

RECOMMENDATIONS

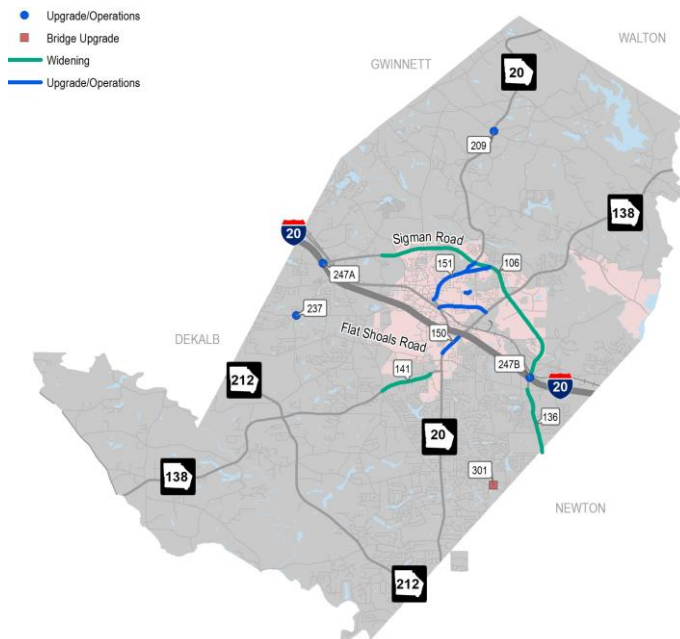
Note: For brevity, maps below indicate only vehicular oriented project initiatives and do not include the bicycle and pedestrian oriented projects recommended in this process.

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 transportation funding with those projects that scored highest in the evaluation process. Additional projects that should continue to be considered but are not likely to be funded prior to the year 2040 are identified as Aspirational Initiatives.

TIME PERIOD	ANTICIPATED TRANSPORTATION FUNDING				
		LOCAL	HB170	OTHER STATE & FEDERAL	TOTAL
Short-Term 2018-2022	\$	14,894,531	\$ 31,452,404	\$ 47,481,952	\$ 93,828,887
Mid-Term 2023-2031	\$	26,697,656	\$ 56,614,328	\$ 323,515,628	\$ 406,827,612
Long-Term 2032-2040	\$	26,697,656	\$ 56,614,328	\$ 421,048,629	\$ 504,360,613
TOTAL	\$	68,289,843	\$ 144,681,060	\$ 792,046,209	\$ 1,005,017,112

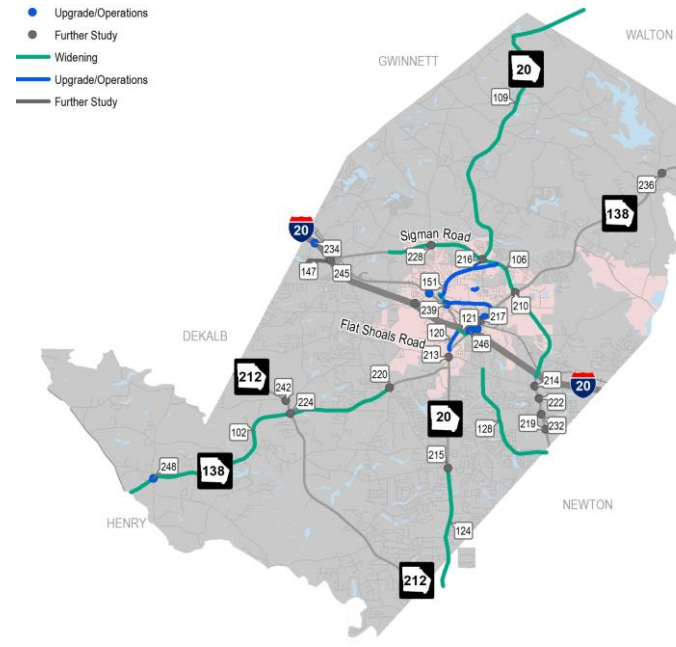
Short-Term (2018-2022)

Projects under this category are often ongoing, or have undergone extensive analysis and design and are ready for construction.



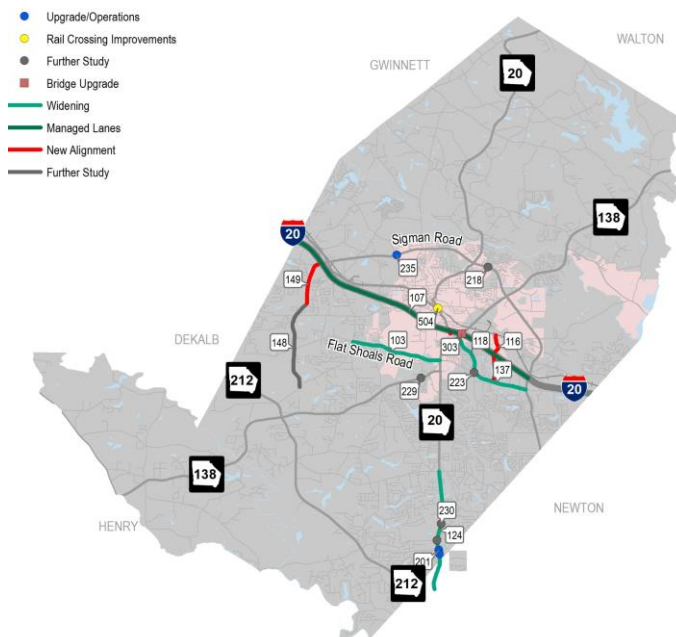
Mid-Term (2023-2031)

Projects under this category often have yet to undergo extensive analysis and design, and do not yet have a financial commitment from funding sources.



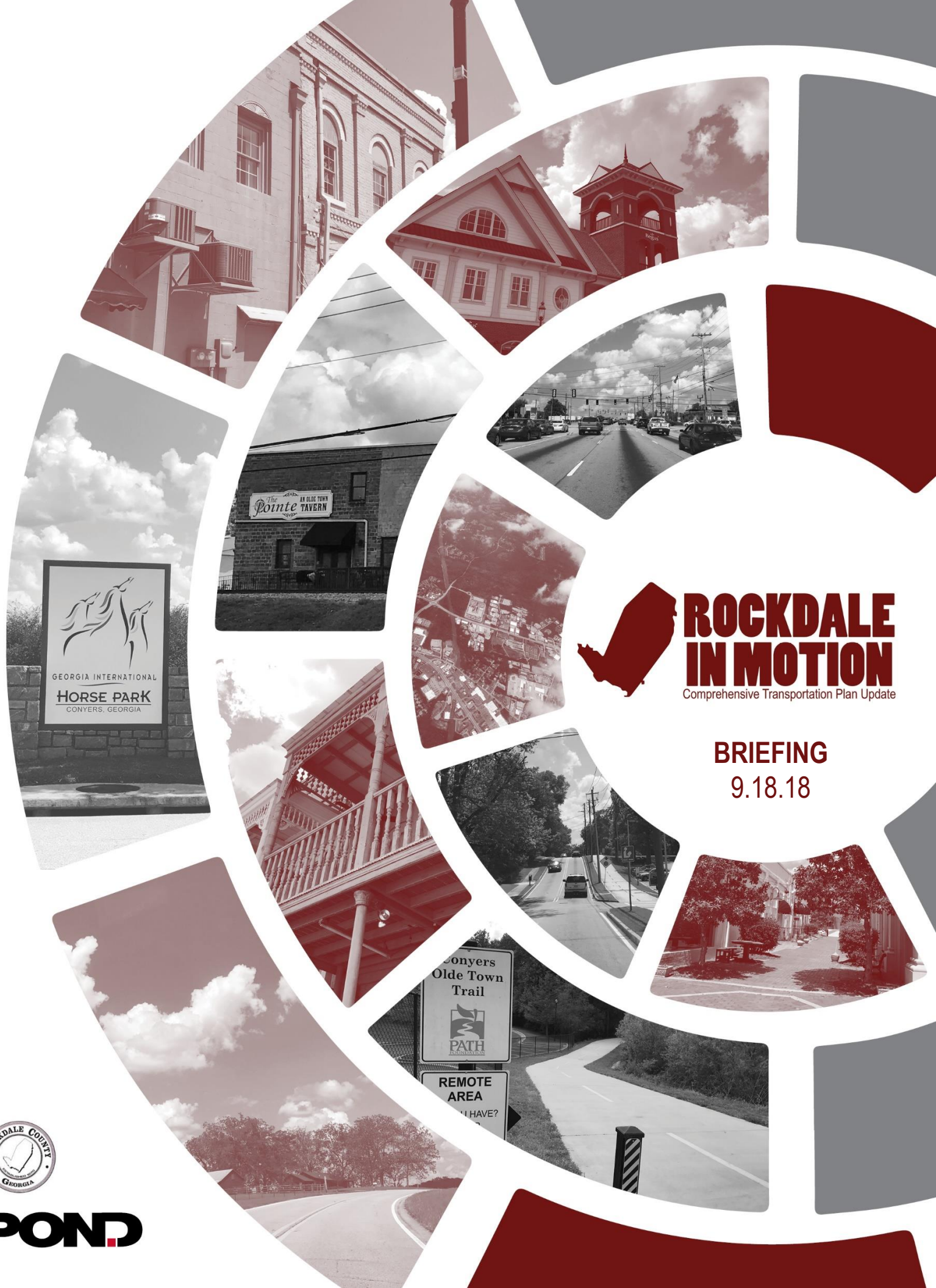
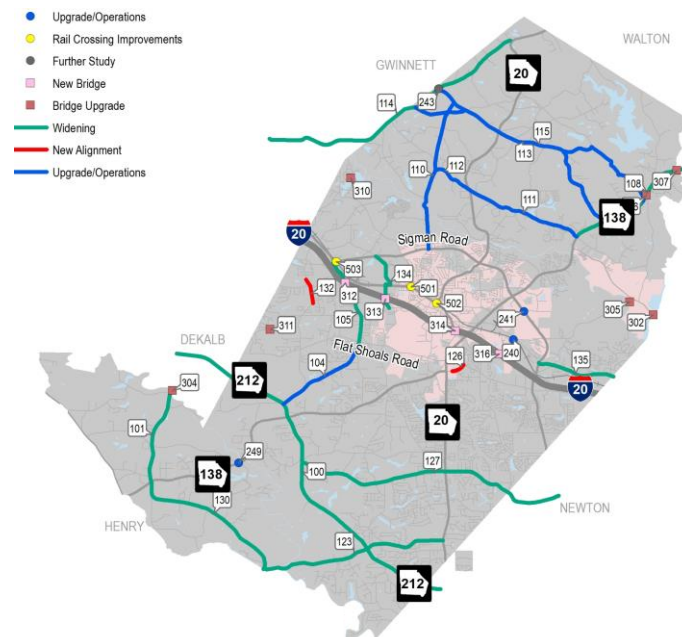
Long-Term (2032-2040)

These projects have yet to undergo extensive analysis and design, and do not have substantial financial commitment from funding sources.



Aspirational Initiatives (2040+)

Projects in this category have not undergone any sort of analysis or design and are not anticipated to have a financial commitment prior to the year 2040.



BRIEFING
9.18.18

PROCESS

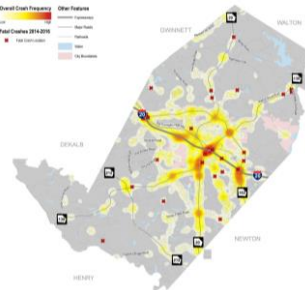
The Comprehensive Transportation Plan (CTP) is an analysis of all applicable modes of transportation (vehicular, walking, biking, etc.) to determine existing and future needs, identify solutions, and prepare an implementation plan.

RESULTS

The raw results of the evaluation process help us understand the projects that are more likely to be effective for Rockdale County.

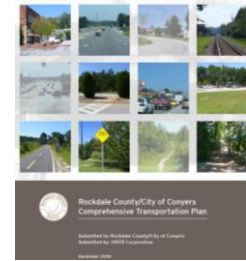
The process includes incorporation of:

1 Data & Analysis



To understand existing and future transportation needs.

2 Previous Plans



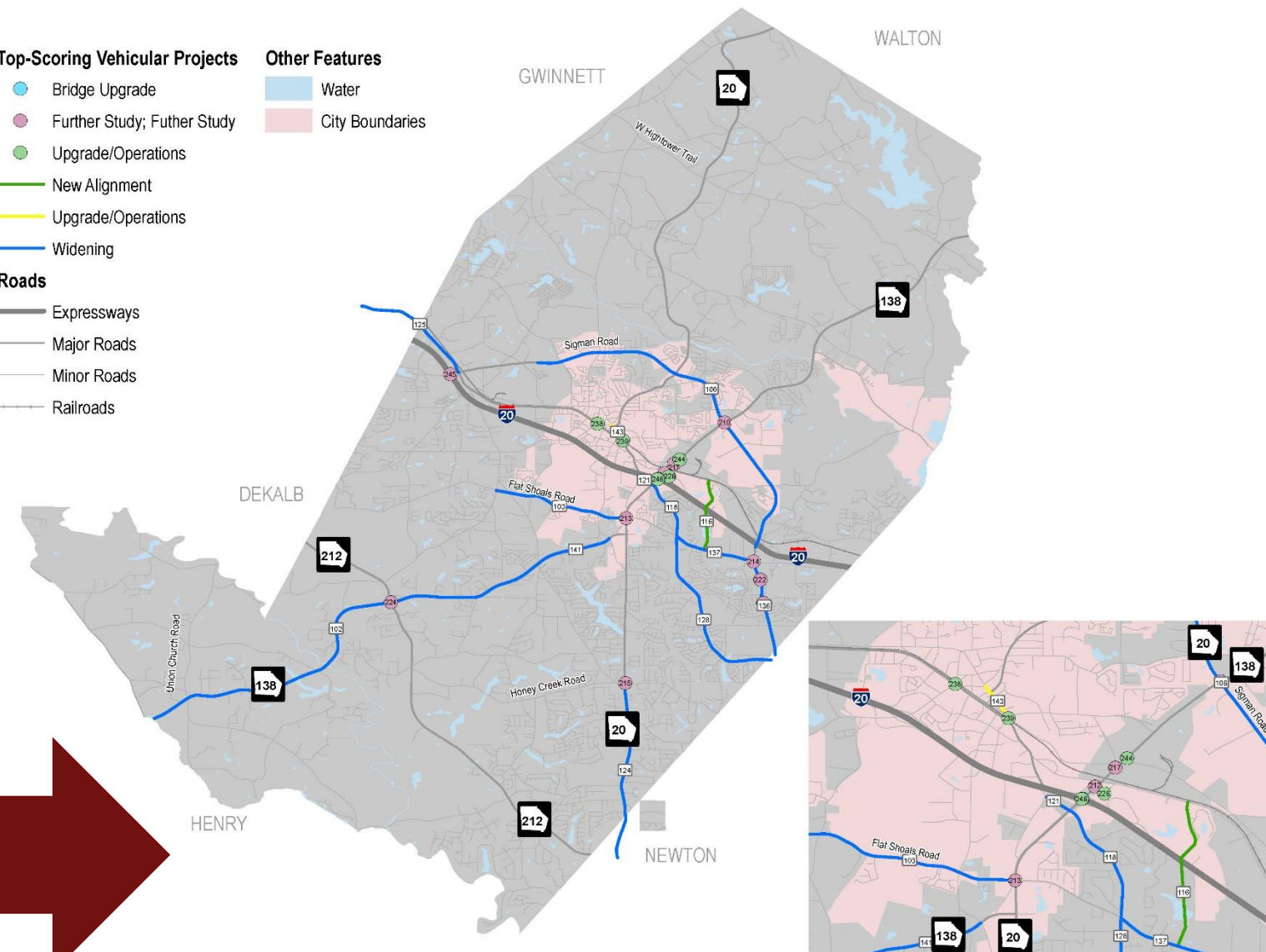
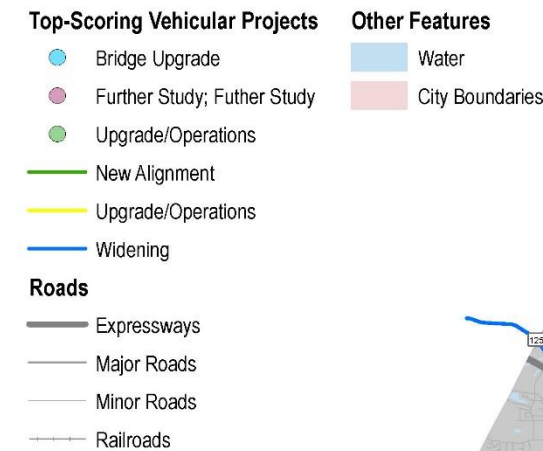
To understand previously identified projects and initiatives.

3 Community Engagement



To get feedback on transportation needs, goals, and the vision for the future of the community.

Top Scoring Road Projects

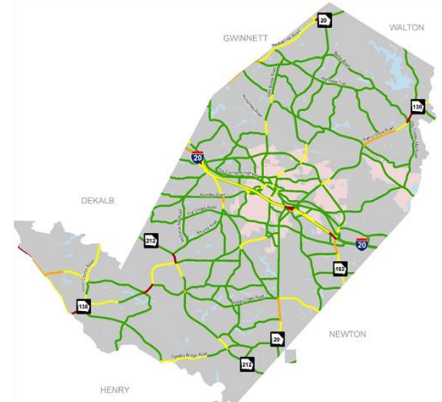


EVALUATION

Once potential future transportation projects were identified, an evaluation process was applied to understand:

1 Technical Analysis

how effective these projects are likely to be in addressing transportation issues



Example: Ability of capacity projects to address congestion as indicated in map above

2 Goals Analysis

to identify the projects that address community identified goals of the transportation system such as:



3 Public Support Analysis

how these projects address specific feedback from the community. Examples:



Notable Projects include:

- SR 138 @ I-20 Interchange
- Courtesy Parkway Extension
- SR 20 Widening (south)
- Sigman Road Widening
- SR 138 Widening (west)
- Salem Road Widening
- Flat Shoals Road Widening
- SR 138 & Old Covington Road Intersection Improvement
- Old Salem Road Widening