

*2016 Griffin-Spalding  
Comprehensive  
Transportation Plan (CTP)  
Update*

**SUMMARY OF  
NEEDS AND  
RECOMMENDATIONS**

*May 1, 2016*



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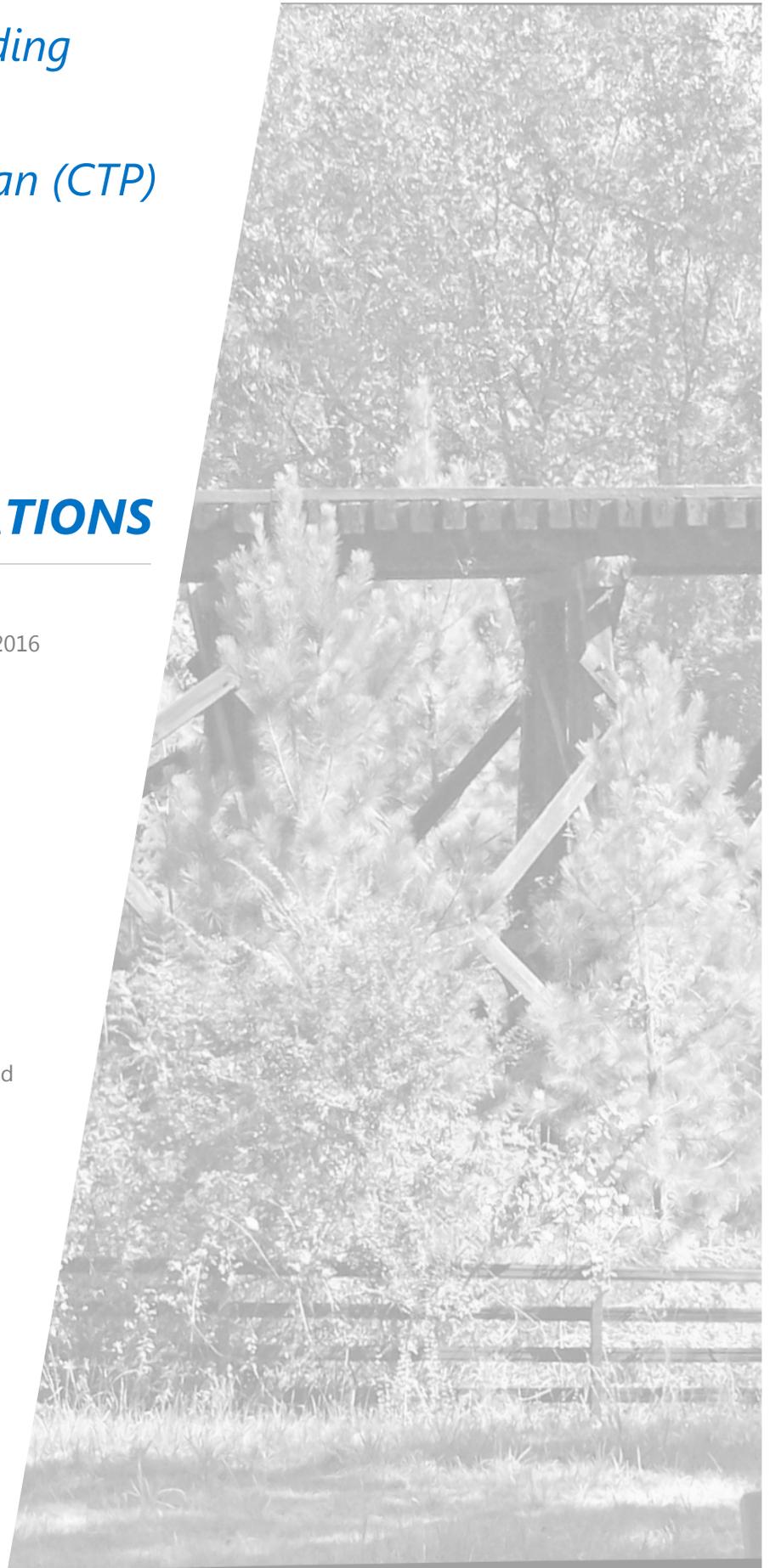
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**RS&H**



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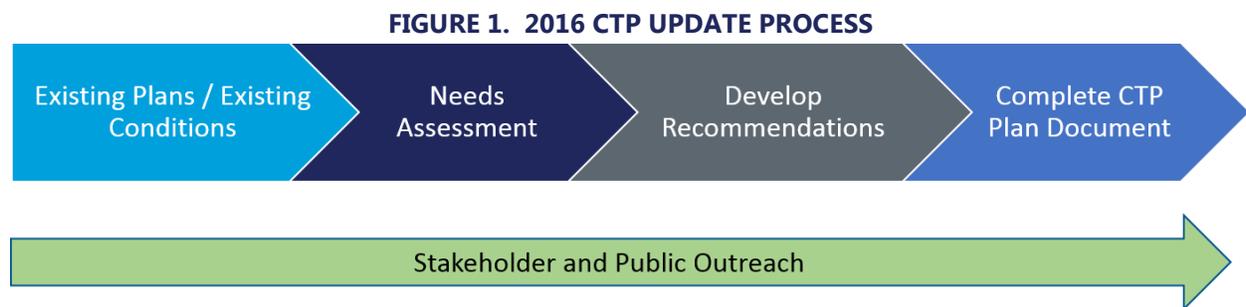
## APPENDICES

- Appendix A. Previously Proposed and Recommended Transportation Projects
- Appendix B. Summary of ARC *Breaking Ground* Reports (2003-2013)
- Appendix C. Project Management Team (PMT) Meeting Summaries
- Appendix D. Griffin-Spalding Area Transportation Committee (GSATC) Meeting Summaries
- Appendix E. Airport Workshop Meeting Summary
- Appendix F. Bicycle, Pedestrian and Trail/Greenway Meeting Summaries
- Appendix G. Public Open House #1 and #2 Summaries
- Appendix H. Detailed Intersection Needs
- Appendix I. Prioritized Bridge Inventory
- Appendix J. Other Previous CTP Projects
- Appendix K. High Priority Trail-Greenway Impact Report

This document presents a summary of identified existing and future transportation needs as well as transportation recommendations for the joint City of Griffin-Spalding County Comprehensive Transportation Plan (CTP). The 2016 CTP builds upon the information presented in separate *Inventory of Existing Conditions* Report.

## NEEDS ASSESSMENT

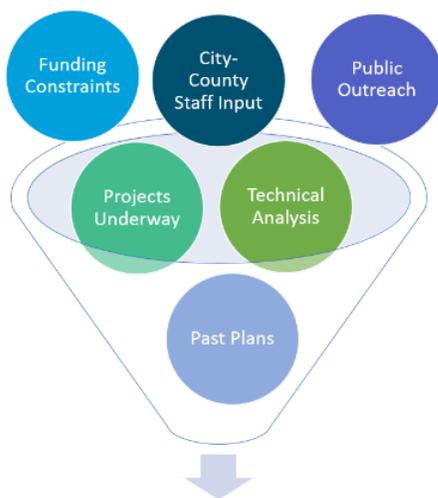
The needs assessment phase of the CTP Update builds upon the technical data and findings from the *Inventory of Existing Conditions*. Specifically, the assessment includes a detailed analysis of both existing and future needs to mitigate identified deficiencies in the Griffin-Spalding County transportation network. The results of the Needs Assessment are then utilized in the development of near and long-term transportation improvement recommendations as presented in **Figure 1**.



## METHODOLOGY

The methodology for developing the needs assessment for the CTP Update included a combination of both quantitative and qualitative approaches. The study team incorporated both analytical results from safety and congestion assessments as well as input received throughout the plan development. These elements are presented in **Figure 2**, listed below and discussed in more detail within this section.

**FIGURE 2. NEEDS ASSESSMENT ELEMENTS**



**Identified Existing and Future Needs**

- Recently Completed and Underway Projects
- Past Plans and Recommendations
- Technical Analysis
- City – County Staff Input
- Public Input
- Funding Constraints

## Recently Completed and Underway Projects

A summary of previously proposed and recommended transportation projects was developed as the first step in the Needs Analysis to determine if current or project needs had been previously addressed. The comprehensive plan was generated using resources from the following sources.

- City of Griffin
- Spalding County
- Atlanta Regional Commission (ARC)
- Three Rivers Regional Commission
- Georgia Department of Transportation (GDOT)

The following plans and studies were reviewed to develop of previously proposed and recommended transportation projects. The project list is included in **Appendix A**.

- Comprehensive Transportation Plans (CTPs)
  - Spalding County (2008)
  - City of Griffin (2011)
- Comprehensive Plans
  - Spalding County (2004)
  - City of Griffin (2013)
- Livable Communities Initiative (LCI) Studies
  - Griffin Town Center (2012 Update)
  - North Hill Street
  - Tri-County LCI
  - West Griffin
- Short-term work Program (STWP)
  - Spalding County
- 2014 and proposed 2015 Special Purpose Local Option Sales Tax (SPLOST)
- Regional Plan Update (RTP) and Transportation Improvement Program (TIP)
  - ARC Plan2040 (Long Range Plan (2016 and previous versions)
- GDOT Planned and Programmed Project Lists
  - GeoTRAQS
  - TransPI
  - Information from GDOT District 3

The Atlanta Regional Commission's (ARC) *Breaking Ground Reports* for years 2003 – 2013 were reviewed to help determine past funding levels as well as determine the historical average time it has taken for transportation projects within Griffin and Spalding County to go from planning, through construction. **Appendix B** presents the results of this review.

## 2016 Joint CTP Update Goals

Goals are an important element in planning as they provide the framework for jurisdictions to work towards desired results. The goals from the previous Griffin and Spalding County CTPs and Comprehensive Plans were compiled and revised by the 2016 CTP Update Project Management Team (PMT) at the beginning of the study to develop a draft set of goals. The draft goals were presented to the Griffin Spalding Area Transportation Committee (GSATC) on July 15, 2015 and to the general public at the December 1, 2015 public meeting. The CTP goals are important as they provide the basis for identification of needs and development of recommendations. The final CTP goals are presented below.

### **2016 Griffin-Spalding CTP Update Goals**

- Goal 1: Ensure the transportation system supports economic development and efficient freight movement.
- Goal 2: Position Griffin Spalding as a live-work-play destination through multimodal mobility, community and environmental preservation and enhancement, livability and quality of life.
- Goal 3: 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.
- Goal 4: Maintain and preserve critical transportation infrastructure, including roadways, bridges, and multimodal facilities.
- Goal 5: Ensure a safe, secure and connected transportation system
- Goal 6: Focus on realistic and implementable improvements that meet the mobility needs of all citizens
- Goal 7: 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

*Source: 2016 Griffin-Spalding CTP Update Project Management Team (PMT)*

## CTP Program Goals

In addition to the local goals for the City of Griffin and Spalding County, ARC has developed goals for the entire CTP program for which they have successfully sponsored for 10 years. There are three (3) specific goals of ARC's CTP program:

1. Develop local transportation projects consistent with community's vision
2. Support state planning requirements
3. Establish relationships between regional impact and local relevance

The initial 2008 Spalding County CTP and 2011 City of Griffin CTP were both sponsored by the ARC CTP Program. Generally, CTPs are updated every 5-7 years using federal Surface Transportation Program Urban funds.

### Minimum CTP Elements

ARC’s CTP program also sets forth a set of five (5) minimum elements required of each jurisdiction awarded CTP funding. These elements are listed below.

- Prioritized transportation investments supporting regional and community visions
- Five to 10 year fiscally constrained action plan
- Local “buy in” through outreach
- Recommendations that leverage regional facilities, services and programs
- Consistency with existing local plans

### City-County Input

As presented in **Figure 2**, input from city and county staff and elected officials provided another critical element for the successful development of the Griffin-Spalding CTP Update who participated through several committees.

The first group was the Project Management Team (PMT) who were comprised of the staff listed in **Figure 3**. The PMT for the CTP was critical as they served various roles including vetting of technical information, confirmation of needs and development of recommendations in coordination with the study team. The PMT and study team met bi-monthly between March 2015 and winter 2016. Meeting summaries for the PMT meetings are included as **Appendix C**.

The Griffin-Spalding Area Transportation Committee (GSATC) was another group who provided critical input throughout the development of study development. The GSATC is the standing bi-monthly joint transportation committee for the City of Griffin and Spalding County. Meeting summaries for the GSATC meetings involving the CTP Update are included in **Appendix D**.

The CTP Update also included a meeting between the CTP Study team, members of the GSATC and the Airport Authority to specifically discuss transportation issues associated with both the existing and future airports. The CTP Airport

**FIGURE 3. PROJECT MANAGEMENT TEAM STAFF**



Workshop conducted on September 25, 2015 included discussions about potential future uses of the existing airport site as well as status of the design and construction of the future airport. The meeting summary for the Airport Workshop is included as **Appendix E**.

The final set of CTP specific meetings were focused upon the bicycle, pedestrian and trail/greenway element. Two meetings were held to specifically discuss a potential future Griffin-Spalding trail/greenway system. The first meeting, conducted on September 25, 2015, included staff from Spalding County Parks and Recreation, as well as the Griffin Public Works – Storm water Division. The second meeting, conducted on March 3, 2016, included a presentation and discussion at the Griffin Environmental Council to discuss the preliminary trail/greenway and bikeway system. Summaries for both meetings are included in **Appendix F**.

## Public Input

In addition to input from City of Griffin and Spalding County staff, members of the general public were offered numerous opportunities to provide input into the development of the 2016 CTP Update. Each of these opportunities is described below.

### **GSATC Meetings**

Members of the general public are welcome to attend the open meetings of the GSATC. Specific meetings that included a presentation and discussion regarding the CTP Update were conducted on the following dates:

- March 18, 2015
- May 20, 2015
- July 15, 2015
- September 16, 2015
- November 18, 2015
- January 20, 2016
- February 24, 2016
- March 16, 2016

As discussed previously, copies of summaries for the respective GSATC meetings listed above are included in **Appendix D**.

### Public Meetings

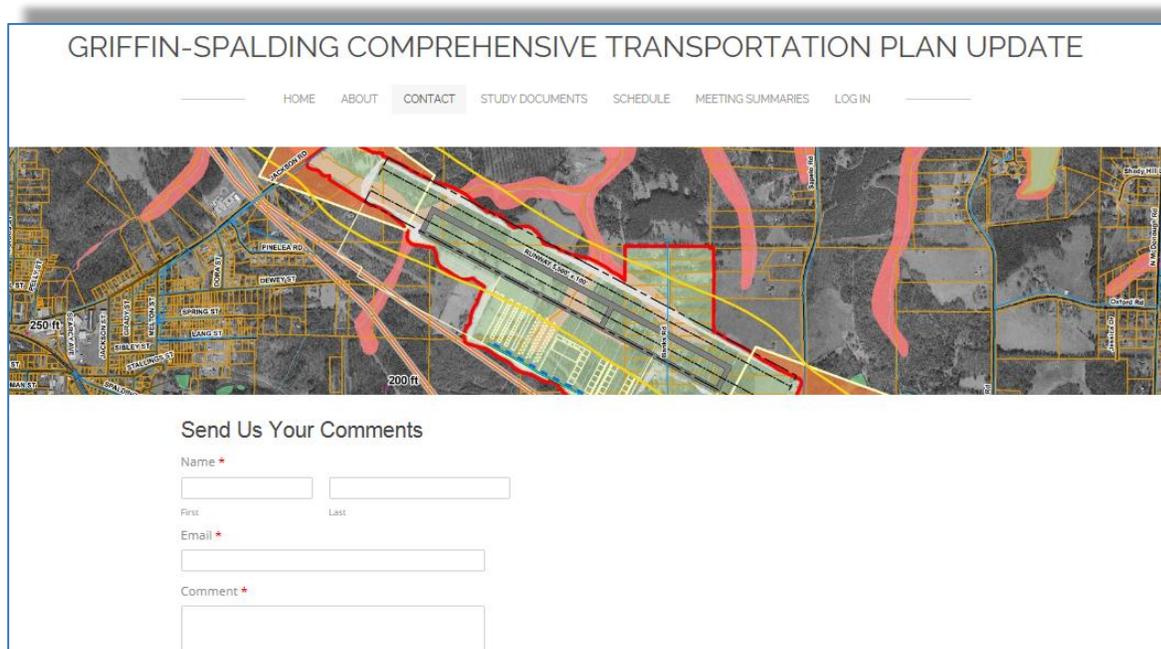
Additional opportunities for the general public to provide input into the CTP Update development were at one of two (2) public open houses conducted on December 1, 2015 and April 5, 2016. The first public meeting presented a summary of existing conditions and preliminary transportation needs. The second public open house provided attendees the opportunity to review and comment on the draft CTP recommendations. Meeting summaries for both public open houses are included within **Appendix G**.



### Project Website

The 2016 CTP Update project website ([www.griffinspaldingtransportation.com](http://www.griffinspaldingtransportation.com)) provided another opportunity for members of the general public to learn more about the CTP purpose, schedule and upcoming meetings, as well as to review materials from previous meetings, summary reports and also provide comment.

Another advantage of the project website was to provide a means for the study team to gauge public awareness and interest in the CTP Update by reviewing webpage analytics. **Figure 4** presents an example of the analytics for Mid-April to Mid May 2016 showing average website views between 10 – 20 people daily



**FIGURE 4. CTP WEBSITE ANALYTICS**

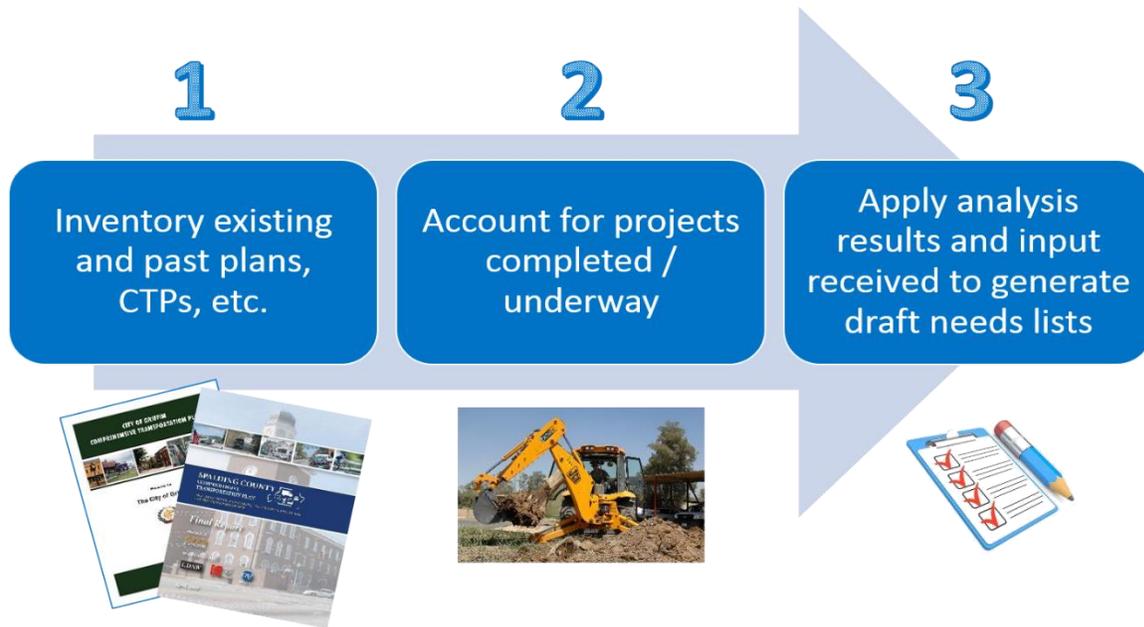


*Photos: April 5, 2016 Public Meeting No. 2 for the CTP Update*

## TECHNICAL ANALYSIS

One of the most critical elements of the *Needs Assessment* is the completion of the technical analysis components, which is the foundation for the identification of existing and future needs. **Figure 4** presents a summary of the three (3) steps involved in the technical analysis; steps one (1) and two (2) were discussed in previous pages of this document.

**FIGURE 4. TECHNICAL NEEDS METHODOLOGY**



### Roadway Segment Needs

The assessment of existing and year 2040 future roadway congestion is one of the primary tasks completed to assess existing and future roadway needs. The ARC travel demand model was applied and discussed in the 2016 CTP Update *Inventory of Existing Conditions* report, which also includes a summary of the 2015 existing conditions results. In addition to the travel demand model, the roadway segment needs assessment utilized operational performance data from HERE<sup>®</sup> (see the following Roadway Intersection Needs section for more information). HERE<sup>®</sup> collects anonymized speed data from cellphones traveling throughout the roadway network. Roadways with reduced operational performance at a corridor-level or across a series of intersections were considered as roadway needs.

The *Needs Assessment* expands the congestion analysis to also evaluate the future 2040 conditions based upon projected population and employment growth. The 2040 evaluation also assumes that only transportation projects with current programmed funds will be constructed. For the 2040 future scenario, the population and employment data for each model traffic analysis zone (TAZ) were obtained from the adopted Atlanta Regional Commission (ARC) model. **Figure 5** presents a comparison of the 2015 and 2040 project population data for Griffin-Spalding while **Figure 6** presents a similar comparison for the 2015 and

2040 employment data. **Figure 7** a summary of the projected trips from Spalding County towards various counties to the north<sup>1</sup> of Spalding County in both 2015 and 2040. For 2015, existing travel patterns indicate approximately 50% of Spalding County residents work outside of Spalding County and most commute to the north. For 2015, existing travel patterns indicate that approximately 50% of those that work within Spalding County commute to Spalding County mostly from adjacent counties.

As depicted in **Figure 7**, the travel demand model results indicate there may likely be more peripheral travel in 2040 with an increase in trips FROM Spalding County TO the following:

- West Fayette County
- North Clayton County
- North Henry County

Similarly, travel demand results indicate that there may likely be an increase in 2040 trips TO Spalding County FROM the following:

- East Coweta County
- East Henry County

**Figure 8** presents the AM peak period congestion depicted by the travel demand model for 2015 and also projected for 2040. Roadway segments identified to have 2015 level-of-service (LOS) reduced to “D” or worse by 2040 for the AM peak period are as follows:

- I-75 (both directions)
- Jackson Road / East McIntosh Road at N. McDonough Road / SR 155
- SR 362 just south of US 19/41

**Figure 9** presents the PM peak period congestion depicted by the travel demand model for 2015 and the congestion projected for 2040. Roadway segments identified to have 2015 level-of-service (LOS) reduced to “D” or worse by 2040 for the PM peak period are as follows:

- I-75 (both directions)
- Jackson Road / East McIntosh Road at N. McDonough Road / SR 155
- SR 155 from Teamon Road south to Jackson Road / East McIntosh Road
- SR 362 just south of US 19/41
- SR 362 north of US 19/41
- US 19/41 from Henry County line south to Vineyard Road/Dobbins Mill Road
- South Hill Street / Zebulon Road from Wet Poplar Street south to South 9<sup>th</sup> Street
- Business 19 from Pecan Point south to US 19 / 41

**Table 1** presents a consolidated list of the confirmed roadway needs and the identified specific type of transportation mitigation required to address each need.

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<sup>1</sup> The ARC travel demand model only includes counties to the east, west and north of Spalding County. Off-model analyses were utilized to identify trip patterns to Lamar County and other counties south of Spalding.

FIGURE 5. POPULATION (2015-2040)

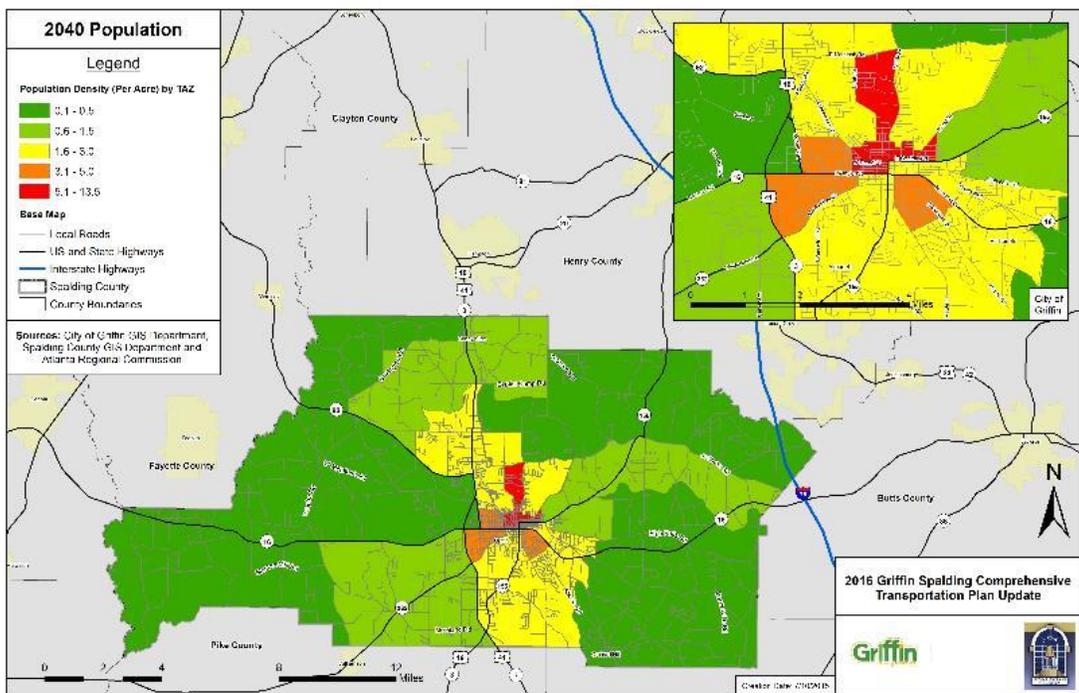
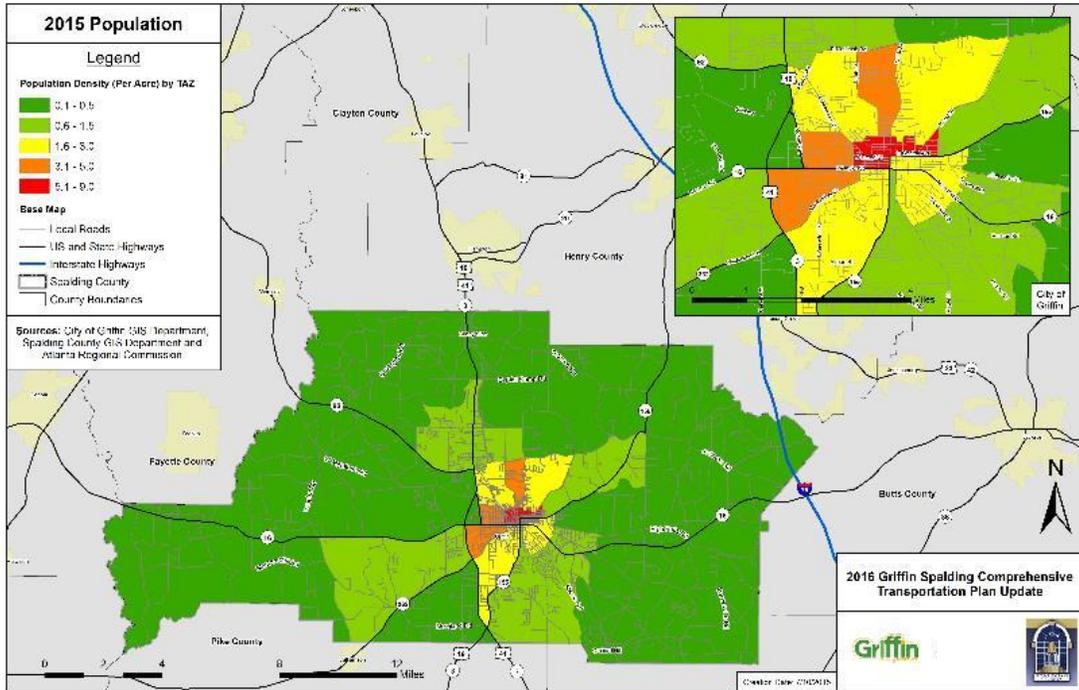


FIGURE 6. EMPLOYMENT (2015-2040)

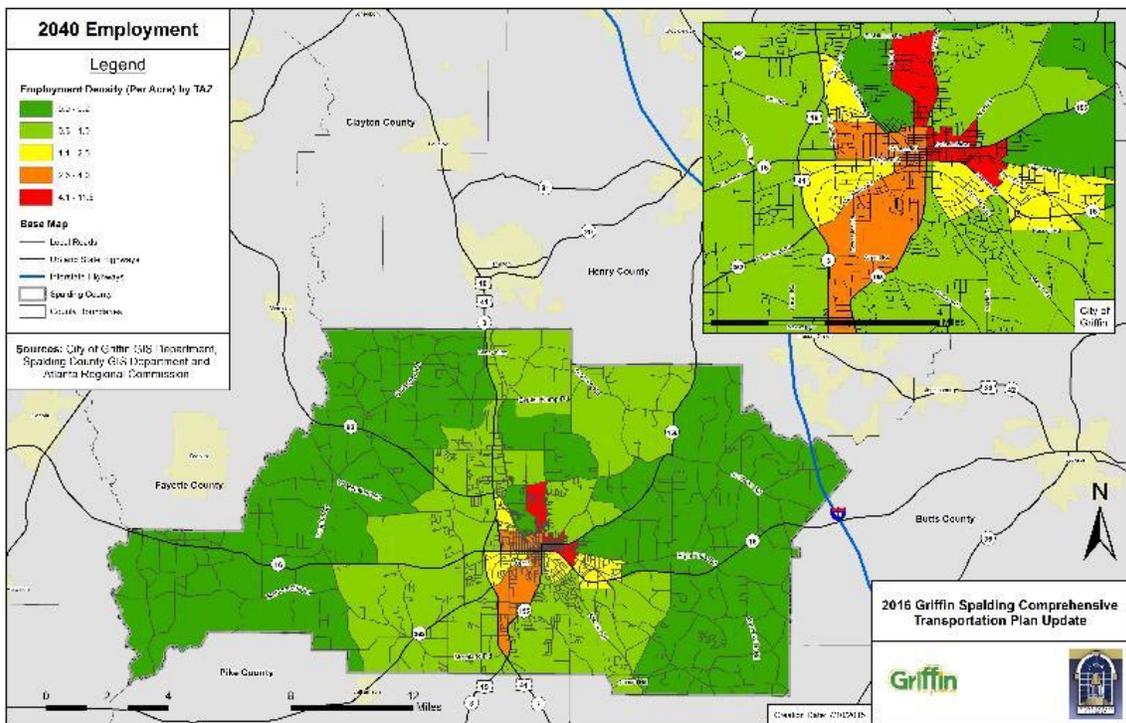
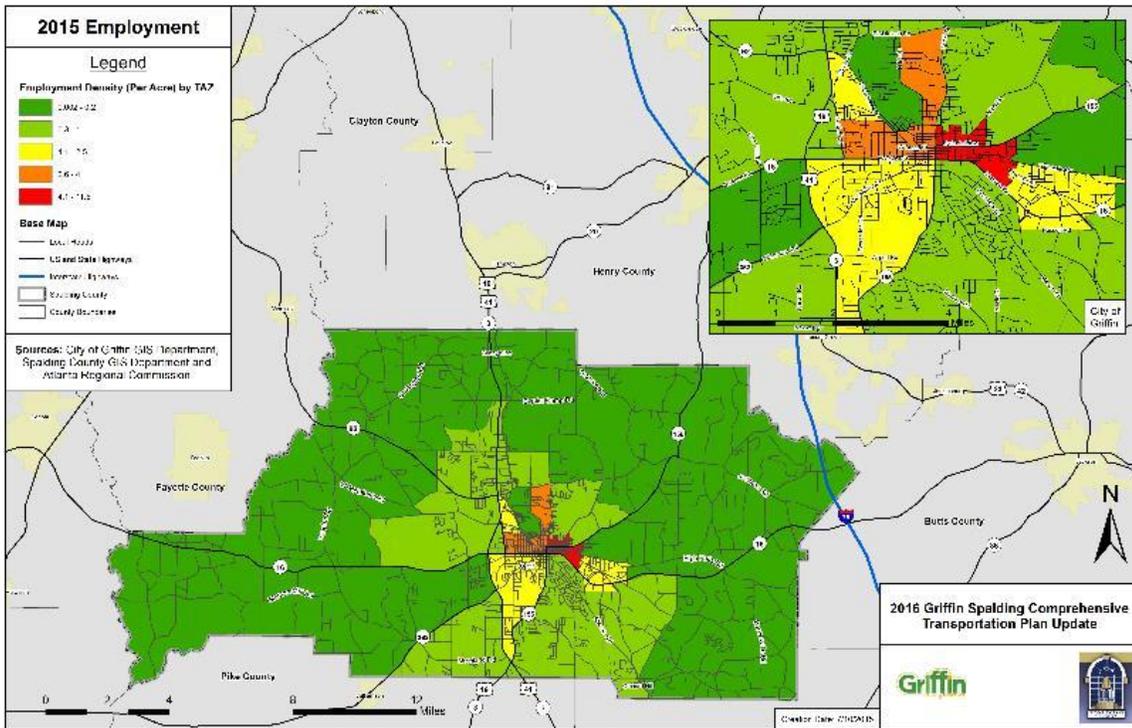


FIGURE 7. TRIPS FROM SPALDING COUNTY (2015-2040)

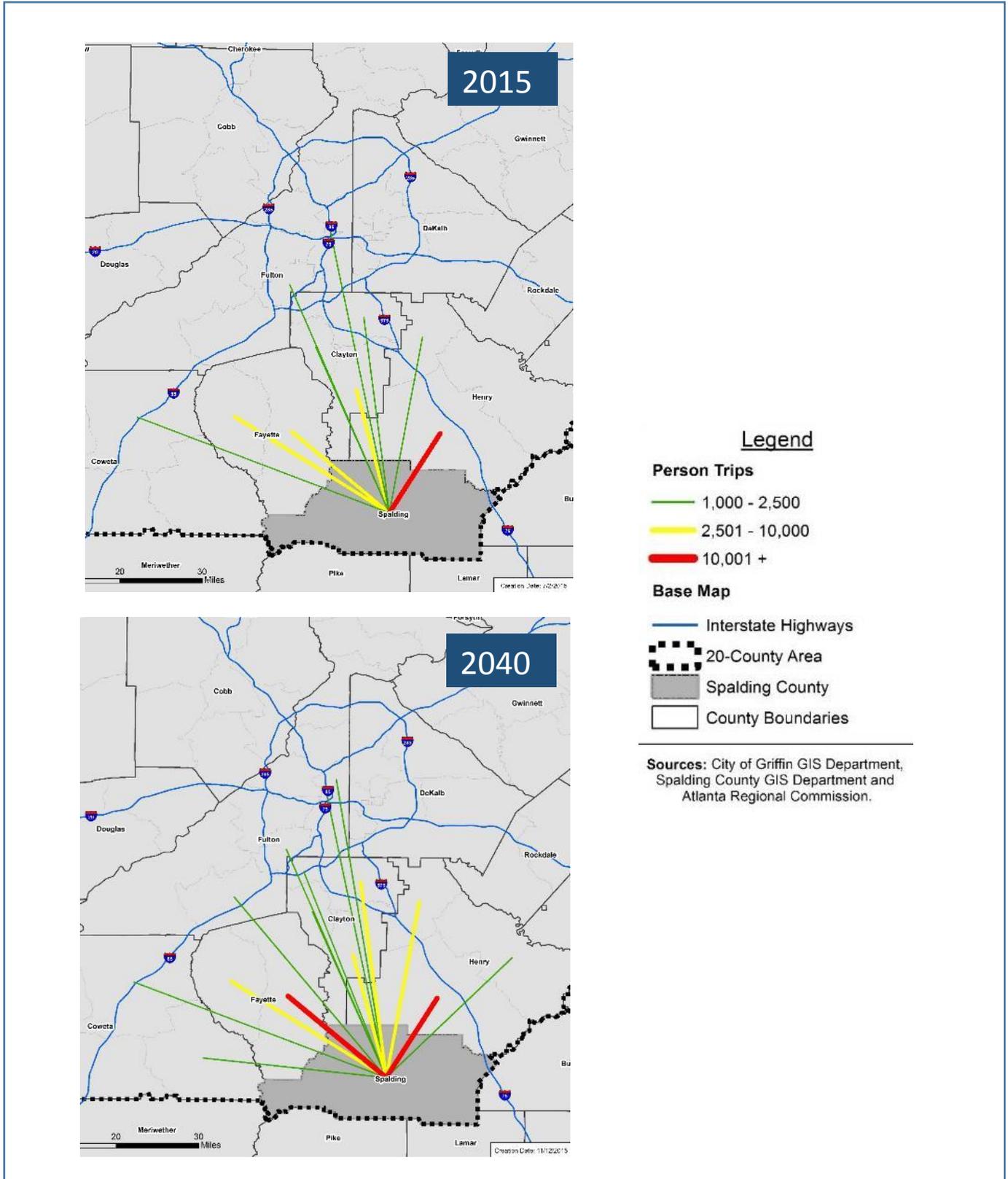


FIGURE 8. AM PEAK PERIOD CONGESTION (2015-2040)

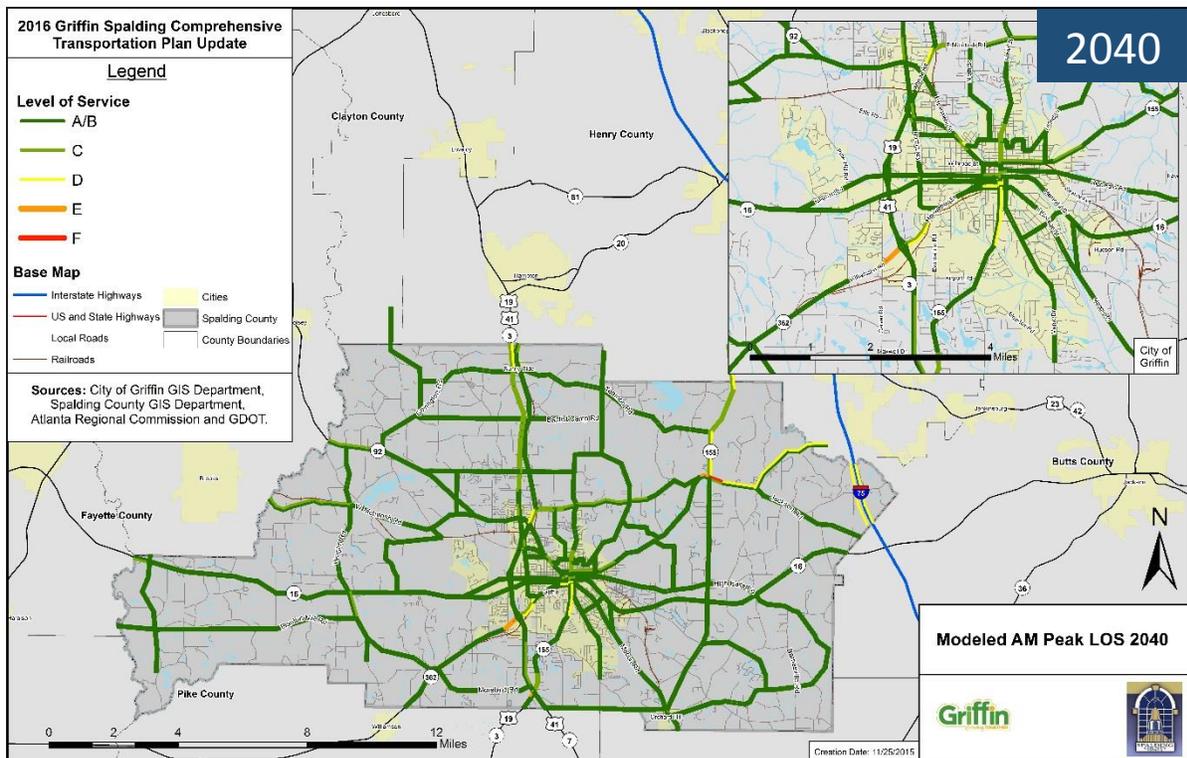
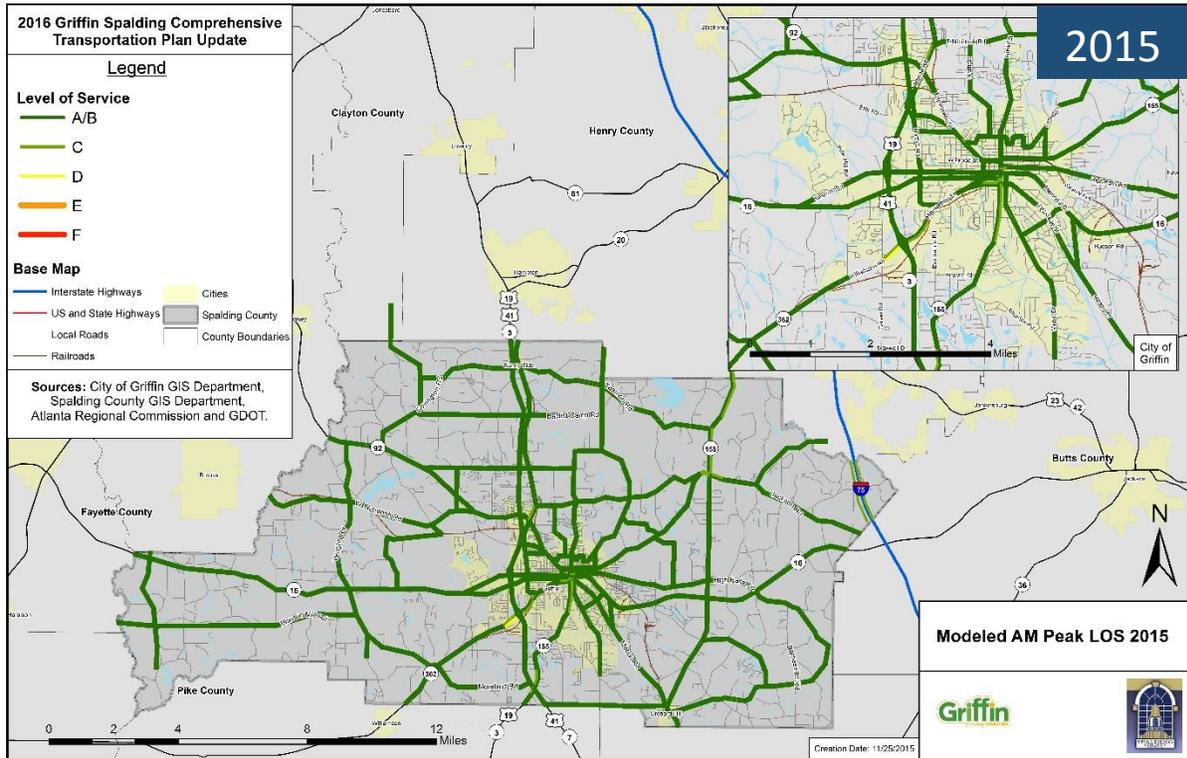
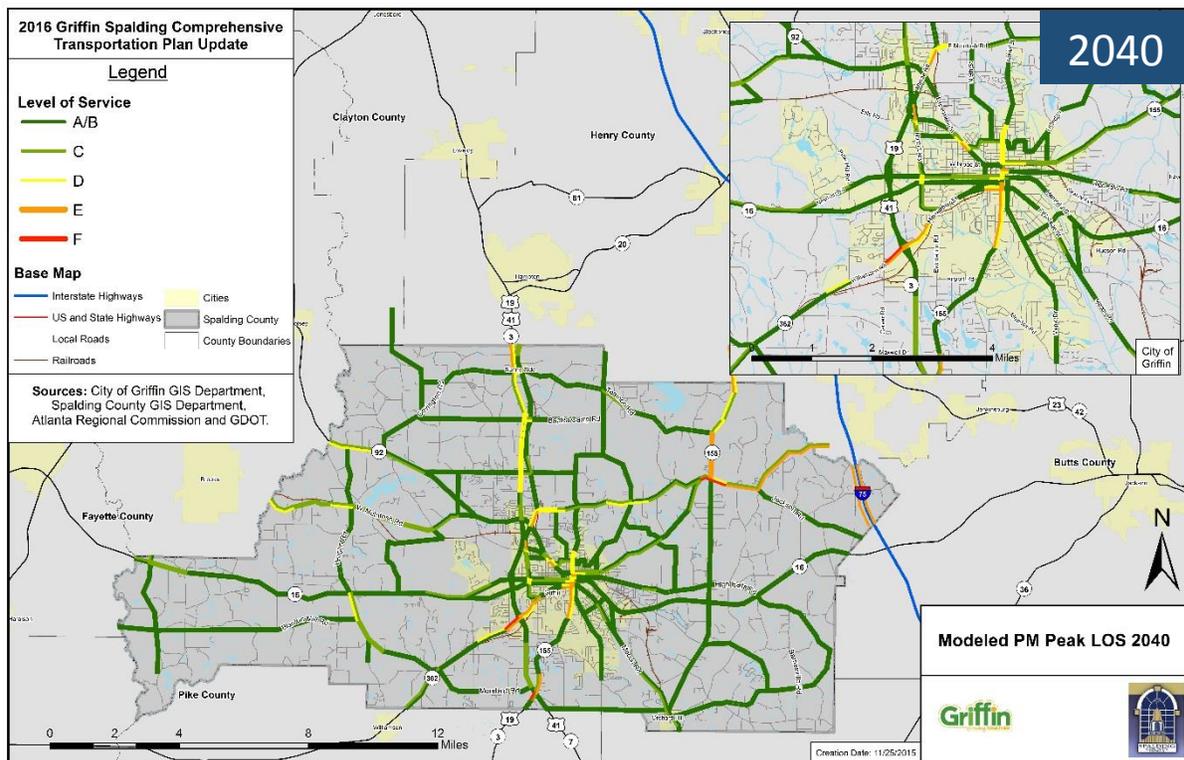
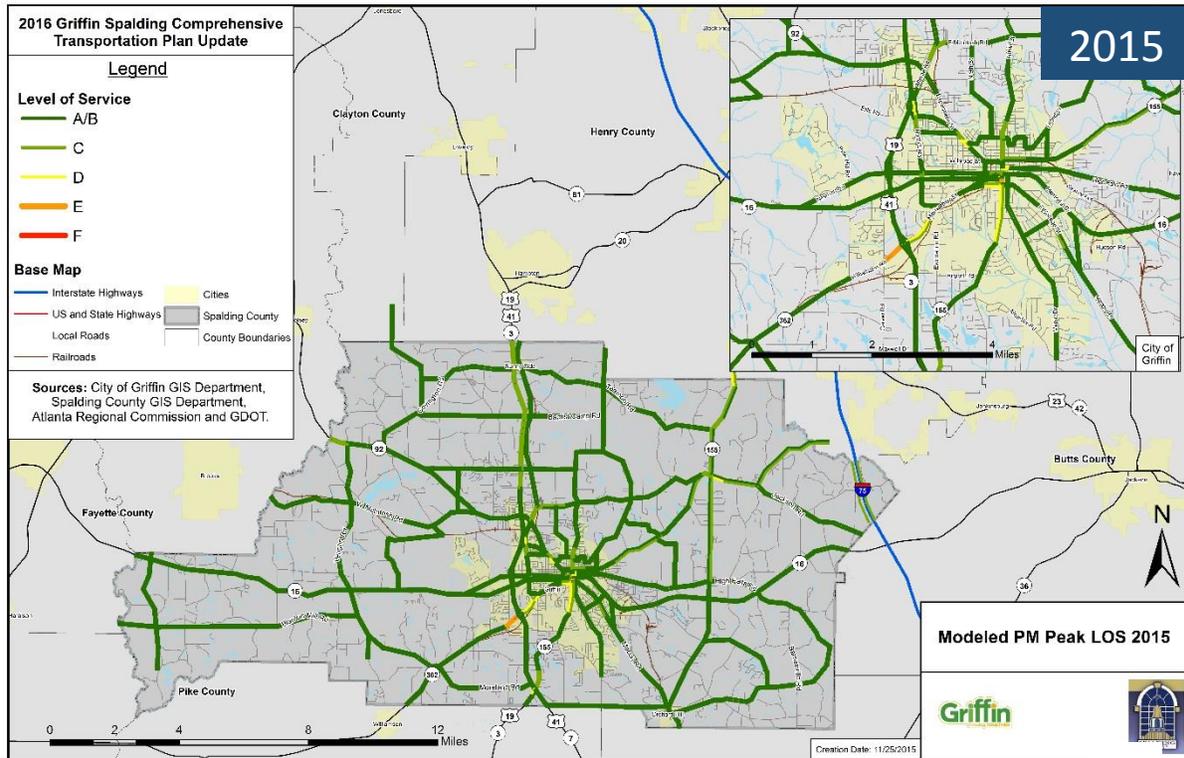


FIGURE 9. PM PEAK PERIOD CONGESTION (2015-2040)



**TABLE 1. CONFIRMED ROADWAY NEEDS**

ROADWAY NAME	DETAILS	TERMINI
SR 92/US 19/41/Atlanta Rd from Ellis Rd. to W. Taylor St.	Corridor Operations/Safety	Ellis Rd. to W. Taylor St.
SR 362	Widen from 2 to 4 lanes	FROM MORELAND ROAD TO US 19/41
Experiment Street (CS 648 & CS 619) Widening	Widen from 2 to 4 lanes w. median	Old Atlanta Road to SR 155 & N Hill
US 19/41	Widen from 4 to 6 lanes	FROM LAPRADE ROAD IN SPALDING COUNTY TO SR 20 (RICHARD PETTY BOULEVARD / WOOLSEY ROAD) IN HENRY COUNTY
E. McIntosh/Jackson Road	Widen from 2 to 4 lanes	Old Atlanta Road to Butts County
SR 155	Widen from 2 to 4 lanes	CR 508/NORTH 2ND STREET TO HENRY COUNTY LINE
Moreland Extension: Extend Moreland Road to Zebulon Rd. to coincide with redevelopment of vacant property	New Two Lane Roadway	Moreland Road to Zebulon Rd.
New 2-lane street to connect new street connections between Highway 41 and Zebulon Rd to coincide with development of vacant land	New Two Lane Roadway	Highway 41 to Zebulon Rd
Meadowvista Extension: Extend Meadowvista Rd. to Zebulon Rd. to coincide with redevelopment of parcel	New Two Lane Roadway	Extend Meadowvista Rd. to Zebulon Rd
County Line Rd. Extension: new 2-lane extension of County Line Rd. to Hemphill Rd.	New Two Lane Roadway	County Line Rd. to Hemphill Rd.

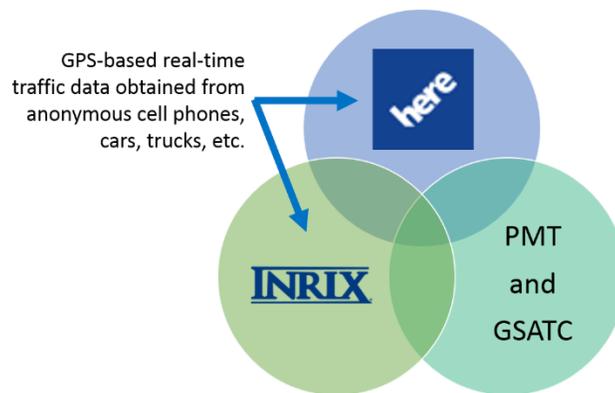
## Roadway Intersection Needs

Needs-based intersection deficiencies were identified based on safety and congestion data. Using crash data presented in the *Inventory of Existing Conditions*, intersections with the top 30 crash rates within Spalding County were identified as having a safety need.

In addition to assessing roadway segment capacity needs through modeled LOS, roadway operational needs were identified by review of existing operational conditions (see **Figure 10**). Measured travel time

data provides another data source to crosscheck the existing conditions of the county's roads. Two new data sources provided by ARC were used for the 2016 CTP Update. The first is data from HERE<sup>®</sup>, which collects anonymized speed data from cellphones traveling throughout the roadway network. The data is able to be mapped and presented as LOS. The HERE LOS is based on the travel time index, which compares average travel time along a link with the congested travel time. **Figures 11**

**FIGURE 10. INTERSECTION OPERATIONAL ANALYSIS**



and **12** present the 2012 measured LOS HERE<sup>®</sup> data. Comparing these two figures, it is apparent congestion is worse in the afternoon PM peak than the morning AM peak.

The second data source provided by ARC is from INRIX<sup>®</sup>, and is similar to the HERE<sup>®</sup> data as it also collects anonymized speed data from cellphones traveling throughout the roadway network. INRIX data can be used to identify intersections that have a history of recurring congestion, also known as "Bottlenecks". INRIX calculates an impact factor, which is calculated as follows:

$$\text{Impact Factor} = \text{average duration of congestion} \times \text{maximum length of congestion queue} \times \text{number of occurrences}$$

**Figure 13** presents the bottleneck locations identified within Griffin and Spalding County. For the CTP update, a congestion need was triggered by either a HERE LOS E or F or an INRIX<sup>®</sup> bottleneck impact factor of 1,000 or greater. The pool of potential intersection improvements was assembled from previously planned projects, locations with a history of high crash rates, locations identified by stakeholder and/or public input, or locations purely dictated by the congestion data.

FIGURE 11. AM PEAK PERIOD HERE DATA

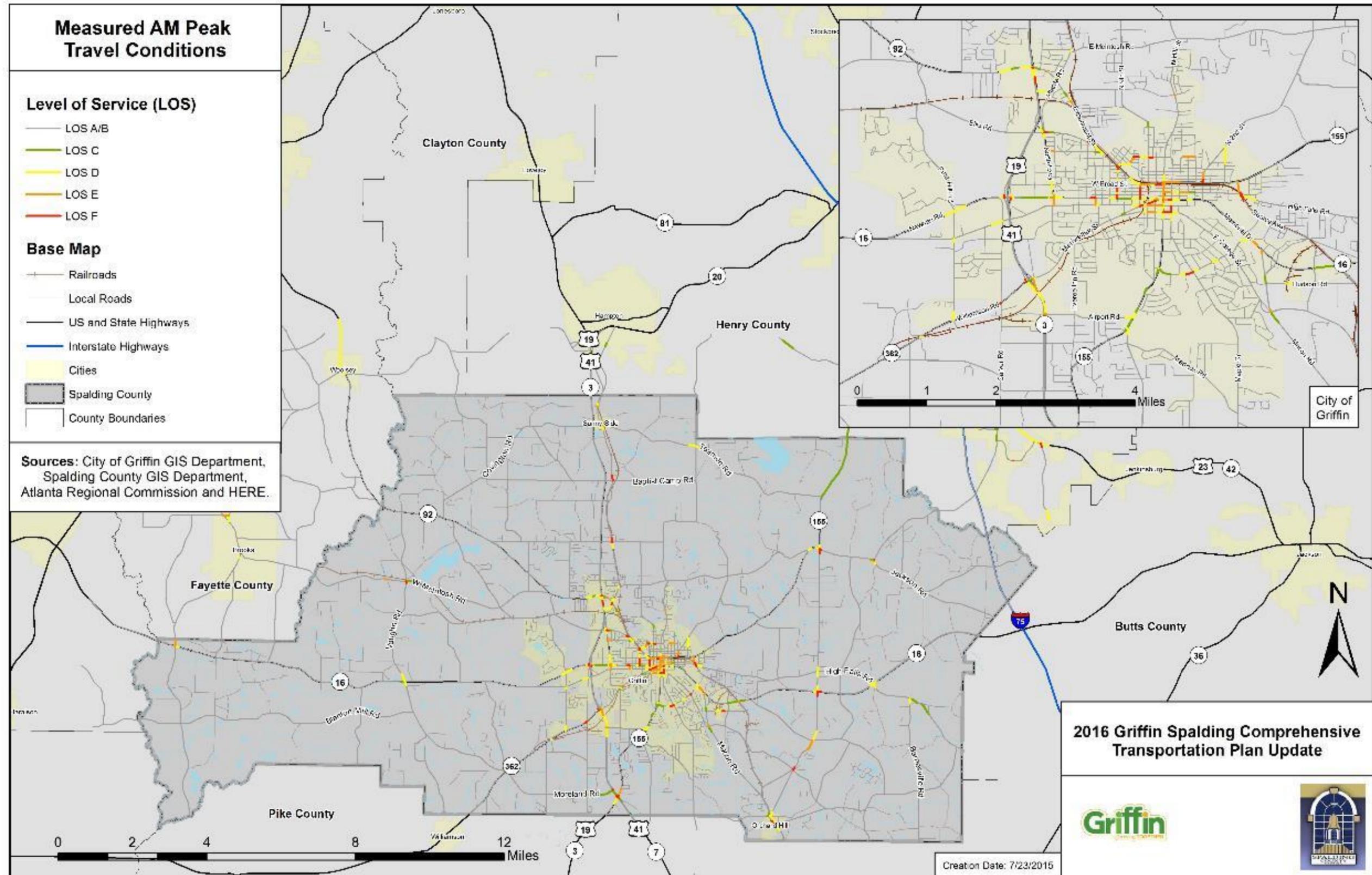


FIGURE 12. PM PEAK PERIOD HERE DATA

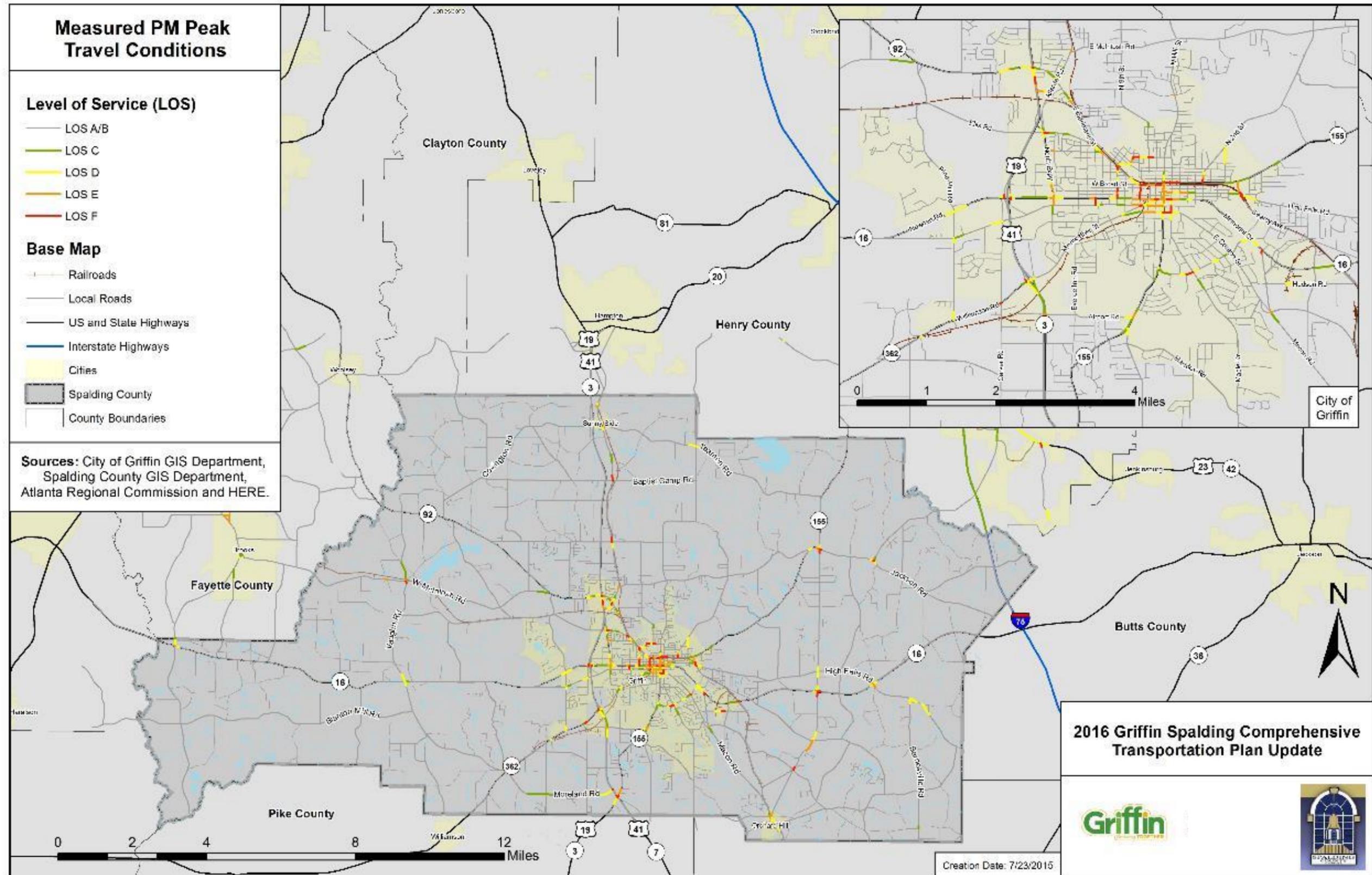
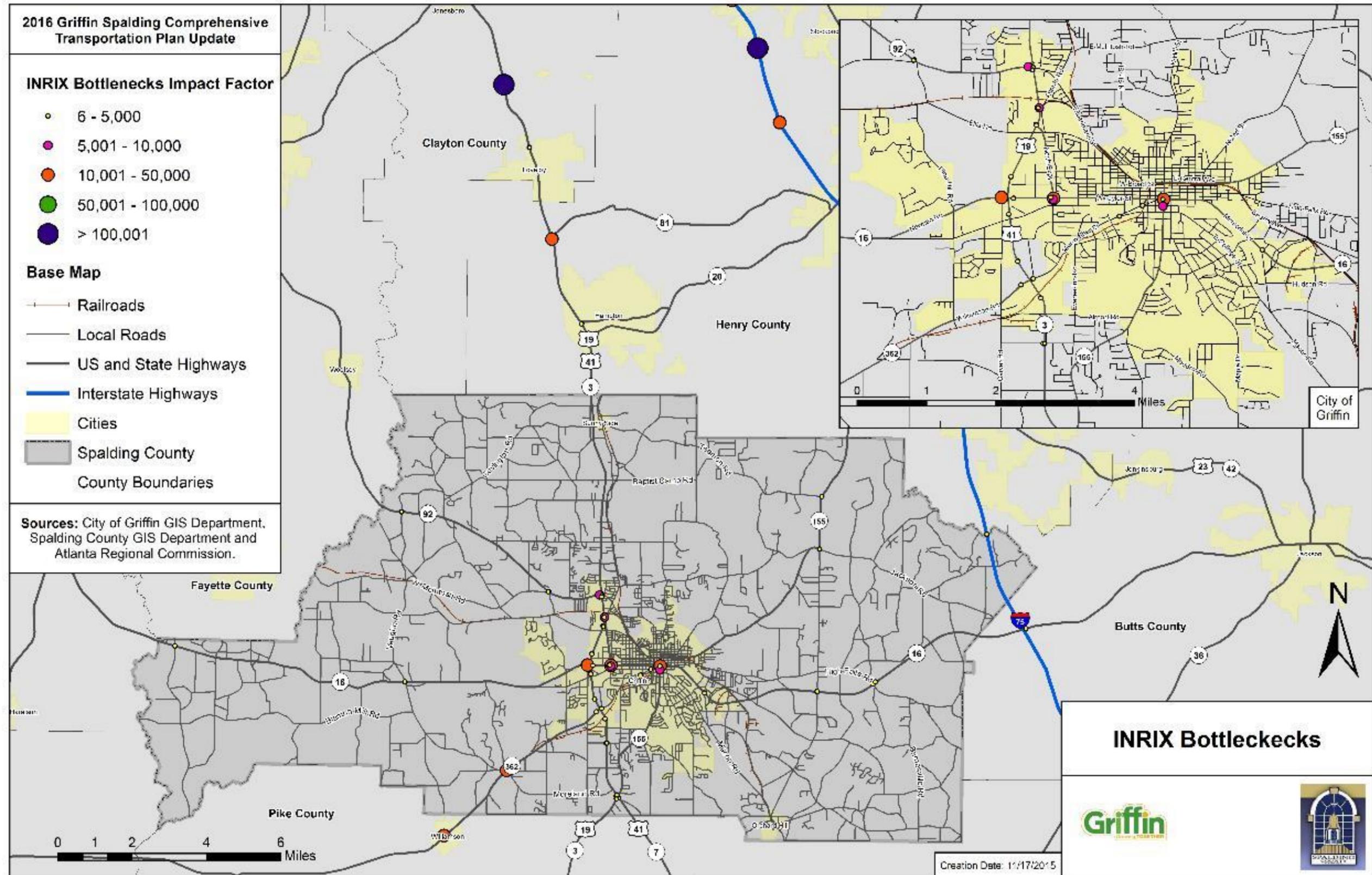


FIGURE 13. INRIX BOTTLENECK LOCATIONS



**Table 2** presents a summary of the compiled traffic operational and intersection safety needs. **Appendix H** provides additional details on the intersection needs.

**TABLE 2. SUMMARY OF INTERSECTION IMPROVEMENT NEEDS**

Location	Needs Confirmed
Tri County Crossing	Safety, Traffic, Bottleneck
Macon Rd. at McDonough Rd.	Safety, Traffic
Experiment St. at 13th/Ray St.	Safety, Traffic
North Hill St @ Northside Dr - Hill Street	Safety, Traffic
Poplar St. at Meriwether/New Orleans/10th St	Safety, Traffic
W Poplar St @ Hammond Dr	Safety, Traffic
County Line Rd. at Macon Rd.	Safety, Traffic
McDonough Rd. at Johnston Rd.	Safety, Traffic
Macon Rd at Swint Rd	Safety, Traffic
Old Atlanta Rd. at Dobbin Mill Rd.	Safety, Traffic
Poplar at 8th St	Safety, Traffic
GA-16 E @ Macon Rd	Bottleneck, Traffic
US-19 @ GA-362/MERIWETHER ST	Bottleneck, Traffic
Jackson Rd at Locust Grove Rd	Bottleneck, Traffic
SR 16 at S McDonough Rd	Bottleneck, Traffic
SR 16 at Spalding Dr	Safety
SR 92 at Cowan Road	Safety
County Line Rd at Ethridge Mill Rd	Safety
Macon Rd at Hudson Rd	Safety
Carver Rd @ W Poplar St / Poplar Rd	Safety
8th St at Graefe St	Safety
N Hill St at Thurman Ave	Safety
SR 155 at Everee Inn Rd	Safety
SR 155 at Pineywood Rd	Safety
SR 16 at 18th St	Safety
SR 16 at Carver Rd	Safety
US 19/41 at Vineyard Rd	Safety
GA-92 @ W MCINTOSH RD	Bottleneck
US-19 @ ODELL RD	Bottleneck
Maple Drive @ Crescent Rd	Traffic
College St.at Hamilton/Kinkade St.	Traffic
E Broadway St @ N Searcy Ave	Traffic
Solomon Rd./High Falls Rd./Slaton Ave./Searcy Rd.	Traffic
Bowling Ln. at US 19/41	Traffic
SR 92 @ Flynt St/Solomon St	Traffic
2st St. at SR 155 & NS Railroad	Traffic

Location	Needs Confirmed
5th St. at SR 155 & NS Railroad	Traffic
Baptist Camp Rd. at Old Atlanta Rd. / Railroad Tracks	Traffic
Broad St. at 9th St.	Traffic
Cherry St at 12th St	Traffic
Cherry St at 9th St	Traffic
College St at 6th St	Traffic
Ellis Rd at Experiment St	Traffic
Experiment St @ School St	Traffic
McDonough Rd at Futral Rd	Traffic
McDonough Rd. / SR 155 / Jackson Rd.	Traffic
McIntosh Rd at Vaughn Rd	Traffic
Mcintosh Rd. at Experiment St.	Traffic
Old Atlanta Hwy. at Mcintosh Rd.	Traffic
RR Xing SR 16 at Green Valley	Traffic
SR 16 @ 8th St	Traffic
SR 16 at 16th St	Traffic
SR 16 at 6th St	Traffic
SR 362 at Carver Rd	Traffic
Teamon Rd. at School Rd. @ Old Atlanta Rd.	Traffic
W College St @ S Collins St	Traffic
High Falls Rd. at SR 16	Traffic
N Expressway @ Ellis Rd	Traffic

## BRIDGE NEEDS

### Assessment of Bridge Conditions and Needs

Information from the U.S. National Bridge Inventory (2014) was obtained and used for the CTP Update bridge assessment. Key terminology related to bridge conditions include:

- **Limited Weight/Posted:** Sign has been posted, restricting the weight limit allowed.
- **Structurally Deficient:** Elements of the bridge need to be monitored or repaired
- **Functionally Obsolete:** Built to standards not used today, resulting in subpar lane widths, shoulder widths, vertical clearances, etc.
- **Temporarily Shored:** External supports have been externally applied to support bridge. Would have a weight limitation if not for the temporary shoring.
- **Existing ADT:** Recent year average daily traffic

Structurally deficient or functionally obsolete bridges were considered bridge needs. Taking into account the relative importance of the various bridge characteristics, bridge needs were organized into tiers based upon need and the factors above. **Table 3** summarizes how the various bridge attributes were used to develop the bridge tiers, and the respective number of bridges per tier.

**TABLE 3. BRIDGE NEED PRIORITY METHODOLOGY**

Tier	Limited Weight	Structurally Deficient	Functionally Obsolete	Temporarily Shored	ADT	Other	Number of Bridges
1	X	X				Near school	2
	X		X			Near school	1
		X			High		1
2	X	X			High		3
		X		X	High		1
3	X	X				Serves new airport	1
4		X		X			17
5		X					1
6			X				16
Total							43

## Identification of Bridge Needs

Top tier bridges had weight limitations and also served a nearby school. The bridge on the North Second Street Extension at Cabin Creek two miles northeast of Griffin is close to Kennedy Middle School. This bridge also had the highest ADT of functionally obsolete bridges.

Four miles southeast of Griffin, the bridge carrying McDonough Road over Buck Creek tributary has a weight limitation and is close to Rehoboth Road Middle School. Finally, access to Beaverbrook Elementary School could be impeded by a weight limitation on the Birdie Road Bridge at a Griffin reservoir tributary five miles northwest of Griffin. Another top tier bridge is both structurally deficient, temporarily shored, and carries a substantial ADT – County Line Road at Potato Creek three miles southeast of Griffin.

Second tier projects, while not directly serving nearby schools, are weight limited (or temporarily shored), structurally deficient, and carry a high/moderate amount of traffic (greater than 1,500 vehicles per day). These bridges are

- Jordan Hill Road at Towaliga River tributary at Henry County Line
- Hollonville Road at Line Creek tributary, 12 miles west of Griffin
- Vaughn Road at Shoal Creek, 6 miles west of Griffin
- Jordan Hill Road at Troublesome Creek tributary, 5 miles north of Griffin

In addition, two bridges are either underway or in the pipeline towards construction:

- CR 360/McIntosh Road at the Flint River / Fayette-Spalding County line
- Jordan Hill Road at Troublesome Creek, 4 miles north of Griffin

These improvements are among the most needed bridge improvements in the county.

Another important bridge improvement is Musgrove Road at Cabin Creek tributary, which is functionally obsolete and will serve the new airport. This is the third tier.

The fourth tier bridge improvements consist of bridges that are weight limited and/or structurally deficient but are not as used, carrying less traffic (below 1,000 ADT).

Fifth tier bridges are functionally obsolete, but not weight limited or temporarily shored. Sixth tier bridges are not deficient (or obsolete).

1. Limited weight, near school
2. Limited weight (or temporarily shored), structurally deficient, moderate ADT
3. Serving new airport
4. Structurally deficient, limited weight or temporarily shored, low ADT

See **Appendix I** for a detailed listing of all bridge needs.

## ASSET MANAGEMENT / RE-PAVING NEEDS

Maintaining roadway pavement in good condition is an important priority for the City and County. GDOT’s construction work program contains four resurfacing projects that will be let as priority and funding dictate. **Table 4** lists these improvements along with their approximate costs. Beyond these projects that the state has adopted, both the County and City monitor pavement condition to prioritize improvements. The County utilizes the Pavement Surface Evaluation & Rating (PASER) System for GDOT Local Maintenance and Improvement Grant (LMIG) resurfacing funding, as seen in the *Inventory of Existing Conditions* report. Similarly, the City uses a Pavement Condition Index (PCI). To address asset management needs, the City and County should continue repaving state routes, county roads, and city streets utilizing prioritization systems as funding allows. **Table 5** presents a summary of the previous 2008 CTP recommended dirt roads that were not advanced.

**TABLE 4. REPAVING PROJECTS IN GDOT CONSTRUCTION WORK PROGRAM**

Name	Cost
SR 92 FROM CR 347/WESTMORELAND ROAD TO SR 85	\$4,385,234
SR 155 from SR 3 to NS #718195C	\$1,802,762
SR 92 FROM SR 3 TO CR 347/WESTMORELAND ROAD	\$376,662
SR 7 From CS 600/Redbud Drive to CR 322/Meadowvista Road	\$6,564,550

Source: GDOT Construction Work Program, Nov. 2015

**TABLE 5. 2008 SPALDING CTP RECOMMENDED DIRT ROADS NOT ADVANCED**

Name	Cost
Elder Road (Dirt Road)	\$ 3,920,000
Line Creek Road (Dirt Road)	\$ 7,000,000
Crowder Road (Dirt Road)	\$ 3,080,000
Cehaw Road (Dirt Road)	\$ 3,080,000

Source: 2008 Spalding County CTP and Study Team

## AIRPORT NEEDS

As part of the 2016 CTP Update development, an Airport Workshop was conducted on September 25, 2015 to discuss transportation needs associated with potential future use(s) of the existing airport, as well as transportation needs for the new airport. The workshop included representatives from the Griffin-Spalding Airport Authority, the Project Management Team (PMT), and the Griffin-Spalding Area Transportation Committee (GSATC). A detailed summary of the Airport Workshop specific to the 2016 CTP Update is included in **Appendix E**.



### Existing Airport

The existing airport is currently zoned industrial and the workshop attendees stated that the most likely future use(s) will remain as small light industrial / commercial, but not “big box”, such as warehousing. The site was studied as a potential location for a hotel/conference center, but that use was ruled out. A potential use as a film or movie studio is still viable. The existing airport will not be redeveloped until the existing tenants associated with the airport operations move to the new airport location.

Transportation needs identified for the existing airport site were focused mainly on the addition of a second entrance (to the west) of the existing site. Including the project in the next TIP would be one possibility to receive partial funding for this project. **Figure 14** shows the location of this proposed improvement. An internal roadway network was also discussed, but would have to be constructed and funded by a future developer.



### New Airport

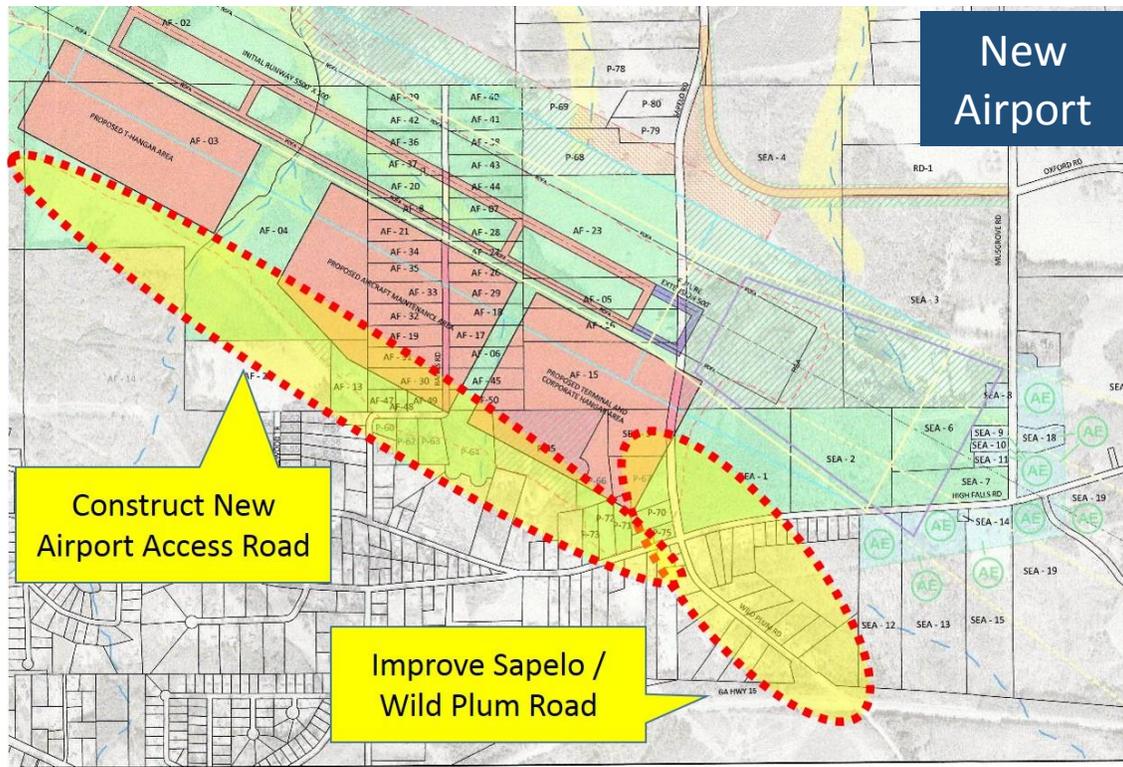
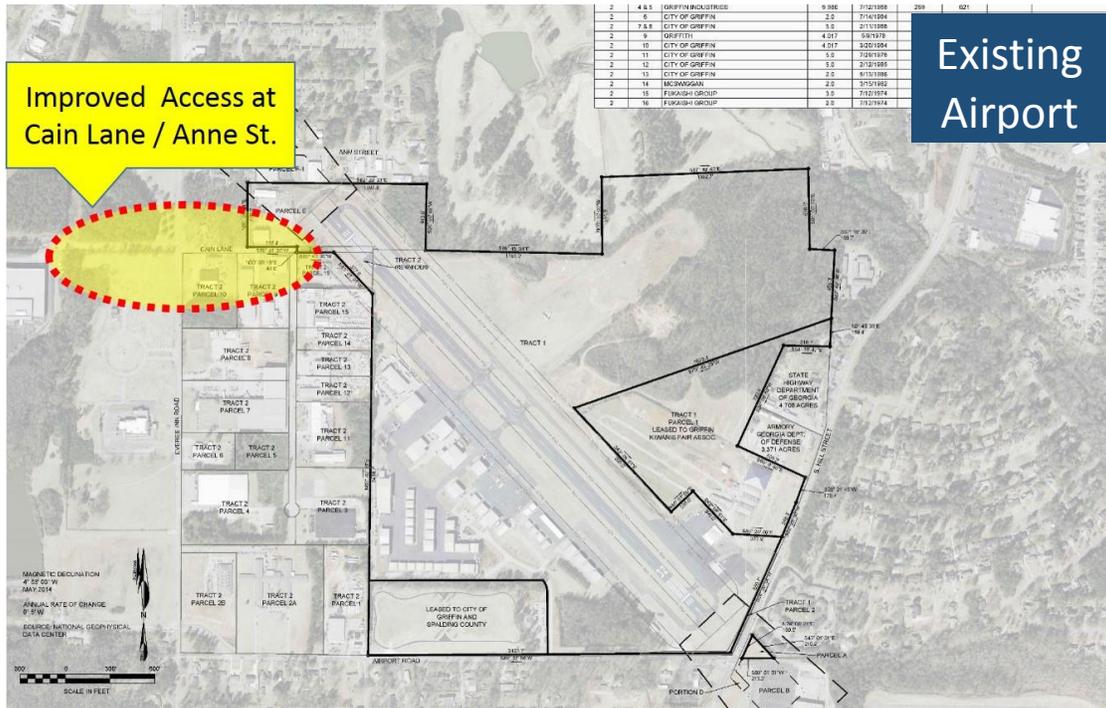
At the time of the Airport Workshop, the estimated time for construction was estimated at 5 – 7 years with a potential opening between 2020 and 2022. The new airport site will be located north of SR 16 / Arthur K. Bolton Parkway, east of SR 155 / Jackson Road, extend east to High Falls Road. Sapelo Road will be realigned as part of the new airport development. Access to the airport (gates) to the north of the new runway is not likely due to homeland security issues, with the exception of one potential access point/gate for a new emergency response / fire station to be sited north of the airport.

Certain transportation projects were already complete at the time of the workshop, including the intersection realignment of Wild Plum Road / Sapelo Road at SR 16 / Arthur K. Bolton Parkway. However, Wild Plum Road / Sapelo Road has not yet been improved, but will need to be improved (widened) to a boulevard configuration providing a gateway entrance into the airport before the new facility opens. Additionally, the improved widened roadway will need to be designed to support moderate truck traffic accessing the new airport.

The second needed new airport-related transportation project is a new access road to be located south of the airport fence, therefore not eligible for Federal Aviation Administration (FAA) funding. This new road will extend from new airport entrance roadway west to SR 155 / Jackson Road.

Lastly, as part of the siting of the new fire station north of the new airport, the bridge sufficiency for the crossing along Musgrove Road needs to be evaluated with this bridge given priority for improvement. **Figure 14** also shows the locations of the proposed new airport-related transportation projects.

FIGURE 14. EXISTING AND NEW AIRPORT NEEDS



## BICYCLE, PEDESTRIAN AND TRAIL/GREENWAY NEEDS

The needs associated with non-motorized transportation alternatives including bicycle, pedestrian and trail/greenway facilities are discussed in this section.

### Pedestrian and Bicycling Needs

**Figure 15** presents the results of two analyses completed as part of the needs assessment for pedestrian and bicycling facilities. The upper graphic represents roadways most feasible for bicycling near Spalding County schools. The supporting data for the analysis included roadways with low traffic and low speeds, which are best suited for cycling by school-age children. The map depicts these locations within a one (1) mile buffer of each school within the City of Griffin and unincorporated Spalding County.



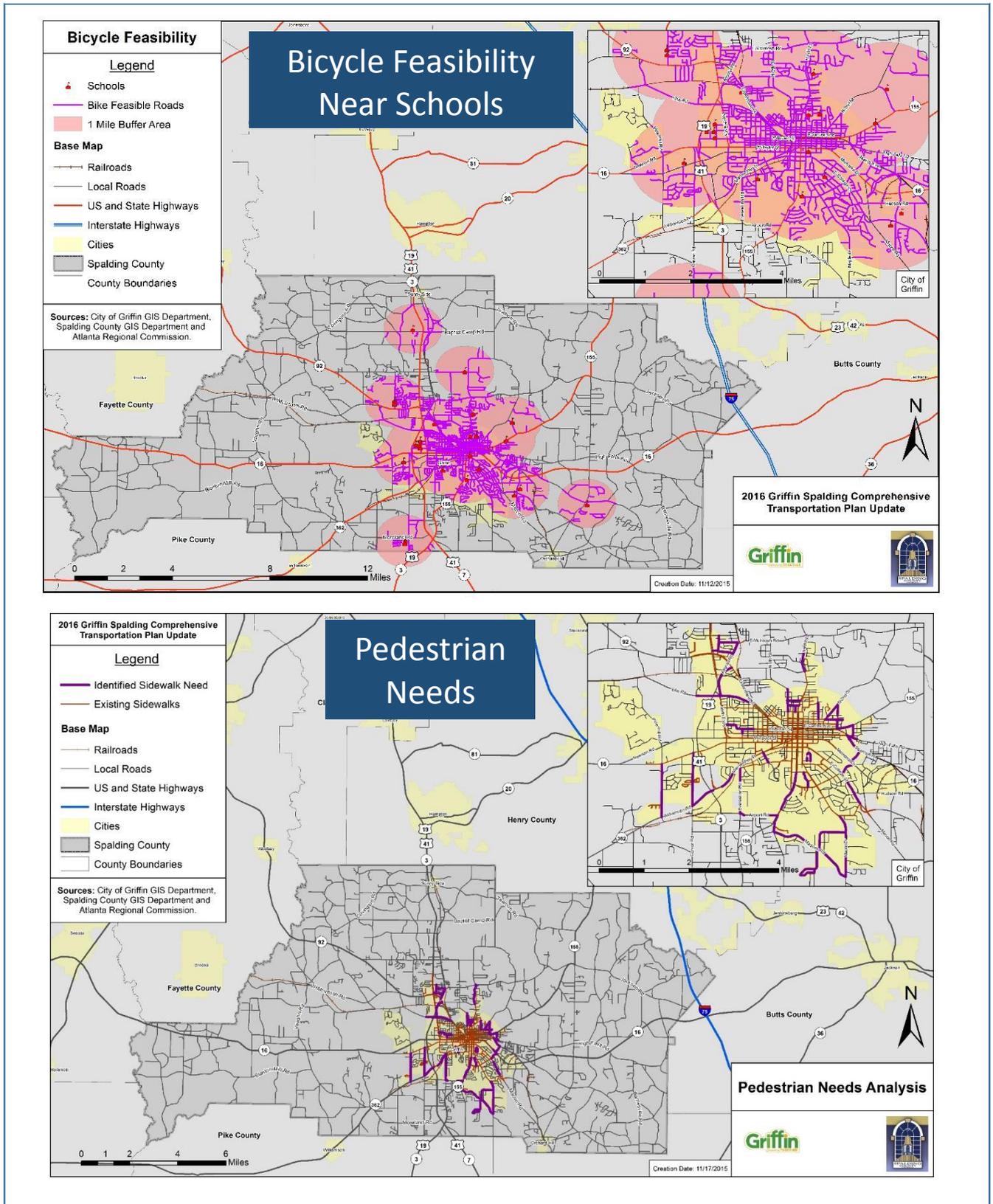
The lower graphic of **Figure 15** presents the unmet sidewalk needs within the City of Griffin. This map was developed in conjunction with a review of previous plans with sidewalk recommendations. Examples of recently completed sidewalks include West Poplar Street from South Pine Hill Road to Hammond Drive and along the recently widened US 19/41 to the north of the city. In general, the sidewalk network is dense within downtown Griffin and becomes less so moving away from the downtown. Many major corridors and local roads lack sidewalk facilities. The locations identified depict areas previously recommended for construction of sidewalks, but not yet advanced. Specific examples include North Hill Street, Ellis Road, South Pine Hill Road, Carver Road, Everee Inn Road, Maddox Road, and Maple Drive, among many others. Information and data received from the study's PMT was also incorporated into the analysis.

### Trail Opportunities

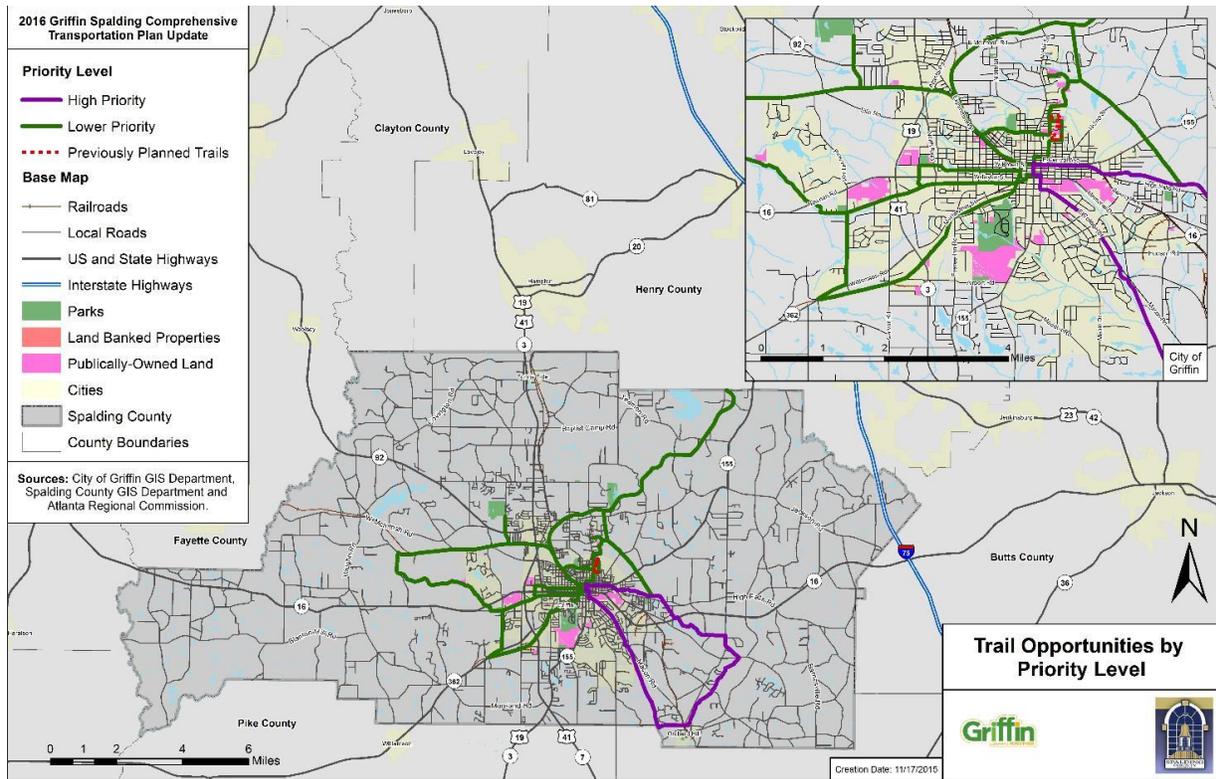
As previously discussed, the CTP Update study team and PMT met several times to discuss a potential trail and greenway system within Griffin-Spalding. The first meeting included representatives from the Spalding County Parks and Recreation Department, City of Griffin Public Works – Storm water Division, and City of Griffin Environmental Council. The idea of developing a trail/greenway system along existing sewer and power easements was the preferred means to develop a system while minimizing potential major land ownership challenges. New easement agreements will be needed for any proposed trail alignments along existing easements developed initially for the purpose of sewer conveyance. Specific existing and proposed amenities were also mapped and a preliminary trail/greenway was developed and presented as draft. **Figure 16** depicts the draft trail alignment system map with several "loops" and a linear alignment paralleling the Roosevelt Railroad in north central Spalding County.



FIGURE 15. POTENTIAL BICYCLE AND PEDESTRIAN OPPORTUNITIES



**FIGURE 16. POTENTIAL TRAIL OPPORTUNITIES**



*Chattahoochee Hill Country Trail - Douglas County, GA*



*Silver Comet Trail - Cobb County, GA*

## PLANNED FUTURE LAND USES AND CHARACTER AREAS

Character Areas are defined by the Georgia Department of Community Affairs as smaller areas within cities and counties that meet the following criteria:

- Have unique or special characteristics;
- Have potential to evolve into a unique area when provided specific and intentional guidance; or
- Require special attention due to unique development issues

Planning for character areas is more focused and detailed and engages people and issues on a personal scale.

### Spalding County

The Spalding County 2024 Comprehensive Plan, completed in 2004, does not specifically discuss character areas; however, general areas of the county with specified land use goals are discussed. The county's overall future land use vision is preservation of the rural character of the county through conservation, while meeting the growing needs of the population by concentrating other uses in nodes and centers in key areas of the county.

The Future Land Use Plan includes several categories of land use, including: village nodes, existing and emerging commercial centers, regional commercial center, crossroads commercial areas, and open space network. These land use types would support Spalding County's future land use vision.

- **Village Nodes:** The plan includes four proposed village nodes, which would contain pedestrian and bike friendly mixed use residential and commercial developments that are typical to small towns.
- **Commercial Centers:** The five existing and emerging commercial centers would also create pedestrian friendly development, but would be larger in size than village nodes. These are centered on the towns of Orchard Hill, Sunny Side, and East Griffin, south of Griffin where highways 155 and 41 meet, and north of Griffin where Vineyard Road and Highway 41 meet.
- **Regional Commercial Center:** The one planned Regional Commercial Center is located where the existing I-75 interchange meets Highway 16 and at the Jenkinsburg Road potential new exit. This center, because of its proximity to the interstate would be more car friendly, with a character more typical to what is currently being developed within Spalding County.
- **Crossroads Commercial Areas:** Small concentrations of locally-serving retail and other services at rural crossroads that will provide conveniences to nearby agricultural/residential areas.
- **Open Space:** The creation of an Open Space Network would permanently protect open space along streams and lakes, leaving potential to build greenways and public greenspace.

## City of Griffin

The 2013 Griffin Comprehensive Plan identifies character areas that were created with input from the Steering Committee and City Staff, shown in **Table 6**.

The Griffin Comprehensive Plan identifies four activity centers that are the primary drivers of economic prosperity. These are listed below.

- Medical Overlay District
- Griffin Downtown Historic District
- West Griffin LCI Study Area
- Griffin-Spalding County Airport Overlay District.

Envisioned development patterns: pedestrian-scale mixed use, greater connectivity, nodal development at major intersections, encourage smaller-scale commercial to serve residential areas, discourage commercial strip development, limit driveway access through shared-driveways and inter-parcel access, incorporate shared parking.

In addition to these locations, several areas have been the focus of recent studies or have major developments either proposed or underway. These areas are likely to further shift land use patterns and impact transportation needs in Griffin-Spalding County.

## Future Land Use Map

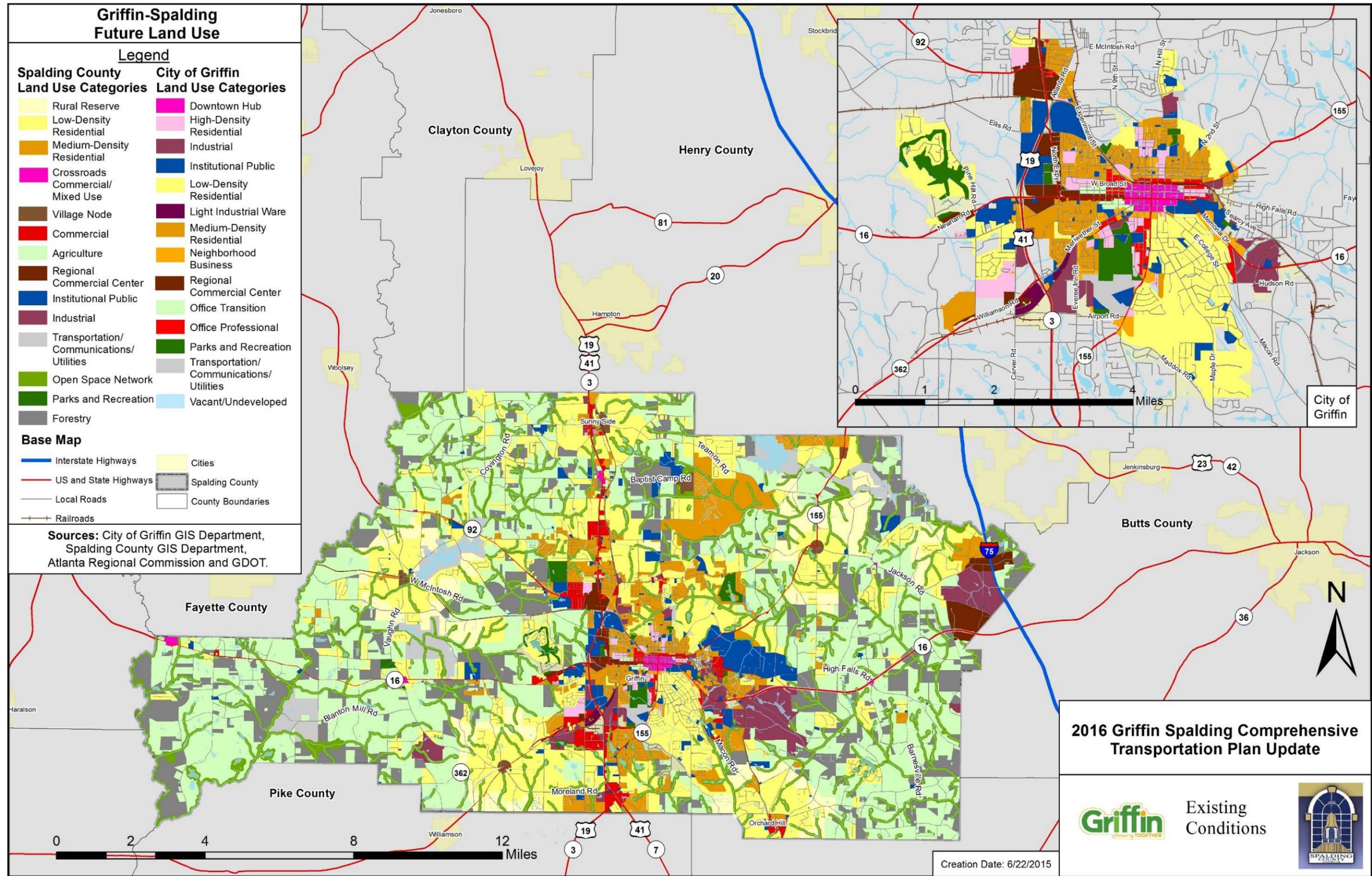
**Figure 17** provides a map of future land use categories for Spalding County and the City of Griffin. The future land uses show a fine-grained map of the land use visions and character areas previously discussed. Future Land Use maps also provide a framework for communities in making development and rezoning decisions.

The future land use categories for Spalding County clearly show continuation of agricultural and low-density land uses throughout much of the county, with nodes of commercial and industrial uses, and fingers of open space along the stream network. Major differences between existing land uses and those shown in this map include the large area of public/institutional land use where the new airport is planned, increased amount of commercial/industrial uses southeast of Griffin along Highway 16, and commercial and industrial land near I-75 in anticipation of a future interchange.

**TABLE 6. CITY OF GRIFFIN CHARACTER AREAS**

Character Area	Locations	Characteristics
Activity Centers	<ol style="list-style-type: none"> <li>1. Medical Overlay District</li> <li>2. Downtown Historic District</li> <li>3. West Griffin LCI Activity Center Area</li> <li>4. Griffin-Spalding Airport</li> </ol>	<ul style="list-style-type: none"> <li>• Central location for jobs and economic development opportunities.</li> <li>• Land uses would be mixed with commercial, civic/institutional, medium to high density residential, and parks.</li> <li>• Design should be pedestrian friendly with connections to greenspace and trail networks.</li> <li>• They should also be at major intersections to serve surrounding residential areas.</li> <li>• The goal is to create a sense of place, inclusive development through transportation alternatives and social/economic development, and environmental protection.</li> </ul>
Traditional Neighborhoods	<ol style="list-style-type: none"> <li>1. West Griffin</li> <li>2. North Griffin</li> <li>3. Southwest Griffin</li> <li>4. East Griffin</li> </ol>	<ul style="list-style-type: none"> <li>• Older residential areas, including pedestrian friendly streets and neighborhood businesses.</li> <li>• Seeks to maintain existing homes and historic architecture, accommodate infill development and improve pedestrian connectivity within mostly residential area.</li> <li>• Goal is to maintain traditional neighborhoods and sense of place, while improving transportation alternatives and environmental conservation.</li> </ul>
Highway Corridors	<ol style="list-style-type: none"> <li>1. US 19/41 Corridor</li> <li>2. West Taylor Street/SR16</li> </ol>	<ul style="list-style-type: none"> <li>• Seeks to revitalize commercial centers and encourage infill development.</li> <li>• Bicycle and pedestrian paths would be incorporated into street design, with landscape d buffers from the roadway.</li> <li>• Would serve as gateway corridors to provide sense of arrival into Griffin.</li> </ul>
Redevelopment Areas	<ol style="list-style-type: none"> <li>1. Meriwether Street</li> <li>2. North Hill Street</li> <li>3. Thomaston Mills</li> </ol>	<ul style="list-style-type: none"> <li>• Seeks to reverse deteriorating trends, spur economic growth, create new housing, and improve quality of life.</li> <li>• Neighborhood redevelopments should be pedestrian/bicycle oriented, and infill development should meet design standard and be compatible with surrounding land uses.</li> </ul>
Educational Centers	<ol style="list-style-type: none"> <li>1. University of Georgia – Griffin</li> <li>2. Southern Crescent Technical College</li> </ol>	<ul style="list-style-type: none"> <li>• Development seeks to be pedestrian friendly, and encourage opportunities for educational facility expansion.</li> <li>• An expansion of facilities will be seen as incentive for employers to locate in Spalding County, and be a powerful tool in economic development.</li> <li>• Implement strategies in collaboration with UGA and Southern Crescent Technical College.</li> <li>• The goal is for educational opportunities and social/economic development, while maintaining regional and environmental identity.</li> </ul>
Employment Centers	<p>Commercial Retail District</p> <p>Industrial Parks</p>	<ul style="list-style-type: none"> <li>• Includes large office and industrial parks, with large concentration of jobs.</li> <li>• Developing employment centers will catalyze needed growth in job opportunities.</li> <li>• Implements strategies outlined in LCI studies.</li> </ul>
Suburban Residential	<p>South Griffin</p> <p>Southwest Griffin</p> <p>West Griffin</p>	<ul style="list-style-type: none"> <li>• Development seeks to accommodate infill development that complements the area, provide transportation alternatives and connectivity, and encourage location of civic facilities at suitable locations within walking distance of residences.</li> </ul>

FIGURE 17. FUTURE LAND USE MAP



Within the City of Griffin, the central core of the city is planned as Downtown Hub with a mix of uses, surrounded by areas that are medium to high density residential. A significant amount of public/industrial uses are planned, allowing for future expansion of college campuses and other institutions. The southeast quadrant of the city is planned to continue as low-density residential, preserving existing neighborhoods.

## POTENTIAL LAND DEVELOPMENT POLICY ISSUES

As discussed in *Inventory of Existing Conditions Report*, there are several large-scale developments in Spalding County that are recently constructed or are proposed for the short-term (these are listed and described in Existing Conditions). While providing new housing and economic development opportunities to the area, some have inconsistencies with the development goals and future land use visions for the City of Griffin or Spalding County.

The City of Griffin and Spalding County each have their own vision for growth, with Griffin promoting development and redevelopment throughout the city, while Spalding County hopes to concentrate future development in key areas to preserve its overall rural character.

- As a general issue, a high proportion of new development is occurring in the northeast quadrant of Spalding County, which has limited transportation capacity and is not necessarily envisioned as a high growth area. At the same time, limited development is occurring in LCI study areas or in identified nodes of the County.
- As discussed in the *Inventory of Existing Conditions Report*, Spalding County envisions growth that will preserve its rural character by concentrating future development in key nodes and limit the effects of sprawl. Furthermore, it aims to establish a balance of housing choices, including mixed-use developments as well as create multi-purpose paths and bike lanes between communities. The City of Griffin hopes to develop walkable live, work, play neighborhoods with multimodal access, thereby creating inclusive communities for all. A major goal is to redevelop the Central Business District.
- The proposed developments of Heron Bay, Sun City Peachtree, and the Village are located in areas where the county is encouraging development at village nodes. While these areas currently have low densities, with 100-200 people/square mile, the new developments will bring more activity to the areas than intended, inconsistent with nodal development policy at key intersections to the north of the county.
- In contrast, development (and proposed development) within the City of Griffin has been more limited. Even projects proposed or occurring within the Griffin city limits have primarily been outside of the downtown core, including the university expansions on the northwest side, airport redevelopment on the south side and the nodal developments on North Hill Street spanning the north side. The central business district, which the City of Griffin identifies in previous plans as a redevelopment site, could benefit from public-private partnerships with developers that focus on mixed-use developments and embrace the live, work, play model discussed in the 2014-2034 Comprehensive Plan.
- New developments such as Heron Bay, the Lakes at Green Valley, and Sun City Peachtree will bring new housing, retail, and office space to rural areas which have historically seen lower densities and little development; however, these are in or near areas designated as regionally important resources (rural preservation, environmental protection surrounding Cole Reservoir) on the ARC Unified Growth Policy map. These developments could conflict with the rural characteristic that Spalding County hopes to preserve, while at the same time promoting sprawl in an area with important water resources.

- The potential expansions of UGA-Griffin Campus and Southern Crescent Technical College with a new town center linking the two universities would support recommendations from the West Griffin LCI study.

Overall, there is a need for coordination between the city of Griffin and Spalding County to ensure that future development is compatible with the vision of both communities, as well as the direction for future growth in the Atlanta region. Furthermore, there may be a need for new development strategies and policy that encourage downtown development and limit the effects of sprawl.

## FUTURE LAND USE NEEDS

The ARC's Unified Growth Policy Map (UGPM) and Regional Development Guide provide direction for future growth in the region. Areas and places defined by the UGPM within Spalding County consist of the following:

- **Established Suburbs** are defined as areas where suburban development has recently reached "build-out" and where there may be opportunities for redevelopment over the next decades. The places within Spalding County identified include the central Griffin area, including the regional town center of Griffin and the wellness district surrounding Spalding Regional Hospital. The Regional Development Guide describes regional town centers as significant job centers and encourages additional density or infill development, which is in line with the City of Griffin's goal to redevelop the downtown area and Central Business District. Future land use designations indicate a downtown hub, medium-to-high density residential, some industrial, professional, and business districts in this area which supports UGPM designations.
- **Developing Suburbs** are identified to the north of Griffin, and further south beyond the established suburbs. These are newer suburban areas, which are still developing. Implementation goals defined by ARC are similar to those of established suburbs, but encourage future development closer to existing neighborhoods and established communities rather than greenfield development. Specific places identified include the UGA-Griffin and Southern Crescent Technical College areas of West Griffin. University Districts provide a mix of employment and residential options, and the Guide encourages utilizing complete streets and emphasizing walkable bikeable communities that connect to regional transportation. The proposed expansion of the college campuses, as well as creation of a town center between the two fulfills the development goals outlined by ARC which aims to further develop existing communities rather than expanding outward. The developing projects at Green Valley, redevelopment at the existing airport, and redevelopment nodes along North Hill Street also play a role in these developing suburbs.
- **Rural Areas** include the remaining portion of Spalding County that are east, west, and north of the City of Griffin and its outer suburbs. These areas coincide with those identified in the Spalding Comprehensive Plan that envisions maintaining their rural feel. Rural land uses tend to dominate, and little to no development has taken place up to this point. The UGPM identifies Sunny Side as a village center, with an additional eight crossroad communities in outer Spalding County, which coincide with village nodes as identified in Griffin-Spalding Plans. Most future land uses designated complement the UGPM and county vision – however several developments that are occurring outside of the existing and developing suburbs may compromise the rural feel of these areas. There will be a need to ensure that future development does not interfere with the rural character of Spalding County.

- **Intermodal Facilities** within Spalding County include the Griffin Norfolk-Southern Rail Yard, a rail facility northeast of the Central Business District, and the Colonial Pipeline, a truck/pipeline terminal on E. McIntosh Road. Based on emerging industrial areas around the Lakes at Green Valley and the existing airport site, there may be need for additional intermodal facilities to the south side of Griffin. The 1888 Mill development on the southwest edge of Griffin projects to have fifty to seventy trucks per day. All of these, in combination with the overall concern for truck traffic addressed in the previous Comprehensive Transportation Plan demonstrate a need to limit truck traffic in already congested areas, and locate intermodal terminals in locations that avoid impacting traffic in already congested areas.
- **Park and Rides** connecting to regional transit service will be needed as plans for local and regional transit continue to develop. Several locations have been proposed for a commuter rail station within downtown Griffin, and near the mill redevelopment site. A new commuter rail station could be a catalyst for future development and revitalize the downtown area. There is also opportunity for this location to be used as a park and ride location should shuttle/bus transit services be expanded in Griffin and Spalding County.

## ZONING NEEDS

As discussed in the *Inventory of Existing Conditions Report* section, key zoning districts that provide regulations and standards for complete streets and/or mobility improvements areas include the active adult residential district, village node district, Arthur K. Bolton Parkway overlay district, mixed-use/TOD overlay district, and medical overlay district. These districts are shown in **Figure 18**, and the associated needs related to zoning are discussed below.

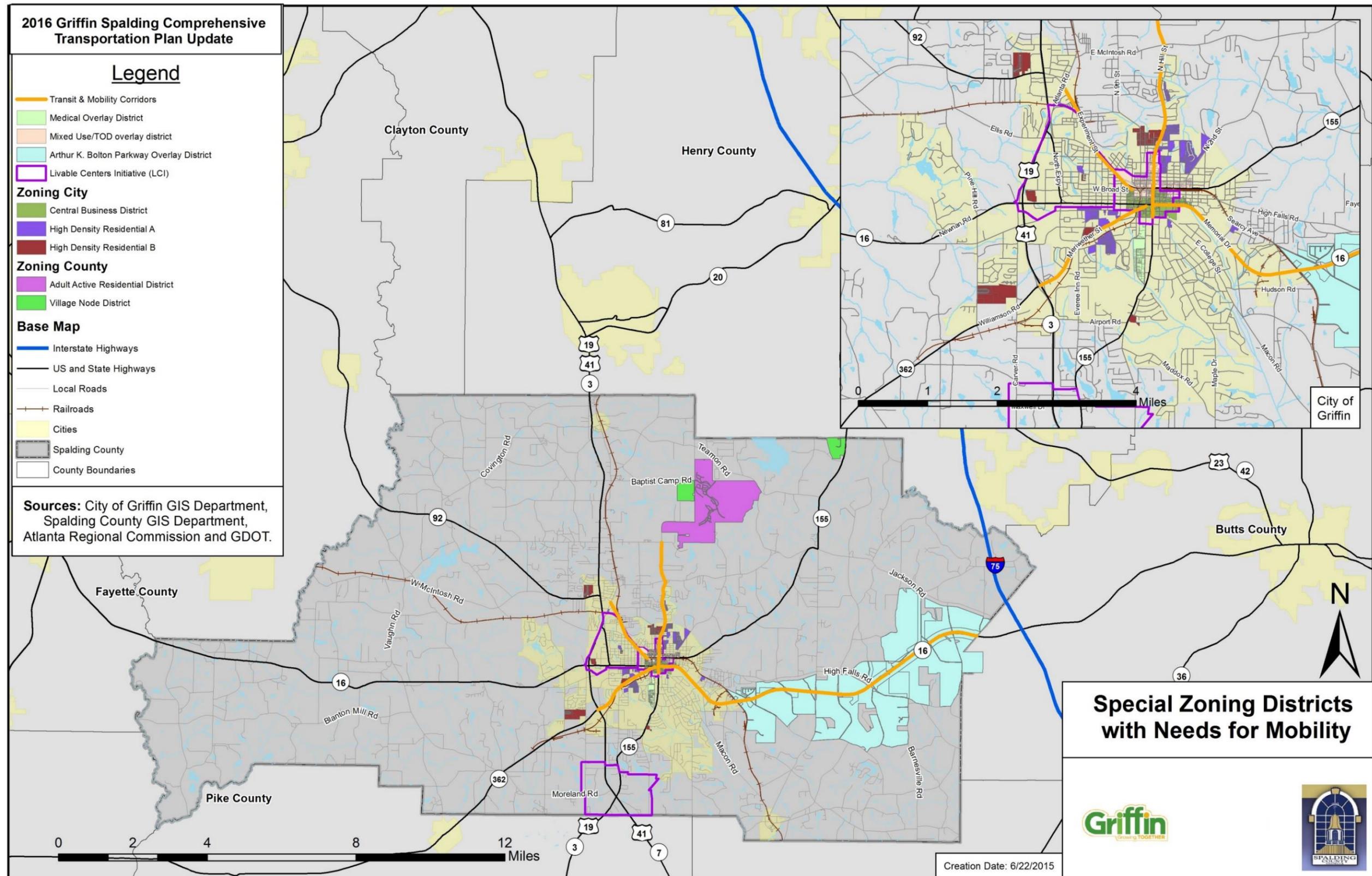
- The **Active Adult Residential District**, which was created for Sun City Peachtree, calls for pedestrian access and connectivity to public transit. Many streets within this adult residential community have sidewalks, allowing for pedestrian mobility; however, this area does not currently have access to transit which poses a need for the community with a large concentration of older adults who cannot or do not want to drive.
- The **Village Node Districts** in Spalding County are located at The Village, and east of Heron Bay Village. They have pedestrian and streetscape requirements, and the developments are proposed or in progress at both sites, which should be planned to meet zoning regulations. There is a need for complete streets surrounding all residential and commercial spaces, as well as a landscape strip and decorative lighting around all uses. Additionally, both multiple family residential and commercial uses will need a park bench every 200 feet.
- The **Arthur K. Bolton Overlay District** consists of parcels located outside of Griffin city limits between the eastern boundary of Griffin and the Butts County line along Hwy 16. Planned development in this district, including the Lakes at Green Valley will need to be accessed through new streets with landscaping requirements. Additionally, sidewalks must be on every interior street of the development and designated parking areas both covered and uncovered are required.
- The **Mixed use/TOD overlay district**, or the Griffin Overlay District is located downtown comprising of parcels along N Hill St, Broadway St, and Chappell St, Central Ave, and Broad St. It is split into three development categories, one of which is designed for a pedestrian friendly environment. While most streets in the district have sidewalks and crosswalks, no bicycle facilities exist. The proposed commuter rail station within this district would provide a need for additional multi-modal transportation facilities in the area.

- The **Medical Overlay District**, located in southern Griffin and designed for the Spalding Regional Medical Center and its surrounding medical uses requires pedestrian connectivity. Currently, only a few streets in the district have sidewalks. Both Addavale Street and S. 9<sup>th</sup> Street would benefit from sidewalks in order to better connect the hospital with other medical services within the district.

Corridors in Griffin and Spalding County can benefit from complete streets or increased mobility. The LCI has three areas in Spalding County: Griffin in downtown Griffin, West Griffin, west of downtown Griffin, and TriCounty, south of Griffin divided by Hwy 19 & 41. The Mixed Use/TOD overlay district was a result of the LCI plan for downtown Griffin. These areas and the special zoning districts help to designate corridors as transit and mobility corridors.

- Hill St would benefit as a transit or mobility corridor because it travels through the Griffin LCI area, Mixed Use/TOD District, High Density Residential District, and the Central Business District. The Mixed Use/TOD District requires pedestrian facilities, and are also recommended in the Griffin LCI. Hill St would connect the mixed-use uses with the downtown hub, which will include 20% residential, 20% commercial, 20% entertainment, 20% government, and 20% professional/office uses. The LCI plan recommends pedestrian-oriented storefront retail uses for the area of the street north of Taylor St. It also suggests an entertainment district in the area on Solomon Street between 8<sup>th</sup> Street and Hill Street. New sidewalks should be created along S. Hill Street.
- Taylor St/SR 16 travels though the Griffin and West Griffin LCI areas, the Central Business District, the High Density Residential District and the Arthur K. Bolton Overlay District. It will connect the Downtown hub, institutional public uses, and the Arthur K. Bolton Overlay District. The LCI describes W Taylor St as a poor gateway to Griffin’s core because of the deteriorated buildings and lack of trees. It suggests implementing trees and placing a gateway feature at the intersection of North Expressway and SR 16. These gateway features could include architecturally distinctive buildings, monuments, landscaping, signage, and improvements. Sidewalks should be widened and landscape medians should be constructed to provide gateway features and better mobility. Another LCI recommendation is a multi-use path along Experiment St, N Expressway and W Taylor St to connect the campus to a proposed town center, and downtown.
- Experiment St traverses through the Griffin and West Griffin LCI areas, the Mixed Use/ TOD district, and the Central Business District. This street connects the UGA Griffin Campus with the core downtown area. The LCI plan suggests medium-density, mixed-use office and residential uses in this area. Pedestrian and bicycle facilities would better connect the downtown to the UGA-Griffin and Southern Crescent Technical College campuses. The LCI plan suggests implementing a gateway feature at the intersection of Ellis Road and Experiment Street to signify entry into the downtown from the campuses.
- Meriwether Street traverses through the Griffin LCI area, the Central Business District, and the High Density Residential district. Meriwether Street will connect the high density residential use to the downtown hub. The LCI recommends improvements to the intersection of Meriwether and Poplar because Meriwether is a gateway into downtown.

FIGURE 18. SPECIAL ZONING DISTRICTS WITH NEEDS FOR MOBILITY



## AIRPORT LAND USE NEEDS

The establishment of a new regional airport in east Spalding County will create several direct and induced land use changes, as well as new transportation infrastructure needs. Direct changes include the acquisition of existing rural, residential and commercial/industrial property to include within the airport property for the airport facilities, associated businesses, and the clearing or holding of land for preservation of runway clear zones or future runway expansion.

Induced changes may occur surrounding the airport property, where land uses may change as the airport is established- commercial/industrial businesses may choose to relocate closer to the airport, and residential uses may become less desirable in proximity to the property due to noise impacts and accident concerns, both real and perceived. New Federal Aviation Administration (FAA) policies disallow 'through the fence' use of the airport - all airport runway users are now required to be located within the airport property. This policy change may somewhat limit the potential land use changes outside of the fence, as most airport-related businesses would need to be on airport property.

Wild Plum Road has already been identified as providing the main entrance into the new airport from High Falls Road. The proposed runway will necessitate the closure of the south end of Sapelo Road. The north end would dead end at the north fence of the airport, or could provide a secondary access gate to the north.

FAA has suggested that the new airport should accommodate potential expansion for up to a 6,000-foot length runway. This would require additional acquisition of property to either the southeast or northwest of the planned runway and clear zones that make up the currently proposed property. The County will need to provide land use and transportation policies to ensure that the area or areas off one or more runways are not developed until such time as the airport may be expanded, in order to prevent unnecessary relocations/condemnations and additional acquisition expenses.

The following potential needs are provided as a result of analysis of existing/future land uses, transportation network, and information provided at the Griffin-Spalding County Airport Workshop.

- **Preservation of potential runway expansion areas:** Planned land uses and development policies should allow for potential expansion of the runway to 6,000 feet. It is likely that this would occur to the east end of the proposed runway, and could conflict with future planned land uses adjacent to the site, which include transportation, communications, and utilities, as well as office transition.
- **Limit development encroachment:** The Lakes at Green Valley industrial park, adjacent to the new airport to the south is anticipated to be at capacity within several years, and may need expanding. Policies are needed to ensure that such developments would not cause encroachment or conflicts with the airport site. If the current airport site is redeveloped for industrial use, this may alleviate this concern.
- **Limit land use conflicts surrounding the airport:** The new airport site is adjacent to primarily agricultural land uses and forest to the north and east, with residential and commercial/industrial land uses to the southeast. Some residential land uses could conflict with the surrounding airport due to noise or safety concern. Policies are needed to ensure that existing land use surrounding the airport does not conflict with each other. Additionally, there will likely be a joint airspace protection overlay district established for the land adjacent to the new airport.

- **Preserve rural areas to northeast:** Policies and infrastructure are needed to ensure that induced commercial/industrial development occurs south and west of the airport, where these types of land uses and adequate infrastructure are envisioned, rather than north and east of the planned airport where rural and low-density residential development..
- **Provide areas for industrial/commercial growth:** Several nearby industrial facilities have been expanding, including the 1888 Mills development. The redevelopment of the existing airport may provide opportunities for further commercial/industrial expansion; however additional routes from the site west to US 41, as well as internal roadways within the existing property would be needed for improved access and to create fee-simple properties..

## RECOMMENDATIONS

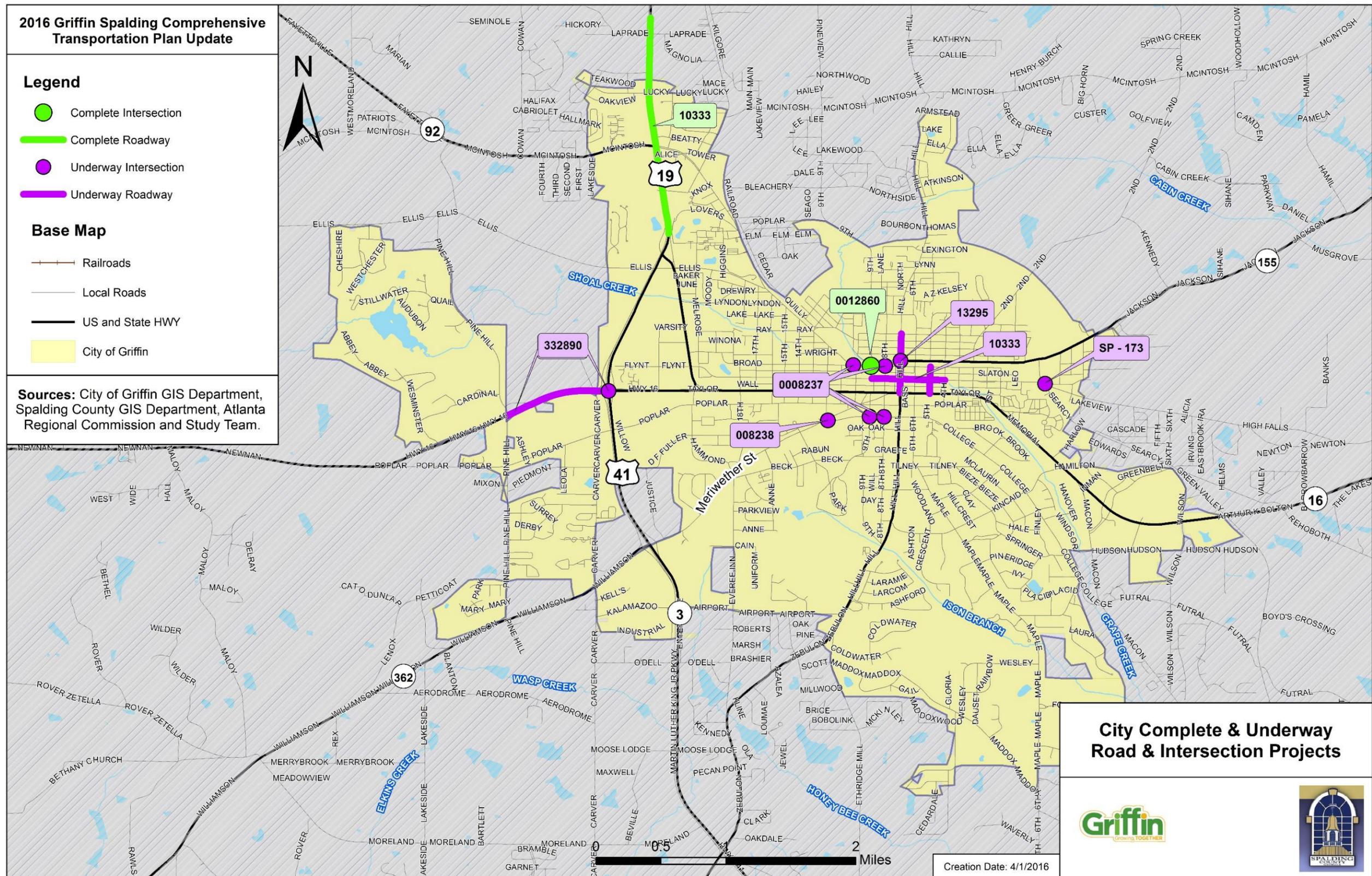
### ROADWAYS AND INTERSECTIONS

After reviewing the needs but before proposing recommended projects, recently completed or underway projects are considered. **Table 7** and **Figure 19** summarize recently completed or underway roadway and intersection projects in the City of Griffin. The major recently complete roadway project is the widening of US 19/41 at the north end of the city. In addition, safety equipment has been installed at the downtown Broad Street railroad crossing. At the time of the development of the plan, several projects were underway in the City of Griffin, including the intersection improvement program, which will improve four intersections. Three additional intersection improvements are underway, along with downtown Griffin bike-pedestrian facilities. A major interchange reconstruction is underway at the US 19/41 interchange with SR 16 in conjunction with a widening of SR 16 west from the interchange to Pine Hill Road.

**TABLE 7. CITY OF GRIFFIN PROJECTS - RECENTLY COMPLETED OR UNDERWAY**

ID	Project	Improvement	Status
0012860	CS 792/W. Broad Street @ Norfolk Southern #718193N in Griffin	Railroad Crossing Equipment Upgrade	Complete
0342621	US 19/41 Widening: SR 3/US 19/H. Talmadge Hwy from north of CS 804 north to north of CR 18	Widening from 4 to 6 lanes	Complete
0008237	<b>Intersection Improvement Program - Phase I:</b> <i>(W. College St at 8th and 9th / W. Broad at 8th and Experiment St.)</i>	Signal upgrade and intersection realignment. Construction to begin soon.	Underway
0008238	<b>Intersection Improvement Program - Phase II:</b> <i>(W. College St at 12th St.)</i>	Realignment. Construction soon to begin	Underway
0010333	<b>Griffin Bike-Ped Facilities (Road Diet):</b> North Hill Street (SR 155), East Solomon Street, and South 5th Street	Looking to recover schedule with ROW Authorization in May 2016	Underway
00013295	<b>E. Broadway Street (SR 155) at N. Hill Street</b>	Install signal and left turn lane at westbound approach.	Underway
0332890	<b>SR 16 from Pine Hill Road to SR 3/US 19; including interchange</b>	Turn Lanes, Interchange, Bridges, Widening	Underway
SP-173	<b>Solomon Street Scoping Study</b>	Project implementation proposed for 2016-2021 SPLOST under project SPLOST-5	Underway
0000410	<b>SR 362 / Williamson Rd at Rover Zetella Rd / Moreland Rd - Turn Lanes</b>	Turn Lanes	Underway

FIGURE 19. CITY OF GRIFFIN PROJECTS – RECENTLY COMPLETED OR UNDERWAY

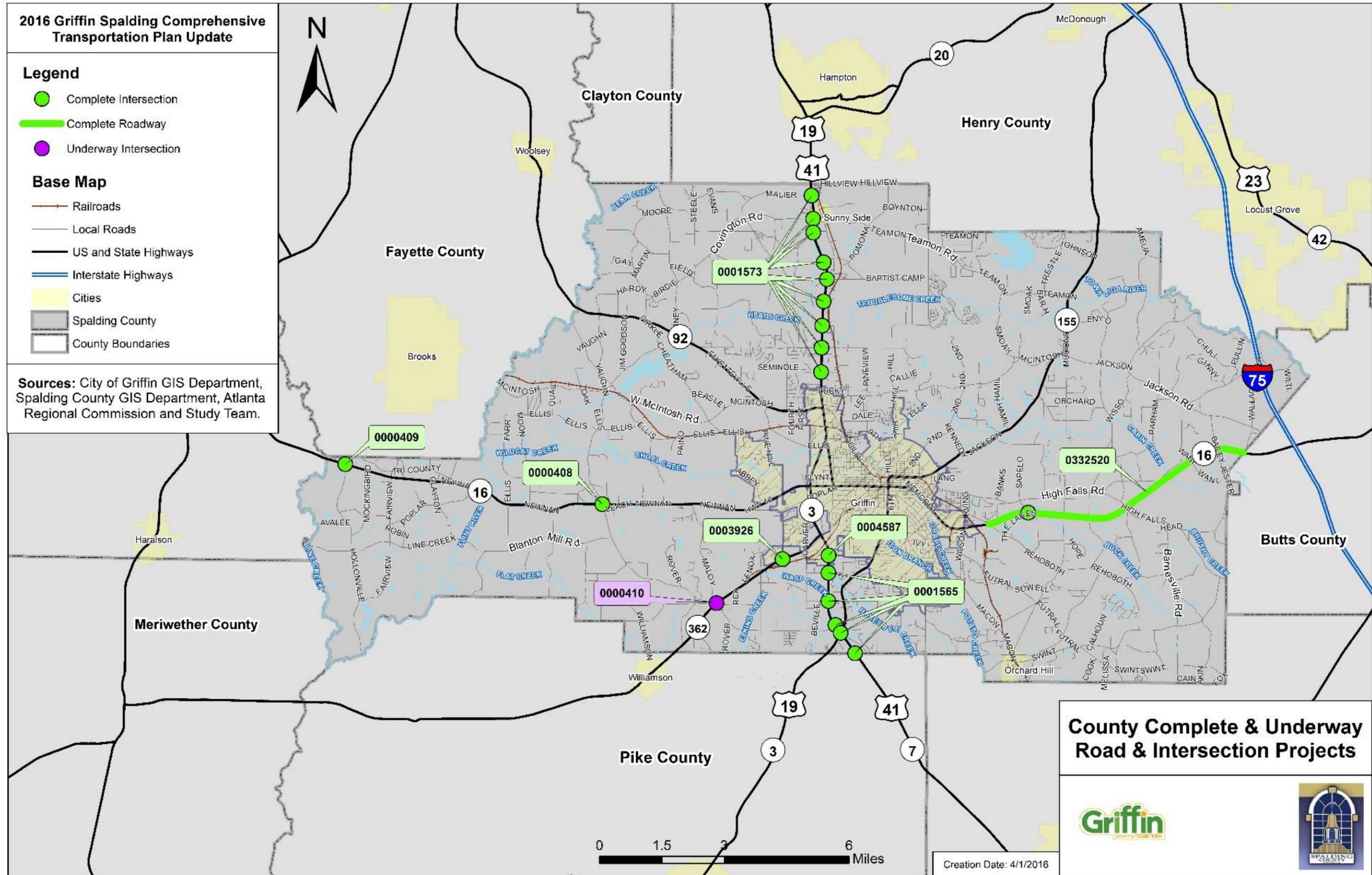


**Table 8** and **Figure 20** show the recently completed and underway roadway and intersection projects in Spalding County outside of the City of Griffin. The SR 16 widening to the east was a major roadway improvement. US 19/41 has also been enhanced with median turn lane offset safety improvements. More recently, turn lanes have been added at Vaughn Road and Rover Road, and a roundabout has been installed at SR 16 and Hollonville Road. Beyond the widening of SR 16 from Pine Hill Road to US 19/41 identified previously under the City, an intersection improvement is underway to add turn lanes at the intersection of SR 352 / Williamson Road, Rover Zetella Road, and Moreland Road.

**Table 8. Spalding County Projects - Recently Completed and Underway**

ID	Project	Improvement	Status
0000408	SR 16 @ CR 35/ Vaughn Rd & CR 507/Rover Rd.	Turn Lanes	Complete
0000409	SR 16 @ CR 496/688/Old 85 Connector/Hollonville Rd.	Roundabout	Complete
0001565	SR 3/SR 7/US 41 median turn lanes from south of Barnesville / Lamar to CR 42/Spalding including intersections	Median Turn Lane Safety Improvements	Complete
0001573	SR 3/US 19/41 median turn lanes from Griffin to Henry County including intersections	Median Turn Lane Safety Improvements	Complete
0004587	SR 155/US 19/41 @ CR 43/Airport Rd.	Median Turn Lane Safety Improvements	Complete
0003926	Pine Hill Rd. at SR 362	Intersection Improvement	Complete
0332520	SR 16/Arthur Bolton Pkwy	Widening from 2 to 4 lanes	Complete
0000410	SR 362 / Williamson Rd at Rover Zetella Rd / Moreland Rd	Turn Lanes	Underway

FIGURE 20. SPALDING COUNTY PROJECTS – RECENTLY COMPLETED OR UNDERWAY



Given the above complete and underway projects, a set of recommended projects are proposed to meet the transportation needs of the City of Griffin and Spalding County. Starting with the City, **Table 9** and **Figure 21** identify recommended City projects. The projects are grouped into four tiers based on priority. Beyond the four tiers of projects specifically listed, other previously planned projects are included in this document and listed in **Appendix J**.

The first tier of projects is comprised of the two intersection projects within the City from the North Hill Street LCI as well as six intersection improvement projects recommended for the 2016 SPLOST package. LCI Intersection #1 is a realignment with a safety need. A roundabout is proposed at LCI Intersection #2 to mitigate safety and congestion needs. The a scoping study underway for the Solomon Street improvement at Little Five Points that will address congestion and operational needs at the intersection of Solomon Street, Searcy Avenue, Spalding Street, High Falls Road, and the railroad. To the north of Little Five Points on Searcy Avenue, a turn lane is proposed to ease a congestion need at East Broadway Street. An outcome of the planning process for the current/former airport site, an intersection improvement will realign Cain Street at Everee Inn Road. A turn lane will address a safety need at the intersection of SR 16 and Spalding Drive. Realignment Hammond Drive at West Poplar Street will improve safety and congestion needs. Finally, the realignment of College Street at Hamilton/Kincaid Street, which was originally part of the Intersection Improvement Program – Phase 1, will be planned for improvement with SPLOST funds.

The second and third tiers include projects not planned for very near term improvement but that will address important needs as funds become available. One of the few roadway segments recommended for improvement with limited available funds is Old Atlanta Road between East McIntosh Road and Experiment Street / McIntosh Road. This Tier 2 two-lane segment serves an important link between Experiment Street and the US 19/41 corridor to the south and west and East McIntosh Road to the northeast. Operational improvements should be evaluated to address congestion needs in this area. The two other projects in Tier 2 are intersection improvements to address both safety and congestion needs. These involve operational improvements at the downtown signal of Poplar Street at 8<sup>th</sup> Street and study of the intersection of SR 16 and Macon Road / Inman Drive to further improve the geometry and operational conditions.

Tier 3 projects have more challenges, greater costs, and/or less need than Tiers 1 and 2. Several intersections were removed from the Intersection Improvement Program due to environmental or other reasons but still represent bottlenecks in the transportation network. Congestion and safety needs would be improved by realigning and adding turn lanes at the intersection of Poplar Street and Meriwether / New Orleans Street / 10<sup>th</sup> Street. Realigning 9<sup>th</sup> Street at Broad Street could improve congestion but faces right-of-way constraints due to the railroad. A realignment, traffic signal, and roundabout could address safety and congestion needs at Experiment Street at 13<sup>th</sup> Street / Ray Street. Safety improvements are proposed for Carver Road at West Poplar St / Poplar Road and for Macon Road and Hudson Road. Ellis Road could be improved by improving its intersection with Experiment Street to accommodate the new fire station and by adding ramps to create an interchange with US 19/41 to create access. A longer-term project on par with the underway interchange reconstruction at SR 16 and US 19/41 would be at SR 362 and US 19/41 to address safety and congestion.

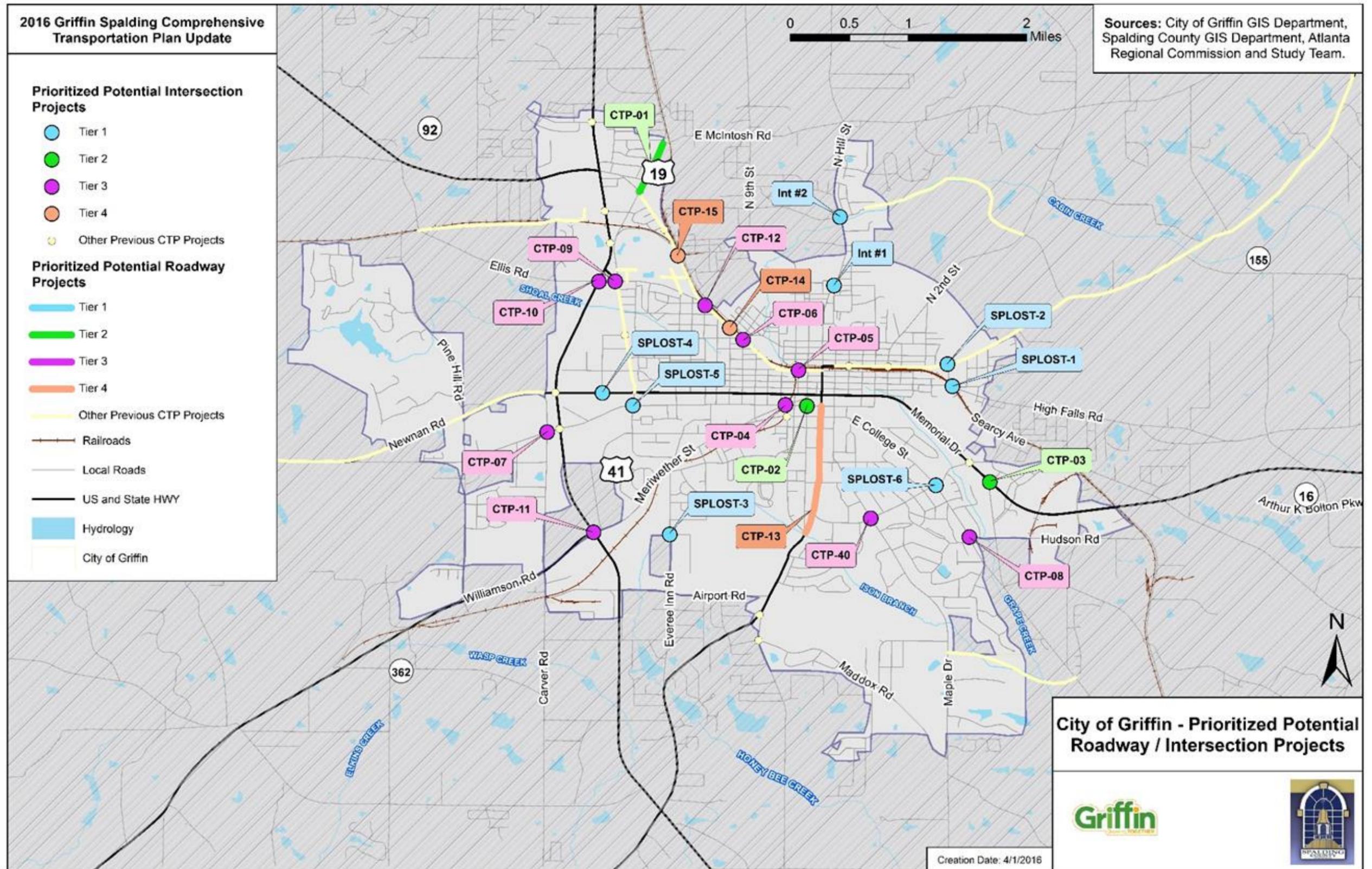
Tier 4 projects are additional improvements that could be advanced as funding becomes available. Improvements could address congestion on SR 155 / South Hill Street from South 9<sup>th</sup> Street to Poplar Street. Realignments could also occur at the intersection of Experiment Street and 14<sup>th</sup> Street and the intersection of Experiment Street and Elm Street.

**TABLE 9. CITY OF GRIFFIN PRIORITIZED RECOMMENDATIONS - ROADWAY AND INTERSECTION PROJECTS**

Tier	ID	Type	Name
1	Int #1	Intersection	LCI Intersection #1: North Hill Street at Blanton Ave and N 6th St
1	Int #2	Intersection	LCI Intersection #2: North Hill Street at Northside Dr. and Tuskegee Ave Roundabout
1	SPLOST-1	Intersection	Solomon Street (Little 5 Points) Improvements
1	SPLOST-2	Intersection	Searcy Ave. at E. Broadway Street (SR 155)
1	SPLOST-3	Intersection	Cain St. at Everee Inn Road
1	SPLOST-4	Intersection	Spalding Dr. at SR 16
1	SPLOST-5	Intersection	Hammond Dr. at W. Poplar St
1	SPLOST-6	Intersection	College St.at Hamilton/ Kincaid St. (Intersection Improvement Program - Phase I)
2	CTP-01	Intersection	Old Atlanta Rd between E. McIntosh Rd & McIntosh Rd / Experiment St
2	CTP-02	Intersection	Poplar St at 8th St
2	CTP-03	Intersection	SR 16 at Macon Rd
3	CTP-04	Intersection	Poplar St. at Meriwether/ New Orleans/10th St (Intersection Improvement Program –Phase 1)
3	CTP-05	Intersection	Broad St. at 9th St. (Intersection Improvement Program - Phase II)
3	CTP-06	Intersection	Experiment St. at 13th/ Ray St. (Intersection Improvement Program - Phase II)
3	CTP-07	Intersection	Carver Rd @ W Poplar St / Poplar Rd
3	CTP-08	Intersection	Macon Rd at Hudson Rd
3	CTP-09	Intersection	N Expressway at Ellis Rd
3	CTP-10	Interchange	Ellis Rd at US 19/41
3	CTP-11	Interchange	SR 362 at US 19/41
3	CTP-12	Intersection	Ellis Rd at Experiment St
3	CTP-40	Intersection	Crescent Road at Maple Drive Improvement
4	CTP-13	Roadway	SR 155 / S Hill St from S 9th St to Poplar St
4	CTP-14	Intersection	Experiment St. at 14th St. (Intersection Improvement Program - Phase II)
4	CTP-15	Intersection	Experiment St. at Elm St. (Intersection Improvement Program - Phase II)

*Note: Excludes certain previous planned projects not meeting criteria for Tiers 1 – 4, but to be included in plan document.*

FIGURE 21. CITY OF GRIFFIN PRIORITIZED RECOMMENDATIONS - ROADWAY AND INTERSECTION PROJECTS



**Table 10** and **Figure 22** present the recommended roadway and intersection projects in Spalding County outside the City of Griffin. The projects are grouped into four tiers based on priority. Beyond the four tiers of projects specifically listed, other previously planned projects are included in this document and listed in **Appendix J**.

The first tier of county projects includes a variety of improvements. First, LCI Intersection #3 is the realignment of North Hill Street at East McIntosh Road. Another Tier 1 project is the relocation of SR 155 from Jackson Road to North McDonough Road. This project would upgrade the two-lane section of North McDonough Road to be able to support truck traffic, without widening. With the relocation of SR 155, trucks could bypass downtown Griffin and reach SR 16. Another related projects is the intersection of Jackson Road at North McDonough Road. The need for signalization and turn lanes should be further studied to address the congestion need. An important improvement stemming from the Tri-County Crossing LCI would enable additional travel choices by extending Moreland Road to Zebulon Road and adding associated intersections, which would relieve the congestion and safety needs at the major intersection of Moreland and Zebulon Roads. One of the major safety needs in the county would be addressed by improving the intersection of Macon Road and South McDonough Road in Orchard Hill. A related safety need in Orchard Hill could be improved at Macon Road and Swint Road.

Several Tier 2 projects relate to the new airport. First is a local economic development priority that would signalize SR 16 at Wild Plum Road to accommodate traffic at the growing Lakes at Green Valley and the new airport. Next would be a widening of Wild Plum Road from SR 16 as the new airport entrance roadway toward Sapelo Road. Finally, a new airport access road would connect to Jackson Road to the northwest. Also in Tier 2 is a safety improvement at County Line Road and Ethridge Mill Road.

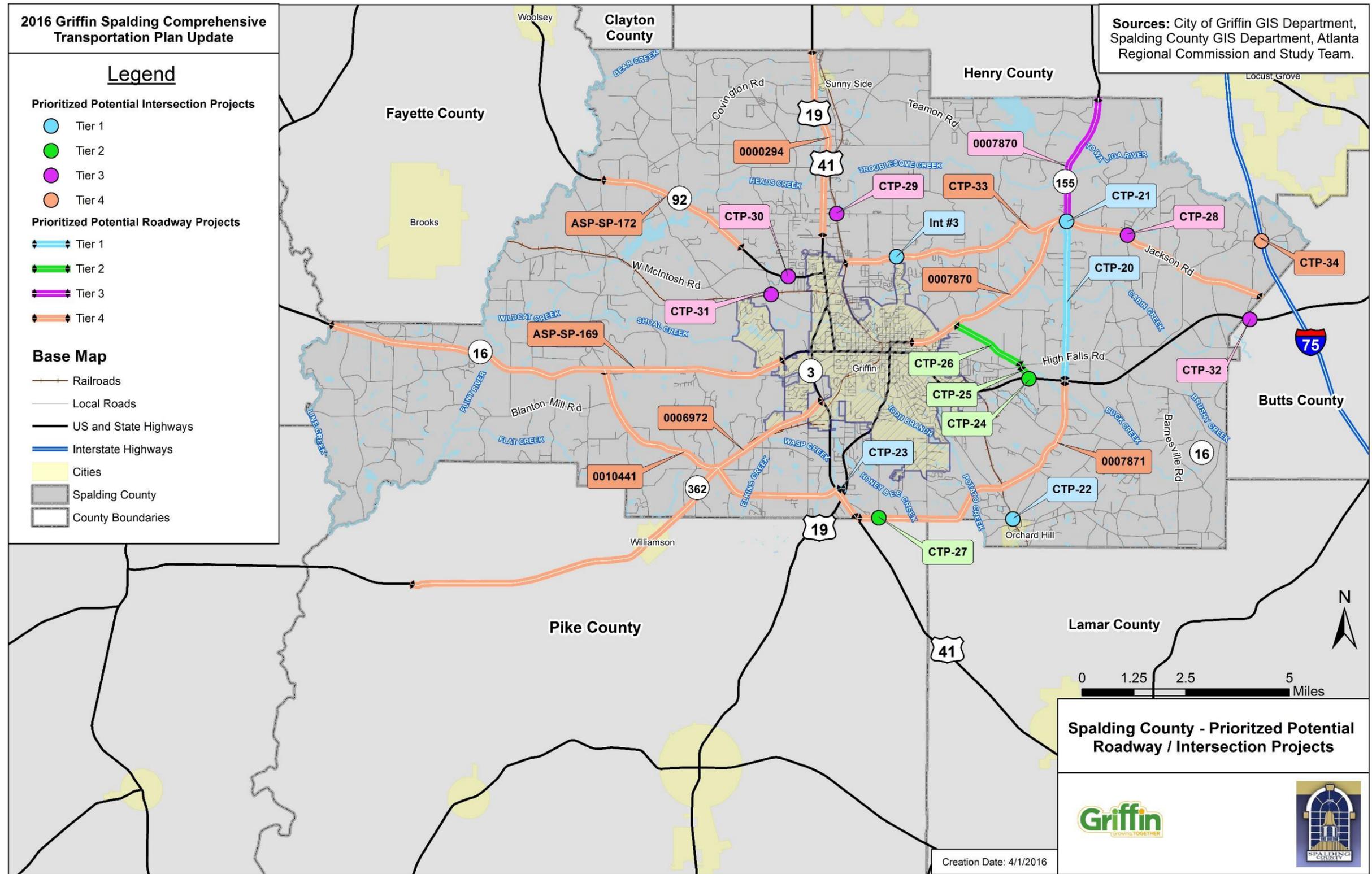
Tier 3 contains other projects, including safety improvements at Old Atlanta Road and Dobbins Mill Road, SR 92 and Cowan Road, and Henry Jackson Road and West Ellis Road. Congestion at Jackson Road and Locust Grove Road can be addressed with signalization and turn lanes. Another local economic development priority is improving the intersection of SR 16 and Wallace Road to support access to future development. After the benefits of the nearer term Tier 1 improvement of Jackson Road at North McDonough Road have waned in the face of growth, SR 155 can be widened from the intersection to Henry County, as funding allows.

The fourth tier of County projects consists of a repository of large previously planned projects for which funding is not forthcoming. This includes the southeast and southwest phases of the Griffin Bypass and widenings of SR 92, SR 16, US 19/41, SR 362, and East McIntosh Road / Jackson Road. Of these widenings, a congestion need was apparent on SR 362 from Kings Bridge Road to US 19/41. In addition, a new interchange with I-75 at Jenkinsburg Road would give Spalding County direct access to the interstate and associated development.

**TABLE 10. SPALDING COUNTY PRIORITIZED RECOMMENDATIONS - ROADWAY AND INTERSECTION PROJECTS**

Tier	MAP ID	Type	Name
1	Int #3	Intersection	LCI Intersection #3: North Hill Street at E. McIntosh Rd
1	0008682	Roadway	CR 498/S McDonough Rd from SR 155 to SR 16 - SR 155 Relocation
1	CTP-01	Intersection	Jackson Rd at N McDonough Rd
1	CTP-02	Intersection	Orchard Hill Intersection Improvements: Johnston Rd / Macon Rd / S McDonough Rd & Macon Rd at Swint Rd
1	CTP-03	Intersection	Tri-County Crossing: Moreland Rd extension to Zebulon Rd with intersection improvements
2	CTP-04	Roadway	Airport Access Road
2	CTP-05	Roadway	Airport Entrance Road (Sapelo Road / Wild Plum Road) Widening and Improvement
2	CTP-06	Intersection	County Line Rd at Ethridge Mill Rd
2	CTP-07	Intersection	Signalize SR 16 at Wild Plum Road / Lakes at Green Valley
3	CTP-08	Intersection	Jackson Rd at Locust Grove Rd
3	CTP-09	Intersection	Old Atlanta Rd at Dobbins Mill Rd
3	0007870	Roadway	SR 155 Widening to Henry County Line
3	CTP-10	Intersection	SR 92 at Cowan Rd
4	0007871	Roadway	Griffin Bypass Phase 2
4	0010441	Roadway	Griffin Bypass Phase 3
4	ASP-SP-172	Roadway	SR 92 Widening
4	ASP-SP-169	Roadway	SR 16 Widening to Coweta County
4	0000294	Roadway	US 19/41 Widening to Henry County
4	0006972	Roadway	SR 362 from Kings Bridge Road to SR 3 / US 19
4	C-015	Roadway	E. McIntosh / Jackson Rd Widening

FIGURE 22. SPALDING COUNTY PRIORITIZED RECOMMENDATIONS – ROADWAY AND INTERSECTION PROJECTS



## BRIDGES

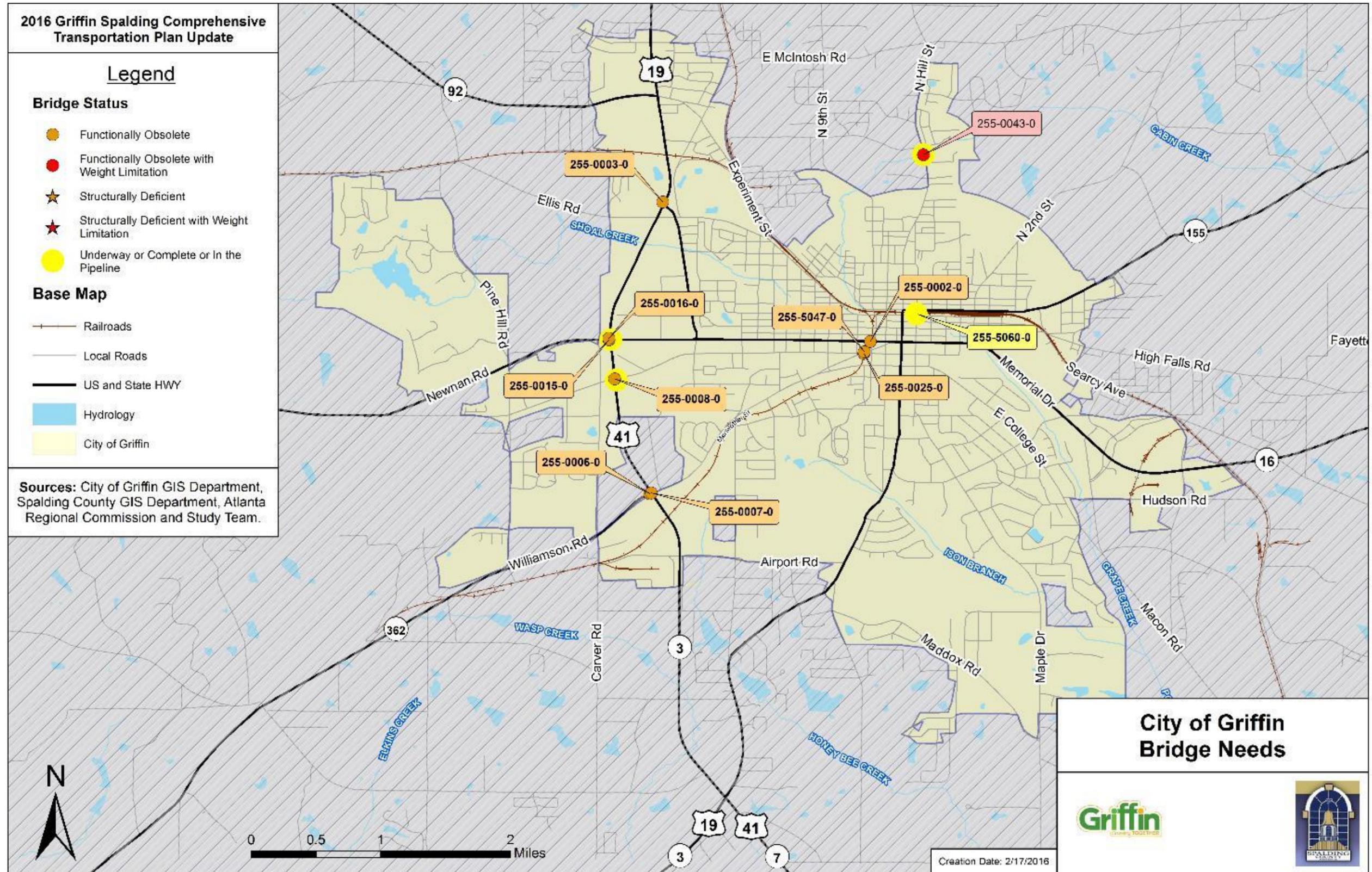
The majority of bridge needs in Spalding County are outside of the City of Griffin. Of the bridges inside the city, **Table 11** lists the bridges with the greatest need. Considering their functionally obsolete status and sufficiency rating, they are recommended for improvement as funding allows. The bridge with the lowest sufficiency rating is a state-owned bridge carrying the southbound ramp from US 19/41 onto the North Expressway, a primary entrance to the city.

**Figure 23** presents the locations of the bridge needs and recommendations, in addition to complete and underway bridges within the City of Griffin. The only functionally obsolete bridge with a weight restriction in the city is in the pipeline at North Hill Street and Cabin Creek.

**TABLE 11. CITY OF GRIFFIN BRIDGE RECOMMENDATIONS**

Bridge ID	Description	Status	Sufficiency Rating	Owner
255-0002-0	SR 16 AT NS Railroad, in Griffin	Functionally obsolete	80.2	State
255-0003-0	US 19/SR 92, SB ramp from SR 3 AT SR 3/US 19 in Griffin	Functionally obsolete	58.5	State
255-0006-0	US 19, SR 3 NBL AT SR 362, in Griffin	Functionally obsolete	67	State
255-0007-0	US 19, SR 3 SBL AT SR 362, in Griffin	Functionally obsolete	78.5	State
255-0025-0	POPLAR STREET AT NS RAILROAD, in Griffin	Functionally obsolete	90.7	County
255-5047-0	Meriwether St at NS Railroad in Downtown Griffin	Functionally obsolete	80.1	City

FIGURE 23. CITY OF GRIFFIN BRIDGE RECOMMENDATIONS



**Table 12** lists the Spalding County bridge needs. The first four tiers of bridge needs as defined in Section X are included as recommendations. **Figure 24** maps the first four tiers of recommended bridge improvements.

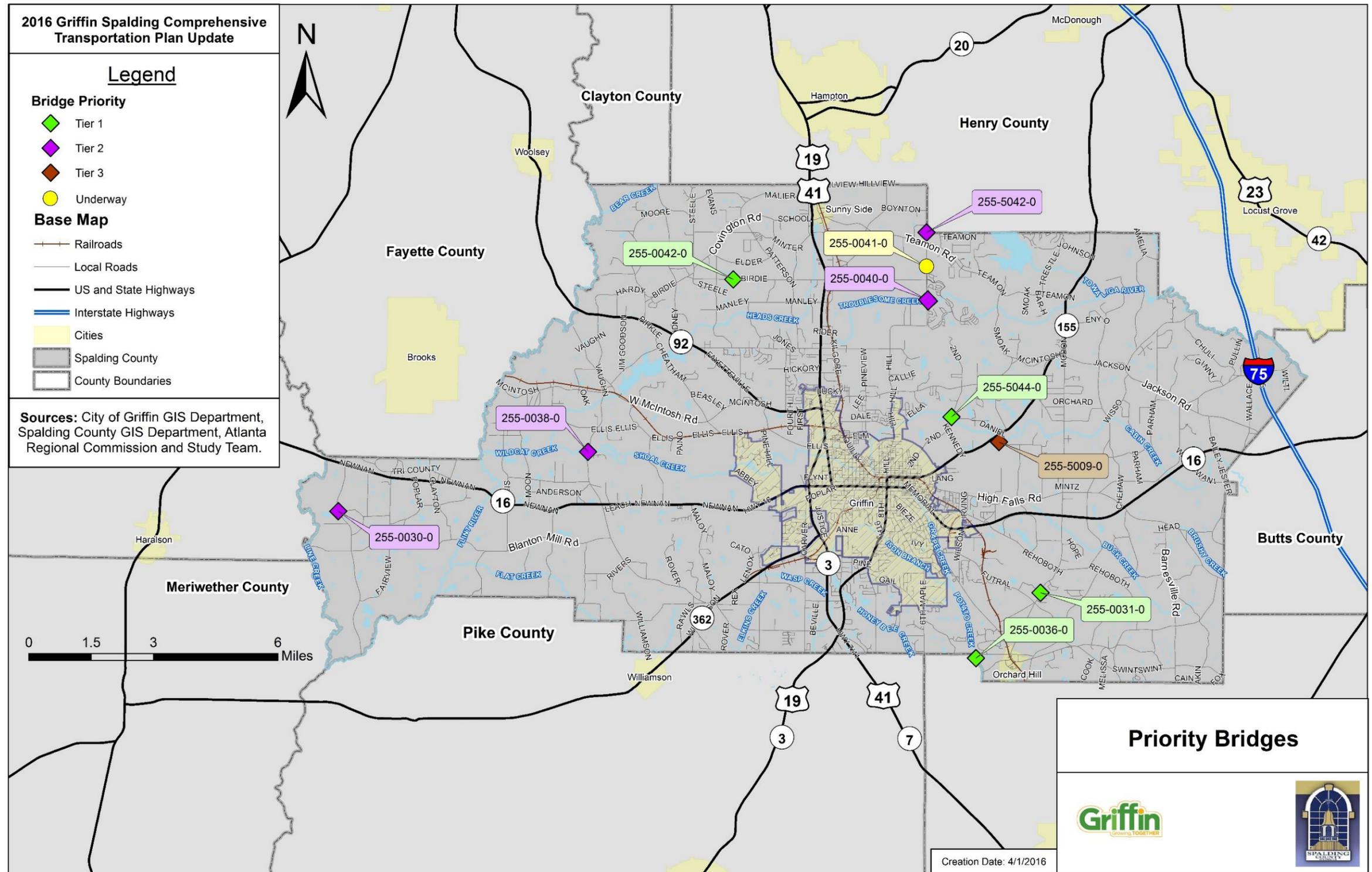
**TABLE 12. SPALDING COUNTY PRIORITIZED BRIDGE RECOMMENDATIONS**

Tier	Bridge ID	Description	Status	Posted	Shored	Current Average Daily Traffic	Sufficiency Rating	Owner
1	113-0019-0	CR 360/MCINTOSH RD @ FLINT RIVER @ FAYETTE/SPALDING CO LINE	Structurally deficient	Yes	No	1,810	9	County
1	113-0019-0	JORDAN HILL ROAD AT TROUBLESOME CREEK, 4 MI N OF GRIFFIN	Structurally deficient	Yes	No	1,560	14	County
1	255-0043-0	HILL STREET AT CABIN CREEK, IN GRIFFIN	Functionally obsolete	Yes	No	8,570	19.5	County
1	255-5044-0	N SECOND ST EXT. AT CABIN CREEK, 2 MI NE OF GRIFFIN	Functionally obsolete	Yes	No	1,940	30.5	County
1	255-0031-0	McDonough ROAD AT BUCK CREEK TRIB, 4 MI SE OF GRIFFIN	Functionally obsolete	Yes	No	1,760	59.7	County
1	255-0042-0	BIRDIE ROAD AT GRIFFIN RESERVOIR TRIB, 5 MI NW OF GRIFFIN	Structurally deficient	Yes	No	1,200	20.8	County
1	255-0036-0	COUNTY LINE ROAD AT POTATO CREEK, 3 MI SE OF GRIFFIN	Structurally deficient	No	Yes	3,820	5	County
2	255-5042-0	JORDAN HILL ROAD AT TOWALIGA RIVER TRIB, AT HENRY CO. LINE	Structurally deficient	No	Yes	1,740	23.2	County
2	255-0030-0	HOLLONVILLE ROAD AT LINE CREEK TRIB, 12 MI W OF GRIFFIN	Structurally deficient	Yes	No	1,780	16.3	County
2	255-0038-0	VAUGHN ROAD AT SHOAL CREEK, 6 MI W OF GRIFFIN	Structurally deficient	Yes	No	1,780	9.9	County
2	255-0041-0	JORDAN HILL ROAD AT TROUBLESOME CREEK TRIB, 5 MI N OF GRIFFIN	Structurally deficient	Yes	No	1,580	17.7	County
3	255-5009-0	MUSGROVE ROAD AT CABIN CREEK TRIB, 2 MI E OF GRIFFIN	Functionally obsolete	No	No	450	53.5	County

Tier	Bridge ID	Description	Status	Posted	Shored	Current Average Daily Traffic	Sufficiency Rating	Owner
4	255-5001-0	MANLEY ROAD AT HEADS CREEK TRIB, 3 MI N OF GRIFFIN	Structurally deficient	No	Yes	690	27.7	County
4	255-5002-0	MANLEY ROAD AT HEADS CREEK TRIB, 3 MI NW OF GRIFFIN	Structurally deficient	No	Yes	220	31.7	County
4	255-5005-0	ELLIS ROAD AT WILDCAT CREEK, 8 MI W OF GRIFFIN	Structurally deficient	No	Yes	190	20.8	County
4	255-5006-0	ELLIS ROAD AT HEADS CREEK, 7 MI W OF GRIFFIN	Structurally deficient	Yes	No	490	19.1	County
4	255-5010-0	DUTCHMANS ROAD AT CABIN CREEK, 5 MI E OF GRIFFIN	Structurally deficient	Yes	No	120	37.3	County
4	255-5011-0	MANGHAM ROAD AT BUCK CREEK, 3 MI NE OF ORCHARD HILL	Functionally obsolete	Yes	No	400	42.7	County
4	255-5014-0	WALKERS MILL RD AT CABIN CREEK, 5 MI E OF GRIFFIN	Functionally obsolete	Yes	No	850	49.4	County
4	255-5018-0	CHULI ROAD AT TOWALIGA RIVER TRIB, 8 MI NE OF GRIFFIN	Functionally obsolete	Yes	No	110	32.1	County
4	255-5019-0	PULLAN ROAD AT TOWALIGA RIVER, 8 MI NE OF GRIFFIN	Structurally deficient	No	Yes	120	21.6	County
4	255-5020-0	JENKINSBURG ROAD AT TOWALIGA RIVER, 9 MI NE OF GRIFFIN	Structurally deficient	Yes	No	490	15.8	County
4	255-5025-0	TRESTLE ROAD AT TOWALIGA RIVER, 6 MI NE OF GRIFFIN	Structurally deficient	No	Yes	80	36.9	County
4	255-5026-0	NORTH POMONA RD AT TOWALIGA RIVER TRIB, 2 MI E OF SUNNY SIDE	Structurally deficient	Yes	No	110	35.4	County
4	255-5027-0	STELLE ROAD AT BEAR CREEK TRIB, 6 MI NW OF GRIFFIN	Structurally deficient	No	Yes	520	28.1	County

Tier	Bridge ID	Description	Status	Posted	Shored	Current Average Daily Traffic	Sufficiency Rating	Owner
4	255-5033-0	WEST MORELAND RD AT MANLEY CREEK, 3 MI NW OF GRIFFIN	Structurally deficient	No	Yes	690	29.3	County
4	255-5034-0	CHEATHAM ROAD AT GRIFFIN RESERVOIR, 5 MI NW OF GRIFFIN	Structurally deficient	Yes	No	490	28.8	County
4	255-5035-0	MOON ROAD AT WILDCAT CREEK, 7 MI W OF GRIFFIN	Structurally deficient	Yes	No	230	27.2	County
4	255-5045-0	WILDWOOD ROAD AT BEAR CREEK, 7 MI NW OF GRIFFIN	Structurally deficient	No	Yes	490	8.3	County

FIGURE 24. SPALDING COUNTY BRIDGE RECOMMENDATIONS



## SIDEWALKS

The identified sidewalk needs were grouped into priority tiers to develop prioritized recommendations based upon the following criteria:

- Safety
- School connections
- Sidewalk “gaps”
- Major routes
- Concentrated land uses

The initial list of sidewalk needs was based on previously identified needs and updated to reflect sidewalks constructed since the completion of the prior plans. In addition, bicycle and pedestrian crash locations were considered, in conjunction with school and park locations and input from staff, elected officials, and the general public. Other considerations in creating the sidewalk tiers were concentrations of land use, major travel routes, and gaps in the existing network.

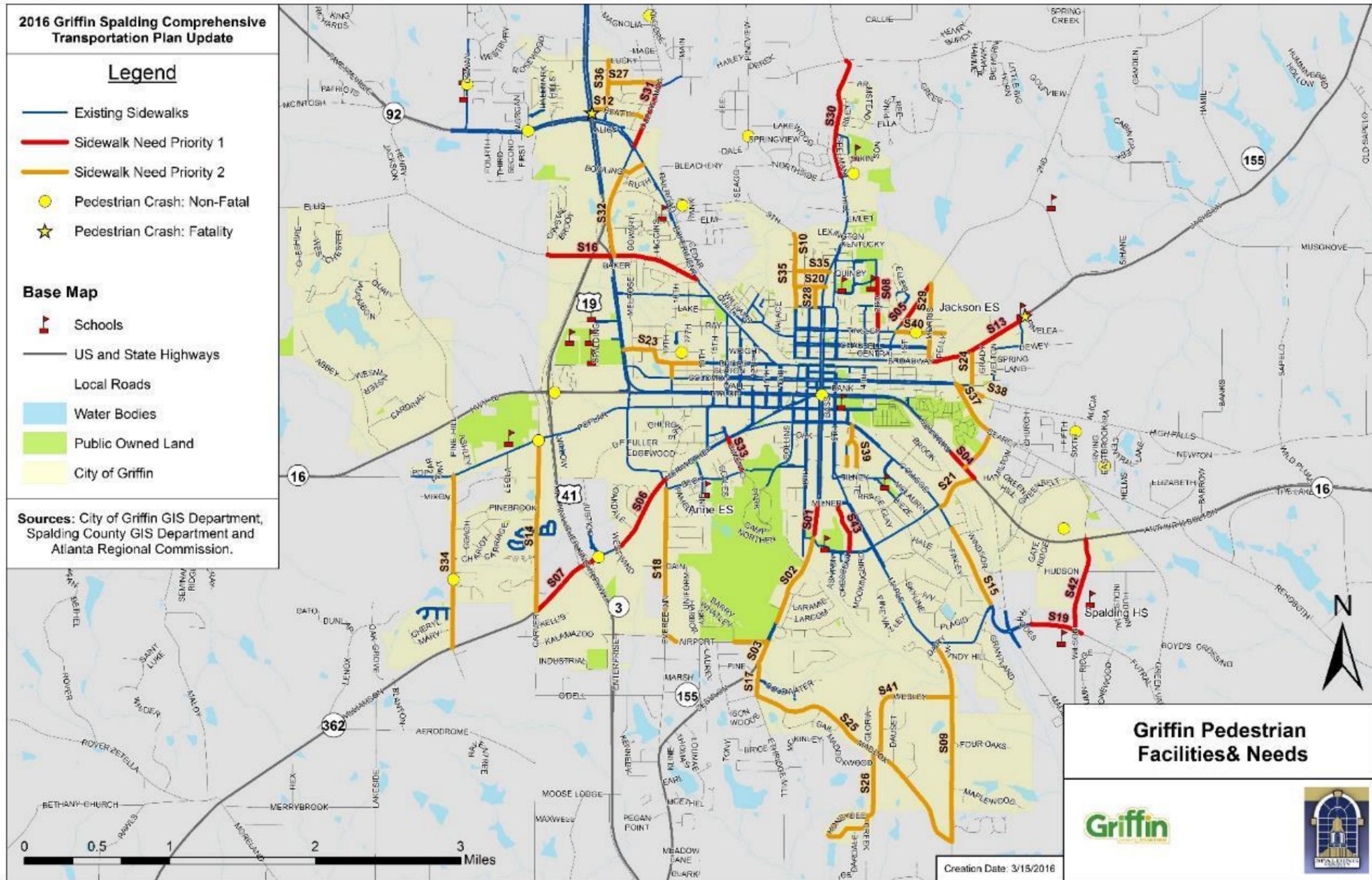
**Figure 25** shows all recommended priority Tier 1 and Tier 2 sidewalk improvements, while **Table 13** presents only the Tier 1 sidewalk projects. The sidewalk improvements stem from the City of Griffin sidewalk inventory and needs. However, based on the criteria, several recommended sidewalk segments fall within the County’s jurisdiction. **Table 13** also lists the approximate length required to add sidewalk on both side of the street.



**TABLE 13. RECOMMENDED SIDEWALK PROJECTS**

ID	Road Name	Termini	Length Both Sides of Street [Feet]	Jurisdiction
S01	S. Hill Street / SR 155	Milner Ave to Crescent Rd	2,260	City
S04	Memorial Dr / SR 16	Hamilton Blvd to near Harlow Ave	2,450	City
S05	N. 2nd St	Morris St to Johnson Pool Rd	3,610	City
S06	Meriwether St / SR 362	Westwind Ct to Everee Inn Rd	6,260	City
S07	Williamson Rd / SR 362	Carver Rd to US 19/41 SR 3 Bypass	5,570	City / County
S08	N 3rd St	E Tinsley St to Kelsey St	3,800	City
S13	E Broadway St / SR 155	Morris St to Jackson Elementary School	4,940	City / County
S16	Ellis Rd	Crystal Brook to Experiment St	11,160	City
S19	Futral Rd	Rhodes Ln to Spalding High School	3,800	County
S30	N Hill St	Northside Dr to E. McIntosh Rd	8,770	City / County
S31	Old Atlanta Rd	Mcintosh Rd / Experiment St to E McIntosh Rd	4,940	City / County
S33	Pimento Ave	Meriwether St to Beck St	2,510	City
S42	Wilson Rd	Futral Rd to Arthur K Bolton Pkwy/SR 16	6,750	City / County
S43	Woodland Dr	Milner Ave to Crescent Rd	3,730	City

FIGURE 25. RECOMMENDED SIDEWALK PROJECTS BY PRIORITY



**Table 14** summarizes the lengths of existing and proposed sidewalks. There are about 65 miles of existing sidewalk. The top priority sidewalks, that is, the priority one tier sidewalks, aka the recommended sidewalks, sum to about 13 miles. The priority two sidewalks would add about 32 more miles to the sidewalk network.

**TABLE 14. EXISTING AND PROPOSED SIDEWALKS**

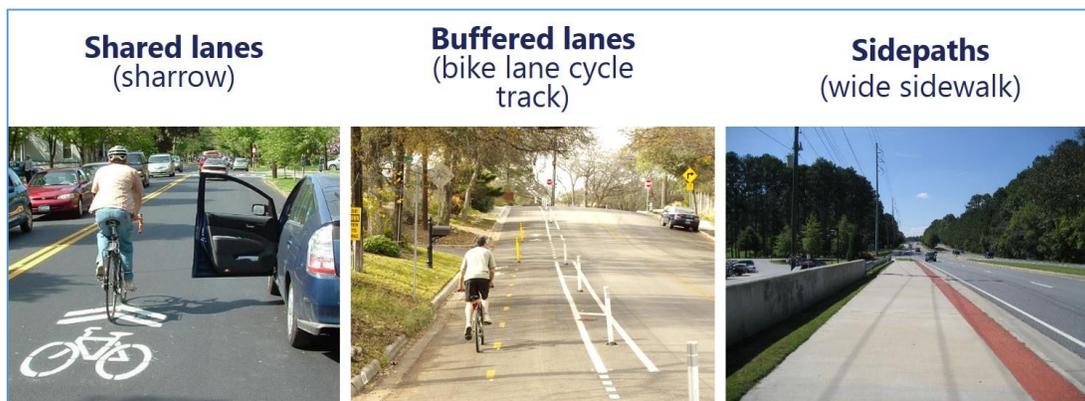
Facility	Length <i>(Includes some County Sidewalks)</i>
Existing Sidewalks	65 miles
Top Priority Sidewalks	+ 13.4 miles
Other Needed Sidewalks	+ 32.1 miles

### BIKEWAYS AND TRAILS/GREENWAYS

The bikeways and trails/greenways recommendations were developed using the draft trail/greenways map developed as part of the Needs Assessment. The final recommendations were formulated based upon input from the PMT, city and county staff, Griffin Environmental Council, and the public.

Recommended bicycle and pedestrian facilities take several forms, including bikeways, greenways, and trails. Bikeways exist within roadway right-of-way and, as such, have moderate conflict points with motor vehicles. Sub-types of bikeways are shared lanes, buffered bike lanes, and sidepaths. 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. 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 sidepath provides a wide sidewalk for bicyclists to use, separated from the vehicle lanes, but still within the right-of-way. **Figure 26** presents examples of various types of bikeway facilities.

**FIGURE 26. BIKEWAY FACILITY EXAMPLES**



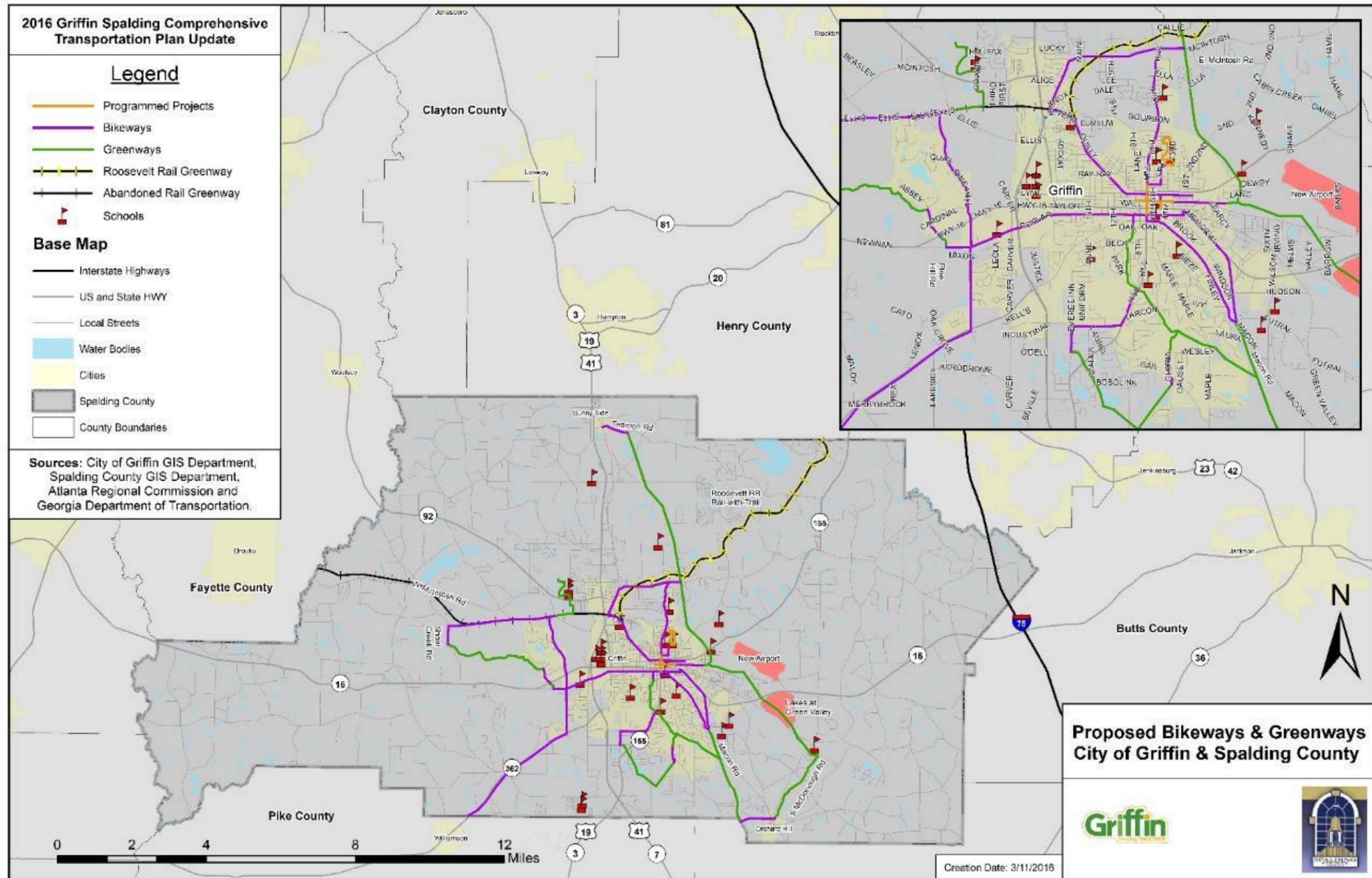
In contrast to bikeways, greenways are the undeveloped “green space” outside of the roadway right-of-way that sometimes include trail facilities. Greenways may be used as linear parks or remain as undeveloped natural land, and may be used for environmental protection, passive recreation, and/or construction of trails. Trails are facilities most often serving non-motorized transportation, and can be either paved or unpaved. Unlike bikeways, trails and greenways minimize conflict points with motor vehicles.

**Figure 27** presents the locations of the recommended bikeways and trails/greenways within Griffin and Spalding County. **Table 15** presents the programmed bikeway projects, or those that have a dedicated funding source. Bikeway projects already programmed are several LCI projects (1.1 miles) and the Fairmont School SPLOST trails (1.2 miles), all within the City of Griffin.

**Table 16** presents the proposed bikeway projects, and **Table 17** summarizes the overall proposed bikeway and trail/greenway system assuming full build-out. The potential bikeways would add about 30 miles, split about evenly between the City of Griffin and Spalding County. About 27 miles of potential greenways would mostly be in the County outside of Griffin.



FIGURE 27. POTENTIAL BIKEWAYS AND GREENWAYS



**TABLE 15. PROGRAMMED BIKEWAY PROJECTS**

Type	Name	Segment Length (feet)	Total Length (feet)	Total Length (miles)
<b>LCI Project</b>	5th Street Bike-Ped LCI Project	555	<b>5,790</b>	<b>1.1</b>
<b>LCI Project</b>	E. Solomon Street Bike-Ped LCI Project	2,897		
<b>LCI Project</b>	Hill Street Bike-Ped LCI Project	2,339		
<b>SPLOST Project</b>	Fairmont School SPLOST Trail 1	1,957	<b>6,361</b>	<b>1.2</b>
<b>SPLOST Project</b>	Fairmont School SPLOST Trail 2	321		
<b>SPLOST Project</b>	Fairmont School SPLOST Trail 3	2,031		
<b>SPLOST Project</b>	Fairmont School SPLOST Trail 4	2,052		

**TABLE 16. PROPOSED BIKEWAY PROJECTS**

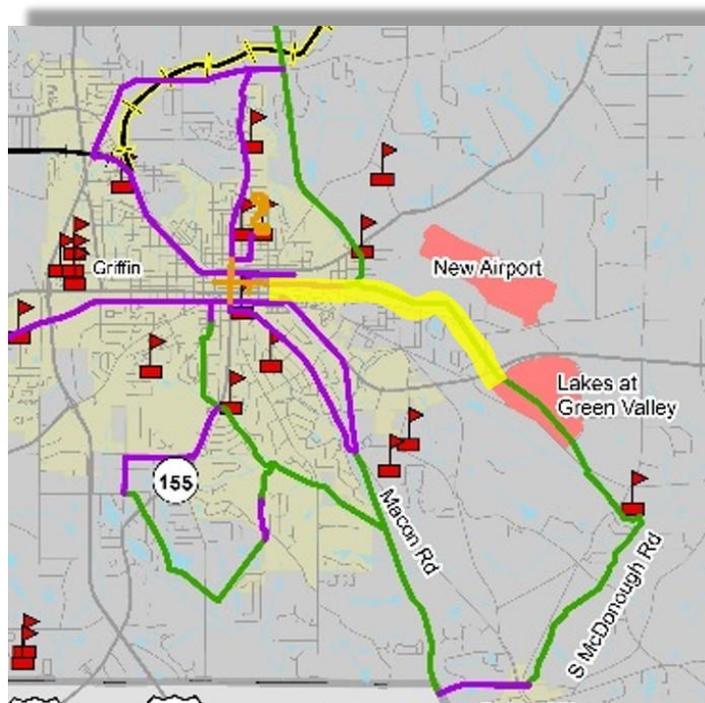
Type	Name	Segment Length (feet)	Total Length (feet)	Total Length (miles)
Bikeway	Broad Street - Bikeway	4,976	161,021	30.50
Bikeway	County Line Road Bikeway	4,999		
Bikeway	E. College Street Bikeway	11,323		
Bikeway	E. Poplar St Bikeway	2,821		
Bikeway	Shoal Creek Rd - W. Ellis Road Bikeway	17,003		
Bikeway	Sunny Side - Teamon Rd Bikeway	3,727		
Bikeway	W. Poplar St Bikeway	1,862		
Bikeway	Westminster Bikeway	2,380		
Bikeway	E. Solomon - Bikeway	3,942		
Bikeway	Experiment Street - Lovers Lane Bikeway	9,064		
Bikeway	Gloria St - Middlebrooks Rd Bikeway	2,197		
Bikeway	Memorial Drive Bikeway	10,076		
Bikeway	N.Hill Street Bikeway	10,635		
Bikeway	Old Atlanta Rd - E. McIntosh Rd Bikeway	13,155		
Bikeway	S. Pine St - Williamson Rd Bikeway	24,839		
Bikeway	S.9th St-W.Poplar St Bikeway	1,958		
Bikeway	E.Cappell St - N.5th Street Bikeway	2,732		
Bikeway	S. Hill St-Airport-Everee Inn Rd Bikeway	8,606		
Bikeway	W. Poplar St - Pine Street Bikeway	24,247		
Bikeway	5th Street Bikeway	481		

**TABLE 17. SUMMARY OF PROGRAMMED AND PROPOSED BIKEWAY AND TRAIL/GREENWAY SYSTEM**

Facility	Total Length	Spalding County Segments	City of Griffin Segments
LCI Project (Griffin Bike-Pedestrian Improvements)	1.1 miles	--	1.1 miles
SPLOST Trails – Fairmont School	1.2 miles	--	1.2 miles
Potential Bikeways	30.5 miles	15.5 miles	15.0 miles
Potential Greenways (with Trails)	27.2 miles	23.6 miles	3.6 miles

## LOW-COST / HIGH-VISIBILITY TRAIL/GREENWAY PROJECT

One priority low-cost, high-visibility greenway/trail project is to pave the existing trails at the Lakes of Green Valley and connect them to Downtown Griffin as presented in the highlighted line below. This “low hanging fruit” project has the advantages of the existing trail and easements to allow the connection. Focusing on this first piece of the regional greenway/trail system could provide an important building block and momentum toward future additions. The existing trails at the Lakes of Green Valley are about two miles long. The connection to Griffin is estimated to require two miles of trails along easements and a 0.8 miles extension of the East Solomon Street LCI project. The estimated cost for the LCI project extension is two million dollars. The 10-foot wide trail construction along the easement and at the Lakes of Green Valley is estimated to cost \$2.6 million if concrete and \$1.5 million if asphalt, including preliminary engineering and contingency.



## BENEFITS OF TRAILS/GREENWAY SYSTEMS

The benefits of trails and greenways have historically been classified into various categories including the following:

- **Health**
  - Trails and greenways may provide a means of exercise to serves of all age groups within a community
  - Trails and greenways may help individuals incorporate fitness into their life styles thereby enhancing public health and wellness
  - Trails and greenways may improve “quality of life”
  
- **Transportation**
  - Trails support multi-modal transport network
  - Trails and greenways may connects parks, schools, community centers and other amenities
  - Trails may provide transport option for those without vehicles or those unable to drive
  
- **Conservation**
  - Greenways may help to preserve natural resources
  - Greenways may also help to improve water and air quality
  - Greenways and trails may enhance human interaction with nature
  
- **Historic Preservation**
  - Trails and greenways may help to incentivize retrofitting historic structures
  - Trails and greenways may provide educational benefits both with eco- and historic learning kiosks and information
  - Trails and greenways may help to increase tourism
  
- **Economic**
  - Trails and greenways may enhance community desirability and investment
  - Trails and greenways may help create new adjacent businesses and local jobs

### Economic Benefits of Trails/Greenways

A specific analysis of the economic benefits of trails / greenways was undertaken as part of the CTP update. Recent studies of local trail systems within North Georgia have identified a strong pattern of positive Return-on-investment (ROI). The Silver Comet Trail, the nation’s oldest and longest rail-trail has been studied and determine to have provided a 4-to-1 ROI<sup>2</sup>. The Atlanta BeltLine, where only several miles have trails have opened the past couple years is reporting a ROI between 3-to-1<sup>3</sup> and 6-to-1.




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<sup>2</sup> *Silver Comet Economic Impact Analysis and Planning Study*, Northwest Georgia Regional Commission (2012)

<sup>3</sup> <http://beltline.org/progress/planning/implementation-plan/>

Similarly, according to reports from the Executive Director of the Carrollton Greenbelt, home values adjacent to the trail are seeing increases of four (4) to seven (5) percent. These local trails are on the same trend as systems across the nation. An example is the Dallas, TX region where a recent study reported a ROI for the local trail system at 50-to-1<sup>4</sup>.

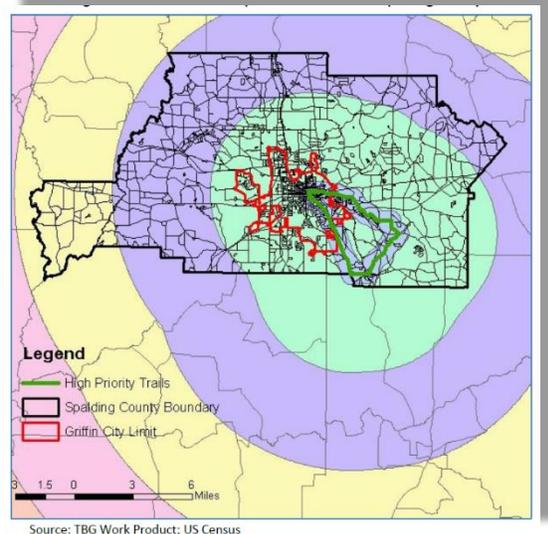
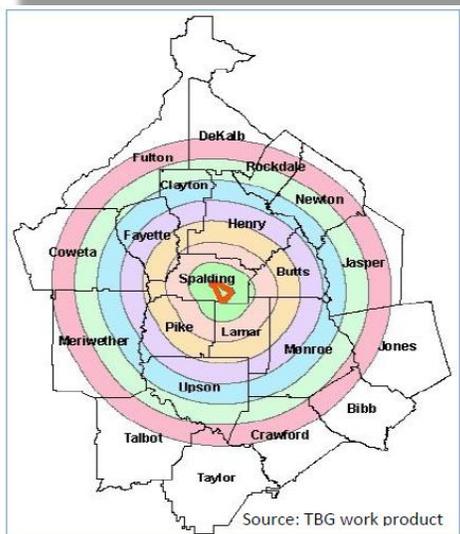


Specific to Griffin and Spalding County, a detailed predictive economic impact and cost-benefit analysis was undertaken as part of the CTP Update. The analysis was based only the initial draft loop trail that was developed as part of the Needs Assessment.

According to the report findings, the estimate of economic impact of local and non-local spending is about \$48.0 million over ten years (in 2016 dollars). Economic impact (output) includes taxes generated. The net benefit of the trail over ten years is estimated to be about \$23.2 million, exclusive of expected growth in population, trail use and appreciation of property value:

<b>Benefits</b>	<b>\$48.0 million</b>
<b>Costs</b>	<b>\$24.8 million</b>
<b>Net Benefits</b>	<b>\$23.2 million</b>

Over ten years, the benefit cost ratio is **1.94** and the return on investment is **94%**, or **6.83%** per year. **Appendix K** presents a copy of the detailed report summarizing the economic analysis.



<sup>4</sup> Economic value of Dallas Parks, Dallas Park and Recreation Board, August, 20, 2015

## CTP ACTION PLAN AND IMPLEMENTATION

The CTP Action Plan contains the highest priority recommendations of the CTP. These projects, listed in **Table 18**, should receive priority in funding and are more likely to be implemented in the near term. Project types include roadway, intersection, bridge, sidewalk, bikeway, and trail. Estimated project costs will be refined as projects advance.

TABLE 18. CTP ACTION PLAN

Type	Location	Likely Sponsor	ID	Name	Estimated Cost	Possible Funding Sources
Intersection	City	City	Int #1	LCI Intersection #1: North Hill Street at Blanton Ave and N 6th St	\$ 1,500,000	STP, SPLOST, Local General Revenue
Intersection	City	City	Int #2	LCI Intersection #2: North Hill Street at Northside Dr. and Tuskegee Ave Roundabout	\$ 1,400,000	STP, STP- Safety, HISP, SPLOST, Local General Revenue
Intersection	County	County	Int #3	LCI Intersection #3: North Hill Street at E. McIntosh Rd	\$ 1,500,000	STP, SPLOST, Local General Revenue
Intersection	City	City	SPLOST-1	Solomon Street (Little 5 Points) Improvements	\$ 1,446,329	SPLOST
Intersection	City	City	SPLOST-2	Searcy Ave. at E. Broadway Street (SR 155)	\$ 240,000	SPLOST
Intersection	City	City	SPLOST-3	Cain St. at Everee Inn Road	\$ 427,500	SPLOST
Intersection	City	City	SPLOST-4	Spalding Dr. at SR 16	\$ 877,546	SPLOST, STP- Safety, HISP
Intersection	City	City	SPLOST-5	Hammond Dr. at W. Poplar St	\$ 643,531	SPLOST, STP- Safety, HISP
Intersection	City	City	SPLOST-6	College St.at Hamilton/ Kincaid St. (Intersection Improvement Program - Phase I)	\$ 675,825	SPLOST
Intersection	County	County	CTP-02	Orchard Hill Intersection Improvements: Johnston Rd/Macon Rd/S McDonough Rd & Macon Rd at Swint Rd	\$ 2,000,000	STP- Safety, HISP
Intersection	County	County	CTP-03	Tri-County Crossing: Moreland Rd extension to Zebulon Rd with intersection improvements	\$ 5,300,000	STP, STP- Safety, HISP, SPLOST, Local General Revenue
Intersection	County	State	CTP-01	Jackson Rd at N McDonough Rd	\$ 1,500,000	STP, SPLOST, Local General Revenue
Roadway	County	State	8682	CR 498/S McDonough Rd from SR 155 to SR 16 - SR 155 Relocation	\$ 9,721,000	STP, SPLOST, Local General Revenue
Bridge	City	City	255-0043-0	HILL STREET AT CABIN CREEK, IN GRIFFIN	\$ 1,250,000	State Bridge Fund, SPLOST, Local General Revenue
Bridge	County	County	113-0019-0	CR 360/MCINTOSH RD @ FLINT RIVER @ FAYETTE/SPALDING CO LINE	\$ 2,105,280	State Bridge Fund, SPLOST, Local General Revenue
Bridge	County	County	255-0040-0	JORDAN HILL ROAD AT TROUBLESOME CREEK, 4 MI N OF GRIFFIN	\$ 1,250,000	State Bridge Fund, SPLOST, Local General Revenue
Bridge	County	County	255-5044-0	N SECOND ST EXT. AT CABIN CREEK, 2 MI NE OF GRIFFIN	\$ 1,267,200	State Bridge Fund, HB 170
Bridge	County	County	255-0031-0	McDonough ROAD AT BUCK CREEK TRIB, 4 MI SE OF GRIFFIN	\$ 828,750	State Bridge Fund, HB 170
Bridge	County	County	255-0042-0	BIRDIE ROAD AT GRIFFIN RESERVOIR TRIB, 5 MI NW OF GRIFFIN	\$ 2,129,400	State Bridge Fund, HB 170
Bridge	County	County	255-0036-0	COUNTY LINE ROAD AT POTATO CREEK, 3 MI SE OF GRIFFIN	\$ 2,129,400	State Bridge Fund, HB 170
Bridge	County	County	255-5042-0	JORDAN HILL ROAD AT TOWALIGA RIVER TRIB, AT HENRY CO. LINE	\$ 1,415,700	State Bridge Fund, HB 170
Bridge	County	County	255-0030-0	HOLLONVILLE ROAD AT LINE CREEK TRIB, 12 MI W OF GRIFFIN	\$ 1,423,500	State Bridge Fund, HB 170
Bridge	County	County	255-0038-0	VAUGHN ROAD AT SHOAL CREEK, 6 MI W OF GRIFFIN	\$ 2,843,100	State Bridge Fund, HB 170
Bridge	County	County	255-0041-0	JORDAN HILL ROAD AT TROUBLESOME CREEK TRIB, 5 MI N OF GRIFFIN	\$ 1,415,700	State Bridge Fund, HB 170
Bridge	County	County	255-5009-0	MUSGROVE ROAD AT CABIN CREEK TRIB, 2 MI E OF GRIFFIN	\$ 1,179,750	State Bridge Fund, HB 170
Sidewalk	City	City	S01	S. Hill Street / SR 155: Milner Ave to Crescent Rd	\$ 222,576	SPLOST, Local General Revenue
Sidewalk	City	City	S04	Memorial Dr / SR 16: Hamilton Blvd to near Harlow Ave	\$ 241,288	SPLOST, Local General Revenue
Sidewalk	City	City	S05	N. 2nd St: Morris St to Johnson Pool Rd	\$ 355,530	SPLOST, Local General Revenue
Sidewalk	City	City	S06	Meriwether St / SR 362: Westwind Ct to Everee Inn Rd	\$ 616,515	SPLOST, Local General Revenue
Sidewalk	City / County	City / County	S07	Williamson Rd / SR 362: Carver Rd to US 19/41 SR 3 Bypass	\$ 548,561	SPLOST, Local General Revenue
Sidewalk	City	City	S08	N 3rd St: E Tinsley St to Kelsey St	\$ 374,242	SPLOST, Local General Revenue
Sidewalk	City / County	City / County	S13	E Broadway St / SR 155: Morris St to Jackson Elementary School	\$ 486,515	SPLOST, Local General Revenue
Sidewalk	City	City	S16	Ellis Rd: Crystal Brook to Experiment St	\$ 1,099,091	SPLOST, Local General Revenue
Sidewalk	County	County	S19	Futral Rd: Rhodes Ln to Spalding High School	\$ 374,242	SPLOST, Local General Revenue
Sidewalk	City / County	City / County	S30	N Hill St: Northside Dr to E. McIntosh Rd	\$ 863,712	SPLOST, Local General Revenue
Sidewalk	City / County	City / County	S31	Old Atlanta Rd: Mcintosh Rd / Experiment St to E McIntosh Rd	\$ 486,515	SPLOST, Local General Revenue
Sidewalk	City	City	S33	Pimento Ave: Meriwether St to Beck St	\$ 247,197	SPLOST, Local General Revenue
Sidewalk	City / County	City / County	S42	Wilson Rd: Futral Rd to Arthur K Bolton Pkwy/SR 16	\$ 664,773	SPLOST, Local General Revenue
Sidewalk	City	City	S43	Woodland Dr: Milner Ave to Crescent Rd	\$ 367,348	SPLOST, Local General Revenue
Bikeway	City	City	B-1	Fairmont School SPLOST Trail 1	\$ 214,973	STP TAP, SPLOST
Bikeway	City	City	B-2	Fairmont School SPLOST Trail 2	\$ 35,261	STP TAP, SPLOST
Bikeway	City	City	B-3	Fairmont School SPLOST Trail 3	\$ 223,102	STP TAP, SPLOST
Bikeway	City	City	B-4	Fairmont School SPLOST Trail 4	\$ 225,409	STP TAP, SPLOST
Trail	County / City	County / City	T-1	Low-Cost / High-Visibility Trail/Greenway Pilot Project	\$ 4,600,000	STP TAP, SPLOST