and widen Wallace Road between SR 16 and Jenkinsburg Road to a two-lane divided roadway with adequate travel lane width and turn radii to accommodate significant freight traffic as industrial development occurs along the west side of I-75.	INTERSECTION	$ 8,320,000.00	0	Long-Term
I-036	College St. @ Hamilton Blvd / Kincaid Ave	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	1	Mid-Term
			Total Cost	**$ 73,840,000.00**	**Projects:**	**36**

13.3.1 SAFETY

The Figure 13.4 below identifies all the intersection projects considered for improving safety conditions. Projects are mostly located along the major arterial routes of US 19/41 and in and around downtown Griffin. The prioritization of safety projects will focus on decreasing first the intersections with more serious and deadly crash incidents. There are a number of intersections with large number of small incident crashes that are considered a priority, but not as urgent.

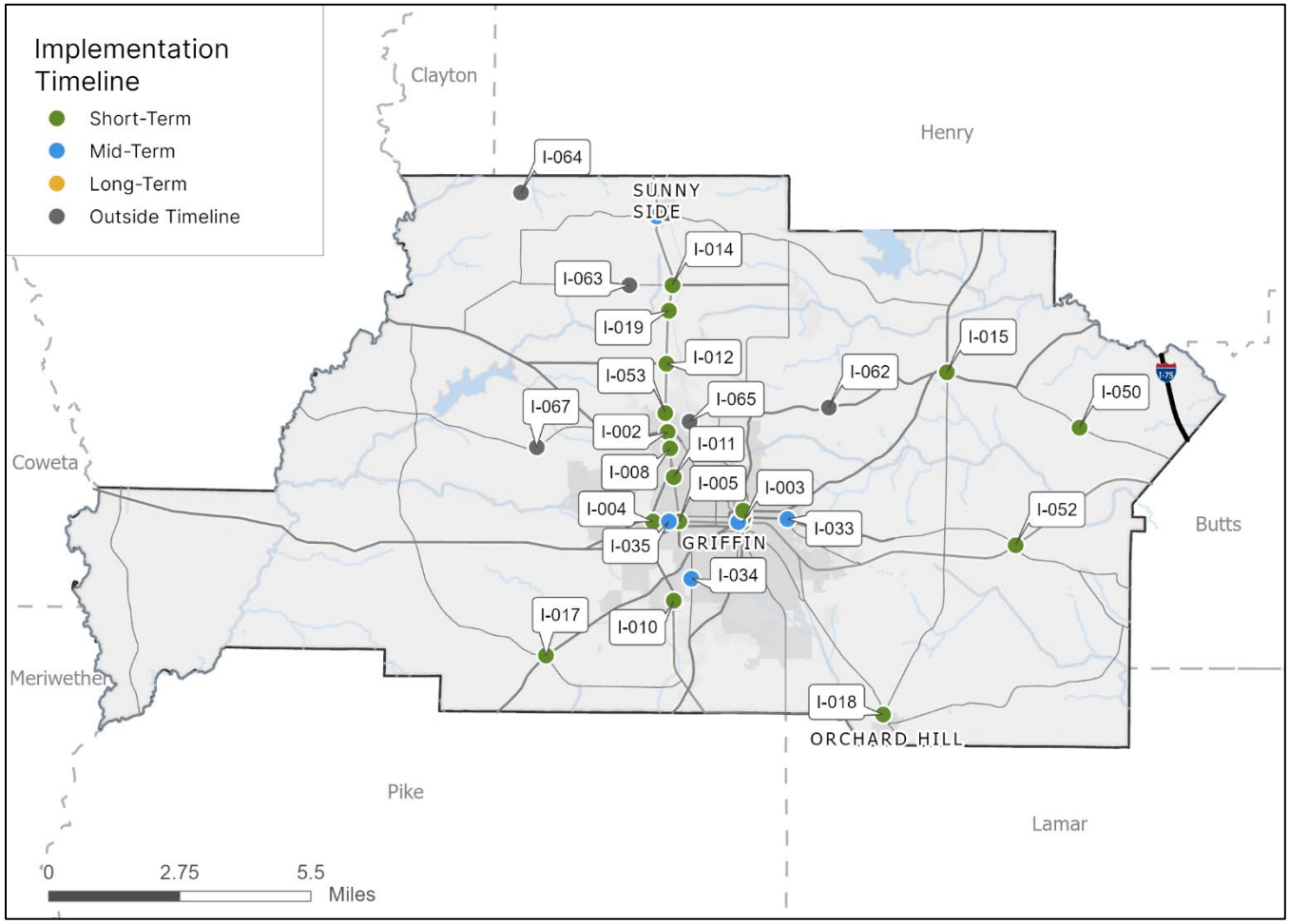


Figure 13.4: Universe of Projects - Intersection Safety Projects

Eleven intersection projects identified through the safety analysis are located within the City of Griffin. Of those shown in Figure 13.5, the majority exist along SR 16, SR 155, US 19 and US 41. The relocation of SR 155 south of downtown will address some of these concerns, but in the meantime, addressing these areas and improving the safety of users is a high priority.

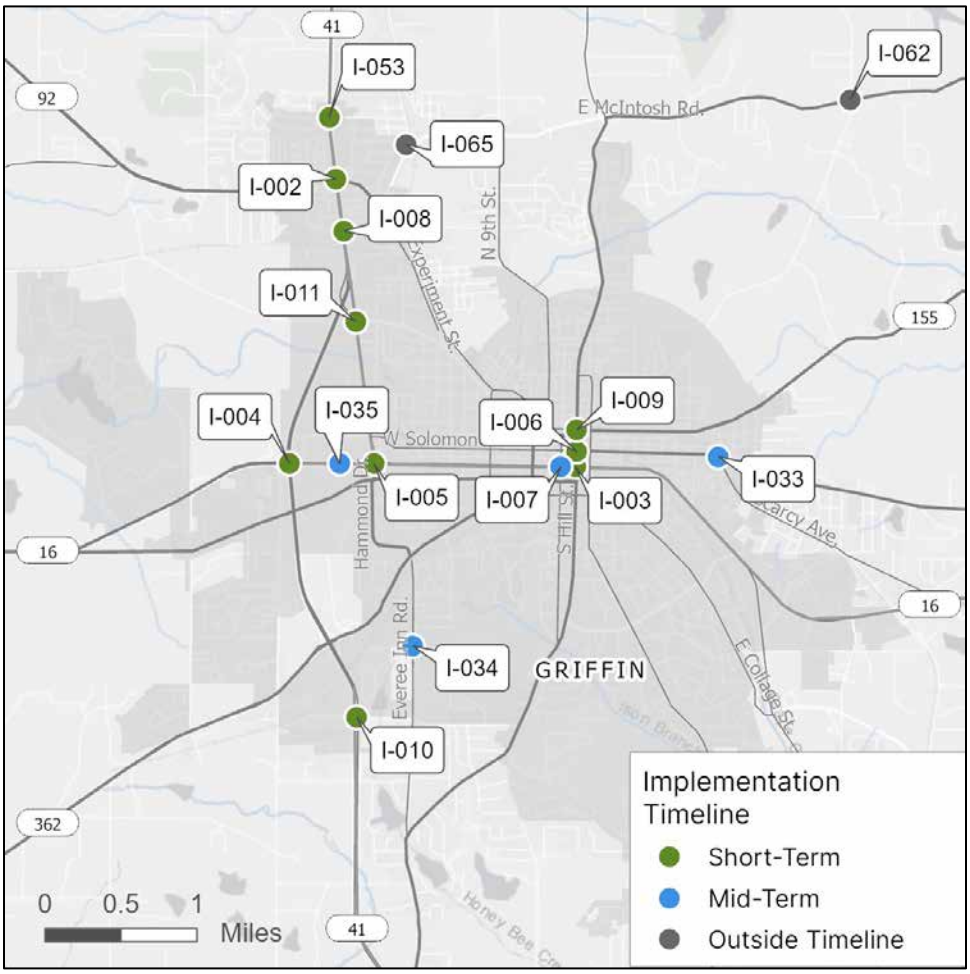


Figure 13.5: Universe of Projects - Intersection Safety Projects in Griffin

13.3.2 OPERATIONS

The Universe of Projects included four projects related to operations. These projects are meant to address the bottle neck of traffic that was identified in the traffic analysis, and all are located within the City of Griffin, as shown in Figure 13.6. However, given the relocation of SR 155 and the capacity recommendations of corridor signal optimization along SR 16 through the east-west connection and US 19/41 from the north-south connection, these five intersection improvements will be condensed into a City of Griffin capacity study recommendation. Specific intersection improvements to address operations should come from a more focused study. The study should be about directional traffic flows and bottlenecks, that also consider and plan scenarios for improvements to the general recommendations to see if what changes are still necessary.

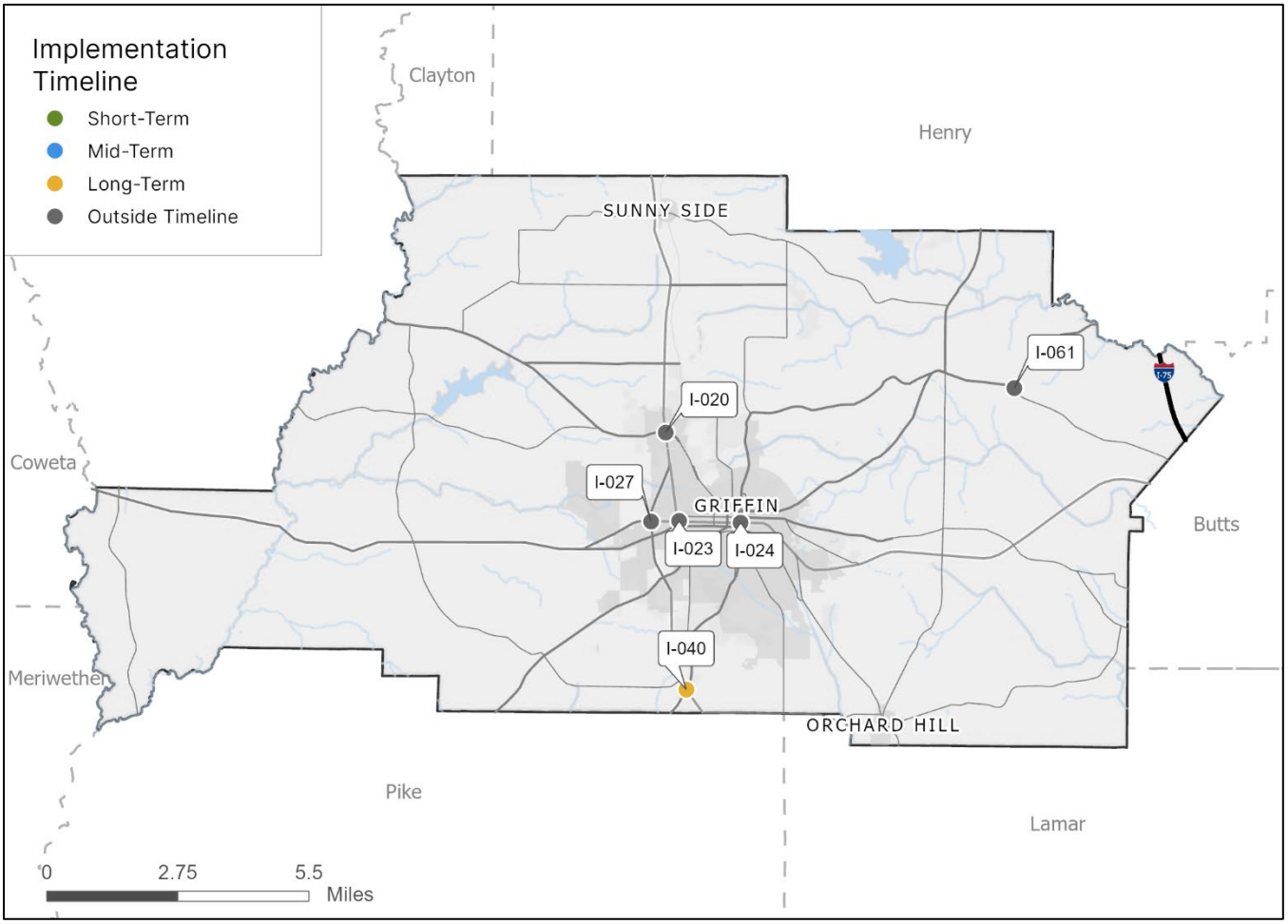


Figure 13.6: Universe of Projects - Intersection Operation Projects

13.3.3 FREIGHT NETWORK

Six projects in the Universe of Projects are improvements to intersections along the freight network. These projects are meant to improve the efficiency for freight traffic and provide intersections that are appropriate for the truck traffic size. Improvements range from restricted crossing U-turns (RCUTS) to roundabouts and widening approaches. Most of the improvements are identified from the previous Spalding County Freight Cluster Plan and align with the goals and scope of this CTP. Figure 13.7 below shows the locations considered for improvements.

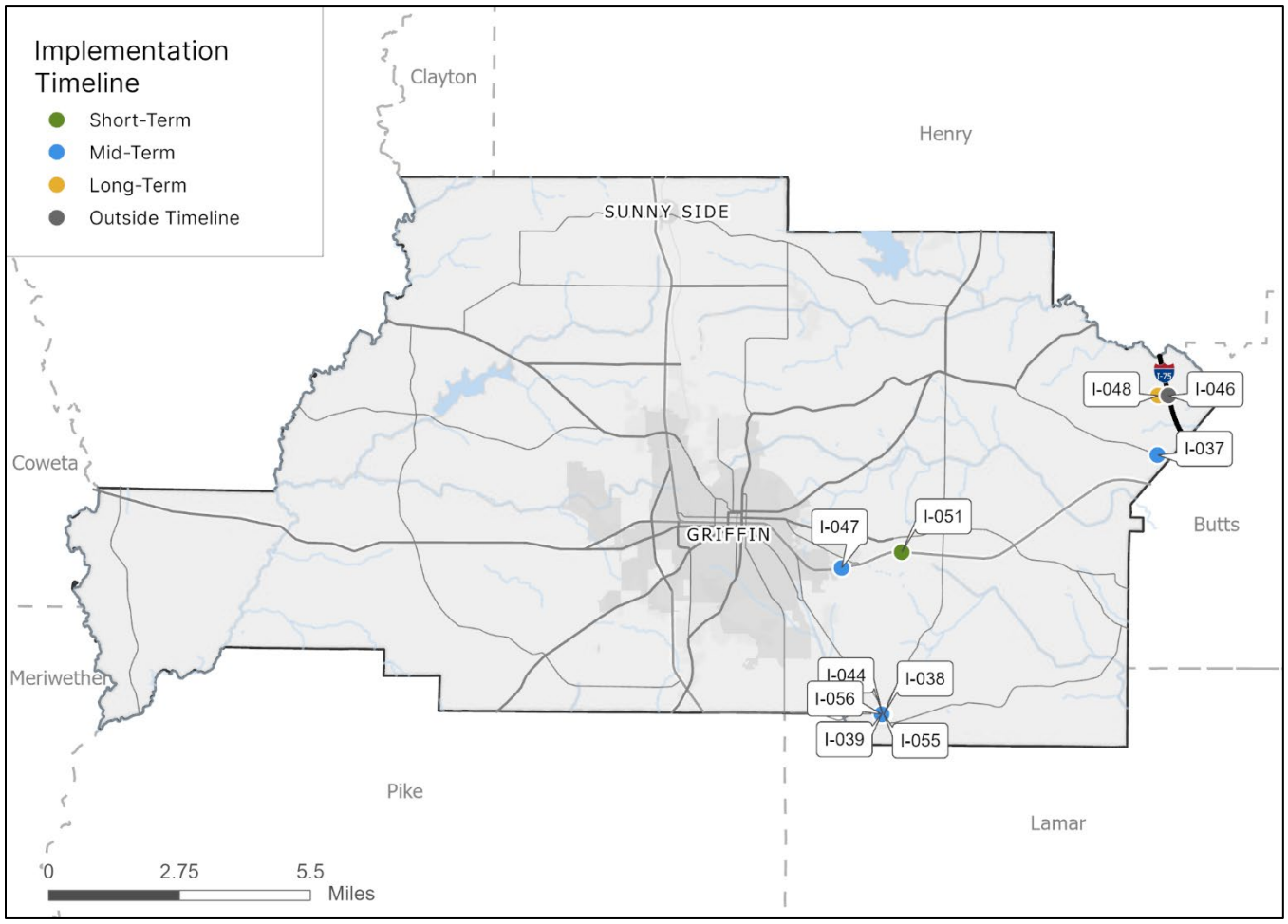


Figure 13.7: Universe of Projects - Freight Intersection Projects

13.4 MULTI-MODAL AND ACTIVE MOBILITY PROJECTS

The bike, pedestrian, and multi-use trail project recommendations brought together existing project recommendations from previous studies and new projects from the Existing Conditions and Needs Assessment report. Bringing existing projects allows for a renewed evaluation of the project's applicability to the current goals of the county and prioritization amongst new projects that are determined by the project team.

Active mobility projects were evaluated quantitatively on components of safety, reducing vehicular traffic, and connection to existing multi-modal facilities. Furthermore, a qualitative analysis was given from the public engagement comments.

The Table 13.4 provides a list of active mobility projects, and Figure 13.8 shows the location of the active mobility projects from the Universe of Projects for Spalding County. The Universe of Projects includes other Active Mobility projects that are general improvements not tied to a specific location, and therefore are not mapped.

Three major trail projects were considered in the Universe of Projects as A-033, the Main Trail encircling the City of Griffin; A-034, the Southern Crescent Trail extending west from Griffin; and A-035, the Roosevelt Road Trail extending northeast from Griffin. The Main Trail plan includes an additional spur that would eventually connect down to Orchard Hill (this project is considered outside of the recommendation timeline). The preliminary concept would intersect the Main Trail and Spur near the existing Lakes at Green Valley Industrial Park (near the intersection of Arthur K Bolton Pkwy (SR 16) and Rehoboth Rd. This is also the location of the SPLOST Aquatic Center.

Table 13.4: Universe of Projects - Active Mobility Projects

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
A-014	Woodland Dr	Add sidewalk connection between Milner Ave to Crescent Rd	ACTIVE MOBILITY	$ 800,000.00	4	Short-Term
A-016	Memorial Dr (SR 16)	Add sidewalk connection between Hamilton Blvd To Near Harlow Ave	ACTIVE MOBILITY	$ 220,000.00	4	Short-Term
A-017	N. 2nd St	Add sidewalk connection between Morris St To Johnson Pool Rd	ACTIVE MOBILITY	$ 750,000.00	4	Short-Term
A-021	E Broadway St (SR 155)	Add sidewalk connection between Morris St To Jackson Elementary School	ACTIVE MOBILITY	$ 1,690,000.00	7	Short-Term
A-022	Ellis Rd	Add sidewalk connection between Crystal Brook To Experiment St	ACTIVE MOBILITY	$ 2,300,000.00	8	Short-Term
A-025	Old Atlanta Rd	Add sidewalk connection between Mcintosh Rd / Experiment St To E Mcintosh Rd	ACTIVE MOBILITY	$ 950,000.00	5	Short-Term
A-026	Pimento Ave	Add sidewalk connection between Meriwether St To Beck St	ACTIVE MOBILITY	$ 510,000.00	4	Short-Term
A-027	Wilson Rd	Add sidewalk connection between Futral Rd To Arthur K Bolton Pkwy (SR 16)	ACTIVE MOBILITY	$ 1,330,000.00	6	Short-Term
A-001	Bike Infrastructure Improvements	Bike route improvements to expand connectivity and access throughout the County. Consider connections to state bike routes or between existing routes.	ACTIVE MOBILITY	$ 2,000,000.00	2	Mid-Term
A-002	Pedestrian and Sidewalk Improvements	General sidewalk improvements and connections throughout the County.	ACTIVE MOBILITY	$ 1,500,000.00	2	Mid-Term
A-015	S. Hill Street (SR 155)	Add sidewalk connection between Crescent Rd To Pineywood Rd	ACTIVE MOBILITY	$ 1,400,000.00	2	Mid-Term

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
A-018	Meriwether St (SR 362)	Add sidewalk connection between Westwind Ct To Everee Inn Rd	ACTIVE MOBILITY	$ 1,400,000.00	4	Mid-Term
A-019	Williamson Rd (SR 362)	Add sidewalk connection between Carver Rd To Us 19/41 SR 3 Bypass	ACTIVE MOBILITY	$ 1,040,000.00	4	Mid-Term
A-020	N 3rd St	Add sidewalk connection between E Tinsley St To Kelsey St	ACTIVE MOBILITY	$ 800,000.00	3	Mid-Term
A-023	Futral Rd	Add sidewalk connection between Rhodes Ln To Spalding High School	ACTIVE MOBILITY	$ 730,000.00	4	Mid-Term
A-024	N Hill St	Add sidewalk connection between Northside Dr To E. Mcintosh Rd	ACTIVE MOBILITY	$ 1,780,000.00	4	Mid-Term
A-033	Main Trail	Recreational trail circling the city of Griffin	ACTIVE MOBILITY	$ 28,790,000.00	7	Long-Term
			Total Cost	**$ 47,990,000.00**	**Projects:**	**17**

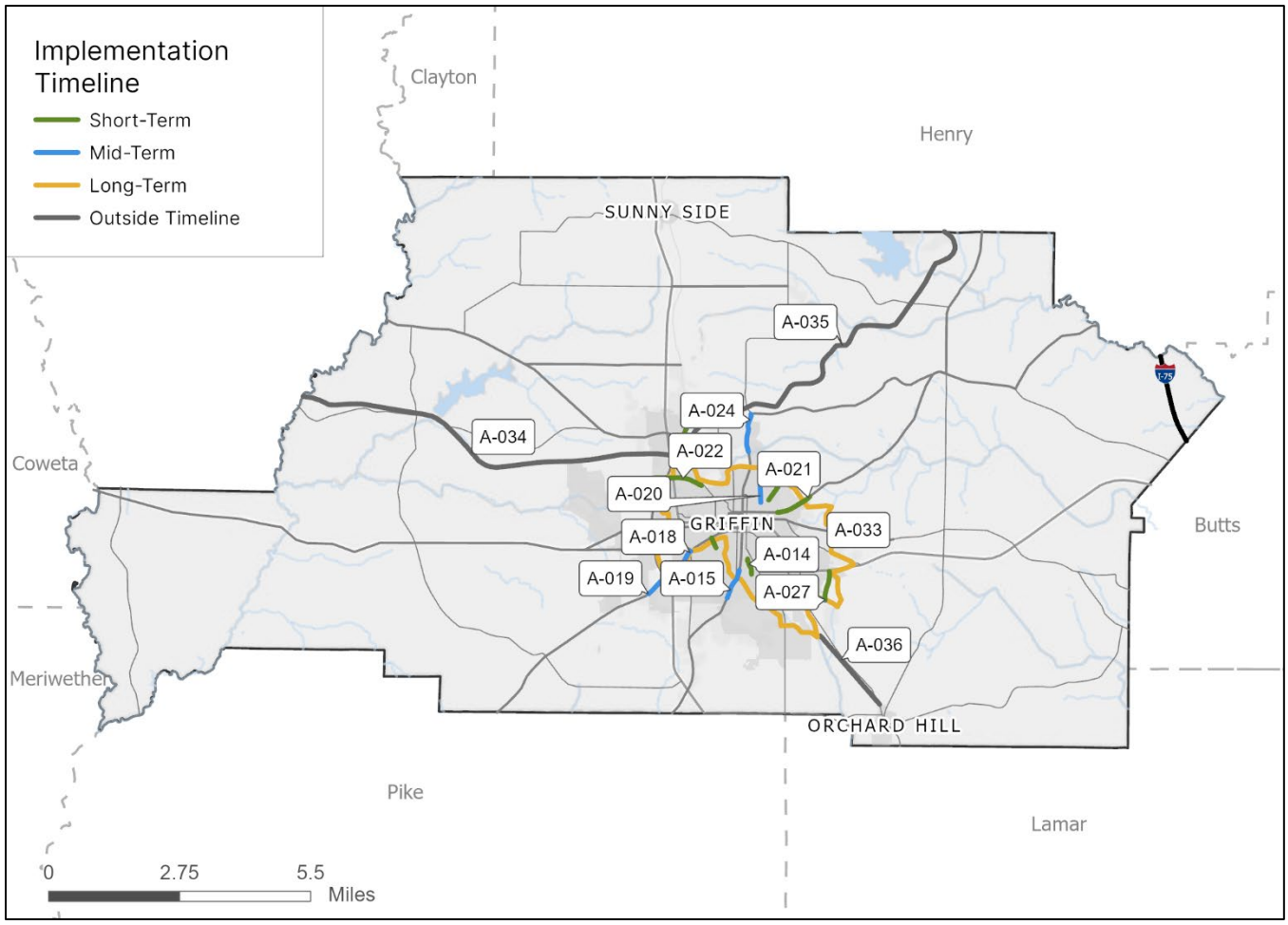


Figure 13.8: Universe of Projects - Active Mobility Projects

The Figure 13.9 below shows the location of the active mobility projects from the Universe of Projects within the City of Griffin.

The majority of active mobility projects consist of sidewalk improvements near and around downtown Griffin. The project team identified gaps in the existing sidewalk network where short segments of sidewalks can expand the overall non-vehicular access.

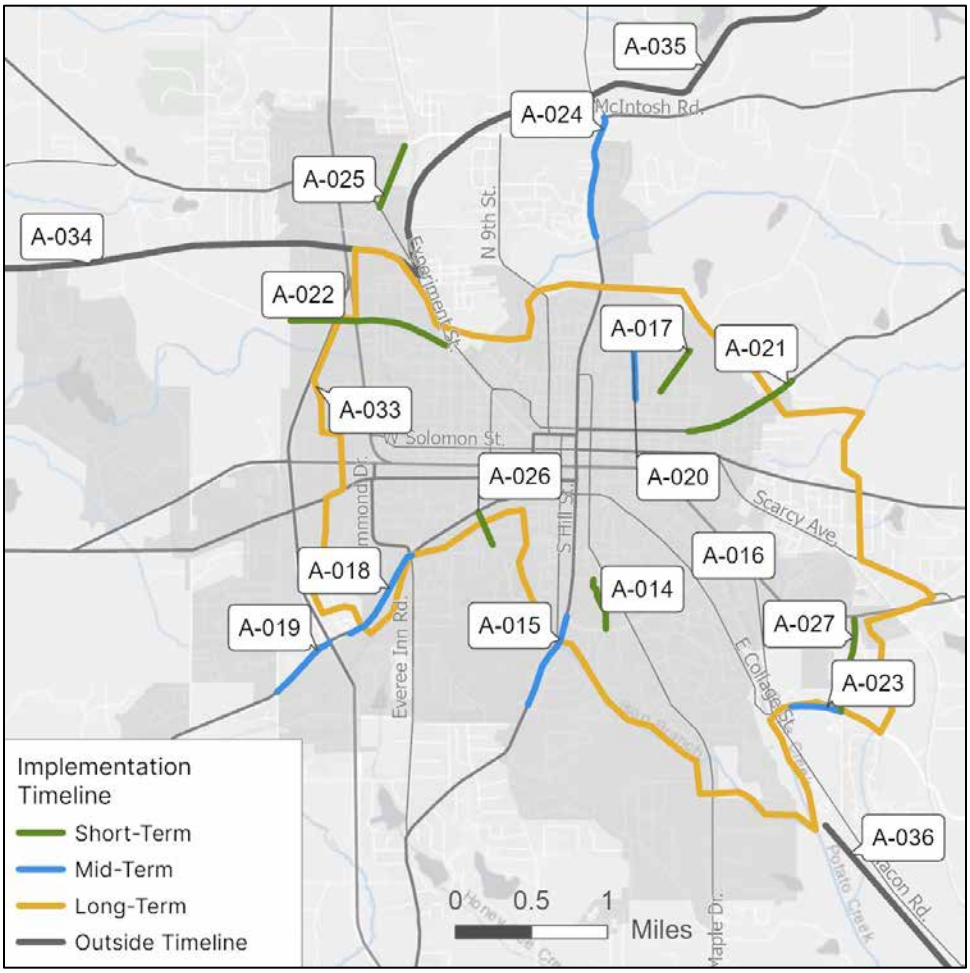


Figure 13.9: Universe of Projects - Active Mobility Projects in Griffin

13.5 PLANNING AND STUDY PROJECTS

The Universe of Projects includes some projects that are additional studies needed before any physical development or funding should be identified. The planning and study projects are identified in Table 13.5, and the general locations of areas to be studied are identified in Figure 13.10. The Universe of Projects includes other planning projects that are general improvements are not tied to a specific location, and therefore not mapped.

The projects identified range in purpose but serve the overall goals of the CTP. For instance, PS-001 recommends a specific study to identify a connection route for the planned airport. At this time, the route has not been identified and further study is required to analyze the best location that also serve the entire transportation and regional network.

Table 13.5: Universe of Projects - Planning and Study Projects

Project ID	Name
PS-010	US 19/41 Capacity Study
PS-001	Airport Access Projects and Studies
PS-003	SR 155 Concept Study
PS-004	Griffin Bypass Alternative Analysis
PS-005	Interchange Justification Report
PS-002	County Access Management
PS-006	SR 16 Backage Road Study
PS-011	Big Blue Bus
PS-007	Bike, Pedestrian, and Trail Study
PS-008	Pavement Condition Study
PS-009	New East-West Roadway Study
PS-012	Transit Study

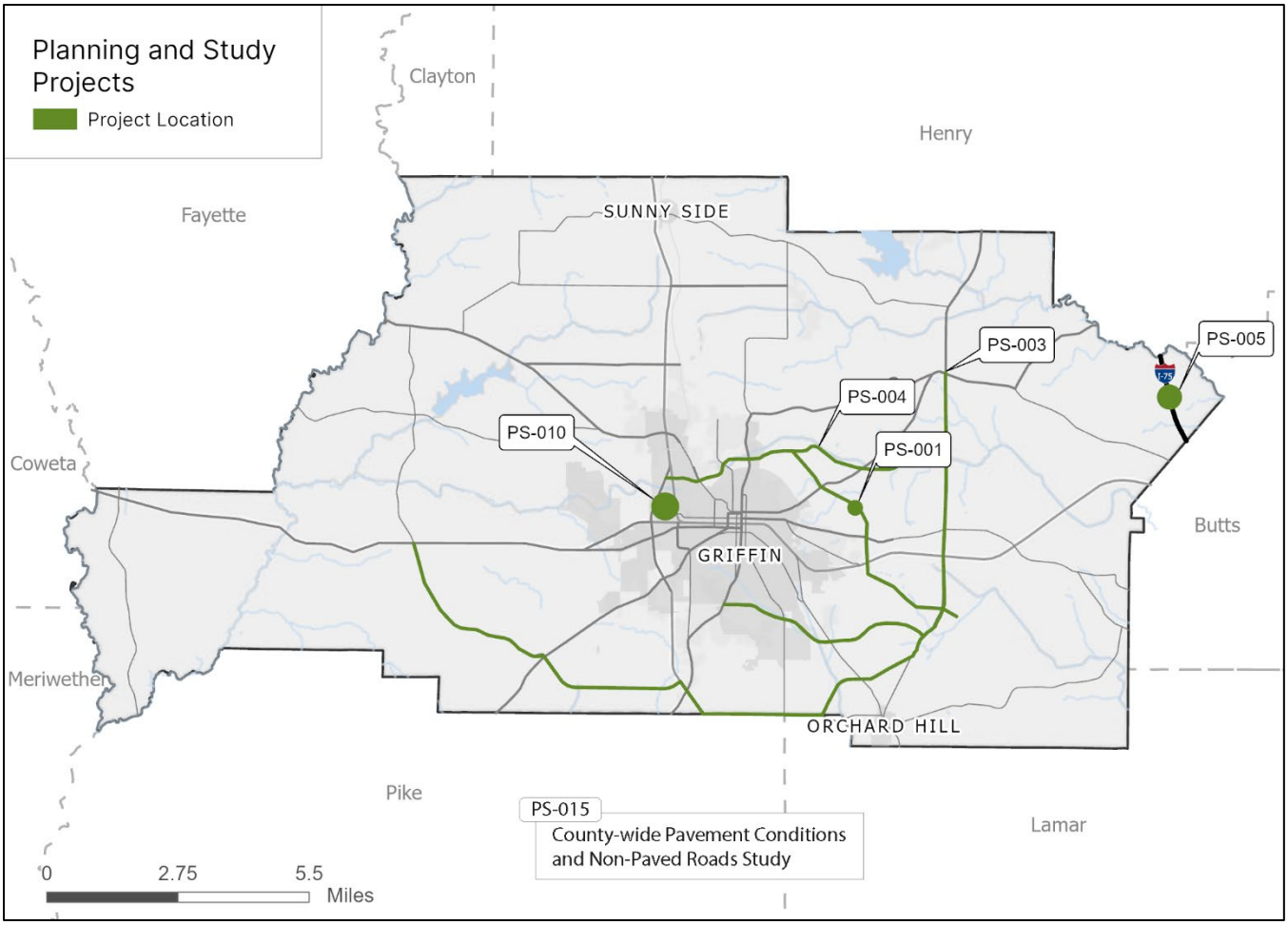


Figure 13.10: Universe of Projects - Future Planning and Study Projects

14. PROJECT PRIORITIZATION AND RECOMMENDATIONS

14.1 SCORING AND PROJECT EVALUATION

In order to prioritize proposed enhancements and improvements, the project team performed a quantitative analysis of the entire Universe of Projects using the criteria as specified below in Table 14.1. Each project was evaluated with regard to the five key elements identified as the goals for the CTP. Those evaluations included geospatial analysis for projects by proximity to crash hotspots, technical analysis based on the type of improvement or development. After the quantitative scoring, the research team reviewed the scores against the prioritizations of the local representatives, stakeholder feedback, and public comment to ensure projects of interest were appropriately recognized.

Table 14.1: Project Scoring Methodology

Safety	
Reduce vehicular crashes	2 points: project location is within a crash hotspot
	1 point: project location is within a 1/4 mile of a hotspot
Reduce pedestrian and bicycle crashes	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
	1 point: project location experiences LOS E or F now OR in the future
Reduces delay and congestion along corridors	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
	1 point: project is a truck route OR is within an industrial area
Supports accessibility to industrial area designated by land use map	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

14.2 PROJECT RECOMMENDATIONS

The project recommendations are organized by short-, mid-, and long-term categories to address the prioritization and availability of funding. The prioritization comes from the scoring methodology as previously described along with the input of local representatives, stakeholders, and public comment. The classification into categories is heavily dependent on the projected available funding and the estimated cost of the project. Where projects have scheduled construction or project start dates in the Atlanta Regional Commission Transportation Improvement Program (TIP) or GDOT project database, the expected start date is used to set the categorization.

14.2.1 SHORT-TERM PROJECTS (2024-2028)

The short-term projects identified are to address immediate high-priority concerns, quickly address low-cost projects, and the majority of projects emphasize safety improvements along intersections. Based on the scoring methodology, the 45 projects shown in Figure 14.1 and described in more detail in the following sections are recommended for the next 5 years underscore the goals outlined in this CTP. These projects also represent a financially constrained timeline for the projected 5 years of available funding, estimated to be approximately $48M.

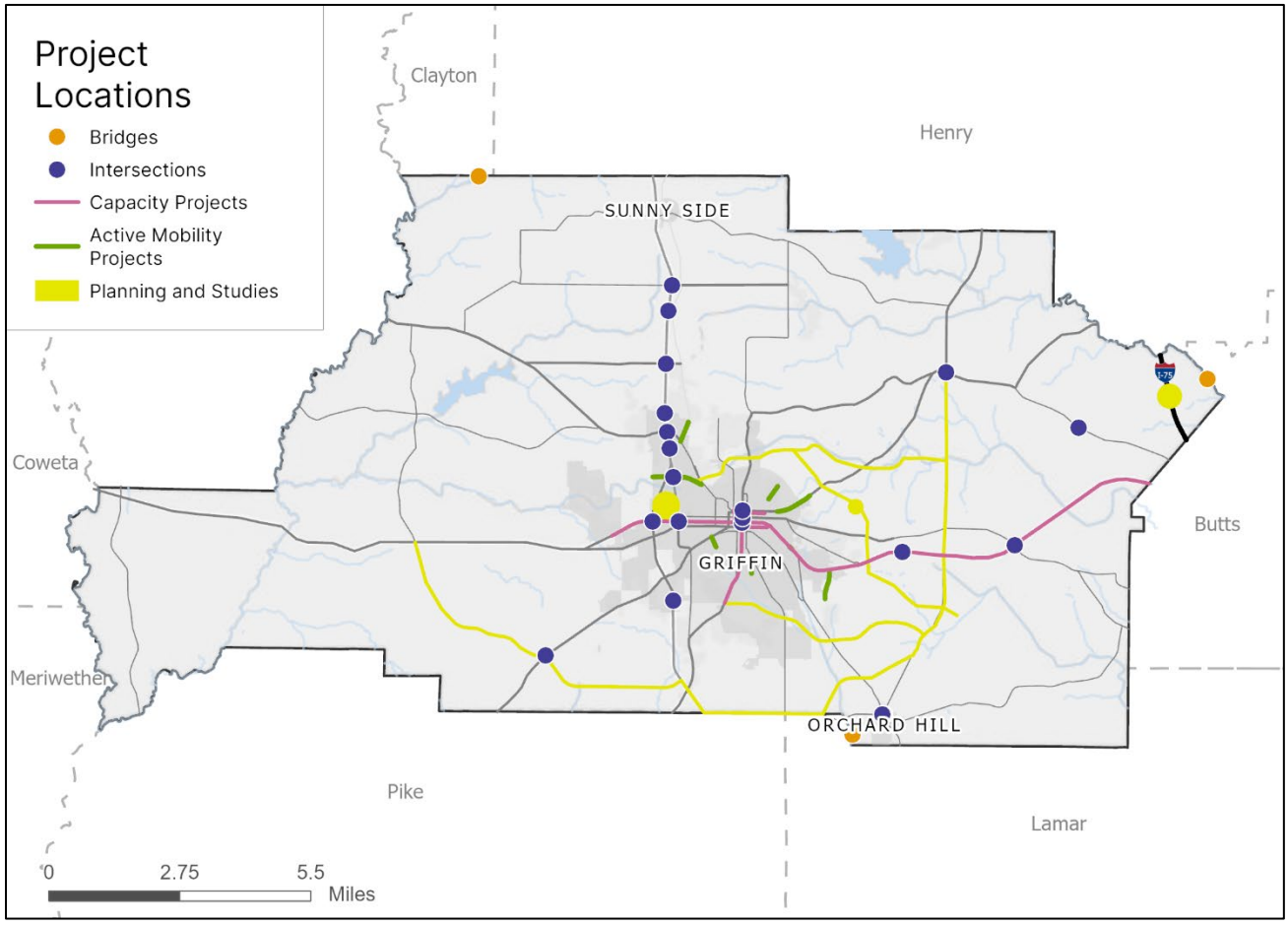


Figure 14.1: Recommended Short-Term Projects

14.2.1.1 BRIDGE PROJECTS

Given the general state of good repair for the bridges, Spalding County is encouraged to continue their well-functioning bridge maintenance and rehabilitation program. It is also recommended that the programming for the replacement of the load posted bridges be scheduled as part of the CTP.

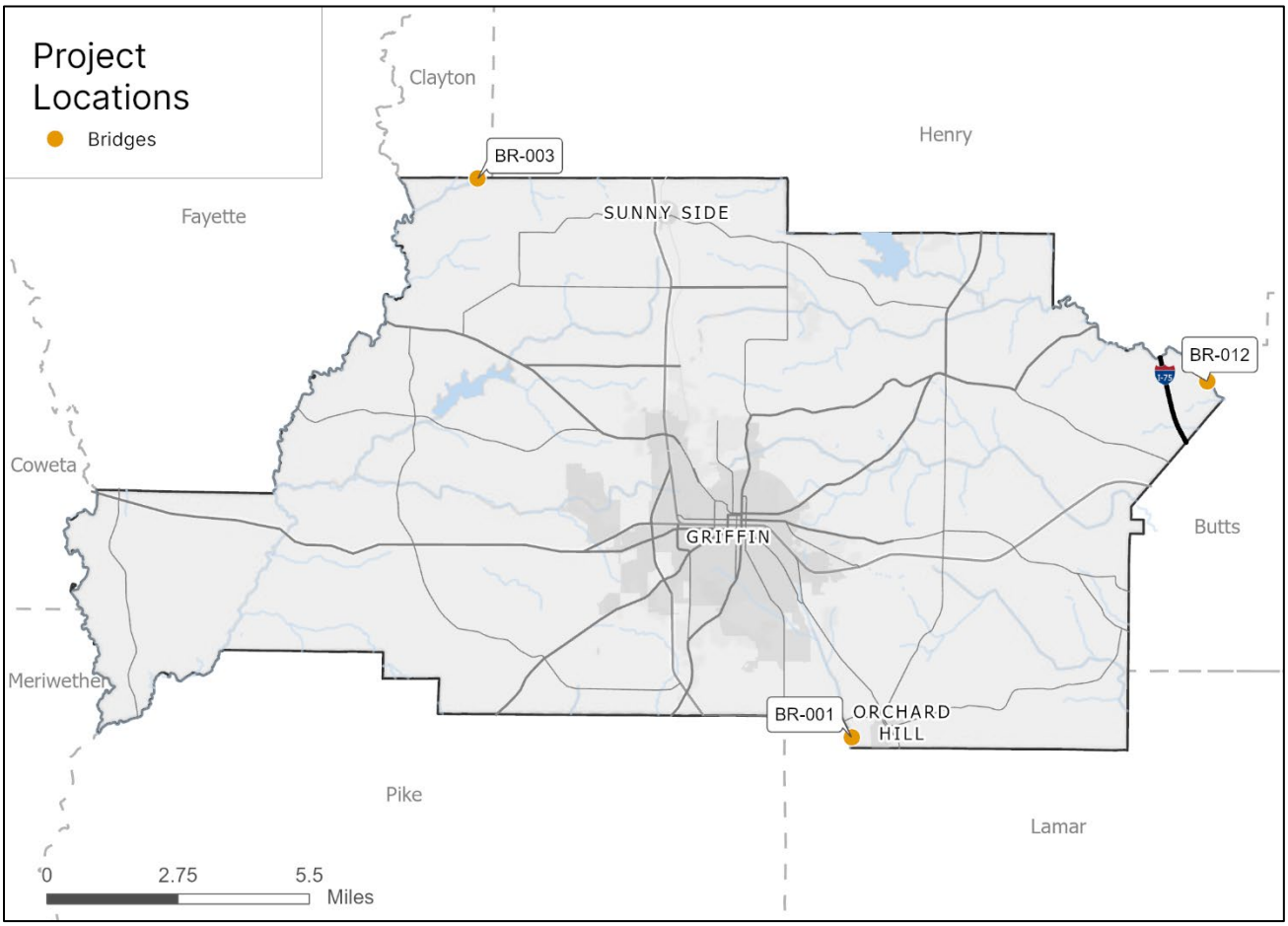


Figure 14.2: Recommended Short-Term Bridge Projects

BR-001: Camp Rd @ Potato Creek

- Bridge rehabilitation to improve the conditions to a state of good. This bridge gained additional attention in stakeholder meetings as needing repairs.

BR-003: Wildwood Rd @ Bear Creek

- Bridge Replacement of Wildwood Road @ Bear Creek. This project is in progress through Georgia's Low Impact Bridge Replacement Program. The bridge is deficient and requires posting due to cracking on the deck, corrosion and rusting on all beams and scour under both abutments. (PI #0015417)

BR-012: Jenkinsburg Rd @ Towaliga River

- Bridge rehabilitation to improve the conditions to a state of good. This bridge gained additional attention in stakeholder meetings as needing repairs.

14.2.1.2 CAPACITY AND NEW ROADWAY PROJECTS

Capacity projects in the short term are limited to signal optimization and implementation of Intelligent Transportation Systems (ITS) given the short timeframe and limited funding. The projects recommended are considered to have the greatest short-term impact to the service levels and efficient mobility through downtown Griffin. In the long-term, these capacity challenges will be addressed by the rerouting of SR 155.

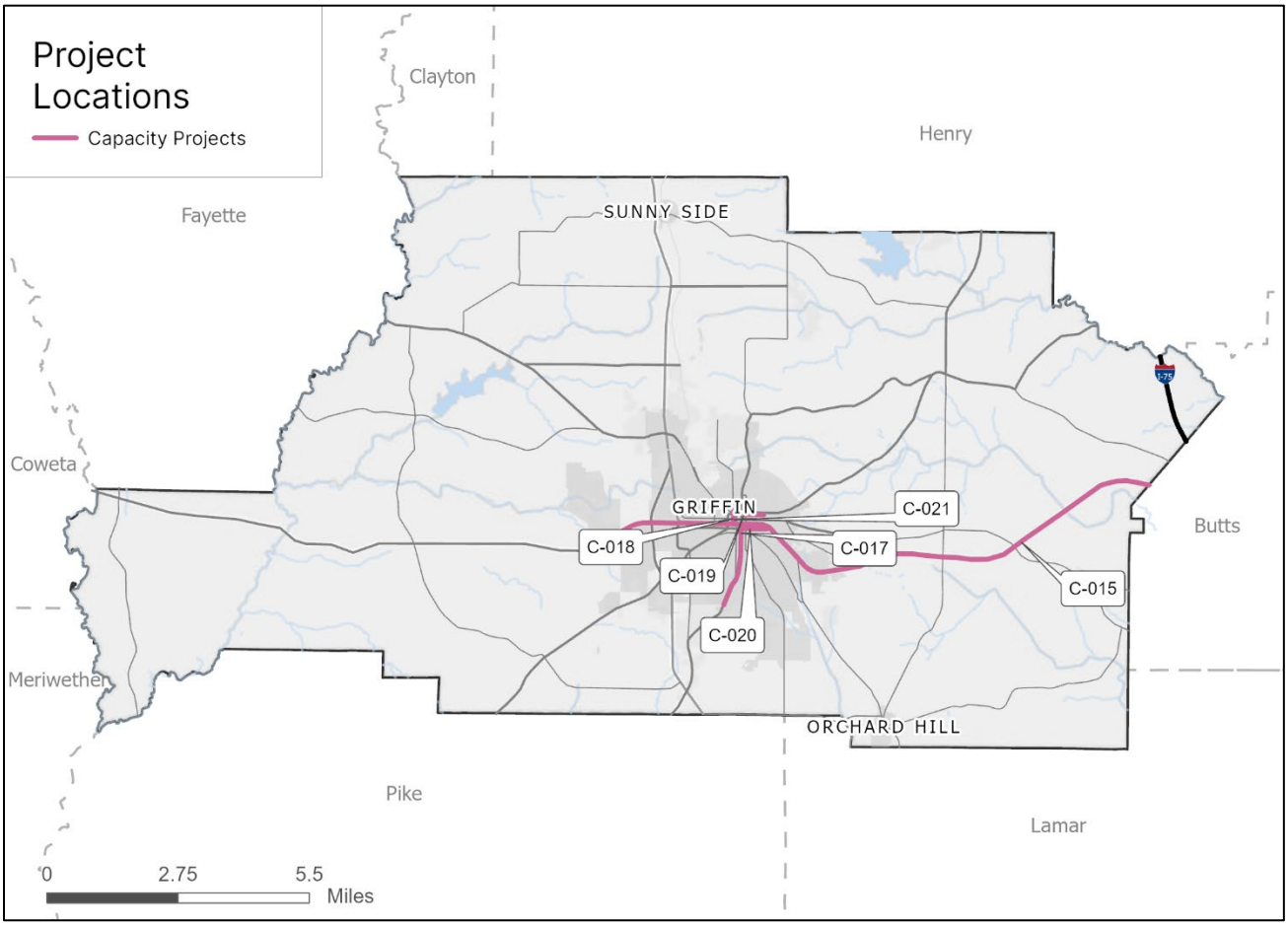


Figure 14.3: Recommended Short-Term Capacity Projects

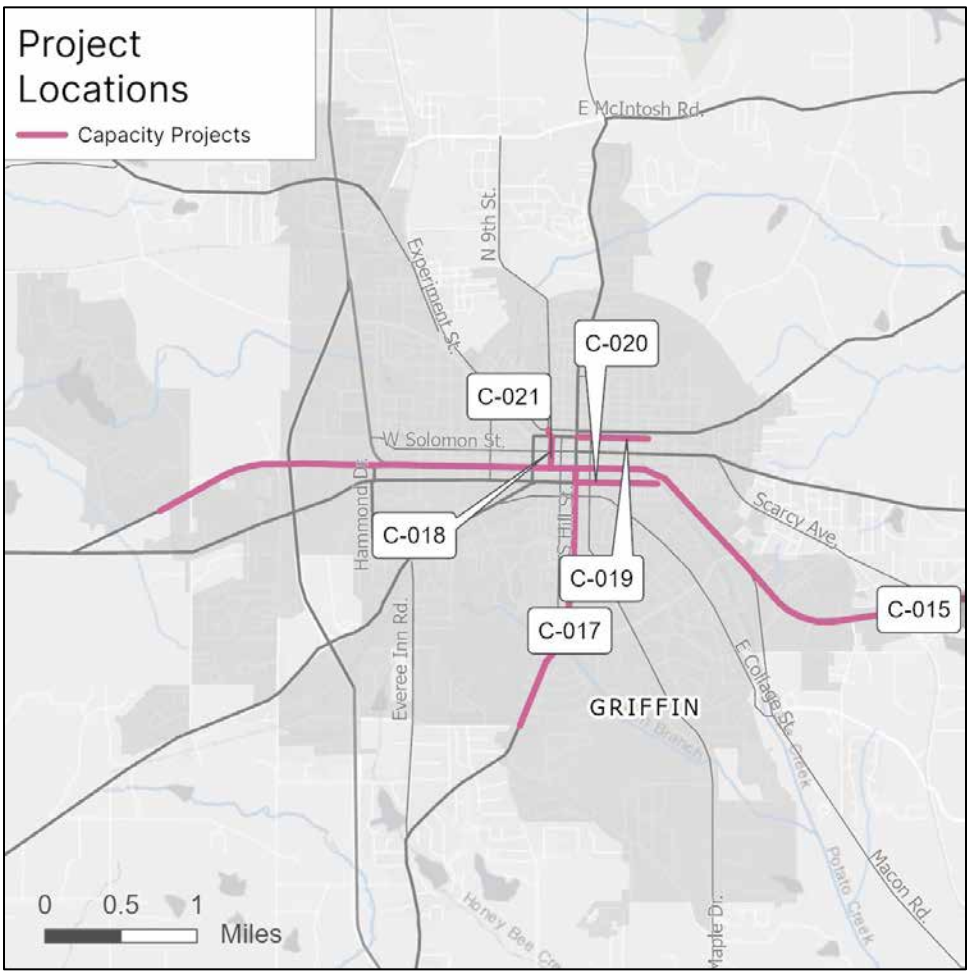


Figure 14.4: Recommended Short-Term Capacity Projects in Griffin

C-015: SR 16 Corridor Improvements

- Signal optimization and advanced dilemma-zone detection system (ITS), and intersection improvements along SR 16 to improve the flow of east-west traffic.

C-017: S. Hill Street (SR 155)

- Signal optimization and advanced dilemma-zone detection system (ITS) from E Taylor St to Airport Rd to improve the flow of traffic downtown.

C-018: N 9th St

- Signal optimization and advanced dilemma-zone detection system (ITS) from W Broad St (SR 155) to W Solomon Street to improve the flow of traffic downtown.

C-019: E Broad St

- Signal optimization and advanced dilemma-zone detection system (ITS) from N Hill St to 2nd St to improve the flow of traffic downtown.

C-020: E Poplar St

- Signal optimization and advanced dilemma-zone detection system (ITS) from N Hill St to 2nd St to improve the flow of traffic downtown.

C-021: S 9th St

- Signal optimization and advanced dilemma-zone detection system (ITS) from W Solomon St to E Taylor St to improve the flow of traffic downtown.

14.2.1.3 INTERSECTION PROJECTS

The intersections projects recommended for the short-term will improve safety conditions at high-crash intersections and provide improvements to freight traffic. Each intersection project provides a high-level recommendation to address the specific concerns at the location, but additional studies would be need at each intersection during the design phase to identify the specific development improvements necessary to improve safety or traffic conditions.

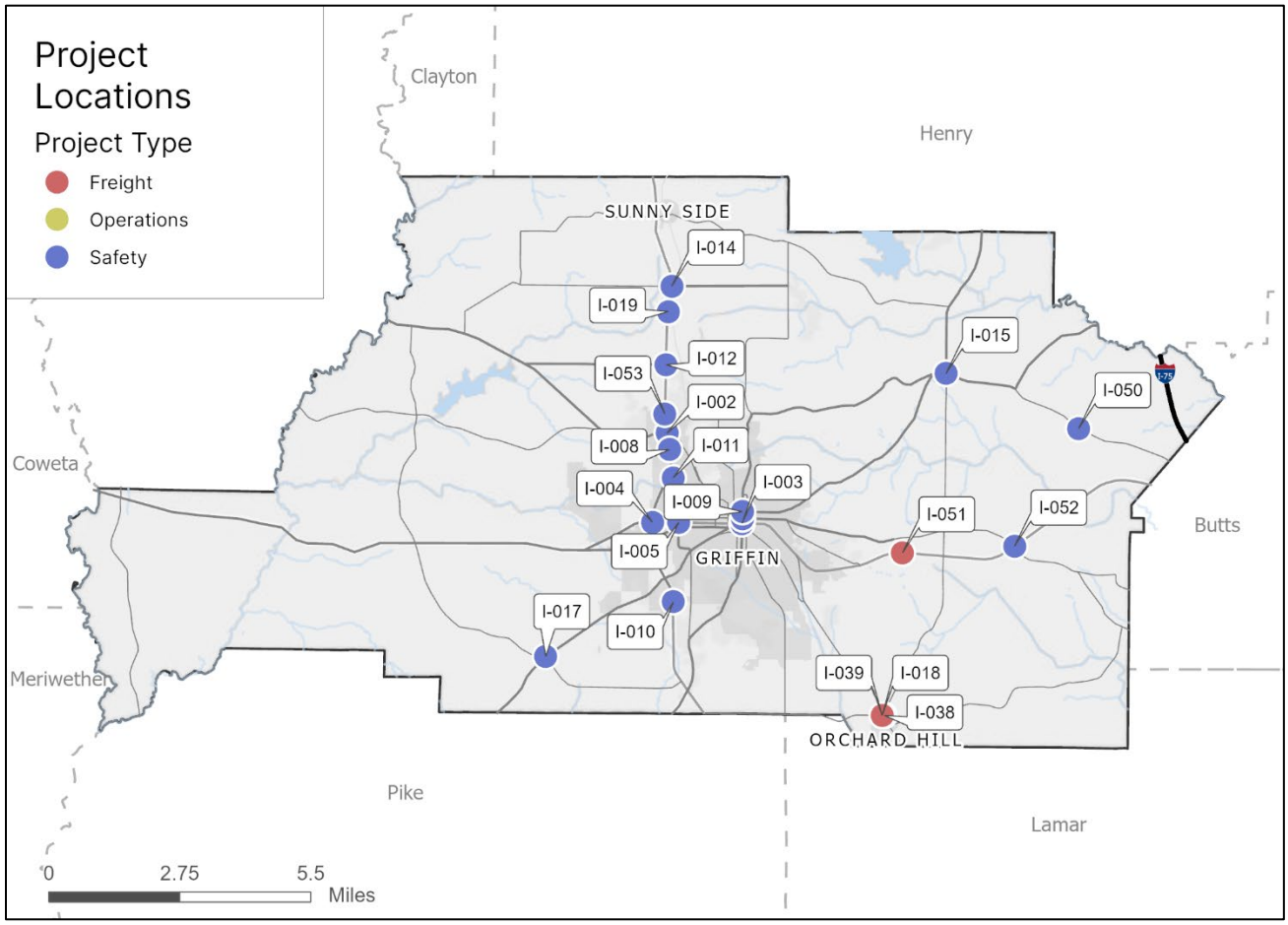


Figure 14.5: Recommended Short-Term Intersection Projects

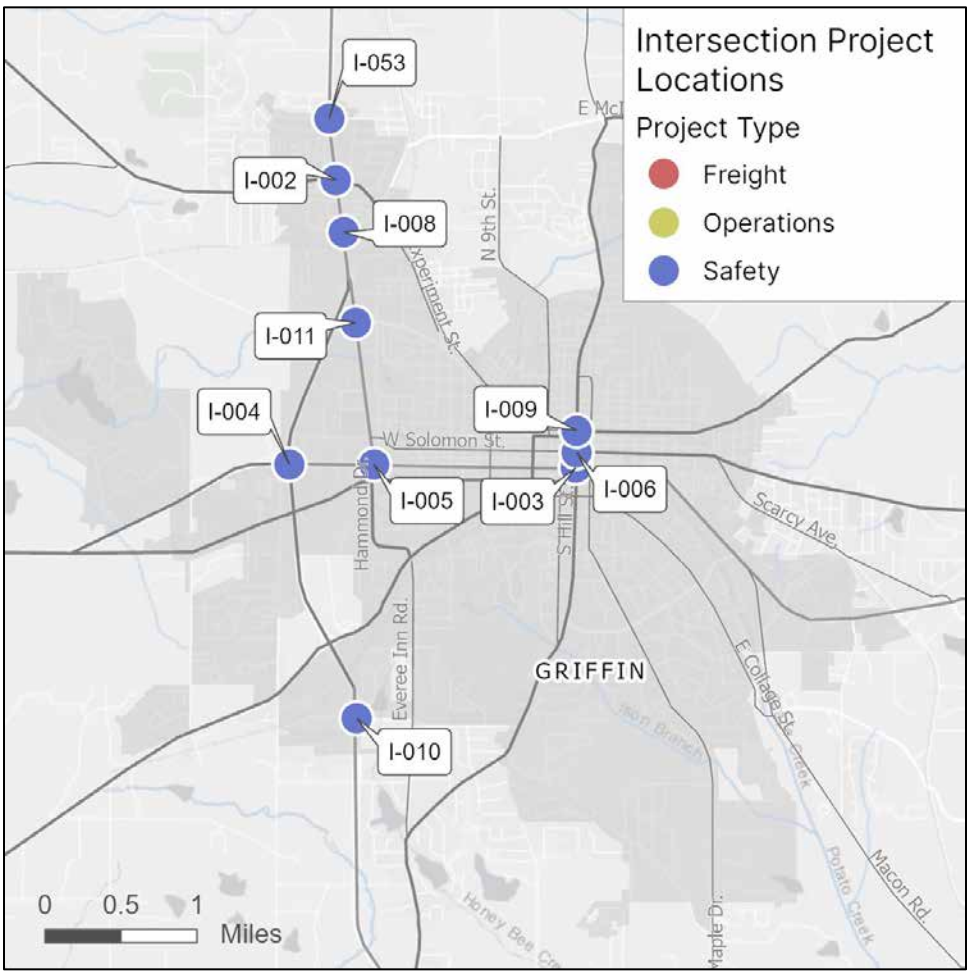


Figure 14.6: Recommended Short-Term Intersection Projects in Griffin

I-002: North Expressway (US 19/41) at McIntosh Road (SR 92)

- This project would improve safety and operations at the intersection of North Expressway (US 19/41)and McIntosh Road (SR 92). Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-003: Taylor Street (SR 16) at S. Hill Street (SR 155)

- This project would improve safety and operations at the intersection of Taylor Street (SR 16) and S. Hill Street (SR 155). Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-004: W. Taylor Street (SR 16) at Martin Luther King Jr Parkway Northbound (US 19/41)

- This project would improve safety and operations at the intersection of W. Taylor Street (SR 16) and Martin Luther King Jr Parkway Northbound (US 19/41). Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-005: W. Taylor Street (SR 16) at North Expressway (SR 92)

- This project would improve safety and operations at the intersection of W. Taylor Street (SR 16) and North Expressway (SR 92). Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-006: N. Hill Street (SR 155) at Solomon Street

- This project would improve safety and operations at the intersection of N. Hill Street (SR 155) and Solomon Street. Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-008: North Expressway (US 19/41) at Bowling Lane

- This project would improve safety and operations at the intersection of North Expressway (US 19/41) and Bowling Lane. Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-009: N. Hill Street (SR 155) at Broadway Street (SR 155)

- This project would improve safety and operations at the intersection of N. Hill Street (SR 155) and Broadway Street (SR 155). Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-010: Martin Luther King Jr Parkway (US 19/41) at Airport Road

- This project would improve safety and operations at the intersection of Martin Luther King Jr Parkway (US 19/41) and Airport Road. Specific improvements for this intersection were identified during the Spalding County Freight Cluster Plan. These include the following:
    - Smart Corridor/Technology Improvements: Install an Advanced Dilemma-Zone Detection System along Martin Luther King Jr. Parkway (US 19/41) in the northbound and southbound directions. The technology utilizes cameras that detect approaching vehicles, distinguishing between trucks and other vehicles, and can extend the yellow signal phase so that heavier vehicles have time to stop before they inadvertently travel through a red light or cause a rear-end crash in an attempt to stop suddenly.
    - Flashing Yellow Arrows: Install flashing yellow arrow signal head indications for the eastbound and westbound left-turns. Flashing yellow arrows give a clearer indicator to drivers to yield to oncoming traffic for permissive left turns on green, thereby improving safety.
    - Warning Beacon: Install a warning beacon along Martin Luther King, Jr. Parkway (US 19/US 41/SR 3) in the southbound direction to alert the motorists from the limited-access section of the roadway of the traffic signal ahead.
    - Signage: Install "Be Prepared To Stop" traffic control signs in advance of the existing "Signal Ahead" sign along Martin Luther King, Jr. Parkway (US 19/US 41/SR 3) in the northbound and southbound directions.
    - Pavement Markings: Restripe the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by making the delineation between lanes more visible to drivers, particularly in dark, foggy, or other low-visibility conditions.
    - Median Nose Delineators: Install median nose delineators to enhance the visibility of medians.
    - Retroreflective Signal Head Backplates: Install backplates with retroreflective borders on traffic signal heads. This enhances the visibility of traffic signals, especially in dark, foggy, or other low-visibility conditions.
    - Repaving: Repave the intersection to improve pavement condition.

I-011: North Expressway (US 19/41) at Ellis Road

- This project would improve safety and operations at the intersection of North Expressway (US 19/41) and Ellis Road. Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-012: North Expressway (US 19/41) at Vineyard Road

- This project would improve safety and operations at the intersection of North Expressway (US 19/41) and Vineyard Road. Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-014: North Expressway (US 19/41) at Birdie Road/Baptist Camp Road

- This project would improve safety and operations at the intersection of North Expressway (US 19/41) and Birdie Road/Baptist Camp Road. Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-015: Jackson Road at N. McDonough Road (SR 155)

- This project would improve safety and operations at the intersection of Jackson Road and N. McDonough Road (SR 155). Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-017: Williamson Road (SR 362) at Rover Zetella Road/Moreland Road

- This project would improve safety and operations at the intersection of Williamson Road (SR 362) and Rover Zetella Road/Moreland Road. Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-018: Macon Road at County Line Road/Johnston Road

- This project would improve safety and operations at the intersection of Macon Road and County Line Road/Johnston Road. Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-019: North Expressway (US 19/41) at Manley Road

- This project would improve safety and operations at the intersection of North Expressway (US 19/41) and Manley Road. Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-038: Johnston Road at S. McDonough Road

- This project would improve safety and operations at the intersection of Johnston Road and S. McDonough Road. Specific improvements for this intersection were identified during the Spalding County Freight Cluster Plan. These include the following:
    - Splitter Islands: Install splitter islands along the South McDonough Road approach to the intersection. This would provide separation for traffic moving in different directions and would help to improve the skew angle of the intersection.
    - Repaving: Repave the intersection to improve pavement condition.
    - Pavement Markings: Restripe the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by making the delineation between lanes more visible to drivers, particularly in dark, foggy, or other low-visibility conditions.

- Roundabout: In the long-term, consider installing a roundabout at the intersection, in conjunction with Phase 2 of the Griffin South Bypass project (GDOT PI 007871).

I-039: Johnston Road at Macon Road

- This project would improve safety and operations at the intersection of Johnston Road and Macon Road. Specific improvements for this intersection were identified during the Spalding County Freight Cluster Plan. These include the following:
  - Repaving and Reconstruction: Reconstruct and repave Johnston Road between Macon Road and South McDonough Road to correct the vertical sight lines at the intersection and improve pavement condition.
  - Pavement Markings: Restripe the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by making the delineation between lanes more visible to drivers, particularly in dark, foggy, or other low-visibility conditions.
  - Roundabout: In the long-term, consider installing a roundabout at the intersection, in conjunction with Phase 2 of the Griffin South Bypass project (GDOT PI 007871).

I-044: Johnston Road at Green Valley Road

- This project would improve safety and operations at the intersection of Johnston Road and Green Valley Road. Specific improvements for this intersection were identified during the Spalding County Freight Cluster Plan. These include the following:
  - Repaving and Reconstruction: Repave Johnston Road between Macon Road and South McDonough Road to improve pavement condition.
  - Pavement Markings: Restripe the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by making the delineation between lanes more visible to drivers, particularly in dark, foggy, or other low-visibility conditions.
  - Roundabout: In the long-term, consider removing the intersection by relocating Green Valley Road to intersect South McDonough Road north of Johnston Road, in conjunction with Phase 2 of the Griffin South Bypass project (GDOT PI 007871).

I-050: Jackson Road at Jenkinsburg Road

- This project would improve safety and operations at the intersection of Jackson Road and Jenkinsburg Road. Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-051: Arthur K Bolton Parkway (SR 16) at Wild Plum Road

- This project would improve safety and operations at the intersection of Arthur K Bolton Parkway (SR 16) and Wild Plum Road. Specific improvements for this intersection were identified during the Spalding County Freight Cluster Plan. These include the following:
  - Conversion to New Intersection Control: Convert the intersection into an unsignalized Restricted Crossing U-Turn (RCUT) intersection. The RCUT design and the directional crossover U-turns would be designed to accommodate large trucks by incorporating expanded paved aprons (bum-outs or “loons”) in the shoulder area opposite to the crossover locations.
  - Signage: Install signage along The Lakes Parkway to redirect traffic destined to SR 16 west (or downtown Griffin) to use the Rehoboth Road or the South McDonough Road intersections.

I-052: Arthur K Bolton Parkway (SR 16) at High Falls Road

- This project would improve safety and operations at the intersection of Arthur K Bolton Parkway (SR 16) and High Falls Road. Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

I-053: North Expressway (US 19/41) at Lucky Street/Ridgewood Drive

- This project would improve safety and operations at the intersection of North Expressway (US 19/41) at Lucky Street/Ridgewood Drive. Improvements may include the addition of turn lanes, signal optimization, and filling sidewalk gaps.

14.2.1.4 ACTIVE MOBILITY PROJECTS

Recommended short-term active mobility projects focus on quick sidewalk projects that would resolve gaps in the sidewalk network and improve the connectedness of residents to local destinations.

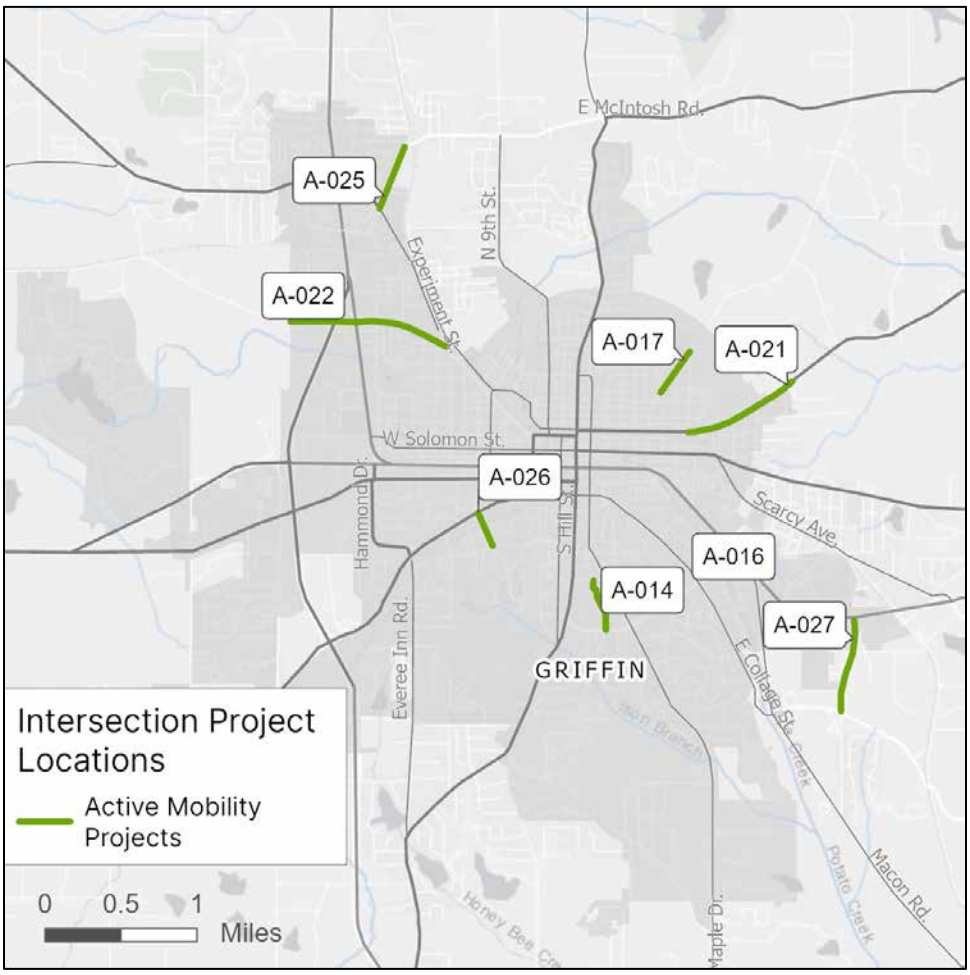


Figure 14.7: Recommended Short-Term Active Mobility Projects

A-022: Ellis Rd

- A project to add a sidewalk connection between Crystal Brook to Experiment St to connect existing sidewalk facilities.

A-021: E Broadway St (SR 155)

- A project to add a sidewalk connection between Morris St to Jackson Elementary School to connect the school to an existing sidewalk facility.

A-027: Wilson Rd

- A project to add a sidewalk connection between Futral Rd to Arthur K Bolton Pkwy (SR 16) to add a connection between the two schools.

A-025: Old Atlanta Rd

- A project to add sidewalk connection between Mcintosh Rd / Experiment St to E Mcintosh Rd to connect existing sidewalk facilities.

A-014: Woodland Dr

- A project to add a sidewalk connection between Milner Ave to Crescent Rd to connect existing sidewalk facilities.

A-016: Memorial Dr (SR 16)

- A project to add a sidewalk connection between Hamilton Blvd to Near Harlow Ave. The new segment will need to extend slightly further than Harlow Ave to connect to existing facilities.

A-017: N. 2nd St

- A project to add a sidewalk connection between Morris St to Johnson Pool Rd to connect existing sidewalk facilities.

A-026: Pimento Ave

- A project to add a sidewalk connection between Meriwether St to Beck St. Consider extending the sidewalk connection to Griffin City Park.

14.2.1.5 PLANNING AND STUDIES

The project team identified future planning and study efforts that can be completed in the short-term that are necessary to complete future infrastructure projects.

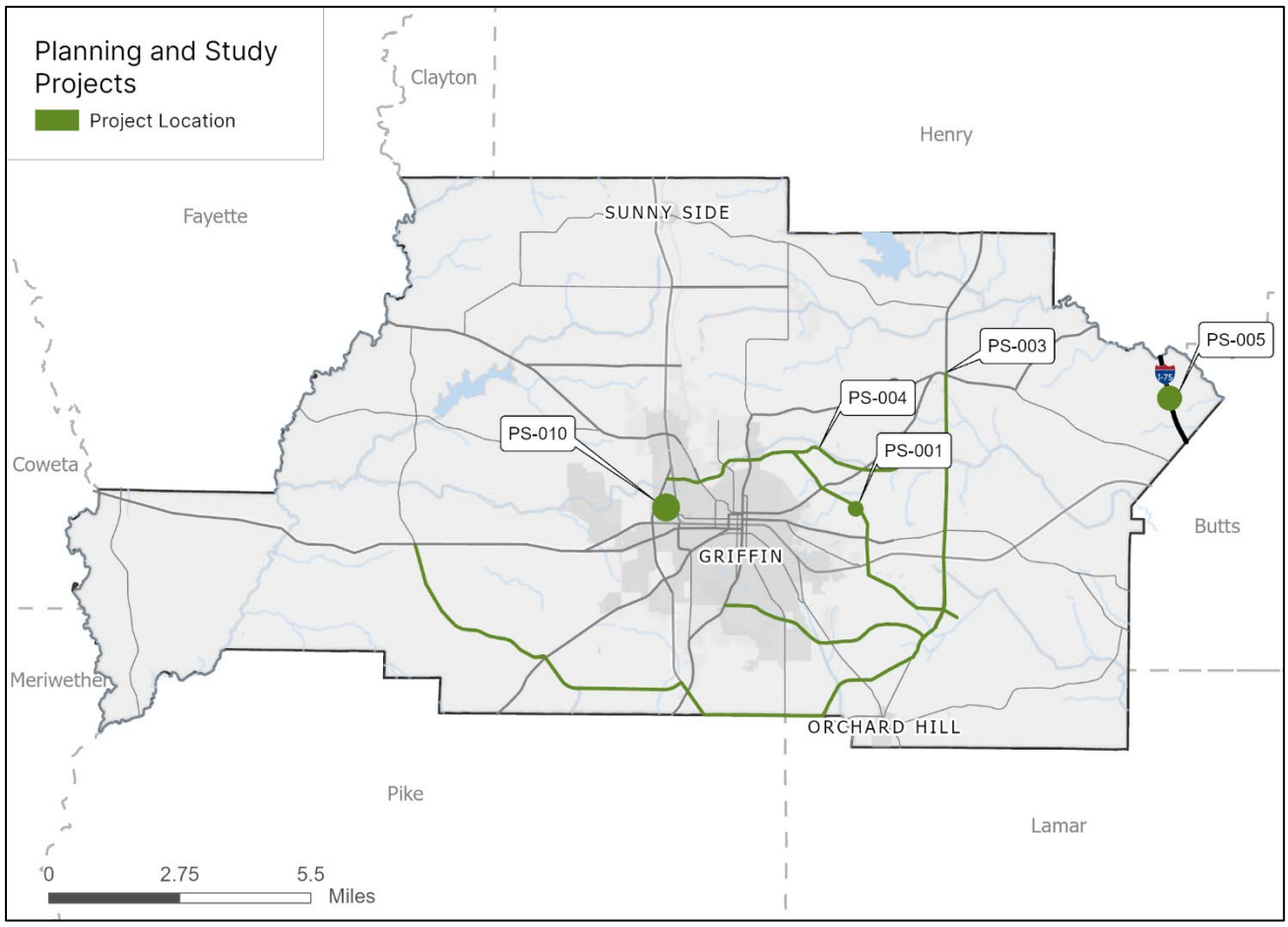


Figure 14.8: Recommended Short-Term Planning and Study Projects

PS-010: US 19/41 Capacity Study

- Bottleneck and capacity study for intersection of US 19/41 and SR 16, SR 155, and SR 92. Consider future impact of SR 155 relocation and improved ITS.

PS-001: Airport Access Projects and Studies

- Studies for an airport access roads and impacted intersections. SP-174 RTP Project funds for an airport access road, but the location and identified route have still not been decided. The study should review the impact the new connection should have on the entire system.

PS-003: SR 155 Concept Study

- A project to study final designs and impacts of SR155 rerouting. The current SR 155 relocation concept report is being drafted and prepared for GDOT.

PS-004: Griffin Bypass Alternative Analysis

- Study for alternative routes to bypass Griffin. Additional east-west connections that do not go south of downtown Griffin could better serve future traffic demand.

PS-005: Interchange Justification Report

- A project to complete the federally mandated study to analyze the Jenkinsburg Rd Interchange.

14.2.2 MID-TERM PROJECTS (2029-2039)

The Mid-Term project list contains 37 projects. The project team estimates $152.5M in available funding for this time period from federal, state, and local resources. Projects in this categorization allow for some of the high-priority but high-dollar projects, due to limitations of funding in the Short-Term. Noteworthy high-priority projects in this category include the South Griffin Bypass (relocation of SR 155), US 19/41 Corridor improvements with signal optimization, and bridge rehabilitations for bridges in poor conditions. These projects either scored well or were of particular interest to stakeholders or public respondents.

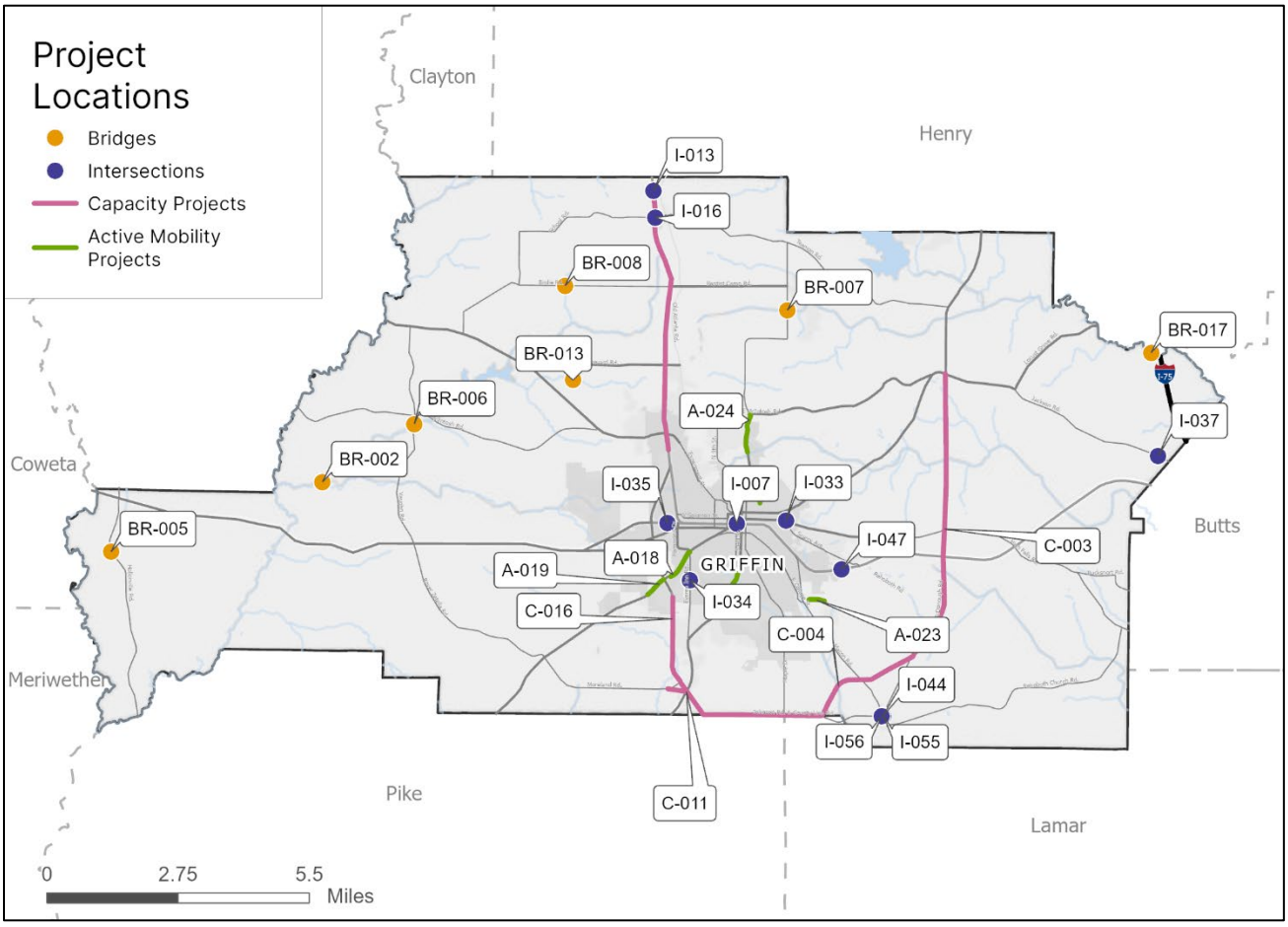


Figure 14.9: Recommended Mid-Term Projects

14.2.3 LONG-TERM PROJECTS (2040-2050)

The Long-Term project list contains 17 projects. The project team estimates $169.4M in available funding for this time period from federal, state, and local resources. This category contains some large projects with high-dollar amounts. Noteworthy projects included in this timeline include the Main Trail recreational project circling the City of Griffin. The SR 92 widening capacity project is included during this time period as well. Two intersection projects to improve traffic conditions along truck routes, but are expected to have a high cost, are improvements to Martin Luther King Jr Pkwy at Zebulon Rd and improvements to intersections along Wallace Road.

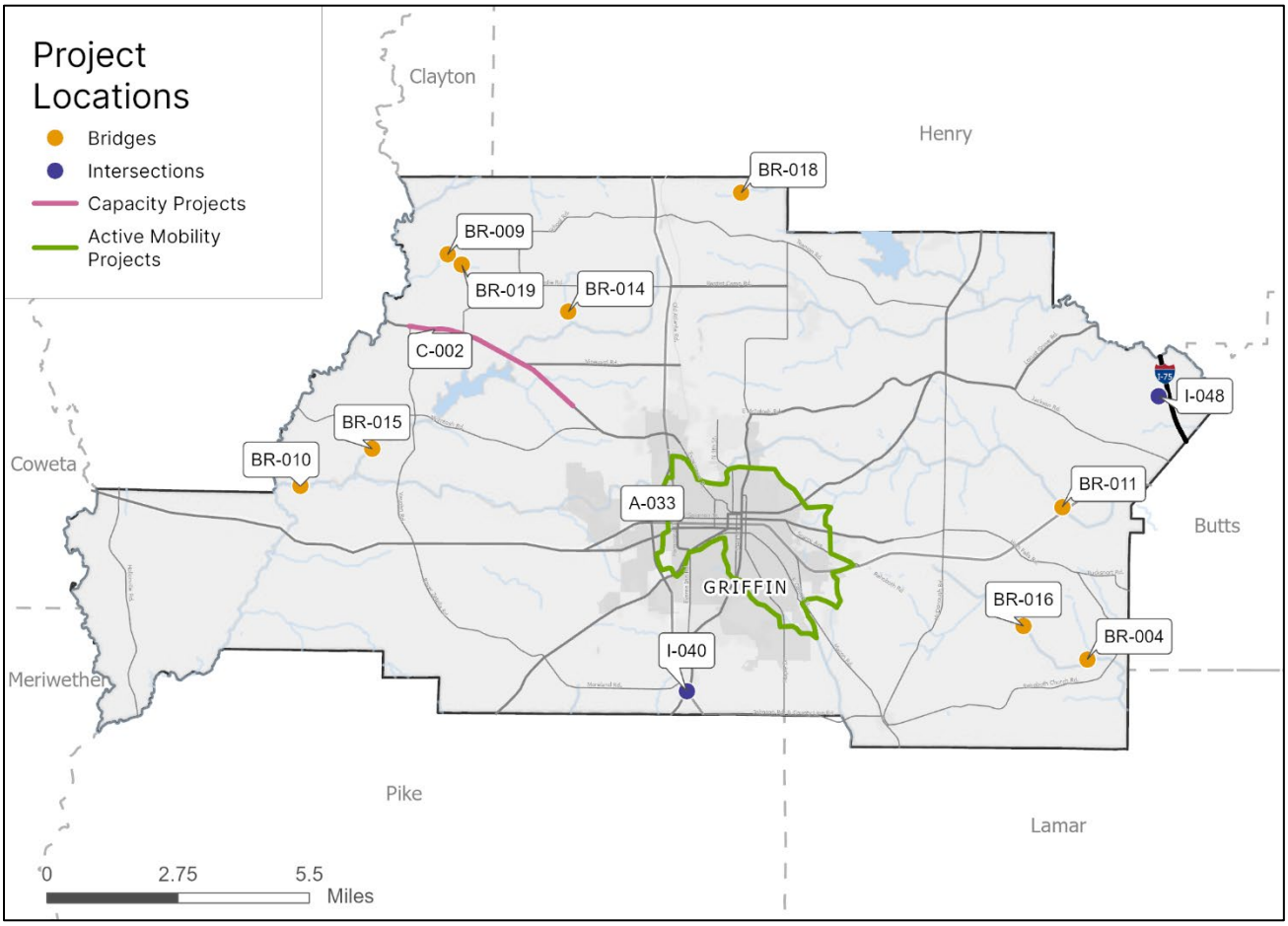


Figure 14.10: Recommended Long-Term Projects

14.3 EXPECTED FUTURE SPLOST PROJECTS

An assumption made in the financial projection and project consideration is that Spalding County and the City of Griffin would continue to utilize SPLOST or TSPLOST funding opportunities to finance projects in the county. The SPLOST projects would consider financing some of the Short-, Mid-, and Long-Term projects as necessary, but also continue allocating lump sums for maintenance and continued state of good repair. It is expected that allocations for sidewalk maintenance, resurfacing and milling, and setting aside local matching would continue over the entire timeline for this CTP. A framework for continuing SPLOST funding with cost estimates is provided in Table 14.2. Specialized projects for the time-period can be added as an additional cost upon this framework.

Table 14.2: Framework for Future SPLOST

Project ID	Name	Cost Estimate
S-001	Sidewalk and Pedestrian Connectivity, Continuity, and Maintenance	$ 1,000,000.00
S-002	Sidewalk and Pedestrian Connectivity, Continuity, and Maintenance	$ 2,000,000.00
S-003	Resurfacing in Spalding County	$ 8,000,000.00
S-004	Milling and Patching in Spalding County	$ 8,000,000.00
S-005	Resurfacing in Griffin	$ 2,500,000.00
S-007	Local Match	$ 1,500,000.00
S-009	Streetscape	$ 2,500,000.00
S-010	Reimbursement for additional costs	$ 1,750,000.00
Total		**$ 27,250,000.00**

14.4 NOTEWORTHY PROJECTS

There are additional projects that are included in previous studies, discussed by stakeholders or public input, or generally expected for the Spalding County area. These projects are expected in a timeframe outside of this CTP project scope, are aspirational hopes depending on if funding comes available, or are not dependent of funding from local sources at this time. Should priorities change for the County and/or City, projects from this list may be considered and implemented prior to 2050. These identified projects are presented in Table 14.3.

A noteworthy project includes the commuter rail passenger line extending from Savannah, through Macon, to Griffin, and then to Atlanta. This project has a high level of interest from the public and government officials to be completed. At this time, the expected project is past 2050, but depending on available funding, it could be moved up to an earlier date.

Additional projects of interest include the final phases of the SR 155 relocation and South Griffin Bypass. Current estimates by GDOT have the construction years for these phases to occur after 2050. Other projects, like the Roosevelt and Southern Crescent Trails, repurposing rail lines, can occur, though likely after the completion and existence of the Main Trail encircling Griffin (in the Long-Range Projects). Furthermore, intersection projects included were part of stakeholder meetings and feedback from County and City staff. While not in the recommendation's timeframe, County and City priorities may change as development or additional crash accidents occur in the recognized intersections.

Table 14.3: Noteworthy County and Regional Projects

Project ID	Name	Description
A-007	Recreational Trail Improvements	Studies and development of new recreational trails in the County.
A-028	Commuter Rail (Phase 1)	Atlanta to Griffin (PI #0009219)
A-028	Commuter Rail (Phase 3)	Atlanta to Griffin (PI #0009221)
A-028	Commuter Rail (Phase 2)	Atlanta to Griffin (PI #0009220)
A-031	Commuter Rail (Phase 4)	Griffin to Macon (PI #371800-)
A-031	Commuter Rail (Phase 5)	Griffin to Macon (PI #371801-)
A-034	Southern Crescent Trail	Recreational trail repurposing rail extending westward from the north of Griffin
A-035	Roosevelt Rd Trail	Recreational trail repurposing rail extending northeast from the north of Griffin
A-036	Multi-use Trail connection to Orchard Hill	Recreational trail along existing ROW and utilities to connect to Orchard Hill
BR-021	S Walkers Mill Rd @ Buck Creek	Single-lane bridge
BR-022	S McDonough Rd @ Buck Creek Tributary	Rehabilitation and maintenance to improve condition.
C-001	SR 155 Widening	(PI #0007870) Widening road from N 2nd Street to Henry County Line
C-005	Griffin South (Bypass Phase 3)	(PI #0010441) Relocation of SR 155 from SR 3 to SR 16
C-025	E Mcintosh from Old Atlanta to SR 155	Capacity improvements
C-026	Jackson Rd from SR 155 to SR 16	Capacity improvements
I-020	SR 92 @ US 19/US 41	Possible intersection changes depending on the US 19/41 Capacity and Bottleneck Study
I-023	SR 16 @ US 19 Bus	Possible intersection changes depending on the US 19/41 Capacity and Bottleneck Study
I-024	SR 16 @ SR 155	Possible intersection changes depending on the US 19/41 Capacity and Bottleneck Study
I-027	SR 16 @ US 19/US 41	Possible intersection changes depending on the US 19/41 Capacity and Bottleneck Study
I-046	Jenkinsburg Rd Interchange	New interchange at Jenkinsburg Rd and I-75
I-061	Locust Grove Rd @ Jackson Rd	Roundabout improvement
I-062	N 2nd St @ E Mcintosh Rd	Improve safety and operations - simple
I-063	Birdie Rd @ Patterson Rd	Improve safety and operations - simple
I-064	Grizzley Ln @ Steele Rd	Improve safety and operations - simple
I-065	E Mcintosh Rd @ Old Atlanta Rd	Improve safety and operations - simple
I-066	Old Atlanta Rd @ School Rd / Teamon Rd	Improve safety and operations - moderate complexity
I-067	Cheatham Rd @ W Mcintosh Rd	Improve safety and operations - simple
PS-015	Pavement Condition and Non-Paved Roads Study	Review county paved and non-paved road conditions and set priorities for chip and seal process.

15. IMPLEMENTATION STRATEGIES

Along with the recommendations of project improvements to the transportation infrastructure in Spalding County and the City of Griffin, the project team has also identified recommendations for implementation strategies.

15.1 COORDINATION AND PROJECT TRACKING

The Universe of Projects organized by project categorization as Short-Term, Mid-Term, Long-Term, or other noteworthy projects is provided as an appendix item. It is recommended that Spalding County keep a database of projects considered to track the progress and development as projects become feasible. The database should be publicly available and ideally with an interactive mapping component where residents of Spalding County can review the projects and their implementation timeline.

Maintaining a resource database of recommended projects and project status will also help in coordinating project implementation with local, state, and federal partners. Having the project details and resources quickly organized can expedite the process of applying for additional funding or competitive grants where applicable.

15.2 CONTINUAL PUBLIC INTEREST

It is highly recommended that the County makes an online mapping resource available for residents and interested parties to also keep track of the progress of these developments. Open transparency and continual public feedback can keep necessary projects to the forefront of the County and City's concerns and ensure timely implementation.

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APPENDIX

Project Recommendation Lists

- Short-Term Recommended Projects
- Mid-Term Recommended Projects
- Long-Term Recommended Projects
- Expected SPLOST / TSPLOST Projects
- Projects Outside of Recommendation Consideration

Public Engagement

- Stakeholder Interviews
- Doc Holiday Public Engagement
- Project Advisory Group #1
- Project Advisory Group #2
- Project Advisory Group and Public Feedback on Recommendations (interactive exercise)

PROJECT RECOMMENDATION LISTS

Short Term Projects (FY 2024-2028)

Total funds avalible: **$48M**

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
A-014	Woodland Dr	Add sidewalk connection between Milner Ave to Crescent Rd	ACTIVE MOBILITY	$ 800,000.00	4	Short-Term
A-016	Memorial Dr (SR 16)	Add sidewalk connection between Hamilton Blvd To Near Harlow Ave	ACTIVE MOBILITY	$ 220,000.00	4	Short-Term
A-017	N. 2nd St	Add sidewalk connection between Morris St To Johnson Pool Rd	ACTIVE MOBILITY	$ 750,000.00	4	Short-Term
A-021	E Broadway St (SR 155)	Add sidewalk connection between Morris St To Jackson Elementary School	ACTIVE MOBILITY	$ 1,690,000.00	7	Short-Term
A-022	Ellis Rd	Add sidewalk connection between Crystal Brook To Experiment St	ACTIVE MOBILITY	$ 2,300,000.00	8	Short-Term
A-025	Old Atlanta Rd	Add sidewalk connection between Mcintosh Rd / Experiment St To E Mcintosh Rd	ACTIVE MOBILITY	$ 950,000.00	5	Short-Term
A-026	Pimento Ave	Add sidewalk connection between Meriwether St To Beck St	ACTIVE MOBILITY	$ 510,000.00	4	Short-Term
A-027	Wilson Rd	Add sidewalk connection between Futral Rd To Arthur K Bolton Pkwy (SR 16)	ACTIVE MOBILITY	$ 1,330,000.00	6	Short-Term
BR-001	Camp Rd @ Potato Creek	Rehabilitation and maintenance to improve condition rating	BRIDGE	$ 3,740,000.00	5	Short-Term
BR-003	Wildwood Rd @ Bear Creek	Bridge replacement of Wildwood Road @ Bear Creek. The bridge is deficient and requires posting due to cracking on the deck, corrosion and rusting on all beams and scour under both abutments. Replacement scheduled through GDOT's Low Impact Bridge Program (PI #0015417)	BRIDGE	$ 2,000,000.00	2	Short-Term
BR-012	Jenkinsburg Rd @ Towaliga River	Rehabilitation and maintenance to improve condition rating	BRIDGE	$ 3,740,000.00	5	Short-Term
C-015	SR 16 Corridor Improvements	Signal optimization and advanced dilemma-zone detection system (ITS), and intersection improvements	CAPACITY	$ 6,680,000.00	5	Short-Term
C-017	S. Hill Street (SR 155)	Signal optimization and advanced dilemma-zone detection system (ITS) from E Taylor St to Airport Rd.	CAPACITY	$ 1,430,000.00	5	Short-Term
C-018	N 9th St	Signal optimization W Broad St (SR 155) to W Solomon Street	CAPACITY	$ 30,000.00	0	Short-Term
C-019	E Broad St	Signal optimization between N Hill St to 2nd St	CAPACITY	$ 150,000.00	5	Short-Term
C-020	E Poplar St	Signal optimization N Hill St to 2nd St	CAPACITY	$ 150,000.00	1	Short-Term
C-021	S 9th St	Signal optimization W Solomon St to E Taylor St	CAPACITY	$ 40,000.00	2	Short-Term
I-002	North Expwy (US 19/41) @ McIntosh Rd (SR 92)	Improve safety and operations - significant complexity	INTERSECTION	$ 2,000,000.00	6	Short-Term
I-003	Taylor St (SR 16) @ S Hill St (SR 155)	Improve safety and operations - significant complexity	INTERSECTION	$ 2,000,000.00	6	Short-Term
I-004	W Taylor St (SR 16) @ Martin Luther King Jr Pkwy NB (US 19/41)	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	3	Short-Term
I-005	W Taylor St (SR 16) @ North Expwy (SR 92)	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	3	Short-Term
I-006	N Hill St (SR 155) @ Solomon St	Improve safety and operations - significant complexity	INTERSECTION	$ 2,000,000.00	6	Short-Term
I-008	North Expwy (US 19/41) @ Bowling Ln	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	4	Short-Term
I-009	N Hill St (SR 155) @ Broadway St (SR 155)	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	6	Short-Term
I-010	Martin Luther King Jr Pkwy (US 19/41) @ Airport Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	5	Short-Term
I-011	N Expwy (US 19/US 41) @ Ellis Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	4	Short-Term
I-012	North Expwy (US 19/41) @ Vineyard Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	6	Short-Term
I-014	North Expwy (US 19/41) @ Birdie Rd/Baptist Camp Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	6	Short-Term
I-015	Jackson Rd @ N McDonough Rd (SR 155)	Improve safety and operations - simple	INTERSECTION	$ 500,000.00	6	Short-Term
I-017	Williamson Rd (SR 362) @ Rover Zetella Rd/Moreland Rd	Improve safety and operations - simple	INTERSECTION	$ 500,000.00	3	Short-Term
I-018	Macon Rd @ County Line Rd/Johnston Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	3	Short-Term
I-019	North Expwy (US 19/41) @ Manley Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	4	Short-Term
I-038	Johnston Rd @ S. McDonough Rd	Convert nb and sb left turns to flashing yellow arrows (FYAs); restripe the intersection and relocate stop bar on sb left-turn lane further away from intersection; install lane line extensions/skip markings to guide motorists making eb left-turn; install median nose delineators; install backplates with retroreflective borders on all traffic signal heads; install raised pavement markings.	INTERSECTION	$ 210,000.00	4	Short-Term
I-039	Johnston Rd @ Macon Rd	Reconstruct and repave Johnston Road between Macon Road and S. McDonough Road to correct vertical sight lines and improve pavement condition; restripe the intersection; install raised pavement markers.	INTERSECTION	$ 10,000.00	4	Short-Term
I-044	Johnston Rd @ Green Valley Rd	Repave Johnston Road between Macon Road and South McDonough Road to improve pavement condition.	INTERSECTION	$ 10,000.00	4	Short-Term

Short Term Projects (FY 2024-2028)

Total funds avalible: **$48M**

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
I-050	Jackson Rd @ Jenkinsburg Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	0	Short-Term
I-051	Authur K Bolton Pkwy (SR 16) @ Wild Plum Rd	Install a R-Cut intersection with expanded paved aprons (bum-outs or "loons") in the shoulder area opposite to the crossover locations to accommodate large trucks; install signage along The Lakes Parkway to redirect traffic destined to SR 16 west (or downtown Griffin) to use the Rehoboth Road or the S. McDonough Road intersections.	INTERSECTION	$ 170,000.00	3	Short-Term
I-052	Authur K Bolton Pkwy (SR 16) @ High Falls Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	1	Short-Term
I-053	N Expwy (US 19/41) @ Lucky St / Ridgewood Dr	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	1	Short-Term
PS-010	US 19/41 Capacity Study	Bottleneck and capacity study for intersection of US 19/41 and SR 16, SR 155, and SR 92. Consider future impact of SR 155 relocation and improved ITS.	PLANNING & STUDY	$ 250,000.00	4	Short-Term
PS-001	Airport Access Projects and Studies	Studies for an airport access roads and impacted intersections. SP-174 RTP Project funds for an airport access road ($26,000,000 local funding)	PLANNING & STUDY	$ 280,000.00	3	Short-Term
PS-003	SR 155 Concept Study	Study final designs and impacts of SR155 rerouting	PLANNING & STUDY	$ 330,000.00	2	Short-Term
PS-004	Griffin Bypass Alternative Analysis	Study for alternative routes to bypass Griffin	PLANNING & STUDY	$ 230,000.00	2	Short-Term
PS-005	Interchange Justificiation Report	Study to analyze the Jenkinsburg Rd Interchange	PLANNING & STUDY	$ 200,000.00	2	Short-Term
Total				$ 48,200,000.00		

Mid Term Projects (FY 2029-2039)

Total funds avalible: **$152.5M**

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
A-001	Bike Infrastructure Improvements	Bike route improvements to expand connectivity and access throughout the County. Consider connections to state bike routes or between existing routes.	ACTIVE MOBILITY	$ 2,000,000.00	2	Mid-Term
A-002	Pedestrian and Sidewalk Improvements	General sidewalk improvements and connections throughout the County.	ACTIVE MOBILITY	$ 1,500,000.00	2	Mid-Term
A-015	S. Hill Street (SR 155)	Add sidewalk connection between Crescent Rd To Pineywood Rd	ACTIVE MOBILITY	$ 1,400,000.00	2	Mid-Term
A-018	Meriwether St (SR 362)	Add sidewalk connection between Westwind Ct To Everee Inn Rd	ACTIVE MOBILITY	$ 1,400,000.00	4	Mid-Term
A-019	Williamson Rd (SR 362)	Add sidewalk connection between Carver Rd To Us 19/41 SR 3 Bypass	ACTIVE MOBILITY	$ 1,040,000.00	4	Mid-Term
A-020	N 3rd St	Add sidewalk connection between E Tinsley St To Kelsey St	ACTIVE MOBILITY	$ 800,000.00	3	Mid-Term
A-023	Futral Rd	Add sidewalk connection between Rhodes Ln To Spalding High School	ACTIVE MOBILITY	$ 730,000.00	4	Mid-Term
A-024	N Hill St	Add sidewalk connection between Northside Dr To E. Mcintosh Rd	ACTIVE MOBILITY	$ 1,780,000.00	4	Mid-Term
BR-002	Moon Rd @ Wildcat Creek	(PI #370882-) Rehabilitation	BRIDGE	$ 7,790,000.00	3	Mid-Term
BR-005	Hollonville Road Rd @ Line Creek Tributary	(PI #331690-) Rehabilitation	BRIDGE	$ 930,000.00	2	Mid-Term
BR-006	Vaughn Rd @ Heads Creek	(PI #331710-) Rehabilitation	BRIDGE	$ 7,100,000.00	2	Mid-Term
BR-007	Jordan Hill Rd @ Troublesome Creek	(PI #331720-) Rehabilitation	BRIDGE	$ 5,650,000.00	2	Mid-Term
BR-008	Birdie Road Rd @ Griffin Reservoir Tributary	(PI #342860-) Rehabilitation	BRIDGE	$ 6,210,000.00	2	Mid-Term
BR-013	Westmoreland Rd @ Heads Creek	(PI #370886-) Rehabilitation	BRIDGE	$ 6,210,000.00	2	Mid-Term
BR-017	Pullman Rd @ Towaliga River	(PI #371093-) Rehabilitation	BRIDGE	$ 5,670,000.00	2	Mid-Term
C-003	SR 155 Relocation (Griffin South Bypass Phase 1)	SP-067A (PI #0008682) Relocation of SR 155 along McDonough Rd to SR 16	CAPACITY	$ 12,800,000.00	9	Mid-Term
C-004	SR 155 Relocation (Griffin South Bypass Phase 2)	SP-067B (PI #0007871) Relocation of SR 155 from SR 3 to SR 16	CAPACITY	$ 38,700,000.00	7	Mid-Term
C-011	Tri-County Crossing	(CTP03) Moreland Rd Extension to Zebulon Rd, A new 2-lane roadway connecting US 41 to SR 155	CAPACITY	$ 1,250,000.00	2	Mid-Term
C-016	US 19/41 Corridor Improvements	Signal optimization and advanced dilemma-zone detection system (ITS)	CAPACITY	$ 23,230,000.00	5	Mid-Term
I-007	W Taylor St (SR 16) @ 8th St	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	3	Mid-Term
I-013	North Expwy (US 19/41) @ Malier Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	3	Mid-Term
I-016	North Expwy (US 19/41) @ School Rd	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	3	Mid-Term
I-033	E Solomon St @ Spalding St/Searcy Ave	SP-100 (PI #0016076)	INTERSECTION	$ 7,090,000.00	0	Mid-Term
I-034	Cain Ln @ Everee Inn Rd	Improve safety and operations - simple	INTERSECTION	$ 480,000.00	0	Mid-Term
I-035	Spalding Dr @ SR 16	Improve safety and operations - moderate complexity	INTERSECTION	$ 990,000.00	0	Mid-Term
I-036	College St. @ Hamilton Blvd / Kincaid Ave	Improve safety and operations - moderate complexity	INTERSECTION	$ 1,000,000.00	1	Mid-Term
I-037	Jackson Rd @ Wallace Rd	Install splitter islands along the Wallace Road approaches to the intersection, which will also help to improve the skew of the intersection; replace damaged and missing stop signs on east and west legs (Jackson Road); repave and restripe intersection; install raised pavement markers.	INTERSECTION	$ 70,000.00	0	Mid-Term
I-044	Johnston Rd @ Green Valley Rd	In the long-term, consider removing the intersection by relocating Green Valley Road to intersect South McDonough Road north of Johnston Road, in conjunction with Phase 2 of the Griffin South Bypass project (PI #007871).	INTERSECTION	$ 2,300,000.00	4	Mid-Term
I-047	Green Valley Rd Realignment	Eliminate intersection by relocating Green Valley Road to intersect S. McDonough Road north of Johnston Road, in conjunction with Phase 2 of the Griffin South Bypass project (PI #007871).	INTERSECTION	$ 2,390,000.00	1	Mid-Term
I-055	Johnston Rd @ S. McDonough Rd	In the long-term, consider installing a roundabout at the intersection, in conjunction with Phase 2 of the Griffin South Bypass project (PI #007871).	INTERSECTION	$ 4,160,000.00	2	Mid-Term
I-056	Johnston Rd @ Macon Rd	Install a roundabout, in conjunction with Phase 2 of the Griffin South Bypass project (PI #007871).	INTERSECTION	$ 4,160,000.00	2	Mid-Term
PS-002	County Access Management	Policy Framework	PLANNING & STUDY	$ 180,000.00	0	Mid-Term
PS-006	SR 16 Backage Road Study	Green Valley Rd to I-75	PLANNING & STUDY	$ 150,000.00	2	Mid-Term
PS-011	Big Blue Bus	Replacing the Big Blue Bus	PLANNING & STUDY	$ 400,000.00	0	Mid-Term
PS-007	Bike, Pedestrian, and Trail Study		PLANNING & STUDY	$ 200,000.00	2	Mid-Term
PS-008	Pavement Condition Study		PLANNING & STUDY	$ 150,000.00	2	Mid-Term
PS-009	New East-West Roadway Study		PLANNING & STUDY	$ 180,000.00	2	Mid-Term
PS-012	Transit Study		PLANNING & STUDY	$ 130,000.00	2	Mid-Term
Total				$ 153,220,000.00		

Long Term Projects (FY 2040-2050)

Total funds avalible: **$169.4M**

Project ID	Name	Description	Project Description	Cost Estimate	Scoring	Implementation Timeline
A-033	Main Trail	Recreational trail circling the city of Griffin	ACTIVE MOBILITY	$ 28,790,000.00	7	Long-Term
BR-004	Buck Creek Rd @ Buck Creek	(PI #331680-) Rehabilitation	BRIDGE	$ 5,920,000.00	2	Long-Term
BR-009	Moore Rd @ Unnamed Creek	(PI #370881-) Rehabilitation	BRIDGE	$ 9,420,000.00	2	Long-Term
BR-010	W Ellis Rd @ Wildcat Creek	(PI #370882-) Rehabilitation	BRIDGE	$ 7,790,000.00	2	Long-Term
BR-011	Tomochichi Rd @ Cabin Creek	(PI #370883-) Rehabilitation	BRIDGE	$ 6,160,000.00	2	Long-Term
BR-014	Manley Rd @ Heads Creek Tributary	(PI #371090-) Rehabilitation	BRIDGE	$ 5,850,000.00	2	Long-Term
BR-015	Ellis Rd @ Heads Creek	(PI #371091-) Rehabilitation	BRIDGE	$ 10,120,000.00	2	Long-Term
BR-016	Mangham Rd @ Buck Creek	(PI #371092-) Rehabilitation	BRIDGE	$ 5,670,000.00	2	Long-Term
BR-018	N Pomona Rd @ Towaliga River	(PI #371095-) Rehabilitation	BRIDGE	$ 5,640,000.00	2	Long-Term
BR-019	Martin Rd @ Flint River Tributary	(PI #371096-) Rehabilitation	BRIDGE	$ 7,850,000.00	2	Long-Term
BR-020	Vaughn Rd @ Shoal Creek	(PI #370882-) Rehabilitation	BRIDGE	$ 7,790,000.00	2	Long-Term
C-002	SR 92 Widening	SP-172	CAPACITY	$ 41,200,000.00	2	Long-Term
I-040	Martin Luther King Jr Pkwy (US 19/41) @ Zebulon Rd	Monitor level of congestion and consider installing a single-legged displaced left turn (DLT) for eastbound left-turn movements from Zebulon Road (US 19) to northbound MLK Jr. Parkway (US 41), to include the corresponding free-flow right-turn bypass lane from southbound MLK Jr. Parkway (US 41) to westbound Zebulon Parkway (US 19); realign the eastbound and westbound intersection approaches to improve the skew. As part of this design, consider installing a displaced left turn (DLT) for westbound left-turn movements from Zebulon Road (US 19) to northbound MLK Jr. Parkway (US 41).	INTERSECTION	$ 20,810,000.00	0	Long-Term
I-048	Wallace Road Upgrade	Redesign and widen Wallace Road between SR 16 and Jenkinsburg Road to a two-lane divided roadway with adequate travel lane width and turn radii to accommodate significant freight traffic as industrial development occurs along the west side of I-75.	INTERSECTION	$ 8,320,000.00	0	Long-Term
Total				$ 171,330,000.00		

Other Projects for Future Consideration

Projects considered outside of the 2050 timeline or currently not recommended with high priority

Project ID	Name	Description	Project Description	Cost Estimate
A-007	Recreational Trail Improvements	Studies and development of new recreational trails in the County.	ACTIVE MOBILITY	$ 180,000.00
A-028	Commuter Rail (Phase 1)	Atlanta to Griffin (PI #0009219)	ACTIVE MOBILITY	$ 39,830,000.00
A-028	Commuter Rail (Phase 3)	Atlanta to Griffin (PI #0009221)	ACTIVE MOBILITY	$ 53,190,000.00
A-028	Commuter Rail (Phase 2)	Atlanta to Griffin (PI #0009220)	ACTIVE MOBILITY	$ 353,350,000.00
A-031	Commuter Rail (Phase 4)	Griffin to Macon (PI #371800-)	ACTIVE MOBILITY	$ 28,250,000.00
A-031	Commuter Rail (Phase 5)	Griffin to Macon (PI #371801-)	ACTIVE MOBILITY	$ 34,360,000.00
A-034	Souther Crescent Trail	Recreational trail repurposing rail extending westward from the north of Griffin	ACTIVE MOBILITY	$ 14,680,000.00
A-035	Roosevelt Rd Trail	Recreational trail repurposing rail extending northeast from the north of Griffin	ACTIVE MOBILITY	$ 14,480,000.00
A-036	Multi-use Trail connection to Orchard Hill	Recreational trail along existing ROW and utilities to connect to Orchard Hil	ACTIVE MOBILITY	-
BR-021	S Walkers Mill Rd @ Buck Creek	Single-lane bridge	BRIDGE	-
BR-022	S McDonough Rd @ Buck Creek Tributary	Rehabilitation and maintenance to improve condition	BRIDGE	-
C-001	SR 155 Widening	(PI #0007870) Widen road from N 2nd Street to Henry County Line	CAPACITY	$ 98,800,000.00
C-005	SR 155 Relocation (Griffin South Bypass Phase 3)	(PI #0010441) Relocation of SR 155 from SR 3 to SR 16	CAPACITY	$ 41,200,000.00
C-025	E Mcintosh from Old Atlanta to SR 155	Capacity improvements	CAPACITY	-
C-026	Jackson Rd from SR 155 to SR 16	Capacity improvements	CAPACITY	-
I-020	SR 92 @ US 19/US 41	Possible intersection changes depending on the US 19/41 Capacity and Bottleneck Study	INTERSECTION	$ -
I-023	SR 16 @ US 19 Bus	Possible intersection changes depending on the US 19/41 Capacity and Bottleneck Study	INTERSECTION	$ -
I-024	SR 16 @ SR 155	Possible intersection changes depending on the US 19/41 Capacity and Bottleneck Study	INTERSECTION	$ -
I-027	SR 16 @ US 19/US 41	Possible intersection changes depending on the US 19/41 Capacity and Bottleneck Study	INTERSECTION	$ -
I-046	Jenkinsburg Rd Interchange	New interchange at Jenkinsburg Rd and I-75	INTERSECTION	$ 40,000,000.00
I-061	Locust Grove Rd @ Jackson Rd	Roundabout improvement	INTERSECTION	-
I-062	N 2nd St @ E Mcintosh Rd	Improve safety and operations - simple	INTERSECTION	-
I-063	Birdie Rd @ Patterson Rd	Improve safety and operations - simple	INTERSECTION	-
I-064	Grizzley Ln @ Steele Rd	Improve safety and operations - simple	INTERSECTION	-
I-065	E Mcintosh Rd @ Old Atlanta Rd	Improve safety and operations - simple	INTERSECTION	-
I-066	Old Atlanta Rd @ School Rd / Teamon Rd	Improve safety and operations - moderate complexity	INTERSECTION	-
I-067	Cheatham Rd @ W Mcintosh Rd	Improve safety and operations - simple	INTERSECTION	-
PS-015	Pavement Condition and Non-Paved Roads Study	Review county paved and non-paved road conditions and set priorities for chip and seal process.	PLANNING & STUDY	-

Expected SPLOST / TSPLOST Projects

Additional maintenance costs, not project specific, funded by future SPLOST or TSPLOST programs

Project ID	Name	Description	Cost Estimate
S-001	Sidewalk and Pedestrian Connectivity, Continuity, and Maintenance	SPLOST funding for sidewalk and pedestrian projects for the city of Griffin.	$ 1,000,000.00
S-002	Sidewalk and Pedestrian Connectivity, Continuity, and Maintenance	SPLOST funding for sidewalk and pedestrian projects for the County.	$ 2,000,000.00
S-003	Resurfacing in Spalding County		$ 8,000,000.00
S-004	Milling and Patching in Spalding County		$ 8,000,000.00
S-005	Resurfacing in Griffin		$ 2,500,000.00
S-007	Local Matching		$ 1,500,000.00
S-009	Streetscape		$ 2,500,000.00
S-010	Reimbursement for additional costs		$ 1,750,000.00
Total			**$ 27,250,000.00**

PUBLIC ENGAGEMENT

Spalding STRIDES FORWARD
GRIFFIN-SPALDING COUNTY
COMPREHENSIVE TRANSPORTATION PLAN

Stakeholder Interviews

Name: **Ryan Bowlden**

Organization: **Spalding County Commission**

In the list of your priorities, where does transportation rank?

Transportation is a high priority, specifically related to roads and infrastructure. Our roads are deplorable. We just passed a TSPLOST which should help tremendously. However, with paving and resurfacing costs skyrocketing, we may not get as much as we had hoped.

Our prior administration never had a budget to dedicate funds to road improvement; they only sought out LMIG funds.

Road improvements are really needed.

How can the Griffin/Spalding County Comprehensive Transportation Plan support your vision and goals? Are there any policies or projects that would have a positive impact on your jurisdiction?

I am totally against any form of regional transit. It would be detrimental to our community and brings in crime. If there were some sort of local system only serving the Griffin/Spalding community, I might could support that.

Bypass of SR 155 is a great idea. It is really needed to provide traffic relief. The congestion there around 4-6 backs up a mile in each direction.

What are your high priority transportation projects? What impacts do you foresee they might have on the transportation network?

I would like to see Hwy 92 widened to 4 lanes going towards Fayetteville. Traffic is bad and getting worse. The intersections at 92 and Birdie Road and Vaughan Road need improvements, perhaps a red light.

From your travels and what you hear from your constituents, where are safety issues a major concern?

North Pine Hill needs new stripping. Potholes are everywhere. My district has the highest amount of dirt roads, and I would love to see some of those paved. Not everyone would agree with me on that.

What information have your received regarding the level of interest in expanding a multi-modal (bike/ped/transit) system.

As noted above I am opposed to transit. However, I would support sidewalks and bike trails. There has been an uptick in pedestrian vehicle conflicts/crashes, and it is likely because people are walking in the road because there are not sidewalks.

As part of the Atlanta metro region, are there:

a. Transportation projects outside of your jurisdiction that affect you?

None at the moment.

b. Griffin-Spalding projects that impact the region?

None.

What are your jurisdiction's priorities for the long-term?

My main goal is to get roadways resurfaced. We now have a budget to keep roadways properly maintained; I would like that budget to be increased as years go by to ensure maintenance is on-going.

Other top goals for my constituents are:

- Broadband internet throughout the county.
- Code enforcement.
- Better community development – high quality, not high quantity – raise the standards of our development to increase property values.

Do you have any other comments you would like to share?

Not at this time.

Name: **Clay Davis**

Organization: **Spalding County Commission, Chair**

In the list of your priorities, where does transportation rank?

High. To show how high it is after having a failed TSPLOST a couple of years ago, we just passed one on November 21.

How can the Griffin/Spalding County Comprehensive Transportation Plan support your vision and goals? Are there any policies or projects that would have a positive impact on your jurisdiction?

Passing TSPLOST is a big deal to the community. TSPLOST completion should lead to Economic Development

What are your high priority transportation projects? What impacts do you foresee they might have on the transportation network?

We are getting ready to complete an aquatic center. It is in the easter part of the county without an easy way to get there. A solution must be found, or this wonderful facility could be underutilized.

From your travels and what you hear from your constituents, where are safety issues a major concern?

Transportation safety. Significant concerns around the intersection of US 19/41 and Birdie Road.

What information have your received regarding the level of interest in expanding a multi-modal (bike/ped/transit) system.

We just completed a bike trail that is gaining in popularity. We are working on creating sidewalk requirements county-wide.

As a part of the Atlanta metro region, are there:

a. Transportation projects outside of your jurisdiction that affect you?

   None that come to mind.

b. Griffin-Spalding projects that impact the region?

SR 155 to connect Henry County directly to SR -16 (Arthur K. Bolton Hwy) to move the tractor trailer traffic from the busy downtown area of Griffin.

What are your jurisdiction's priorities for the long-term?

Roads, Broadband, Clean-Up Spalding.

Do you have any other comments you would like to share?

Gaining the input from our community on transportation needs is vital. Additionally, our community needs to understand "how best" to use American Rescue Funds as this is still an unknown.

Name: **Rita Johnson**

Organization: **Spalding County Commission**

In the list of your priorities, where does transportation rank?

Very important. Infrastructure.

How can the Griffin/Spalding County Comprehensive Transportation Plan support your vision and goals? Are there any policies or projects that would have a positive impact on your jurisdiction?

Safety; Less congestion; Access from Griffin to I-75.

What are your high priority transportation projects? What impacts do you foresee they might have on the transportation network?

Sidewalks, once in town, be able to get out and walk around. Tough to get to I-75 from Griffin.

From your travels and what you hear from your constituents, where are safety issues a major concern?

SR 155 – Too much truck traffic

SR 16

US 19/41

What information have your received regarding the level of interest in expanding a multi-modal (bike/ped/transit) system.

No negativity, trails are positive. Look to benefit from them.

As a part of the Atlanta metro region, are there:

a. Transportation projects outside of your jurisdiction that affect you?

None that come to mind.

b. Griffin-Spalding projects that impact the region?

Maybe more lanes on US 19/41.

What are your jurisdiction's priorities for the long-term?

Water and sewer improvements to support economic development

Do you have any other comments you would like to share?

Public transportation for folks to get around. Connections for jobs and shopping.

Name: **James Dutton**

Organization: **Spalding County Commission**

In the list of your priorities, where does transportation rank?

Extremely low. Transportation still needs to be looked at, but economic development and education are higher.

How can the Griffin/Spalding County Comprehensive Transportation Plan support your vision and goals? Are there any policies or projects that would have a positive impact on your jurisdiction?

County school system has 100s of buses that sit around doing nothing apart from peak usage times. Could provide access from residential areas to activities – while providing more hours for bus drivers.

What are your high priority transportation projects? What impacts do you foresee they might have on the transportation network?

Connectivity between neighborhoods, converting unused railroad tracks to trails, golf carts.

From your travels and what you hear from your constituents, where are safety issues a major concern?

4 way/ 2 way stops and weird yields; East College and Kincaid; Offset intersection; Maple/Crescent; Flashing lights; Rumble strips; Macon Road/SR 16; Better use of technology at signalized intersections; Not a fan of the Hill Street conversion w/parking and planters; Thru trucks jake braking on SR 155 destroying planters; SR 155 – the whole corridor is unsafe with

turns; SR 16 east of SR 155 is fine; SR 16 west of SR 155 is heavily traveled and needs more than 2 lanes.

What information have your received regarding the level of interest in expanding a multi-modal (bike/ped/transit) system.

Neighborhoods are "auto-centric" and streams act as a barrier; Bridges to connect neighborhoods, fairgrounds, shopping centers. Cannot ride golf carts on state routes

As a part of the Atlanta metro region, are there:

a. Transportation projects outside of our jurisdiction that affect you?

Make sure CVLs have good access to industrial areas in Spalding County.

b. Griffin-Spalding projects that impact the region?

N/A

What are your jurisdiction's priorities for the long-term?

SR 155 bypass to east by the airport (get away from downtown). Convert dead railroads from Henry County to downtown – extension of the Silver Comet Trail. New connector road from SR 155 to US 19/41 on the perimeter of Griffin.

Do you have any other comments you would like to share?

Griffin is traditional: no buses, no changes; push back to new and forward thinking.

Public Engagement Summary
Doc Holiday Festival
Saturday, September 11, 2021
10 am – 4:30 pm
City Park, Griffin, Georgia

Members of the project consultant team attended the Doc Holiday Festival with the intent to inform members of the public about the kick off of the Griffin-Spalding Comprehensive Transportation Plan, and to gather input on existing conditions and funding priorities. A total of 88 individuals stopped to discuss the CTP effort with staff.

Staff set up a table, tent, and an information board to provide some general information about the CTP process and goals. The board included a QR code with a direct link to the project website and the interactive tool to gather existing conditions housed on the website.

Additionally, the public was given two opportunities to interact with staff regarding current and future needs in the Griffin-Spalding Transportation infrastructure, and how those improvements should be prioritized.

Postcard Card from the Future: This activity allowed individuals to make comments about what they would like the transportation infrastructure to look like in the future and/or to comment on areas where improvements were needed now. Comments provided included:

- Yes to Bike Lanes!
- More pocket parks and trails for youth to expend their energy in a positive manner.
- Turn abandoned railroad tracks in to trails. Figure out a way for golf carts to cross Hill Street.
- Contract out sidewalk work, current work is not done well.
- Improve golf cart access network.
- More parking downtown – not a good environment to sustain business. Work on "feel of downtown" towards the cemetery. Make it more pedestrian friendly. Use beautification efforts.
- Bus circulator system for the entire county.
- Bus line from Griffin to Gordon College
- Remove existing SR 155 from Downtown Griffin – perhaps McDonough Road – Divert semis out of Griffin.
- Stockbridge set up a railroad quiet zone, Griffin should as well.
- Issues with trains stopping on the tracks.
- Paths for bikes and pedestrians. Wish a car wasn't needed to get around. Public transit would be great – like a circulator system to downtown, Walmart, Kroger, etc. Jordan Hill is a lower income area and people would likely use a bus (but concerned of potential opposition/racism).
- Remove SR 155 from downtown. Figure out a way to maintain mobility during train stops. Railroad crossings are a mess.
- Traffic calming needed on Greenbriar Drive.

- Improved and expanded sidewalks along East College.
- Smoother railroad crossings are needed.
- The road diet in Griffin took away parking and causes issues in downtown Griffin.
- A one-way pair near the cemetery would help moved traffic and be good for businesses (like in Thomaston).
- Too many prohibitions of U-turns.
- Public transportation important as I get older. Would like to be able to use it to go to the grocery store, senior center, shopping, downtown Griffin, doctor's appointments, etc.
- Dirt road off of Dobbins Mill (maybe Pine View) needs to be maintained.
- Bike trail from Mathis Lake to Griffin.
- Rapid transit.
- Road narrowing in Griffin is awful, especially Soloman Street.
- Fix Deny Street – damaged. Fix and maintain roads before beautifying.
- Take SR 155 down McDonough Road rather than through Griffin.
- Pave Roads – Bethany and West Williamson Road.
- Griffin should have put bike lanes in before parking took up that space – now there is just one lane. Get trucks out of downtown. Need a train trussell through Griffin.
- Better roadway maintenance. Truck have torn up the "fancy" treatments on Hill Street.
- Road resurfacing/new pavement.
- Turning arrows, turning lanes in Griffin.
- Maintenance needed at Hudson Road near Spalding High School and at High Fall Road to Rock Springs Church.
- Pot holes.

Funding Buckets: Members of the public were also invited to help prioritize how they would like to see their transportation tax dollars allocated. Participants were given $100 and were able to "invest" their money however they wanted in six transportation categories, including: Roadway, Bike/Ped/Trail, Freight, Intersections, Safety, and other. Final rankings at the end of the day were:

1. Roadway $380
2. Bike/Ped/Trail $375
3. Safety $305
4. Intersections $175
5. Freight $165
6. Other $100

DATE: JANUARY 19,2022| TIME: 11:30 am – 1:00 pm

Attendees:

Mark Andrews, Southern Crescent Technical College
Doug Hollberg, City of Griffin
Patrick Kay, City of Griffin
Tommy Kennedy, Three Rivers Regional Commission
Steve Ledbetter, Spalding County
Steven Norris, First Baptist Church of Griffin
Jessica O'Connor, City of Griffin
Kirby Sisk, GSATC
Bob Stapleton, GSATC/GS Airport
Scott Sullivan, Spalding County Public Works
Brian Upson, Paragon Consulting Group
Brad Vaughan,
Stephanie Wagner, Three Rivers Regional Commission
Chris Walker, City of Griffin

Project Team:

Dan Dobry, Croy Engineering
Leah Vaughan, Sycamore Consulting
Megha Young, Gresham Smith

Dan Dobry kicked off the meeting by thanking everyone for participating in the Project Advisory Group (PAG) for the Griffin Spalding Comprehensive Transportation Plan. He then introduced members of the project team, and began the PowerPoint presentation, which is attached.

Comments from the PAG during the presentation included:

- State Bike Routes – are these currently designated? Is there funding available?
- Freight Map – Hwy 92, Hwy 362 need to be highlighted.
- Rail – a leg of the Norfolk Southern rail line toward Fayette County hasn't been taken off the network, but it has not been used in years.

Following the presentation, Leah Vaughan asked members of the PAG to introduce themselves and provide input on the biggest transportation needs. Responses included:

- Airport
- Getting SR 155 out of downtown Griffin
- Active Living/Bike Trails
- Transportation for Veterans; Low Income populations.
- SR 16 becoming more congested.

Following self-introductions, Dan opened the floor for other general comments. Responses included:

- High speed rail connection remain on the table. Would like to see Amtrak use Griffin as a stop. Ongoing coordination with the I-75 Central Corridor Coalition.
- I hope the CTP will be able to help us understand what is going on regionally, and to let us know what we, as a County, need to do to remain connected to the regional vision.
- Ensure efficiency of use. As higher speed corridors continue to develop commercially, we need to make sure that the supporting infrastructure keeps up.
- Assistance in developing stronger relationships with GDOT; make it a more seamless process.
- Potentially interested in establishing our own MPO. We don't have enough of a voice at the ARC table, and would prefer to pool resources with the Three Rivers counites.
- Provide best practices for how other counties have successfully implemented CTPs. Spalding has a lot of good plans in the works, but would love glean lessons learned from others on implementation of projects, funding, prioritization of projects to ensure progress is made and there are tangible results, and educating the public.
- Regarding relocation of SR 155, we want to ensure GDOT's vision meets our community expectations.
- Safety – SR 16 intersection with Wild Plum Road is a concern. Safety improvements are needed. GA Power is preparing to relocate transmission lines at the intersection. Improvements need to be prioritized
- Tri County intersection at the Ingles Shopping Center is also a safety concern. The intersection of US 19/41 at SR 155. Ensure that there is a connection from SR 155 to the airport.
- Look at the potential of a northside Griffin perimeter, perhaps a SR 92 extension as a way to distribute traffic to corridors other than US 19/41. Could spur economic engine/redevelopment of the area.
- Plan for growth now. Coordinate with the comprehensive plan. The comp plan has a drop-dead date of October 31st. (Carolyn Evans, Blue Cypress)
- There is a large housing development being planned near Ethridge Mill and Zebulon Road; there will be 250 new houses in next four years.
- Transit Study is nearing completion. Looking to improve overall quality of service. Study being conducted by RS&H.
- Closure of railroad crossings – 5 closures in the county; would like a 'no blow' request Experiment and 13th Street. Railroad crossings on SR 16 are ROUGH; DOT and Norfolk Southern – pass it off on each other and nothing ever gets done.
- Signal timing a continuous issue. GDOT main focus east/west and that shuts down travel in Griffin.
- How do we keep project and plans live? Not just do it for the sake of doing it, but make them living, implementable, actionable plans. Revenue based. As part of the process, should we focus funding? So that we know, how we incorporate TSPLOST, earmarking $$ for transportation. Understanding revenue sources, etc.
- We need to look at projects and eating the elephant one bite a time. Big projects are too expensive. How do we do prioritize projects where we can identify a need and show we are accomplishing something. Implementation/Project phase, focus on achievable smaller projects.

- What grants are out there? State dollars (for by pass/state roads) We need to give some thought to understanding what funding mechanisms are out there.
- Social Pinpoint, keep it live

There being no addition comments, Dan again thanked everyone for their time and valuable input, and the meeting was adjourned.

DATE: August 6, 2022 | TIME: 12:00 – 1:00 pm

Attendees:

Doug Holdberg, Mayor of Griffin
Chad Jacobs, City of Griffin
Tommy Kennedy, Three Rivers Regional Commission
Kevin King, Spalding County Public Works
David Luckie, Griffin Spalding Development Authority
Jessica O'Connor, City of Griffin
Jeremy Slatton, City of Griffin
Scott Sullivan, Spalding County Public Works
Brian Upson, Paragon

Project Team:

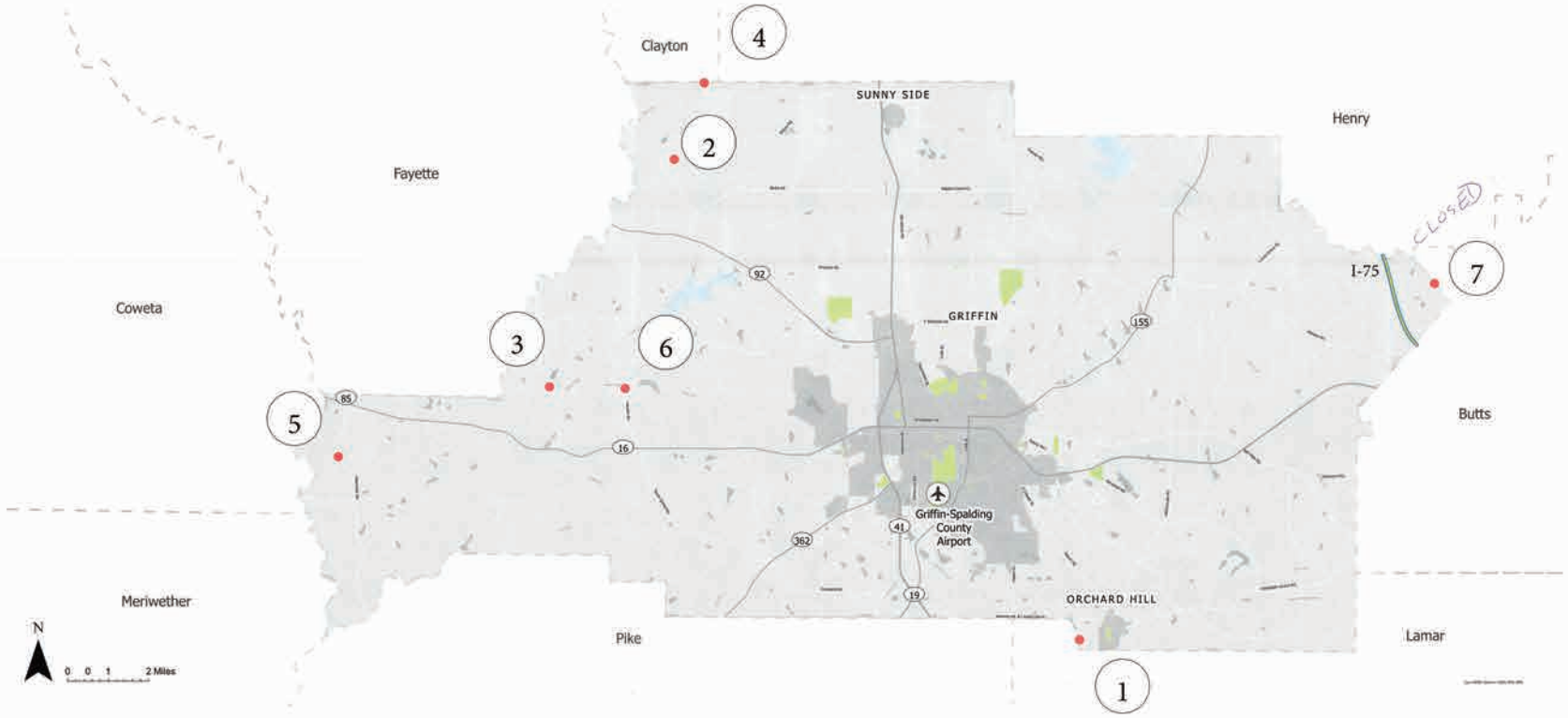
Dan Dobry, Croy Engineering
Matt Reeves, Croy Engineering
Leah Vaughan, Sycamore Consulting
Megha Young, Gresham Smith

Dan Dobry kicked off the meeting by thanking everyone for participating in the Project Advisory Group (PAG) for the Griffin Spalding Comprehensive Transportation Plan. He noted that the purpose of this meeting is to help prioritize the existing list of projects with those that are high, medium, and low priority. Dan then invited PAG members to take color coded stickers to each of the map stations to prioritize the projects.

See pdfs for results.

Griffin - Spalding County Comprehensive Transportation Plan

Project Advisory Group - Bridges



BRIDGES IN POOR CONDITION

93 total bridges, 45 as "Good", 41 as "Fair", 7 identified as "Poor".

Stickers

1. *Camp Rd over Potato Creek*
2. *Moore Rd over Flint River Tributary (PI #0017595)*
3. *Moon Rd over Wildcat Creek (PI #370882)*
4. *Wildwood Rd over Bear Creek (PI #0017595)*

Stickers

5. *Hollonville Rd over Line Creek Tributary (PI #331690)*
6. *Vaughn Rd over Shoal Creek (PI #370882)* Being replaced
7. *Jenkinsburg Rd over Towaliga River*

Griffin - Spalding County Comprehensive Transportation Plan

Project Advisory Group - Capacity & New Roads

CONGESTION

Areas that see high congestion during peak hours

Improvements to high congestion areas

Stickers

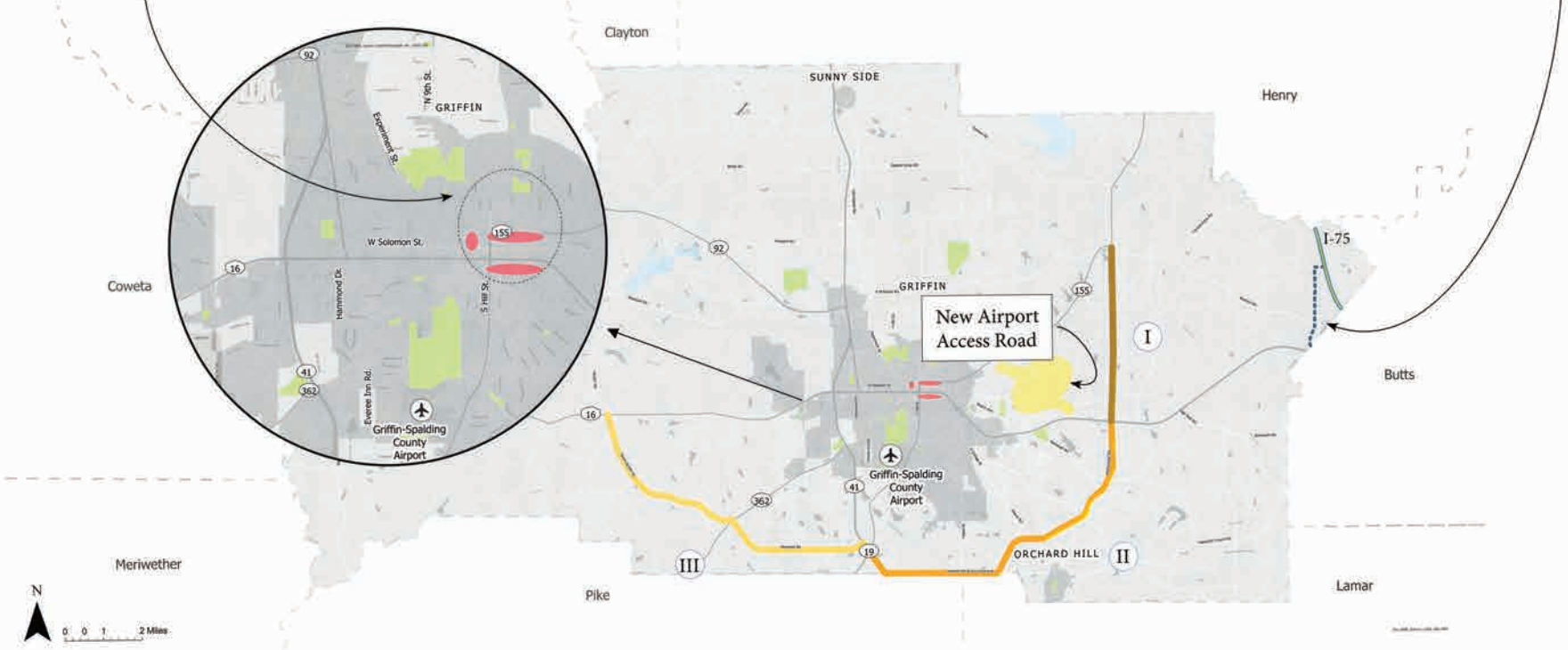
FREIGHT CAPACITY

Improvements to roadways to improve freight access off I-75 (from Freight Cluster Plan)

Wallace Road Upgrade (9.2.9. LR-10)

Jenkinsburg Rd Interchange (9.2.10. LR-11)

Stickers



SOUTH GRIFFIN BYPASS

Relocation of SR 155 into the South Griffin Bypass

Phase I (PI #0008682)

Phase II (PI #0010441)

Phase III (PI #0007871)

Stickers

AIRPORT ACCESS ROAD

Study and proposal for new airport access road

Study and proposal

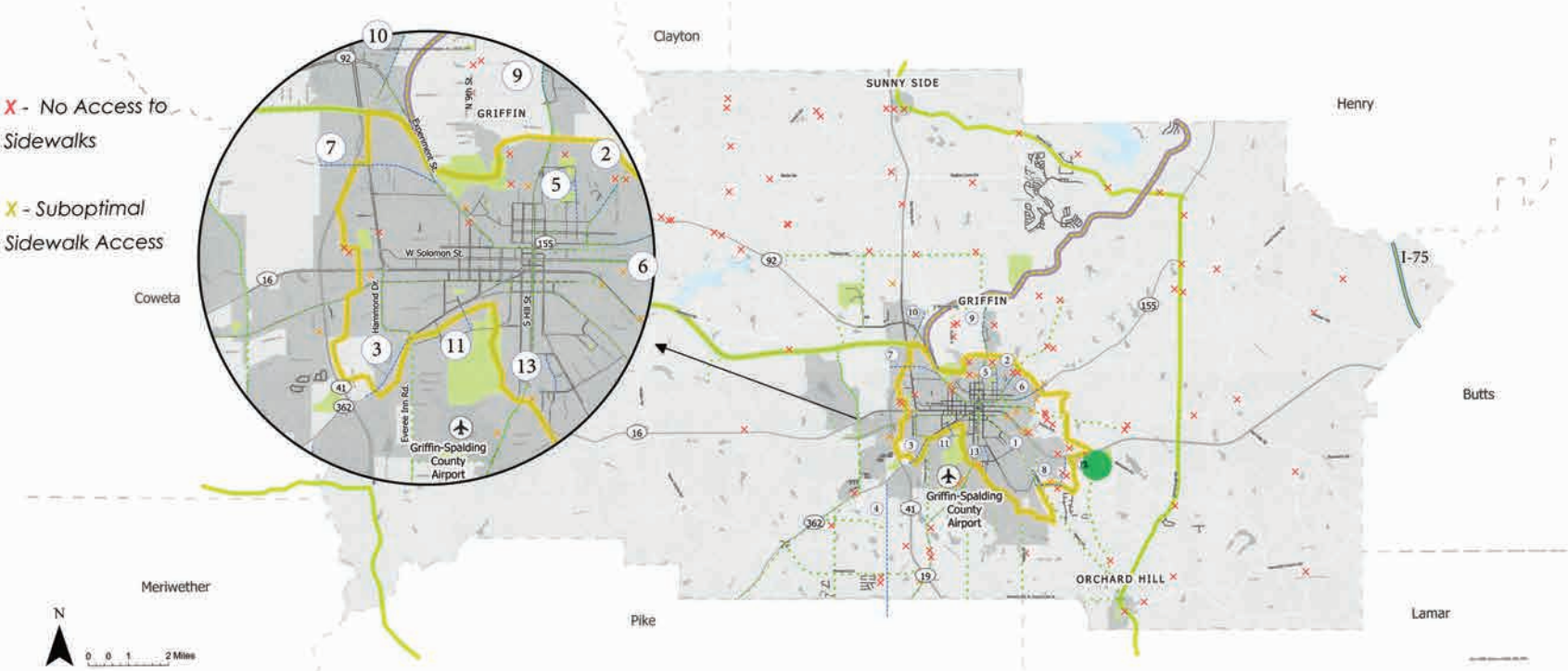
Stickers

Griffin - Spalding County Comprehensive Transportation Plan

Project Advisory Group - Active Mobility

X - No Access to Sidewalks

X - Suboptimal Sidewalk Access



PROPOSED TRAILS

Trails previously proposed or studied

Stickers

1. Main Trail
2. Roosevelt Trail
3. Southern Crescent Trail

BIKE LANES

Connecting and additional resources for ShareTheRoad and State Bike Routes

Stickers

1. ShareTheRoad
2. State Bike Route 45 & 15

SIDEWALK IMPROVEMENTS AND CONNECTIONS

Identified areas for sidewalk improvements and connections to existing sidewalks

Stickers

1. Memorial Dr - Hamilton Blvd to Harlow Ave
2. N 2nd St - Morris St to Johnson Pool Rd
3. Meriwether St - Westwind Ct to Everee Inn Rd
4. Williamson Rd - Carver Rd to US 19/41
5. N 3rd St - E Tinsley St to Kelsey St
6. E Broadway St - Morris St to Jackson School
7. Ellis Rd - Crystal Brook to Experiment St
8. Futral Rd - Rhodes Ln to Spalding High School
9. N Hill St - Northside Dr to E McIntosh Rd
10. Old Atlanta Rd - Experiment to E McIntosh Rd
11. Pimento Ave - Meriwether St to Beck St
12. Wilson Rd - Futral Rd to Arthur K Bolton Pkwy
13. Woodland Dr - Milner Ave to Crescent Rd

Griffin - Spalding County Comprehensive Transportation Plan

Project Advisory Group - Operations

- Backup Bottleneck Area
- Impacted by Bottleneck Locations

TOP BOTTLENECK INTERSECTIONS

Identified intersections of bottleneck traffic - X Locations

		Stickers
1.	US 19/US 41 @ SR 92	
2.	US 19/S Hill St @ SR 155/Taylor St	
3.	SR 16 @ US 41	
4.	SR 16/SR 155 @ US 19	

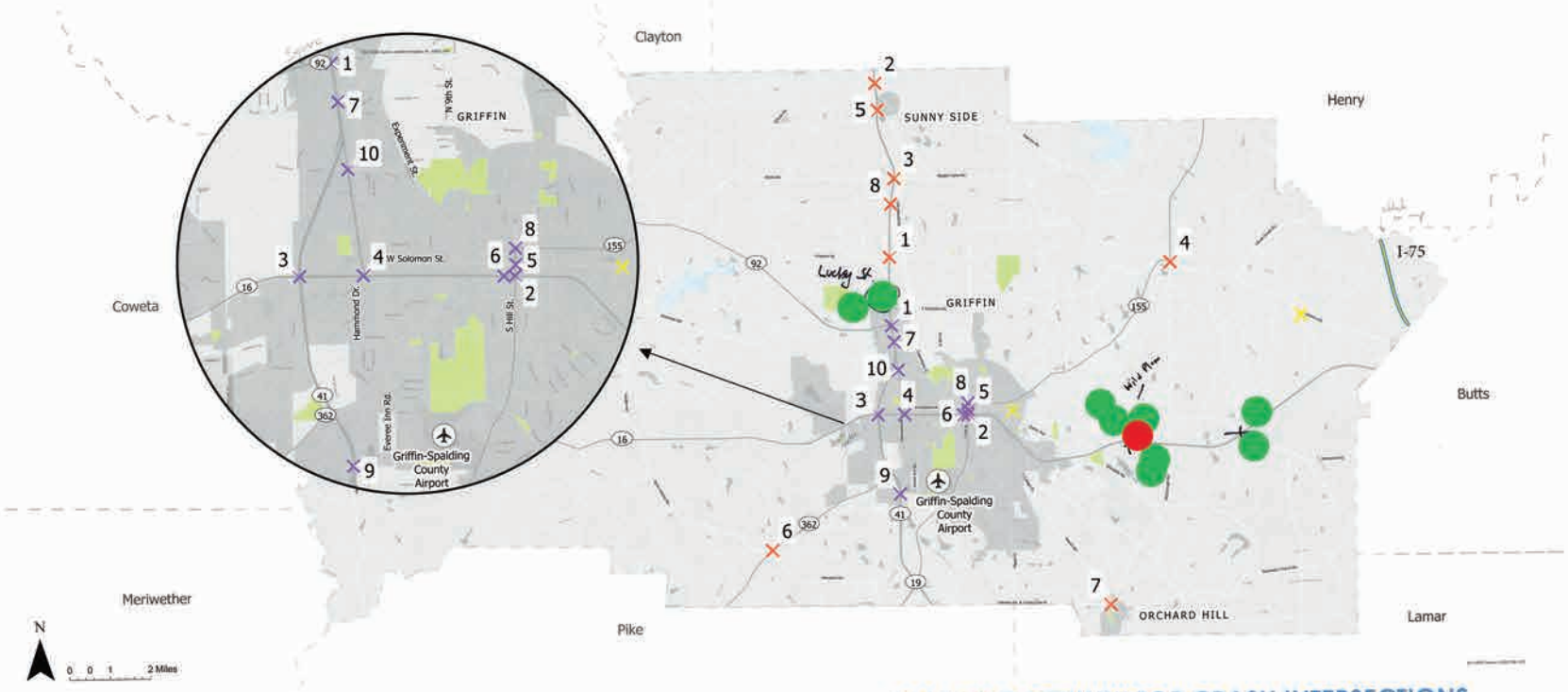
SIGNAL OPTIMIZATION

Route identified for signal improvements - ●●●●●

	Stickers
S Hill St (Taylor St to Airport Rd)	
Martin Luther King Jr Parkway (Mailer Rd to Bowling Ln)	
Martin Luther King Jr Parkway (Zebulon Rd to Kalamazoo Dr)	
Arthur K Bolton Parkway (Pine Hill Rd to I-75)	

Griffin - Spalding County Comprehensive Transportation Plan

Project Advisory Group - Safety



GRIFFIN TOP CRASH INTERSECTIONS

Top Crash Locations in the City of Griffin - X Locations

		Stickers
1.	North Expwy (US 19/41) @ McIntosh Rd (SR 92)	
2.	Taylor St (SR 16) @ S Hill St (SR 155)	
3.	W Taylor St (SR 16) @ Martin Luther King Jr Pkwy NB (US 19/41)	
4.	W Taylor St (SR 16) @ North Expwy (SR 92)	
5.	N Hill St (SR 155) @ Solomon St	
6.	W Taylor St (SR 16) @ 8th St	
7.	North Expwy (US 19/41) @ Bowling Ln	
8.	N Hill St (SR 155) @ Broadway St (SR 155)	
9.	Martin Luther King Jr Pkwy (US 19/41) @ Airport Rd	
10.	N Expwy (US 19/US 41) @ Ellis Rd	

SPALDING COUNTY TOP CRASH INTERSECTIONS

Top Crash Locations in Spalding County (outside Griffin) - X Locations

		Stickers
1.	North Expwy (US 19/41) @ Vineyard Rd	
2.	North Expwy (US 19/41) @ Malier Rd	
3.	North Expwy (US 19/41) @ Birdie Rd/Baptist Camp Rd	
4.	Jackson Rd @ N McDonough Rd (SR 155)	
5.	North Expwy (US 19/41) @ School Rd	
6.	Williamson Rd (SR 362) @ Rover Zetella Rd/Moreland Rd	
7.	Macon Rd @ County Line Rd/Johnston Rd	
8.	North Expwy (US 19/41) @ Manley Rd	

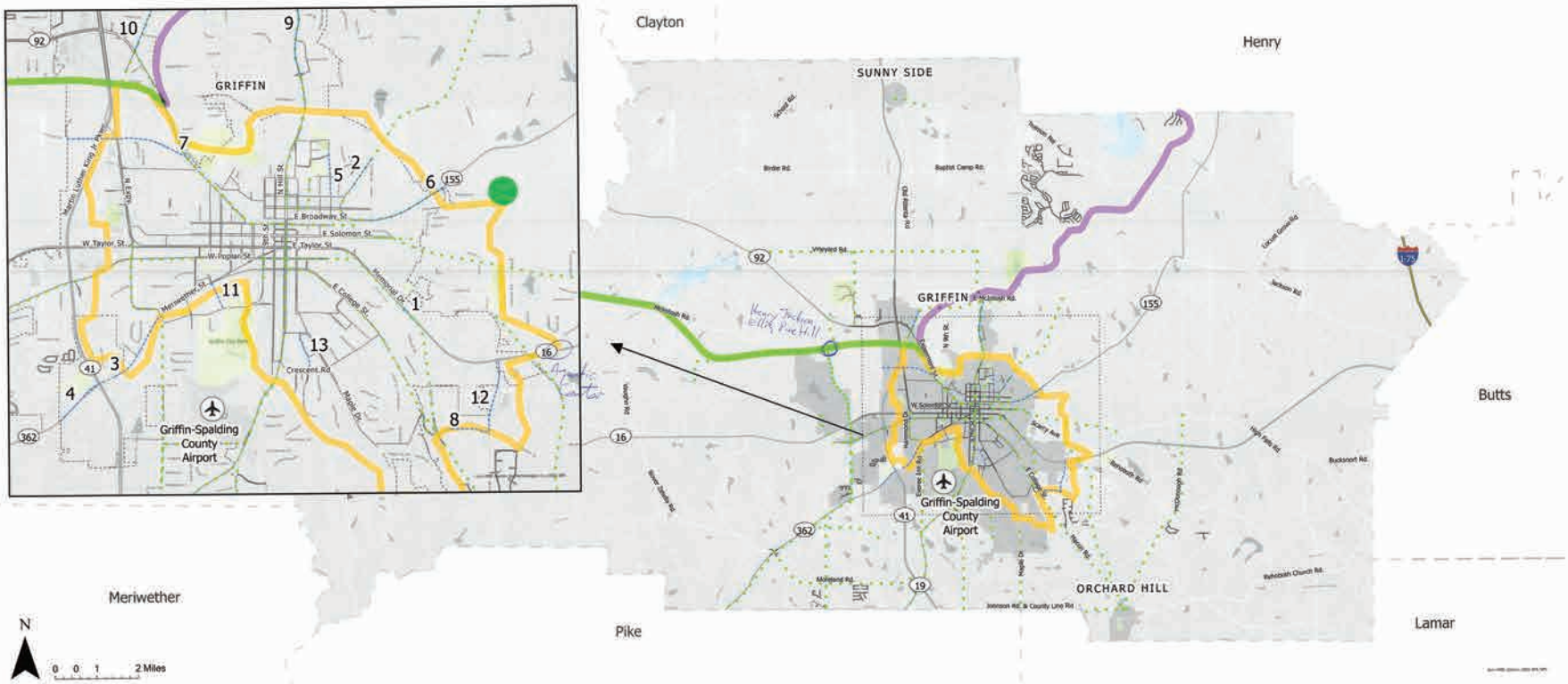
COMMUNITY FEEDBACK - UNSAFE INTERSECTION

Intersection identified as unsafe from community input - X Locations

	Stickers
E Solomon St Intersection @ Spalding St	
Tomacheechee @ Jenkinsburg Rd / Jackson Rd	

Griffin - Spalding County Comprehensive Transportation Plan

August 16th Public Input - Active Mobility



SIDEWALK IMPROVEMENTS AND CONNECTIONS

Identified areas for sidewalk improvements and connections to existing sidewalks

		Stickers
1.	Memorial Dr - Hamilton Blvd to Harlow Ave	
2.	N 2nd St - Morris St to Johnson Pool Rd	
3.	Meriwether St - Westwind Ct to Everee Inn Rd	
4.	Williamson Rd - Carver Rd to US 19/41	
5.	N 3rd St - E Tinsley St to Kelsey St	
6.	E Broadway St - Morris St to Jackson School	
7.	Ellis Rd - Crystal Brook to Experiment St	
8.	Futral Rd - Rhodes Ln to Spalding High School	

		Stickers
9.	N Hill St - Northside Dr to E McIntosh Rd	
10.	Old Atlanta Rd - Experiment to E McIntosh Rd	
11.	Pimento Ave - Meriwether St to Beck St	
12.	Wilson Rd - Futral Rd to Arthur K Bolton Pkwy	
13.	Woodland Dr - Milner Ave to Crescent Rd	

BIKE LANES

Connecting and additional resources for ShareTheRoad and State Bike Routes

	Stickers
ShareTheRoad	

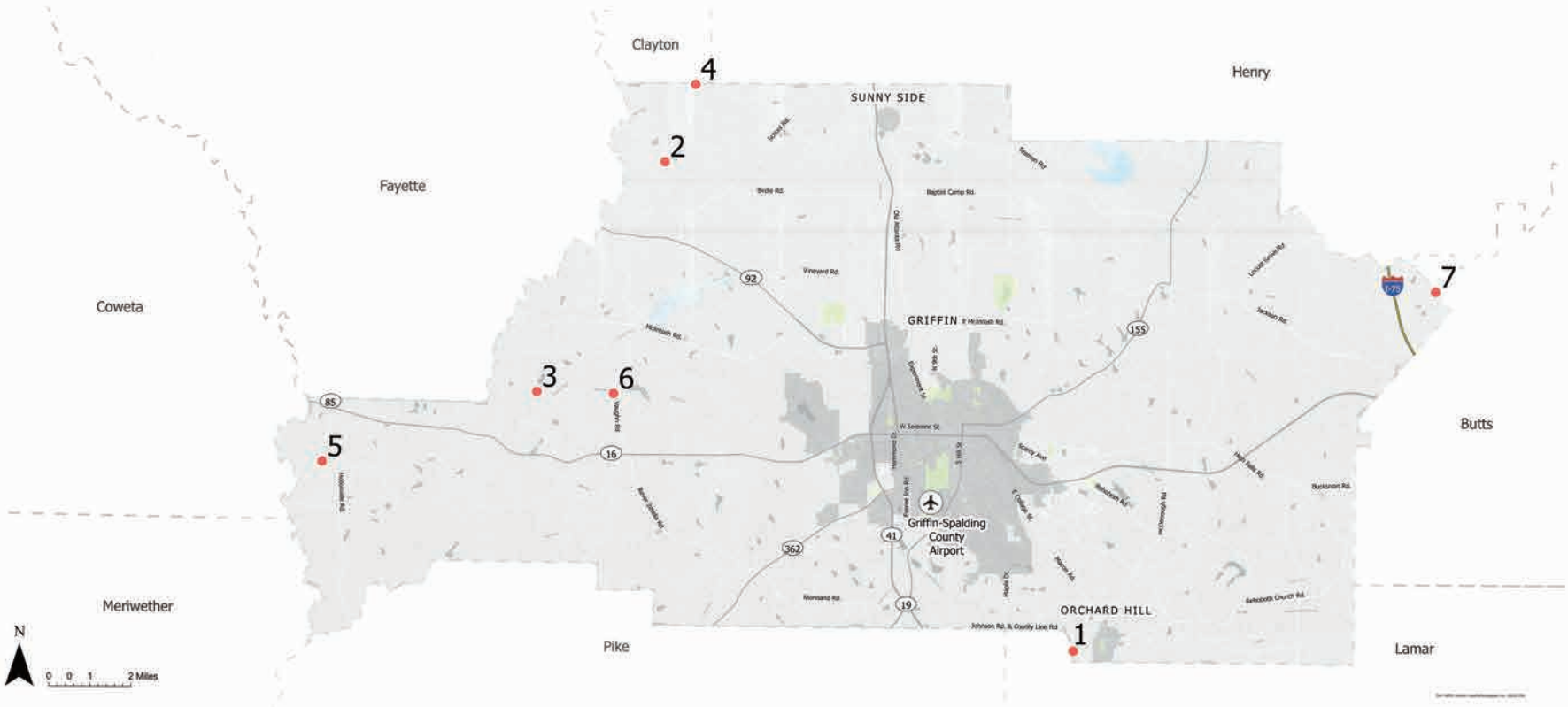
PROPOSED TRAILS

Trails previously proposed or studied

	Stickers
Main Trail	
Roosevelt Trail	
Southern Crescent Trail	

Griffin - Spalding County Comprehensive Transportation Plan

August 16th Public Input - Bridges



BRIDGE REPLACEMENT & REHABILITATION

93 total bridges, 45 as "Good", 41 as "Fair", 7 identified as "Poor".
Bridges of poor condition identified.

		Stickers
1.	*Camp Rd over Potato Creek*	
2.	*Moore Rd over Flint River Tributary (PI #0017595)*	
3.	*Moon Rd over Wildcat Creek (PI #370882)*	
4.	*Wildwood Rd over Bear Creek (PI #0017595)*	
5.	*Hollonville Rd over Line Creek Tributary (PI #331690)*	
6.	*Vaughn Rd over Shoal Creek (PI #370882)*	
7.	*Jenkinsburg Rd over Towaliga River*	

Griffin - Spalding County Comprehensive Transportation Plan

August 16th Public Input - Capacity & New Roads

SOUTH GRIFFIN BYPASS

Relocation of SR 155 into the South Griffin Bypass

	Stickers
Phase I (PI #0008682)	
Phase II (PI #0010441)	
Phase III (PI #0007871)	

AIRPORT ACCESS ROAD

Study and proposal for new airport access road

	Stickers
Study and proposal	

FREIGHT CAPACITY

Improvements to roadways to improve freight access off I-75 (from Freight Cluster Plan)

	Stickers
Wallace Road Upgrade (9.2.9. LR-10)	
Jenkinsburg Rd Interchange (9.2.10. LR-11)	

Griffin - Spalding County Comprehensive Transportation Plan

August 16th Public Input - Operations

- Backup Bottleneck Area
- Impacted by Bottleneck Locations

INTERSECTION OPERATIONS

Identified intersections of bottleneck traffic - ● Locations

		Stickers
1.	MLK Jr Pkwy (US 19/41) @ McIntosh Rd (SR 92)	● ●
2.	S Hill St (US 19 / SR 155) @ Taylor St (SR 16)	● ●
3.	MLK Jr Pkwy (US 19/41) @ W Taylor St (SR 16)	●
4.	N Expy / Hammond Dr @ W Taylor St (SR 16)	●

SIGNAL OPTIMIZATION

Route identified for signal improvements - ●●●●●

	Stickers
S Hill St (Taylor St to Airport Rd)	●
MLK Jr Pkwy (Mailer Rd to Bowling Ln)	●
MLK Jr Pkwy (Zebulon Rd to Kalamazoo Dr)	
Arthur K Bolton Parkway (Pine Hill Rd to I-75)	
N 9th St (W Broad St to W Solomon St)	
E Broad (N Hill St to 2nd St)	
E Poplar St (N Hill St to 2nd St)	

Griffin - Spalding County Comprehensive Transportation Plan

August 16th Public Input - Safety

INTERSECTION SAFETY PROJECTS - GRIFFIN

Locations with a high number of crashes - ● Locations

		Stickers
1.	North Expwy (US 19/41) @ McIntosh Rd (SR 92)	🟢
2.	Taylor St (SR 16) @ S Hill St (SR 155)	
3.	W Taylor St (SR 16) @ MLK Jr. Pkwy NB (US 19/41)	
4.	W Taylor St (SR 16) @ North Expwy (SR 92)	
5.	N Hill St (SR 155) @ Solomon St	🟡
6.	W Taylor St (SR 16) @ 8th St	
7.	North Expwy (US 19/41) @ Bowling Ln	🟢
8.	N Hill St (SR 155) @ Broadway St (SR 155)	🟡
9.	MLK Jr Pkwy (US 19/41) @ Airport Rd	
10.	N Expwy (US 19/US 41) @ Ellis Rd	
11.	E Solomon St @ Spalding St	🔴

INTERSECTION SAFETY PROJECTS - SPALDING COUNTY

Locations with a high number of crashes- ● Locations

		Stickers
1.	North Expwy (US 19/41) @ Vineyard Rd	🟢
2.	North Expwy (US 19/41) @ Malier Rd	
3.	North Expwy (US 19/41) @ Birdie Rd	🟢🟢
4.	Jackson Rd @ N McDonough Rd (SR 155)	
5.	North Expwy (US 19/41) @ School Rd	
6.	Williamson Rd (SR 362) @ Rover Zetella Rd	
7.	Macon Rd @ County Line Rd/Johnston Rd	🟡
8.	North Expwy (US 19/41) @ Manley Rd	
9.	Tomacheechee @ Jenkinsburg Rd	