



OUR FUTURE IN MOTION

JACOBS

HENRY JOINT COUNTY/CITIES COMPREHENSIVE TRANSPORTATION PLAN EXECUTIVE SUMMARY

May 2016

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Introduction

In 2005 the Atlanta Regional Commission (ARC) initiated the Comprehensive

Transportation Plan (CTP) program to encourage counties and their municipalities to develop long-range transportation plans. The Henry Joint County/Cities Comprehensive Transportation Plan (JCTP) directs funding decisions locally for the next five years and beyond. Transportation projects identified by this planning process are eligible for inclusion in the Regional Transportation Plan (RTP) and may be considered for federal funding.

Project Overview

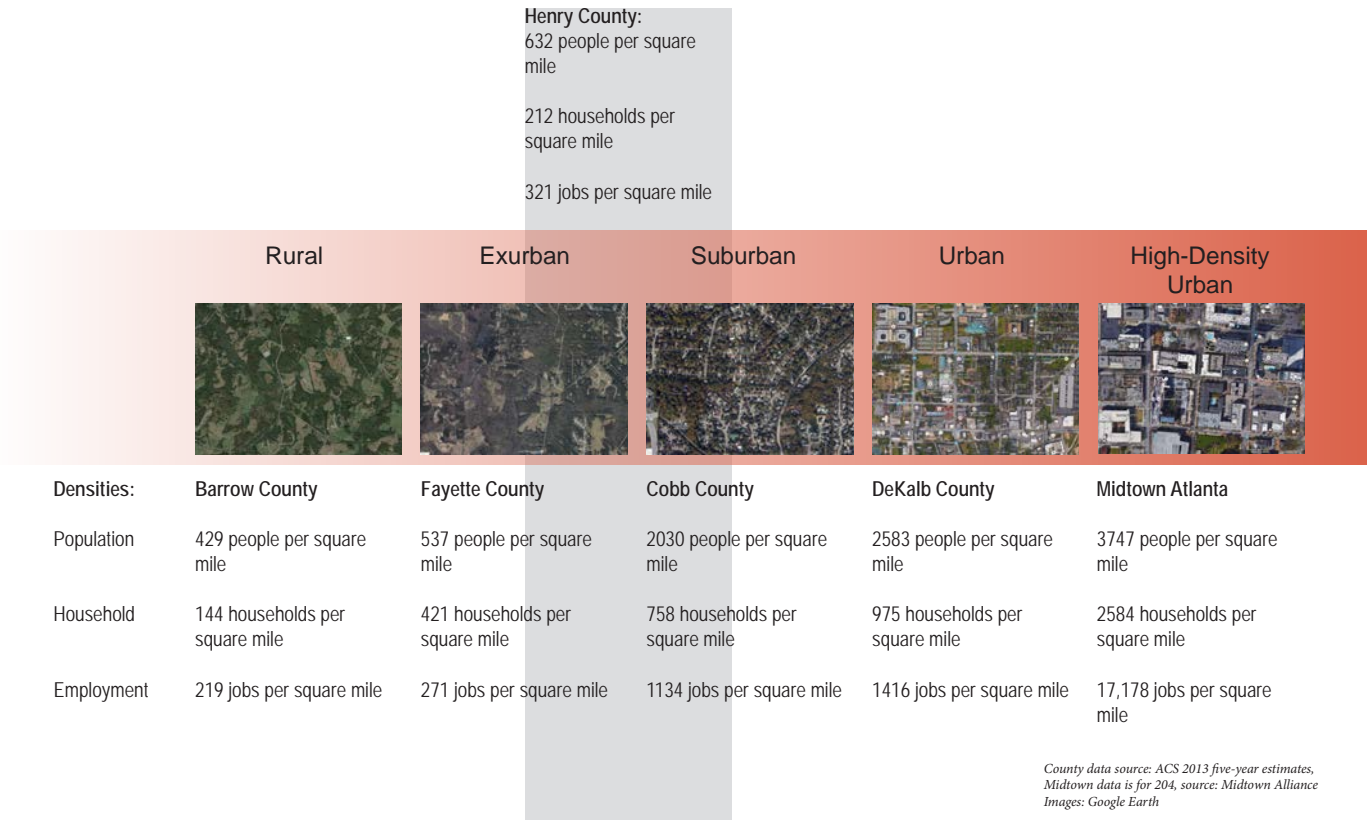
This JCTP Update assesses current and projected transportation needs through the year 2040 for Henry County and the cities of Hampton, Locust Grove, McDonough, and Stockbridge. The JCTP was carried out using the following process:

- **Inventory of Existing Conditions**
- **Assessment of Transportation Needs**
- Development of **policy and project recommendations**
- **Final plan** document

The Final Plan and all technical documents are available on the project website www.henryinmotion.com, or can be accessed with your mobile device here:



Figure 1: The Spectrum of Density across the Atlanta Region



Henry County Snapshot

Henry County is transitioning from a more exurban area to a suburban area with an anticipated growth of 83% between now and 2040 (Figure 1). This would add over 180,000 people to the county in the next 25 years. Better mobility and connectivity within the county and the region is needed to support this growth.

The top private employers in Henry County are involved with manufacturing, warehousing and distribution, or logistics. These employers are drawn to Henry County's location near both Hartsfield-Jackson Atlanta International Airport (H-JAIA) and I-75, which allows for easy movement of freight from warehouses in the county.

In 2013, approximately 57 percent of the workers in Henry County were employed outside of the county. The majority of work trips from Henry County were destined for Downtown and Midtown Atlanta.

Planning Themes from the Henry County JCTP

Theme 1: I-75: The Backbone of Henry County

I-75 is the transportation and development backbone of Henry County. Its role as the link to local commercial areas at times conflicts with its role as a major facility serving through-trips for regional trips. The efficient movement of people and goods on I-75 in Henry County is important to residents' commutes, to the many Henry County industries that rely on freight, to local shopping trips, and to the operation of the regional interstate network.

- I-75 is the most heavily travelled route in Henry County. The volume of traffic is expected to increase by over 40% in 2040.
- I-75 serves as a local road as well as a major regional route.
- I-75 experiences high congestion and delay.
- Henry County's employment centers are predominantly along or immediately connected to the I-75 corridor.
- I-75 is the primary commuter route moving Henry County residents to their jobs.

Scenarios

The JCTP considered two major investments on I-75 to address congestion; the Widen and Add Collector Distributor scenarios.

Widen scenario:

An additional general purpose lane would be added on I-75 from Eagles Landing/Hudson Bridge interchange south through Henry County.

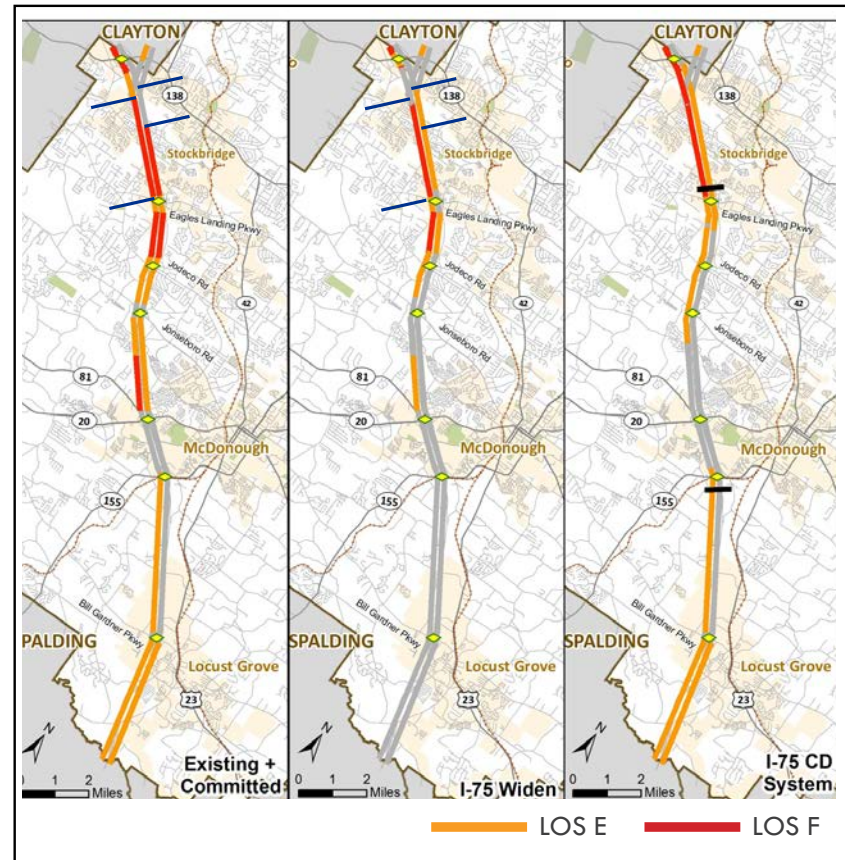
Add Collector-Distributor (CD) Lanes scenario:

A new system adding one northbound CD lane and one southbound CD lane would be constructed from south of Eagles Landing / Hudson Bridge to SR 155 connecting the interchanges in between.

Recommendations

The JCTP recommends the construction of the collector-distributor lanes. This project would allow for local trips to continue to use the I-75 corridor to reach local destinations while minimizing the trips carried by the I-75 mainline. The separation of regional and local trips will support the efficient movement of each.

Figure 2: I-75 Corridor Scenario Modeling Results, 2040 PM



Theme 2: Connectivity

The access afforded by I-75 has brought residential and commercial growth to Henry County, and so I-75 has become the backbone of the county. Henry County transportation relies on I-75; when I-75 slows or stops, the effects are felt throughout the network. Much of the importance of I-75 to Henry County's local roadway network is a lack of connectivity options - particularly for north-south connectivity - apart from the Interstate.

Additional north-south options could take local trips off the interstate and free up regional mobility.

- **Chambers Road Corridor** - This corridor acts as an alternate to I-75 between Jodeco Road and SR 81.
- **Flippen Road Extension** - This project was identified in the previous CTP and is a recommendation of this plan as well.
- **I-75 Frontage Roads, Collector-Distributor Lanes** - Frontage roads along I-75 would provide important connectivity and relief for development occurring in the corridor.
- **Western Parallel Connector (HE-179)** - This programmed project will provide connectivity along the west side of I-75 between Jonesboro Road and Hudson Bridge Road.
- **Airline Road Extension** - Extending Airline Road from its southern terminus at Rodgers Road south to Old Jackson Road would provide continuous connectivity between Rockdale County in the north and Butts County in the south.

Additional east-west connectivity routes that were considered in addition to upgrading current routes such as SR 81 include:

- **Turner Church/Honey Creek/Snapping Shoals Road Upgrades** - Improving this corridor to arterial standards would provide an additional corridor to take the pressure off of SR 81. This corridor would also connect with the future McDonough Bypass making another option around downtown McDonough.
- **McDonough Bypass** - The McDonough Bypass has long been envisioned to carry traffic among the various radial major routes relieving traffic in downtown McDonough. Portions of this project are under development.

Scenarios

The JCTP proposes to provide better connectivity in the county through projects on local roads. To test the potential benefits of improvements to primary and secondary roadways in Henry County, an Arterials scenario was modeled. The Arterials scenario included:

- Improvements to any primary or secondary route that the Travel Demand Model had previously identified as likely to be congested in 2040.
- Congested two-lane roadways were assumed to be widened to four lanes, and congested four-lanes widened to six lanes.

This scenario also sought to improve connectivity across the county by:

- Improving existing roadways and/or construct new roadways that could be used as alternate routes to I-75.
- No improvements along the I-75 corridor were included in this scenario.

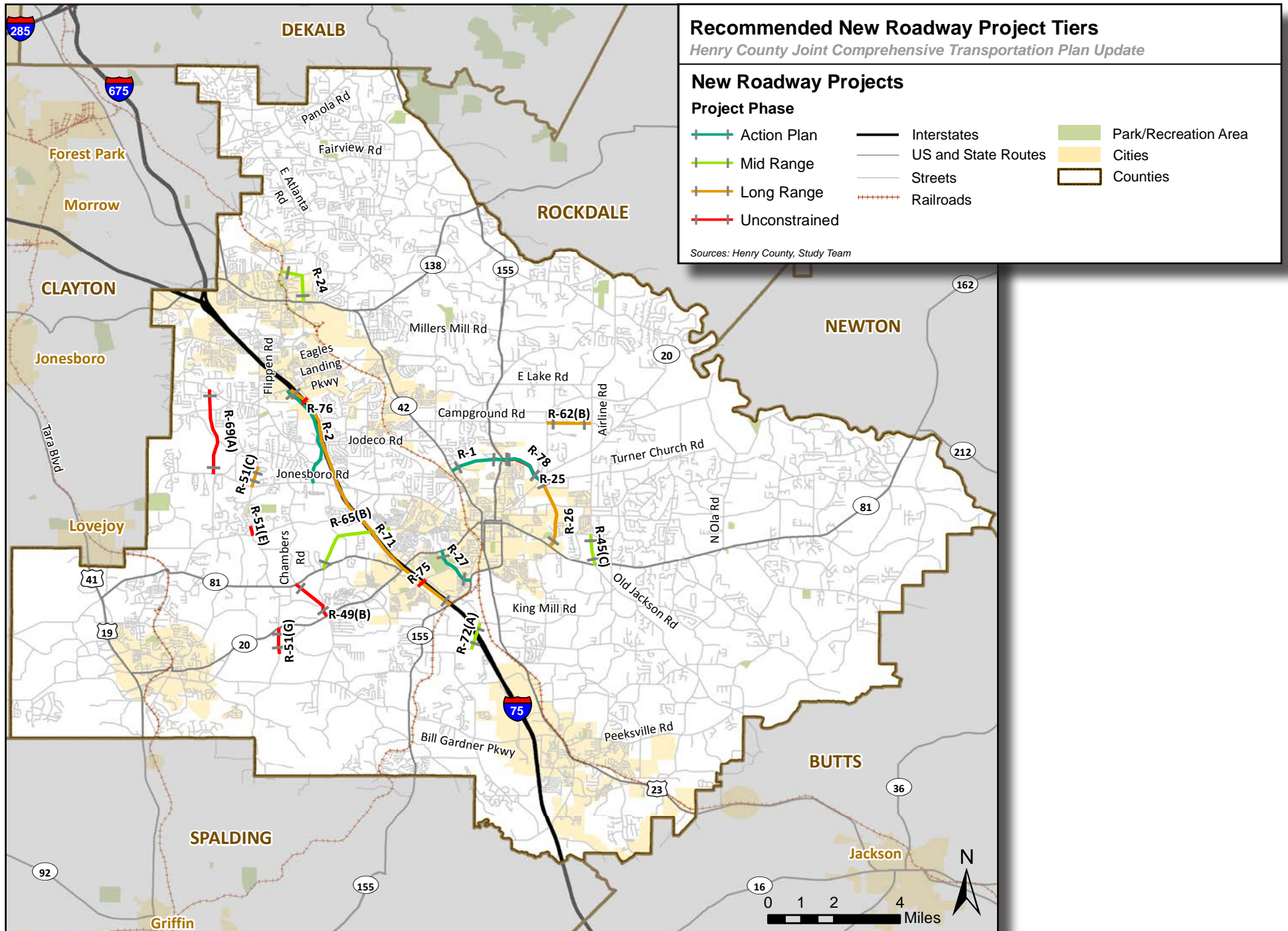
The benefits of the Arterials scenario are:

- Improved travel times – by as much as 10 minutes
- Alternatives to the I-75 corridor, which improves overall mobility in the county.

Recommendations

Connectivity needs are primarily addressed by the JCTP with new roadway project recommendations. As connectivity is so vital to the county, so are these projects and the reservation of right of way for their eventual construction. To support the ability of the County to build these needed connections when funds are available and the need is pressing, the JCTP recommends the adoption of the proposed new roadways map (Figure 3) for use in making future land use decisions.

Figure 3: New Roadway Project Recommendations



Theme 3: Funding

The estimated total cost for the projects recommended by the JCTP Update is about \$3 billion. The estimated revenue for the 25 year planning horizon is about \$1 billion, leaving an unfunded gap of \$2 billion. Funding scenarios to address this gap include a: Bond program, 100% dedicated SPLOST for transportation, and Transportation-SPLOST. The available funding potential from each are summarized in Figure 4.

Revenue Forecasting

Revenues were forecasted for traditional funding sources at the local, state and federal level. Alternative funding scenarios were developed to identify new funding sources to advance the recommended projects.

Local Funding

The main source of local transportation funds is from the current Special Purpose Local Option Sales Tax (SPLOST). The most recent SPLOST IV, ending in 2019, is expected to generate \$190 million. It is assumed that local SPLOST funding will continue to be supported through the 2040 planning horizon. A growth rate of 3.39% was assumed based on the average growth rate from 2009-2014. For analysis purposes 61% of SPLOST revenue was assumed for transportation projects.

State Funding

An annual growth rate of 3.18% was applied to this across the 2040 planning horizon. This growth rate is in keeping with the ARC's estimates for expected increases in state funding within the Regional Transportation Plan (RTP).

Federal Funding

It is assumed that current federal funding levels programmed in the TIP will continue through 2040. An annual growth rate of 2.79% was assumed and includes expected increases as a result of allocations within the FAST Act (Fixing America's Surface Transportation).

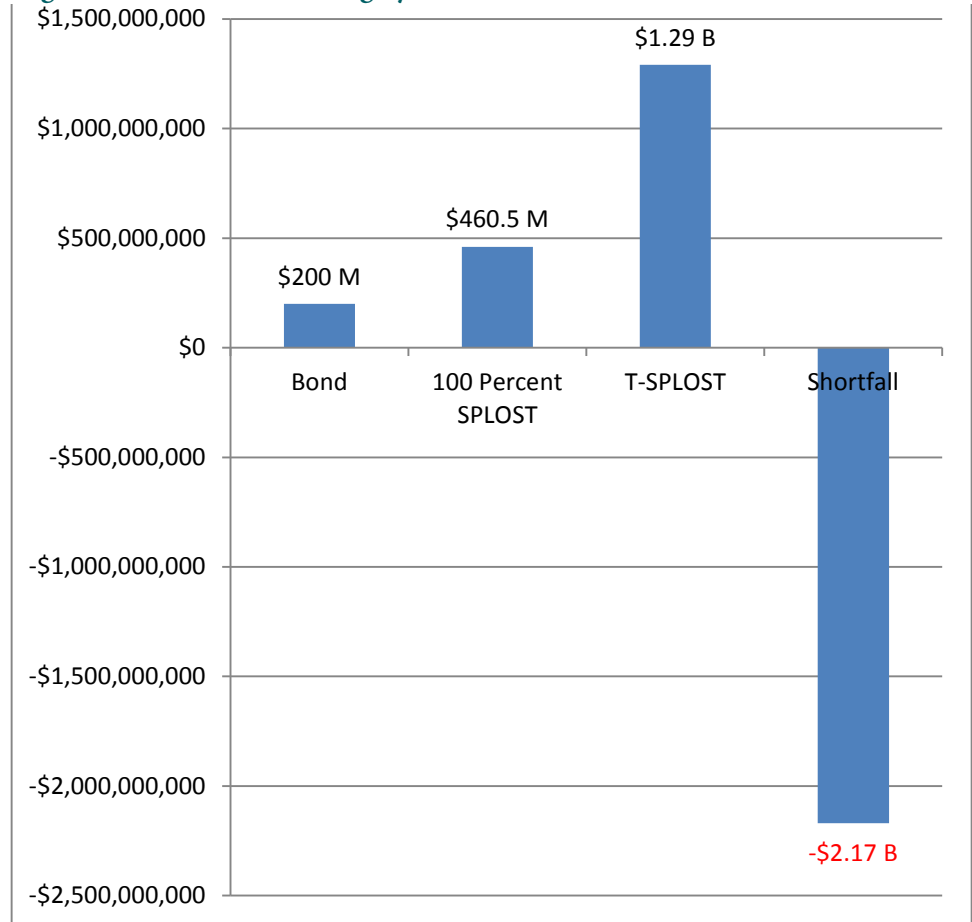
Alternative Funding Scenarios

Several alternative funding scenarios were developed to identify possible sources for new funds to cover the funding shortfall. Each of the scenarios was considered based on the revenue to be generated at the local level only. Should the County pursue one of these alternatives, a detailed financial study should be conducted.

Table 1: Phasing Assumptions for Tiered Projects

	2017	2019	2021	2023	2025	2027	2029	2031	2033	2035
Tier 1	PE	ROW	CST							
Tier 2				PE	ROW	CST				
Tier 3								PE	ROW	CST

Figure 4: Additional Funding by Scenario



Local Transportation Bond

The County has the ability to pursue a local transportation bond, with the approval of voters, which could provide significant funding potential. In 2014, Forsyth County passed a \$200 million bond that was used to fund a mix of county projects and GDOT projects. The bond allocated \$119 million to county projects and utilized the remaining \$81 million to leverage an additional \$93 million from GDOT. Given the similarity in size between Forsyth and Henry Counties, a bond funding scenario of \$200 million assumed that \$100 million would be spent on county projects and \$100 million would be spent on state route projects, which would leverage an

additional \$100 million in state funding from GDOT.

Full SPLOST Allocation to Transportation

The County has the potential to fund significantly more transportation projects through its existing SPLOST revenue stream by raising the allocation for transportation from the current allocation of 61 percent. If the County were to allocate 100 percent of SPLOST funding to transportation, there would be an additional \$460.5 million in local revenues through the planning horizon.

T-SPLOST

Through provisions included within the state's Transportation Funding Act of 2015, the County has the ability to enact an additional T-SPLOST on top of their existing SPLOST, up to a maximum of one cent. All revenues from this tax are required to be spent on transportation projects, with 30 percent spent on projects in the State Transportation Improvement Plan (STIP). This scenario assumes a maximum one cent collection rate with similar revenues and growth rates to the existing one cent SPLOST. The T-SPLOST has the potential to significantly increase local funding levels available for transportation projects, and would provide an additional \$1.29 billion in local funding through the planning horizon.

Maximize Funding

The scenarios as described present the funding that would be available at the local level. These funding options create an environment for new revenue streams to serve as a local match on larger projects and leverage the local money into larger projects and greater state or federal investment into the county. For example, if 50% of the \$200 million bond was set aside for local match, then \$100 million could be leveraged into an additional \$100 million assuming a 50% match to the project costs.

Other Funding Sources

Other potential local funding mechanisms the County could pursue include Community Improvement Districts (CIDs) and Tax Allocation Districts (TADs). A CID is a funding mechanism that can be used by local businesses, through which they self-impose taxes to help fund transportation improvements within designated boundaries. Within a TAD, increases in property tax revenues, mainly generated from new development, can be allocated to pay for transportation infrastructure.

Theme 4: Forging Partnerships

Even with many new funding scenarios to explore, full implementation of the Henry County JCTP requires coordination with partners for planning, funding, design and construction. The JCTP Update lays the framework for communicating Henry's priorities and providing justification for project implementation.

- **Partnering with GDOT** — Henry County is well served by state routes and they are important for access and mobility throughout the county. Due to their importance, it is recommended that the county pursue funding partnerships with GDOT to improve state routes within the county. Local funding participation is a proven method of moving state projects forward in the work plan. It is also an excellent way to leverage local funds and bring additional state and federal resources to the county.
- **Partnering with GRTA and MARTA** — Interest in more transit, particularly in the northern part of the county was demonstrated throughout the JCTP update. Partnerships with regional transit services such as GRTA and MARTA are options to implement new transit service in the county. As a county with the highest Xpress ridership, continued coordination with GRTA is recommended to implement a new route to the airport, which was heavily supported by the public.
- **Internal Coordination** — Transportation services are provided at the county level through four separate departments: Henry DOT, SPLOST, Planning and Zoning, and Henry County Transit. It is recommended that these services be consolidated within the Henry County Department of Transportation. This would include new dedicated transportation planning staff. Benefits would include administrative efficiencies, enhanced communication and coordination, and increased implementation rates. Transportation planning staff and planning and zoning staff should coordinate on a regular basis to discuss transportation and land use issues/initiatives.

Theme 5: Main Street Henry County

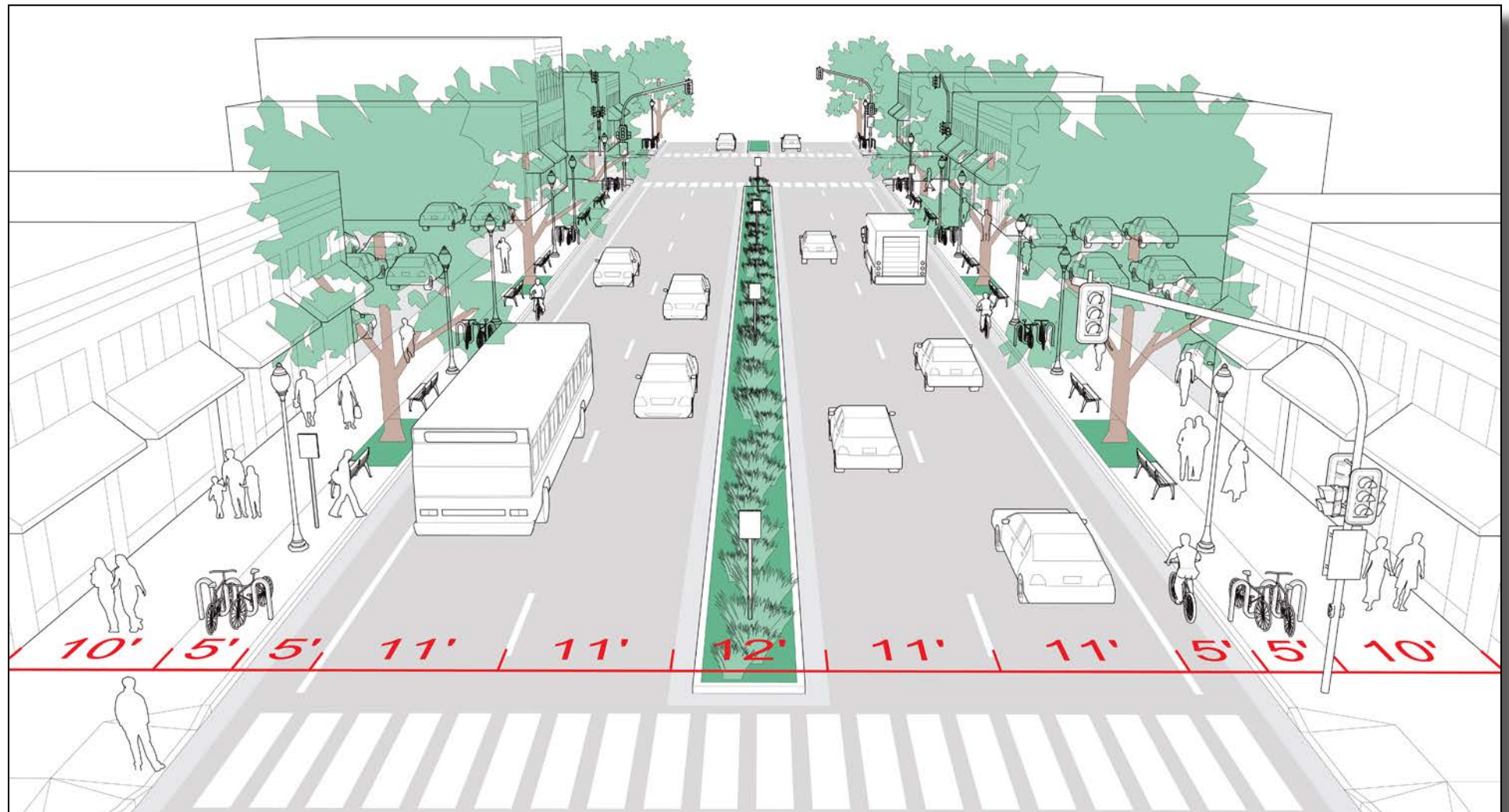
State Route 42 is currently under design to be widened by GDOT. This project presents an exciting opportunity to coordinate the vision of Henry County to create a complete street corridor connecting Stockbridge and McDonough.

The SR 42 corridor is identified in the transit feasibility study as a potential for fixed route bus service within Henry County. Additionally, this corridor would provide for an excellent amenity to residents by incorporating a multiuse trail and sidewalks. This would add value to the corridor and

activate it for cyclists and pedestrians. Through the use of streetscaping and complete street concepts, the County can define the character of the corridor to control speeds, and provide a true sense of place through the look and feel of this roadway. The proposal to advance this roadway as a “complete street” is in line with GDOT’s Complete Streets Policy.

The Main Street concept for SR 42 was developed with an urban section with commercial development and a more rural section in less intensely developed areas (Figure 6). The project concept serves as a stepping stone to further connect transportation to the land use. As the project moves through the design phases, the county should coordinate with GDOT to define appropriate elements for inclusion in the widening to ensure that the

Figure 5: Vision for Main Street Henry County, Urban Section

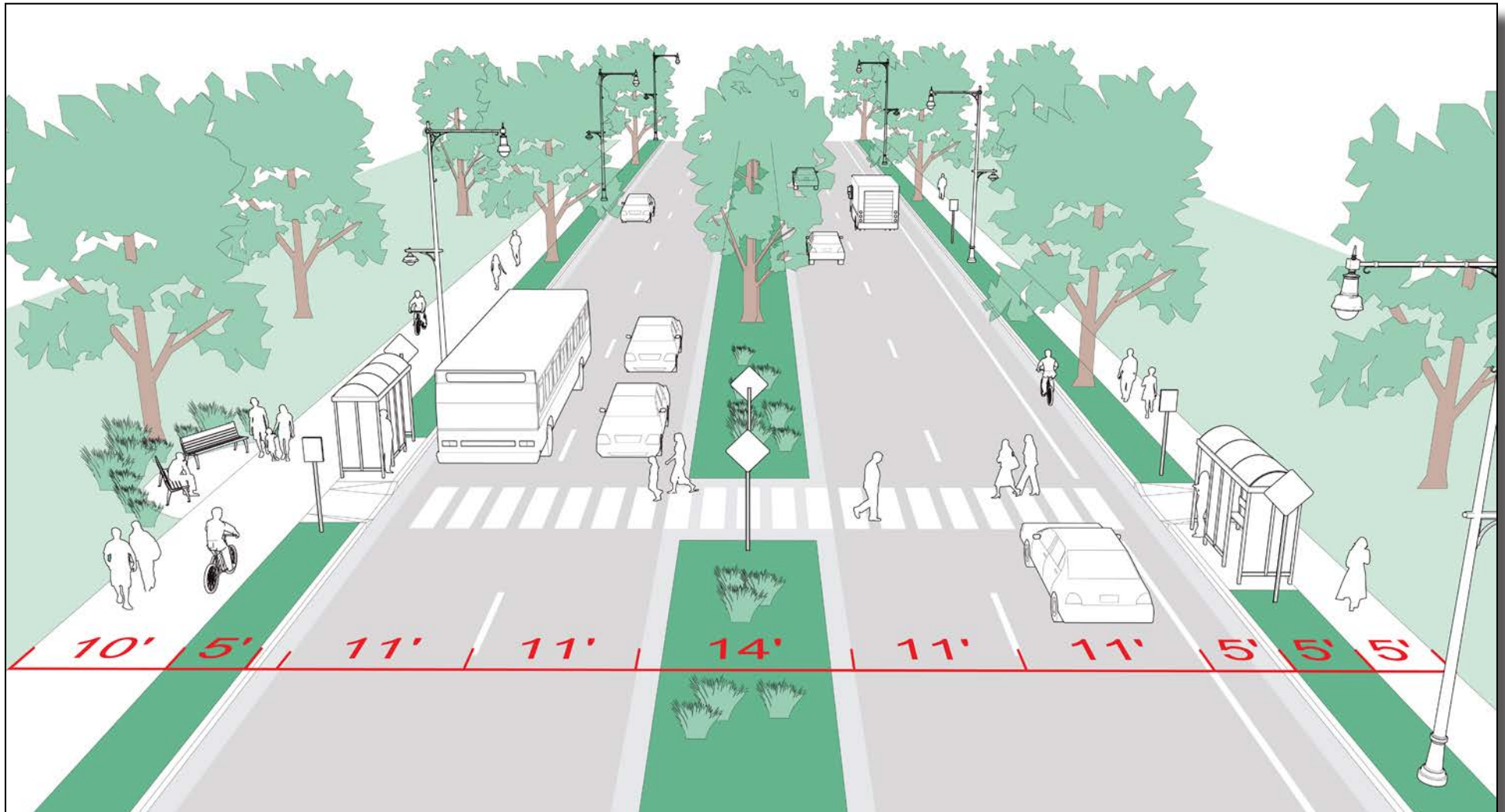


plans support future development of the transit system, enhance the cycling and pedestrian experience and is visually appealing.

The Main Street concept for SR 42 (**Figure 5** and **Figure 6**) serves as a stepping stone to further connect transportation to land use. As the project moves through the design phase, the county should coordinate with GDOT to define appropriate elements for inclusion in the widening to ensure that the plans support future development of the transit system, enhance the cycling and pedestrian experience and provide a visually appealing atmosphere. In concert with the development of the roadway project, it is recommended

that the County consider land use policies that complement the roadway and create a new context for Main Street Henry County. Policies to consider are zoning reviews for new development, overlay districts that define design standards for new development, and signing and wayfinding between the cities.

Figure 6: Vision for Main Street Henry County Rural Section



Theme 6: A Transit Vision for Henry County

A separate Transit Feasibility Study was conducted in support of the JCTP and includes a vision for transit, documentation of needs, and service recommendations. Highlights of the transit vision include:

- Demand Response (short-term)
- Pilot Route (short-term)
- Local Connection Routes (medium-term)
- Future Mobility Corridors (long-term)
- Regional Commuter Bus (medium-term)
- Rapid Transit Alternative (long-term)

To prepare for an expansion of service offerings, the following administrative action items are recommended for HCT:

- Expand required capabilities of new trip planning software service
- Actively collect and manage NTD data and triennial review
- Explore new funding sources and maximize federal funds leveraged
- Prepare a Transit Asset Management Plan
- Prepare a Fleet Management Plan
- Coordinate with MARTA to join the regional Breeze system
- Coordinate with the Planning Department and Public Works to focus development and provide transit-supportive infrastructure throughout the County.

Table 2: Implementation Tasks

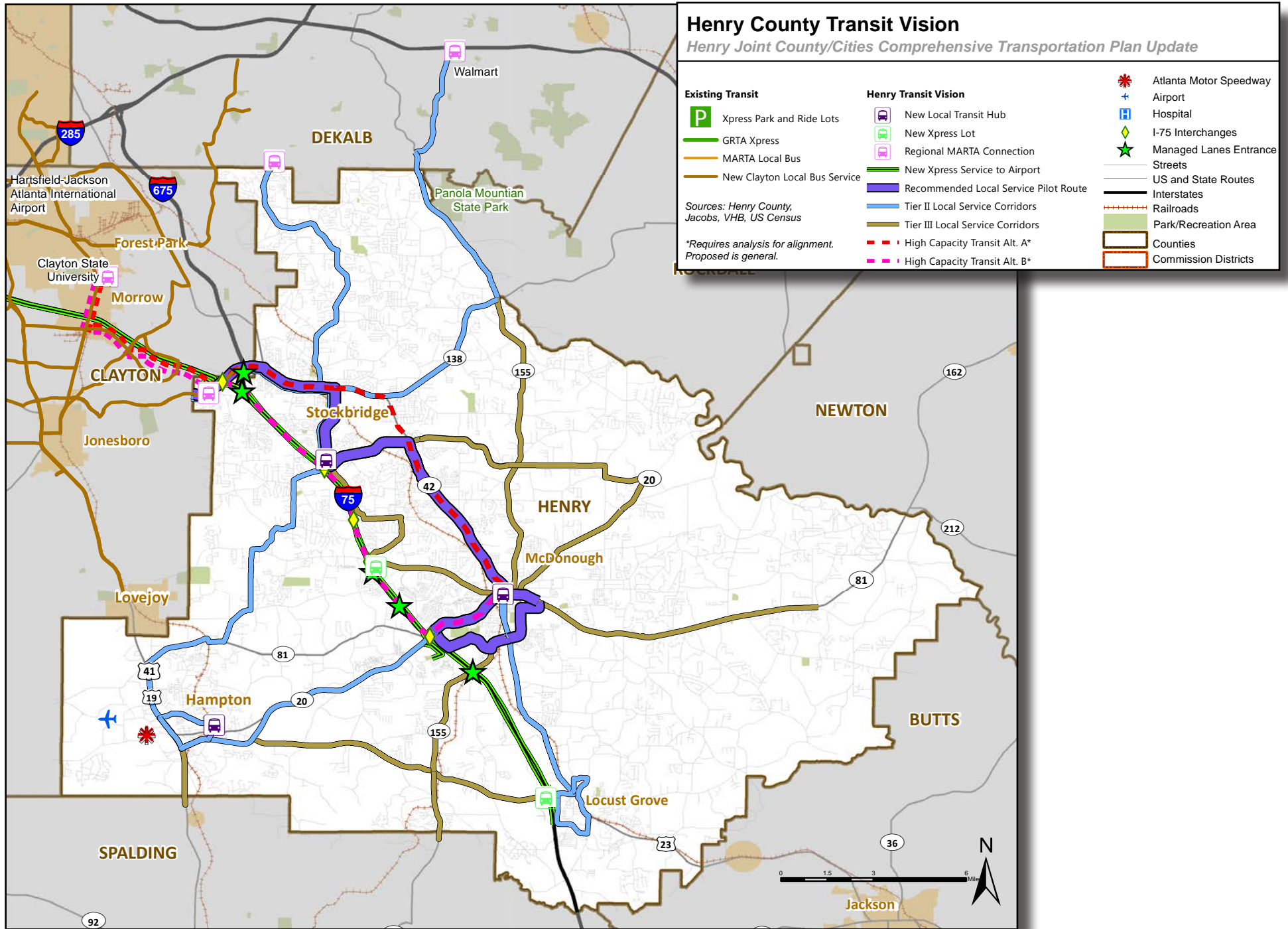
Prior to Startup, years 0 to 1	Enhancing Service, years 1 to 3	Looking Ahead, years 3 to 5 and beyond
<ul style="list-style-type: none"> Purchase buses Purchase electronic fareboxes Install bus stop signs Prepare travel training program Coordinate with MARTA about joining Breeze Rollout service 	<ul style="list-style-type: none"> Coordinate with MARTA about connecting to Route 198 in Stockbridge Install bus shelters and benches at popular stops Increase frequency along pilot route if warranted Work with public works to increase the number of stops with sidewalk access Purchase automatic vehicle locators and join ARC's OneBusAway real-time bus location mobile application Coordinate with GRTA for expanding Xpress service in Henry County 	<ul style="list-style-type: none"> Begin implementing local connectivity routes Coordinate with MARTA about rapid transit into Clayton County and potential future connections

Table 2 lists action items for the short-term (0-5 years) for HCT. The Henry County Transit Vision is presented in Figure 7. Each route will require additional planning and analysis. However, Henry County can use this Transit Vision to plan for and anticipate mobility needs of its residents. HCT can also use this vision to coordinate with the Planning Department and Public Works. Inter-agency coordination within the County will improve connectivity for residents and make transit a more viable option for travelers in the future.



Source: GRTA

Figure 7: Transit Vision for Henry County



Theme 7: Healthy Henry

The transportation network is an amenity and a feature that promotes a better quality of life and health. The built environment can have an impact on health and lack of access to active transportation limits mobility options and contributes to obesity especially among children. Being physically active is one part of staying healthy. However, often the way we have built our communities has led to barriers to being active. Separating land uses has led to long distances between destinations making walking, biking, and other modes of active transportation impractical.

Shorter trips that may be conducive to active transportation have been made unattractive due to lack of adequate non-motorized facilities. Often roads have been built only to accommodate automobiles leaving the use of other modes uncomfortable, unsafe, or both. Providing safe and appealing ways to use active transportation to access destinations such as schools, parks, and community services encourages a healthy community.

In support of a Healthy Henry, the JCTP recommends two major active transportation programs, a multiuse trail network and a sidewalk program.

- A multiuse trail network in Henry County would allow for recreation near residential areas as well as safe transportation to community resources such as schools and parks. A Greenway Trail Master Plan Study is recommended as part of the Short Term Work Program.
- Sidewalks should be constructed to the standards of the Americans with Disabilities Act (ADA) and to promote walking by addressing the comfort of pedestrians. This comfort level requires:
 - * Curb and gutter totaling two feet
 - * Sidewalks with a minimum width of six feet and a desired width of eight feet
 - * Marked crosswalks at all intersections
 - * Planted buffers with a minimum width of three feet, with five feet desired
 - * Where right of way permits, curbed and planted medians with pedestrian safety islands at crosswalks
 - * Additional buffer elements such as street trees, on-street parking, and bicycle lanes where appropriate or possible
 - * Where all of these elements are not attainable, implementation of curb and gutter, six foot sidewalks, and planted buffers of at least three feet should be prioritized. Creation of the buffer zone is critical because it allows further enhancements (plantings, street furniture, etc.) to be made at a later date if desired.

Short Term Action Plan

The Short Term Action Plan (2016-2021) is made up of the projects to be undertaken, in whole or in part, in Henry County over the next five years (Figure 8 and Table 3). Most of the new roadway and roadway widening projects included in the Short Term Action Plan are currently listed in the ARC's Transportation Improvement Program (TIP), and did not originate from this JCTP.

Currently programmed projects have been joined to the Short Term Action Plan by recommendations for a couple new major investments in the roadway network, as well as some locally-funded active transportation projects, a roadway safety project, intersection operations projects, and potential new transit service.

The Short Term Action Plan also includes recommendations for studies that will continue some of the efforts begun by the JCTP. Studies to further project recommendations include:

- Feasibility Study of collector-distributor lanes on I-75
- Greenways Master Plan
- Interchange Justification Report for a new interchange on I-75 at Bethlehem Bottoms Road
- Interchange Modification Report for interchange modifications on I-75 at SR 155

Figure 8: Projects in the Short Term Action Plan

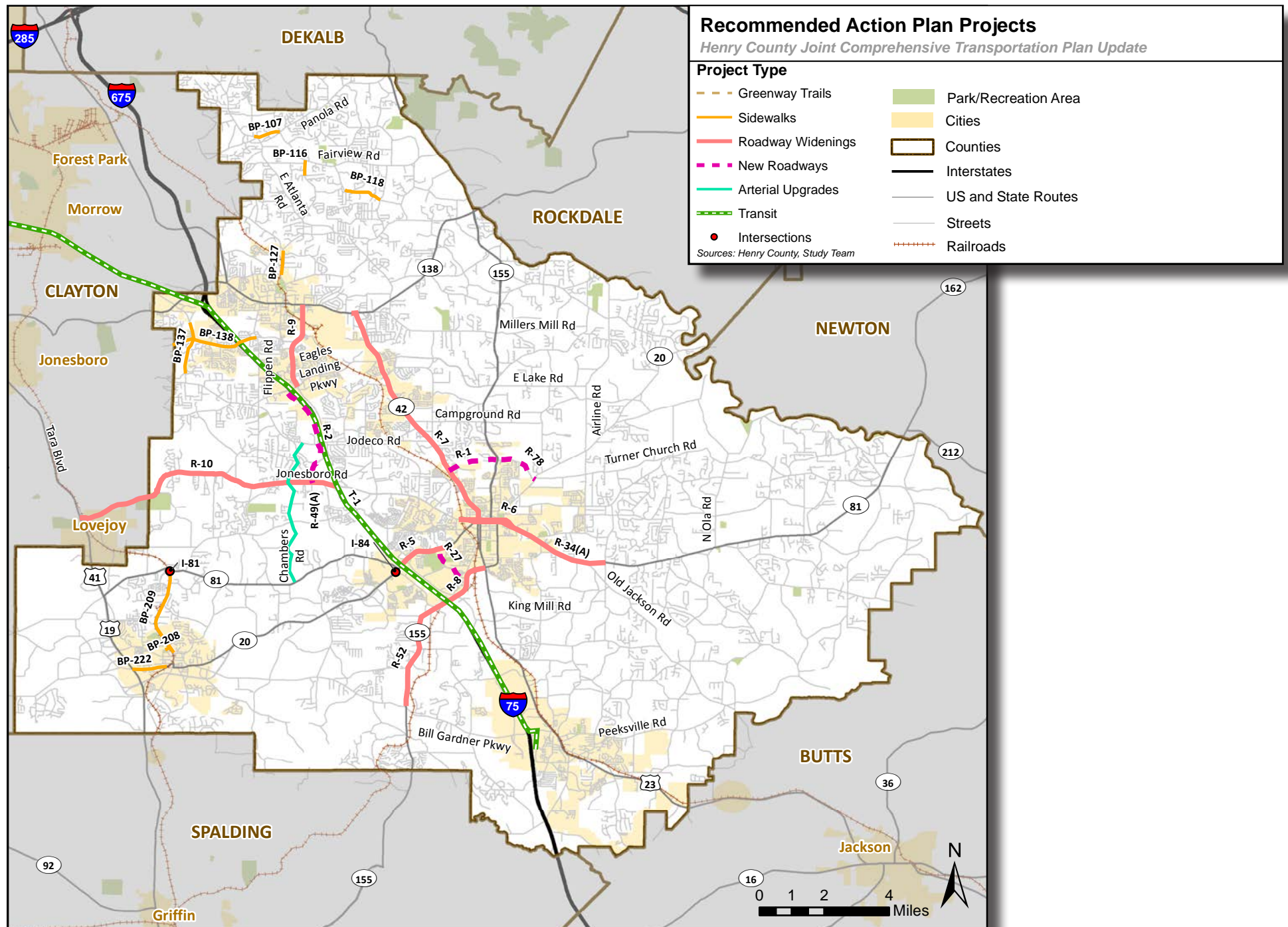


Table 3: Short Term Action Plan Projects by Type

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Project Code	TIP	ARC ID	Name	Extent	Description	Project Cost	County Funding	Notes
New Roads								
R-78	N	NA	MCDONOUGH PARKWAY EXTENSION (MCDONOUGH BYPASS): PHASE II	FROM SR 155 (DECATUR ROAD) TO SR 20 (CONYERS HIGHWAY / LAWRENCEVILLE STREET)	Paving Turner Church road as a two lane rural section	\$1,802,000	Fully funded in SPLOST IV	Fully funded in SPLOST IV
R-2	Y	HE-179	WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT	FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD	New 2 lane roadway	\$16,950,000		
R-1	Y	HE-118B	MCDONOUGH PARKWAY EXTENSION (MCDONOUGH BYPASS): PHASE II - NEW ALIGNMENT	FROM US 23 (ATLANTA STREET) TO SR 155 (DECATUR ROAD)	New 4 lane roadway	\$5,700,000	\$5,700,000	Fully funded in SPLOST IV
R-27	Y	HE-118E	MCDONOUGH PK'WY EXTENSION (MCDONOUGH BYPASS): PHASE IV - NEW ALIGNMENT	FROM SR 20/81 (HAMPTON STREET) TO HENRY PARKWAY	New 4 lane roadway	\$25,000,000	\$25,000,000	Fully funded in SPLOST IV
Road Widening								
R-8	Y	HE-113	SR 155 WIDENING	FROM I-75 SOUTH TO SR 42	Adding 1 lane in each direction	\$20,231,053	\$-	Fully funded in TIP
R-5	Y	HE-020A	SR 20/81 (HAMPTON STREET): SEGMENT 1 - NEW ALIGNMENT	FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE	Adding 1 lane in each direction	\$15,572,828	\$1,590,000	Fully funded in TIP
R-52	N	NA	SR 155 WIDENING	BETWEEN BILL GARDNER PARKWAY AND I-75/ SR 155 INTERCHANGE	Primary Congestion Corridor/ Adding 1 lane in each direction. Project would include widening I-75 underpass.	\$38,165,800	\$7,633,160	Project not yet funded. 20% local funding 80% federal and/or state. Coordination with GDOT needed to move project forward
R-10	Y	HE-920B	SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING	FROM US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY TO I-75 SOUTH IN HENRY COUNTY	Adding one lane in each direction	\$74,079,949	\$-	Fully funded in TIP
R-7	Y	HE-107	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Adding 1 lane in each direction	\$90,304,371	\$12,466,039	UTL and Construction phase funding not yet identified. 20% local match allocated to keep project moving forward and/or fully fund "Main Street Henry" concept.
R-6	Y	HE-020B	SR 20/81 (HAMPTON STREET / KEYS FERRY ROAD) - EXTENSION AND UPGRADE OF ONE-WAY PAIR THROUGH DOWNTOWN MCDONOUGH	FROM WEST OF NORFOLK SOUTHERN RAIL LINE TO EAST OF LEMON STREET	Adding 1 lane in each direction	\$8,200,035	\$-	Fully funded in TIP
R-34 (A)	Y	HE-05	SR 81 WIDENING	FROM LEMON STREET TO N BETHANY ROAD	Primary Congestion Corridor/ Adding 1 lane in each direction	\$23,020,000	\$4,304,000	ROW and CST phase funding not yet identified. 20% local funding allocated to move project forward. 80% federally funded.
R-9	Y	HE-161A	ROCK QUARRY ROAD WIDENING	FROM EAGLES LANDING PARKWAY TO SR 138	Adding 1 lane in each direction	\$32,981,200	\$31,781,200	Funding available in SPLOST IV
Safety and Operational Roadway Protects								
R-49 (A)	N	NA	CHAMBERS ROAD	BETWEEN JODECO ROAD AND SR 81	Connectivity	\$6,106,332	\$6,106,332	Local project
Active Transportation								
MU-67	N	NA			Multi-use greenway trail	\$11,980,207	\$200,000	PE phase only funding in short term action plan
	N	NA	Sidewalk Program	Countywide	Sidewalk program to be funded at \$5 million per year.	\$10,000,000	\$10,000,000	Locally funded program
BP-208	N	NA	Central Avenue	Between College Street and W Main Street	Adding sidewalks and crosswalks on both sides of street.	\$94,329		Sidewalk Program
BP-138	N	NA	Walt Stephens Road	Between Henry County-Clayton County border and Flippen Road	Adding sidewalks and crosswalks on both sides of street.	\$1,985,108		Sidewalk Program

Table 3, Continued: Short Term Action Plan Projects by Type

Project Code	TIP	ARC ID	Name	Extent	Description	Project Cost	County Funding	Notes
BP-222	N	NA	Woolsey Road	Between US 19/41 and West Main Street	Adding sidewalks and crosswalks on both sides of street.	\$771,977		Sidewalk Program
BP-107	N	NA	Fairview Road	Between Clark Drive and Panola Road	Adding sidewalks and crosswalks on both sides of street.	\$605,421		Sidewalk Program
BP-116	N	NA	Thurman Road	Between Fairview Road and Barber Drive	Adding sidewalks and crosswalks on both sides of street.	\$411,373		Sidewalk Program
BP-118	N	NA	Gardner Road	Between Patillo Road and Swan Lake Road	Adding sidewalks and crosswalks on both sides of street.	\$865,010		Sidewalk Program
BP-127	N	NA	E Atlanta Road	Between Stagecoach Road and Valley Hill Road	Adding sidewalks and crosswalks on both sides of street.	\$644,936		Sidewalk Program
BP-137	N	NA	Speer Road/Blackhall Road	Between Old Speer Road and Elderberry Road	Adding sidewalks and crosswalks on both sides of street.	\$1,394,287		Sidewalk Program
BP-144	N	NA	SR 42	Between Kensington Trce and Huntington Drive	Adding sidewalks and crosswalks on both sides of street.	\$3,474,570		Sidewalk Program
BP-209	N	NA	Old Highway 3/Main Street	Between SR 81 and Emory Street	Adding sidewalks and crosswalks on both sides of street.	\$2,412,992		Sidewalk Program
Intersections								
I-81	N	NA	SR 81 @ Old Hwy 3	SR 81 @ Old Hwy 3	Short term improvement - WB right-turn lane	\$514,250	\$514,250	Local project
I-84	N	NA	SR 20 @ SR 81	SR 20 @ SR 81	Add second SB Left-turn lane	\$660,000	\$660,000	Local project
Transit								
T-1	N	NA	New Xpress Service to Airport	Between Henry County and Hartfield-Jackson AIA	Partnership with Xpress to help start new bus service.	\$1,000,000	\$1,000,000	Partnership with Xpress. SPLOST funding could be used to buy buses, build/enhance park & ride lot, and/or Xpress southside maintenance facility
Studies								
S-1	N	NA	I-75 Collector-Distributor Lanes Feasibility Study	Between Eagles Landing/Hudson Bridge Road and SR 155	Study to determine the feasibility of building collector distributor lanes along I-75 south to facilitate local trips. It will be important to coordinate with the proposed Truck Only Lanes project	\$500,000	\$500,000	Local project
S-2	N	NA	Greenway Trail Master Plan	Entire County	Study to drill down specifically on greenway trails alignments, feasibility, and costs.	\$125,000	\$125,000	Local project
S-3	Y	HE-199	I-75 Freight Interchange IJR	I-75 at Bethlehem Bottoms Rd	Interchange justification report to examine the possibility of adding an interchange between SR 155 and Bill Gardner Pkwy.	\$5,000,000	\$5,000,000	Local project
S-4	N	NA	SR-155 Interchange Modification Report	SR-155 @ I-75	Interchange modification report to determine the possibility of modifying the interchange to allow the widening of SR 155 to four lanes.	\$325,000	\$325,000	Local project