



ROCKDALE IN MOTION

Comprehensive Transportation Plan Update

Recommendations Report
Final | September 2018



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TABLE OF CONTENTS

INTRODUCTION.....	2
EXISTING CONDITIONS SUMMARY	6
NEEDS ASSESSMENT SUMMARY	12
COMMUNITY ENGAGEMENT	22
POLICY RECOMMENDATIONS	28
PROJECT DEVELOPMENT	32
PROJECT EVALUATION.....	56
ACTION PLAN.....	74
APPENDIX A: TRAVEL DEMAND MODEL CALIBRATION AND VALIDATION	
APPENDIX B: TRAVEL DEMAND MODEL CORRIDOR TRAVEL TIME BY SEGMENT	
APPENDIX C: COMMUNITY ENGAGEMENT MATERIALS	
APPENDIX D: PROJECT EVALUATION SCORES	

LIST OF FIGURES

1. Overall Commute Patterns	6	17. Bottlenecks Identified by Respondents to the Online Survey	27
2. Population Density	7	18. Blue Bus Routes.....	29
3. Regional Trail System Concept from ARC's Walk, Bike, Thrive! Plan	9	19. Vehicular Projects Identified in Previous CTP	33
4. Year 2015 and E+C 2040 LOS in Rockdale County.....	13	20. Bicycle/Pedestrian Projects Identified in Previous CTP	34
5. Travel Speed Noon-1PM.....	15	21. Completed Projects from Previous CTP.....	35
6. Crash Frequency in Rockdale County.....	16	22. Projects from Previous CTP to be Removed.....	39
7. Conditions of Bridges in Rockdale County	17	23. New CTP Project Considerations.....	40
8. Excerpt of GRTA Service Map.....	18	24. Vehicular Projects Considered in CTP	42
9. Individual Bicycle/Pedestrian Suitability Category Score	19	25. Bicycle/Pedestrian Projects Considered in CTP	43
10. Bicycle/Pedestrian Suitability Component Aggregate Score	20	26. Project Goals and Weighted Scores	60
11. Freight Intensive Clusters in Metro Atlanta.....	21	27. Bottlenecks Identified by All Groups.....	61
12. Bottlenecks Identified by the Freight Group	22	28. Short-Term Recommendations.....	75
13. Bottlenecks Identified by the Stakeholder Group	22	29. Mid-Term Vehicular Recommendations.....	77
14. Bottlenecks Identified at the First Round of Community Meetings.....	23	30. Mid-Term Bicycle/Pedestrian Recommendations.....	78
15. Origin-Destination Paths of Rockdale County Residents based on Survey Responses	26	31. Long-Term Vehicular Recommendations	82
16. Origin-Destination Paths of Rockdale County Residents based on LEHD Data	26	32. Long-Term Bicycle/Pedestrian Recommendations.....	83
		33. Aspirational Vehicular Recommendations.....	87
		34. Aspirational Bicycle/Pedestrian Recommendations	88

LIST OF TABLES

1. Rockdale County Population	6	9. Projects from the Previous CTP to be Removed.....	39
2. Goals and Objectives from Previous Rockdale CTP (2009) .	10	10. New CTP Project Considerations.....	41
3. Year 2015 and Year 2040 Existing + Committed Model Travel Times.....	16	11. Projects Considered in CTP	44-54
4. Project Category Scores from Stakeholder Meeting #1	23	12. CTP Projects with Evaluation Scores.....	62-72
5. Project Category Ranking form Community Meetings Round #1.....	24	13. Anticipated Funding by Time Frame and Source	74
6. Project Need Ranking from Stakeholder Meeting	24	14. Short-Term Recommendations.....	76
7. Project Goal Ranking from Community Workshop.....	25	15. Mid-Term Recommendations	79-81
8. Completed Projects from Previous CTP.....	36-37	16. Long-Term Recommendations	84-86
		17. Aspirational Recommendations.....	89-94

INTRODUCTION

HISTORY AND PURPOSE OF THE CTP PROGRAM

The Atlanta Regional Commission (ARC) established the Comprehensive Transportation Plan (CTP) program in the mid 2000s as a way to provide financial assistance to communities to develop long range transportation plans that can also serve as the foundation for regional planning efforts. Therefore, the CTP program is utilized to help cities and counties jointly identify and analyze their needs, develop solutions which are acceptable to the community, and better articulate their priorities when funding opportunities arise.

As a condition of providing financial assistance to develop a CTP, ARC has developed the expected outcomes below:

- Prioritized list of transportation investments necessary to support the visions for economic development and strong communities established by cities and counties.
- Five to ten year fiscally constrained action plan which reflects currently available funding sources and feasible policy actions that can be taken at the city/county level.
- Recommendations that have been vetted through a robust community engagement process and formally adopted by local government policy officials.
- Recommendations that leverage regional facilities, services and programs to address local needs and priorities.
- Recommendations that can knit together previous plans and projects identified at the community level through Livable Centers Initiative (LCI) studies, Community Improvement District (CID) work programs, county/city Capital Improvement Programs (CIP), corridor studies, and other initiatives.

CTP IN ROCKDALE

Rockdale County completed its first ARC funded CTP in December 2009. Because transportation needs evolve and change and transportation projects get implemented, ARC has begun the process of funding updates through the Atlanta region. This CTP represents Rockdale County's first CTP update.

PURPOSE AND CONTEXT OF THIS CTP

As Rockdale County's first update to its inaugural CTP, this planning process is intended to address a handful of broader goals beyond ARC's expected outcomes. This CTP has been developed to take stock and understand what has changed since the completion of the original CTP in December 2009. This includes understanding the projects and initiatives that have been implemented since the original CTP. It also includes re-examining the projects recommended in the original CTP that have not yet been implemented. Finally, it includes understanding where additional transportation needs may exist and the development of new projects and initiatives to address emerging changes in the community.

SOCIAL AND ECONOMIC ASSUMPTIONS

There are macro-level events that affect overall transportation conditions and demand. Periods of economic uncertainty often result in reduced travel and transportation funding. Changes in costs of living (and the price of gas and other transportation related energy sources) can also have great impact on the transportation needs of the future. Similarly, social trends can influence transportation – for instance, much has been made of the millennial generation's attitude to transportation, with a perceived desire for more walkable and urban

communities with a focus on transportation options that do not rely as heavily on a privately owned passenger vehicle. As the millennial generation grows older, their collective desires may reinforce this (or change entirely) while younger generations may develop entirely different values in regards to transportation. As with the majority of mainstream transportation planning (and consistent with the approach taken by regional, state, and federal entities) this plan assumes no major structural changes to our society's transportation

values other than presuming a continued interest in multi-modal transportation options, a value that the transportation planning profession collectively recommends. Likewise, the plan assumes in the long run that periods of economic downturn will be offset by periods of economic growth. Finally, the plan also assumes that the costs related to using transportation will be not be so dramatically changed as to result in a major re-organization of transportation priorities.

AUTONOMOUS VEHICLES

There has been significant interest in Autonomous Vehicles (AV) in recent years and many speculations on how that may affect future attitudes to transportation. As that implies, there are a variety of theories on what the impact of AV will be.

Some predict that AV will change patterns of vehicle ownership resulting in large portions of society not actually owning a personal vehicle but rather using AV as a personal on-call transit vehicle. From that assumption, some predict that the amount of total Vehicle Miles Traveled (VMT) by our vehicle fleet will eventually decrease as vehicles are able to maximize efficiency in serving ready and nearby passengers. From the same agreed upon assumptions, others actually see a potential increase in VMT due to the potential for 'deadhead' trips (basically trips in between serving passenger), despite the possibility of each 'deadhead' trip being relatively short.

There is tremendous focus on how AV may change the physical capacity of our transportation system, with vehicles being able to travel at high speeds in close proximity to each other as part of an integrated and coordinated system that manages all AV. In the short-term, car manufactures are focusing more on the predicative and automated driving capabilities of vehicles rather than standardizing to a common system where vehicles can communicate to each other.

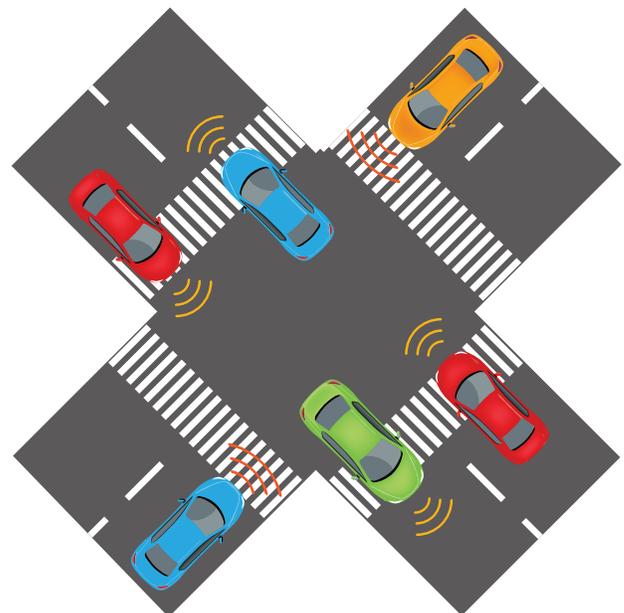
There are certainly broader implications on how the implementation of AV may change land use patterns and attitudes to multi-modal travel. Some suggest that AV will allow us to dedicate less physical space to vehicles resulting in denser communities that will increase walking and biking for local trips. Similarly, an integrated capacity boosting AV system may allow individuals to live further and further away from employment and activity areas which could conversely result in more urban sprawl. There are similar theories that the ease of AV may make walking and biking – as well as public transportation – relatively obsolete.

The rollout of – and access to – AV will also greatly influence the type of impact possible. Some of the scenarios mentioned (particularly an integrated system of AV communicating to each other) would effectively require 100 percent compliance and the possibility of

an entirely different type of transportation infrastructure as support. Likewise, there are equity issues associated with AV. For instance, even if our vehicle ownership structure changes to accommodate an AV system that represents personal on-call transit vehicles, this still does not guarantee that all members of our society can afford or have access to those vehicles.

Given the large number of uncertainties related to AV, this plan makes the assumption that through the year 2040, AV will not have any substantial impact on travel behavior, the capacity of our transportation system, or the land use and character of the community. This is consistent with the current approach to the transportation planning activities of the County, Regional, State, and Federal agencies.

Nonetheless, this assumption should not be interpreted as a dismissal of the impacts that AV will one day have to our transportation system. Rather, it is an acknowledgment that at the time of the plan's completion (2018), the technology and its impacts were far too speculative to directly incorporate into its recommendations. As with any of the other macro assumptions made, future iterations of this plan should be sensitive to changing conditions and emerging research and to the degree possible, consensus on likely futures.



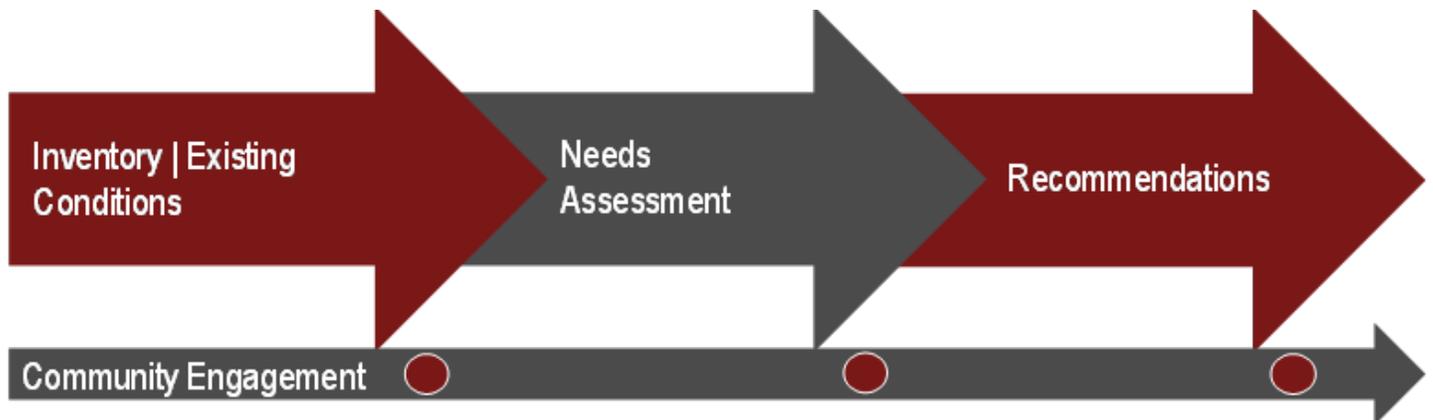
PURPOSE AND CONTEXT OF THIS RECOMMENDATIONS REPORT

The planning process consisted of three overall phases:

- An inventory and review of **Existing Conditions**,
- A **Needs Assessment** focused on determining transportation needs between now and the year 2040, and
- A **Recommendations** phase in which potential transportation initiatives were evaluated and prioritized.

The existing conditions and needs assessment were previously documented in a standalone report included in **Appendix A**, though those phases are summarized here. As such, this Recommendations Report document includes the following sections:

- Existing Conditions Summary
- Needs Assessment Summary
- Community Outreach
- Policy Considerations
- Project Development
- Project Evaluation
- Action Plan



INTRODUCTION

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EXISTING CONDITIONS SUMMARY

OVERVIEW OF COMMUNITY

Originally an area along the Hightower Trail, settlers first began to inhabit what is known today as Rockdale County in the 1700s. Recognizing the area’s strategic location near between Marthasville (present day Atlanta) and Augusta, prominent banker Dr. W.D. Conyers donated land that would be used to construct a railroad connecting these two cities. The construction of the railroad and depot is what prompted growth in the area, leading to the creation of the City of Conyers in 1854, and subsequently Rockdale County almost 20 years later.

Rockdale County was formed on October 18, 1870 from the northern portion of then Newton County following Conyers’ growth during the Reconstruction Period. The county’s name is in reference to the granite strata under much of the soil in the area.

Since its founding, Rockdale County has grown substantially. Located less than 30 miles east of downtown Atlanta, Rockdale County is comprised of suburban communities that provide small-town living in a rural setting - with easy access to Atlanta. Rockdale County is home to a variety of attractions, most notably the Georgia International Horse Park and Monastery of the Holy Spirit. The county has also acquired the designation of a “Camera Ready Community,” serving as a filming location for several successful films and television shows.

HISTORICAL AND PROJECTED GROWTH

As shown in **Table 1**, the population of Rockdale County has grown steadily since 1950, and is expected to exceed 100,000 by the year 2040, according to ARC estimates.

**Table 1
Rockdale County Population**

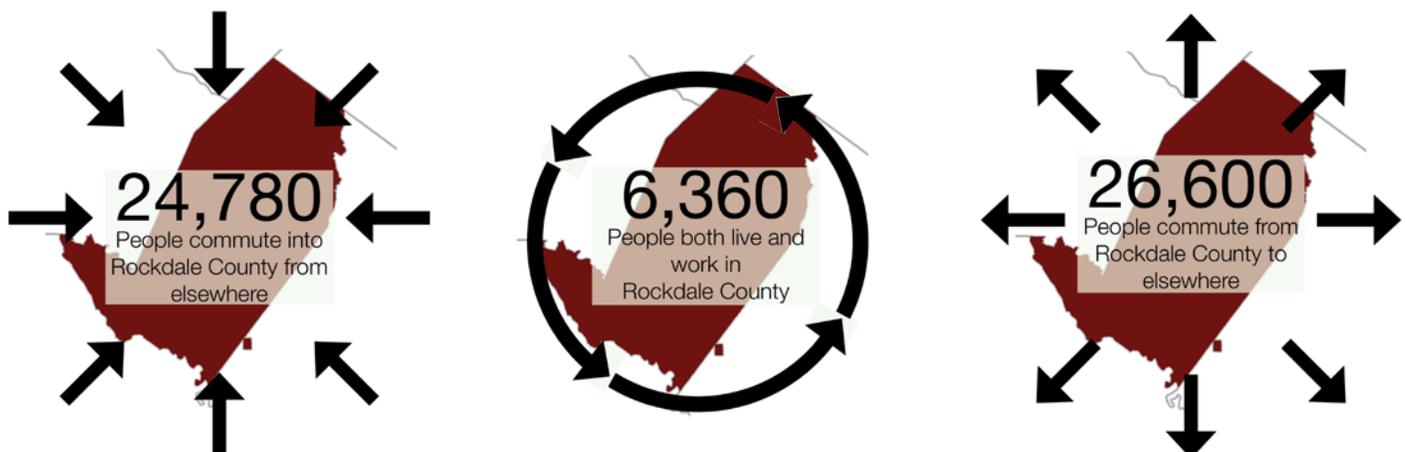
Year	Population
1950	8,464
1960	10,572
1970	18,152
1980	36,747
1990	54,091
2000	70,724
2010	85,434
2015	88,856
2040 (projected)	128,103

Source: U.S. Census Bureau, ARC

COMMUTE PATTERNS

Both data from the U.S. Census Bureau and surveys taken for this CTP indicate that the majority of Rockdale County’s workforce commutes out of the county, and the majority of its employees commute in from other counties. Most commutes taken by Rockdale County residents are to areas west of the county – generally to Fulton and DeKalb Counties (i.e. Atlanta). A considerable amount of work trips are also made to Newton County (i.e. Covington). Rockdale County

**Figure 1
Overall Commute Patterns**



Source: U.S. Census Bureau

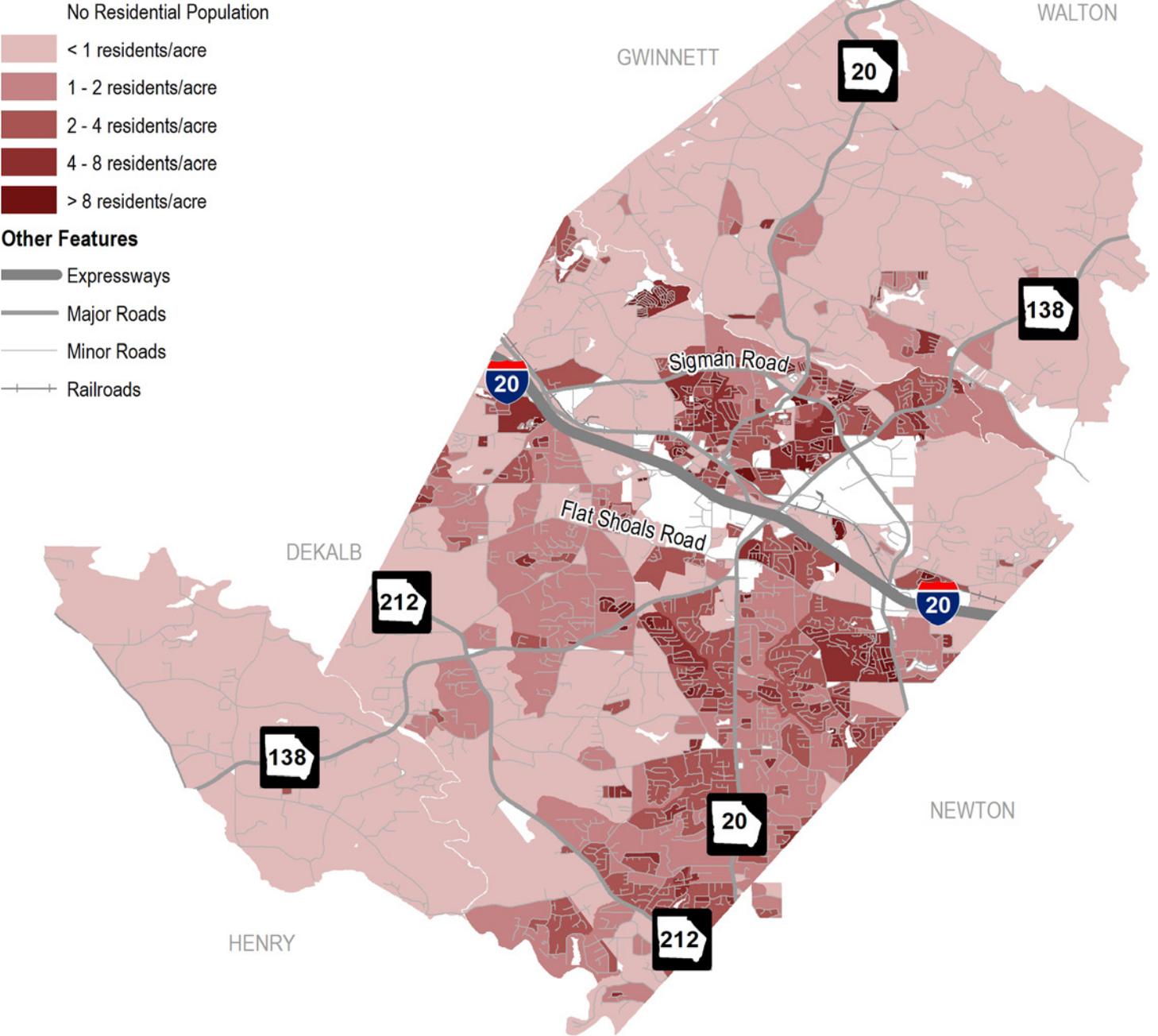
EXISTING CONDITIONS SUMMARY

workers come from all areas around Rockdale County, with a significant concentration of workers living in western Newton County, south of I-20 and a smaller but notable concentration living in eastern DeKalb County. Overall commute statistics of Rockdale County residents are shown in **Figure 1**.

POPULATION DENSITY

Population within Rockdale County is heavily concentrated in the central portion of the county – particularly within the City of Conyers. As shown in **Figure 2**, areas north of Interstate 20 tend to be more densely populated than areas south of I-20, but there is a larger geographic swath of the County along the SR 138 corridor that is relatively dense and populated.

Figure 2
Population Density (2010)



PREVIOUS PLANNING EFFORTS

I-20 MARTA

Steady population and employment growth around DeKalb County, increasing congestion, and limited roadway options have raised concerns over the future state of the I-20 East Corridor. Following an identification of the corridor's transportation needs, assessment of transit alternatives, and screening of alternatives, MARTA released plans for the I-20 East Corridor Locally Preferred Alternative (LPA) in 2012. The I-20 East Corridor LPA recommends an extension of MARTA's green-line heavy rail system past Indian Creek Station to the Mall at Stonecrest, as well as bus rapid transit (BRT) service along I-20 from downtown Atlanta to I-285. The combination of extending heavy rail transit and adding bus rapid transit along the corridor would not only address issues regarding mobility and accessibility along the corridor, but also support economic development and revitalization efforts.

I-20 MANAGED LANES

The 2010 Managed Lanes System Plan (MLSP) and recent Managed Lanes Implementation Plan (MLIP) are studies coordinated by GDOT to assess the functionality of integrating priced managed lane projects into the Atlanta metro's interstate and limited-access facilities. Along with other initiatives at the local, state, and national level, the purpose of these plans is to improve mobility across the Atlanta metro in a manner that is efficient, safe, and cost-effective. As part of these plans, over 20 areas were identified as potential candidates for added managed lanes – one of which was the I-20 East corridor in Rockdale County. The MLIP found this corridor feasible for potentially integrating managed lanes and/or dynamic flex lanes, as well as movable barriers.

ARC'S WALK. BIKE. THRIVE!

As part of its commitment to increase bicycle and pedestrian infrastructure across metro Atlanta, the Atlanta Regional Commission released its "Walk, Bike, Thrive!" plan in 2016. The plan describes ARC's "active transportation strategy" – one that seeks to provide bike and pedestrian infrastructure that is safe, accessible, and well-connected to the region's transportation system. Aside from overall upgrades and additions to the region's bicycle and pedestrian network, a notable goal of the Walk, Bike, Thrive! plan is to create a regional trail system shown in **Figure 3**, linking local trails with trails of regional significance. Creating such a network of inter-connected, multi-purpose trails would provide greater transit and recreational opportunities, revitalize surrounding areas, and create a greater sense of place – all which can improve quality of life.

ARC 2040: WINNING THE FUTURE

Originally adopted by the Atlanta Regional Commission in 2011, ARC 2040 is a long-term, comprehensive blueprint that outlines the agency and its cooperating partners' plan for addressing the social, environmental, and economic vitality of the Atlanta region. Aspects of Plan 2040 include a \$61 billion investment in transportation improvements, Regional Agenda for land use, and continuation of both the Livable Centers and Lifeline Communities Initiative programs – all of which will continue the ARC vision of improving quality of life for residents across the Atlanta region.

TRANSPORTATION IMPROVEMENT PROGRAM + REGIONAL TRANSPORTATION PLAN

In the ARC region, short-term transportation initiatives are articulated in a fiscally constrained Regional Transportation Plan (RTP) and a Transportation Improvement Plan (TIP). The projects in the TIP are anticipated to utilize some amount of federal or state funding in the next 5 years in order to advance. In some projects' cases, funding may be committed for construction, in which case projects are considered to be "Programmed." Conversely some other projects may only have funding committed for preliminary engineering and their overall implementation status remains "Long Range."

ROCKDALE SPLOST

As with many other local and county jurisdictions across Georgia, Rockdale County has participated in the Special Purpose Local Option Sales Tax (SPLOST) program. The law, passed by the Georgia Legislature in 1985, allows counties and cities to enact an optional 1% sales tax that would fund capital projects. The funds from the SPLOST program are managed by an Oversight Committee of county volunteers. This Oversight Committee is also tasked with prioritizing the project list and monitoring projects through completion.

PREVIOUS COMPREHENSIVE TRANSPORTATION PLAN

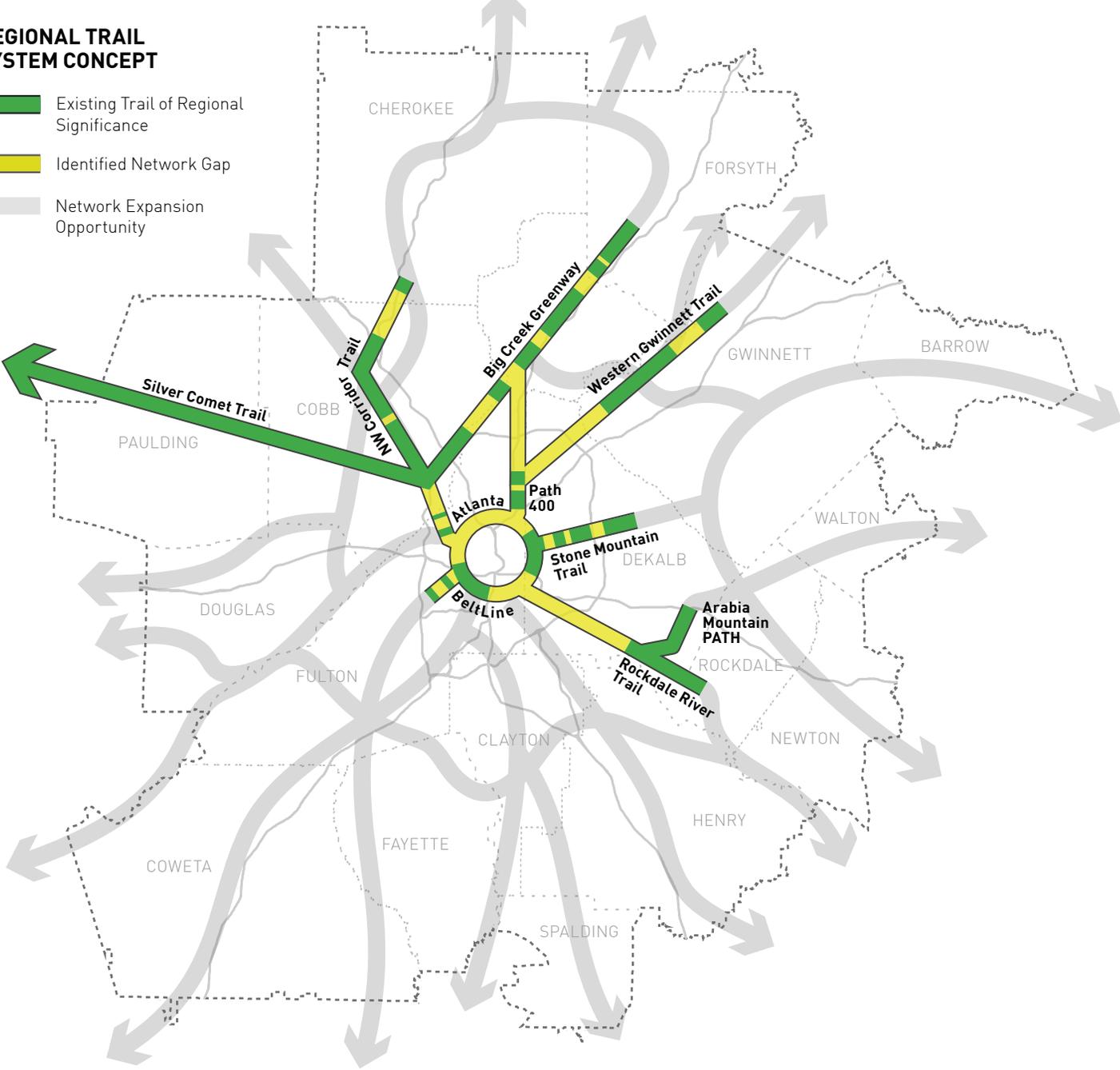
Rockdale County last completed a CTP in December 2009. As with this CTP, the previous effort examined demographic data and existing transportation conditions, referenced external plans, and made recommendations for improvements to the County's transportation network. The Project Development section explains how these projects were used to create the universe of projects considered as part of this CTP effort. **Table 2** shows the goals and related objectives from the previous plan.

EXISTING CONDITIONS SUMMARY

Figure 3
Regional Trail System Concept from ARC's Walk, Bike, Thrive! Plan

REGIONAL TRAIL SYSTEM CONCEPT

-  Existing Trail of Regional Significance
-  Identified Network Gap
-  Network Expansion Opportunity



**Table 2
Goals and Objectives from Previous Rockdale CTP (2009)**

Goal 1: Enhance access to jobs, homes, and services within Rockdale County and throughout the Atlanta Region through a multi-modal transportation system

Objective 1.1: Ensure that funding is established for bicycle and pedestrian improvements identified in the Long Range Transportation Plan

Objective 1.2: Explore projects that improve access to and from I-20

Objective 1.3: Work with the Georgia Regional Transportation Authority (GRTA) in support of future Xpress Park and Ride lot expansion and explore the potential for future regional rail transit connections

Objective 1.4: Improve cross county connections with DeKalb, Newton, Gwinnett, and Walton Counties

Objective 1.5: Coordinate with Planning Partners including the Georgia Department of Transportation, the Georgia Regional Transportation Authority, the Atlanta Regional Commission, and neighboring Counties regarding regional plans and opportunities for partnership

Goal 2: Improve mobility within Rockdale County through enhanced multi-modal connectivity

Objective 2.1: Identify potential projects that provide key linkages between existing roadway facilities and/or improve linkages by upgrading existing facilities on a grid-like system

Objective 2.2: Address congestion corridors with solutions that enhance and connect existing roadways

Objective 2.3: Enhance north-south and east-west connectivity in the County by improving existing connections and creating new connections including additional crossings over I-20.

Objective 2.4: Connect residential and commercial activity center nodes through roadway, bicycle, pedestrian, and transit improvements along major transportation corridors

Objective 2.5: Explore the potential for future local transit connections within Rockdale County

Goal 3: Maintain a safe, reliable, and efficient transportation network which will sustain economic activity and promote economic development

Objective 3.1: Improve the safety of the roadway network by identifying high-crash locations and identifying safety-related funding sources to implement improvements at these locations

Objective 3.2: Identify projects that improve and enhance access to employment and activity centers

Objective 3.3: Ensure mobility for freight within the County

Objective 3.4: Explore transportation solutions that accommodate growth in travel demand while enhancing quality of life

Objective 3.5: Promote system preservation through projects and funding commitments that maintain and enhance the existing transportation network

Objective 3.6: Coordinate with the Rockdale County Chamber of Commerce and Development Authority regarding future initiatives and opportunities

Goal 4: Promote sustainability through the coordination of land use and transportation plans

Objective 4.1: Review the plan in conjunction with the future land use element of the Rockdale County Comprehensive Plan to assess potential impacts to the transportation system

Objective 4.2: Encourage transportation improvements compatible with area development types

Objective 4.3: As development is permitted, review the impact to the transportation system to ensure mobility is protected as parcel level development occurs.

Objective 4.4: Focus transportation improvements on developed and developing areas outside of the County's watershed protection area.

Goal 5: Facilitate implementation of plan recommendations through coordination efforts and local initiatives

Objective 5.1: Explore projects that link to other ongoing studies in the county, in neighboring Counties, and the Region

Objective 5.2: Identify programmatic funding sources for potential projects

Objective 5.3: Coordinate with Elected Officials and Citizens during the identification of projects to ensure support and identify potential issues early in the process.

Objective 5.4: Work with local Elected Officials and County Staff to appropriately integrate plan recommendations into ongoing County initiatives.

EXISTING CONDITIONS SUMMARY

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NEEDS ASSESSMENT SUMMARY

TECHNICAL ANALYSIS

The extensive technical analyses conducted as part of the plan Needs Assessment provided important information regarding the current state of transportation in Rockdale County, and the impact of future growth on the county's transportation system. The Technical Analysis examined the county's transportation system according to several criteria:

- ARC's Travel Demand Model (TDM)
- Real Time Data (INRIX)
- Crashes
- Bike/Pedestrian Infrastructure
- Bridges
- Transit
- Freight Movement

MODEL RESULTS

TDM results were used to evaluate the County's roadway network, revealing where needs exist today and are anticipated to exist in the future. In addition to the TDM, data was also collected through a wide variety of means to understand travel patterns, real-world congestion, and crashes throughout the county. Full details on the calibration and validation process of the TDM are included in **Appendix A**.

LEVEL OF SERVICE

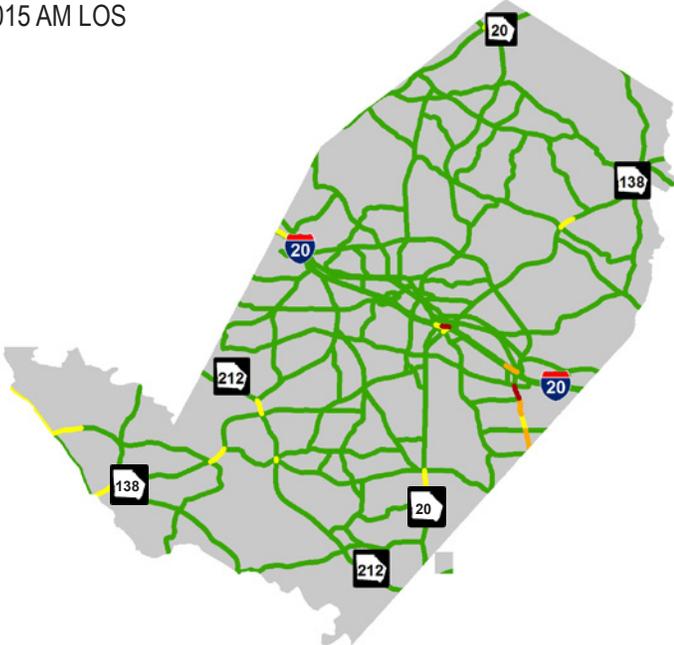
The maps on the **top row of Figure 4** show LOS during the morning and evening peak travel times in year 2015, respectively, as calculated by the TDM. Generally, these maps show that congestion throughout the county is light, with some notable exceptions. The I-20 at SR 20/138 interchange shows a poor performance, as does SR 162/Salem Road. Various locations along I-20 itself are estimated to have moderate congestion as well, significantly more so in the evening than in the morning.

Based on population and employment projections created by ARC, combined with funded transportation improvements throughout the region, the TDM can also be run to project traffic conditions in future years. The **bottom row of Figure 4** includes LOS maps prepared for the year 2040. In these maps, several of the existing congested areas become more congested, and additional roads see a degradation in service, such as longer segments of I-20 and sections of SR 20 north and south of Conyers.

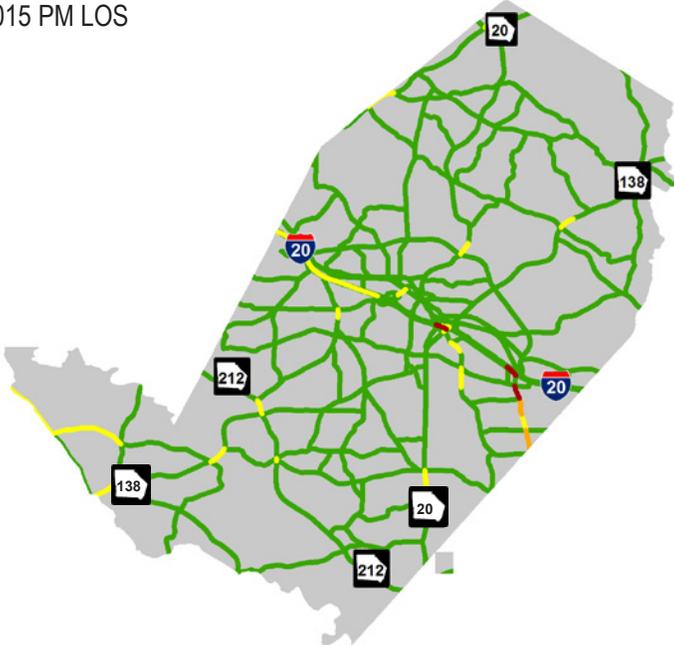
NEEDS ASSESSMENT SUMMARY

Figure 4
Year 2015 and E+C 2040 LOS in Rockdale County

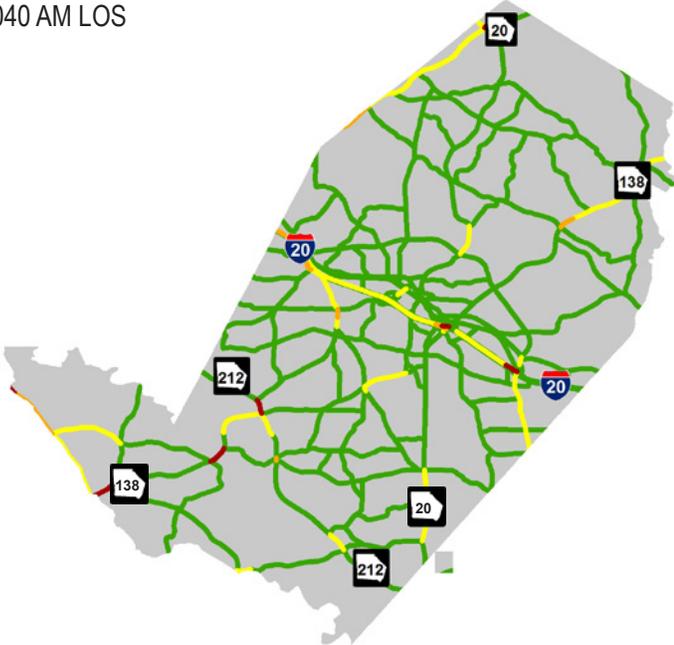
2015 AM LOS



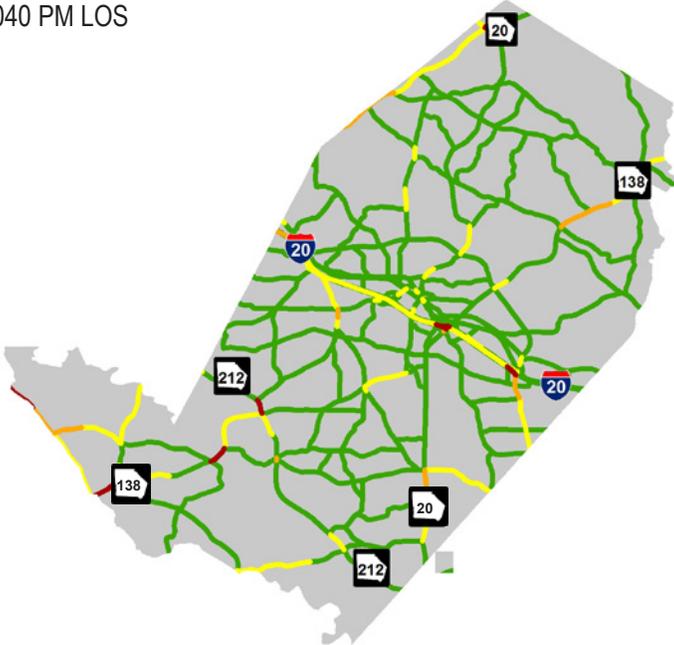
2015 PM LOS



2040 AM LOS



2040 PM LOS



CORRIDOR TRAVEL TIME

Another intuitive way to compare TDM results in 2015 and in 2040 is to compare the time the TDM predicts it will take to travel major roadway segments in the two timeframes. For this analysis, the following major roadways were broken into segments:

- SR 20
- SR 138
- Green Street-Old Covington Highway
- Flat Shoals Road
- Klondike Road

- SR 212
- SR 162/Salem Road - Sigman Road
- Smyrna Road-McDaniel Mill Road
- I-20

Travel times on these corridors are shown in **Table 3**. A more detailed table showing individual segment times is included in **Appendix B**. This analysis shows significant increases in travel time on east-west roads near Conyers; namely on Flat Shoals Road and Green Street/Old Covington Highway. SR 138 also sees a notable increase in travel times, especially in the northern and far southern parts of the county.

Table 3
Year 2015 and Year 2040 Existing + Committed Model Travel Times

Corridor	Extents	Direction	2015 Travel Time (mins)	2040 Travel Time (mins)	Travel Time Change
SR 20 (Irwin Bridge Road, Sigman Road, McDonough Highway)	Northern county boundary to southern county boundary	Southbound	29.5	31.2	5.8%
		Northbound	29.5	31.4	6.7%
SR 138	Northern county boundary to southern county boundary	Southbound	27.1	30.7	13.4%
		Northbound	27.2	31.4	15.3%
Sigman Road/SR 162/Salem Road	I-20 at exit 78 to eastern county boundary	Eastbound	18.0	18.3	1.3%
		Westbound	18.2	18.3	0.2%
Green Street/Old Covington Highway	Western county boundary to Dogwood Road	Eastbound	33.6	36.9	9.8%
		Westbound	28.4	28.9	2.0%
I-20	Western county boundary (mile 77) to eastern county boundary (mile 82)	Eastbound	9.0	10.0	11.9%
		Westbound	21.5	23.9	11.0%
Klondike Road	McDaniel Mill Road to Green Street	Eastbound	5.7	6.4	11.7%
		Westbound	5.4	6.3	17.1%
Flat Shoals Road	McDaniel Mill Road to SR 162/Salem Road	Eastbound	9.3	11.5	23.7%
		Westbound	9.2	11.4	23.9%
Smyrna Road/McDaniel Mill Road	SR 212 to Iris Drive	Northbound	7.5	8.0	5.8%
		Southbound	7.4	8.0	6.0%
SR 212	Western county boundary to eastern county boundary	Northbound	6.8	6.8	9.6%
		Southbound	6.7	8.7	9.4%

NEEDS ASSESSMENT SUMMARY

REAL TIME DATA

INRIX DATA

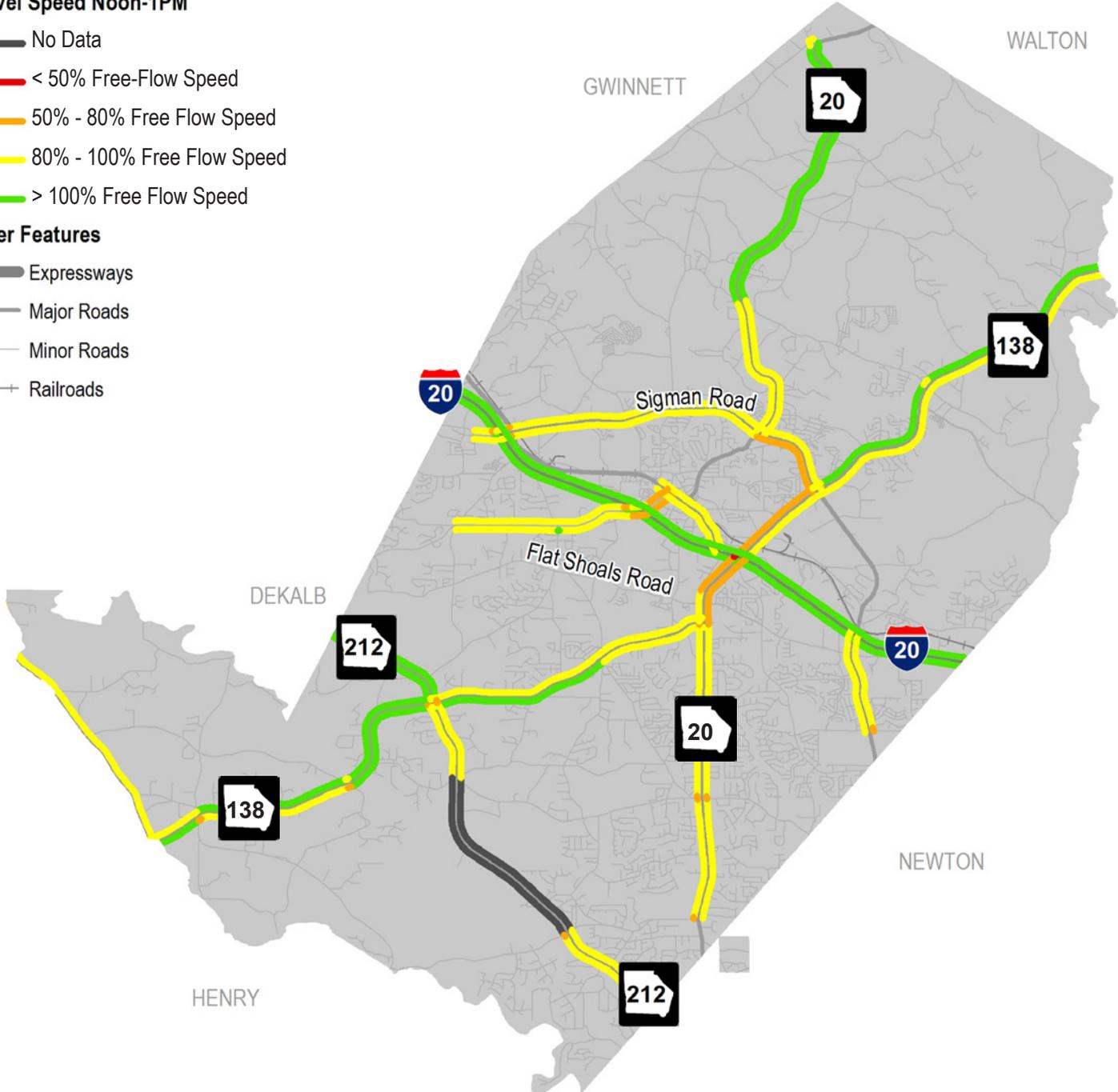
In addition to estimated information from the TDM, INRIX data was also used to assess travel speeds and congestion throughout the county. **Figure 5** below shows congestion during the hour from noon to 1 pm (the busiest time period reported in the data). This data is based on actual travel speeds, with green lines being at or above free-flow (85th percentile) speeds, and yellow and orange lines being slower. The most congested area reported by this data is the section of SR 20/138 on either side of I-20, with more moderate congestion on almost all major roadways in the central part of the county.

Figure 5
Travel Speed Noon-1PM

-  No Data
-  < 50% Free-Flow Speed
-  50% - 80% Free Flow Speed
-  80% - 100% Free Flow Speed
-  > 100% Free Flow Speed

Other Features

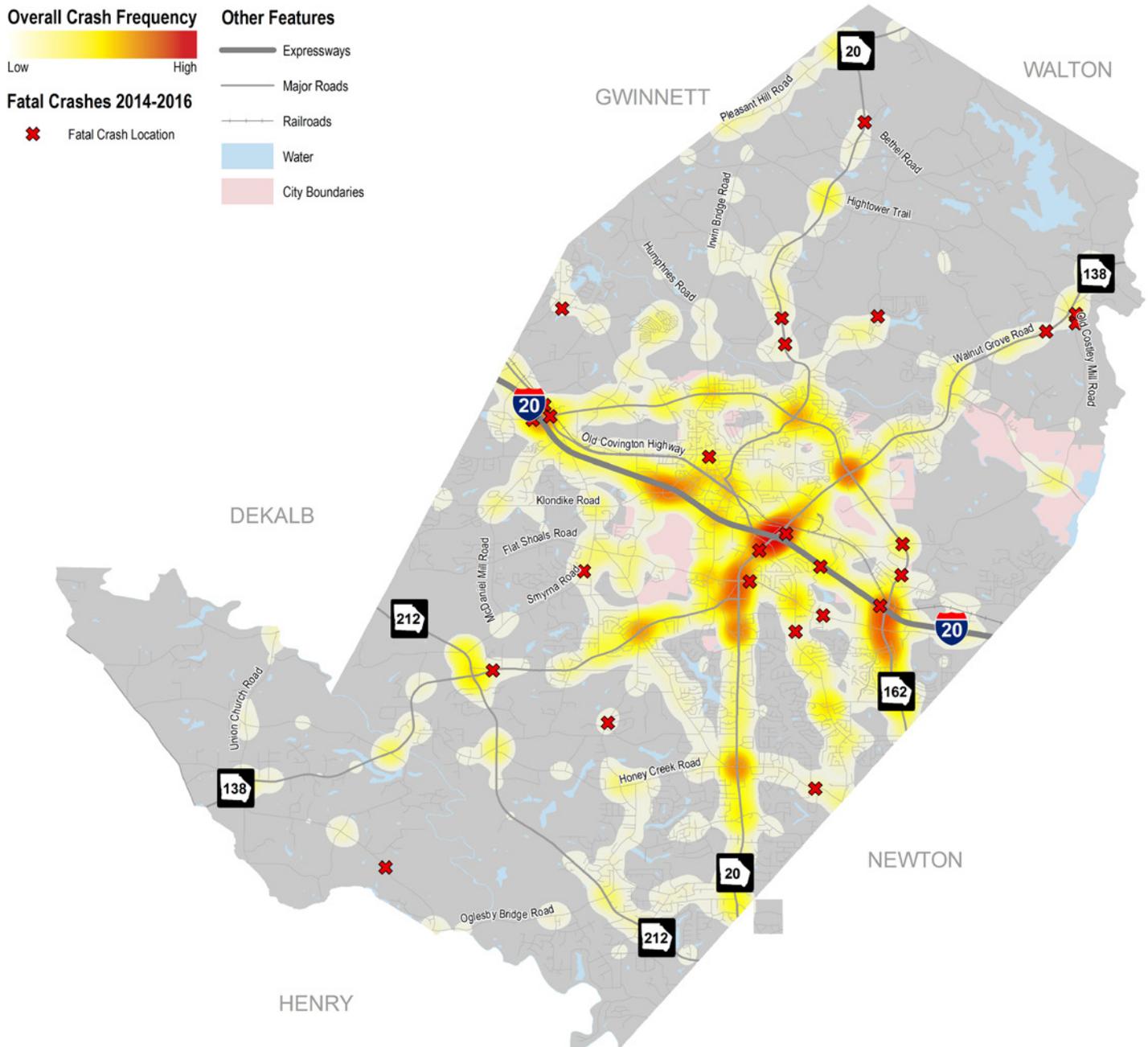
-  Expressways
-  Major Roads
-  Minor Roads
-  Railroads



CRASHES AND SAFETY

GDOT provided three years of crash data, from January 1, 2014 through December 31, 2016. An aggregation of that data is shown in **Figure 6** below. The colors on the map show where most crashes are most frequent. Uncolored areas had very few crashes, if any, while red areas had the most crashes. Crash frequency roughly follows the same pattern as overall traffic volume – more crashes occur where more people are driving. Interchanges with I-20 show the highest crash volumes, especially the interchange with SR 20/138. Also shown on this map are fatal crashes, denoted with a red “X”.

Figure 6
Crash Frequency in Rockdale County



NEEDS ASSESSMENT SUMMARY

BRIDGES

As part of the Needs Assessment, the state of the county’s bridges was also examined. Based on data collected from recent inspections, bridges were classified according to their FHWA rating, as shown in **Figure 7** below. Several of the county’s bridges have classifications as “Functionally Obsolete,” suggesting that their current state is inadequate and may need to be examined.

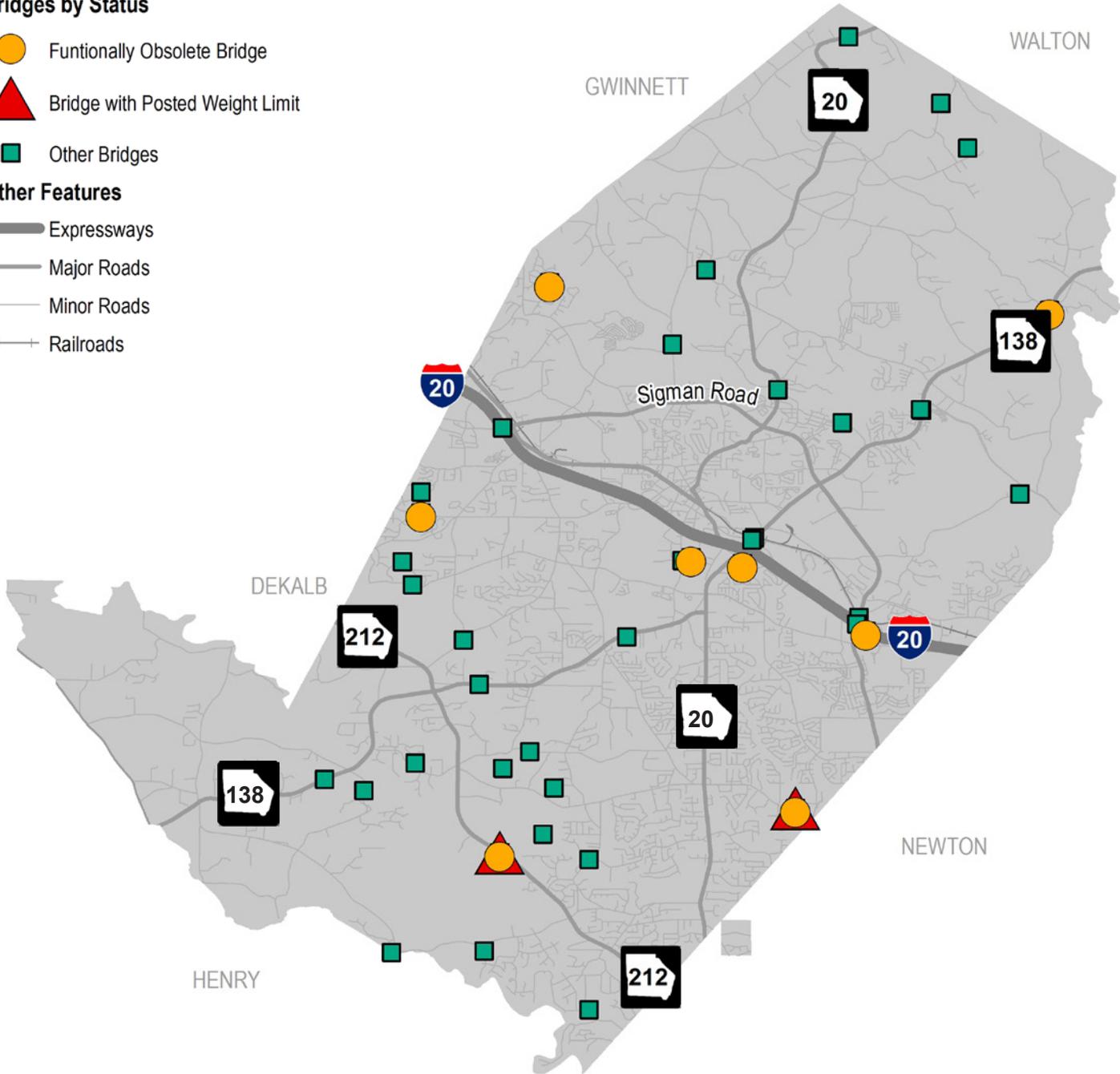
Figure 7
Conditions of Bridges in Rockdale County

Bridges by Status

-  Functionally Obsolete Bridge
-  Bridge with Posted Weight Limit
-  Other Bridges

Other Features

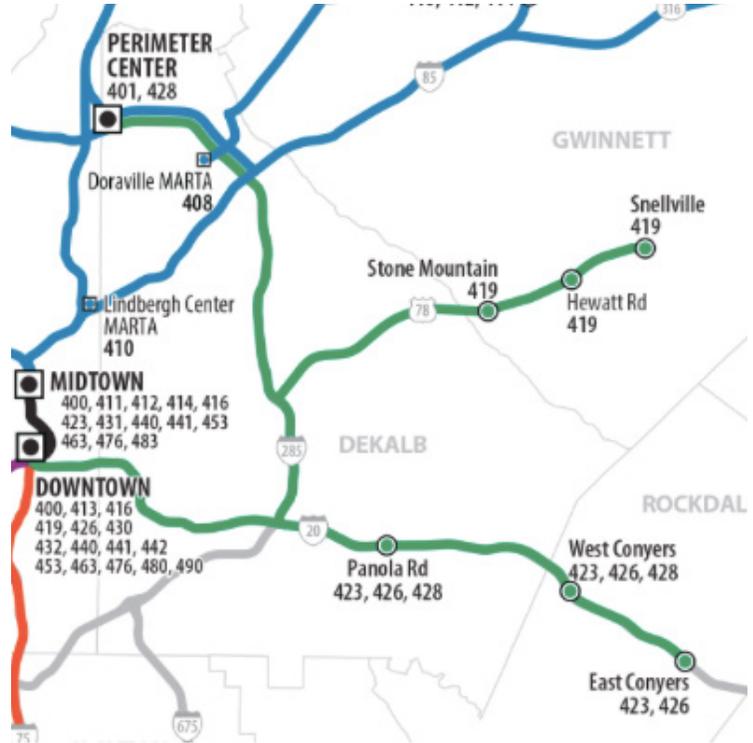
-  Expressways
-  Major Roads
-  Minor Roads
-  Railroads



TRANSIT

The current state of transit in Rockdale County was also factored into the Needs Assessment. The County's GRTA XPress service to Atlanta, as well as the recent addition of the Blue Bus private transit service, were the two forms of transit that currently service Rockdale County. The recently launched Blue Bus private transit service provides demand response rides and transportation along a fixed route system during limited weekday and weekend hours. While there are plans to expand the Blue Bus service, this is currently the only form of intra-county transportation. **Figure 8** to the right shows GRTA Service routes around the Atlanta region, including Rockdale County.

Figure 8
Excerpt of GRTA Service Map



BICYCLE AND PEDESTRIAN SUITABILITY

An extensive bicycle and pedestrian suitability analysis was conducted to assess the need and feasibility of additional need bike/pedestrian infrastructure throughout the county. The analysis used the County's transportation network to analyze four broad categories. Each category includes several specific criteria, listed below per component. Further explanation of these analyses can be found in the Existing Conditions and Needs Assessment Report.

Demand	Attractions	Character	Future
<ul style="list-style-type: none"> Population Density Concentrations of Households with No Automobile Concentrations of People Age 18 or Less Concentrations of People Age 55 or More Concentrations of Commuters Who Use an Alternative to a Single Occupancy Vehicle (SOV) to Travel to Work 	<ul style="list-style-type: none"> Parks and Recreation Centers Schools Transit Shops/Park and Ride Lots Retail Centers Civic Sites Concentrations of Employment 	<ul style="list-style-type: none"> Proximity to Existing and Planned Sidewalks Average Corridor Slope Pedestrian and Cyclist Crash Frequency and Severity Block Size 	<ul style="list-style-type: none"> Increase in Population Density Increase in Employment Density

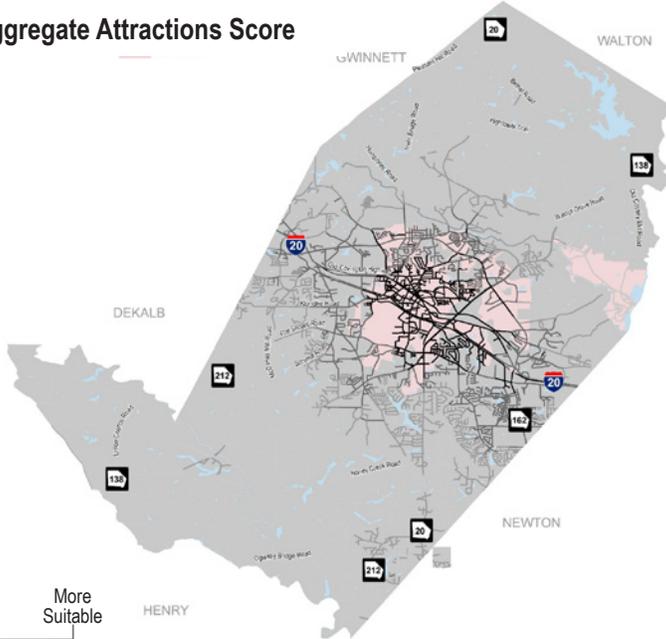
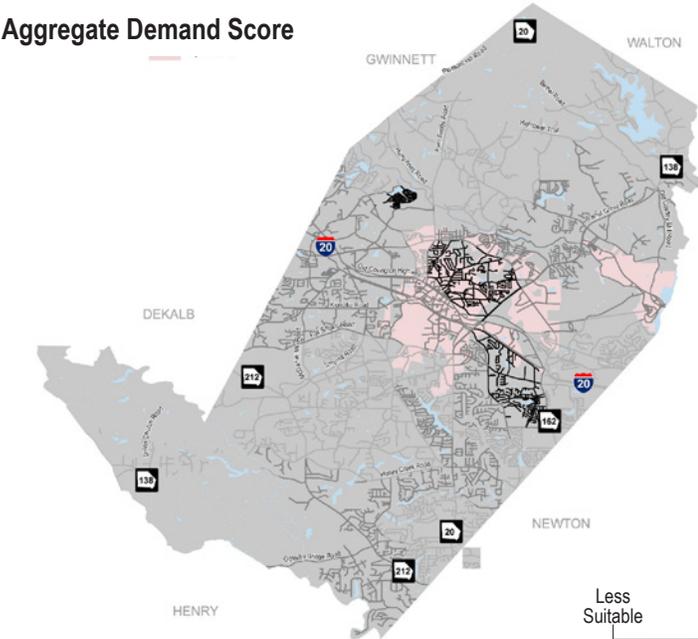
Figure 9 illustrates the aggregate scores of each of the four components, and **Figure 10** shows the results of the cumulative aggregate suitability analysis.

NEEDS ASSESSMENT SUMMARY

Figure 9
Individual Bicycle/Pedestrian Suitability Category Scores

Aggregate Demand Score

Aggregate Attractions Score



Aggregate Character Score

Aggregate Future Score

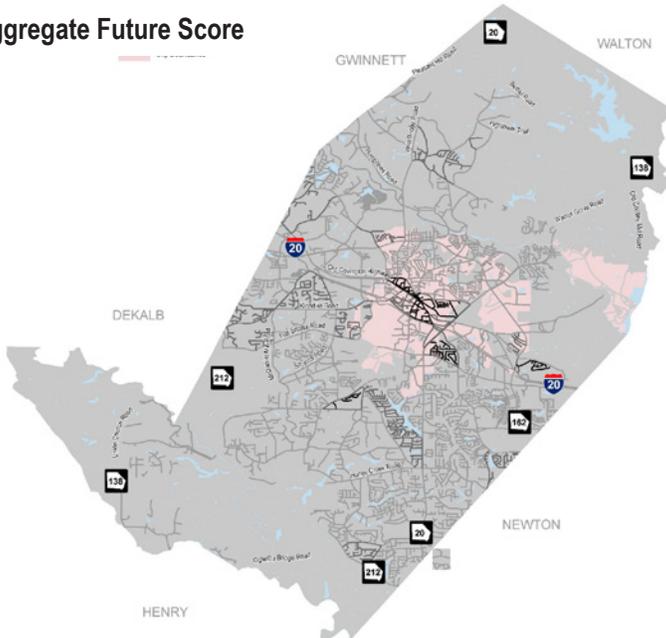
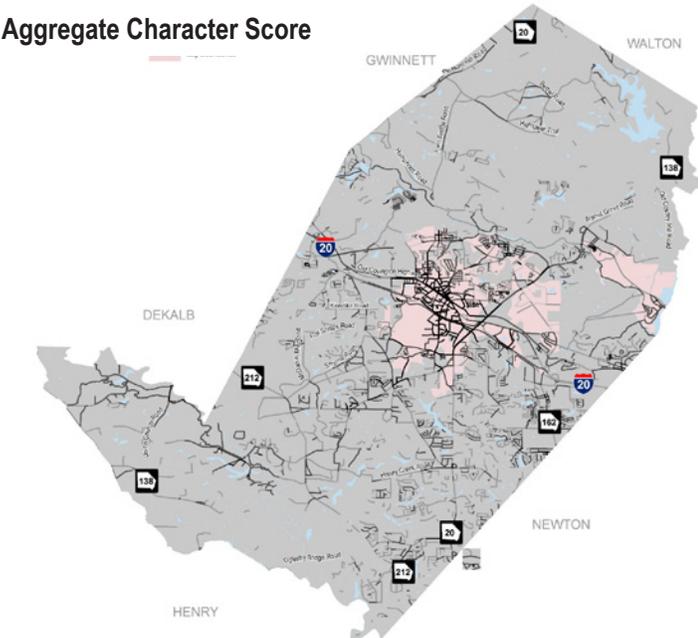
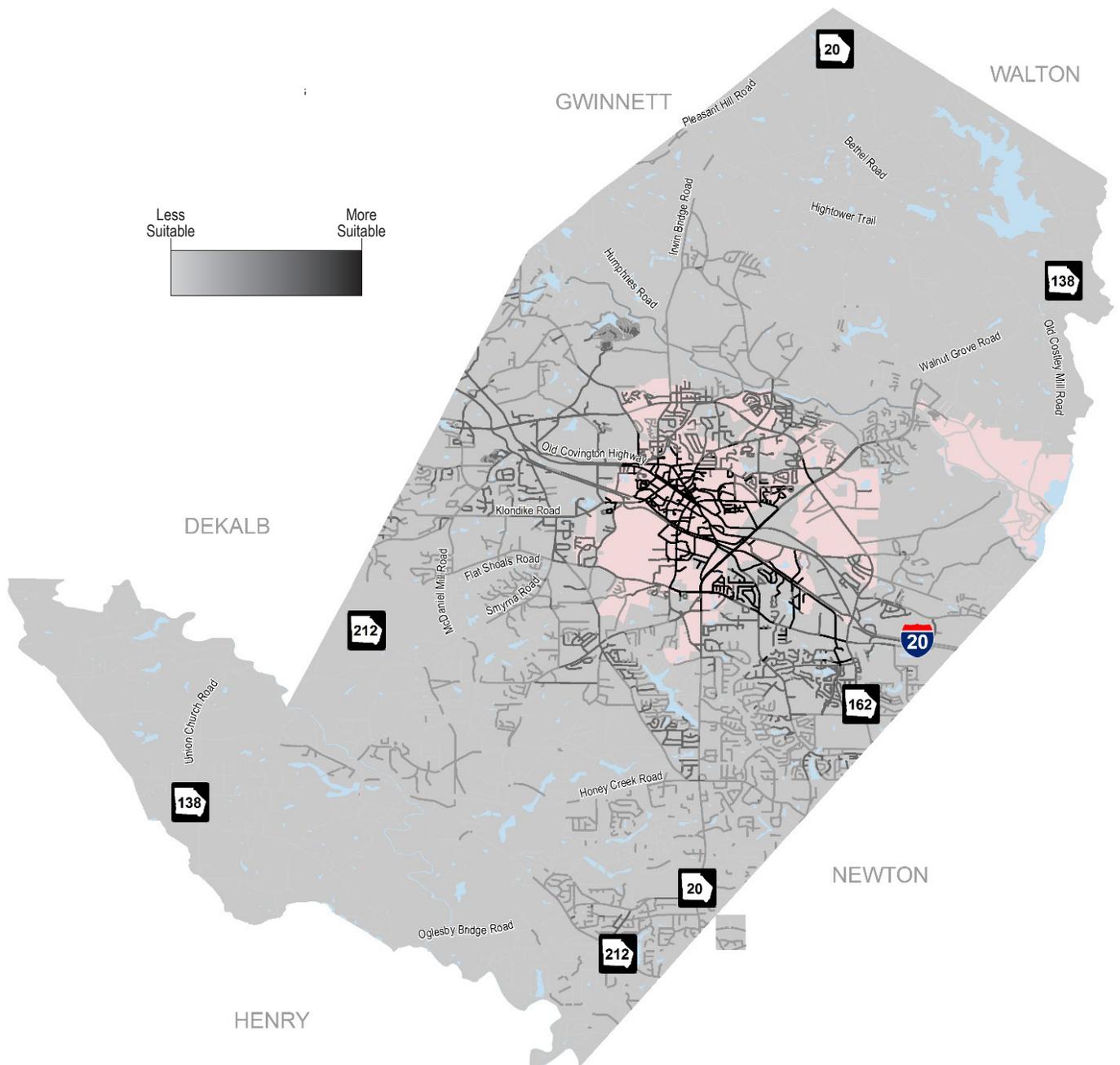


Figure 10
Bicycle/Pedestrian Suitability Component Aggregate Scores

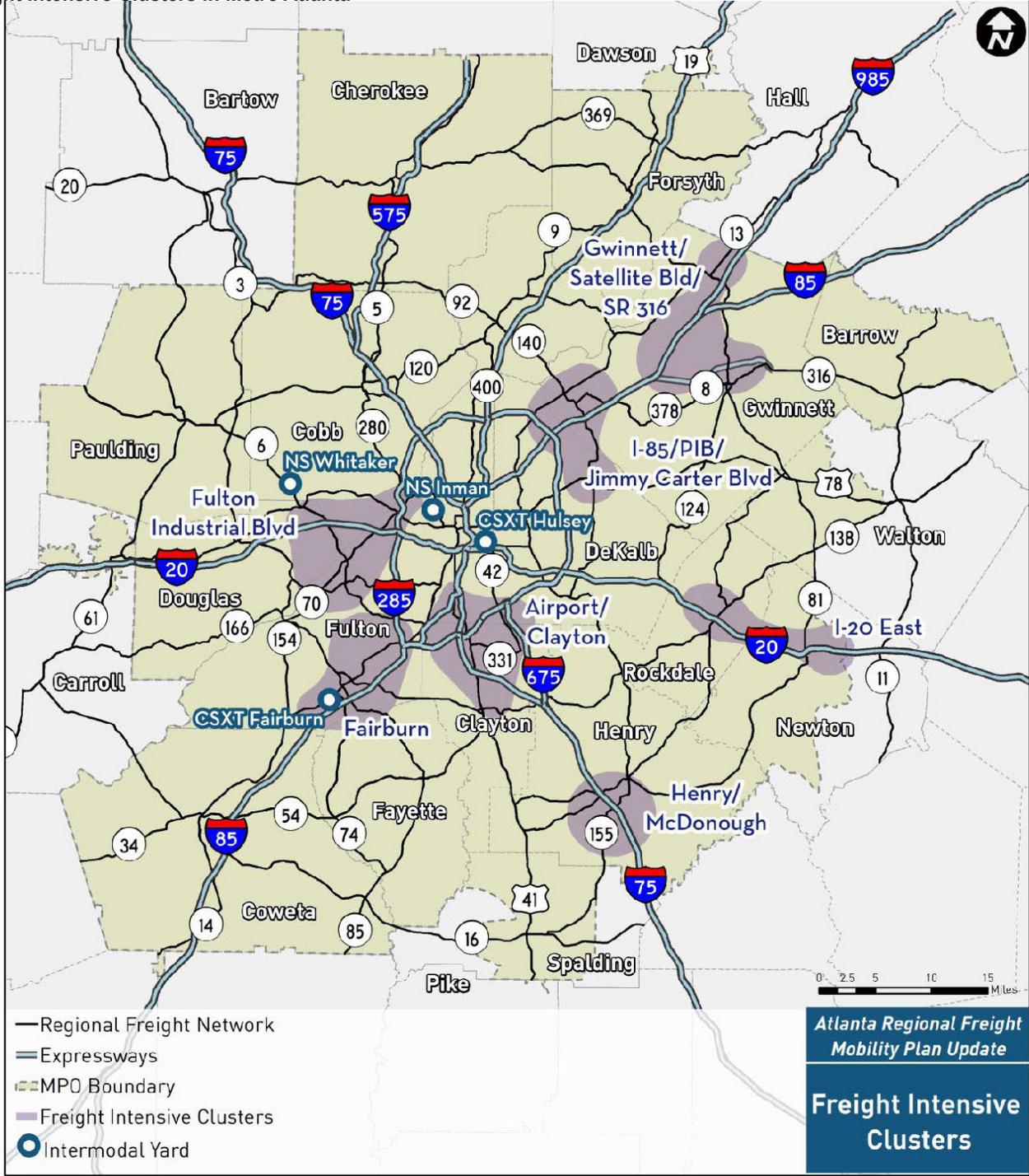


NEEDS ASSESSMENT SUMMARY

FREIGHT

Given that Rockdale County is one of the Atlanta metro's areas of intensive freight demand and movement, assessing the county's role in freight movement. Prior studies such as the Atlanta Regional Commission's Atlanta Regional Freight Mobility Update were looked at to understand freight movement in Rockdale County. As illustrated in **Figure 11** below, the I-20 corridor is one of the various freight intensive clusters in the Atlanta metro, and the only freight intensive cluster in Rockdale County.

Figure 11
Freight Intensive Clusters in Metro Atlanta



Source: Georgia Power Company. Consultant analysis.

COMMUNITY ENGAGEMENT

In order to best understand the community of Rockdale County, a series of outreach efforts were made to a wide range of groups within the community. The meetings and events detailed below were opportunities to provide information to the public, and were used to receive input from the public. The input received was then used by the consulting team to refine goals, and to guide the overall process of the plan.

FREIGHT MEETING

On April 20, 2017, the Rockdale CTP team met with freight stakeholders identified by the County. The group participated in two activities. The first activity was a roundtable discussion about the needs of the freight community, prompted by a few starter questions. Discussion from the meeting noted a need for truck layover/parking locations and concerns about crossing I-20, especially with respect to the SR 20/138 interchange. A copy of the comments board from this discussion along with a sign-in sheet and presentation materials are included in **Appendix C**.

In the second activity, the members of the group were given three dots, and presented with a map of Rockdale County. They were asked to place their dots on the three biggest bottlenecks for them and their businesses. Aggregated results of this activity are shown in **Figure 12**. Scans of the original maps are also included in **Appendix C**.

STAKEHOLDER MEETING #1

A group of specific stakeholders was formed to represent a variety of perspectives through the planning process. This group met for the 1st time on March 20th, 2017. As members entered, they were given three dots and asked to place them on a map at the three most severe bottlenecks in the county. As shown in **Figure 13**, the group focused on the SR 20, SR 138, and SR 162/Salem Road corridors, especially near those corridors' interchanges with I-20. All meeting materials, including sign-in sheets, presentation materials, and scans of activity boards, are included in **Appendix C**.

After an overview of the CTP process and data collected thus far, the stakeholder group was asked to discuss a vision for Rockdale's transportation system in the year 2040. The discussion discussed traffic concerns, but also a need to leverage sidewalks, trails, and

Figure 12
Bottlenecks Identified by the Freight Group

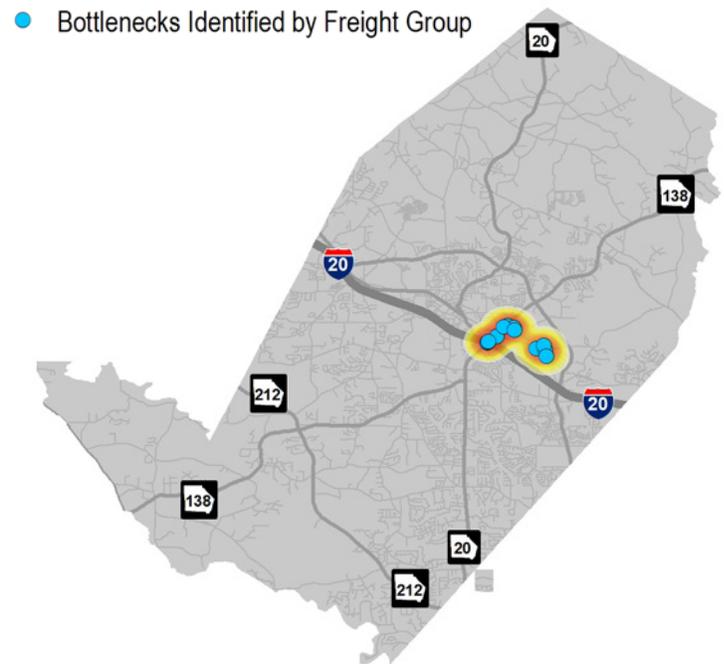
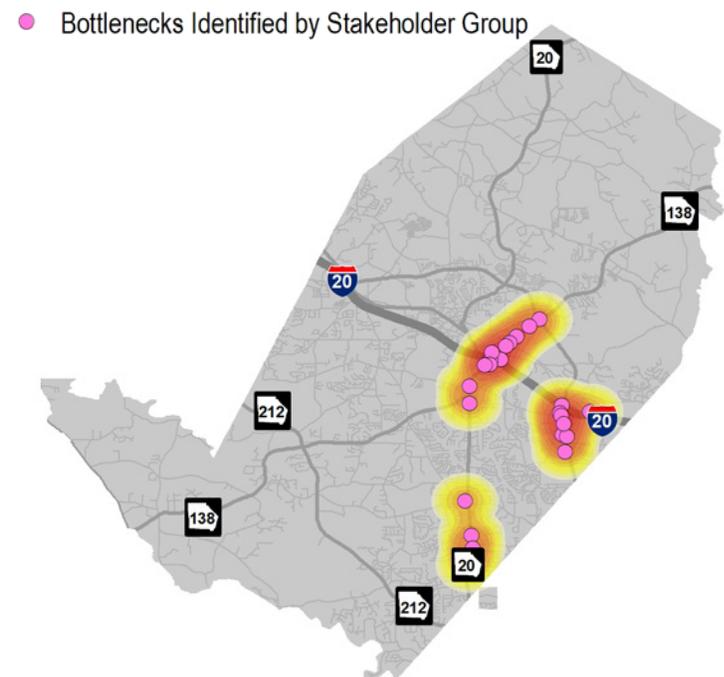


Figure 13
Bottlenecks Identified by the Stakeholder Group



COMMUNITY ENGAGEMENT

potential transit to leverage existing amenities to attract young people to the county.

Following this discussion, the goals and objectives from Rockdale County's previous CTP (shown in Table 2 in the Existing Conditions Summary section) were presented and the group was asked to place dots for each in either a "Keep", "Delete", or "Modify" column, which resulted in the general understanding that these goals and objectives should be retained.

Following the goals and objectives activity, the stakeholder group was asked to rank project types. Each member of the group had been given numbered dots and were asked to rank the seven project types used in the previous CTP from one (least important) to seven (most important). The results from this activity are shown in Table 4.

COMMUNITY MEETINGS ROUND #1

In May 2017, two public meetings were held, including identical content and activities. Both meetings ran from 5:30pm to 7:00 pm, but were held on different nights in different locations. The meeting on May 4, 2017 was held at the American Legion building on SR 20/138 just north of I-20, near Conyers and had 11 attendees. The meeting on May 11, 2017, was held at the St. Pius X Catholic Church on SR 20/McDonough Highway south of I-20 and had 10 attendees. All meeting materials, including sign-in sheets, presentation materials, and scans of activity boards, are included in Appendix C.

Both meetings were open houses, with informational boards and input activities available throughout the meeting, with a short presentation held near the middle of the meeting to provide context.

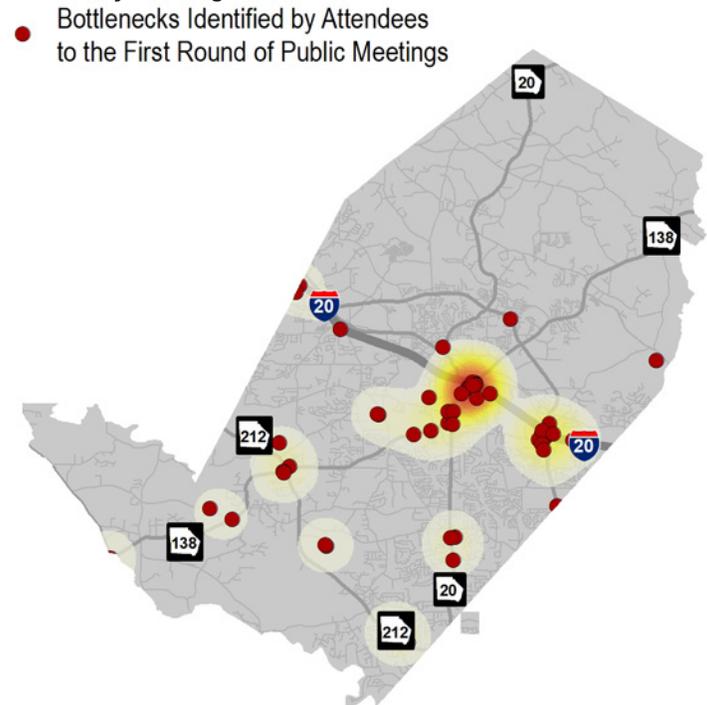
The activities made available at the public meeting were intentionally identical to activities conducted at the freight group and stakeholder group meetings. In one activity, attendees were given three dots and asked to identify the three worst bottlenecks in the county on a map. Aggregate results from this activity at both meetings are shown in Figure 14. The most commonly noted bottlenecks were the I-20 interchanges with SR 20/138 and with SR 162/Salem Road, with additional bottlenecks noted by multiple attendees in the southern part of the county.

In the second activity, attendees were given a set of seven numbered dots and were presented with the seven project categories used in the previous CTP. Participants were asked to rank the project categories from one (least important) to seven (most important). Aggregate results from these meetings are shown in Table 5.

Table 4
Project Category Scores from Stakeholder Meeting #1

Project Category	Average Score
Roadway Capacity and Operations	5.7
Intersections	4.4
Pedestrian Infrastructure	2.7
Freight and Aviation	2.4
Bridges	2.3
Transit	2.3
Bicycle Infrastructure	1.6

Figure 14
Bottlenecks Identified at the First Round of Community Meetings



**Table 5
Project Category Ranking from Community Meetings Round #1**

Project Category	May 4th Avg. Score	May 11th Avg. Score	Overall Avg. Score
Roadway Capacity and Operations	5.7	6.0	5.8
Intersections	5.9	5.0	5.5
Pedestrian Infrastructure	4.7	3.4	4.0
Bridges	2.9	4.5	3.7
Transit	2.9	3.6	3.3
Bicycle Infrastructure	2.3	3.5	2.9
Freight and Aviation	3.0	1.9	2.5

STAKEHOLDER MEETING #2

The Rockdale CTP Stakeholder group met for a second time the morning of Wednesday, August 9, 2017. The meeting began with a short presentation given by the consultant team, reviewing the overall CTP process, presenting some of the same data shown at the first meeting, and then showing some new analysis – primarily the Bicycle and Pedestrian Suitability Analysis, and public input received thus far.

During the presentation, the stakeholder group was asked to provide input on eight transportation project needs that the consultant team had created to articulate the county’s transportation needs. These eight goals were:

- Address north-south travel within Rockdale
- Address east-west travel within Rockdale
- Improve connectivity to surrounding communities
- Develop parallel alternatives to major routes
- Address bottleneck locations
- Identify opportunities for active transportation
- Enhance connections to I-20
- Invest in principal routes to maximize system efficiency

Stakeholders were each given twelve dots and were asked to distribute those dots to projects goals based on how important they thought each goal was. During this activity, the stakeholders created a ninth need: “Facilitate safe and efficient freight movement”. Aggregate results from the activity are included in **Table 6**.

**Table 6
Project Need Ranking from Stakeholder Meeting #2**

Project Goal	Total Dots
Facilitate safe and efficient freight movement	19
Address north-south travel within Rockdale	17
Address east-west travel within Rockdale	17
Address bottleneck locations	17
Enhance connections to I-20	12
Identify opportunities for active transportation	10
Improve connectivity to surrounding communities	9
Invest in principal routes to maximize system efficiency	9
Develop parallel alternatives to major routes	5

This scoring indicates the highest preferences for vehicular travel, without a strong preference for a specific direction of travel. Following an introduction to the proposed project evaluation process, stakeholders were asked to provide comments on provided maps of projects from the previous CTP, divided into vehicular projects and bicycle and pedestrian projects. Much of the vehicular discussion centered on indicating projects that are a lower priority, such as a widening of Pleasant Hill Road in the north part of the county. The stakeholder group was instrumental in indicating trails and other bicycle and pedestrian facilities recommended by the previous CTP that have already been completed, or that are no longer consider realistic possibilities, for whatever reason. A detailed summary of this meeting is provided in **Appendix C**.

COMMUNITY ENGAGEMENT

COMMUNITY WORKSHOP #1

A Community Workshop was held on Wednesday, November 29, 2017 at the Rockdale County Board of Elections facility. A total of 25 individuals attended the community workshop. The sign-in sheet, all presented materials, and scans of activity materials are included in **Appendix C**. Attendees were escorted through four stations by a member of the consultant team. The first station contained general information regarding the CTP process, as well as a timeline of the Rockdale CTP. The second station presented a summary of the data collected for Existing Conditions and Needs Assessment Report. The third station included an interactive exercise, which will be discussed in greater detail below. The final station presented a description and timeline of the remainder of the Rockdale CTP process, specifically the evaluation of transportation projects, fiscal analysis, and Recommendations Report.

At the third station, attendees were asked to provide input on the same transportation project needs. Attendees were each given twelve dots and were asked to distribute those dots on a board with the projects goals based on how important they thought each goal was. Aggregate results from the activity are included in **Table 7**.

Table 7
Project Goal Ranking from Community Workshop

Project Goal	Total Dots
Address bottleneck locations	26
Enhance connections to I-20	25
Address north-south travel within Rockdale	22
Invest in principal routes to maximize system efficiency	20
Address east-west travel within Rockdale	18
Develop parallel alternatives to major routes	15
Identify opportunities for active transportation	12
Improve connectivity to surrounding communities	11
Facilitate safe and efficient freight movement	7



COMMUNITY WORKSHOP #2

The second community workshop was held on Thursday, June 6th, 2018 from 11:30 AM – 6:30 PM at the American Legion in Conyers. The purpose of the Community Workshop was to update the public on the CTP process and present draft recommendations. The Community Workshop was comprised of three stations. The first station provided attendees with general information on the CTP and project schedule. The second station included findings from the project Needs Assessment and Existing Conditions portion. The third station included information regarding the evaluation and ranking process for potential projects, which included a list of draft

recommendations. The recommendations presented included both vehicular and bicycle/pedestrian projects, all of which were based on the score they received from the technical analysis, goals analysis, and public support analysis. Attendees were encouraged to provide any additional feedback they had on the information presented, which the project team took into consideration when finalizing recommendations.

TRANSPORTATION SURVEY

As part of the outreach efforts, an online survey was made available to the public beginning March 6, 2017. Physical copies of this survey were provided at CTP public meetings and other outreach events. The survey includes ten questions, which were intentionally constructed to be similar to the activities conducted in the other outreach activities. Aggregated survey results as of January 9, 2018, including some individual responses are included in **Appendix C**.

A map showing origin-destination lines of the commutes of respondents was created, and is shown in **Figure 15**. For comparison, data from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) was used to create a map showing origin-destination lines of all Rockdale County residents. This map is shown in **Figure 16**. The two datasets show similar patterns, with large movements within Rockdale County, many trips between Rockdale County and various parts of Atlanta, and a significant number of trips to and from Covington. The thickness of each line relates to how many responses were received for each

Figure 15B
Origin-Destination Paths of Rockdale County Residents based on LEHD Data

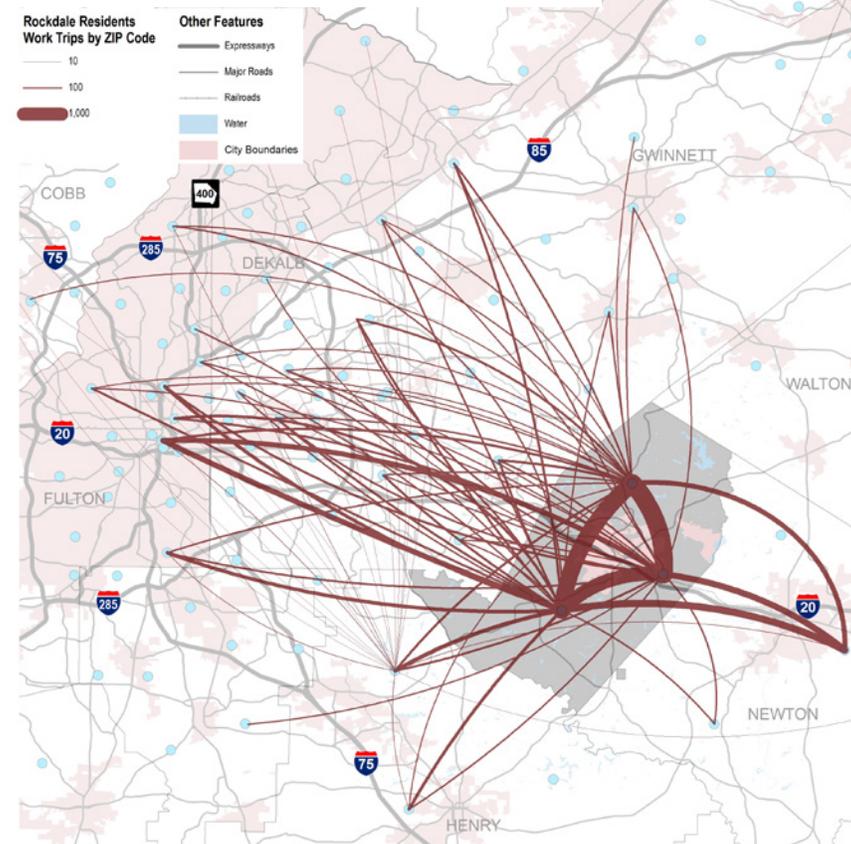
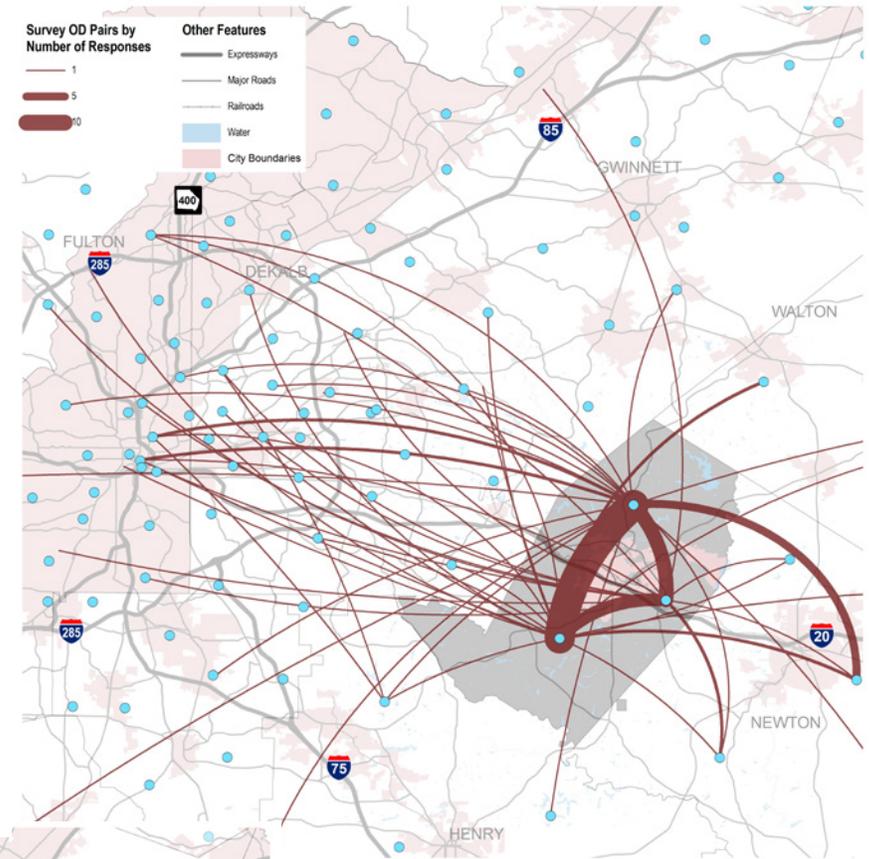


Figure 15A
Origin-Destination Paths of Rockdale County Residents based on Survey Responses



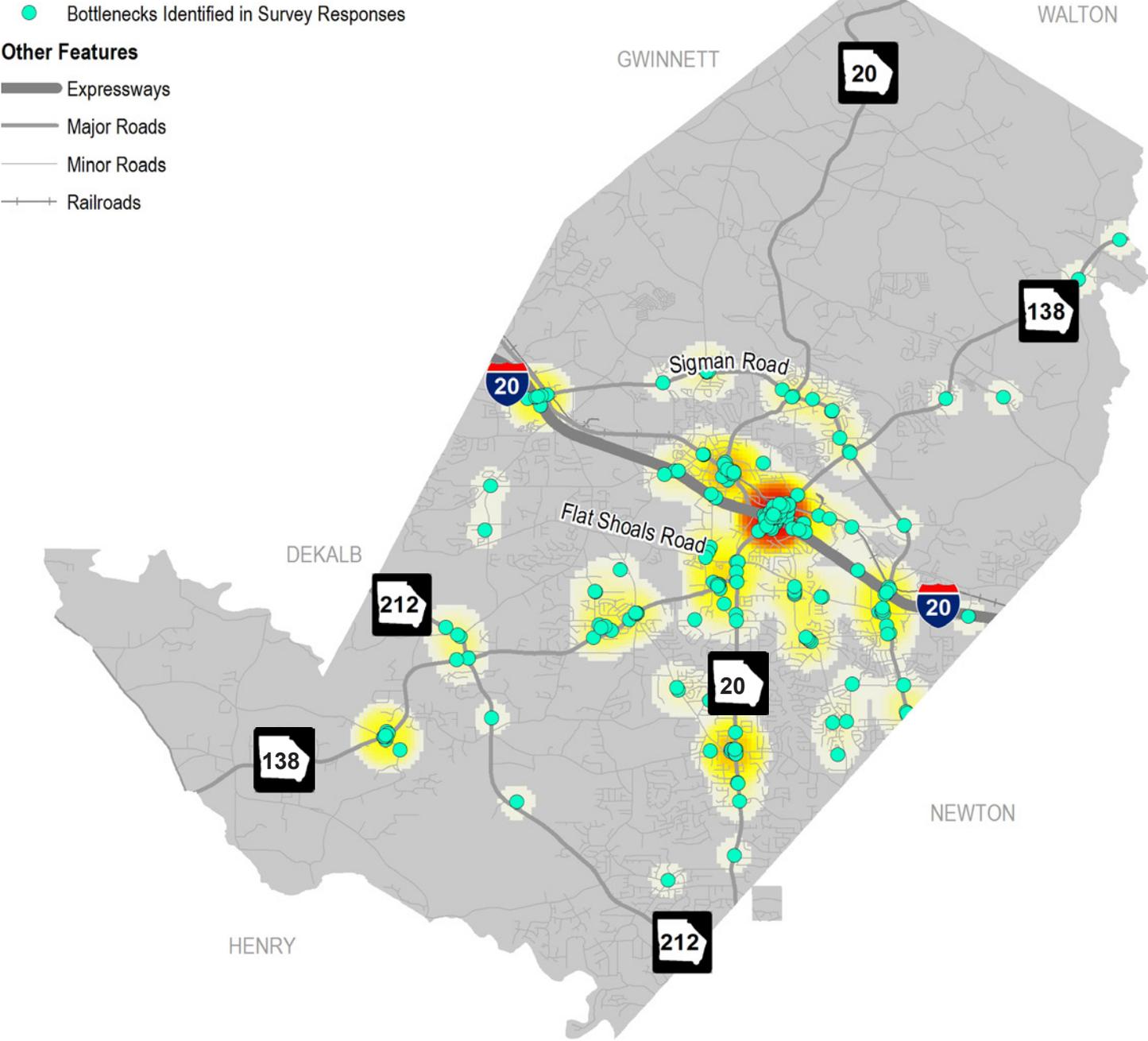
O-D pair, but does not indicate the direction of these trips. Based on our survey, a large group of Rockdale residents work and live within County. Additionally, a significant group of respondents move between Covington and Rockdale County each day for work. While less concentrated, a large movement to areas in and near Atlanta can also be seen. While these commutes are more scattered, many of them end near Emory/Decatur, Downtown Atlanta or in the Perimeter Center area to the north.

To understand the overall credibility of the transportation survey, this data was compared to a similar map indicating commutes for all residents of Rockdale County, based on data provided by the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program. The data provided by this survey similarly shows very high movements within Rockdale County, east to Covington, or west and northwest to parts of Metropolitan Atlanta.

COMMUNITY ENGAGEMENT

Near the end of the survey, respondents are asked to identify the three biggest transportation challenges they face in the county. Responses from this question as of January 9, 2018 were mapped to create **Figure 17**. This graphic only includes responses that described a specific, single location. Some responses were more general, such as “SR 138” or “sidewalks in Conyers”, and thus aren’t included in this map. These responses follow similar patterns as the bottleneck activities conducted in the freight group, stakeholder group, and public meetings. The highest concentration of identified locations is at or near the I-20 interchange with SR 20/138, with other concentrations along major corridors like SR 20, Sigman Road, and Old Covington Highway.

Figure 17
Bottlenecks Identified by Respondents to the Online Survey



POLICY RECOMMENDATIONS

TRANSPORTATION AND LAND USE INTERACTION

ACCESS MANAGEMENT

Along major corridors there are designed and intended to primarily move traffic long distances, the County shall continue to consider Access Management approaches to restrict the number of driveways, intersections, and turning movements. This will have additional benefit to active mode users as limited curb cuts will minimize conflict points, creating ideal conditions for people to walk or bike.

CONNECTING NEW SUBDIVISIONS AND DEVELOPMENTS

To improve traffic circulation and decrease reliance on major corridors, logical connections between neighborhoods and commercial areas should be encouraged. This also includes the privatization of traditional street grids for the layout of new developments instead of cul-de-sacs.

EMBRACE NEXUS BETWEEN COMPLETE STREETS AND URBAN ENVIRONMENTS

Complete streets are public right-of-ways that include infrastructure for travelers utilizing different modes of transportation, including bicycle, pedestrian, cars, and transit. The Georgia Department of Transportation (GDOT) created its first version of a Complete Streets policy in 2012 as a means to incorporate the consideration of bicycle, pedestrian, and transit accommodations into roadway construction

and reconstruction projects. The Manual includes both standards, recommendations, and helpful resources for municipalities looking to include Complete Streets as part of their development regulations. The benefits of Complete Streets include economic development, more equitable options of travel for all users, better urban design, the reduction of bicycle and pedestrian crashes, and encourages higher levels of walking, biking, and transit use in communities. Complete Street policies can also act as Streetscape Standards for communities looking to implement them.

Additionally, this is likely to be most successful in and around activity centers that can create more urban environments and as such, the County should encourage a network of development supported by street grids and other elements to enhance multimodal access.

NODAL DEVELOPMENT PATTERNS

The County should encourage a mix of land uses within existing and future activity centers that are nodal in nature in order to minimize the number of vehicular trips from such developments. This includes incorporating residential and commercial uses in close enough proximity to one another that walking and biking are viable transportation options. In contrast, much of the commercial development in Rockdale County is separated from residential land uses and built in a linear fashion (such as the SR 138 commercial corridor) often contributing to traffic congestion and increasing vehicle miles traveled.

FREIGHT ACTIVITY

There are a multitude of freight challenges within Rockdale County including truck use of major facilities for external to external trips conflicting with more localized uses of these corridors (SR 138 is a great example of this), challenges in supporting access to and from freight oriented activities within the County, and challenges at the numerous at-grade crossings of the CSX railroad particularly in the central Conyers area where intersections are in close proximity to the railroad creating numerous opportunities for conflicts.

As many of these issues are interrelated but more operational in nature than typically addressed in a CTP, the County should consider soliciting ARC for assistance in funding a future Freight Cluster

Plan. This Plan could then be used to program more specific freight related initiatives including:

- Additional truck layover/parking locations (as identified as a need by the freight focus group)
- Safe and efficient crossing for trucks over I-20, notably at SR 20/138 interchange (as identified as a need by the freight focus group)
- Addressing proximity of intersections and at-grade railroad crossings throughout Rockdale County

POLICY RECOMMENDATIONS

TRANSIT

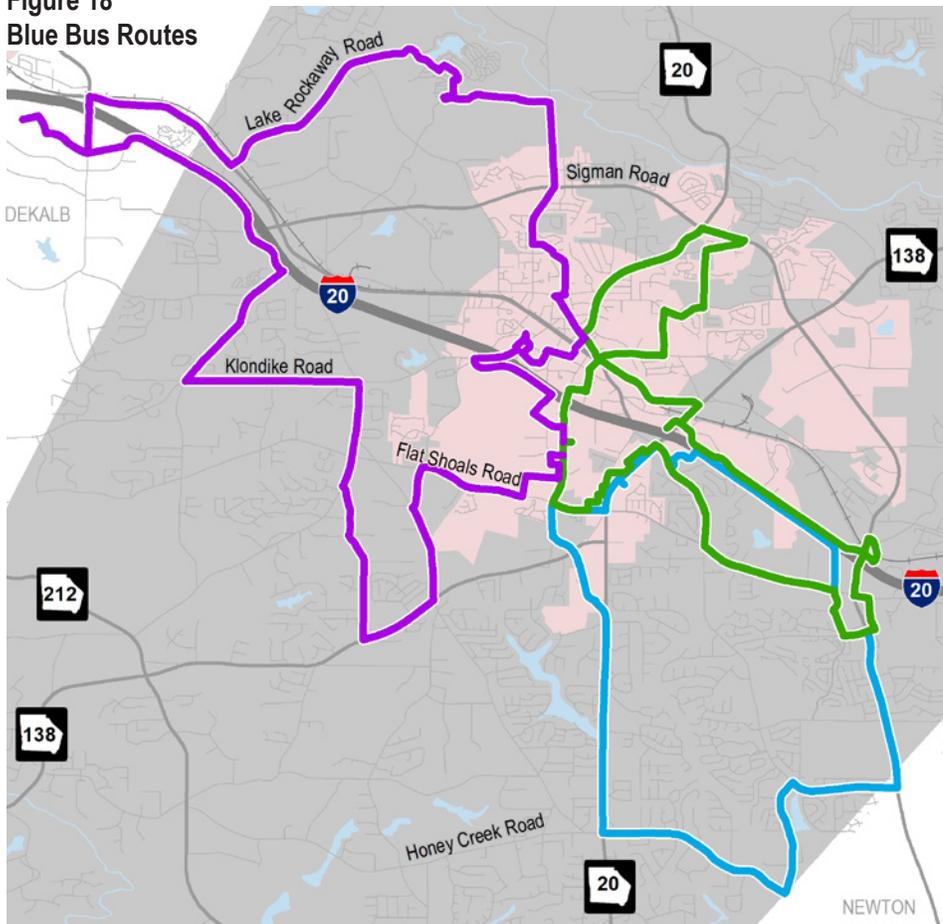
BLUE BUS

Recently, Blue Bus transit service in Rockdale County was established and is run by a private operator, AlexMax Transportation Services. The Blue Bus serves both Rockdale and Newton Counties and the cities of Conyers and Covington. It includes three fixed transit routes and provides connections to other systems (MARTA and GRTA) via the Stonecrest Connector Route. The Blue Bus also provides demand response rides through riders' request using the "Going a2b" app. The demand response mobility transit service is a door to door service for passengers with special needs and must be prescheduled.

The three Blue Bus fixed transit routes are shown in **Figure 18**. These routes access major points including Stonecrest Mall, Downtown Conyers, Salem High School, East Conyers Park and Ride, and Piedmont Parker Hospital. The three Blue Bus fixed transit routes in Rockdale include:

- Ga. Highway 138/Salem Road: Parker Place (transfer point), LA Fitness, Department of Community Supervision, Iris Drive (apartments corridor), Eastside Drive Complex, Ingles at Salem Square Plaza, Salem High School, Target on Ga. Highway 20, Publix Super Market at The Village, and Kroger Supermarket.
- Downtown Rockdale/Conyers: Parker Place (transfer point), Rockdale County Jail, Lakeview Estates, Rockdale County DFCS, Conyers Municipal Court, Rockdale Government Complex, Rockdale County High School, Walmart Supercenter, Conyers Crossroads Shopping Plaza, Kroger on Ga. Highway 20.
- Stonecrest Mall: Parker Place (transfer point), Corner Market Plaza, Johnson Park Recreation Center, Heritage High School, Publix Super Market on Smyrna Road, Lake St. James Apartments, Sam's Club, and Stonecrest Mall. (For residents working in Atlanta, they could take The Blue Bus to Stonecrest Mall, then pick up transportation into Atlanta on MARTA.)

Figure 18
Blue Bus Routes



The three fixed-route Blue Bus routes match well to the existing transit needs in Rockdale County. The Blue Bus routes serve the areas of the County that have the largest population density and parks, schools, retail, employment centers, and civic sites. The routes also serve the areas with the highest concentrations of households without automobiles, persons under 18, and persons over 55. The existing deficiencies include connections to the northern and southern portions of the County as well as to surrounding communities outside of Rockdale. Any future service expansion should seek to fill these needs.

There has been some discussion about the possible solicitation of federal transportation funds for assistance in the operation and/or expansion of the Blue Bus and Rockdale County should continue to coordinate to determine the possibilities and appropriateness of such a solicitation. In addition, the connections to Stonecrest in nearby DeKalb County may be critical in providing a transit link between Rockdale County and the eventual implementation of MARTA heavy rail along I-20 to Stonecrest.

STATE LEGISLATION

On March 29, 2018, the Georgia state legislature passed legislation to establish a regional transit governance and funding framework in metro Atlanta. The bill was signed into law by Governor Nathan Deal on May 3, 2018. The legislation created the Atlanta Region Transit Link Authority, or “The ATL”, which is charged with regional transit planning for the 13 counties in metro Atlanta. These 13 counties include: Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding, and Rockdale. The region’s 10 transit systems, including MARTA, CobbLinc, Gwinnett County Transit, and GRTA’s Xpress service, will operate under a unified “The ATL” brand name by 2023.

Transit leaders in the region are excited about the establishment of a coordinated, regional transit network and believe it is critical to the region’s transportation future and will help ensure long-term economic success. The legislation, sponsored in the House by Rep. Kevin Tanner and in the Senate by Sen. Brandon Beach, provides a new transit funding option: Enabling counties to seek sales tax increases of up to 1 percent for up to 30 years to finance construction and operation of transit. In addition, the 2019 state budget includes \$100 million in bond financing to fund transit projects statewide, including the Atlanta region. This is the largest state investment in transit in Georgia history.

Importantly, the regional transit legislation provides flexibility and autonomy for member counties, who must opt in to any specific project or funding mechanism. Rockdale will have the opportunity to expand transit or add transit through submitting a proposed project list to the ATL for approval. Those lists will then go on the local ballot. MARTA will be the provider of all rail service throughout the ATL’s coverage area, while local governments, such as Rockdale, will put bus service out to bid.

This new legislation provides a more coordinated regional approach to transit which can benefit Rockdale County as it increases the transit options and opportunities. This can benefit residents and business in Rockdale should the choose to opt into it.

ACTIVE TRANSPORTATION MODES

The County can adopt and put into practice policies and initiatives that enable a more balanced transportation system that is safe and promotes a better quality of life. These efforts can help institutionalize multi-modal strategies and improve safety beyond the project recommendations discussed later in this CTP. The following list outlines a number of overall topics that should be considered:

- Wayfinding signage sized and positioned to inform and encourage bicyclists’ travel, also indirectly promotes the City’s support for bicyclists to passing vehicles
- Public Awareness campaign utilizing State and regional bicycle groups as well as police sensitivity training, which has been well received in other cities across the nation
- Pursue League of American Bicyclists Bike Friendly Community status
- Distribute summary of articles or reports regarding trail and positive property value findings

POLICY RECOMMENDATIONS

TRANSPORTATION DEMAND MANAGEMENT (TDM)

In 2013, the Atlanta Regional Transportation Demand Plan was completed to consider both commute based and non-commute based travel and mode, time of day, route, and locations choices available to travelers. This regional TDM effort is intended to support a coordinated effort of strategies and includes the following goals:

- Improve customer convenience and user experience
- Increase transportation connectivity, mode choice, and access
- Streamline regional coordination of policies, programs, services, and investments
- Leverage and diversify funding sources for program sustainability
- Pursue continuous performance and operations improvements

Rockdale County should continue to coordinate with regional partners to emphasize TDM as part of the broader strategy to reduce vehicular congestion and miles traveled.

SUSTAINABILITY

Inherently, emphasis of non-motorized and active forms of transportation are sustainable for communities and public health initiatives. Beyond this there are many other factors that can be considered for implementation related to any Sustainability initiatives that Rockdale County pursues. These include:

- *Reducing Energy Consumption* not just through active transportation but also through the use of transit lanes, low energy lighting, and improved traffic signal coordination
- *Reduced Consumption of Material Resources* through narrower traffic lanes, road diets, various construction materials, etc.
- *Reducing Impacts to Environmental Resources* through rain gardens, minimizing impervious surface, storm water infiltration, etc.
- *Supporting Vibrant Urban Communities* (noise reducing materials, the use of public art, pedestrian refuges, etc.)

PROJECT DEVELOPMENT



The collection of projects included in this CTP were identified and created as part of a process that uses previous planning efforts as a basis and incorporates findings from the needs assessments and community engagement. The previous CTP and various other regional planning efforts formed the basis of the universe of projects considered. Some of these projects have been completed, and were thus removed from this CTP. Additional projects are not longer considered viable, due to changing conditions and priorities, and were also removed. The needs assessment and community engagement processes also revealed some additional potential projects which were added to consideration for this CTP.

PREVIOUS CTP

Many projects considered for reevaluation were projects previously identified in the last CTP. **Figures 19** and **20** below illustrate the vehicular and bicycle/pedestrian projects from the previous CTP. These projects formed the bulk of the projects in the new CTP.

PROJECT DEVELOPMENT

Figure 19
Vehicular Projects Identified in Previous CTP

- Intersection Improvements
- New Bridge
- Railroad Crossing Improvement
- New Alignment
- Upgrade/Operations
- Roadway Widening

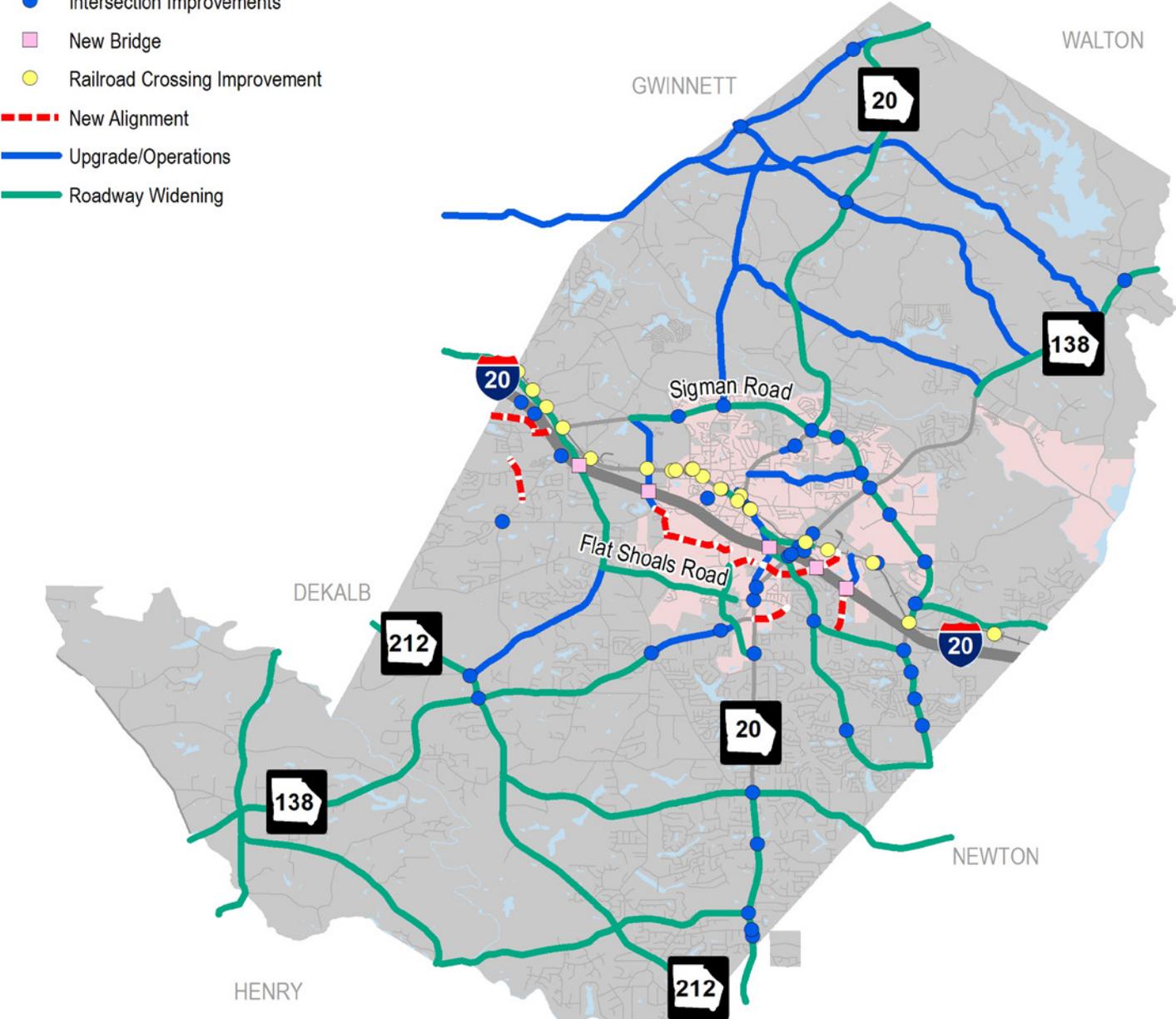
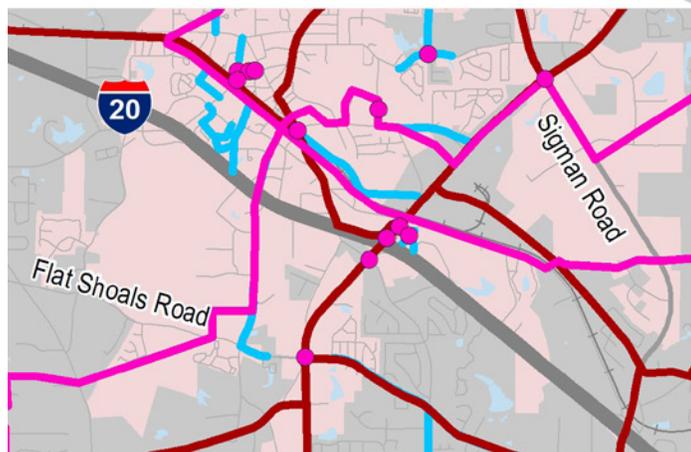
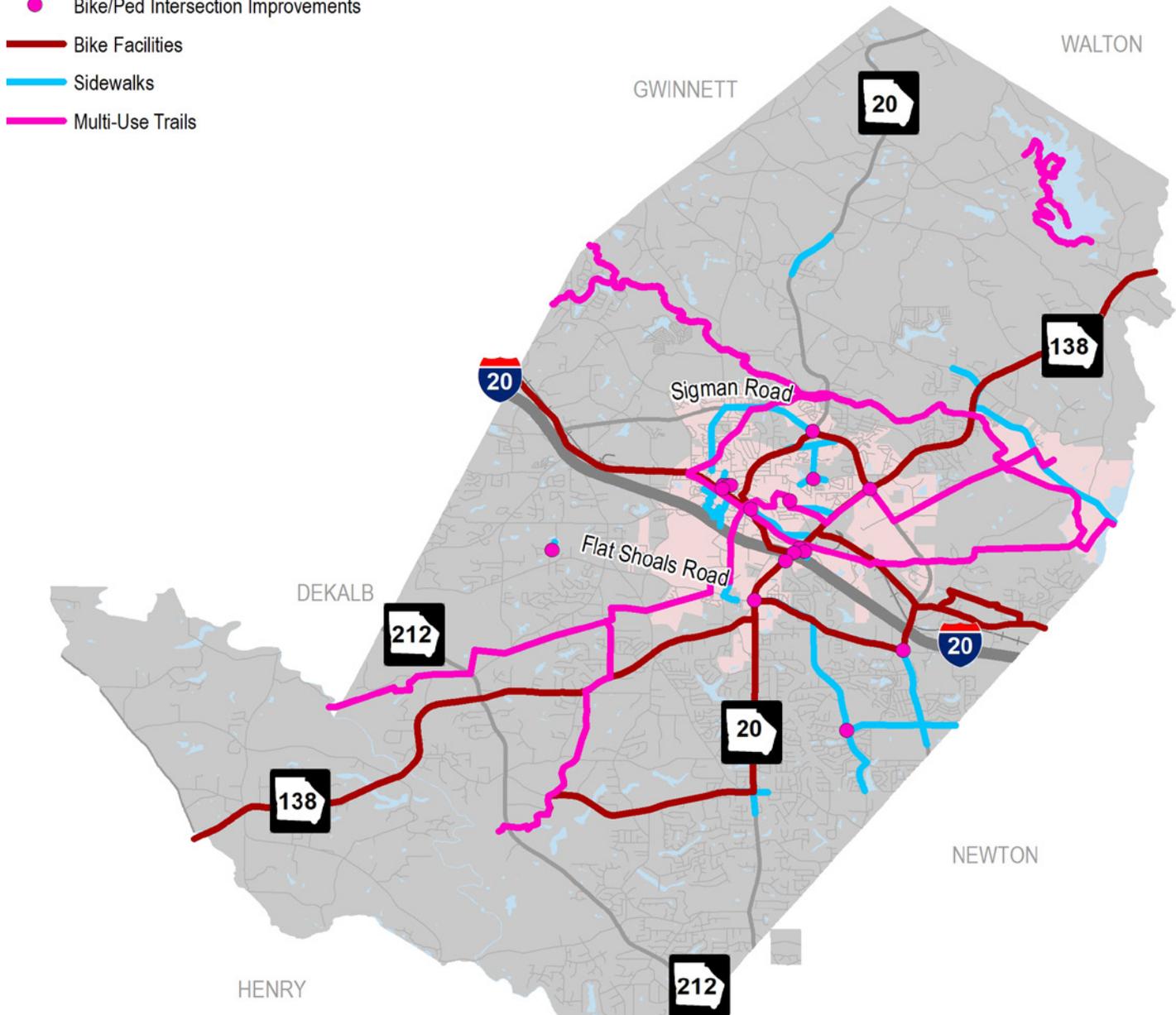


Figure 20
Bicycle/Pedestrian Projects Identified in Previous CTP

- Bike/Ped Intersection Improvements
- Bike Facilities
- Sidewalks
- Multi-Use Trails



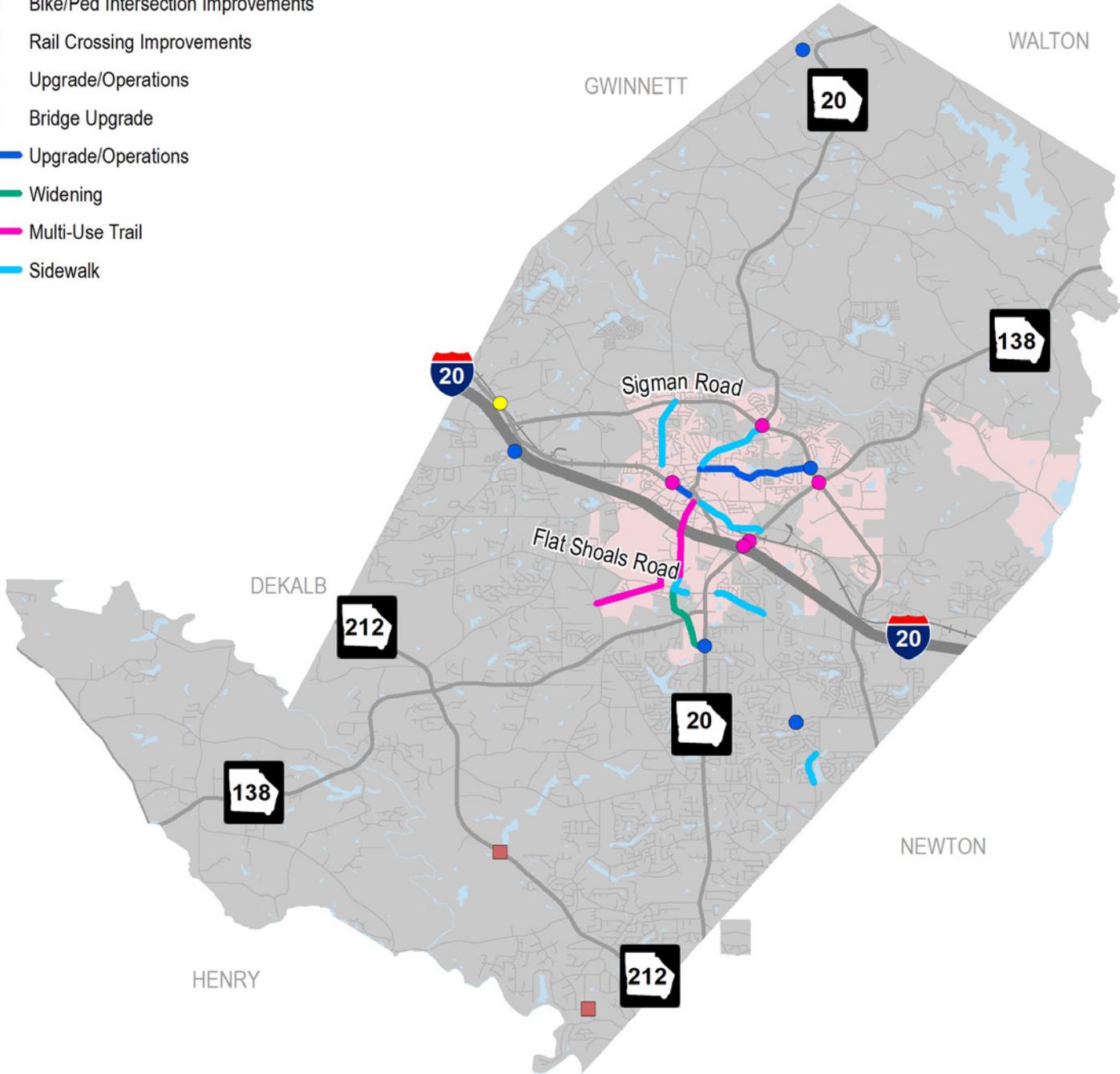
PROJECT DEVELOPMENT

COMPLETED PROJECTS

Since the completion of the previous CTP in 20XX, several of the previously identified projects have been completed. **Figure 21** and **Table 8** show these projects.

Figure 21
Completed Projects from Previous CTP

- Bike/Ped Intersection Improvements
- Rail Crossing Improvements
- Upgrade/Operations
- Bridge Upgrade
- Upgrade/Operations
- Widening
- Multi-Use Trail
- Sidewalk



**Table 8
Completed Projects from Previous CTP**

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION
139*	Widening	Parker Road	Culpepper Road	SR 138	Widen from 2 lanes to 4 lanes
142	Upgrade/ Operations	Railroad Street	Center Street	West Avenue	Traffic operation improvements and signalization on 2 lanes
145	Upgrade/ Operations	Eastview Road	SR 20/Sigman Road	Millstead Avenue	
202	Upgrade/ Operations	N/A	Iris Drive	McDaniel Mill Road	Upgrade from T-intersection, one-way stop to added right turn lane on EB of Iris Drive + left turn lane on WB
203	Upgrade/ Operations	N/A	Millers Chapel Road	SR 20	Signalization
204	New Alignment	N/A	Milstead Road	Milstead Avenue	Signalization & realignmet, added turn lanes
205	Upgrade/ Operations	N/A	North Salem Road/Sigman Road	Old Covington Road NE	Upgrade from signalized, one-lane facilities to added left turn lanes on each approach, and added right turn on three approaches
206	Upgrade/ Operations	N/A	Old Salem Road	McCalla Road	Upgrade from signalized to added left turns on Old Salem Road onto McCalla Road and Evergreen Drive, and right turn lane on McCalla Road onto Old Salem Road
207	Upgrade/ Operations	N/A	Pleasant Hill Road	Lenora Church Road	Upgrade from signalized to added left turn lanes on Pleasant Hill Road and Lenora Church Road; added right turn lane along Pleasant Hill Road
208	Upgrade/ Operations	N/A	Sigman Road	Gees Mill Road	Upgrade from four-way stop control to signalized intersection; added left turn lanes and right turn laes at all four intersection approaches
225	Upgrade/ Operations	N/A	Sigman Road	E View Road	Upgrade from two-way stop control; added signalization and added turn lanes on Sigman Road
300	Bridge Upgrade	N/A	Irwin Bridge Road	Yellow River	Bridge Upgrade
308	Bridge Upgrade	N/A	Bailey Creek Road	Bailey Creek	Bridge Upgrade
309	Bridge Upgrade	N/A	SR 212	Honey Creek	Bridge Upgrade
403	Sidewalk	Flat Shoals Road	Hunting Creek Drive	Old Salem Road	New sidewalk

* Project 139 was originally set from Culpepper Drive to SR 20. The section from Culpepper Road to SR 138 has been completed, and the project has been revised to only include the section between SR 138 and SR 20

PROJECT DEVELOPMENT

Table 8 (continued)
Completed Projects from Previous CTP

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION
406A	Bike/Ped Intersection Improvements	N/A	West Avenue	North Street & Railroad Street	Paint crosswalks
407A	Bike/Ped Intersection Improvements	N/A	SR 20/138	Dogwood Drive	Paint crosswalks
410A	Bike/Ped Intersection Improvements	N/A	Sigman Road	Milstead Avenue	Construct pedestrian crossing islands
411	Sidewalk	Milstead Ave	Turner Street	Sigman Road	New sidewalk
412	Sidewalk	Parker Road & Flat Shoals Road	Culpepper Drive	East of Parker Road	New sidewalk
416A	Bike/Ped Intersection Improvements	N/A	Old Salem Road	McCalla Road	Paint crosswalks and construct pedestrian crossing islands
421	Sidewalk	South Main Street	Pine Log Road	SR 20	New sidewalk
422	Sidewalk	Irwin Bridge Road	Lakeview Drive	Sigman Road	New sidewalk
426	Sidewalk	Underwood Road	Old Salem Road	Underwood Drive	New sidewalk
448	Bike/Ped Intersection Improvements	N/A	SR 20	SR 138	Construct pedestrian crossing islands
450	Bike/Ped Intersection Improvements	N/A	SR 138	Sigman Road	Paint crosswalks and construct pedestrian crossing islands
451	Bike/Ped Intersection Improvements	N/A	SR 20/138	I-20 Interchange	Paint crosswalks
500	Rail Crossing Improvements	N/A	Plunkett Road	Rail Crossing	Repave markings, place advanced warning signs
421A	Bike/Ped Intersection Improvements	N/A	South Main Street	Pine Log Road	Paint crosswalks and construct pedestrian crossing islands
441**	Multi-Use Trail	Olde Town Conyers Trail	Green Street and Oakland Avenue	Johnson Park	New multi-use trail

** Project 441 originally extended from SR 20/138 south of Pine Log Road to South Rockdale Community Park. A central section of the trail was completed, with the northern section in new project 441A and southern section in new project 441C.

REMOVED PROJECTS

Due to changing conditions and priorities, some projects included in the previous CTP have not been carried forward in this CTP. These projects are shown in **Figure 22** and **Table 9** and the reason for their removal is described below:

- Projects 117, 129, 144, and 315: These projects are related to the idea of carrying Salem Gate Way over I-20 with a non-access overpass, creating an additional way to cross I-20 to help relieve traffic congestion on the SR 20/138 bridge. This connection would extend west through the East Freeway Drive Extension to Parker Drive. Since the previous CTP, due to ongoing changes with the site, the County has decided to abandon this idea and instead focus their energy and resources on a non-access overpass at Courtesy Parkway, to the east.
- Project 131: Community engagement revealed that connecting Sigman Road with the Stonecrest Mall area was not a high priority for Rockdale County. In this area, stronger north-south connections were stated to be a higher priority. A new project recommendation to create a stronger north-south corridor is included in the next section.
- Project 138: In 2016, Rockdale County completed improvements on this stretch of Old Covington Highway which included new curb and gutter, drainage, and sidewalks, as well as a new center turn lane in some sections. These improvements were completed instead of a traditional widening, and thus this improvement idea was removed.
- Project 211: Since the previous CTP, this project has been surpassed by a study to improve the entire interchange of I-20 and SR 20/138. A project relating to this interchange-wide study is included in the next section.

PROJECT DEVELOPMENT

Figure 22
Projects from Previous CTP to be Removed

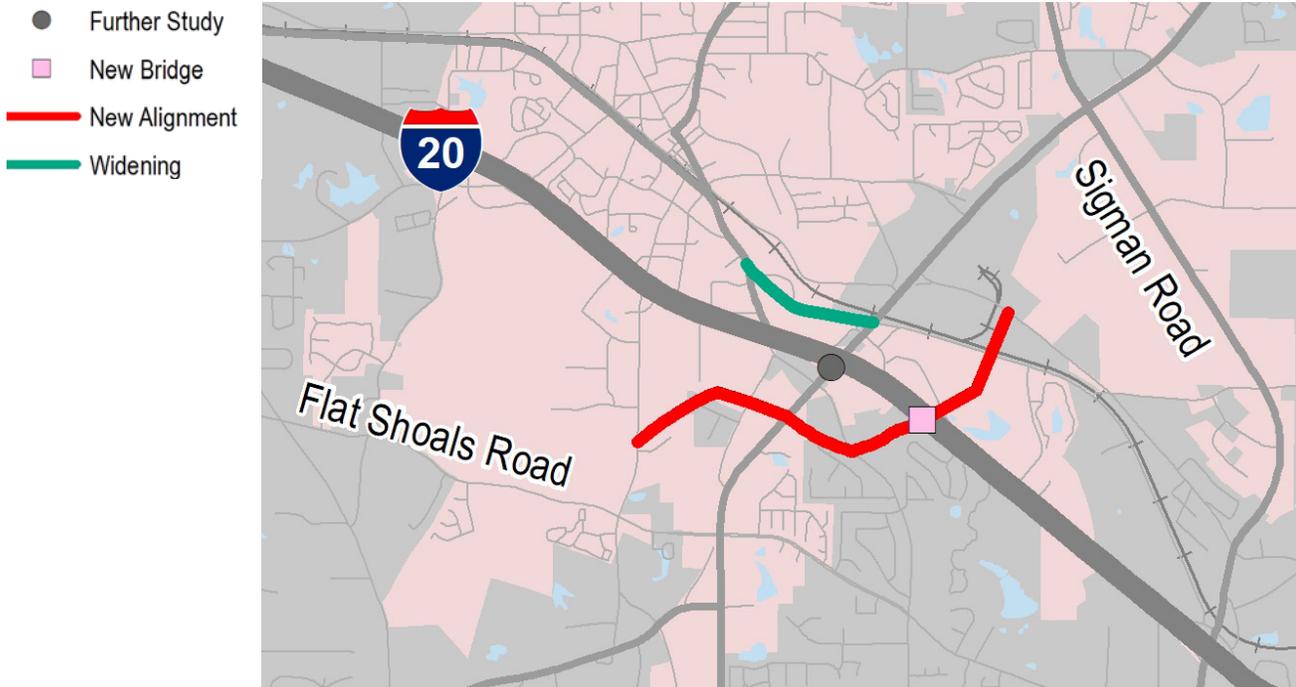


Table 9
Projects from the Previous CTP to be Removed

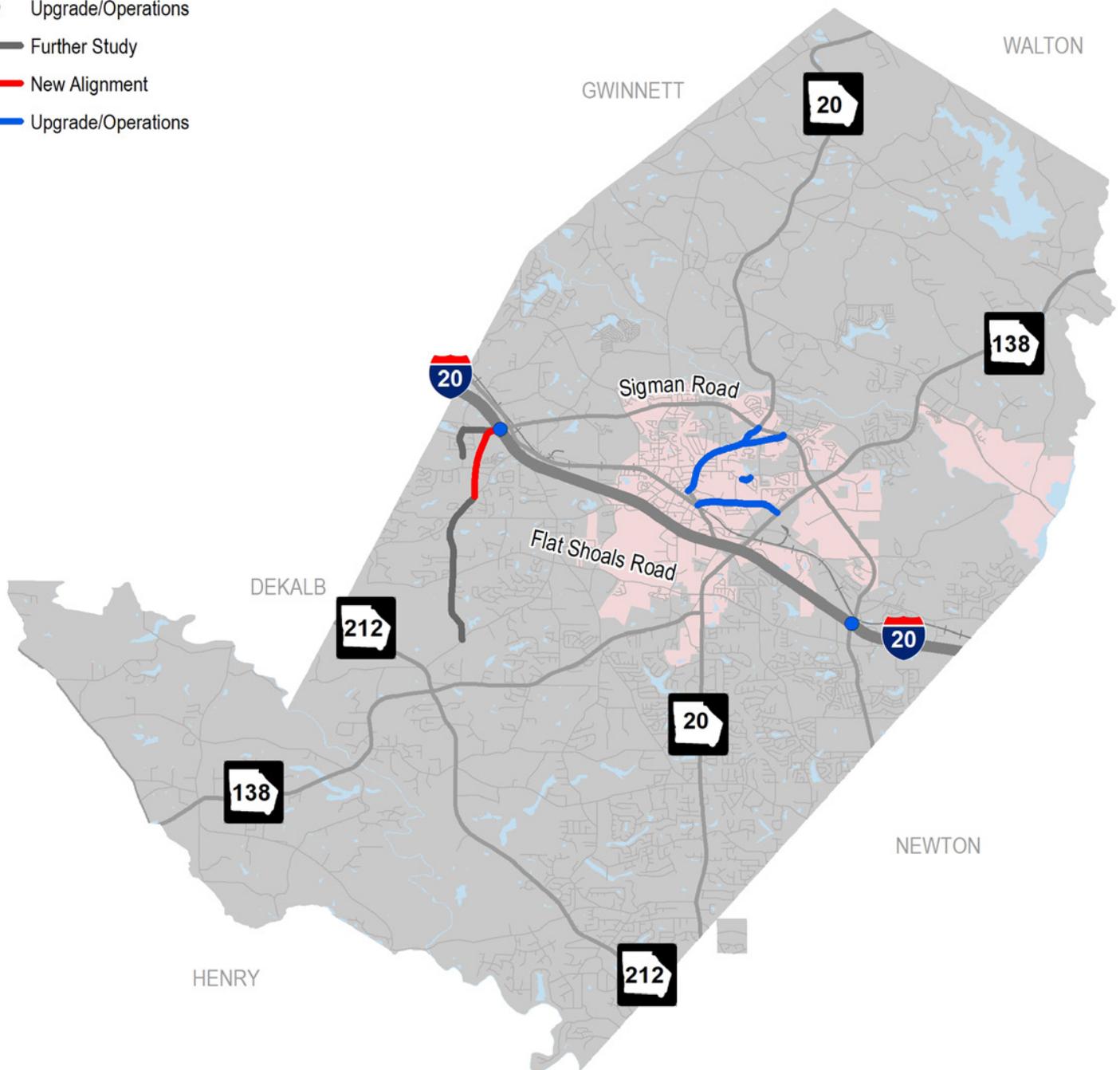
PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION
117	New Alignment	Salem Gate Way SE	Old Salem Road	Old Covington Road NE	Widen from 0 lanes to 2 lanes and new bridge over I-20
129	New Alignment	East Freeway Drive Extension	Old McDonough Highway SE	Parker Road	Widen from 0 lanes to 2 lanes
131	New Alignment	Sigman Road Extension/ Hayden Quarry Road	I-20	Turner Hill Road (DeKalb County)	Widen from 0 lanes to 2 lanes
138	Widening	Old Covington Highway	Green Street	SR 138/SR 20	Widen from 2 lanes to 4 lanes
144	New Alignment	New Facility	East Freeway Drive/Old McDonough Highway	Salem Gate Way/Old Salem Road	New public roadway
211	Further Study	N/A	SR 138	Off-ramp to I-20 EB	Further study
315	New Bridge	N/A	Salem Gate Way	I-20	New Bridge

NEW IDEAS

In addition to the projects from the previous CTP, several new projects were suggested by stakeholders, the public, and others for consideration or developed to address a need identified in the needs assessment phase. **Figure 23** and **Table 10** show the new ideas added that were added to CTP consideration.

Figure 23
New CTP Project Considerations

- Upgrade/Operations
- Further Study
- New Alignment
- Upgrade/Operations



PROJECT DEVELOPMENT

Table 10
New CTP Project Considerations

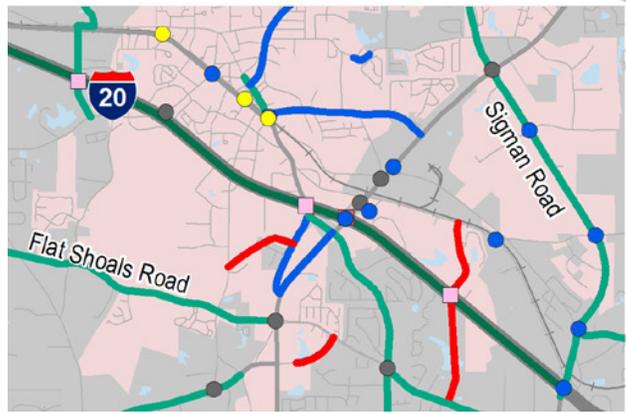
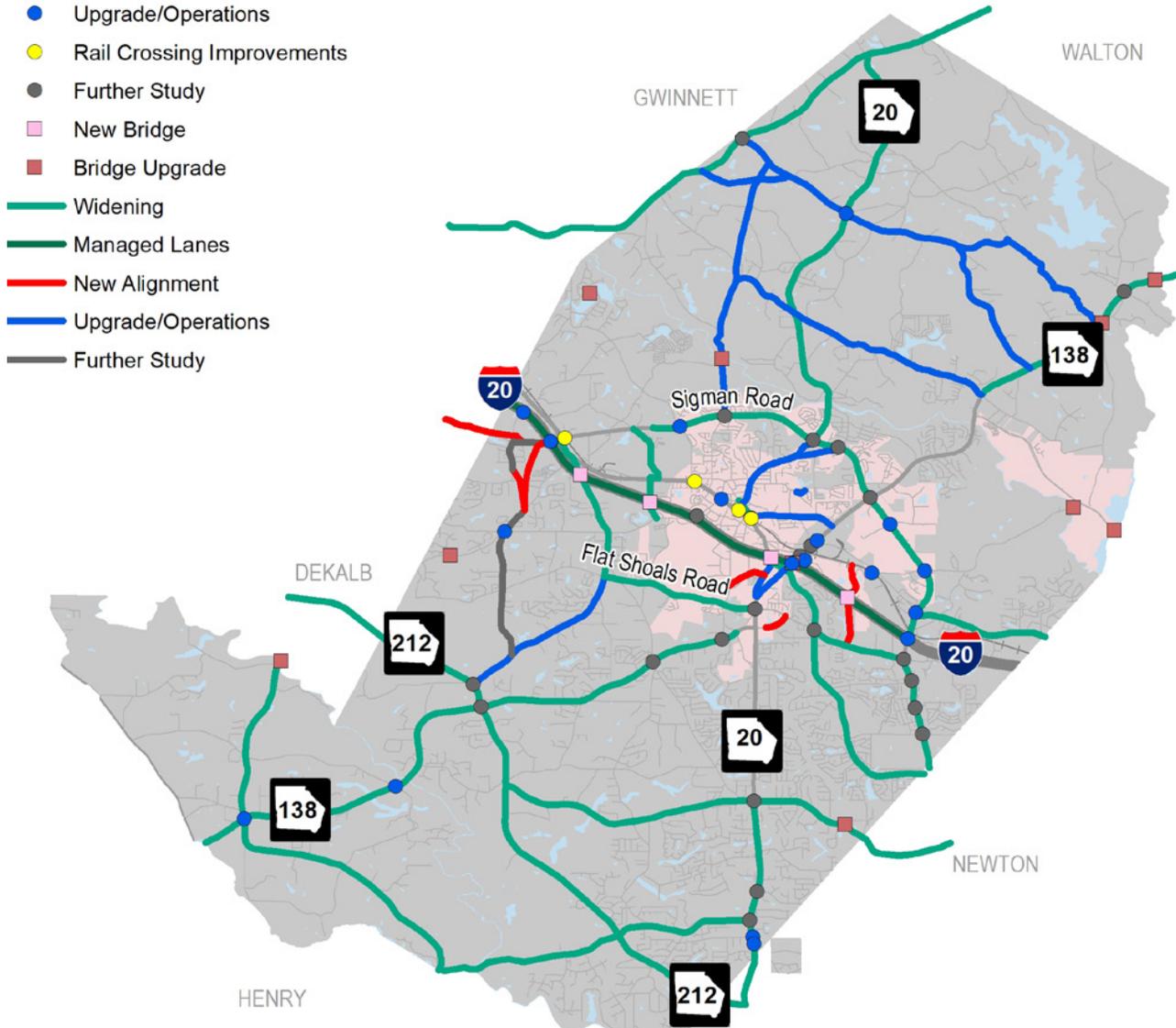
PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION
147	Further Study	Sigman Road/ Abbott Road	I-20 Interchange (west)	Project 132	Study to identify improvements, including potential realignments of Sigman Road and Abbot Road as necessary to create a continuous connection between the I-20 interchange and project 132
148	Further Study	McDaniel Mill Road	Project 132/192 (near Heathervale Way)	Smyrna Road	Further study to identify safety improvements and intersection upgrades on McDaniel Mill Road as needed to support increased traffic in future
149	New Alignment	New Facility	Sigman Road @ I-20 (west) interchange	McDaniel Mill Road near Heathervale Way	New roadway to connect Sigman Road (west) with McDaniel Mill Road
151	Upgrade/ Operations	Milstead Ave, Milstead Rd, Eastview Road, and Pine Log Road	N/A	N/A	Safety Improvements
244	Upgrade/ Operations	N/A	SR 20/138	Old Covington Road	Use adjacent cul-de-sac (former alignment) to provide right turn lane separate from intersection
245	Further Study	N/A	Sigman Road (west)	I-20 Interchange	Additional study to determine improvement at the western interchange of Sigman Road at I-20
246	Upgrade/ Operations	N/A	I-20 Interchange	SR 20/138	Interchange improvement
247	Upgrade/ Operations	N/A	I-20 Interchanges	Sigman Road (west) and SR 162/Sigman Road/Salem Road	Lighting Improvements
453	Sigman Road Multi-Use Trail	Sigman Road	East of Lester Road	Irwin Bridge Road	Multi-Use Trail along Sigman Road, to be build with widening (project 106)

ALL CTP PROJECTS

With all ideas from needs assessment and community engagement compiled, with projects that have been completed or are otherwise infeasible or undesirable removed, a list of all projects up for consideration as part of this CTP can be built. **Figures 24 and 25** show all

Figure 24
Vehicular Projects Considered in CTP

- Upgrade/Operations
- Rail Crossing Improvements
- Further Study
- New Bridge
- Bridge Upgrade
- Widening
- Managed Lanes
- New Alignment
- Upgrade/Operations
- Further Study



PROJECT DEVELOPMENT

considered vehicular projects and bike/pedestrian projects, respectively. **Table 11** shows all CTP considered projects. Note that maps with projects labeled with their project IDs are included by implementation phase in the Action Plan section of this report.

Figure 25
Bicycle and Pedestrian Projects Considered in CTP

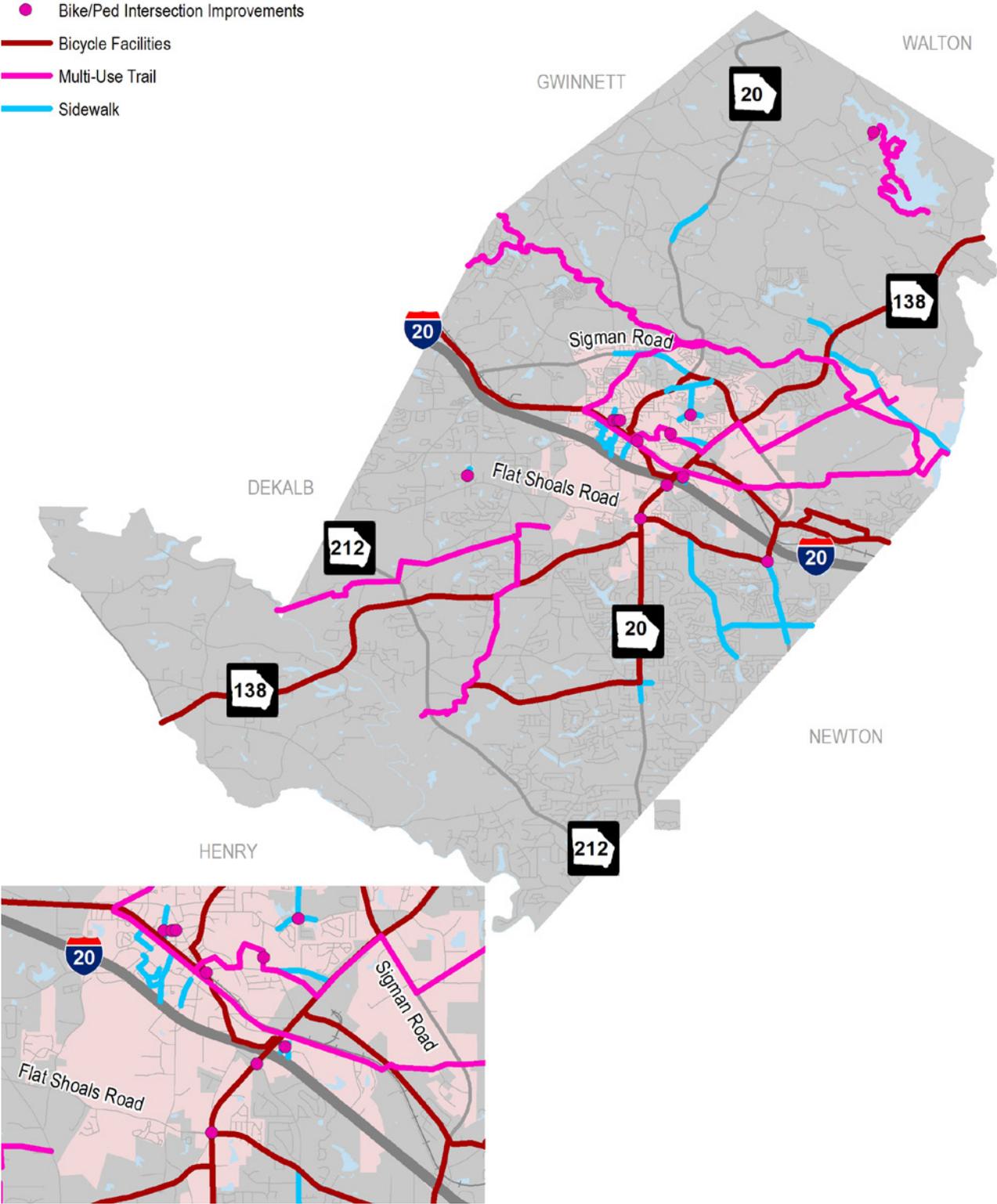


Table 11
Projects Considered in CTP

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/ MINOR	IMPROVEMENT DESCRIPTION
100	Widening	SR 212	SR 20 (Newton County)	Klondike Road (DeKalb Road)	Widen from 2 lanes to 4 lanes
101	Widening	Union Church Road	Klondike Road/ Flat Bridge Road	SR 138	Widen from 2 lanes to 4 lanes
102	Widening	SR 138 (SW Rockdale)	SR 155 (Henry County)	Ebenezer Road	Widen from 2 lanes to 4 lanes
103	Widening	Flat Shoals Road	Smyrna Road SW	West of SR 20	Widen from 2 lanes to 4 lanes
104	Upgrade/ Operations	Smyrna Road SW	SR 212	Flat Shoals Road	Upgrade to 2 lane, hard shoulders
105	Widening	Smyrna Road SW	Flat Shoals Road	Sigman Road	Widen from 2 lanes to 4 lanes and new bridge over I-20
106	Widening	Sigman Road	East of Lester Road	I-20	Widen from 2 lanes to 4 lanes
107	Managed Lanes	I-20	DeKalb County	Salem Road	Widen from 0 lanes to 2 lanes
108	Widening	SR 138 (NE Rockdale)	Hi Roc Road	SR 81 (Walton County)	Widen from 2 lanes to 4 lanes
109	Widening	SR 20	Sigman Road	Miller Bottom Road (Walton County)	Widen from 2 lanes to 4 lanes
110	Upgrade/ Operations	Irwin Bridge Road	Sigman Road	Hightower Trail	Upgrade to 2 lane, hard shoulders
111	Upgrade/ Operations	Hi Roc Road	SR 20	SR 138	Upgrade to 2 lane, hard shoulders
112	Upgrade/ Operations	Mt. Zion Road NW/Almand Road NW	SR 20	Irwin Bridge Road	Upgrade to 2 lane, hard shoulders
113	Upgrade/ Operations	Hightower Trail West - White Road	SR 138	Gwinnett County Line	Upgrade from 2 lanes, grass shoulders to 2 lanes, hard shoulders
114	Widening	Pleasant Hill Road	SR 20	SR 124 (DeKalb County)	Upgrade from 2 lanes, grass shoulders to 2 lanes, hard shoulders
115	Upgrade/ Operations	Bethel Road / East Hightower Trail	SR 138	Pleasant Hill Road	Upgrade from 2 lanes, East Hightower Trail unpaved to grass shoulders
116	New Alignment	Courtesy Parkway Extension	Old Covington Road NE	Flat Shoals Road	Widen from 0 lanes to 2 lanes and new bridge over I-20
117	New Alignment	Salem Gate Way SE	Old Salem Road	Old Covington Road NE	Widen from 0 lanes to 2 lanes and new bridge over I-20

PROJECT DEVELOPMENT

Table 11 (continued)
Projects Considered in CTP

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION
118	Widening	Old Salem Road	SR 20	Flat Shoals Road	Widen from 2 lanes to 4 lanes
119	New Alignment	Green Street SE	Old McDonough Highway	Old Salem Road/ Iris Drive	Widen from 0 lanes to 2 lanes and new bridge over I-20
120	Upgrade/ Operations	Old McDonough Highway SE	Old Salem Road	SR 20	Upgrade from 2 lanes (gutter/curb shoulders - grass shoulders to 2 lanes, hard shoulders
121	Widening	Old Salem Road	Old McDonough Highway SE	SR 20	Widen from 2 lanes to 4 lanes
123	Widening	Oglesby Bridge Road	Union Church Road	SR 20	Widen from 2 lanes to 4 lanes
124	Widening	SR 20	SR 212 (Newton County)	South of Honey Creek Road	Widen from 2 lanes to 4 lanes
124	Widening	Old Covington Highway	Sigman Road	SR 124 (DeKalb County)	Widen from 2 lanes to 4 lanes
126	New Alignment	Lakefield Drive Extension	SR 20	Flat Shoals Road	New 2 lane roadway
127	Widening	Honey Creek Road	SR 212	SR 162 (Salem Road)	Widen from 2 lanes to 4 lanes
128	Widening	Old Salem Road	SR 162	Flat Shoals Road	Widen from 2 lanes to 4 lanes
129	New Alignment	East Freeway Drive Extension	Old McDonough Highway SE	Parker Road	Widen from 0 lanes to 2 lanes
130	Widening	Union Church Road	S of Oglesby Bridge Road	SR 138	Widen from 2 lanes to 4 lanes
131	New Alignment	Sigman Road Extension/ Hayden Quarry Road	I-20	Turner Hill Road (DeKalb County)	Widen from 0 lanes to 2 lanes
132	New Alignment	Abbott Road Extension	Turner Road	McDaniel Mill Road	Widen from 0 lanes to 2 lanes
134	Widening	Blacklawn Road SW/Lester Road	Klondike Road	Sigman Road	Upgrade from 2 lanes to 2 lanes, hard shoulders and new bridge over I-20
135	Widening	Old Covington Road	Newton County Line	Sigman Road	Widen from 2 lanes to 4 lanes
136	Widening	SR 162 (Salem Road)	Flat Shoals Road	Old Salem Road (Newtown County)	Widen from 2 lanes to 4 lanes
137	Widening	Flat Shoals Road	Old Salem Road	Salem Road	Widen from 2 lanes to 4 lanes

Table 11 (continued)
Projects Considered in CTP

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/ MINOR	IMPROVEMENT DESCRIPTION
138	Widening	Old Covington Highway	Green Street	SR 138/SR 20	Widen from 2 lanes to 4 lanes
139	Widening	Parker Road	SR 138	SR 20	Widen from 2 lanes to 4 lanes
141	Widening	SR 138	Ebenezer Road	Parker Road	Widen from 2 lanes to 4 lanes
142	Upgrade/ Operations	Railroad Street	Center Street	West Avenue	Traffic operation improvements and signalization on 2 lanes
143	Widening	Main Street	Pine Log Road	Peek Street	Widen from 2 lanes to 4 lanes
144	New Alignment	New Facility	East Freeway Drive/Old McDonough Highway	Salem Gate Way/Old Salem Road	New public roadway
145	Upgrade/ Operations	Eastview Road	SR 20/Sigman Road	Millstead Avenue	
147	Further Study	Sigman Road/ Abbott Road	I-20 Interchange (west)	Project 132	Study to identify improvements, including potential realignments of Sigman Road and Abbot Road as necessary to create a continuous connection between the I-20 interchange and project 132
148	Further Study	McDaniel Mill Road	Project 132/192 (near Heathervale Way)	Smyrna Road	Further study to identify safety improvements and intersection upgrades on McDaniel Mill Road as needed to support increased traffic in future
149	New Alignment	New Facility	Sigman Road @ I-20 (west) interchange	McDaniel Mill Road near Heathervale Way	New roadway to connect Sigman Road (west) with McDaniel Mill Road
150	Upgrade/ Operations	SR 20/138	Old Salem Road	Old McDonough Road	Signal upgrades
151	Upgrade/ Operations	Millstead Ave, Millstead Rd, Eastview Road, and Pine Log Road	N/A	N/A	Safety Improvements
201	Upgrade/ Operations	N/A	Bell Road	SR 20	Signalization
202	Upgrade/ Operations	N/A	Iris Drive	McDaniel Mill Road	Upgrade from T-intersection, one-way stop to added right turn lane on EB of Iris Drive + left turn lane on WB
203	Upgrade/ Operations	N/A	Millers Chapel Road	SR 20	Signalization

PROJECT DEVELOPMENT

Table 11 (continued)
Projects Considered in CTP

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION
204	New Alignment	N/A	Milstead Road	Milstead Avenue	Signalization & realignmet, added turn lanes
205	Upgrade/ Operations	N/A	North Salem Road/Sigman Road	Old Covington Road NE	Upgrade from signalized, one-lane facilities to added left turn lanes on each approach, and added right turn on three approaches
206	Upgrade/ Operations	N/A	Old Salem Road	McCalla Road	Upgrade from signalized to added left turns on Old Salem Road onto McCalla Road and Evergreen Drive, and right turn lane on McCalla Road onto Old Salem Road
207	Upgrade/ Operations	N/A	Pleasant Hill Road	Lenora Church Road	Upgrade from signalized to added left turn lanes on Pleasant Hill Road and Lenora Church Road; added right turn lane along Pleasant Hill Road
208	Upgrade/ Operations	N/A	Sigman Road	Gees Mill Road	Upgrade from four-way stop control to signalized intersection; added left turn lanes and right turn laes at all four intersection approaches
209	Upgrade/ Operations	N/A	SR 20	W Hightower Trail	Upgrade from two-way stop control to signalized intersection; added left turn lanes and right turn lanes at all four intersection approaches
210	Further Study	N/A	Sigman Road	SR 138	Further study
211	Further Study	N/A	SR 20/138	Off-ramp to I-20 EB	Further study
212	Further Study	N/A	SR 138	Dogwood Drive	Further study
213	Further Study	N/A	SR 20	Flat Shoals Road	Further study
214	Further Study	N/A	Salem Road	Flat Shoals Road	Further study
215	Further Study	N/A	SR 20	Honey Creek Road	Further study
216	Further Study	N/A	SR 20	Sigman Road	Further study
217	Further Study	N/A	SR 138	S Main Street	Further study
218	Further Study	N/A	SR 20	Milstead Road	Further study
219	Further Study	N/A	SR 162	Fairview Road	Further study
220	Further Study	N/A	SR 138	Ebenezer Road	Further study
221	Further Study	N/A	SR 138	Old McDonough Highway	Further study

Table 11 (continued)
Projects Considered in CTP

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/ MINOR	IMPROVEMENT DESCRIPTION
222	Further Study	N/A	Salem Road	Ellington Road	Further study
223	Further Study	N/A	Flat Shoals Road	Old Salem Road	Further study
224	Further Study	N/A	SR 138	SR 212	Further study
225	Upgrade/ Operations	N/A	Sigman Road	E View Road	Upgrade from two-way stop control; added signalization and added turn lanes on Sigman Road
226	Upgrade/ Operations	N/A	Old Covington Highway	Dogwood Drive	Upgrade from two-way stop control; added signalization and added left turn lane at Old Covington Highway
227	Further Study	N/A	SR 20	Oglesby Bridge Road	Further study
228	Further Study	N/A	Sigman Road	Irwin Bridge Road	Further study
229	Further Study	N/A	SR 138	Parker Road	Further study
230	Further Study	N/A	McDonough Highway	Christian Circle	Further study
231	Further Study	N/A	Klondike Road	Dogwood Drive	Further study
232	Further Study	N/A	Salem Road	Golfview Drive	Further study
233	Upgrade/ Operations	N/A	McDonough Highway	Kinnett Road	Upgrade from one-way stop control to added right turn and left turn lane at McDonough Highway
234	Upgrade/ Operations	N/A	Abbott Road	Iris Drive	Upgrade from one-way stop control to added right turn and left turn at Iris Drive
235	Upgrade/ Operations	N/A	Rockbridge Road	Sigman Road	Upgrade from signalized left turn lanes on each approach, no right turn lanes to added two right turn lanes at each approach on Sigman Road
236	Further Study	N/A	SR 138	Miller Bottom Road	Further study
237	Upgrade/ Operations	N/A	Klondike Road	Hurst Road	Upgrade from five-way stop control, skewed angles to signalized, geometric changes and possible relocation of existing intersection
238	Upgrade/ Operations	N/A	West Ave	Green Street	Retiming of existing signal with installation of additional signal on north side of CSX railroad tracks. Install new drainage pipes and repave entire intersection

PROJECT DEVELOPMENT

Table 11 (continued)
Projects Considered in CTP

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION
239	Upgrade/ Operations	N/A	Scott Street @ Pine Log	Pine Log @ Main Street	Construct dedicated left turn lanes in all 6 quadrants of intersection and install stop and go signals. Paint pedestrian cross walk areas.
240	Upgrade/ Operations	N/A	Old Covington Highway	Gees Mill Road	Realignment from all four approaches
241	Upgrade/ Operations	N/A	Sigman Road	East View Road NE	Add left and right turn lanes
242	Further Study	N/A	SR 212	Smyrna Road	Further study
243	Further Study	N/A	Pleasant Hill Road	West Hightower Trail	Further study
244	Upgrade/ Operations	N/A	SR 20/138	Old Covington Road	Use adjacent cul-de-sac (former alignment) to provide right turn lane separate from intersection
245	Further Study	N/A	Sigman Road (west)	I-20 Interchange	Additional study to determine improvement at the western interchange of Sigman Road at I-20
246	Upgrade/ Operations	N/A	I-20 Interchange	SR 20/138	Interchange improvement
247A	Upgrade/ Operations	N/A	I-20 Interchange	Sigman Road	Lighting Improvements
247B	Upgrade/ Operations	N/A	I-20 Interchange	SR 162/Sigman Road/Salem Road	Lighting Improvements
248	Upgrade/ Operations	N/A	SR 138	Union Church Road	Intersection improvement
249	Upgrade/ Operations	N/A	SR 138	East Fairview Road	Intersection improvement
300	Bridge Upgrade	N/A	Irwin Bridge Road	Yellow River	Bridge Upgrade
301	Bridge Upgrade	N/A	Honey Creek Road	Snapping Shoals Creek	Bridge Upgrade
302	Bridge Upgrade	N/A	Centennial Olympic Parkway	Big Haynes Creek	Bridge Upgrade
303	Bridge Upgrade	N/A	SR 20	SR 138 @Big Haynes Creek	Bridge Upgrade
304	Bridge Upgrade	N/A	Flat Bridge Road	South River	Bridge Upgrade
305	Bridge Upgrade	N/A	Gee's Mill Road	Yellow River	Bridge Upgrade

Table 11 (continued)
Projects Considered in CTP

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION
306	Bridge Upgrade	N/A	SR 138	Big Haynes Creek	Bridge Upgrade
307	Bridge Upgrade	N/A	SR 138	Little Haynes Creek	Bridge Upgrade
308	Bridge Upgrade	N/A	Bailey Creek Road	Bailey Creek	Bridge Upgrade
309	Bridge Upgrade	N/A	SR 212	Honey Creek	Bridge Upgrade
310	Bridge Upgrade	N/A	Rockbridge Road	Lake Capri Spillway	Bridge Upgrade
311	Bridge Upgrade	N/A	Klondike Road	Honey Creek	Bridge Upgrade
312	New Bridge	N/A	Smyrna Road	I-20	New Bridge
313	New Bridge	N/A	Blacklawn Road	I-20	New Bridge
314	New Bridge	N/A	Green Street	I-20	New Bridge
315	New Bridge	N/A	Salem Gate Way	I-20	New Bridge
316	New Bridge	N/A	Courtesy Parkway	I-20	New Bridge
400	Sidewalk	West Circle	Green Street SW	West Avenue SW	New sidewalk
401	Sidewalk	Dogwood Drive/ Taylor Street/ Lloyd Street	West Ave SW	Hardin Street SW	New sidewalk
402	Sidewalk	Bryant Street/ Veal Street	Green Street SW	Dogwood Drive	New sidewalk
403	Sidewalk	Flat Shoals Road	Hunting Creek Drive	Old Salem Road	New sidewalk
404	Sidewalk	Oakland Avenue	Hardin Street SW	Oakland Lane SE	New sidewalk
405	Sidewalk	Rosser Street	Institute Street NW	North Street NW	New sidewalk
405A	Bike/Ped Intersection Improvements	N/A	North Street	Rosser Street	Paint crosswalks
405B	Bike/Ped Intersection Improvements	N/A	Rosser Street	Almand Street	Paint crosswalks
405C	Bike/Ped Intersection Improvements	N/A	Rosser Street	Institute Street	Paint crosswalks

PROJECT DEVELOPMENT

Table 11 (continued)
Projects Considered in CTP

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION
406	Sidewalk	North Street	North Main Street NW	Railroad Street SNW	New sidewalk
406A	Bike/Ped Intersection Improvements	N/A	North Street @ West Avenue	Railroad Street SNW	Paint crosswalks
407	Sidewalk	Dogwood Drive/ Old Covington Highway	SR 20/SR 138	Conyers Crossroads	New sidewalk
407A	Bike/Ped Intersection Improvements	N/A	Dogwood Drive	SR 20/138	Paint crosswalks
407B	Bike/Ped Intersection Improvements	N/A	Dogwood Drive	Old Covington Highway	Provide pedestrian crossing islands
408	Sidewalk	East View Road	East View Way ME	East of Oak Knoll Drive NE	New sidewalk
408A	Bike/Ped Intersection Improvements	N/A	East View Road	Norton Road	Paint crosswalks
409	Sidewalk	Norton Road	Milstead Avenue NE	East View Road NE	New sidewalk
410	Sidewalk	Sigman Road	Milstead Avenue NE	School Drive NW	New sidewalk
410A	Bike/Ped Intersection Improvements	N/A	Sigman Road	Milstead Avenue	Construct pedestrian crossing islands
411	Sidewalk	Milstead Ave	Turner Street	Sigman Road	New sidewalk
412	Sidewalk	Parker Road & Flat Shoals Road	Culpepper Drive	East of Parker Road	New sidewalk
413	Sidewalk	Flat Shoals Road	Old Salem Road	Salem Road	New sidewalk
413A	Bike/Ped Intersection Improvements	N/A	Flat Shoals Road	Salem Road	Paint crosswalks and construct pedestrian crossing islands
414	Sidewalk	Salem Road	North of Flat Shoals Road	South of Fairview Road	New sidewalk
415	Sidewalk	Fairview Road	Old Salem Road	East County Line	New sidewalk
416	Sidewalk	Old Salem Road	Flat Shoals Road	Underwood Drive	New sidewalk

Table 11 (continued)
Projects Considered in CTP

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION
416A	Bike/Ped Intersection Improvements		Old Salem Road	McCalla Road	Paint crosswalks and construct pedestrian crossing islands
417	Sidewalk	Honey Creek Road	Parr Road	Tony Valley Drive	New sidewalk
418	Sidewalk	SR 20	Sherbrooke Drive	Honey Creek Commons	New sidewalk
419	Sidewalk	McWilliams Road	Meadow Springs Drive	McWilliams Court	New sidewalk
419A	Bike/Ped Intersection Improvements		Meadow Springs Drive	McWilliams Road	Install curb ramps and connect sidewalk
420	Sidewalk	SR 20	County Lane Drive	Peek Road	New sidewalk
421	Sidewalk	South Main Street	Pine Log Road	SR 20	New sidewalk
421A	Bike/Ped Intersection Improvements		South Main Street	Pine Log Road	Paint crosswalks and construct pedestrian crossing islands
422	Sidewalk	Irwin Bridge Road	Lakeview Drive	Sigman Road	New sidewalk
423	Sidewalk	Pine Log Road	Legion Road	SR 20	New sidewalk
424	Sidewalk	Centennial Olympic Parkway	SR 138	East County Line	New sidewalk
425	Sidewalk	SR 138/ Hi Roc Road	Centennial Olympic Parkway	Arlin Street	New sidewalk
426	Sidewalk	Underwood Road	Old Salem Road	Underwood Drive	New sidewalk
427	Sidewalk	Milstead Road	Milstead Avenue	Sigman Road	New sidewalk
430	Bicycle Facilities	New Facility	Salem Road	Earl O'Neal Sports Complex	New bicycle facility
431	Bicycle Facilities	N Salem Road/ Flat Shoals Road	Old Covington Road	SR 20/SR 138	New bicycle facility
432	Bicycle Facilities	SR 20	Flat Shoals Road	Honey Creek Road	New bicycle facility
433	Bicycle Facilities	Honey Creek Road	SR 20	Monastery	New bicycle facility

PROJECT DEVELOPMENT

Table 11 (continued)
Projects Considered in CTP

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION
434	Bicycle Facilities	SR 138	SR 155	SR 20	New bicycle facility
435	Bicycle Facilities	SR 20/138	SR 20	Sigman Road	New bicycle facility
436	Bicycle Facilities	SR 138	Sigman Road	Newton County Line	New bicycle facility
437	Bicycle Facilities	Old Covington Road	SR 20	Newton County Line	New bicycle facility
438	Bicycle Facilities	Old Covington Road	DeKalb County Line	SR 20	New bicycle facility
439	Bicycle Facilities	Milstead Road/ Sigman Road	Green Street SW	SR 20	New bicycle facility
440	Multi-Use Trail	Conyers to Horesepark Trail	South of Pine Log Road	Civic Center	New multi-use trail
441A	Multi-Use Trail	Olde Town Conyers Trail	South Rockdale Community Park	Old Town Conyers	New multi-use trail
441B	Multi-Use Trail	Olde Town Conyers Trail	South Rockdale Community Park	Old Town Conyers	New multi-use trail
441C	Multi-Use Trail	Olde Town Conyers Trail	South Rockdale Community Park	Old Town Conyers	New multi-use trail
442	Multi-Use Trail	Yellow River Trail	SR 20	International Horse park	New multi-use trail
443	Multi-Use Trail	In Big Haynes Creek Park	N/A	N/A	New multi-use trail
444	Multi-Use Trail	Monastery Trail	South of Granade Road	Monastery	New multi-use trail
445	Multi-Use Trail	Conyers/ Horesepark Loop Trail	N/A	N/A	New multi-use trail
446	Bike/Ped Intersection Improvements	N/A	SR 20/ SR 138	Old Salem Road	Construct pedestrian crossing islands
447	Bike/Ped Intersection Improvements	N/A	SR 20/SR 138	Flat Shoals Road	Construct pedestrian crossing islands
448	Bike/Ped Intersection Improvements	N/A	SR 20	SR 138	Construct pedestrian crossing islands

Table 11 (continued)
Projects Considered in CTP

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/ MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION
449	Bike/Ped Intersection Improvements	N/A	Rowland Road	Rockdale County High School/CJ Hicks Elementary School Connection south of Bulldog Circle	Paint crosswalks and provide pedestrian crossing signs
450	Bike/Ped Intersection Improvements	N/A	SR 138	Sigman Road	Paint crosswalks and construct pedestrian crossing islands
451	Bike/Ped Intersection Improvements	N/A	SR 20/138	I-20 Interchange	Paint crosswalks
452	Other Bike/Ped Improvements	Georgia Veterans Memorial Park	N/A	N/A	Design and construction of second phase, called "Warfront"
453	Multi-Use Trail	Sigman Road	East of Lester Road	Irwin Bridge Road	Multi-Use Trail along Sigman Road, to be build with widening (project 106)
500	Rail Crossing Improvements	N/A	Plunkett Road	Rail Crossing	Repave markings, place advanced warning signs
501	Rail Crossing Improvements	N/A	Rockbridge Road	Rail Crossing	Repave travel lanes and stop bars, add 'RR' markings, place stop sign on right-turn lane of Rockbridge Road
502	Rail Crossing Improvements	N/A	Center Street	Rail Crossing	Place advanced warning signs
503	Rail Crossing Improvements	N/A	Sigman Road	Rail Crossing	Grade separation
504	Rail Crossing Improvements	N/A	Scott Street	Rail Crossing	Pave 'RR' markings
600	Further Study	I-20 East Freight Cluster	N/A	N/A	ARC freight cluster plan

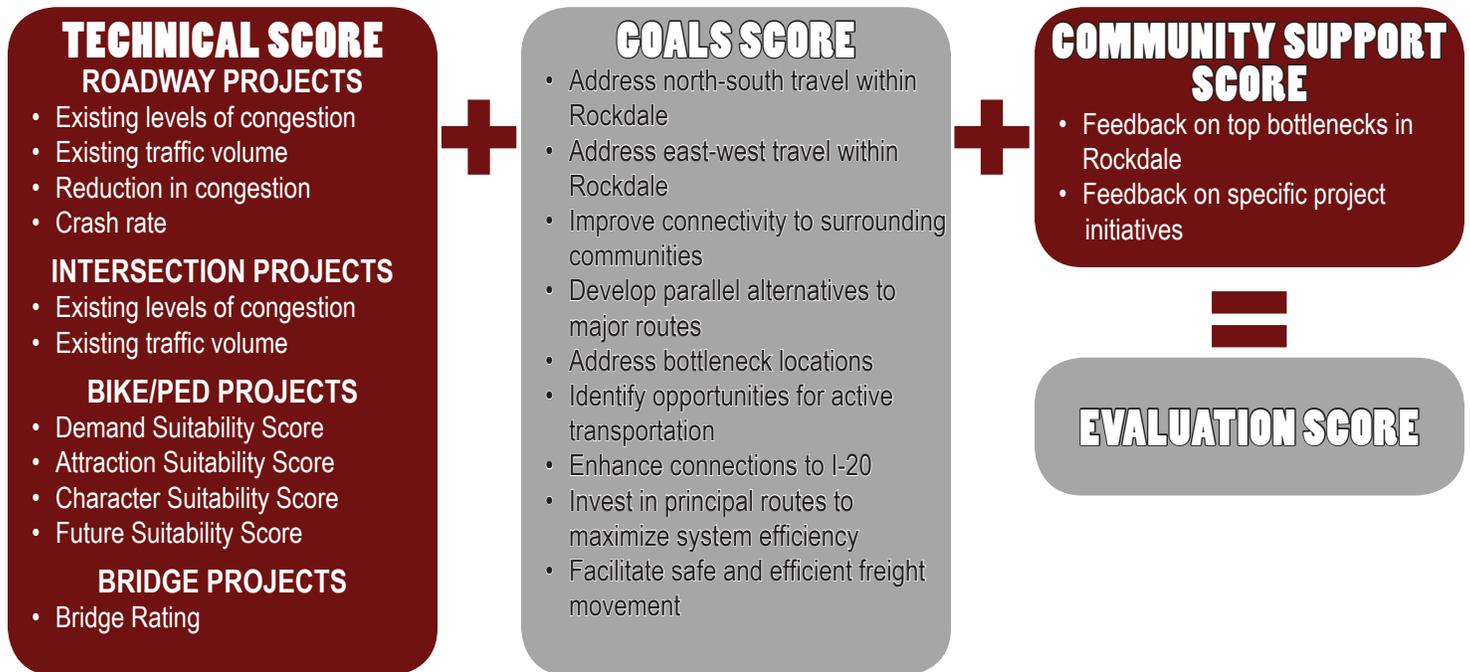
PROJECT DEVELOPMENT

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PROJECT EVALUATION

To ensure that projects are completed in a reasonable order, the universe of projects developed was evaluated and ranked across a consistent set of metrics. Each project was given a set of scores, based on three metrics:

- **Technical Score:** How effective are projects likely to be in addressing transportation issues?
- **Goals Score:** In what ways do potential projects address community identified goals of Rockdale County’s transportation system?
- **Public Support Score:** How do potential projects address specific feedback from the community?



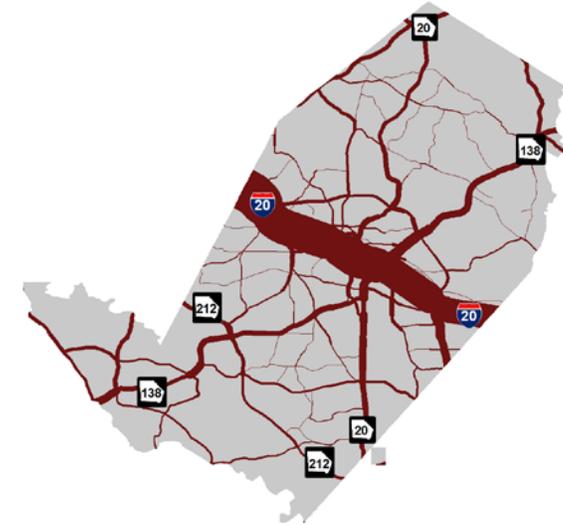
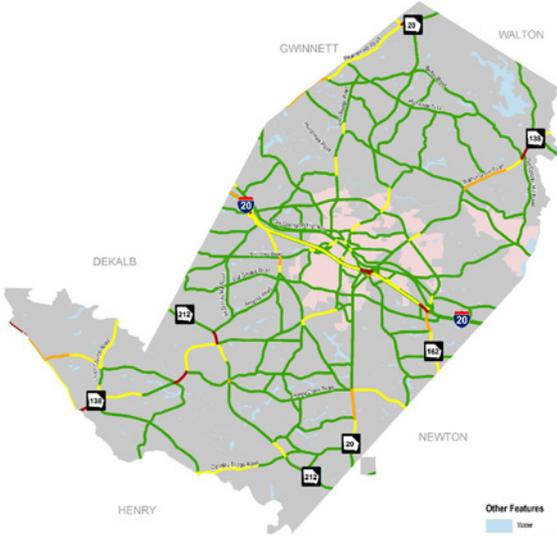
PROJECT EVALUATION

TECHNICAL SCORE

Technical scores were created based on different metrics that are appropriate for each project type, providing a standard way to compare projects.

EXISTING CONGESTION

Both roadway and intersection projects were given scores based on the level of roadway congestion present today. These scores were developed based on the output of ARC's activity-based travel demand model in the year 2015. Projects located on or intersecting routes with higher levels of congestion/delay received higher scores (higher priority for construction).

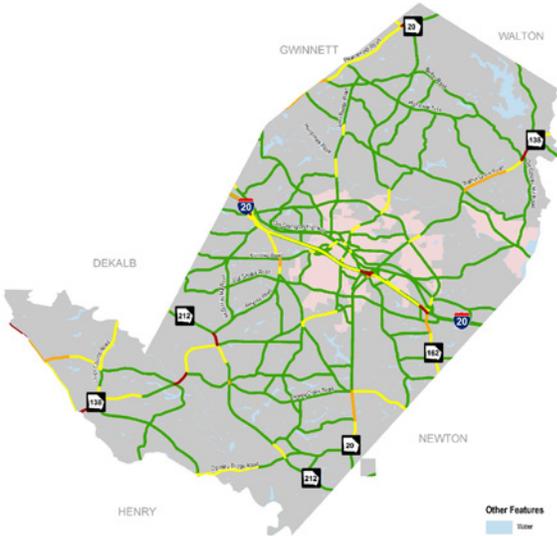


EXISTING TRAFFIC VOLUME

Roadway and intersection projects' scores were also influenced by the amount of existing traffic present on the roadways that the projects are identified on. Roadway project scores were based on the total vehicle miles traveled (VMT) within each project's limits while intersection score were based on the total daily entering volume at each location. These volumes were based on the output of ARC's year 2015 activity-based travel demand model.

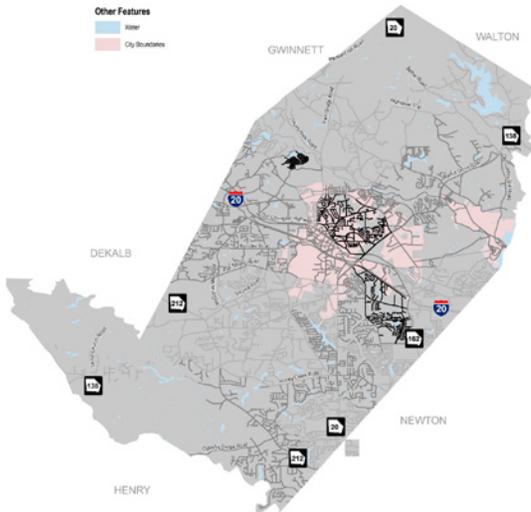
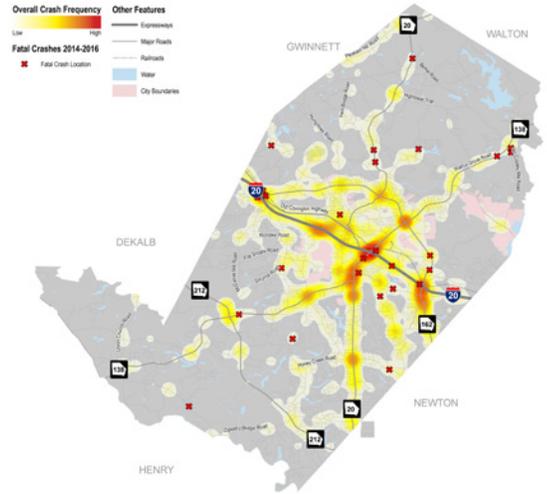
REDUCTION IN CONGESTION

Most roadway projects are either new alignments or widenings. These kinds of projects were modeled in year 2040 of ARC's activity-based travel demand model. Congestion in an area including the project corridor and the network around it was compared between a no-build model run and a build model run to determine how much of an impact each project has on overall network performance.



CRASH RATE

Based on data provided by GDOT, each roadway project was given a score based on the total number of crashes per mile within the length of the project. Projects along corridors with higher crash rates were given higher scores, as roadway improvements will have a greater impact on safety in those areas, and should be prioritized.

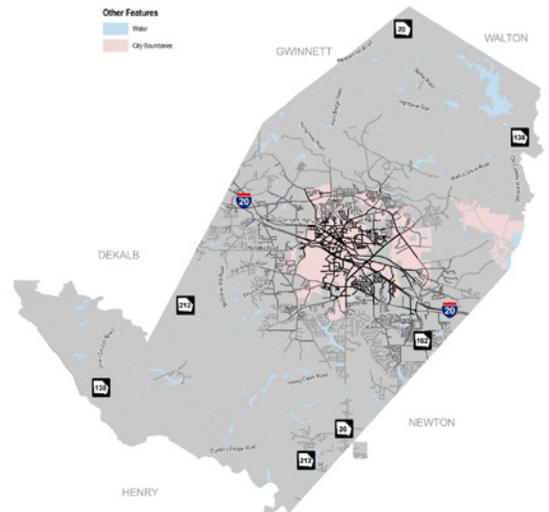


DEMAND SUITABILITY SCORE

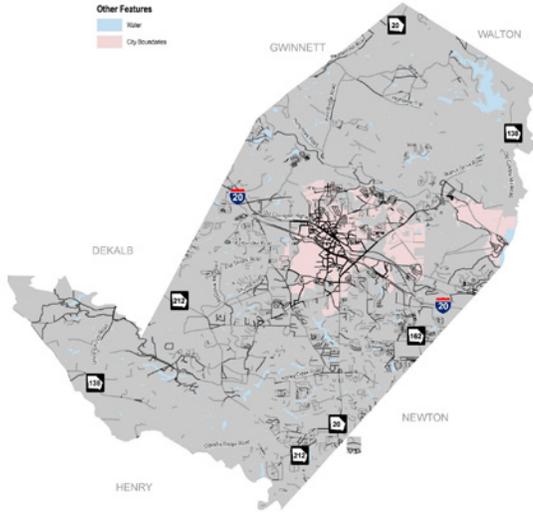
Bike and pedestrian projects were scored based on the results of the suitability analysis performed during the needs assessment phase. The demand score captures suitability based primarily on where people live, including components based on overall population density, concentrations of households with no automobile, concentrations of people age 18 or less and age 55 or more, as well as concentrations of commuters who use an alternative to a single occupancy vehicle (SOV) to travel to work.

ATTRACTIONS SUITABILITY SCORE

The attractions score used for bike and pedestrian projects describes suitability based primarily on where travel destinations, including components for parks and recreation centers; schools; transit stops; retail centers; civic sites; and concentrations of employment.



PROJECT EVALUATION

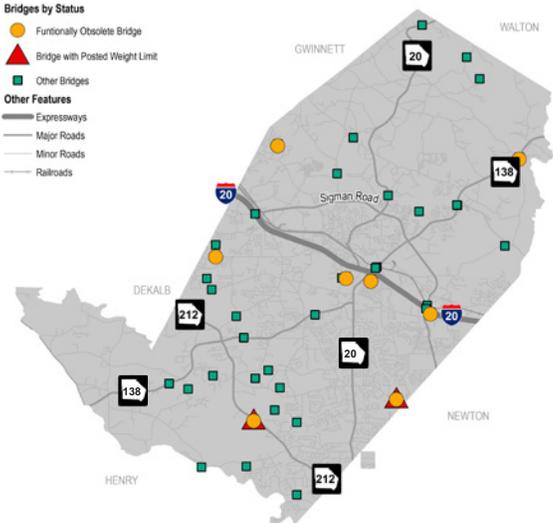
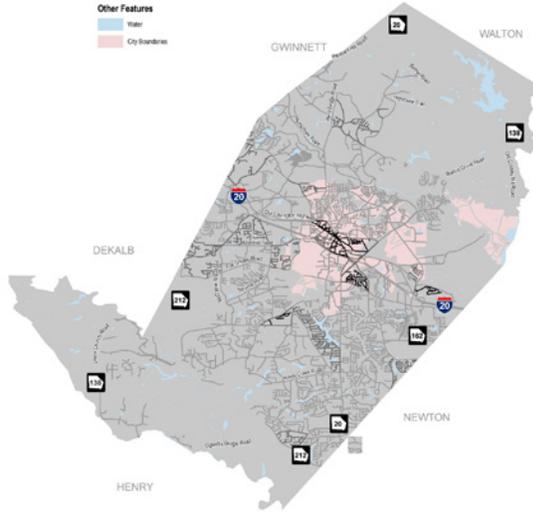


CHARACTER SUITABILITY SCORE

The character score from the bike and pedestrian suitability process quantifies how the physical characteristics of a corridor impacts its quality as an active transportation corridor. This score includes proximity to existing and planned sidewalks; average corridor slope; pedestrian and cyclist crash frequency and severity; and block size.

FUTURE SUITABILITY SCORE

The final component of the bike and pedestrian suitability process captures where additional employment and population growth is projected to occur within the county. These growth rates are based on projections included in ARC's activity-based travel demand model.



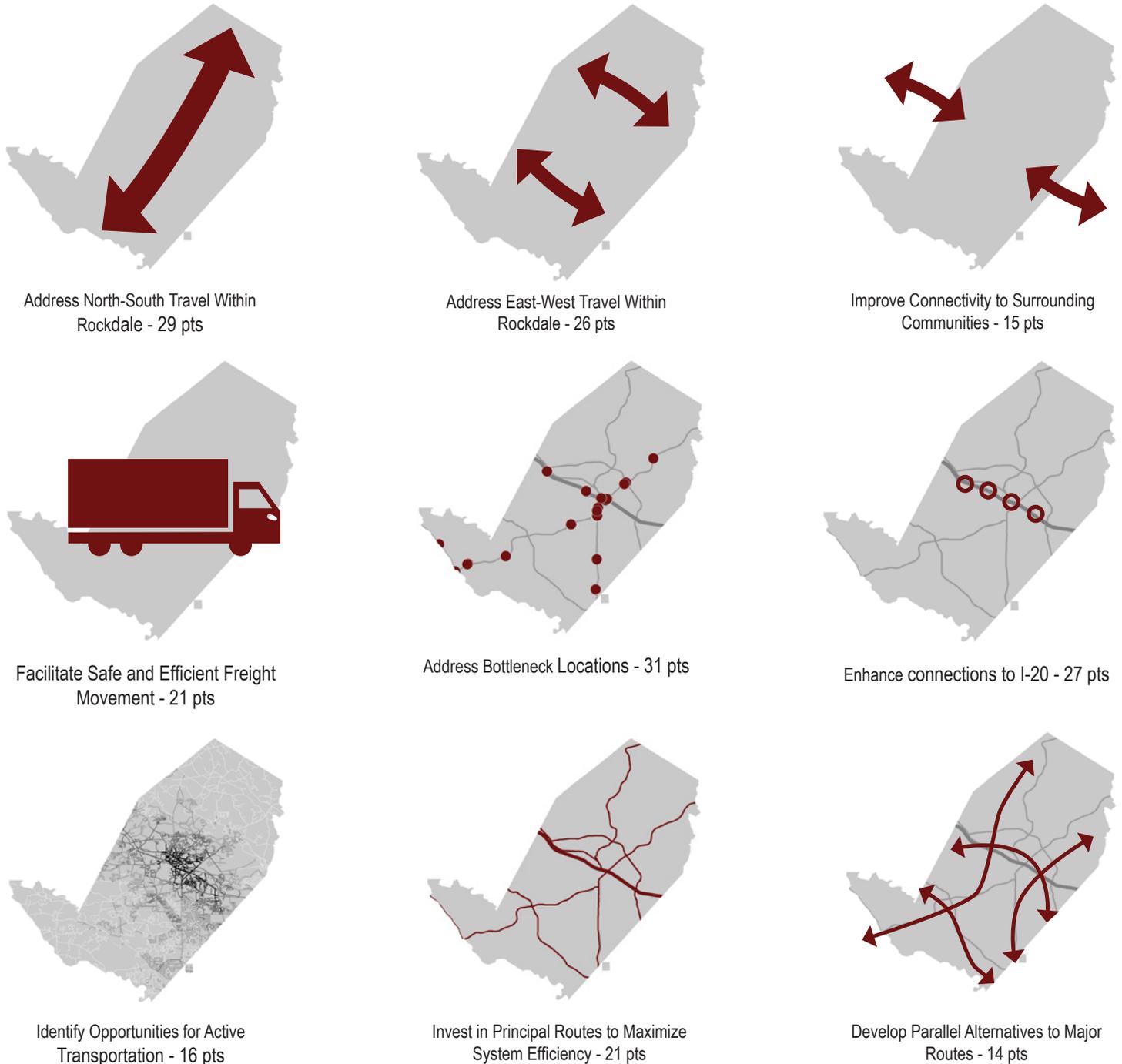
BRIDGE SUFFICIENCY SCORE

Bridges receive a score from bridge inspectors that relates to their structural condition. These scores were used to create the technical scores for bridge replacement and rehabilitation projects. The lower the bridge inspection score, the worse condition the bridge is in, and the higher the technical score for the project.

GOALS SCORE

In order to ensure that projects recommended by this CTP focus on fulfilling as many of the project goals as possible, with special emphasis on those with broad community support, a score was awarded based on the goal(s) achieved by each project. At community meetings and during a stakeholder meeting, attendees were given the opportunity to indicate which of the nine project goals they felt were most important. Based on the percentage of total votes received from each group, a point value for each goal was constructed. These values are shown below each goal in **Figure 26**. Each project was evaluated to see which goals the project would advance, and the project was given a score equal to the sum of the points of those goals it achieves. These totals were then normalized to range between zero and ten points.

Figure 26
Project Goals and Weighted Scores



PROJECT EVALUATION

COMMUNITY SUPPORT SCORE

At meetings of the stakeholder and freight groups, the first round of public meetings, and as part of the online survey, the public was given the opportunity to identify their top three bottleneck locations. Based on this input, shown in **Figure 27**, each project was given a score based on how many people identified a bottleneck within a half mile of the project.

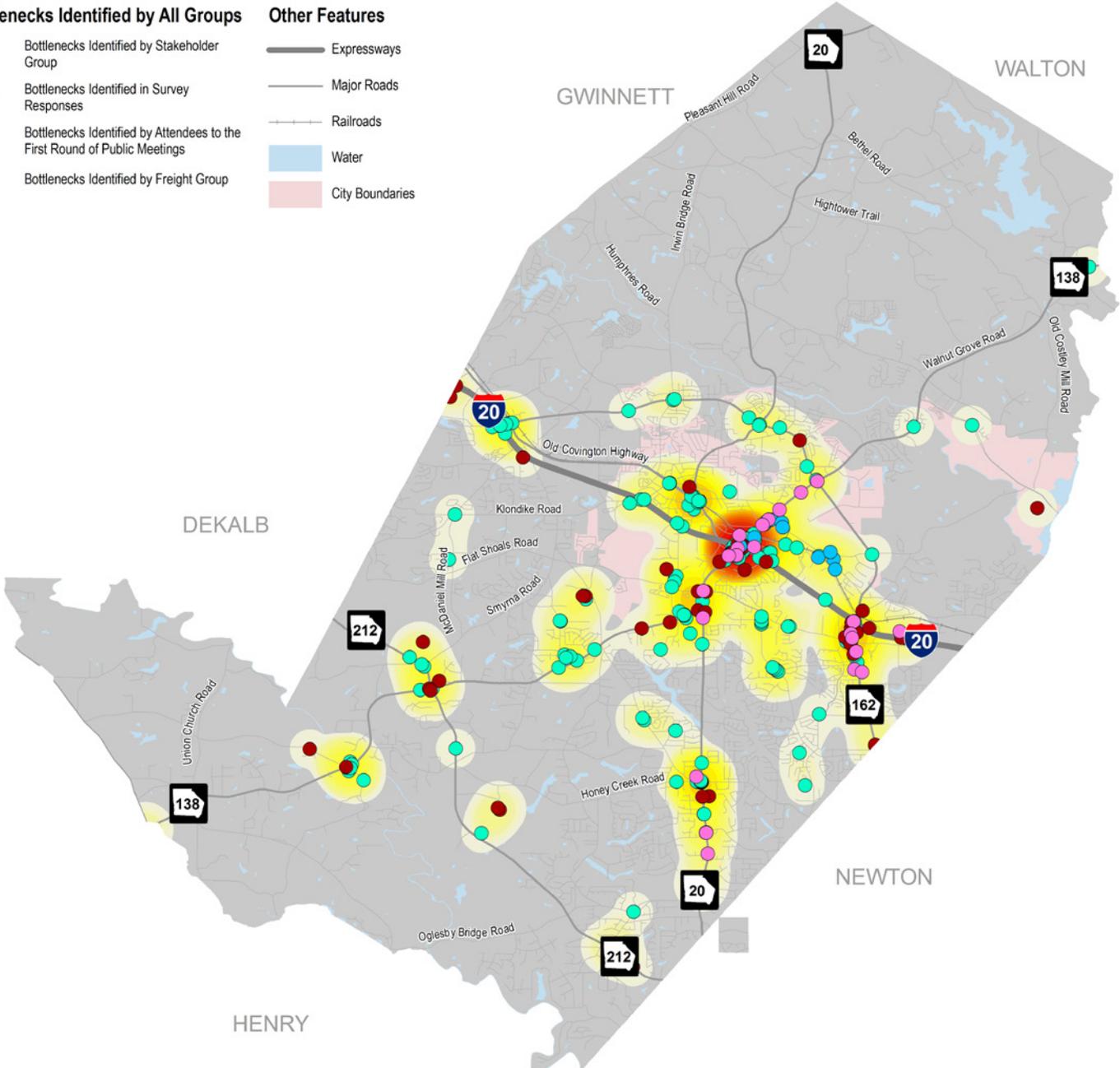
Figure 27

Bottlenecks Identified by All Groups

- Bottlenecks Identified by Stakeholder Group
- Bottlenecks Identified in Survey Responses
- Bottlenecks Identified by Attendees to the First Round of Public Meetings
- Bottlenecks Identified by Freight Group

Other Features

- Expressways
- Major Roads
- Railroads
- Water
- City Boundaries



EVALUATION RESULTS

Each of the three scores (technical, goals, and community support) were normalized, and then added together to form an aggregate score which ranges from zero to ten. **Table 12** shows all scored projects, organized by this total score. Note that some projects are not included in this table because they were not evaluated in this way. These projects are subcomponents of other projects. For example, project 316 includes a new bridge to be built over I-20 to support the Courtesy Parkway extension (project 116). The new bridge was not evaluated alone, but rather as a component of the broader extension. **Appendix D** includes additional full details about project scoring, with individual component scores and goals achieved etc.

Table 12
CTP Projects with Evaluation Scores

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	TECHNICAL SCORE (0-10)	GOALS SCORE (0-10)	COMMUNITY SCORE (0-10)	TOTAL SCORE (0-30)
246	Upgrade/Operations	N/A	I-20 Interchange	SR 20/138	Interchange improvement	9.8	9.1	9.6	28.4
107	Managed Lanes	I-20	DeKalb County	Salem Road	Widen from 0 lanes to 2 lanes	8.2	9.3	9.8	27.3
212	Further Study	N/A	SR 138	Dogwood Drive	Further study	7.1	9.8	8.9	25.8
118	Widening	Old Salem Road	SR 20	Flat Shoals Road	Widen from 2 lanes to 4 lanes	7.8	8.9	8.4	25.1
215	Further Study	N/A	SR 20	Honey Creek Road	Further study	7.1	9.6	7.3	24.1
121	Widening	Old Salem Road	Old McDonough Highway SE	SR 20	Widen from 2 lanes to 4 lanes	8.1	6.6	8.3	23.0
214	Further Study	N/A	Salem Road	Flat Shoals Road	Further study	7.8	10.0	5.2	22.9
136	Widening	SR 162 (Salem Road)	Flat Shoals Road	Old Salem Road (Newtown County)	Widen from 2 lanes to 4 lanes	5.4	9.7	7.5	22.7
143	Widening	Main Street	Pine Log Road	Peek Street	Widen from 2 lanes to 4 lanes	8.3	6.2	7.8	22.4
245	Further Study	N/A	Sigman Road (west)	I-20 Interchange	Additional study to determine improvement at the western interchange of Sigman Road at I-20	8.2	8.8	4.3	21.2
106	Widening	Sigman Road	East of Lester Road	I-20	Widen from 2 lanes to 4 lanes	5.4	7.4	8.4	21.2
224	Further Study	N/A	SR 138	SR 212	Further study	8.6	9.6	2.8	21.0
139	Widening	Parker Road	SR 138	SR 20	Widen from 2 lanes to 4 lanes	6.7	6.7	7.2	20.5

PROJECT EVALUATION

Table 12 (continued)
CTP Projects with Evaluation Scores

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	TECHNICAL SCORE (0-10)	GOALS SCORE (0-10)	COMMUNITY SCORE (0-10)	TOTAL SCORE (0-30)
141	Widening	SR 138	Ebenezer Road	Parker Road	Widen from 2 lanes to 4 lanes	3.6	9.8	7.0	20.4
128	Widening	Old Salem Road	SR 162	Flat Shoals Road	Widen from 2 lanes to 4 lanes	5.4	8.6	5.9	20.0
435	Bicycle Facilities	SR 20/138	SR 20	Sigman Road	N/A	7.8	2.1	10.0	19.9
210	Further Study	N/A	Sigman Road	SR 138	Further study	7.2	9.8	2.8	19.9
213	Further Study	N/A	SR 20	Flat Shoals Road	Further study	4.9	9.5	5.2	19.6
438	Bicycle Facilities	Old Covington Road	DeKalb County Line	SR 20	N/A	7.3	2.1	9.9	19.4
446	Bike/Ped Intersection Improvements	N/A	SR 20/ SR 138	Old Salem Road	Construct pedestrian crossing islands	9.2	2.1	8.0	19.3
222	Further Study	N/A	Salem Road	Ellington Road	Further study	8.5	9.1	1.6	19.1
102	Widening	SR 138 (SW Rockdale)	SR 155 (Henry County)	Ebenezer Road	Widen from 2 lanes to 4 lanes	3.9	7.6	7.5	19.0
124	Widening	SR 20	SR 212 (Newton County)	South of Honey Creek Road	Widen from 2 lanes to 4 lanes	2.7	7.7	8.5	19.0
137	Widening	Flat Shoals Road	Old Salem Road	Salem Road	Widen from 2 lanes to 4 lanes	6.7	6.0	6.2	18.9
103	Widening	Flat Shoals Road	Smyrna Road SW	West of SR 20	Widen from 2 lanes to 4 lanes	4.9	8.2	5.7	18.8
217	Further Study	N/A	SR 138	S Main Street	Further study	5.8	9.8	2.8	18.4
407	Sidewalk	Dogwood Drive/Old Covington Highway	SR 20/SR 138	Conyers Crossroads	New sidewalk	6.9	2.1	9.2	18.2

Table 12 (continued)
 CTP Projects with Evaluation Scores

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	TECHNICAL SCORE (0-10)	GOALS SCORE (0-10)	COMMUNITY SCORE (0-10)	TOTAL SCORE (0-30)
238	Upgrade/ Operations	N/A	West Ave	Green Street	Retiming of existing signal with installation of additional signal on north side of CSX railroad tracks. Install new drainage pipes and repave entire intersection	5.8	9.3	2.8	18.0
439	Bicycle Facilities	Milstead Road/Sigman Road	Green Street SW	SR 20	N/A	7.1	2.1	8.6	17.8
124	Widening	Old Covington Highway	Sigman Road	SR 124 (DeKalb County)	Widen from 2 lanes to 4 lanes	7.5	7.3	2.8	17.7
239	Upgrade/ Operations	N/A	Scott Street @ Pine Log	Pine Log @ Main Street	Construct dedicated left turn lanes in all 6 quadrants of intersection and install stop and go signals. Paint pedestrian cross walk areas.	4.0	6.8	6.7	17.5
220	Further Study	N/A	SR 138	Ebenezer Road	Further study	6.4	6.8	4.1	17.2
105	Widening	Smyrna Road SW	Flat Shoals Road	Sigman Road	Widen from 2 lanes to 4 lanes and new bridge over I-20	7.7	5.4	4.1	17.2
441A	Multi-Use Trail	Olde Town Conyers Trail	South Rockdale Community Park	Old Town Conyers	N/A	8.9	2.1	6.2	17.2
226	Upgrade/ Operations	N/A	Old Covington Highway	Dogwood Drive	Upgrade from two-way stop control; added signization and added left turn lane at Old Covington Highway	3.3	8.7	5.0	17.0
116	New Alignment	Courtesy Parkway Extension	Old Covington Road NE	Flat Shoals Road	Widen from 0 lanes to 2 lanes and new bridge over I-20	6.1	8.1	2.8	16.9
244	Upgrade/ Operations	N/A	SR 20/138	Old Covington Road	Use adjacent cul-de-sac (former alignment) to provide right turn lane separate from intersection	4.0	8.9	4.1	16.9
216	Further Study	N/A	SR 20	Sigman Road	Further study	7.8	7.4	1.6	16.8

PROJECT EVALUATION

Table 12 (continued)
CTP Projects with Evaluation Scores

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	TECHNICAL SCORE (0-10)	GOALS SCORE (0-10)	COMMUNITY SCORE (0-10)	TOTAL SCORE (0-30)
232	Further Study	N/A	Salem Road	Golfview Drive	Further study	7.8	9.1	0.0	16.8
431	Bicycle Facilities	N Salem Road/Flat Shoals Road	Old Covington Road	SR 20/SR 138	N/A	6.0	2.1	8.6	16.7
119	New Alignment	Green Street SE	Old McDonough Highway	Old Salem Road/Iris Drive	Widen from 0 lanes to 2 lanes and new bridge over I-20	8.6	8.1	0.0	16.6
231	Further Study	N/A	Klondike Road	Dogwood Drive	Further study	6.4	8.3	1.6	16.3
127	Widening	Honey Creek Road	SR 212	SR 162 (Salem Road)	Widen from 2 lanes to 4 lanes	2.6	6.2	7.5	16.2
100	Widening	SR 212	SR 20 (Netwon County)	Klondike Road (DeKalb Road)	Widen from 2 lanes to 4 lanes	4.0	5.9	6.2	16.1
236	Further Study	N/A	SR 138	Miller Bottom Road	Further study	8.3	7.7	0.0	16.0
228	Further Study	N/A	Sigman Road	Irwin Bridge Road	Further study	4.3	8.8	2.8	16.0
242	Further Study	N/A	SR 212	Smyrna Road	Further study	6.2	8.0	1.6	15.9
219	Further Study	N/A	SR 162	Fairview Road	Further study	6.5	9.1	0.0	15.6
150	Upgrade/Operations	SR 20/138	Old Salem Road	Old McDonough Road	Signal upgrades	0.0	8.5	7.0	15.5
120	Upgrade/Operations	Old McDonough Highway SE	Old Salem Road	SR 20	Upgrade from 2 lanes (gutter/curb shoulders - grass shoulders to 2 lanes, hard shoulders	7.2	8.1	0.0	15.2
504	Rail Crossing Improvements	N/A	Scott Street	Rail Crossing	Pave 'RR' markings	6.2	2.1	6.7	15.1
445	Multi-Use Trail	Conyers/Horsepark Loop Trail	N/A	N/A	N/A	3.3	2.1	9.3	14.8

Table 12 (continued)
 CTP Projects with Evaluation Scores

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	TECHNICAL SCORE (0-10)	GOALS SCORE (0-10)	COMMUNITY SCORE (0-10)	TOTAL SCORE (0-30)
406	Sidewalk	North Street	North Main Street NW	Railroad Street SNW	New sidewalk	9.8	2.1	2.8	14.7
432	Bicycle Facilities	SR 20	Flat Shoals Road	Honey Creek Road	N/A	3.6	2.1	9.0	14.6
447	Bike/Ped Intersection Improvements	N/A	SR 20/SR 138	Flat Shoals Road	Construct pedestrian crossing islands	7.3	2.1	5.2	14.6
147	Further Study	Sigman Road/Abbott Road	I-20 Interchange (west)	Project 132	Study to identify improvements, including potential realignments of Sigman Road and Abbot Road as necessary to create a continuous connection between the I-20 interchange and project 132	7.5	7.1	0.0	14.5
413	Sidewalk	Flat Shoals Road	Old Salem Road	Salem Road	New sidewalk	6.2	2.1	6.2	14.5
402	Sidewalk	Bryant Street/ Veal Street	Green Street SW	Dogwood Drive	New sidewalk	9.1	5.4	0.0	14.5
404	Sidewalk	Oakland Avenue	Hardin Street SW	Oakland Lane SE	New sidewalk	9.3	2.1	2.8	14.3
149	New Alignment	New Facility	Sigman Road @ I-20 (west) interchange	McDaniel Mill Road near Heathervale Way	New roadway to connect Sigman Road (west) with McDaniel Mill Road	7.2	7.1	0.0	14.2
234	Upgrade/ Operations	N/A	Abbott Road	Iris Drive	Upgrade from one-way stop control to added right turn and left turn at Iris Drive	4.7	9.3	0.0	14.0
414	Sidewalk	Salem Road	North of Flat Shoals Road	South of Fairview Road	New sidewalk	4.4	2.1	7.3	13.9
227	Further Study	N/A	SR 20	Oglesby Bridge Road	Further study	4.5	9.0	0.0	13.5
109	Widening	SR 20	Sigman Road	Miller Bottom Road (Walton County)	Widen from 2 lanes to 4 lanes	3.1	8.7	1.6	13.4
229	Further Study	N/A	SR 138	Parker Road	Further study	5.1	8.3	0.0	13.4

PROJECT EVALUATION

Table 12 (continued)
CTP Projects with Evaluation Scores

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	TECHNICAL SCORE (0-10)	GOALS SCORE (0-10)	COMMUNITY SCORE (0-10)	TOTAL SCORE (0-30)
230	Further Study	N/A	McDonough Highway	Christian Circle	Further study	6.1	7.2	0.0	13.3
418	Sidewalk	SR 20	Sherbrooke Drive	Honey Creek Commons	New sidewalk	2.9	2.1	8.0	13.0
134	Widening	Blacklawn Road SW/ Lester Road	Klondike Road	Sigman Road	Upgrade from 2 lanes to 2 lanes, hard shoulders and new bridge over I-20	6.6	6.3	0.0	12.9
201	Upgrade/ Operations	N/A	Bell Road	SR 20	Signalization	5.2	7.7	0.0	12.9
434	Bicycle Facilities	SR 138	SR 155	SR 20	N/A	1.8	2.1	9.0	12.8
247B	Upgrade/ Operations	N/A	I-20 Interchange	SR 162/ Sigman Road/Salem Road	Lighting Improvements	0.0	5.8	6.6	12.4
416	Sidewalk	Old Salem Road	Flat Shoals Road	Underwood Drive	New sidewalk	4.2	2.1	5.9	12.3
417	Sidewalk	Honey Creek Road	Parr Road	Tony Valley Drive	New sidewalk	2.7	2.1	7.5	12.3
221	Further Study	N/A	SR 138	Old McDonough Highway	Further study	3.7	8.5	0.0	12.2
405	Sidewalk	Rosser Street	Institute Street NW	North Street NW	New sidewalk	10.0	2.1	0.0	12.1
233	Upgrade/ Operations	N/A	McDonough Highway	Kinnett Road	Upgrade from one-way stop control to added right turn and left turn lane at McDonough Highway	4.4	7.7	0.0	12.1
218	Further Study	N/A	SR 20	Milstead Road	Further study	5.2	6.8	0.0	12.0
223	Further Study	N/A	Flat Shoals Road	Old Salem Road	Further study	4.8	7.0	0.0	11.8
437	Bicycle Facilities	Old Covington Road	SR 20	Newton County Line	N/A	4.0	2.1	5.7	11.8

Table 12 (continued)
CTP Projects with Evaluation Scores

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	TECHNICAL SCORE (0-10)	GOALS SCORE (0-10)	COMMUNITY SCORE (0-10)	TOTAL SCORE (0-30)
148	Further Study	McDaniel Mill Road	Project 132/192 (near Heathervale Way)	Smyrna Road	Futher study to identify safety improvements and intersection upgrades on McDaniel Mill Road as needed to support increased traffic in future	3.1	7.1	1.6	11.8
108	Widening	SR 138 (NE Rockdale)	Hi Roc Road	SR 81 (Walton County)	Widen from 2 lanes to 4 lanes	2.4	7.7	1.6	11.7
440	Multi-Use Trail	Conyers to Horesepark Trail	South of Pine Log Road	Civic Center	N/A	4.9	2.1	4.7	11.7
135	Widening	Old Covington Road	Newton County Line	Sigman Road	Widen from 2 lanes to 4 lanes	4.2	7.3	0.0	11.5
410	Sidewalk	Sigman Road	Milstead Avenue NE	School Drive NW	New sidewalk	4.7	2.1	4.7	11.5
235	Upgrade/ Operations	N/A	Rockbridge Road	Sigman Road	Upgrade from signalized left turn lanes on each approach, no right turn lanes to added two right turn lanes at each approach on Sigman Road	3.2	8.3	0.0	11.4
126	New Alignment	Lakefield Drive Extension	SR 20	Flat Shoals Road	New 2 lane roadway	4.4	6.6	0.0	11.0
132	New Alignment	Abbott Road Extension	Turner Road	McDaniel Mill Road	Widen from 0 lanes to 2 lanes	5.6	5.4	0.0	11.0
209	Upgrade/ Operations	N/A	SR 20	W Hightower Trail	Upgrade from two-way stop control to signalized intersection; added left turn lanes and right turn lanes at all four intersection approaches	2.6	8.4	0.0	11.0
247A	Upgrade/ Operations	N/A	I-20 Interchange	Sigman Road	Lighting Improvements	0.0	5.8	5.2	10.9
401	Sidewalk	Dogwood Drive/Taylor Street/Lloyd Street	West Ave SW	Hardin Street SW	New sidewalk	8.7	2.1	0.0	10.8

PROJECT EVALUATION

Table 12 (continued)
CTP Projects with Evaluation Scores

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	TECHNICAL SCORE (0-10)	GOALS SCORE (0-10)	COMMUNITY SCORE (0-10)	TOTAL SCORE (0-30)
433	Bicycle Facilities	Honey Creek Road	SR 20	Monastery	N/A	0.7	2.1	7.8	10.6
237	Upgrade/Operations	N/A	Klondike Road	Hurst Road	Upgrade from five-way stop control, skewed angles to signalized, geometric changes and possible relocation of existing intersection	1.1	9.3	0.0	10.4
423	Sidewalk	Pine Log Road	Legion Road	SR 20	New sidewalk	8.2	2.1	0.0	10.3
301	Bridge Upgrade	N/A	Honey Creek Road	Snapping Shoals Creek	Bridge Upgrade	5.0	5.2	0.0	10.2
306	Bridge Upgrade	N/A	SR 138	Big Haynes Creek	Bridge Upgrade	4.1	6.1	0.0	10.1
400	Sidewalk	West Circle	Green Street SW	West Avenue SW	New sidewalk	8.0	2.1	0.0	10.1
243	Further Study	N/A	Pleasant Hill Road	West Hightower Trail	Further study	2.4	7.7	0.0	10.1
304	Bridge Upgrade	N/A	Flat Bridge Road	South River	Bridge Upgrade	4.5	5.6	0.0	10.1
307	Bridge Upgrade	N/A	SR 138	Little Haynes Creek	Bridge Upgrade	4.0	6.1	0.0	10.1
110	Upgrade/Operations	Irwin Bridge Road	Sigman Road	Hightower Trail	Upgrade to 2 lane, hard shoulders	2.3	4.9	2.8	10.1
130	Widening	Union Church Road	S of Oglesby Bridge Road	SR 138	Widen from 2 lanes to 4 lanes	2.5	7.3	0.0	9.8
114	Widening	Pleasant Hill Road	SR 20	SR 124 (DeKalb County)	Upgrade from 2 lanes, grass shoulders to 2 lanes, hard shoulders	3.9	5.6	0.0	9.5
101	Widening	Union Church Road	Klondike Road/Flat Bridge Road	SR 138	Widen from 2 lanes to 4 lanes	3.0	6.3	0.0	9.3
240	Upgrade/Operations	N/A	Old Convington Highway	Gees Mill Road	Realignment from all four approaches	0.1	7.4	1.6	9.2
104	Upgrade/Operations	Smyrna Road SW	SR 212	Flat Shoals Road	Upgrade to 2 lane, hard shoulders	1.9	5.4	1.6	9.0

Table 12 (continued)
CTP Projects with Evaluation Scores

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	TECHNICAL SCORE (0-10)	GOALS SCORE (0-10)	COMMUNITY SCORE (0-10)	TOTAL SCORE (0-30)
436	Bicycle Facilities	SR 138	Sigman Road	Newton County Line	N/A	2.0	2.1	4.7	8.9
305	Bridge Upgrade	N/A	Gee's Mill Road	Yellow River	Bridge Upgrade	3.5	5.2	0.0	8.7
441C	Multi-Use Trail	Olde Town Conyers Trail	South Rockdale Community Park	Old Town Conyers	N/A	0.4	2.1	5.9	8.5
241	Upgrade/Operations	N/A	Sigman Road	East View Road NE	Add left and right turn lanes	1.4	6.8	0.0	8.2
408	Sidewalk	East View Road	East View Way ME	East of Oak Knoll Drive NE	New sidewalk	5.8	2.1	0.0	7.9
502	Rail Crossing Improvements	N/A	Center Street	Rail Crossing	Place advanced warning signs	1.4	2.1	4.3	7.8
427	Sidewalk	Milstead Road	Milstead Avenue	Sigman Road	New sidewalk	5.6	2.1	0.0	7.7
409	Sidewalk	Norton Road	Milstead Avenue NE	East View Road NE	New sidewalk	5.3	2.1	0.0	7.4
115	Upgrade/Operations	Bethel Road / East Hightower Trail	SR 138	Pleasant Hill Road	Upgrade from 2 lanes, East Hightower Trail unpaved to grass shoulders	1.7	5.7	0.0	7.4
111	Upgrade/Operations	Hi Roc Road	SR 20	SR 138	Upgrade to 2 lane, hard shoulders	1.9	5.0	0.0	6.9
415	Sidewalk	Fairview Road	Old Salem Road	East County Line	New sidewalk	3.1	2.1	1.6	6.9
123	Widening	Oglesby Bridge Road	Union Church Road	SR 20	Widen from 2 lanes to 4 lanes	0.9	5.9	0.0	6.8
112	Upgrade/Operations	Mt. Zion Road NW/ Almand Road NW	SR 20	Irwin Bridge Road	Upgrade to 2 lane, hard shoulders	1.6	5.0	0.0	6.6
113	Upgrade/Operations	Hightower Trail West - White Road	SR 138	Gwinnett County Line	Upgrade from 2 lanes, grass shoulders to 2 lanes, hard shoulders	1.3	5.0	0.0	6.3

PROJECT EVALUATION

Table 12 (continued)
CTP Projects with Evaluation Scores

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	TECHNICAL SCORE (0-10)	GOALS SCORE (0-10)	COMMUNITY SCORE (0-10)	TOTAL SCORE (0-30)
302	Bridge Upgrade	N/A	Centennial Olympic Parkway	Big Haynes Creek	Bridge Upgrade	1.0	5.2	0.0	6.1
311	Bridge Upgrade	N/A	Klondike Road	Honey Creek	Bridge Upgrade	0.8	5.2	0.0	6.0
444	Multi-Use Trail	Monastery Trail	South of Granade Road	Monastery	N/A	1.3	2.1	1.6	5.1
310	Bridge Upgrade	N/A	Rockbridge Road	Lake Capri Spillway	Bridge Upgrade	3.0	2.1	0.0	5.0
419	Sidewalk	McWilliams Road	Meadow Springs Drive	McMilliams Court	New sidewalk	2.4	2.1	0.0	4.6
503	Rail Crossing Improvements	N/A	Sigman Road	Rail Crossing	Grade separation	0.7	2.1	1.6	4.5
501	Rail Crossing Improvements	N/A	Rockbridge Road	Rail Crossing	Repave travel lanes and stop bars, add 'RR' markings, place stop sign on right-turn lane of Rockbridge Road	2.3	2.1	0.0	4.5
442	Multi-Use Trail	Yellow River Trail	SR 20	International Horse park	N/A	2.2	2.1	0.0	4.3
430	Bicycle Facilities	New Facility	Salem Road	Earl O'Neal Sports Complex	New sidewalk	1.6	2.1	0.0	3.7
425	Sidewalk	SR 138/ Hi Roc Road	Centennial Olympic Parkway	Arlin Street	New sidewalk	1.1	2.1	0.0	3.2
449	Bike/Ped Intersection Improvements	N/A	Rowland Road	Rockdale County High School/ CJ Hicks Elementary School Connection south of Bulldog Circle	Paint crosswalks and provide pedestrian crossing signs	1.0	2.1	0.0	3.1
420	Sidewalk	SR 20	County Lane Drive	Peek Road	New sidewalk	0.9	2.1	0.0	3.0

Table 12 (continued)
 CTP Projects with Evaluation Scores

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	TECHNICAL SCORE (0-10)	GOALS SCORE (0-10)	COMMUNITY SCORE (0-10)	TOTAL SCORE (0-30)
424	Sidewalk	Centennial Olympic Parkway	SR 138	East County Line	New sidewalk	0.2	2.1	0.0	2.3
443	Multi-Use Trail	In Big Haynes Creek Park	N/A	N/A	N/A	0.0	2.1	0.0	2.1

PROJECT EVALUATION

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ACTION PLAN

Recommendations were developed by considering first those projects that already have committed transportation funding to develop Short-Term Recommendations. Mid-Term and Long-Term Recommendations are further developed by considering likely levels of future transportation funding with those projects that scored highest in the evaluation process. The following section will discuss evaluated projects in terms of what category they relate to.

For the Short-Term (2018-2023) anticipated funding was determined through review of GDOT Preconstruction Reports, the ARC TIP, and review and discussion of current Rockdale County plans to determine where funds are committed. This committed funding was used as a historical benchmark to anticipate what could be expected for future transportation funding in the Mid-Term and Long-Term periods of the plan. The results are shown in **Table 13**. Project costs provided are planning-level cost estimates based on estimates provided by GDOT and ARC, the previous CTP, and estimates created based on ARC’s planning-level cost estimation tool.

Table 13
Anticipated Funding by Time Frame and Source

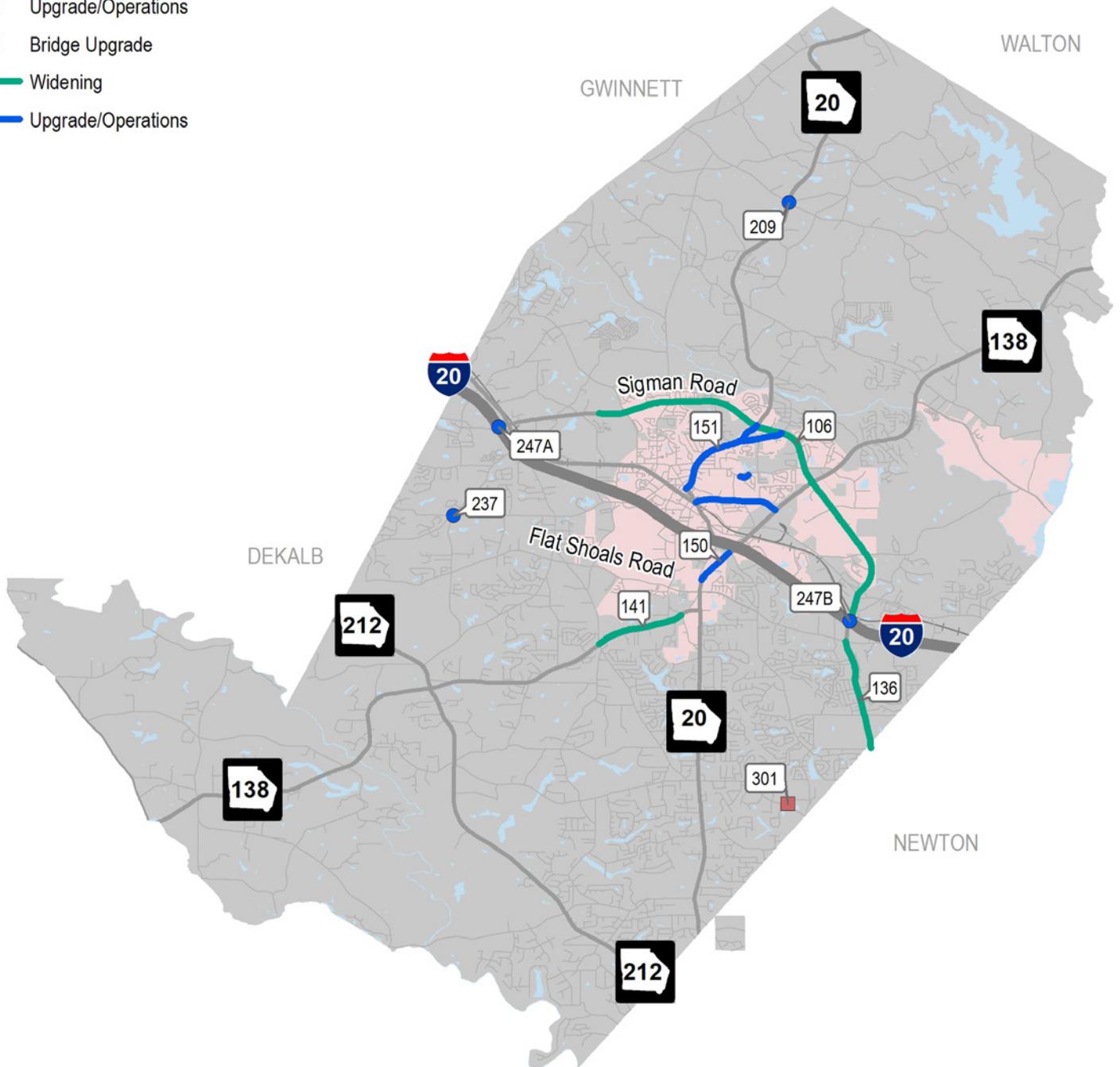
	LOCAL	HB170	OTHER STATE / FEDERAL	TOTAL
2018-2022	\$14,894,531	\$31,452,404	\$47,481,952	\$93,828,887
2023-2031	\$26,697,656	\$56,614,328	\$323,515,628	\$406,827,611
2032-2040	\$26,697,656	\$56,614,328	\$421,048,629	\$504,360,612
Total	\$68,289,843	\$144,681,060	\$792,046,209	\$1,005,017,112

SHORT-TERM INITIATIVES (2018-2023)

Projects under this category are often ongoing, or have undergone extensive analysis and design and are ready for construction. These projects also have some level of financial commitment by the County and/or other funding sources. **Figure 28** illustrates the vehicular and bicycle/pedestrian projects from the previous CTP that have neither been completed nor removed, and have been categorized as “Short Term Initiatives”. **Table 14** shows the projects categorized as “Short-term Initiatives”.

Figure 28
Short-Term Recommendations

- Upgrade/Operations
- Bridge Upgrade
- Widening
- Upgrade/Operations



**Table 14
Short-Term Recommendations**

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	PROJECT COST	FUNDING SOURCE(S)
106*	Widening	Sigman Road	East of Lester Road	I-20	Widen from 2 lanes to 4 lanes	\$42,709,371	Federal, State and Local
136	Widening	SR 162 (Salem Road)	Flat Shoals Road	Old Salem Road (Newtown County)	Widen from 2 lanes to 4 lanes	\$29,073,234	Federal, State and Local
141	Widening	SR 138	Ebenezer Road	Parker Road	Widen from 2 lanes to 4 lanes	\$1,379,170	Federal, State and Local
150	Upgrade/Operations	SR 20/138	Old Salem Road	Old McDonough Road	Signal upgrades	\$360,000	Federal, State and Local
151*	Upgrade/Operations	Milstead Ave, Milstead Rd, Eastview Road, and Pine Log Road			Safety Improvements	\$2,000	Federal, State and Local
209	Upgrade/Operations	N/A	SR 20	W Hightower Trail	Upgrade from two-way stop control to signalized intersection; added left turn lanes and right turn lanes at all four intersection approaches	\$1,883,820	Federal, State and Local
237	Upgrade/Operations	N/A	Klondike Road	Hurst Road	Upgrade from five-way stop control, skewed angles to signalized, geometric changes and possible relocation of existing intersection	\$3,299,615	Federal, State and Local
246*	Upgrade/Operations	N/A	I-20 Interchange	SR 20/138	Interchange improvement	\$10,452,333	Federal, State and Local
247A	Upgrade/Operations	N/A	I-20 Interchanges	Sigman Road and SR 162/Sigman Road/Salem Road	Lighting Improvements	\$1,300,000	Federal, State and Local
301	Bridge Upgrade	N/A	Honey Creek Road	Snapping Shoals Creek	Bridge Upgrade	\$2,550,000	Federal, State and Local
453	Multi-Use Trail	Sigman Road	East of Lester Road	Irwin Bridge Road	Multi-Use Trail along Sigman Road, to be build with widening (project 106)	\$506,844	Federal, State and Local
600	Further Study	I-20 East Freight Cluster	N/A	N/A	ARC freight cluster study	\$312,500	ARC with local match

MID-TERM INITIATIVES (2024-2031)

Projects under this category often have yet to undergo extensive analysis and design, and do not have a financial commitment from funding sources. Mid-term initiative projects are likely to have few impediments to implementation, and have the potential to be completed within a reasonable timeframe. The projects categorized as “Mid-Term Initiatives” are shown in Figures 29 and 30 and Table 15 below.

Figure 29
Mid-Term Vehicular Recommendations

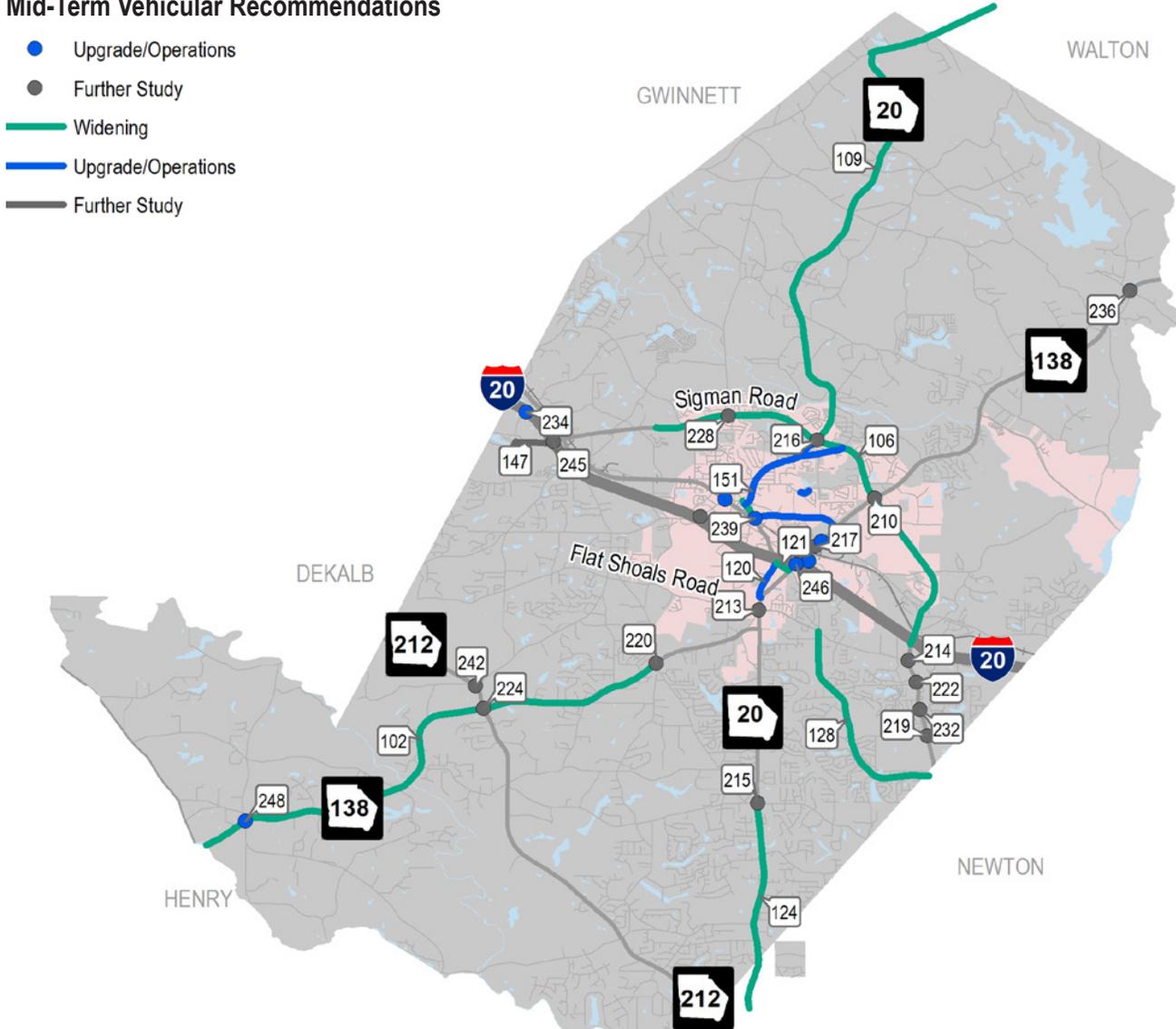
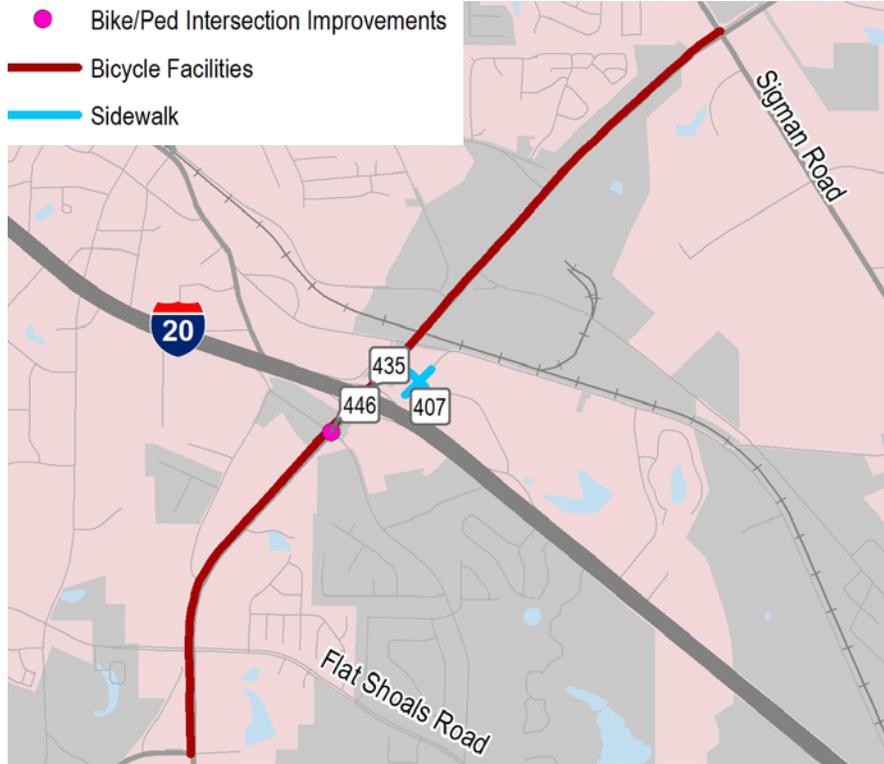


Figure 30
Mid-Term Bicycle/Pedestrian Recommendations



Recommendations Report

ACTION PLAN

Table 15
Mid-Term Recommendations

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	PROJECT COST	FUNDING SOURCE(S)
102	Widening	SR 138 (SW Rockdale)	SR 155 (Henry County)	Ebenezer Road	Widen from 2 lanes to 4 lanes	\$64,518,838	Federal, State and Local
106-MT	Widening	Sigman Road	East of Lester Road	I-20	Widen from 2 lanes to 4 lanes	\$64,497,131	Federal, State and Local
109	Widening	SR 20	Sigman Road	Miller Bottom Road (Walton County)	Widen from 2 lanes to 4 lanes	\$129,889,107	Federal, State and Local
120	Upgrade/Operations	Old McDonough Highway SE	Old Salem Road	SR 20	Upgrade from 2 lanes (gutter/curb shoulders - grass shoulders to 2 lanes, hard shoulders	\$371,052	Federal, State and Local
121	Widening	Old Salem Road	Old McDonough Highway SE	SR 20	Widen from 2 lanes to 4 lanes	\$3,435,127	Federal, State and Local
124	Widening	SR 20	SR 212 (Newton County)	South of Honey Creek Road	Widen from 2 lanes to 4 lanes	\$32,362,833	Federal, State and Local
128	Widening	Old Salem Road	SR 162	Flat Shoals Road	Widen from 2 lanes to 4 lanes	\$48,073,081	Federal, State and Local
139	Widening	Parker Road	SR 138	SR 20	Widen from 2 lanes to 4 lanes	\$5,000,000	Federal, State and Local
143	Widening	Main Street	Pine Log Road	Peek Street	Widen from 2 lanes to 4 lanes	\$3,141,478	Federal, State and Local
147	Further Study	Sigman Road/Abbott Road	I-20 Interchange (west)	Project 132	Study to identify improvements, including potential realignments of Sigman Road and Abbot Road as necessary to create a continuous connection between the I-20 interchange and project 132	\$100,000	Federal, State and Local
210	Further Study	N/A	Sigman Road	SR 138	Further study	\$30,000	Local
212	Further Study	N/A	SR 138	Dogwood Drive	Further study	\$30,000	Local

Table 15 (continued)
Mid-Term Recommendations

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	PROJECT COST	FUNDING SOURCE(S)
213	Further Study	N/A	SR 20	Flat Shoals Road	Further study	\$30,000	Local
214	Further Study	N/A	Salem Road	Flat Shoals Road	Further study	\$30,000	Local
215	Further Study	N/A	SR 20	Honey Creek Road	Further study	\$30,000	Local
216	Further Study	N/A	SR 20	Sigman Road	Further study	\$30,000	Local
217	Further Study	N/A	SR 138	S Main Street	Further study	\$30,000	Local
219	Further Study	N/A	SR 162	Fairview Road	Further study	\$30,000	Local
220	Further Study	N/A	SR 138	Ebenezer Road	Further study	\$30,000	Local
222	Further Study	N/A	Salem Road	Ellington Road	Further study	\$30,000	Local
224	Further Study	N/A	SR 138	SR 212	Further study	\$30,000	Local
226	Upgrade/ Operations	N/A	Old Covington Highway	Dogwood Drive	Upgrade from two-way stop control; added signalization and added left turn lane at Old Covington Highway	\$426,520	Federal, State and Local
228	Further Study	N/A	Sigman Road	Irwin Bridge Road	Further study	\$30,000	Local
231	Further Study	N/A	Klondike Road	Dogwood Drive	Further study	\$30,000	Local
232	Further Study	N/A	Salem Road	Golfview Drive	Further study	\$30,000	Local
234	Upgrade/ Operations	N/A	Abbott Road	Iris Drive	Upgrade from one-way stop control to added right turn and left turn at Iris Drive	\$566,896	Federal, State and Local
236	Further Study	N/A	SR 138	Miller Bottom Road	Further study	\$30,000	Federal, State and Local

Recommendations Report

ACTION PLAN

Table 15 (continued)
Mid-Term Recommendations

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	PROJECT COST	FUNDING SOURCE(S)
238	Upgrade/ Operations	N/A	West Ave	Green Street	Retiming of existing signal with installation of additional signal on north side of CSX railroad tracks. Install new drainage pipes and repave entire intersection	\$1,069,874	Federal, State and Local
239	Upgrade/ Operations	N/A	Scott Street @ Pine Log	Pine Log @ Main Street	Construct dedicated left turn lanes in all 6 quadrants of intersection and install stop and go signals. Paint pedestrian cross walk areas.	\$997,641	Federal, State and Local
242	Further Study	N/A	SR 212	Smyrna Road	Further study	\$470,701	Federal, State and Local
244	Upgrade/ Operations	N/A	SR 20/138	Old Covington Road	Use adjacent cul-de-sac (former alignment) to provide right turn lane separate from intersection	\$10,264	Federal, State and Local
245	Further Study	N/A	Sigman Road (west)	I-20 Interchange	Additional study to determine improvement at the western interchange of Sigman Road at I-20	\$30,000	Federal, State and Local
407	Sidewalk	Dogwood Drive/Old Covington Highway	SR 20/SR 138	Conyers Crossroads	New sidewalk	\$286,373	Local
435	Bicycle Facilities	SR 20/138	SR 20	Sigman Road	N/A	\$4,900,863	Local
446	Bike/Ped Intersection Improvements	N/A	SR 20/ SR 138	Old Salem Road	Construct pedestrian crossing islands	\$19,584	Local

LONG-TERM INITIATIVES (2032-2040+)

These projects have yet to undergo extensive analysis and design, and do not have substantial financial commitment from funding sources. These projects, often the most challenging to implement, are likely to be lengthy endeavors. **Figures 31 and 32** and **Table 16** below illustrate the projects categorized as “Long-Term Initiatives”

Figure 31

Long-Term Vehicular Recommendations

- Upgrade/Operations
- Rail Crossing Improvements
- Further Study
- Bridge Upgrade
- Widening
- Managed Lanes
- New Alignment
- Further Study

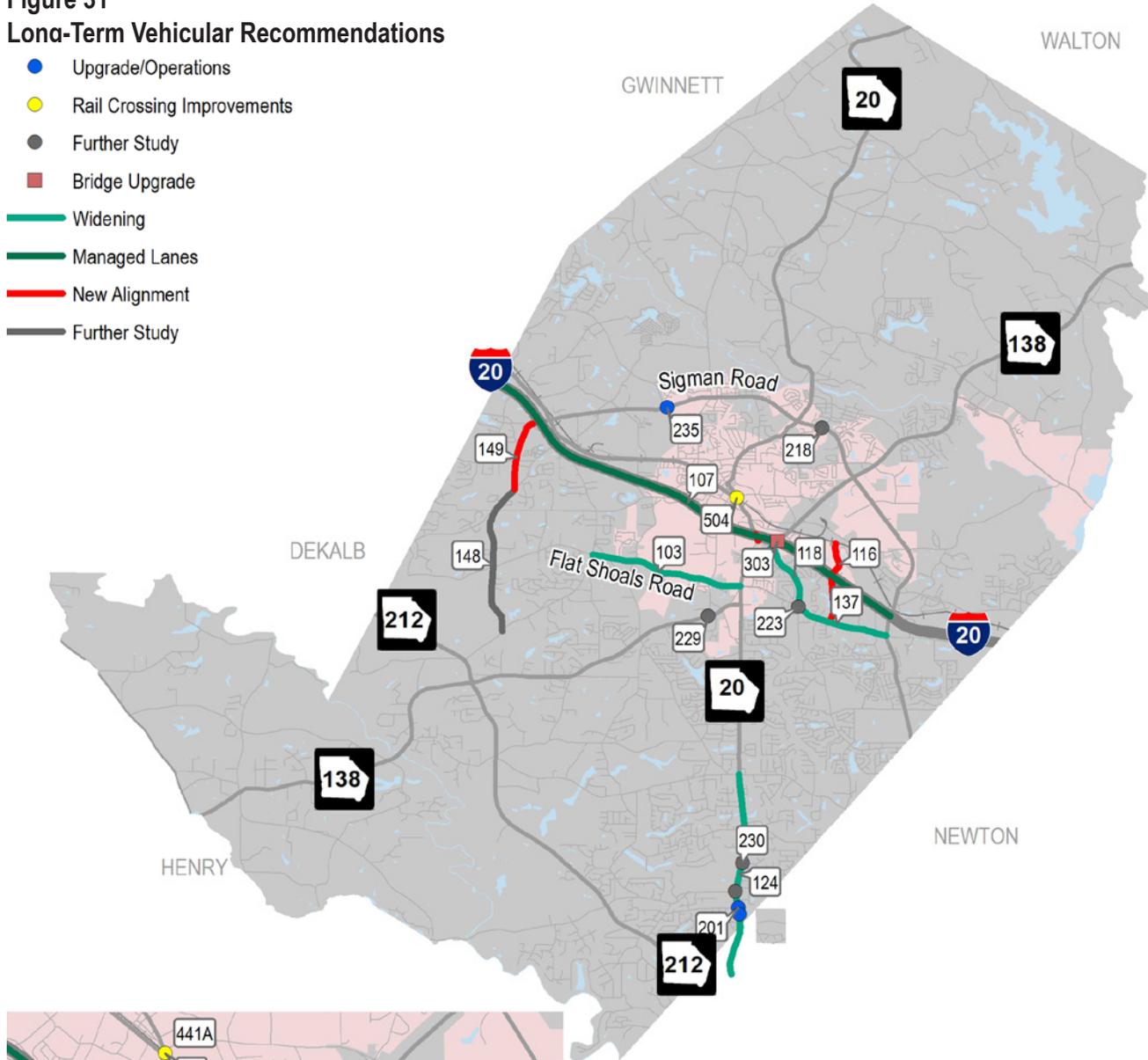


Figure 32
Long-Term Bicycle/Pedestrian Recommendations

- Bike/Ped Intersection Improvement
- Bicycle Facilities
- Sidewalk

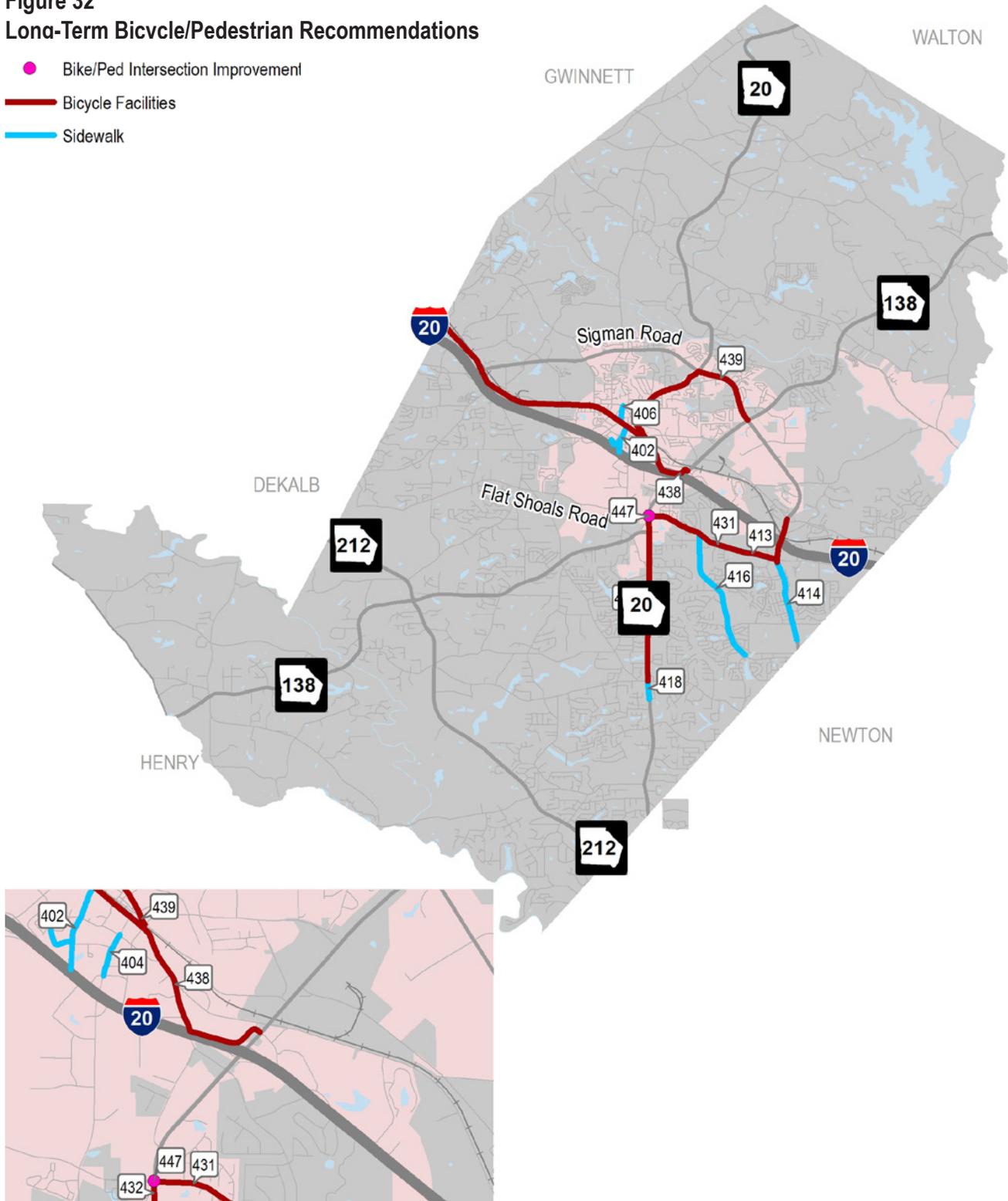


Table 16
Long Term Recommendations

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	PROJECT COST	FUNDING SOURCE(S)
103	Widening	Flat Shoals Road	Smyrna Road SW	West of SR 20	Widen from 2 lanes to 4 lanes	\$18,474,089	Federal, State, and Local
107	Managed Lanes	I-20	DeKalb County	Salem Road	Widen from 0 lanes to 2 lanes	\$336,031,115	Federal and State
116	New Alignment	Courtesy Parkway Extension	Old Covington Road NE	Flat Shoals Road	Widen from 0 lanes to 2 lanes and new bridge over I-20	\$21,988,000	Federal, State, and Local
118	Widening	Old Salem Road	SR 20	Flat Shoals Road	Widen from 2 lanes to 4 lanes	\$5,600,000	Federal, State, and Local
119	New Alignment	Green Street SE	Old McDonough Highway	Old Salem Road/Iris Drive	Widen from 0 lanes to 2 lanes and new bridge over I-20	\$14,170,459	Federal, State, and Local
124	Widening	Old Covington Highway	Sigman Road	SR 124 (DeKalb County)	Widen from 2 lanes to 4 lanes	\$12,531,656	Federal, State, and Local
137	Widening	Flat Shoals Road	Old Salem Road	Salem Road	Widen from 2 lanes to 4 lanes	\$9,218,000	Federal, State, and Local
148	Further Study	McDaniel Mill Road	Project 132/192 (near Heathervale Way)	Smyrna Road	Further study to identify safety improvements and intersection upgrades on McDaniel Mill Road as needed to support increased traffic in future	\$100,000	Local
149	New Alignment	New Facility	Sigman Road @ I-20 (west) interchange	McDaniel Mill Road near Heathervale Way	New roadway to connect Sigman Road (west) with McDaniel Mill Road	\$3,848,725	Federal, State, and Local
201	Upgrade/Operations	N/A	Bell Road	SR 20	Signalization	\$1,212,979	Federal, State, and Local
218	Further Study	N/A	SR 20	Milstead Road	Further study	\$30,000	Local
221	Further Study	N/A	SR 138	Old McDonough Highway	Further study	\$30,000	Local
223	Further Study	N/A	Flat Shoals Road	Old Salem Road	Further study	\$30,000	Local

Recommendations Report

ACTION PLAN

Table 16 (continued)
Long Term Recommendations

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	PROJECT COST	FUNDING SOURCE(S)
227	Further Study	N/A	SR 20	Oglesby Bridge Road	Further study	\$30,000	Local
229	Further Study	N/A	SR 138	Parker Road	Further study	\$30,000	Local
230	Further Study	N/A	McDonough Highway	Christian Circle	Further study	\$30,000	Local
233	Upgrade/ Operations	N/A	McDonough Highway	Kinnett Road	Upgrade from one-way stop control to added right turn and left turn lane at McDonough Highway	\$566,896	Federal, State, and Local
235	Upgrade/ Operations	N/A	Rockbridge Road	Sigman Road	Upgrade from signalized left turn lanes on each approach, no right turn lanes to added two right turn lanes at each approach on Sigman Road	\$485,059	Federal, State, and Local
402	Sidewalk	Bryant Street/Veal Street	Green Street SW	Dogwood Drive	New sidewalk	\$657,874	Local
404	Sidewalk	Oakland Avenue	Hardin Street SW	Oakland Lane SE	New sidewalk	\$244,697	Local
406	Sidewalk	North Street	North Main Street NW	Railroad Street SNW	New sidewalk	\$248,492	Local
413	Sidewalk	Flat Shoals Road	Old Salem Road	Salem Road	New sidewalk	\$1,258,304	Local
414	Sidewalk	Salem Road	North of Flat Shoals Road	South of Fairview Road	New sidewalk	\$1,589,053	Local
416	Sidewalk	Old Salem Road	Flat Shoals Road	Underwood Drive	New sidewalk	\$2,396,580	Local
418	Sidewalk	SR 20	Sherbrooke Drive	Honey Creek Commons	New sidewalk	\$551,834	Local
431	Bicycle Facilities	N Salem Road/Flat Shoals Road	Old Covington Road	SR 20/SR 138	N/A	\$5,428,934	Local
432	Bicycle Facilities	SR 20	Flat Shoals Road	Honey Creek Road	N/A	\$5,554,897	Local

Table 16 (continued)
Long Term Recommendations

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	PROJECT COST	FUNDING SOURCE(S)
438	Bicycle Facilities	Old Covington Road	DeKalb County Line	SR 20	N/A	\$9,457,790	Local
439	Bicycle Facilities	Milstead Road/ Sigman Road	Green Street SW	SR 20	N/A	\$5,556,378	Local
441A	Multi-Use Trail	Olde Town Conyers Trail	South Rockdale Community Park	Old Town Conyers	N/A	\$4,485,583	Local
447	Bike/Ped Intersection Improvements	N/A	SR 20/SR 138	Flat Shoals Road	Construct pedestrian crossing islands	\$26,112	Local
452	Other Bike/Ped Improvements	Georgia Veterans Memorial Park	N/A	N/A	Design and construction of second phase, called "Warfront"	\$2,227,356	Federal
504	Rail Crossing Improvements	N/A	Scott Street	Rail Crossing	Pave 'RR' markings	\$125,000	Federal, State, and Local

ASPIRATIONAL INITIATIVES (2040+)

Projects in this category have not undergone any sort of analysis or design, compared to projects categorized as other initiatives. Aspirational initiatives are not anticipated to have a financial commitment from funding sources, but are still projects the county is still interested in pursuing. These projects are not anticipated to be completed by 2040. **Figures 33 and 34** and **Table 17** below show the projects categorized as “Aspirational Initiatives”

Figure 33

Aspirational Vehicular Recommendations

- Upgrade/Operations
- Rail Crossing Improvements
- Further Study
- New Bridge
- Bridge Upgrade
- Widening
- New Alignment
- Upgrade/Operations

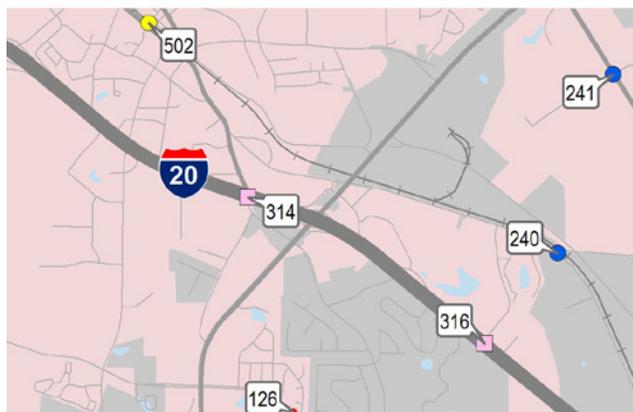
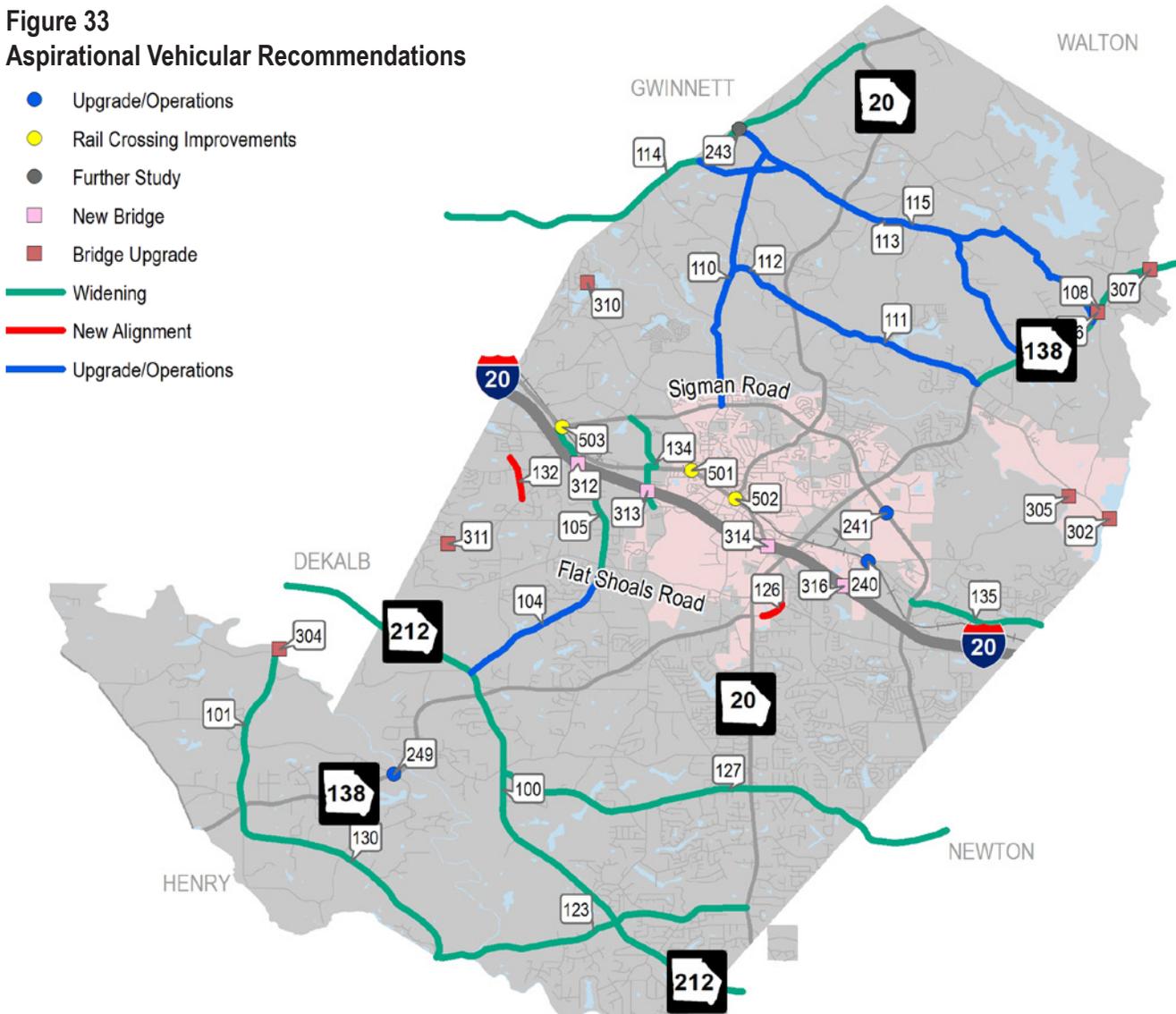


Figure 34
Aspirational Bicycle/Pedestrian Recommendations

- Bike/Ped Intersection Improvement
- Bicycle Facilities
- Multi-Use Trail
- Sidewalk

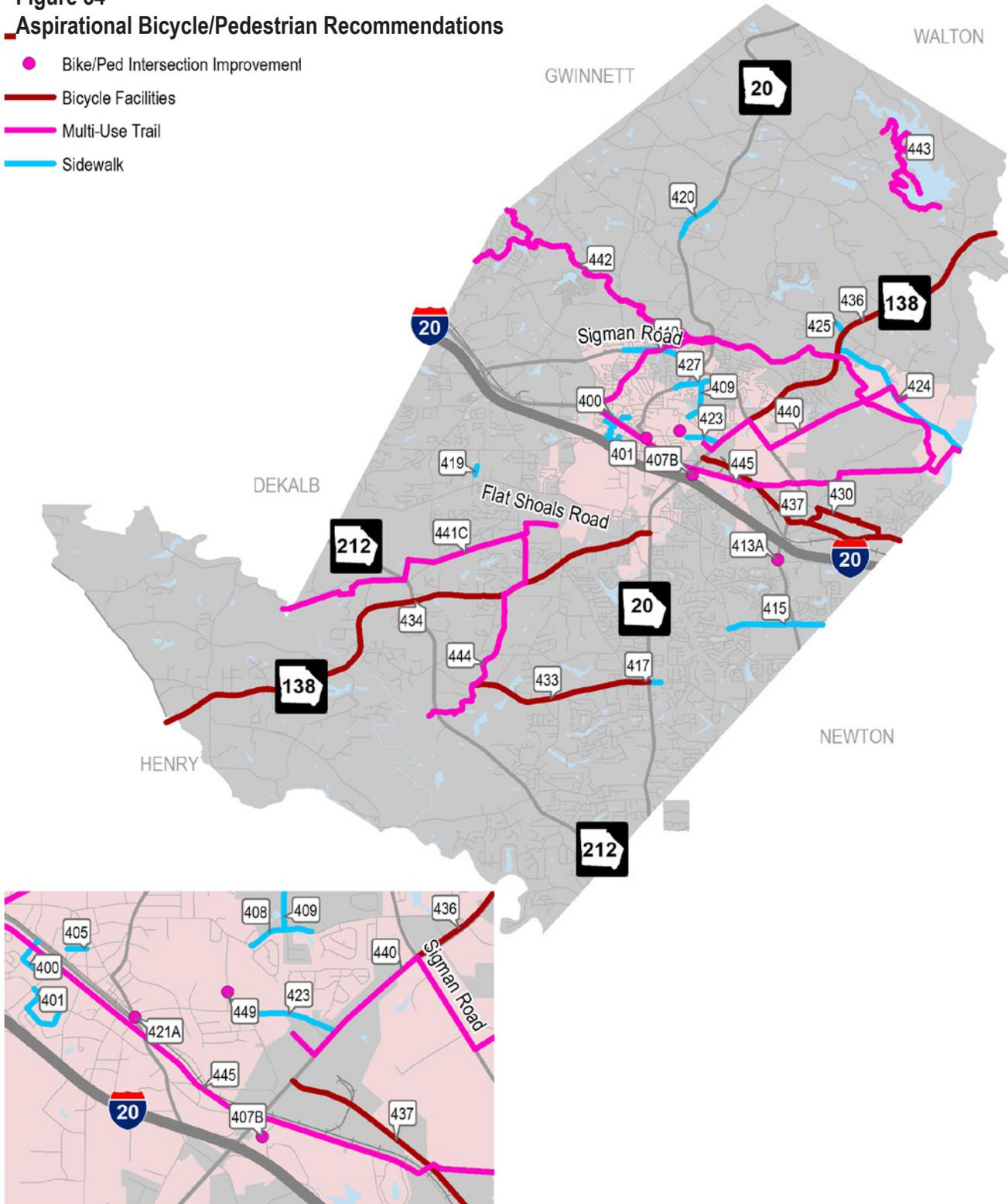


Table 17
Aspirational Recommendations

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	PROJECT COST	FUNDING SOURCE(S)
100	Widening	SR 212	SR 20 (Newton County)	Klondike Road (DeKalb Road)	Widen from 2 lanes to 4 lanes	\$106,400,273	Federal, State, and Local
101	Widening	Union Church Road	Klondike Road/Flat Bridge Road	SR 138	Widen from 2 lanes to 4 lanes	\$38,558,165	Federal, State, and Local
104	Upgrade/Operations	Smyrna Road SW	SR 212	Flat Shoals Road	Upgrade to 2 lane, hard shoulders	\$1,544,325	Federal, State, and Local
105	Widening	Smyrna Road SW	Flat Shoals Road	Sigman Road	Widen from 2 lanes to 4 lanes and new bridge over I-20	\$33,741,768	Federal, State, and Local
108	Widening	SR 138 (NE Rockdale)	Hi Roc Road	SR 81 (Walton County)	Widen from 2 lanes to 4 lanes	\$58,770,772	Federal, State, and Local
110	Upgrade/Operations	Irwin Bridge Road	Sigman Road	Hightower Trail	Upgrade to 2 lane, hard shoulders	\$2,537,071	Federal, State, and Local
111	Upgrade/Operations	Hi Roc Road	SR 20	SR 138	Upgrade to 2 lane, hard shoulders	\$1,742,783	Federal, State, and Local
112	Upgrade/Operations	Mt. Zion Road NW/Almand Road NW	SR 20	Irwin Bridge Road	Upgrade to 2 lane, hard shoulders	\$621,582	Federal, State, and Local
113	Upgrade/Operations	Hightower Trail West - White Road	SR 138	Gwinnett County Line	Upgrade from 2 lanes, grass shoulders to 2 lanes, hard shoulders	\$3,520,697	Federal, State, and Local
114	Widening	Pleasant Hill Road	SR 20	SR 124 (DeKalb County)	Upgrade from 2 lanes, grass shoulders to 2 lanes, hard shoulders	\$4,107,026	Federal, State, and Local
115	Upgrade/Operations	Bethel Road / East Hightower Trail	SR 138	Pleasant Hill Road	Upgrade from 2 lanes, East Hightower Trail unpaved to grass shoulders	\$15,360,133	Federal, State, and Local
123	Widening	Oglesby Bridge Road	Union Church Road	SR 20	Widen from 2 lanes to 4 lanes	\$39,258,523	Federal, State, and Local
126	New Alignment	Lakefield Drive Extension	SR 20	Flat Shoals Road	New 2 lane roadway	\$7,612,755	Federal, State, and Local

Table 17 (continued)
Aspirational Recommendations

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	PROJECT COST	FUNDING SOURCE(S)
127	Widening	Honey Creek Road	SR 212	SR 162 (Salem Road)	Widen from 2 lanes to 4 lanes	\$57,041,656	Federal, State, and Local
130	Widening	Union Church Road	S of Oglesby Bridge Road	SR 138	Widen from 2 lanes to 4 lanes	\$40,839,286	Federal, State, and Local
132	New Alignment	Abbott Road Extension	Turner Road	McDaniel Mill Road	Widen from 0 lanes to 2 lanes	\$4,339,799	Federal, State, and Local
134	Widening	Blacklawn Road SW/ Lester Road	Klondike Road	Sigman Road	Upgrade from 2 lanes to 2 lanes, hard shoulders and new bridge over I-20	\$12,953,299	Federal, State, and Local
135	Widening	Old Covington Road	Newton County Line	Sigman Road	Widen from 2 lanes to 4 lanes	\$22,688,234	Federal, State, and Local
151-LT	Upgrade/ Operations	Milstead Ave, Milstead Rd, Eastview Road, and Pine Log Road			Safety Improvements	\$79,300	Federal, State, and Local
240	Upgrade/ Operations	N/A	Old Covington Highway	Gees Mill Road	Realignment from all four approaches	\$1,267,155	Federal, State, and Local
241	Upgrade/ Operations	N/A	Sigman Road	East View Road NE	Add left and right turn lanes	\$1,231,134	Federal, State, and Local
243	Further Study	N/A	Pleasant Hill Road	West Hightower Trail	Further study	\$600,677	Local
249	Upgrade/ Operations	N/A	SR 138	East Fairview Road	Intersection improvement	\$1,719,000	Federal, State, and Local
302	Bridge Upgrade	N/A	Centennial Olympic Parkway	Big Haynes Creek	Bridge Upgrade	\$1,699,833	Federal, State, and Local
304	Bridge Upgrade	N/A	Flat Bridge Road	South River	Bridge Upgrade	\$636,934	Federal, State, and Local

Table 17 (continued)
Aspirational Recommendations

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	PROJECT COST	FUNDING SOURCE(S)
305	Bridge Upgrade	N/A	Gee's Mill Road	Yellow River	Bridge Upgrade	\$2,137,023	Federal, State, and Local
306	Bridge Upgrade	N/A	SR 138	Big Haynes Creek	Bridge Upgrade	\$1,293,734	Federal, State, and Local
307	Bridge Upgrade	N/A	SR 138	Little Haynes Creek	Bridge Upgrade	\$1,078,112	Federal, State, and Local
310	Bridge Upgrade	N/A	Rockbridge Road	Lake Capri Spillway	Bridge Upgrade	\$181,481	Federal, State, and Local
311	Bridge Upgrade	N/A	Klondike Road	Honey Creek	Bridge Upgrade	\$126,775	Federal, State, and Local
312	New Bridge	N/A	Smyrna Road	I-20	New Bridge	See 105	Federal, State, and Local
313	New Bridge	N/A	Blacklawn Road	I-20	New Bridge	See 134	Federal, State, and Local
314	New Bridge	N/A	Green Street	I-20	New Bridge	See 119	Federal, State, and Local
316	New Bridge	N/A	Courtesy Parkway	I-20	New Bridge	See 116	Federal, State, and Local
400	Sidewalk	West Circle	Green Street SW	West Avenue SW	New sidewalk	\$290,695	Local
401	Sidewalk	Dogwood Drive/Taylor Street/Lloyd Street	West Ave SW	Hardin Street SW	New sidewalk	\$405,847	Local
405	Sidewalk	Rosser Street	Institute Street NW	North Street NW	New sidewalk	\$104,278	Local
405A	Bike/Ped Intersection Improvements		North Street	Rosser Street	Paint crosswalks	\$899	Local
405B	Bike/Ped Intersection Improvements		Rosser Street	Almand Street	Paint crosswalks	\$1,199	Local
405C	Bike/Ped Intersection Improvements		Rosser Street	Institute Street	Paint crosswalks	\$1,079	Local

Table 17 (continued)
Aspirational Recommendations

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	PROJECT COST	FUNDING SOURCE(S)
407B	Bike/Ped Intersection Improvements		Dogwood Drive	Old Covington Highway	Provide pedestrian crossing islands	\$19,584	Local
408	Sidewalk	East View Road	East View Way ME	East of Oak Knoll Drive NE	New sidewalk	\$358,703	Local
409	Sidewalk	Norton Road	Milstead Avenue NE	East View Road NE	New sidewalk	\$532,295	Local
410	Sidewalk	Sigman Road	Milstead Avenue NE	School Drive NW	New sidewalk	\$1,271,446	Local
413A	Bike/Ped Intersection Improvements		Flat Shoals Road	Salem Road	Paint crosswalks and construct pedestrian crossing islands	\$26,861	Local
415	Sidewalk	Fairview Road	Old Salem Road	East County Line	New sidewalk	\$1,425,726	Local
417	Sidewalk	Honey Creek Road	Parr Road	Tony Valley Drive	New sidewalk	\$652,004	Local
419	Sidewalk	McWilliams Road	Meadow Springs Drive	McWilliams Court	New sidewalk	\$150,706	Local
419A	Bike/Ped Intersection Improvements		Meadow Springs Drive	McWilliams Road	Install curb ramps and connect sidewalk	\$7,416	Local
420	Sidewalk	SR 20	County Lane Drive	Peek Road	New sidewalk	\$809,793	Local
421A	Bike/Ped Intersection Improvements		South Main Street	Pine Log Road	Paint crosswalks and construct pedestrian crossing islands	#N/A	Local
423	Sidewalk	Pine Log Road	Legion Road	SR 20	New sidewalk	\$490,388	Local
424	Sidewalk	Centennial Olympic Parkway	SR 138	East County Line	New sidewalk	\$2,647,037	Local
425	Sidewalk	SR 138/ Hi Roc Road	Centennial Olympic Parkway	Arlin Street	New sidewalk	\$822,630	Local

Table 17 (continued)
Aspirational Recommendations

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	PROJECT COST	FUNDING SOURCE(S)
427	Sidewalk	Milstead Road	Milstead Avenue	Sigman Road	New sidewalk	\$733,903	Local
430	Bicycle Facilities	New Facility	Salem Road	Earl O'Neal Sports Complex	New sidewalk	\$2,863,151	Local
433	Bicycle Facilities	Honey Creek Road	SR 20	Monastery	N/A	\$5,787,466	Local
434	Bicycle Facilities	SR 138	SR 155	SR 20	N/A	\$16,346,162	Local
436	Bicycle Facilities	SR 138	Sigman Road	Newton County Line	N/A	\$10,002,739	Local
437	Bicycle Facilities	Old Covington Road	SR 20	Newton County Line	N/A	\$6,581,442	Local
440	Multi-Use Trail	Conyers to Horesepark Trail	South of Pine Log Road	Civic Center	N/A	\$8,373,394	Local
441C	Multi-Use Trail	Olde Town Conyers Trail	South Rockdale Community Park	Old Town Conyers	N/A	\$11,464,700	Local
442	Multi-Use Trail	Yellow River Trail	SR 20	International Horse park	N/A	\$12,406,230	Local
443	Multi-Use Trail	In Big Haynes Creek Park	N/A	N/A	N/A	\$4,746,158	Local
444	Multi-Use Trail	Monastery Trail	South of Granade Road	Monastery	N/A	\$5,588,416	Local
445	Multi-Use Trail	Conyers/ Horesepark Loop Trail	N/A	N/A	N/A	\$22,691,930	Local

Table 17 (continued)
Aspirational Recommendations

PROJECT REF NUM	PROJECT TYPE	CORRIDOR	FROM/MAJOR	TO/MINOR	IMPROVEMENT DESCRIPTION	PROJECT COST	FUNDING SOURCE(S)
449	Bike/Ped Intersection Improvements	N/A	Rowland Road	Rockdale County High School/ CJ Hicks Elementary School Connection south of Bulldog Circle	Paint crosswalks and provide pedestrian crossing signs	\$1,899	Local
501	Rail Crossing Improvements	N/A	Rockbridge Road	Rail Crossing	Repave travel lanes and stop bars, add 'RR' markings, place stop sign on right-turn lane of Rockbridge Road	\$125,000	Federal, State, and Local
502	Rail Crossing Improvements	N/A	Center Street	Rail Crossing	Place advanced warning signs	\$625	Federal, State, and Local
503	Rail Crossing Improvements	N/A	Sigman Road	Rail Crossing	Grade separation	\$25,500,000	Federal, State, and Local

ACTION PLAN

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