

Douglas County

Comprehensive Transportation Plan

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FINAL RECOMMENDATIONS REPORT

December 2021



Douglas County
Comprehensive Transportation Plan

Planning Partners

The Douglas County CTP update effort was conducted in collaboration with the municipalities of Austell, Douglasville, and Villa Rica, and in coordination with state and regional partner agencies, including the Atlanta Regional Commission (ARC), the Atlanta Transit Link Authority (ATL), Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), and State Road and Toll Authority (SRTA). This study was made possible through financial support provided by the ARC and Douglas County.



EXECUTIVE SUMMARY

The CTP incorporated extensive public involvement and stakeholder engagement into the planning process that included virtual public meetings, on-line surveys, and an interactive project website. Engagement activities collected input on community identified needs and priorities. The CTP was also guided by a Stakeholder & Technical Committee that represented the public's interests and provided technical input throughout the plan development process.

GOALS AND OBJECTIVES

As part of the CTP process goals and objectives were identified to provide high-level guidance on what the County wants to achieve and basic strategies for moving towards this vision. The goals and objectives were shared with the community for input, and modified to be more explicitly transportation focused, while still considering the broader impacts transportation can have on land use, economic development, and quality of life.

- ENHANCE MOBILITY FOR ALL TRAVELERS
- IMPROVE SAFETY OF TRANSPORTATION FACILITIES
- COORDINATE TRANSPORTATION INVESTMENTS WITH LAND USE
- LEVERAGE TRANSPORTATION TO ENHANCE COMMUNITY QUALITY OF LIFE

EXISTING AND FUTURE CONDITIONS

The Foundations Report provided the background analyses relevant to the development of the CTP including an inventory of existing and projected conditions, detailed information on mobility, and the current condition of the transportation network in Douglas County. These analyses laid the foundation for the future phases of the CTP including the Needs Assessment and the Final Recommendations. Major topic areas included:

- Existing and projected population and employment
- Current and future land use and development
- Safety for all users
- Overall roadway characteristics (congestion, travel trends, signalization)
- Freight characteristics and trends
- Active transportation (bicycle and pedestrian facilities)
- Overview of existing transit services



NEEDS ASSESSMENT

A system-wide needs assessment was conducted and consisted of identifying needs building off the existing and future conditions data. The findings from this needs assessment included project cost estimates and revenue forecasts to directly inform the Recommendations. This identification included:

- **Roadway Projects (operational, safety, widening Existing Roads, and new roads)**
- **Roadway Maintenance**
- **Active Transportation**
- **Transit**

RECOMMENDATIONS

Once the project needs were identified, cost estimates were developed. These cost estimates were compared against current revenue projections. Since, based on current revenue projections, not all the identified needs could be funded, a project prioritization process was developed.

Project Prioritization Results			
Tier	# of Projects	Total Cost Estimate	Comments
1 (2022-2026)	21	\$59.7M	
2 (2027-2031)	13	\$134.3M	
3 (2032-2050)	27	\$1,458.0M	\$1,065.5M corresponds to Estate and Federal funding for I-20 Manage Lanes
Aspirational (2050+)	90	\$456.0M	

As shown above, under the current funding scenario, an additional approximately \$450.6 million would be needed to be able to fund all the transportation needs identified in the CTP.

Therefore, additional funding scenarios were evaluated:

- **Scenario 2: TSPLOST in 2025 (full penny) + Discontinuation of Current SPLOST**
- **Scenario 3 – SPLOST Thought 2050 + TSPLOST in 2025 (1/2 penny)**
- **Scenario 4 - SPLOST Thought 2050 + TSPLOST in 2025 (full penny)**

In addition, for each of these scenarios, different levels of State and Federal funding were evaluated. After these analyses were conducted it was concluded that, to be able to afford the entire identified needs, additional local funds, leveraged to be able to obtain additional State and Federal funds will be needed in order to be able to implement the entire transportation needs identified as part of this CTP.



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1 INTRODUCTION

The purpose of the Douglas County Comprehensive Transportation Plan (CTP) is to identify a strategic transportation vision for the county and prioritize transportation improvements in the near, mid and long-term. The CTP is a multi-modal plan that considers all forms of transportation including walking, biking, automobiles, freight, transit and emerging transportation technologies (i.e. autonomous and connected vehicles).

In conclusion of the planning process, the Douglas County CTP:

- **Establishes clear goals and objectives**
- **Develops a prioritized list of transportation projects**
- **Identifies a five-year short-term implementation plan; and**
- **Recommends programs and policies to improve mobility, access and safety**

The CTP incorporated extensive public involvement and stakeholder engagement into the planning process. This included virtual public meetings and open houses, on-line surveys, and an interactive project website. Engagement activities collected input on community identified needs and priorities. The CTP was also guided by a Stakeholder & Technical Committee that represented the public's interests and provides technical input throughout the plan development process.

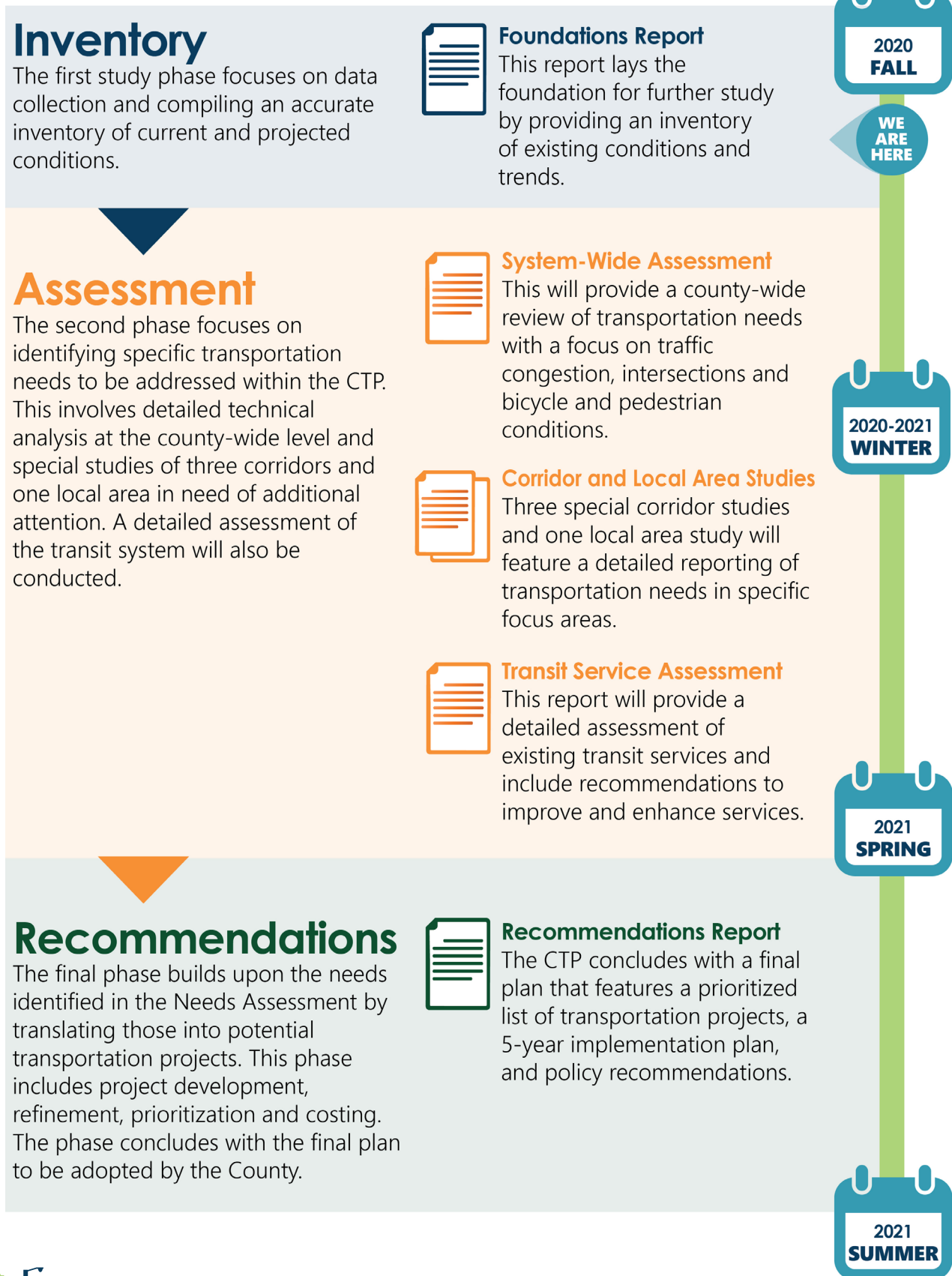
Figure 1 illustrates the Douglas County CTP's planning process and provides an overview of the study's three major phases. Each major phase builds upon the efforts of the previous phase. This Recommendations Report documents the Plan recommendations developed based on the needs documented in the System-Wide Assessment Report which built off the analysis of existing conditions and trends discovered in the Foundations Report.

ABOUT THIS REPORT

The Recommendations Report is the final deliverable of the Douglas County CTP. Ultimately, the Recommendations Report serves as the outcome of the existing conditions review, needs assessment, and public engagement completed to-date. Included in this report is a summary of the activities and analysis completed to-date resulting in a short- and long-range project list and revenue forecast scenarios. The short- and long-range project lists and revenue forecast scenarios will help the County prioritize the order in which projects will be completed and determine what the best funding scenario is for their specific situation. As part of these scenarios, policy recommendations and implementation strategies are offered for the County to use as it implements the CTP.



Figure 1: Douglas County CTP Process



2 GOALS & OBJECTIVES

Goals and objectives serve an important purpose in planning. They provide high-level guidance on what the County wants to achieve, and the basic strategies for moving towards this vision. They provide a framework for analyzing transportation needs, and also inform the prioritization of potential transportation projects.

The County's transportation goals and objectives, listed below, have their foundations in the previous CTP process. These goals and objectives were shared with the community for input, and modified to be more explicitly transportation focused, while still considering the broader impacts transportation can have on land use, economic development, and quality of life.

1. ENHANCE MOBILITY FOR ALL TRAVELERS

- **Maintain and improve the condition of existing transportation infrastructure**
- **Expand trip choices through a well-connected network of roadways**
- **Incorporate multimodal facilities into transportation planning**
- **Invest in bicycle and pedestrian facilities to connect neighborhoods and destinations**
- **Support connectivity to the regional transit system**
- **Ensure access and mobility for freight**

2. IMPROVE SAFETY OF TRANSPORTATION FACILITIES

- **Address known roadway safety issues**
- **Prioritize the safety of pedestrians and bicyclists in multi-modal corridors**
- **Limit potential conflicts between freight and other modes**

3. COORDINATE TRANSPORTATION INVESTMENTS WITH LAND USE

- **Invest in improved mobility in areas of growth and higher density**
- **Protect community identity with appropriately scaled transportation infrastructure**
- **Maintain consistency with comprehensive land use plans**

4. LEVERAGE TRANSPORTATION TO ENHANCE COMMUNITY QUALITY

- **Use transportation investments to encourage development in economically depressed areas**
- **Respect natural and historic resources when planning transportation improvements**
- **Incorporate connectivity to greenways**
- **Actively engage the community in transportation decisions**



3 PUBLIC ENGAGEMENT

As part of the CTP process, the Project Team developed and implemented a Public Engagement Plan (PEP). The PEP played a pivotal role in the Douglas County CTP Update, as it laid out the framework to guide the public engagement process. Specifically, it identified audiences and the methods by which to engage them throughout the CTP process.

The PEP also explained how public input was incorporated into the planning process. Engaging the public was an essential aspect of the transportation planning process because it provided a platform to convene community stakeholders with a common interest. Also, full transparency helped to build trust and set the stage for open and honest dialog while yielding diverse voices, attracting a variety of new ideas, gaining buy in, and providing residents a sense of ownership in the overall process.

Understanding the demographics of the Douglas County market played a significant role when developing the PEP, as it helped to determine the most effective ways to engage the different segments in the market. The Project Team engaged several groups during the planning process including but not limited to local government, businesses, agencies, homeowner's association, business leaders, community influencers, and nonprofits.

COVID-19 GUIDING PRINCIPLES

During these unprecedented times, COVID-19 greatly altered how public engagement was conducted throughout the project. The global pandemic encouraged social distancing and resulted in a shift from in-person meetings and other such engagement activities to the vast utilization of digital platforms. The Douglas County CTP project adhered to the following COVID-19 Guiding Principles:

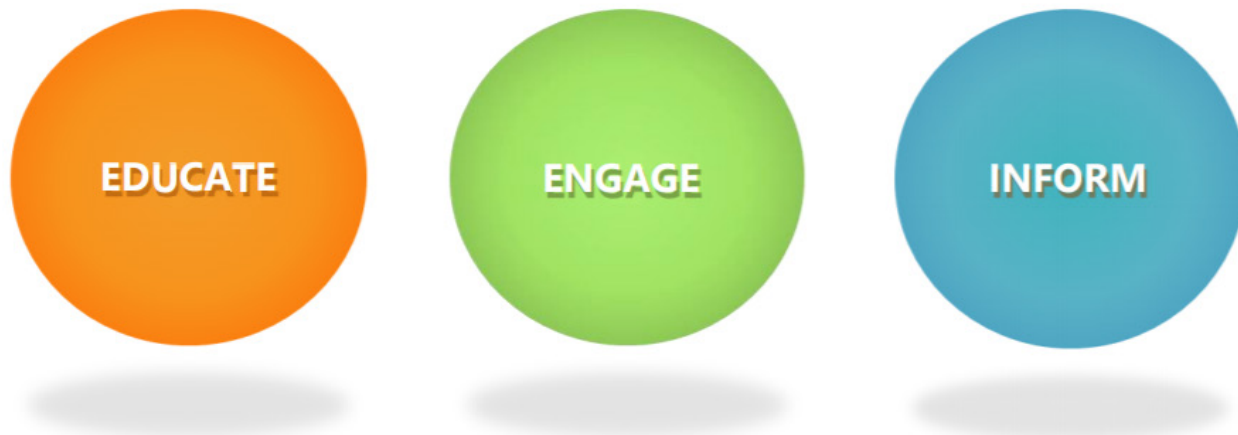
- **All outreach activities associated with this project were held virtually unless otherwise authorized by Douglas County**
- **The Project Team in consultation with Douglas County adjusted activities in the PEP based on COVID-19 requirements at the time of any given outreach activity**
- **Any reference to "meetings" in this document meant virtual unless otherwise stated**



STRATEGIC PILLARS

The PEP consisted of the following strategic pillars and included outreach activities in the Public Engagement Toolkit to support each pillar:

Figure 2: Strategic Pillars of the PEP



EDUCATE

Educating stakeholders and residents about the Douglas County CTP Update was an important part of the planning process. Planned education and outreach activities gave the Project Team direct interaction with the community and an opportunity to garner support for the project.

ENGAGE

Stakeholder engagement was an essential component of the outreach process, as it helped translate stakeholders' needs into project goals. The Project Team's strong relationships in Douglas County were an asset and were useful throughout the engagement process.

INFORM

Maintaining ongoing communication with stakeholders minimized the potential for misunderstandings and dissemination of inaccurate information about the Douglas County CTP Update. The Project Team provided internal and external stakeholders balanced and objective information that demonstrated a sense of collaboration.

ENGAGEMENT PLATFORMS

The PEP included traditional and non-traditional media and aligns with ARC's Regional Transportation Community Engagement Plan.

NON-TRADITIONAL PLATFORMS

Table 1 below shows the various platforms through which the public was engaged throughout the life of the CTP. These sharing tools, online engagement, and virtual platforms listed below were utilized by the Project Team to ensure COVID-19 did not hinder public outreach efforts.



ENGAGEMENT TACTICS

The engagement tactics implementation process was extremely important, as it brought the PEP to life and transformed public engagement activities into action. Tactics were selected from the Public Engagement Toolkit, shown in Table 2, that were best suited to achieve the goals and objectives set forth for the outreach activity that were being activated.

Table 2: Public Engagement Toolkit

Educate	Engage	Inform
Public Information Open House	Social Media	News Release/Media Alert
Project Website	Surveys	News Brief
Fact Sheets/FAQs	Visualization	Project Flyers
Literature Drops	Public Meetings/Workshops	Email Marketing

DIGITAL MEDIA

Digital media is an umbrella for all types of electronic data. The Project Team utilized a variety of digital media tactics in the Public Engagement Toolkit to reach a broad spectrum of stakeholders and residents in Douglas County.

Project Website

The project website served as a centralized location for information regarding the Douglas County CTP Update. The Project Team developed a website which included a variety of pertinent information such as informational text, collateral materials, calendar of events, meeting notifications, surveys, and videos. There was an opt-in prompt for viewers who visited the site.

Figure 4: Douglas County CTP Project Website



Social Media

Social media expanded reach providing an ability to capture diverse audiences and influencers that helped to generate buzz about the Douglas County CTP Update. The Project Team developed a social media calendar and utilized designated social media platforms to disseminate project information. Images accompanied captivating content to capture the audience’s attention.

Figure 5A: Douglas County Happenings Facebook Page

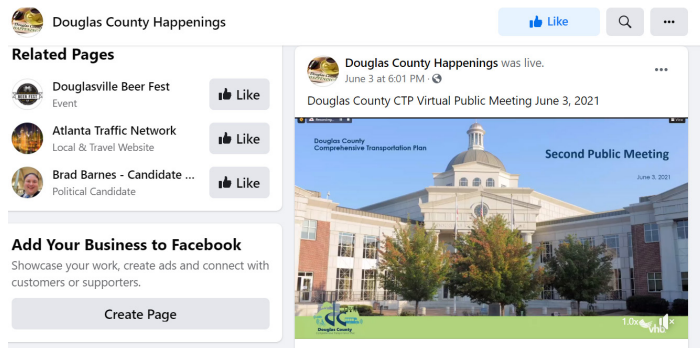


Figure 5C: City of Austell Instagram



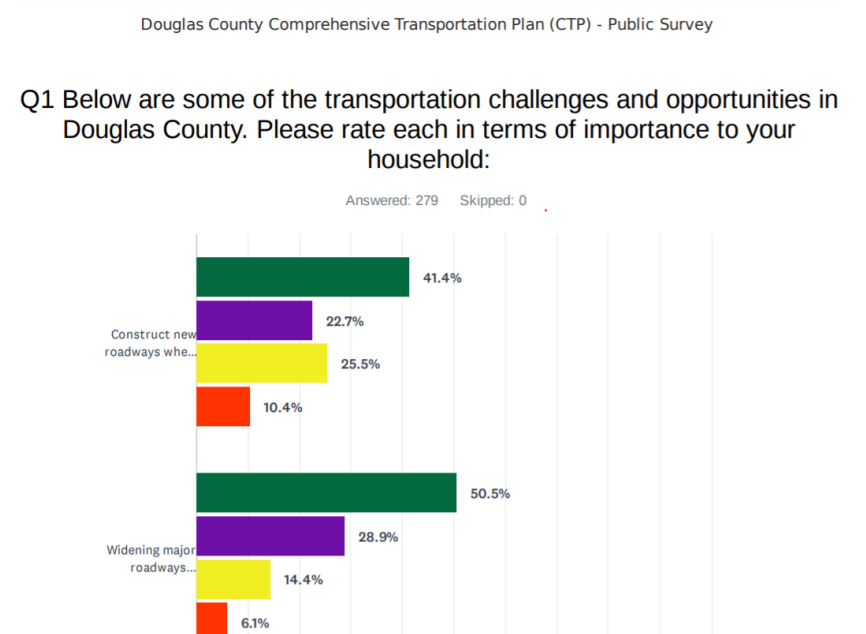
Figure 5B: City of Austell Facebook Page



Online Survey

The Project Team developed an online survey to obtain input on transportation needs and priorities. Community members were encouraged to share feedback and ideas regarding their transportation needs and opportunities within the County. The online survey was conducted and promoted during the first and second round of outreach activities to effectively encourage County residents to participate.

Figure 6: Douglas County CTP Online Survey - Results Example



PUBLIC MEETINGS/OPEN HOUSES

Online interactive digital platforms provided the stakeholders information about the Douglas County CTP Update including informational boards, comment cards and surveys, and other visualizations.

Figure 7A: Virtual Community Meeting #1

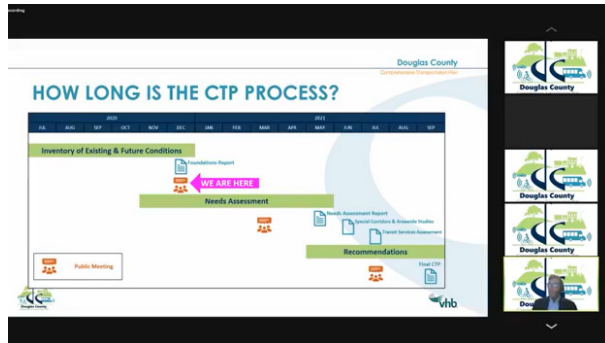
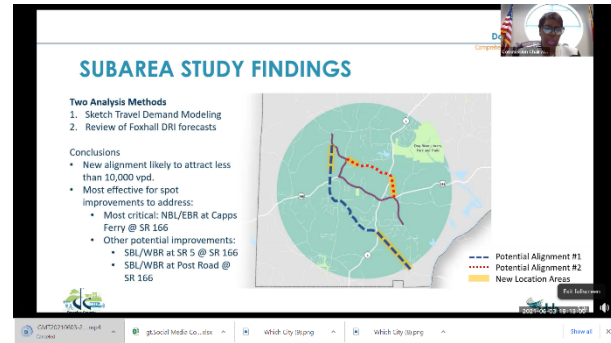


Figure 7B: Virtual Community Meeting #2



There was a total of three (3) public meetings/open houses conducted over the course of project to achieve the following:

- » Meeting 1 – Informed the public about the CTP, its purpose, schedule, shared existing conditions information and sought input on draft goals and objectives
- » Meeting 2 – Sought feedback on needs and input on types of potential recommendations supported to address those needs
- » Meeting 3 – Presented draft recommendations

STAKEHOLDER & TECHNICAL COMMITTEE

The Stakeholder & Technical Committee represented the public's interests and provided technical feedback throughout the CTP process. It was comprised of representatives appointed by the Douglas County Board of Commissioners, municipalities, Chamber of Commerce, Development Authority, Connect Douglas, Atlanta Regional Commission, Georgia Department of Transportation, public safety, and several Douglas County departments. The Committee convened four times during the CTP update process. Significant findings and recommendations of the CTP were presented to the committee for review and feedback. The committee helped shape the CTP by providing input to the needs assessment and project recommendations.

DOUGLAS COUNTY TRANSPORTATION COMMITTEE

The Douglas County Transportation Committee was an internal committee of the Board of Commissioners (BOC) that advised the BOC on matters related to transportation in Douglas County. The Transportation Committee met monthly and included five members: Commissioner Kelly Robinson, Chairman Romona Jackson Jones, Mark Teal (County Administrator), Miguel Valentin (Director, Department of Transportation), and Gary Watson (Director, Connect Douglas). The Transportation Committee was briefed up for four (4) times during the CTP update process and provided strategic direction on behalf of the BOC.

STAKEHOLDER DATABASE

The Project Team developed and maintained a master database comprised of key stakeholder groups including, the Stakeholder and Technical Committee, Transportation Committee, and BOC. Additional groups included property owners, business owners, community leaders, HOA presidents, state and local elected officials, regional partners, and others.



4 EXISTING CONDITIONS

The Foundations Report, summarized in this section, provides background information relevant to the development of the CTP including an inventory of existing and projected conditions, detailed information on mobility, and the current condition of the transportation network in Douglas County. The Foundations Report laid the foundation for the future phases of the CTP including the Needs Assessment and the Final Recommendations.

FOUNDATIONS REPORT KEY TAKEAWAYS

Included in the Foundations Report were the existing conditions of major topic areas as related to transportation in Douglas County. These topics included:

- Existing and projected population and employment
- Current and future land use and development
- Overall roadway characteristics (congestion, travel trends, signalization)
- Freight characteristics and trends
- Active transportation (bicycle and pedestrian facilities)
- Overview of existing transit services

Listed below are the major findings and key takeaways from each of these categories in the Foundations Report.

POPULATION

Since 2009/previous CTP:

- Population has increased over 12%
- Douglas is more diverse – now majority minority population
- Increase in young people



By 2050:

- The population is expected to continue to increase (by over 27%)
- Continued increase in diversity – over half the population is expected to be Black/African American & continued growth in Hispanic population
- Population of young people will decrease with aging millennials and Gen Zers
- Population density expected to increase in already dense areas (around city centers and central/eastern Douglas County)

Currently:

- Transit reliant population (seniors, disabled individuals, low-income, zero-car households) make up just over 30% of total population and are centered around I-20 and core arterials (SR 92, SR 5, US 78)

EMPLOYMENT

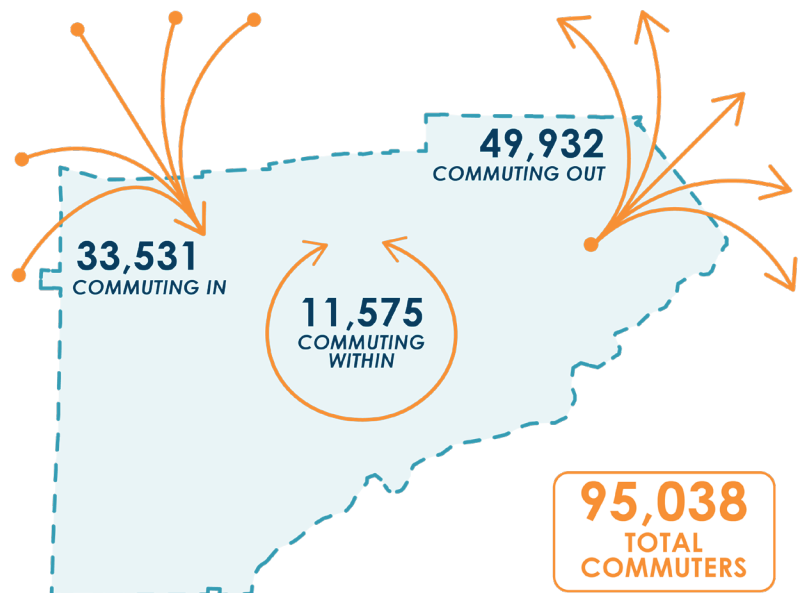
- Employment density expected to continue to be concentrated around city centers in the county
- More than 26% more jobs by 2050

LAND USE & DEVELOPMENT

- 14 DRIs in the last 12 years – most all located in northeast corner of the county and increasing interest in southern Douglas County along the river.
- Future land use – growth and development encouraged along major transportation corridors in the north and east, still strong commitment to preserving rural areas in the south and west

TRAVEL TRENDS

- Over ½ of Douglas commuters live in the county, but leave for work
- 1/3 of Douglas commuters live outside the county, but commute to Douglas for work
- 12% of Douglas commuters live AND work in the county
- More than 30% of all douglas county morning peak period trips are made within the county
- External trips that start or end in Douglas County make up 52% of all total daily trips.

Figure 8: Commuter travel trends in Douglas County

CONGESTION

- **Level of service is expected to worsen along Capps Ferry Rd at SR 166 (Duncan Memorial Hwy), SR 166 from Oak Hill Rd to Fulton county line, US 78 (Veterans memorial hwy) at south sweetwater road, downtown Douglasville, and kings hwy at central church road (based on 2020 and 2050 AM Peak level of service)**
- **Top congested intersections**
 - » Chapel Hill Road at SR 166
 - » Chapel Hill Road at Anneewakee Road
 - » Factory Shoals Road at SR 6 (Thornton Rd)
 - » US 78 (Veterans Memorial Hwy) at Bill Arp Road
 - » US 78 (Veterans Memorial Hwy) at SR 6 (Thornton Road)

BRIDGE & PAVEMENT CONDITIONS

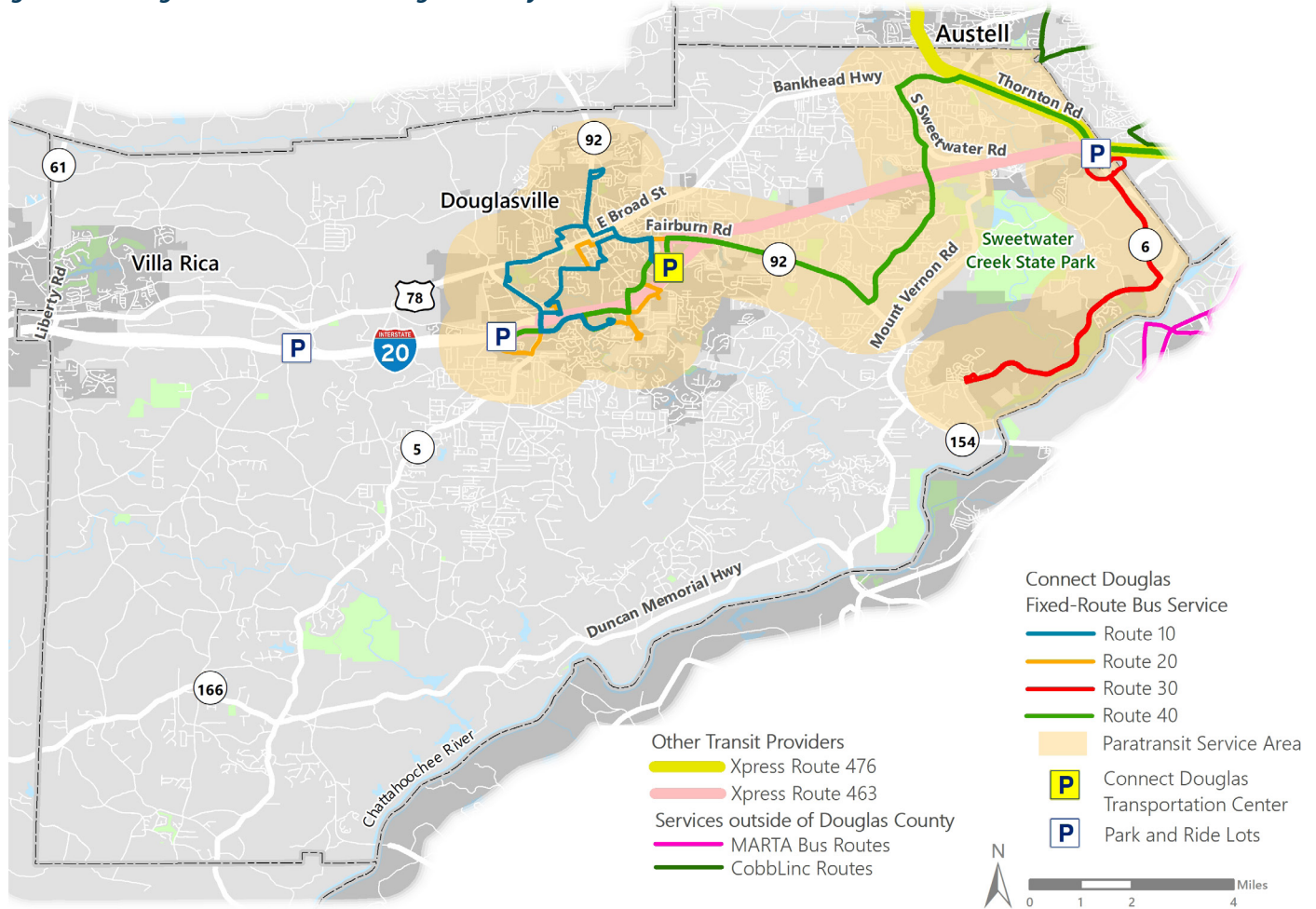
- **Overall good pavement conditions, only 5% of roadways in Douglas County are classified as being in failed condition**
- **Only one bridge had a sufficiency rating of less than 50 (Burnt Hickory Road over I-20). Sill classified as fair condition on NBI.**
- **No bridges are classified as being in poor condition (NBI)**



TRANSIT

- Current transit services in Douglas County are offered through Connect Douglas and include fixed route bus service, a commuter vanpool program, ADA paratransit service, carpool matching services, and a transportation voucher program.
- The transit facilities within Douglas County are the Connect Douglas Transportation Center and three park and ride facilities: I-20 @ SR 96, I-20 and Post Road, and the West Douglas Park and Ride.
- SRTA Xpress Commuter Bus service operates two routes in Douglas County: Routes 476 and 463. All of these existing transit services are shown in Figure 9 below.

Figure 9: Existing Transit Services in Douglas County



ACTIVE TRANSPORTATION

- Limited existing bicycle infrastructure and sidewalk coverage
- Most all existing sidewalk facilities are located in the town centers especially downtown Douglasville and Villa Rica areas
- Several bike/ped projects on the horizon
 - » Lee Road widening project
 - » SPLOST sidewalk projects



- » Douglasville Ped and Bike Connectivity Plan
- » Northside Trail Plan
- » Chattahoochee Riverlands

SAFETY

- **Vehicular Crash Hotspots:**
 - » I-20 at SR 5 (Bill Arp Road)
 - » I-20 at Chapell Hill Rd
 - » I-20 at SR 92 (Fairburn Rd)
 - » I-20 at SR 6 (Thornton Rd)
- **High Vehicular Crash Rate Corridors:**
 - » Douglas Boulevard,
 - » Campbellton Street,
 - » SR 5 (Bill Arp Rd),
 - » US 78 (Veterans Memorial Boulevard),
 - » Chapel Hill Road,
 - » Riverside Parkway,
 - » SR 92 (Fairburn Road)
 - » SR 6 (Thornton Road)
- **Bicycle & Pedestrian Crash Hotspots:**
 - » SR 5 (Bill Arp Road) at Douglas Boulevard,
 - » East Broad Street at Campbellton Street,
 - » SR 92 (Fairburn Road) at Newman Street,
 - » Thornton Road at Maxham Street
- **Freight Crash Hotspots:**
 - » I-20 at SR 92
 - » I-20 at SR 6

GOODS MOVEMENT

- **High truck percentage roadways include:**
 - » I-20
 - » SR 6
 - » Riverside parkway
 - » Ephesus Church Road



4 NEEDS ASSESSMENT

The System-Wide Needs Assessment Report followed the Foundations Report and consisted of identified needs building off the existing conditions data. The findings from the Needs Assessment Report included project cost estimates and revenue forecasts to directly inform the Recommendations Report. The major needs identified through the Needs Assessment process are listed below.

ROADWAYS

SEGMENTS

Overall, the most critical roadway segments in need of prioritization for safety and operational improvements are:

- **Major roads with very poor pavement condition**
- **Roadways where a significant portion of the road is currently experiencing congestion during the peak hour**

Roadway project needs were identified by reviewing the following elements:

- **Existing Travel Time Index (TTI = Congested Travel Time/Free-Flow Conditions Travel Time) data**

Table 3: Douglas County Roadway Needs

Road	Start	End	Length (mi)	TTI	LOS	Safety
Campbellton Street	I-20	Selman Avenue	1.0			x
Campbellton Street	Selman Avenue	SR 8/Veteran's Memorial Highway	0.5			x
Capps Ferry Road	Breken Drive	Fulton C/L	1.7		x	x
Capps Ferry Road	SR 166	Breken Drive	1.5			x
Cedar Mountain Road	Dorris Road	S. Flat Rock Road	0.2		x	
Chapel Hill Road	I-20	Brookmont Parkway	1.9			x
Douglas Boulevard	Bright Star Road	SR 5/Bill Arp Road	0.9			x
Douglas Boulevard	SR 5/Bill Arp Road	Chapel Hill Road	1.6			x



Table 3: Douglas County Roadway Needs

Road	Start	End	Length (mi)	TTI	LOS	Safety
Fairburn Road	SR 92	Fulton C/L	2.6	x	x	
Hospital Drive	S/O SR 92/Fairburn Road	Dorris Road	0.4			x
I-20	Fairburn Road	Fulton C/L	6.8	x	x	
I-20	Campbellton Street	Fairburn Road	1.8		x	
I-20	Fairburn Road	Bill Arp Road	3.3		x	
Kings Highway	Ridge Way	SR 5/Bill Arp Road	0.5		x	
Lee Road	SR 92/Fairburn Road	E. County Line Road	1.8			x
Lee Road	E. County Line Road	I-20	1.1			x
Lee Road	I-20	S. Sweetwater Road	0.6			x
S. Sweetwater Road	Skyview Drive	SR 8/Veteran's Memorial Highway	0.6		x	x
S. Sweetwater Road	Lee Road	Blairs Bridge Road	1.1			x
S. Sweetwater Road	Skyview Drive	Lee Road	0.7			x
Liberty Road	Carroll C/L	Carroll C/L	0.8	x	x	
Maxham Road	Cobb C/L	SR 6/Thornton Road	0.8	x		x
Post Road	SR 166	Jenkins Road	3.0			x
Post Road	I-20	SR 8/Veteran's Memorial Highway	0.6			x
Riverside Parkway	SR 6/Thornton Road	Cobb C/L	0.8	x		
Riverside Parkway	SR 6/Thornton Road	Rock House Road	0.7			x
Skyview Drive	Mt. Vernon Road	SR 6/Thornton Road	1.6			x
SR 166/Duncan Memorial Highway	Chapel Hill Road	SR 92	2.7		x	
SR 166/Duncan Memorial Highway	SR 5/Bill Arp Road	Capps Ferry Road	0.4		x	
SR 166/Duncan Memorial Highway	Post Road	Carroll C/L	3.0			x
SR 5/Bill Arp Road	Berea Road	Bright Star Road	0.4		x	
SR 5/Bill Arp Road	Central Church Road	I-20	1.9			x
SR 5/Bill Arp Road	I-20	Bright Star Connector	0.3			x
SR 5/Bill Arp Road	Bright Star Connector	SR 8/Veteran's Memorial Highway	1.1			x



Table 3: Douglas County Roadway Needs

Road	Start	End	Length (mi)	TTI	LOS	Safety
SR 6/Thornton Road	Riverside Parkway	Fulton C/L	0.3	x		
SR 6/Thornton Road	I-20	Interstate West Pkwy/Bob Arnold Blvd	0.6			x
SR 6/Thornton Road	I-20	SR 6 Spur (Cobb County)	5.2			x
SR 8/Veteran's Memorial Highway	Bowden Street	Campbellton Street	0.2	x	x	x
SR 8/Veteran's Memorial Highway	SR 6/Thornton Road	S. Sweetwater Road	1.1	x	x	x
SR 8/Veteran's Memorial Highway	S. Sweetwater Road	Burnt Hickory Road	4.1	x	x	
SR 8/Veteran's Memorial Highway	Peachtree Street	SR 6/Thornton Road	0.5	x		
SR 8/Veteran's Memorial Highway	SR 6/Thornton Road	Olive Street/Hotel Street	0.4			x
SR 8/Veteran's Memorial Highway	SR 92/Fairburn Road	SR 92/Dallas Highway	0.4			x
SR 8/Veteran's Memorial Highway	Rose Avenue	SR 5/Bill Arp Road	1.3			x
SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road	John West Road	1.8			x
SR 92/Dallas Highway	SR 8/Veteran's Memorial Highway	Malone Road	1.3			x
SR 92/Dallas Highway	Malone Road	Paulding C/L	1.2			x
SR 92/Fairburn Road	Fulton C/L	SR 166/Duncan Memorial Highway	1.9	x	x	
SR 92/Fairburn Road	SR 154/Fairburn Road	Anneewakee Road	0.6		x	
SR 92/Fairburn Road	SR 8/Veteran's Memorial Highway	Hospital Drive	0.7			x
SR 92/Fairburn Road	Hospital Drive	I-20	0.9			x
SR 92/Fairburn Road	I-20	Pope Road	1.2			x
SR 8/Veteran's Memorial Highway	SR 6/Thornton Road	S. Sweetwater Road	1.1	x	x	x



INTERSECTIONS

Intersections where one or more approach was listed in the top five congested intersections table during the AM or PM peak hour were identified as potential improvement locations. Table 4 lists the intersections identified as potential improvements and indicates which of the screening criteria was met for the intersection to be included as a potential improvement. Potential improvements indicated by TTI analysis may require capacity improvements at the intersection while safety indicated needs may require operational improvements to enhance safety at the intersection.

Table 4: Douglas County Intersection Needs

Intersection	TTI	Safety
Anneewakee Road at Chapel Hill Road	x	
Chapel Hill Road at Hwy 166	x	
Factory Shoals Road at SR 6/Thornton Road	x	
SR 8/Veteran's Memorial Highway at Bill Arp Road	x	
SR 6/Thornton Road at Maxham Road	x	x
SR 8/Veteran's Memorial Highway at SR 6/Thornton Road	x	
I-20 EB Ramps at Post Road		x
SR 8/Veterans Memorial Highway at Mann Road		x
Bright Star Road at John West Road		x
Bill Arp Road at Big A Road		x
Bill Arp Road at Banks Mill Road/Pool Road		x
Bill Arp Road at Concourse Parkway		x
SR 8/Veterans Memorial Highway at Bright Star Road		x
SR 92/SR 154 at Highland Hill Parkway		x
Hwy 166 at Big A Road		x
SR 92 at Parker Road		x
SR 92 at Hospital Drive		x
SR 92 at Durelee Lane		x
SR 92 at Cherokee Boulevard		x
SR 92 at Lee Road		x
SR 92 at Lake Monroe Road		x
SR 92 at Anneewakee Road		x
SR 8/Veterans Memorial Highway at McIntosh Road		x
SR 8/Veterans Memorial Highway at County Line Road		x
SR 8/Veterans Memorial Highway at Bowden Street		x
I-20 WB Ramps at Lee Road		x
Lee Road at Vulcan Drive		x



Table 4: Douglas County Intersection Needs

Intersection	TTI	Safety
S. Sweetwater Road at Mt. Vernon Road		X
Riverside Parkway at Rock House Road		X
SR 6/Thornton Road at Douglas Hill Road		X
SR 6/Thornton Road at Bob Arnold Blvd/Interstate W Pkwy		X
SR 6/Thornton Road at Blairs Bridge Road/Blair Way		X
SR 6/Thornton Road at Skyview Drive		X
Maxham Road at Emery Circle/Quality Way		X
Kings Highway at Dorsett Shoals Road		X

SIGNALIZATION & ITS

SIGNALIZATION

A growing population and an increase in new developments has resulted in strong growth in Douglas County over the past decade and led to increased congestion and travel times. With this growth has come new and expanded development that has put more demand on the existing transportation system and changed traditional travel patterns. Moreover, industrial growth, such as new distribution centers coming online, has increased the amount of truck traffic on Douglas County roads. Optimizing signal timing and synchronization along heavily traveled corridors is a low-cost, short-term, opportunity to improve capacity while avoiding higher cost, long-term, road widenings. While many of the high traffic corridors are operating under GDOT's RTOP program, the corridors listed below would also benefit from signal optimization and synchronization improvements.

- » SR 6/Thornton Road
- » Chapel Hill Road/Campbellton Street

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

The following general ITS needs were identified throughout the needs assessment process:

- » **ITS/ATMS coordination:** Coordinating ITS/ATMS implementation plans with public safety departments, such as Law Enforcement, Fire and Rescue, and Medical Transportation, is important as emerging technology can greatly benefit emergency response times.
- » **Freight ITS improvements:** With the spur of industrial growth in Douglas County, there is a growing concern regarding an increase in freight traffic. Strategies to optimize freight traffic access to Interstate 20 and deter heavy vehicles from local roads are vital. ITS infrastructure, operational improvements at railroad crossings, and dynamic message signs are cost-effective methods for directing heavy truck traffic to designated truck routes and deterring them from local roads.
- » **Traffic Management Center:** The inclusion of a Traffic Management Center (TMC) could be beneficial to the County. A TMC would enable the County to monitor traffic operations along heavily traveled corridors in real time, as well as improve deployment of response times during traffic incidents and alert drivers to resulting changes in travel times. Additionally, consideration should be given to housing other departments such as law enforcement and fire and emergency management services to more efficiently deploy multiagency response. Establishing a TMC would require significant coordination between the County, local jurisdictions, and GDOT in terms of operations. With that in mind, the County and local jurisdictions should continue to monitor the need for a central location for traffic management.



- » **Electric Vehicle Charging:** Current trends indicate that in the future, mobility will be mostly powered by electricity. This trend has already started. In addition, the current administration’s Infrastructure Plan proposal includes 28,000 electric vehicle charging stations by 2030. The Atlanta Regional Commission (ARC) is exploring conducting a regionwide “electrification” study and ultimately a program. Based on this, Douglas County needs to continue to coordinate with the ARC to ensure that the County is included in this study (and program) for the region.
- » **CAV Technology:** The Federal Highway Administration (FHWA) has found that equipping passenger, freight, and transit vehicles with CAV technology can generate safety benefits related to human driving errors, such as fatigue and distraction. GDOT is actively researching and deploying CV architecture, such as dedicated short-range communications (DSRC) at intersections and next-generation highway striping to provide infrastructure improvements for connected vehicle applications and beyond. Looking ahead, the state’s ultimate goal is to have 100% deployment of DSRC on interstates, at signalized intersections on state routes and freight networks. CAV and other emerging technology should be kept at the forefront as recommendations are made to improve traffic operations throughout the County.

MAINTENANCE

ROADWAY

As identified in the Needs Assessment report, Douglas County currently allocates approximately \$3.0 million per year to roadway maintenance. This current allocation allows the County to rehabilitate between 16 and 20 miles of roadway per year. However, the County currently has 700 miles of roads which far exceeds the 15-year maintenance interval generally recommended.

Based on this, a more robust maintenance program is needed to maintain the County’s roadway network in good conditions. To meet this need, the County would need to be able to rehabilitate 47 miles per year equaling a maintenance allocation of approximately \$5.8 million per year (four times the current maintenance budget).

BRIDGES

Bridge rehabilitation needs were identified based on their sufficiency rating. Bridges with a sufficiency rating below 50 are considered the highest priority and may qualify for federal replacement funding to assist with project costs. There is only one bridge in Douglas County with a sufficiency rating below 50. Bridges with a sufficiency rating between 50 and 80 are also potential improvement locations; however, they are a lower priority than bridges with lower ratings. Bridges with a rating between 50 and 80 may qualify for federal repair funding to help offset project costs and allow preemptive improvements to be made to avoid further deterioration. Bridges in Douglas County with a sufficiency rating below 80 are identified as qualifying for either federal repair or replacement funding in Table 5.

Table 5: Douglas County Bridge Needs

Facility Carried	Feature Crossed	Federal Repair Funding	Federal Replacement Funding
Bright Star Rd	I-20	x	
Burnt Hickory Rd	I-20		x
Capps Ferry Rd	Chattahoochee River (Fulton/Douglas County Line)	x	
Daniel Mill Rd	Mobley Creek Tributary	x	



Table 5: Douglas County Bridge Needs

Facility Carried	Feature Crossed	Federal Repair Funding	Federal Replacement Funding
East Baggett Rd	Mobley Creek	x	
I-20 (EBL)	Keaton Creek	x	
I-20 (WBL)	Keaton Creek	x	
I-20	Keaton Creek Tributary	x	
Jonston Rd	Mobley Creek Tributary	x	
Liberty Road	I-20	x	
Maxham Rd	Sweetwater Creek Tributary	x	
Mt. Vernon Rd	I-20	x	

FREIGHT

The following represent the major findings with respect to this freight analysis:

- » As the primary truck route through the County, preserving mobility and enhancing safety along I-20 is paramount to the economy of Douglas County. Given the projected levels of congestion in 2050 and the number of crashes along the roadway, Douglas County should continue to coordinate with GDOT for needed improvements to the segments east of Douglasville.
- » The S. Sweetwater Road corridor, a two-lane undivided roadway, is projected to operate at LOS F in 2050 without improvements. This is significant because of the surrounding residential land uses and schools along the corridor and the existing and projected high number of trucks using this corridor.
- » With regard to existing and projected LOS, most of the truck routes are projected to have adequate capacity through 2050. Therefore, improvements needed to preserve freight mobility will likely be operational in nature rather than to add capacity.
- » While it has been the subject of multiple studies, maintaining freight mobility along the SR 6 corridor north of I-20 will continue to be a challenge moving forward. The number of crashes along the roadway highlights the need for operational improvements along this corridor. This would include a more detailed assessment at the Maxham Road intersection. South of I-20, the primary need is for a more detailed assessment at Riverside Parkway to improve safety.
- » Based on the crash data, the following corridors should be assessed in greater detail for freight related safety improvements:
 - *SR 92 from I-20 to Hospital Drive*
 - *SR 6 and Riverside Parkway intersection*
 - *SR 92 from SR 154/166 to Mount Vernon Road*
 - *US 78/East Broad Street from SR 92 to John West Road*
- » Based on truck travel patterns and surrounding land uses, the following corridors present the greatest opportunity for conflicts between residential areas and freight traffic:
 - **Riverside Parkway**
 - **S. Sweetwater Road**
 - **SR 166/Capps Ferry Road**
 - **Vulcan Drive/Groovers Creek Road**
- » Based on the corridor characteristics, the following are potential candidates for truck restrictions:
 - **Big A Road**



- **Chapel Hill Road (from Bomar Road to SR 166)**
- **Mount Vernon Road**
- **Cantrell Road**
- **Flyblow 1 Road**

ACTIVE TRANSPORTATION

An extensive analysis was conducted to identify needs related to the expansion and improvement of sidewalks, trails, and other active transportation infrastructure in Douglas County. Included in this analysis was a walking propensity analysis, review of existing plans and proposed projects, and public input. The key takeaways and needs identified as a result of the walking propensity analysis were:

- » Areas with high propensity can be found throughout the county, but they are clustered in Douglasville, Villa Rica, and Lithia Springs.
- » The presence of schools, parks, and subdivisions developed with connected streets can lead to pockets of propensity at certain locations.
- » The highest propensity scores are found in the city of Douglasville and are particularly concentrated in the downtown area.
- » High propensity areas tend to be within close proximity to arterial and collector roadways. This provides an opportunity to install proper pedestrian facilities along these corridors to meet the community needs.
- » High priority pedestrian corridors were determined based on areas showing the most demand for walking trips.

Figure 10: High Priority Pedestrian Corridors

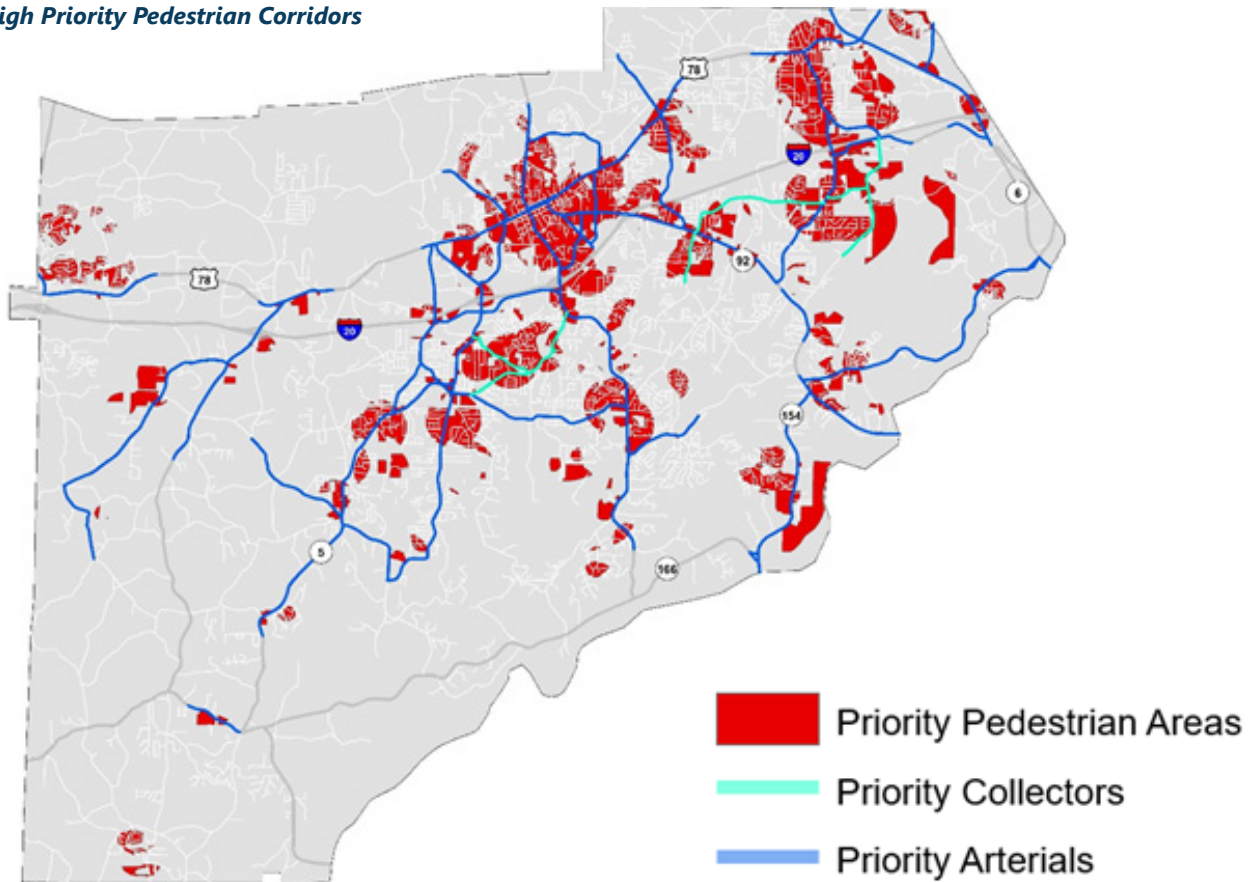


Table 6: Priority Pedestrian Corridors

Road Name	From	To	Type
Mirror Lake Blvd	Conners Rd	US 78	Arterial
US 78	Mirror Lake Blvd	Tyson Rd	Arterial
US 78	Conners Rd	John West Rd	Arterial
Post Rd	US 78	E Union Hill Rd	Arterial
Ephesus Church Rd	Liberty Rd	Post Rd	Arterial
Liberty Rd	Ephesus Church Rd	N Helton Rd	Arterial
Pool Rd	Johnston Rd	Bill Arp Rd	Arterial
Bill Arp Rd	Ansbury Park Way	US 78	Arterial
Big A Rd	Bill Arp Rd	Kings Hwy	Arterial
Kings Hwy	Bill Arp Rd	Big A Rd	Arterial
Bright Star Rd	US 78	Bill Arp Rd	Arterial
Douglas Blvd	Bright Star Rd	Chapel Hill Rd	Arterial
W Stewart Mill Rd	Bill Arp Rd	Stewart Mill Rd	Local
Central Church Rd	Bright Star Rd	Chapel Hill Rd	Arterial
Stewart Mill Rd	Central Church Rd	Chapel Hill Rd	Local
J Ebb Duncan Memorial Hwy	Post Rd	Bill Arp Rd	Arterial
US 78	Bright Star Rd	Maroney Mill Rd	Arterial
Rose Ave	Bill Arp Rd	W Strickland St	Arterial
Chicago Ave/Cedar Mountain Rd	N Flat Rock Rd	W Strickland St	Arterial
W Strickland St/Mozley St	Rose Ave	US 78	Arterial
Dallas Hwy	Cave Springs Rd	US 78	Arterial
Campelton St/Chapel Hill Rd	US 78	Stewart Mill Rd	Arterial
Chapel Hill Rd	Stewart Mill Rd	W Chapel Hill Rd	Arterial
Anneewakee Rd	Chapel Hill Rd	Simon Rd	Arterial
Malone Rd	Dallas Hwy	McIntosh Rd	Arterial
McIntosh Rd	Malone Rd	US 78	Arterial
Hospital Dr	Campelton St	Fairburn Rd	Arterial
Dorris Rd	Fairburn Rd	Southern Terminus	Arterial
Fairburn Rd	US 78	Fulton County Line	Arterial
Durelee Ln	US 78	Dorris Rd	Arterial
Pope Rd	Slater Mill Rd	Fairburn Rd	Local
Hwy 92	Fairburn Rd	Fulton County Line	Arterial
Riverside Pkwy	Fairburn Rd	Thorton Rd	Arterial
Midway Rd/S Burnt Hickory Rd	Fairburn Rd	Maroney Mill Rd	Arterial
County Line Rd	Fairburn Rd	Lee Rd	Local
Lee Rd	Fairburn Rd	S Sweetwater Rd	Arterial
Mt Vernon Rd	Huckleberry Ln	Lee Rd	Local

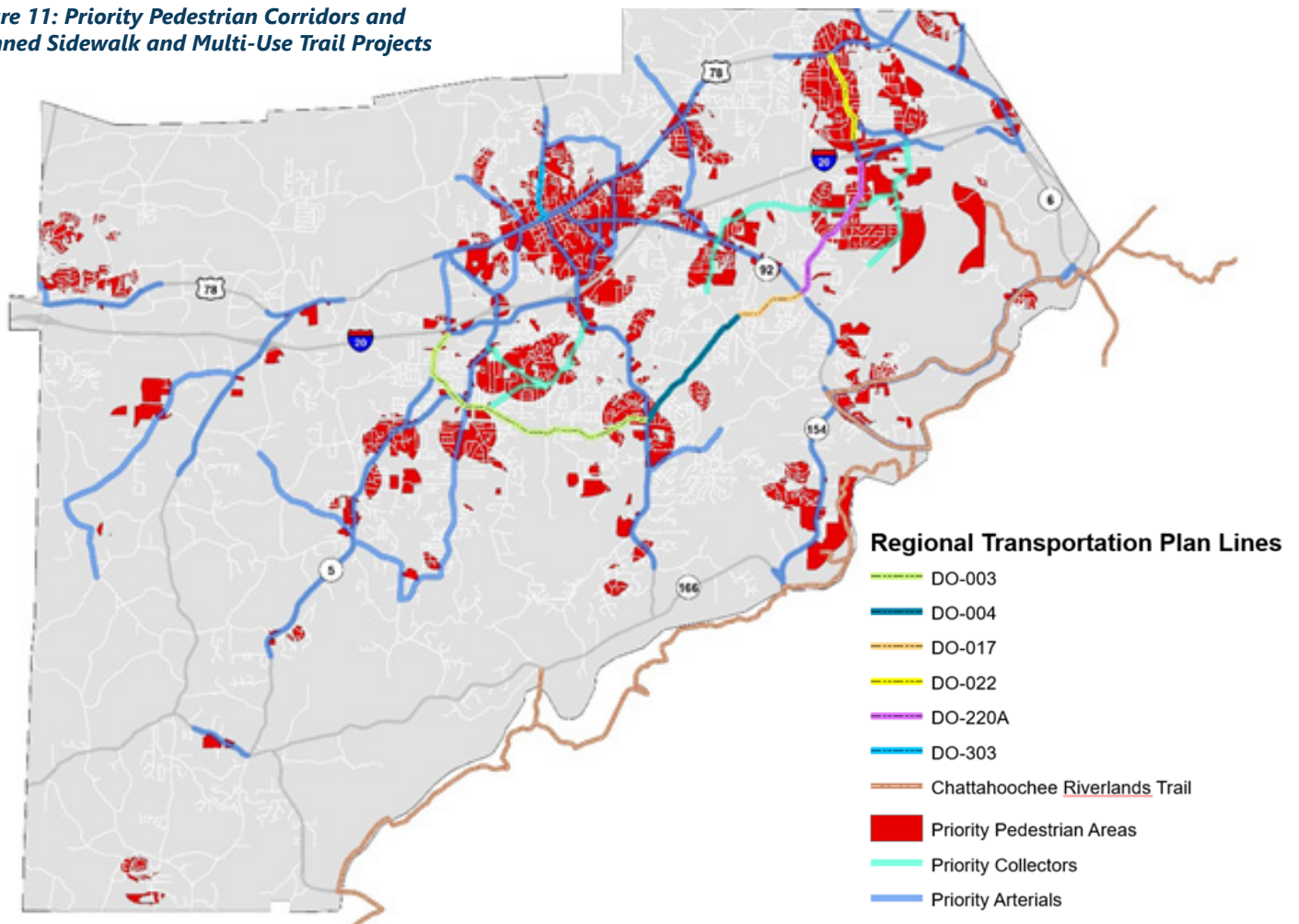


Table 6: Priority Pedestrian Corridors

Road Name	From	To	Type
Cedar Terrace Rd	Lee Rd	Mt Vernon Rd	Local
Monier Blvd/Blairs Bridge Rd	Lee Rd	Thorton Rd	Arterial
US 78	Harper St	Cobb County Line	Arterial
S Sweetwater Rd	Lee Rd	US 78	Arterial
Thorton Rd	Humphries Hill Rd	Blaires Bridgel Rd	Arterial
Maxham Rd	Thorton Rd	Cobb County Line	Arterial

Figure 11 below shows the identified priority pedestrian corridors overlaid with the planned sidewalk and multiuse trail projects.

Figure 11: Priority Pedestrian Corridors and Planned Sidewalk and Multi-Use Trail Projects



TRANSIT

COMMUNITY IDENTIFIED NEEDS

Community identified needs were primarily sourced from an online public survey made available from November of 2019 to January 2021. A total of 279 respondents answered a series of questions about a variety of transportation issues and needs within the county. Several open-ended questions were asked focused on what type of transit improvements are needed and where should they be located in the county. This provided a significant amount of valuable feedback on transit needs. Through all of the comments received common themes became evident. Figure 10 below provides an overview of consensus heard regarding transit concerns in the county.

- » The current bus system is underutilized
- » Improve regional connections to Atlanta and the airport
- » Expand fixed-route bus on SR 5 (Bill Arp Rd), Chapel Hill Rd, Kings Hwy, and US 78 (Veterans Memorial Hwy)
- » Add bus stops on Lee Road and SR 92 (Fairburn Road)
- » Provide better service to the elderly and disabled population
- » Serve all Douglas County residents
- » Provide on-demand Dial-a-Ride services
- » Add amenities to bus stops (i.e. benches, shelters, and lighting)

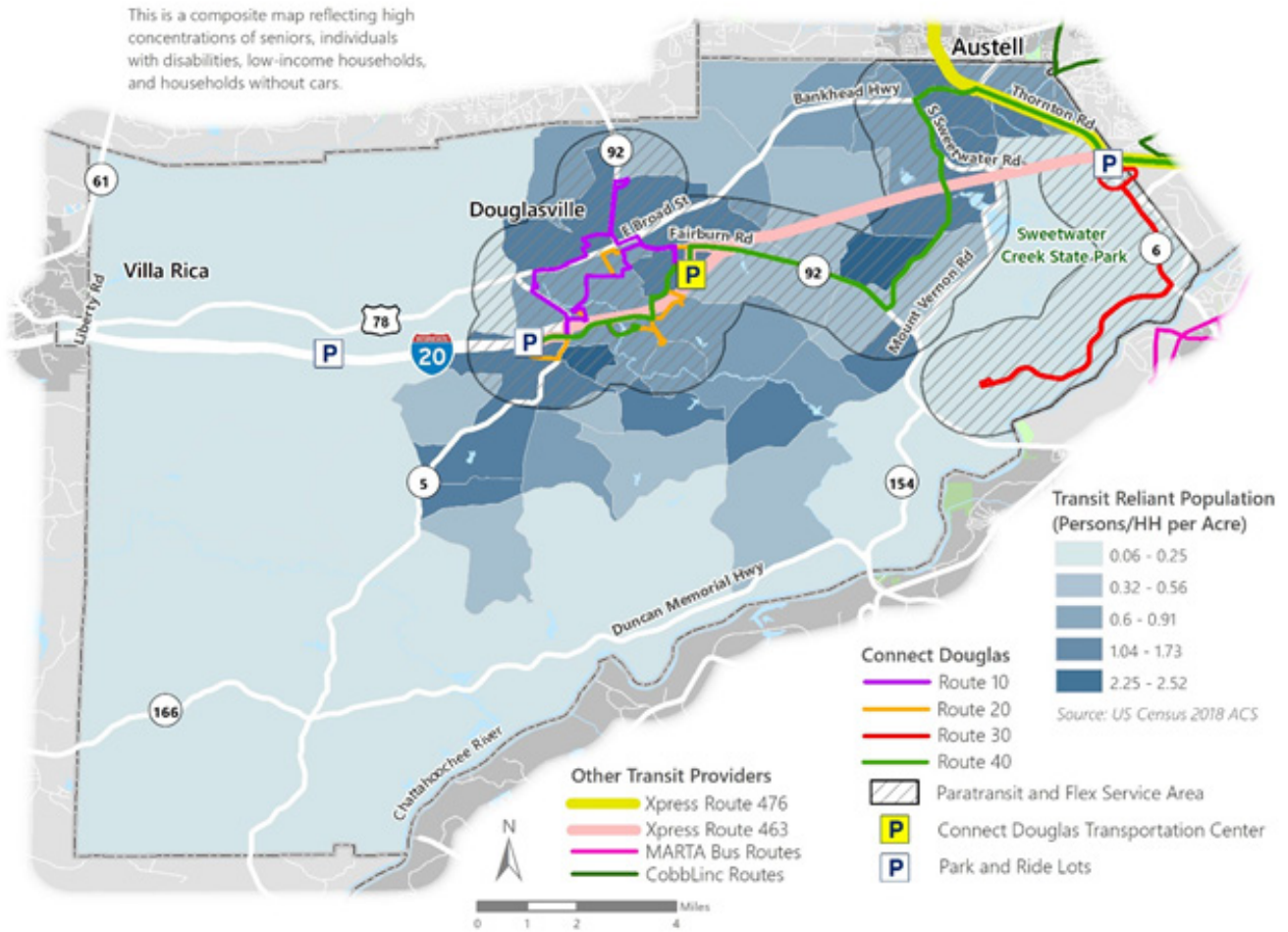
Figure 12: Consensus Community Identified Transit Needs



OVERLAY GAP ANALYSIS

An overlay gap analysis was conducted to determine if existing transit services adequately serve areas of existing and projected population and employment density. This analysis was also used to gauge how well existing transit services serve traditionally transit reliant populations. Figure 12 is an example of the overlay gap analysis, showing transit reliant populations overlaid with existing transit services. The gap analysis indicated the need to expand services along the US 278 (Veterans Memorial Blvd) corridor and in central Douglas County south of I-20 between SR 5 and SR 92/SR 154.

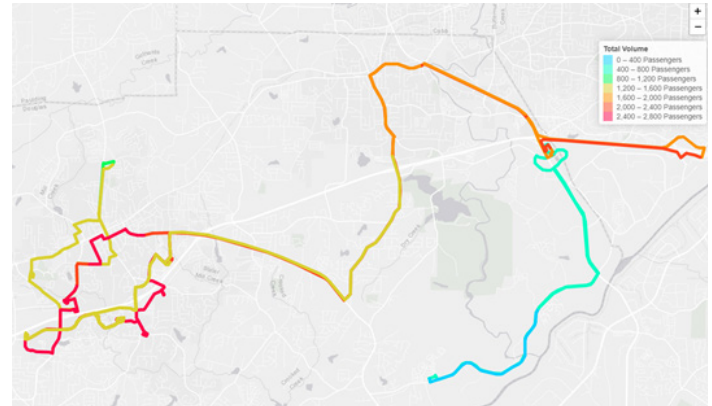
Figure 13: Overlay Gap Analysis of Transit Reliant Populations and Existing Transit Services



RIDERSHIP ANALYSIS

An analysis of Connect Douglas' ridership trends and patterns was conducted using the Data Tripper data visualization tool. The tool was used to visualize the system's ridership through three primary methods: by route, by stop, and by flex drop-off or pick-up location. An example of the route ridership analysis is shown in Figure 14, which illustrates the total passenger volumes on Connect Douglas segments. This serves to highlight under-performing route segments, particularly evident on Route 30.

Figure 14: Connect Douglas Total Passenger Volumes (June 2019 - March 2020)



The ridership analysis identified several key needs related to existing Connect Douglas service, which include:

- » Service improvements targeted at increasing ridership to better utilize existing vehicle capacity.
- » Route modifications to better allocate revenue-mile operations to more productive areas.
- » Explore discontinuing Route 30 and reallocating service to areas with underserved demographic needs, particularly the US 78 (Veterans Memorial Highway) and SR 5 (Bill Arp Rd) corridors.

IDENTIFIED TRANSIT NEEDS

Based on this analysis, the following Transit Needs have been identified:

Existing Services:

- » Improve bus stop amenities (shelters, benches, signage lighting, sidewalks)
- » Increase service efficiency and ridership levels through route modifications and right-sizing service.
- » Website upgrades to improve the user experience.
- » Expand fixed-route service to serve new corridors and destinations:
 - US 278
 - SR 5 (Bill Arp Rd)
 - Villa Rica (Conner's Senior Village)
 - Central Douglas County
- » Improve regional connections and seamless fare payment.

Service Offering Expansions

- » Expand services to special population groups:
 - Seniors
 - Disabled
 - Low-income
- » Provide service options to all Douglas County residents.
- » Explore countywide demand-response service.



CORRIDOR/AREAWIDE STUDIES

A detailed analysis of the following corridor/areas was completed as part of the Douglas County CTP Needs Assessment:

- » SR 5 (Bill Arp Road) – US 78 to Central Church Road
- » Lee Road Extension (Bomar Road/Central Church Road/Bright Star Road) – SR 92 (Fairburn Road) to US 78
- » Chapel Hill Road – Hospital Drive to SR 166
- » Capps Ferry Road to SR 5 area

This analysis produced a number of existing and long-term safety and operational needs for these corridors as well as infrastructure recommendations to address those needs. These needs are identified by corridor in the following tables.

Table 7: SR 5 (Bill Arp Road) Identified Needs

Intersection	Identified Need
US 78 at SR 5	Provide Overlap Phase for NBR Movement
SR 5 at Concourse Pkwy	Restrict NBL Movement at This Location to U Turn at Rose Ave (Minimize Weaving)
SR 5 at I-20 WB Ramps	Install Dual WBR Turn Lanes; Install Contraflow Turn Lane for NBL Movement South of the Interchange to Accommodate Queue Lengths
SR 5 at I-20 EB Ramps	Install Channelized Free Flow Turn Lane for NBR Movement; Install Contraflow Turn Lane for SBL Movement North of the Interchange to Accommodate Queue Lengths
SR 5 at Douglas Blvd	Install NBR and SBR Turn Lanes; Install Dual WBL Turn Lanes and Dual SBL Turn Lanes
SR 5 at Stewart Pkwy	Install Dual NBL Turn Lanes; Install Dual WBR Turn Lanes
SR 5 at Kings Hwy	Channelize NBR Turn Lane with a Porkchop Island

Table 8: Lee Road Extension Identified Needs

Intersection	Identified Need
Lee Road and SR 92	Provide Overlap Phase for WBR Movement along Lee Rd
Bomar Road at Chapel Hill Road	Install WBR Turn Lane; Access Management/Designalizing at the Intersection of Chapel Hill Rd and Willow Ridge Rd
Bright Star Road and Douglas Blvd	Install SBL Turn Lane and Maintain it After Widening Project, Install NBL Turn Lane



Table 9: Chapel Hill Road Identified Needs

Intersection	Identified Need
Chapel Hill Rd at I-20 EB Ramps	Extend NBR Turn Lane 100' to Avoid Lane Starving
Chapel Hill Rd at Douglas Blvd	Install Dual WBR Turn Lanes; Install Dual SBL Turn Lanes
Chapel Hill Rd at Stewart Mill Rd	Install EBR Turn Lane; Install NBL Dual Left Turn Lane
Chapel Hill Rd at Bomar Rd	Install WBR Turn Lane; Access Management/Designalizing at the Intersection of Chapel Hill Rd and Willow Ridge Rd
Chapel Hill Rd at Anneewakee Rd	Install Dual WBR Turn Lanes; Install Dual SBL Turn Lanes
SR 166 at Chapel Hill Rd	Install TWLTL with Left and Right Turn Lanes along SR 166

Table 10: Capps Ferry Road to SR 5 Identified Needs

Intersection	Identified Need
SR 166 at Capps Ferry Road	Construct a Roundabout

ADDITIONAL IDENTIFIED NEEDS

In addition to the needs identified as part of the technical analysis process, other needs were compiled obtained from the following sources:

- » General Public
- » Provided by Douglas County's Department of Transportation
- » Douglas County SPLOST Program
- » Atlanta Regional Commission Regional Transportation Plan

These needs were compiled, compared, and combined with the needs identified during the technical analysis. The sections below provide an overview of these needs.

GENERAL PUBLIC

Following the Second Public Meeting, held on June 3, 2021, a list of needs was provided to the project team to be considered as part of the Comprehensive Transportation Plan. This list can be observed in Table 11.



Table 11: Public Identified Needs

#	Location	Identified Need
1	SR 5/Bill Arp Road at Banks Mill Road/Pool Road	Roundabout
2	SR 166/Duncan Memorial Highway at Capps Ferry Road	Traffic signal/turn lanes, etc.
3	SR 166/Duncan Memorial Highway at Post Road	Traffic signal/turn lanes, etc.
4	SR 166/Duncan Memorial Highway at Fariplay Park Entrance	Westbound left turn lane
5	SR 5/Bill Arp Road at Alexander Parkway	Southbound left turn lane
6	SR 5/Bill Arp Road at Mason Creek Road	Turn lanes and protected phases for the left turning movements
7	SR 5/Bill Arp Road at Berea Road	Northbound left turn lane
8	Douglas Boulevard at Bright Star Road	Additional southbound through lane
9	Bright Star Road at Cowan Mill Road	Northbound and southbound left turn lanes
10	SR 8/Veterans Memorial Highway at John West Road	Intersection Improvements
11	I-20 at Bright Star Road	New interchange
12	Bright Star Road	Sidewalks
13	Central Church Road between Bright Star Road and SR5/Bill Arp Road	Sidewalks
14	Ephesus Church Road at Post Road	Eastbound left turn lane
15	Senior Complex on Connors Road	Add bus route to serve it
16	Transit service	Change it to dial-a-ride system

DOUGLAS COUNTY DEPARTMENT OF TRANSPORTATION

After reviewing the technical analysis and identified needs, the Department of Transportation provided additional projects based on their local knowledge and understanding of the transportation challenges Douglas County is currently facing. These locations and corresponding needs are listed in Table 12 below.

Table 12: Douglas County Department of Transportation Additional Needs

#	Location	Identified Need
1	SR 92/Fairburns Road at Monroe Road	Traffic signal
2	Vulcan Drive at Groovers Lake Road	Intersection Pavement Marking and Signing
4	Riverside Parkway Extension from SR 166/Fairburn Road to Anewakee Road	Right-of-way acquisition, new two-lane road and intersection improvements
5	Factory Shoals Road from Douglas Hill Road to 0.30 miles north	Widening from two to three lanes
6	S. Sweetwater Road at Mt. Vernon Road	Roundabout
7	Mt. Vernon Road at Skyview Drive	Add right turn lanes



DOUGLAS COUNTY SPLOST PROGRAM

On November 8, 2016, the voters of Douglas County approved a one-cent Special Purpose Local Option Sales Tax (SPLOST) that begun on April 2017. The SPLOST is divided into the following categories/allocations:

- » 32 percent Fire/EMS/Public Safety Radio System
- » 51 percent Transportation
- » 17 percent Parks and Recreation

The 51 percent allocated to transportation is currently being used to fund a series of roadway projects in Douglas County. Some of these projects have already been completed, the remaining projects can be observed in Table 13 below.

Table 13: Douglas County SPLOST Funded Projects

Location	Improvement Description	Improvement Cost
Stewart Mill Road/Reynolds Road	Intersection Improvements	\$1,700,000
Sweetwater Church Road / Dorris Road	Intersection Improvements	\$1,431,936
Chapel Hill Road from Central Church Road to Dorset Shoals Road	Intersection Improvements/Widening	\$3,000,000
Lee Road	Widening (GDOT Match)	\$5,000,000
SR 92/Fairburn Road at Riverside Parkway	Traffic Signal	\$250,000
SR 6/Thornton Road at Riverside Parkway	Intersection Improvements	\$1,000,000
SR 5/Bill Arp Road at Concourse Parkway	Intersection Improvements	\$1,000,000
US 78/Veterans Memorial Highway at John West Road	Intersection Improvements	\$2,000,000
Post Road at I-20 EB and WB Ramps	Intersection Improvements	\$1,500,000
SR 166/Duncan Memorial Highway at Post Road	Intersection Improvements	\$1,000,000
SR 166/Duncan Memorial Highway at Chapel Hill Road	Intersection Improvements	\$800,000

ATLANTA REGIONAL COMMISSION REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is developed by the Atlanta Regional Commission (ARC) and it is a long-range blueprint that prioritizes spending on transportation projects in the 20-county Atlanta region, including Douglas County, through 2050.

The RTP is updated every four years and is the transportation element of the Atlanta Region's Plan. Transportation projects seeking federal funding and projects that might impact air quality must be included in the RTP. Table 14 below summarized projects in Douglas County that are included in the current version of the RTP. The RTP was used as a reference to obtain cost estimates and timing for these projects.



Table 14: Douglas County SPLOST Funded Projects

#	Time Frame	Name	Location	Description	Total Project Cost	Local Match
AR-176	Long Range	SR 61 (Villa Rica Parkway)	From Punkintown Road to Dallas Road	Widening	\$118,684,227	\$0
AR-301	Long Range	US 78	From SR 6/Thornton Road to Midway Road	Operations/Safety	\$20,000,000	\$0
AR-ML-800	Long Range	I-20 West	From I-285 to SR 92/Fairburn Road	Express Lanes	\$1,066,452,691	\$0
DO-003	Long Range	South Douglas Loop – Phase 3	From Bright Star Road at I-20 to Chapel Hill Road at Central Church Road	Widening/New Alignment	\$30,000,000	\$0
DO-004	Long Range	South Douglas Loop – Phase 2	From Chapel Hill Road at Central Church Road/Bomar Road to Lee Road Extension at Bomar Road	Widening/New Alignment	\$20,000,000	\$0
DO-016	Long Range	US 78	From South Sweetwater Road to SR 6/Thornton Road	Widening	\$25,050,000	\$5,010,000
DO-017	Long Range	South Douglas Loop – Phase 1	From SR 92/Fairburn Road to Bomar Road	Lee Road Extension/New Alignment	\$25,050,000	\$5,010,000
DO-019	Long Range	SR 166/Fairburn Road/Campbellton Road	From Old Lower Road to SR 70	Widening	\$36,556,231	\$0
DO-022	Programmed	Lee Road/South Sweetwater Road	From Vulcan Drive to Skyview Drive and operational improvement from Skyview Drive to US 78 to I-20 West	Widening and Operational Improvements	\$17,061,656	\$16,608,056
DO-220A	Programmed	Lee Road – Segment 2	From SR 92/Fairburn Road to Monier Avenue	Widening	\$36,508,999	\$12,564,307
DO-252A	Long Range	Chapel Hill Road	From Central Church Road to Stewart Mill Road	Widening	\$15,800,000	\$3,160,000
DO-252B	Long Range	Chapel Hill Road	From Dorsett Shoals to SR 166	Widening	\$6,000,000	\$1,200,000
DO-298	Programmed	CHC Regional Greenway Trail	From Boundary of Waters Park to Sweetwater Creek State Park	Multiuse Trail	\$9,460,000	\$2,365,000



FINAL IDENTIFIED NEEDS

Once the different needs from different sources were identified, the next step was to consolidate them into one comprehensive list. In addition, when cost estimates were available (e.g., RTP, SPLOST, etc.), those costs were used; however, for projects that no cost information was available, preliminary cost estimates (i.e., at a planning level) were estimated to be used in the magnitude of the Needs. The consolidation process is documented in Appendix A. The final unified list of Project Needs can be observed in Table 15.

Table 15: Consolidated Project Needs List

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-1	Campbellton Street	at Hospital Drive	Intersection Improvements	\$3,900,000	
CTP-2	Campbellton Street	from Selman Avenue to SR 8/Veteran's Memorial Highway	Traffic calming/pedestrian improvements	\$3,400,000	
CTP-3	Capps Ferry Road	at Brecken Drive	Intersection Improvements/Pedestrian Improvements	\$1,070,000	
CTP-4	Capps Ferry Road	at SR 166/Duncan Memorial Highway	Roundabout	\$3,275,000	
CTP-5	Cedar Mountain Road	at Dorris Road	Intersection Improvements	\$1,755,000	
CTP-6	Douglas Boulevard	from Bright Star Road to SR 5/Bill Arp Road	Access Management/Raised Median	\$3,450,000	
CTP-7	Douglas Boulevard	from SR 5/Bill Arp Road to Chapel Hill Road	Access Management/Raised Median	\$6,175,000	
CTP-8	Fairburn Road	from SR 92 to Fulton County Line	Widening	\$1,500,000	RTP DO-019 - No Local Funding
CTP-9	Hospital Drive	from SR 92/Fairburn Road to Dorris Road	Pedestrian Crossing	\$230,000	
CTP-10	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	\$1,065,452,691	RTP ML-800 - No Local Funding
CTP-11	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening		RTP ML-800 - No Local Funding
CTP-12	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening		RTP ML-800 - No Local Funding
CTP-13	Kings Highway	from Central Church Road to Bill Arp Road	Circulation/subarea study with Central Church Road/Bill Arp Road/Kings Triangle	\$4,775,000	
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	\$0	RTP DO-220A - Currently Under Construction
CTP-15	Lee Road	from E. County Line Road to I-20	Widening	\$0	RTP DO-220A - Currently Under Construction
CTP-16	Lee Road	from I-20 to S. Sweetwater Road	Widening	\$11,339,308	RTP DO-022 - Only Local portion included
CTP-23	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening		RTP DO-022 - Only Local portion included
CTP-24	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening		RTP DO-022 - Only Local portion included
CTP-25	S. Sweetwater Road	Skyview Drive to Lee Road	Widening		RTP DO-022 - Only Local portion included
CTP-17	Liberty Road	from Carroll County Line to Carroll County Line	Widening	\$22,540,000	
CTP-18	Maxham Road	at Thornton Road	Access management/pedestrian improvements/redesign Maxham Road at Thornton Road intersection	\$0	Included in current SPLOST
CTP-19	Post Road	from SR 166/Duncan Memorial Highway to Jenkins Road	Safety Improvements	\$2,125,000	
CTP-20	Post Road	from I-20 to SR 8/Veteran's Memorial Highway	Safety Improvements	\$1,500,000	Included in current SPLOST
CTP-21	Riverside Parkway	from SR 6/Thornton Road to Cobb County Line	Widening	\$15,500,000	
CTP-22	Riverside Parkway	at Rock House Road	Traffic signal	\$370,701	Included in current SPLOST
CTP-26	Skyview Drive	from Mt. Vernon Road to SR 6/Thornton Road	Pedestrian Crossings	\$1,120,000	



Table 15: Consolidated Project Needs List

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-27	SR 166/Duncan Memorial Highway	from Chapel Hill Road to SR 92	Widening	\$23,800,000	
CTP-28	SR 166/Duncan Memorial Highway	from SR 5/Bill Arp Road to Capps Ferry Road	Widening	\$7,475,000	
CTP-29	SR 166/Duncan Memorial Highway	from Post Road to Carroll County Line	Safety Improvements	\$2,175,000	
CTP-30	SR 5/Bill Arp Road	at Shadow Wood Drive	Intersection Improvements	\$2,335,000	
CTP-31	SR 5/Bill Arp Road	from Central Church Road to I-20	Widening plus Safety/Pedestrian Improvements	\$14,200,000	
CTP-32	SR 5/Bill Arp Road	from I-20 to Bright Star Connector	Widening	\$6,725,000	
CTP-33	SR 5/Bill Arp Road	from Bright Star Connector to SR 8/Veteran's Memorial Highway	Widening	\$16,900,000	
CTP-34	SR 6/Thornton Road	from Riverside Parkway to Fulton County Line	Widening plus intersection Improvements at Riverside Parkway	\$21,350,000	
CTP-35	SR 6/Thornton Road	from Interstate W Parkway to I-20	Widening	\$3,895,000	
CTP-36	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	\$43,654,850	RTP DO-299 - No Local Funding
CTP-37	SR 8/Veteran's Memorial Highway	at Campbellton Street	Intersection Operational Improvements	\$455,000	
CTP-38	SR 8/Veteran's Memorial Highway	from S. Sweetwater Road to SR 6/Thornton Road	Operational Improvements	\$0	Cost included in CTP-39
CTP-39	SR 8/Veteran's Memorial Highway	from Burnt Hickory Road to S. Sweetwater Road	Operational Improvements	\$20,000,000	RTP AR-301 - No Local Funding
CTP-40	SR 8/Veteran's Memorial Highway	from SR 92/Fairburn Road to SR 92/Dallas Highway	Restriping/Repurposing/Pavement Marking and Signing	\$422,500	
CTP-41	SR 8/Veteran's Memorial Highway	from Ross Avenue to SR 5/Bill Arp Road	Additional turn lanes at cross streets for RR crossing storage	\$1,600,000	
CTP-42	SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road to John West Road	Lane restriping, turn lane channelization	\$1,200,000	
CTP-43	SR 92/Fairburn Road	from SR 166/Duncan Memorial Highway to Fulton County Line	Widening	\$22,200,000	
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	\$1,120,000	\$250,000 Already covered in SPLOST
CTP-45	SR 92/Fairburn Road	from SR 8/Veteran's Memorial Highway to Hospital Drive	Access Management/Raised Median	\$4,525,000	
CTP-46	SR 92/Fairburn Road	from Hospital Drive to I-20	Operational Improvements/Raised Islands at RTs	\$2,525,000	
CTP-47	SR 92/Fairburn Road	from I-20 to Pope Road	Operational Improvements/Access Management Study	\$3,575,000	
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	\$1,700,000	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	\$1,431,936	Included in current SPLOST
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	\$3,000,000	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Parkway	Intersection Improvements	\$1,000,000	Included in current SPLOST
CTP-52	SR 8/Veteran's Memorial Highway	at John West Road/S. Baggett Road	Intersection Improvements	\$2,000,000	Included in current SPLOST



Table 15: Consolidated Project Needs List

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-53	SR 166/Duncan Memorial Highway	at Post Road	Intersection Improvements	\$1,000,000	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Highway	at Chapel Hill Road	Intersection Improvements	\$800,000	Included in current SPLOST
CTP-55	Chapel Hill Road	from Douglas Boulevard to Hospital Drive	Widening and I-20 Ramp Improvements	\$9,050,000	
CTP-56	Lee Road	from SR 92 to Bomar Road	New Road	\$25,050,000	RTP DO-017 - Under Construction
CTP-57	Lee Road	from Bomar Road to Chapel Hill Road	Widening	\$20,000,000	
CTP-58	Lee Road	from Chapel Hill Road to I-20	New Road	\$30,000,000	
CTP-59	SR 8/Veteran's Memorial Highway	from SR6/Thornton Road to S. Sweetwater Road	Widening	\$25,050,000	RTP DO-016 - No Local Funding
CTP-60	Chapel Hill Road	from Central Church Road to Stewart Mill Road	Widening	\$15,800,000	RTP DO-252A
CTP-61	Chapel Hill Road	from Dorset Shoals Road to SR 166/Duncan Memorial Highway	Widening	\$6,000,000	RTP DO-252B
CTP-62	SR 61	from Punkintown Road to Sweetwater Creek State Park	Widening	\$118,684,227	RTP AR-176 - No Local Funding
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	\$10,200,000	
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	\$3,100,000	
CTP-65	SR 166/Duncan Memorial Highway	at Fairplay Park Entrance	WB Left Turn Lane	\$495,000	
CTP-66	SR 5/Bill Arp Road	at Alexander Parkway	SB Left Turn Lane	\$495,000	
CTP-67	SR 5/Bill Arp Road	at Mason Creek Road	NBL & SBL Turn Lanes - N-S Left Turn P+P phases (signal improvements)	\$1,270,000	
CTP-68	SR 5/Bill Arp Road	at Berea Road	NBL Turn Lane	\$1,040,000	
CTP-69	Bright Star Road	at Cowan Mill Road	NBL & SBL Turn Lanes	\$660,000	
CTP-70	Post Road	at Ephesus Church Road	EBL Turn Lane	\$520,000	
CTP-71	Chapel Hill Road	at Douglas Boulevard	Add second WBR Turn Lane and second SBL Turn Lane	\$5,450,000	
CTP-72	Chapel Hill Road	at Stewart Mill Road	Add EBR Turn Lane and second NBL Turn Lane	\$2,800,000	
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	\$1,925,000	
CTP-74	Lee Road	SR 92/Fairburn Road	Provide Overlap Phase for WBR Movement along Lee Road	\$165,000	
CTP-75	Bright Star Road	at Douglas Boulevard	Add SBL Turn Lane and NBL Turn Lane	\$925,000	
CTP-76	SR 5/Bill Arp Road	at I-20 WB Ramps	Add second WBR Turn Lane - Install Contraflow NBL (see CTP-77)	\$3,400,000	
CTP-77	SR 5/Bill Arp Road	at I-20 EB Ramps	Add free flow NBR - Install Contraflow SBL (see CTP-76)	\$3,400,000	
CTP-78	SR 5/Bill Arp Road	at Douglas Boulevard	Add NBR Turn Lane, add second WBL turn lane, and add second SBL Turn Lane	\$6,725,000	
CTP-79	SR 5/Bill Arp Road	at Stewart Parkway	Add second NBL Turn Lane and second WBR Turn Lane	\$3,475,000	



Table 15: Consolidated Project Needs List

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-80	US 78	from Mirror Lake Boulevard to Tyson Road	Sidewalk on both sides of Road	\$1,026,000	
CTP-81	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	\$1,395,000	
CTP-82	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	\$3,798,000	
CTP-83	Ephesus Church Rd	from Liberty Road to Post Road	Sidewalk on both sides of Road	\$3,690,000	
CTP-84	Liberty Rd	from Ephesus Church Road to N Helton Road	Sidewalk on both sides of Road	\$1,431,000	
CTP-85	Pool Rd	from Johnston Road to Bill Arp Road	Sidewalk on both sides of Road	\$2,106,000	
CTP-86	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	\$2,466,000	
CTP-87	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	\$2,025,000	
CTP-88	Big A Rd	from Bill Ap Road to Kings Highway	Sidewalk on both sides of Road	\$1,404,000	
CTP-89	Kings Hwy	from Bill Arp Road to Big A Road	Sidewalk on both sides of Road	\$3,789,000	
CTP-90	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	\$1,251,000	
CTP-91	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	\$1,701,000	
CTP-92	Bill Arp Rd	from Kings Highway to Douglas Boulevard	Sidewalk on both sides of Road	\$1,188,000	
CTP-93	W Stewart Mill Rd	from Bill Arp Road to Stewart Mill Road	Sidewalk on both sides of Road	\$1,152,000	
CTP-94	Stewart Mill Rd	from Central Church Road to Chapel Hill Road	Sidewalk on both sides of Road	\$3,162,500	
CTP-95	SR 166/Duncan Memorial Hwy	from Post Road to Bill Arp Road	Sidewalk on both sides of Road	\$1,404,000	
CTP-96	US 78	from Bright Star Road to Rose Avenue	Sidewalk on both sides of Road	\$1,224,000	
CTP-97	Rose Ave	from Bill Arp Road to W Strickland Street	Sidewalk on East side of Road	\$621,000	
CTP-98	Chicago Ave/Cedar Mountain Rd	from N Flat Rock Road to W Strickland Street	Sidewalk on both sides of Road	\$1,485,000	
CTP-99	Campbellton St	from Selman Avenue to Hospital Drive	Sidewalk on West side of Road	\$319,500	
CTP-100	Campbellton St/Chapel Hill Rd	from Douglas Boulevard to Arbor Place	Sidewalk on West side of Road	\$94,500	
CTP-101	Anneewakee Rd	from Elk Run Drive to Simon Road	Sidewalk on both sides of Road.	\$666,000	
CTP-102	Malone Rd	from Dallas Highway to McIntosh Road	Mostly North side of Road	\$621,000	
CTP-103	McIntosh Rd	from Malone Road to US 78	Sidewalk on both sides of Road.	\$432,000	
CTP-104	Hospital Dr	from Campbellton Street to Prestley Mill Road	Sidewalk on both sides of Road.	\$243,000	
CTP-105	Durelee Ln	from Fairburn Road to Dorris Road	Sidewalk on both sides of Road.	\$549,000	
CTP-106	Durelee Ln	from US 78 to Fairburn Road	Sidewalk on East side of Road	\$337,500	
CTP-107	Pope Rd	from Slater Mill Road to Fairburn Road	Sidewalk on both sides of Road.	\$1,175,000	
CTP-108	Fairburn Rd	from Slater Mill Road to Pope Road	Sidewalk on both sides of Road.	\$1,375,000	
CTP-109	Fairburn Rd	from Pope Road to Lee Road	Sidewalk on both sides of Road.	\$1,593,000	
CTP-110	Fairburn Rd	from Lee Road to Anneewakee Road	Sidewalk on both sides of Road.	\$1,530,000	
CTP-111	Hwy 92	from Fairburn Road to SR 166/Duncan Memorial Highway	Sidewalk on both sides of Road.	\$3,186,000	



Table 15: Consolidated Project Needs List

Project #	Name	Limits	Description	Cost Estimate (Local Portion)	Comments
CTP-112	Riverside Pkwy	from Fairburn Road to Thornton Road	Sidewalk on both sides of Road.	\$6,937,500	
CTP-113	Midway Rd/S Burnt Hickory Rd	from Fairburn Road to Maroney Mill Road	Sidewalk on both sides of Road.	\$2,502,000	
CTP-114	US 78	from Durelee Lane to Maroney Mill Road	Sidewalk on both sides of Road.	\$1,908,000	
CTP-115	County Line Rd	from Fairburn Road to Lee Road	Sidewalk on both sides of Road.	\$3,350,000	
CTP-116	Mt Vernon Rd	from Huckleberry Lane to Monier Road	Sidewalk on both sides of Road.	\$2,300,000	
CTP-117	Cedar Terrace Rd	from Lee Road to Mt Vernon Road	Sidewalk on both sides of Road.	\$987,500	
CTP-118	Monier Blvd/Blairs Bridge Rd	from Lee Road to Thornton Road	Sidewalk on both sides of Road.	\$2,700,000	
CTP-119	US 78	from Harper Street to S Sweetwater Road	Sidewalk on West side of Road	\$382,500	
CTP-120	Thornton Rd	from Humphries Hill Road to Blaires Bridge Road	Sidewalk on both sides of Road.	\$3,690,000	
CTP-121	US 78	from Thornton Road to Cobb County Line	Sidewalk on West side of Road	\$283,500	
CTP-122	Vulcan Drive	at Groovers Lake Road	Intersection Marking and Signing	\$350,000	
CTP-123	SR 92/Fairburn Road	at Lake Monroe Road	Traffic Signal	\$500,000	
CTP-124	Riverside Parkway Extension	SR 166/Fairburn Road to Aneewakee Road	Right of Way Acquisition, New Road (Two Lanes) and Intersection Improvements	\$2,500,000	
CTP-125	Factory Shoals Road	from Douglas Hill Road to 0.30 miles North	Widening (from Two to Three Lanes)	\$3,375,000	
CTP-126	S. Sweetwater Road	at Mt. Vernon Road	Roundabout	\$3,275,000	
CTP-127	Mt. Vernon Road	at Skyview Drive	Add Right Turn Lane	\$520,000	
CTP-128	Conduct Transit Master Plan	Countywide	Transit Study	\$500,000	
CTP-129	Maintain Current Service	Countywide	Continue to operate current transit service	\$94,416,995	
CTP-130	Additional Transit Service	US 78/Veterans Memorial Highway service to Villa Rica and SR 6/Thornton Road		\$41,980,000	Service to start in 2025
CTP-131	Reallocation of Transit Service	From Route 30 to other existing routes		\$0	Service to start in 2025
CTP-132	Additional Transit Service	SR 6/Thornton Road to Fulton County	Regional Connectivity	\$2,810,000	Service to start in 2025
CTP-133	Additional Transit Service	Maxham Road to Cobb County	Regional Connectivity	\$2,310,000	Service to start in 2025
CTP-134	Additional Transit Service	Direct connection to MARTA at Hamilton E. Holmes Station	Regional Connectivity	\$6,990,000	Service to start in 2025
CTP-135	Additional Transit Service	Expand Countywide demand response service		\$26,400,000	Service to start in 2025
CTP-136	Additional Transit Service	Direct Xpress bus service to Hartfield-Jackson (ATL)	Regional Connectivity	\$0	To be provided by the ATL
CTP-137	Additional Transit Service	I-20 West – High-Capacity Transit on Express Lanes	Regional Connectivity	\$10,100,000	Service to start in 2045
CTP-138	Roadway Maintenance	Countywide	\$5.8M/year to start in 2023 (2022: continue current \$3.0M/year)	\$160,500,00	
Total				\$2,118,682,520	



PROJECT PRIORITIZATION (FP)

As can be seen in Table 15 above, the current CTP identified a total of 138 projects that cover different modes of transportation. The next step in the process was to be able to establish a prioritization criteria in order to be able to identify short and long term projects. The following criteria was use in the process:

- » Project that are included in the current SPLOST list
- » Local funding commitments included in the Regional Transportation Plan
- » Comprehensive Transportation Plan Goals and Objectives
- » Public Input that included general public survey plus polls conducted at the different Community Meetings

This prioritization exercise played in key role when the total project needs where compared against available revenues and decisions about projects timing were needed to be made (see Revenue Forecast Section).

REVENUE FORECAST (FP)

The total transportation related project needs in Douglas County for the 2022-2050 period were documented in Table 15. As can be seen in that table, they add up to approximately \$2.1 billion. It is important to note that the total CTP cost is comprised of projects that will be funded (totally or partially) by the Federal, State, and Local Governments. Therefore, it is important to identify how much of these costs and projects have already defined funding sources and what is the balance for which funds and funding sources still need to be identified.

As part of this CTP, an analysis of the funding for the project was conducted and, of the approx. \$2.1 billion mentioned above, approx. \$1.4 billion correspond to projects that either the Federal or State (or a combination of both) Governments will be funding. Based on this, there are approx. \$706 million in projects that are either Local Government Funded or for which funds need to be identified.

Since the main, and almost only, Douglas County funding source for transportation projects is the current SPLOST, a revenue forecast for this funding source was developed. This forecast is documented in the System-Wide Needs Assessment Report. It is estimated that, if the SPLOST would continue through the year 2050 it would generate, for Douglas County (i.e., excluding the City of Douglasville portion) approx. \$250 million for transportation projects. Based on this, there are approx. \$456 million in projects (\$706 million – \$250 million) for which funding would need to be identified if the entire transportation needs identified as part of this CTP are to be funded. The revenue forecasts can be observed in Appendix B.

Since there is a clear need for additional funding, if the entire CTP is to be implemented, this CTP evaluated different funding Scenarios and opportunities to be considered by Douglas County when deciding how to fund transportation infrastructure needs through the year 2050.

In the following section the different funding Scenarios that were evaluated are described and general findings for each are summarized. The details regarding what projects can be funded under each can be found in the Recommendations section for Scenario 1 and in Appendix C for the rest of the Scenarios.



It should be noted that each Scenario assumes different Local Funding Options; however, as additional local option become available it is logical to assume that there will be more opportunities to leverage those funds, potentially resulting in additional Federal and State funds becoming available to fund project in Douglas County. Therefore, for each of the different Scenarios, sub-scenarios A, B, and C were developed. Each of these options assumed different levels of additional funding from Federal and State sources:

- » Scenarios X-A: the current level of Federal and State funding is maintained
- » Scenarios X-B: additional Federal and State is received by Douglas County to fund approx. 25 percent of the projects that currently do not have either Federal or State funds
- » Scenarios X-C: additional Federal and State is received by Douglas County to fund approx. 50 percent of the projects that currently do not have either Federal or State funds

SCENARIO 1 – CONTINUATION OF CURRENT SPLOST THROUGH 2050

This is the Base Scenario and it assumes the current SPLOST would continue in effect until year 2050. The assumption was that the current revenue split would continue (Douglas County – City of Douglasville and Transportation – Non-Transportation) therefore, generating approx. \$250 million in the 2022-2050 time period. As noted before, this leaves a funding gap of approx. \$456 million. Based on this, a significant number of projects were not included in the 2022-2050 time frame; therefore, they were included as part of the “Aspirational List.”

The detail of list of projects can be observed in the Recommendations section; however, general findings for this Scenario are summarized below.

- » 36 percent of Total Project Needs can be afforded in the 2022-2050 time frame
- » 33 percent of Roadway Project Needs can be afforded in the 2022-2050 time frame
- » This Scenarios presents some challenges to be able to meet commitments included in the Regional Transportation Plan
- » No additional Maintenance is included
- » Only one Active Transportation project is included (CHC Regional Greenway Trail)
- » Current Transit Service is maintained; however, no additional service is added

It should be noted that the above findings correspond to the assumption that no additional (when compared to current projections) Federal or State funding is received (Scenario 1-A). As part of this CTP, and as mentioned above, additional levels of Federal and State funding levels and corresponding impacts on the ability to implement projects were evaluated (Scenarios 1-B and 1-C) and the findings can be found in Appendix C-1.

SCENARIO 2 – TSPLOST IN 2025 (FULL PENNY) + DISCONTINUATION OF CURRENT SPLOST

This Scenario evaluates the impacts on the ability to fund transportation projects in the event a full penny TSPLOST (Transportation Special Purpose Local Option Sales Tax) is implemented. It assumes that the TSPLOST would not start to generate revenue until year 2025 and that, once the TSPLOST is implemented, the revenues generated by the current SPLOST would not be used to fund transportation projects anymore. This Scenario generates approximately twice as much revenue as Scenario 1; therefore, it presents a significantly higher ability to fund projects. The results for Scenarios 2-A, 2-B, and 2-C are can be observed in Appendix C-2.



It should be noted that Scenario 2-C (TSPLOST + additional 50 percent of Federal and State funds) allows to fund almost the entirety of the projects identified in the CTP.

SCENARIO 3 – SPLOST THOUGHT 2050 + TSPLOST IN 2025 (1/2 PENNY)

This Scenario evaluates the impacts on the ability to fund transportation projects in the event a 1/2 penny TSPLOST (Transportation Special Purpose Local Option Sales Tax) is implemented. This Scenario also assumes that the current SPLOST is continued through 2050.

From a revenue generation perspective, this Scenario is very Similar to Scenario 2; therefore, the results are also very similar. The results for Scenarios 3-A, 3-B, and 3-C are can be observed in Appendix C-3.

Similarly to Scenario 2, it should be noted that Scenario 3-C (TSPLOST + additional 50 percent of Federal and State funds) allows to fund the entirety of the projects identified in the CTP.

SCENARIO 4 - SPLOST THOUGHT 2050 + TSPLOST IN 2025 (FULL PENNY)

This Scenario evaluates the impacts on the ability to fund transportation projects in the event a full penny TSPLOST (Transportation Special Purpose Local Option Sales Tax) is implemented. This Scenario also assumes that the current SPLOST is continued through 2050.

From a revenue generation perspective, this Scenario is the one that provides the highest level of revenue, to the point that Scenario 4-A (maintaining current estimates of Federal and State funding) shows the ability to fund the entire list of projects identified as part of the CTP. Therefore, no Scenarios 4-B and/or 4-C were evaluated. The results for Scenario 4-A can be observed in Appendix C-4.



5 FINAL RECOMMENDATIONS

This Recommendations Section serves as the outcome of the existing conditions review, needs assessment, and public engagement completed to-date. Included in this Section is a summary of Transportation Projects and Other Recommendations developed as part of this CTP. These recommendations are also classified in Tier 1 (Short Term: 2022 - 2026, Tier 2 (Mid-Term: 2027 - 2031), Tier 3 (Long Term: 2032 - 2050), and Aspirational (2050+) depending on the implementation time frame. Detailed description of the recommendations are included in the Sections below.

Tables 16-19 provide a list of Recommended Improvements and their corresponding timing. It should be noted that these Recommendations correspond to the Base Scenario (Scenario 1-A). These projects can be observed in Figures 15-18. Potential recommendations associated to different funding levels can be observed in Appendix C.



TIER 1 (2022 - 2026 TIME PERIOD)

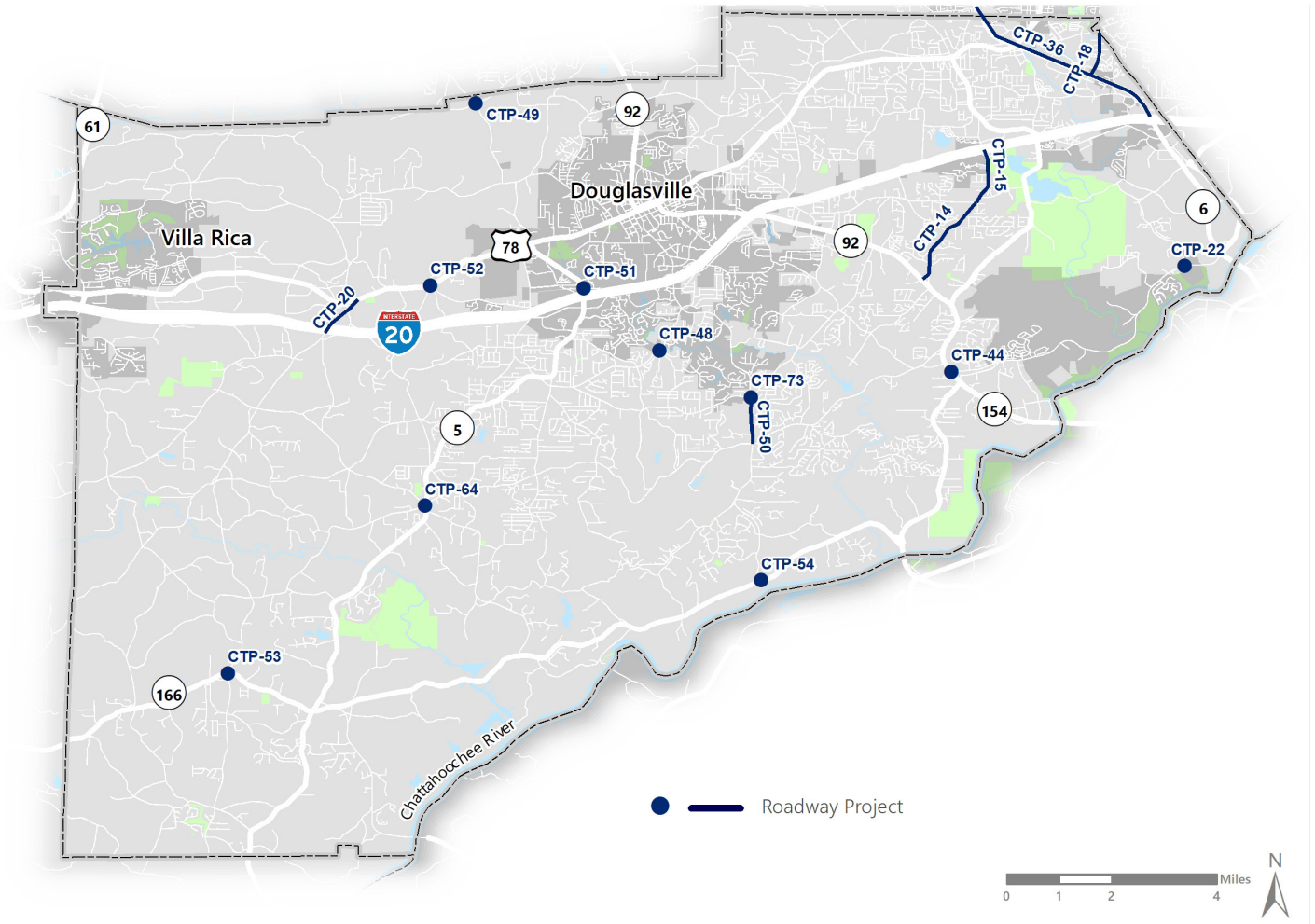
ROADWAY PROJECTS

Table 16a: Tier 1 Recommended Roadway Projects

Project #	Name	Limits	Description	Comments
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	RTP DO-220A - Currently Under Construction
CTP-15	Lee Road	from E. County Line Road to I-20	Widening	RTP DO-220A - Currently Under Construction
CTP-18	Maxham Road	at Thornton Road	Access management/ pedestrian improvements/ redesign Maxham Road at Thornton Road intersection	Included in current SPLOST
CTP-20	Post Road	from I-20 to SR 8/Veteran's Memorial Highway	Safety Improvements	Included in current SPLOST
CTP-22	Riverside Parkway	at Rock House Road	Traffic signal	Included in current SPLOST
CTP-36-1	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	\$250,000 Already covered in SPLOST
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	Included in current SPLOST
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Parkway	Intersection Improvements	Included in current SPLOST
CTP-52	SR 8/Veteran's Memorial Highway	at John West Road/S. Baggett Road	Intersection Improvements	Included in current SPLOST
CTP-53	SR 166/Duncan Memorial Highway	at Post Road	Intersection Improvements	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Highway	at Chapel Hill Road	Intersection Improvements	Included in current SPLOST
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	State Funded - Safety Improvement
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	



Figure 15a: Tier 1 Recommended Roadway Projects



ROADWAY MAINTENANCE

- Continue current \$3.0M/year *(approximately 16-18 miles/year) rehabilitation program funded by SPLOST.

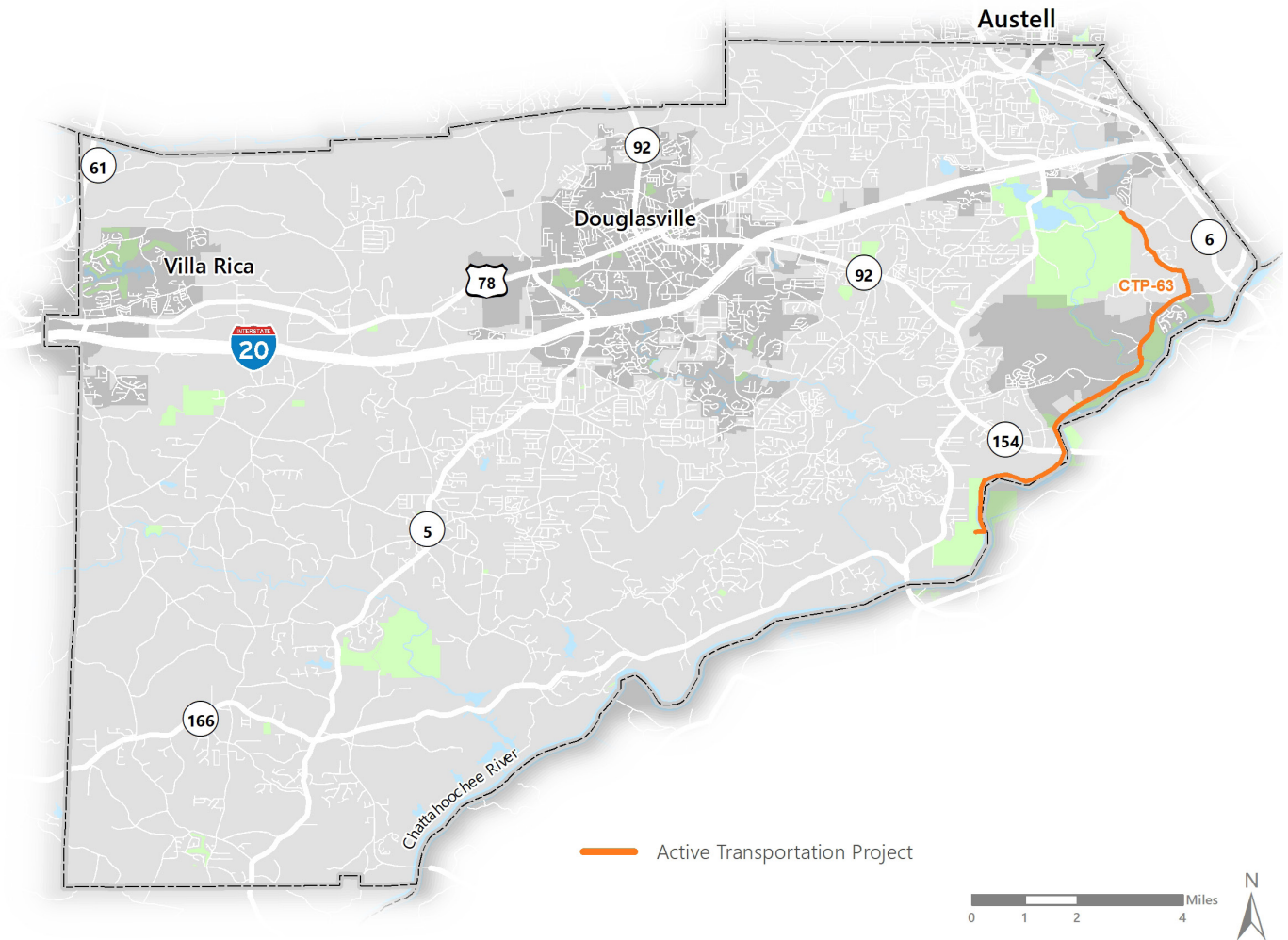


ACTIVE TRANSPORTATION IMPROVEMENTS

Table 16b: Tier 1 Recommended Active Transportation Projects

Project #	Name	Limits	Description	Comments
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	RTP DO-298 - (2023-2024)

Figure 15b: Tier 1 Recommended Active Transportation Projects



TRANSIT IMPROVEMENTS

- Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).
- Conduct Transit Master Plan to develop a blueprint for transit in Douglas County.
- Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL) (Assumed to start in 2025)



TIER 2 (2027 - 2031 TIME PERIOD)

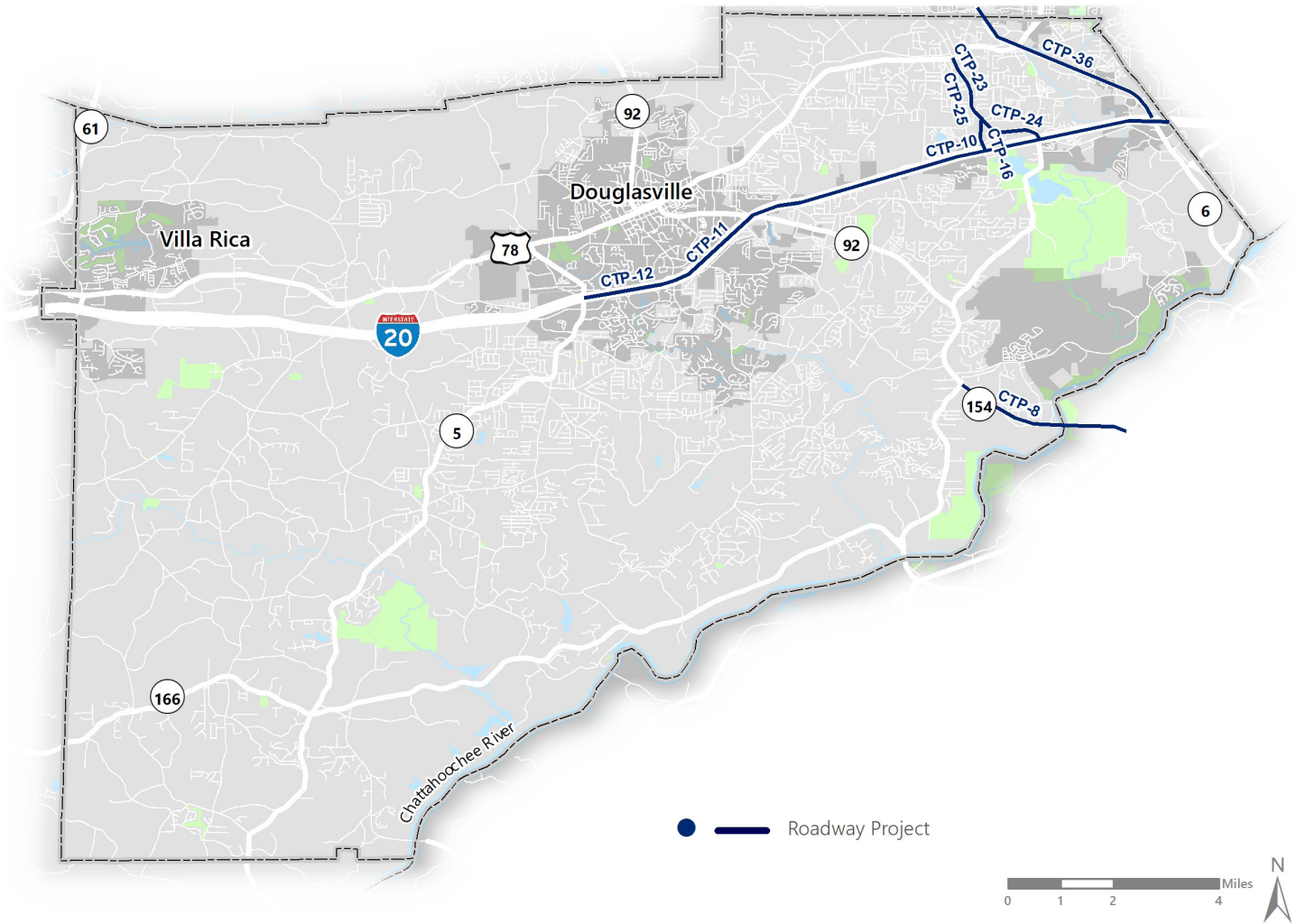
ROADWAY PROJECTS

Table 17: Tier 2 Recommended Roadway Projects

Project #	Name	Limits	Description	Comments
CTP-8-1	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-1	I-20	from Fairburn to Fulton County Line	Manage Lanes/ Widening	RTP AR-ML-800 - No Local Funding
CTP-11-1	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/ Widening	RTP AR-ML-800 - No Local Funding
CTP-12-1	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/ Widening	RTP AR-ML-800 - No Local Funding
CTP-16	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022 - Identified as year 2022 in RTP
CTP-23	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022 - Identified as year 2022 in RTP
CTP-24	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022 - Identified as year 2022 in RTP
CTP-25	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022 - Identified as year 2022 in RTP
CTP-36-2	SR 6/ Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299



Figure 16: Tier 2 Recommended Roadway Projects



ROADWAY MAINTENANCE

- Continue current \$3.0M/year *(approximately 16-18 miles/year) rehabilitation program funded by SPLOST.

ACTIVE TRANSPORTATION IMPROVEMENTS

- No projects

TRANSIT IMPROVEMENTS

- Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).
- Direct Xpress bus service to Hartsfield-Jackson (ATL) (To be funded by ATL) (Assumed to start in 2025)



TIER 3 (2032 - 2050 TIME PERIOD)

ROADWAY PROJECTS

Table 18a: Tier 3 Recommended Roadway Projects

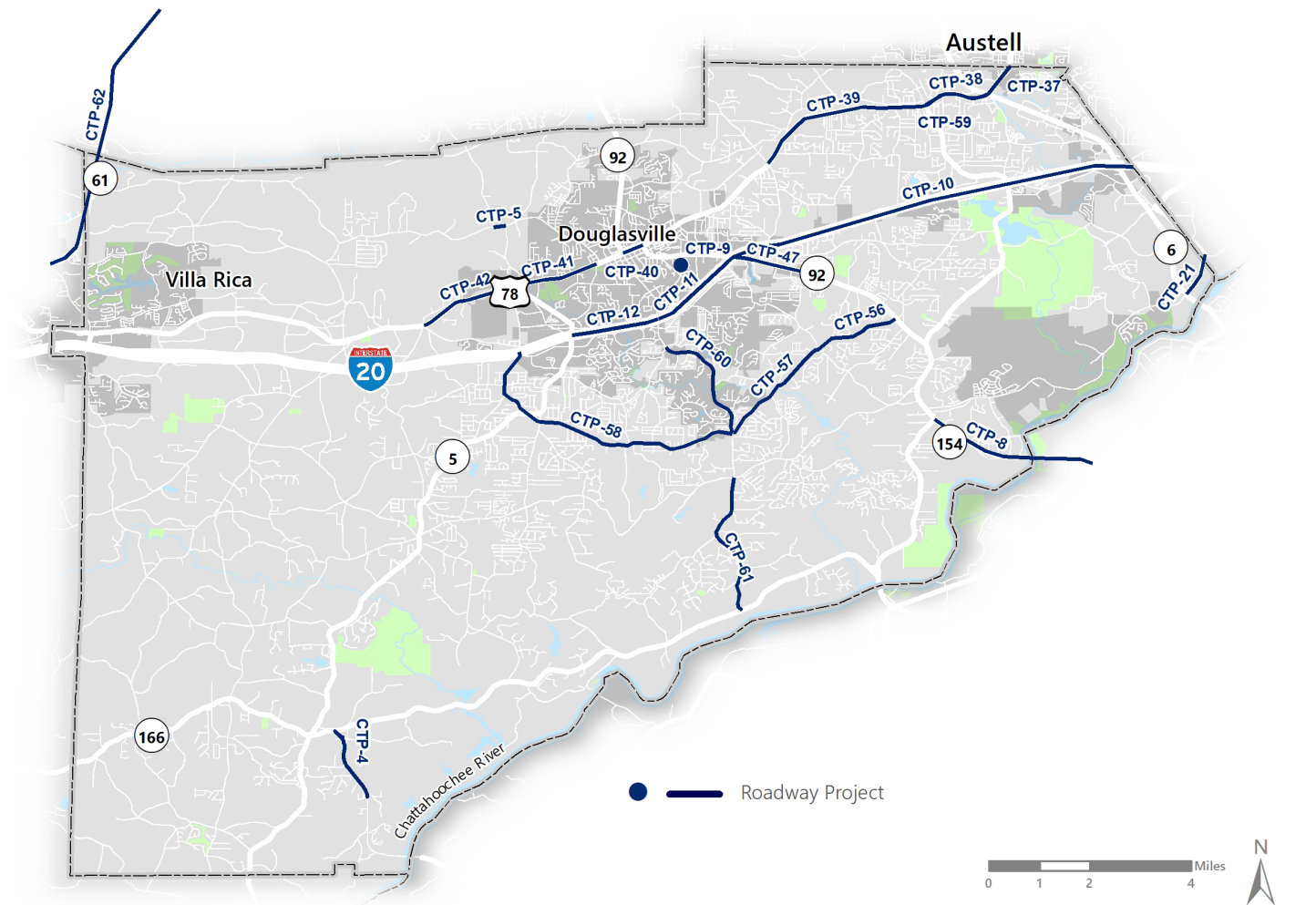
Project #	Name	Limits	Description	Comments
CTP-4	Capps Ferry Road	at SR 166/Duncan Memorial Highway	Roundabout	
CTP-5	Cedar Mountain Road	at Dorris Road	Intersection Improvements	
CTP-8-2	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-9	Hospital Drive	from SR 92/Fairburn Road to Dorris Road	Pedestrian Crossing	
CTP-10-2 & 3	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-2 & 3	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-2 & 3	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-21	Riverside Parkway	from SR 6/Thornton Road to Cobb County Line	Widening	
CTP-37	SR 8/Veteran's Memorial Highway	at Campbellton Street	Intersection Operational Improvements	
CTP-38	SR 8/Veteran's Memorial Highway	from S. Sweetwater Road to SR 6/Thornton Road	Operational Improvements	
CTP-39	SR 8/Veteran's Memorial Highway	from Burnt Hickory Road to S. Sweetwater Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-40	SR 8/Veteran's Memorial Highway	from SR 92/Fairburn Road to SR 92/Dallas Highway	Restriping/Repurposing/Pavement Marking and Signing	
CTP-41	SR 8/Veteran's Memorial Highway	from Rose Avenue to SR 5/Bill arp Road	Additional turn lanes at cross streets for RR crossing storage	
CTP-42	SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road to John West Road	Lane restriping, turn lane channelization	
CTP-47	SR 92/Fairburn Road	from I-20 to Pope Road	Operational Improvements/Access Management Study	



Table 18a: Tier 3 Recommended Roadway Projects

Project #	Name	Limits	Description	Comments
CTP-56	Lee Road	from SR 92 to Bomar Road	New Road	RTP DO-017 - Under Construction
CTP-57	Lee Road	from Bomar Road to Chapel Hill Road	Widening	RTP-DO-004 - (2026-2030)
CTP-58	Lee Road	from Chapel Hill Road to I-20	New Road	RTP-DO-003
CTP-59	SR 8/Veteran's Memorial Highway	from SR6/Thornton Road to S. Sweetwater Road	Widening	RTP DO-016 - No Local Funding
CTP-60	Chapel Hill Road	from Central Church Road to Stewart Mill Road	Widening	RTP DO-252A - (2026-2030)
CTP-61	Chapel Hill Road	from Dorset Shoals Road to SR 166/Duncan Memorial Highway	Widening	RTP DO-252B
CTP-62	SR 61	from Punkintown Road to Sweetwater Creek State Park	Widening	RTP AR-176 - No Local Funding

Figure 17a: Tier 3 Recommended Roadway Projects



ROADWAY MAINTENANCE

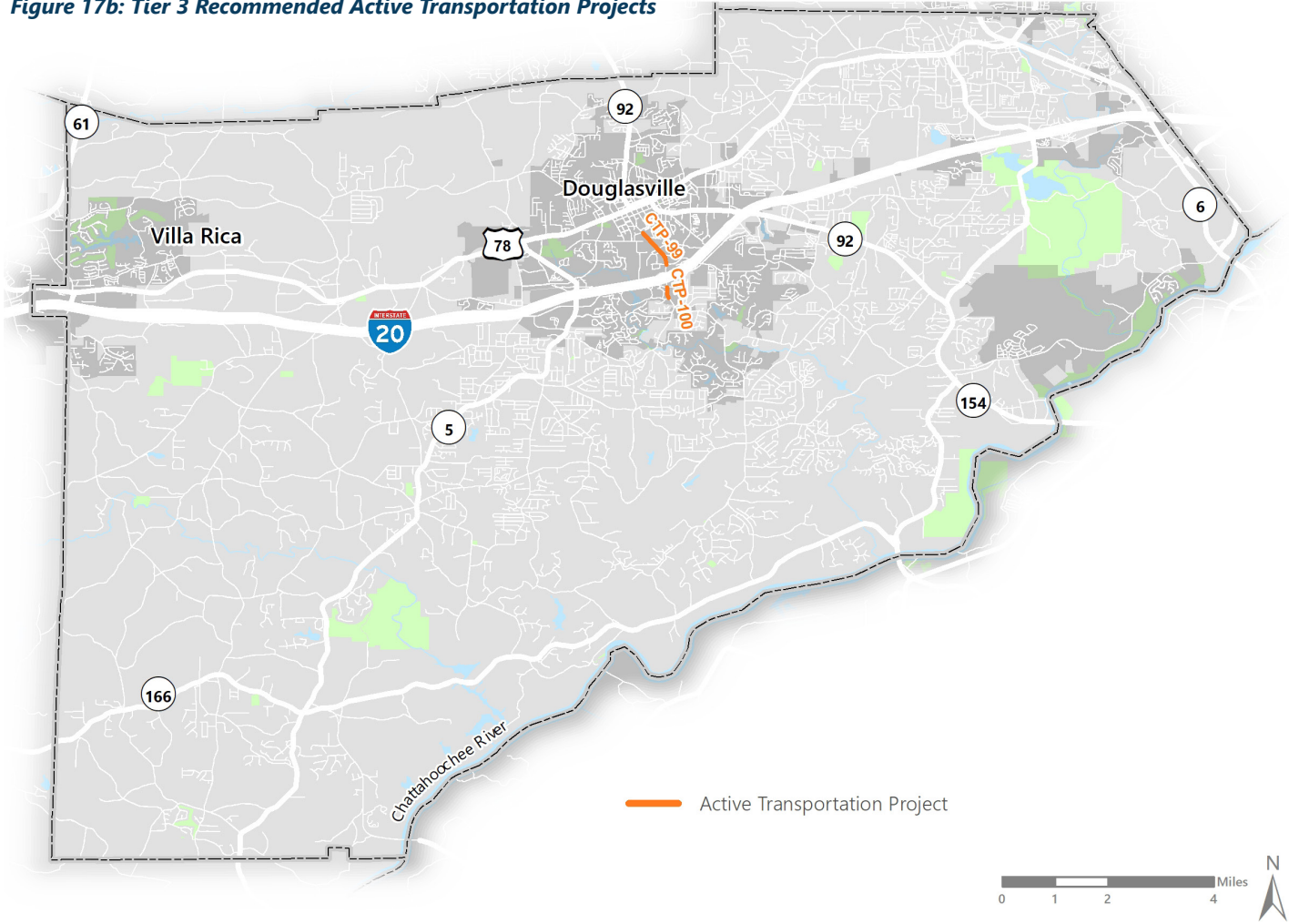
- Continue current \$3.0M/year *(approximately 16-18 miles/year) rehabilitation program funded by SPLOST.

ACTIVE TRANSPORTATION IMPROVEMENTS

Table 18b: Tier 3 Recommended Active Transportation Projects

Project #	Name	Limits	Description
CTP-99	Campbellton St	from Selman Avenue to Hospital Drive	Sidewalk on West side of Road
CTP-100	Campbellton St/ Chapel Hill Rd	from Douglas Boulevard to Arbor Place	Sidewalk on West side of Road

Figure 17b: Tier 3 Recommended Active Transportation Projects



TRANSIT IMPROVEMENTS

- Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).
- Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL) (Assumed to start in 2025)



ASPIRATIONAL (2050+ TIME PERIOD)

ROADWAY PROJECTS

Table 19a: Aspirational Roadway Projects

Project #	Name	Limits	Description
CTP-1	Campbellton Street	at Hospital Drive	Intersection Improvements
CTP-2	Campbellton Street	from Selman Avenue to SR 8/Veteran's Memorial Highway	Traffic calming/pedestrian improvements
CTP-3	Capps Ferry Road	at Brecken Drive	Intersection Improvements/ Pedestrian Improvements
CTP-6	Douglas Boulevard	from Bright Star Road to SR 5/Bill Arp Road	Access Management/Raised Median
CTP-7	Douglas Boulevard	from SR 5/Bill Arp Road to Chapel Hill Road	Access Management/Raised Median
CTP-13	Kings Highway	from Central Church Road to Bill Arp Road	Circulation/subarea study with Central Church Road/Bill Arp Road/Kings Triangle
CTP-17	Liberty Road	from Carroll County Line to Carroll County Line	Widening
CTP-19	Post Road	from SR 166/Duncan Memorial Highway to Jenkins Road	Safety Improvements
CTP-26	Skyview Drive	from Mt. Vernon Road to SR 6/Thornton Road	Pedestrian Crossings
CTP-27	SR 166/Duncan Memorial Highway	from Chapel Hill Road to SR 92	Widening
CTP-28	SR 166/Duncan Memorial Highway	from SR 5/Bill Arp Road to Capps Ferry Road	Widening
CTP-29	SR 166/Duncan Memorial Highway	from Post Road to Carroll County Line	Safety Improvements
CTP-30	SR 5/Bill Arp Road	at Shadow Wood Drive	Intersection Improvements
CTP-31	SR 5/Bill Arp Road	from Central Church Road to I-20	Widening plus Safety/Pedestrian Improvements
CTP-32	SR 5/Bill Arp Road	from I-20 to Bright Star Connector	Widening
CTP-33	SR 5/Bill Arp Road	from Bright Star Connector to SR 8/Veteran's Memorial Highway	Widening
CTP-34	SR 6/Thornton Road	from Riverside Parkway to Fulton County Line	Widening plus intersection Improvements at Riverside Parkway
CTP-35	SR 6/Thornton Road	from Interstate W Parkway to I-20	Widening



Table 19a: Aspirational Roadway Projects

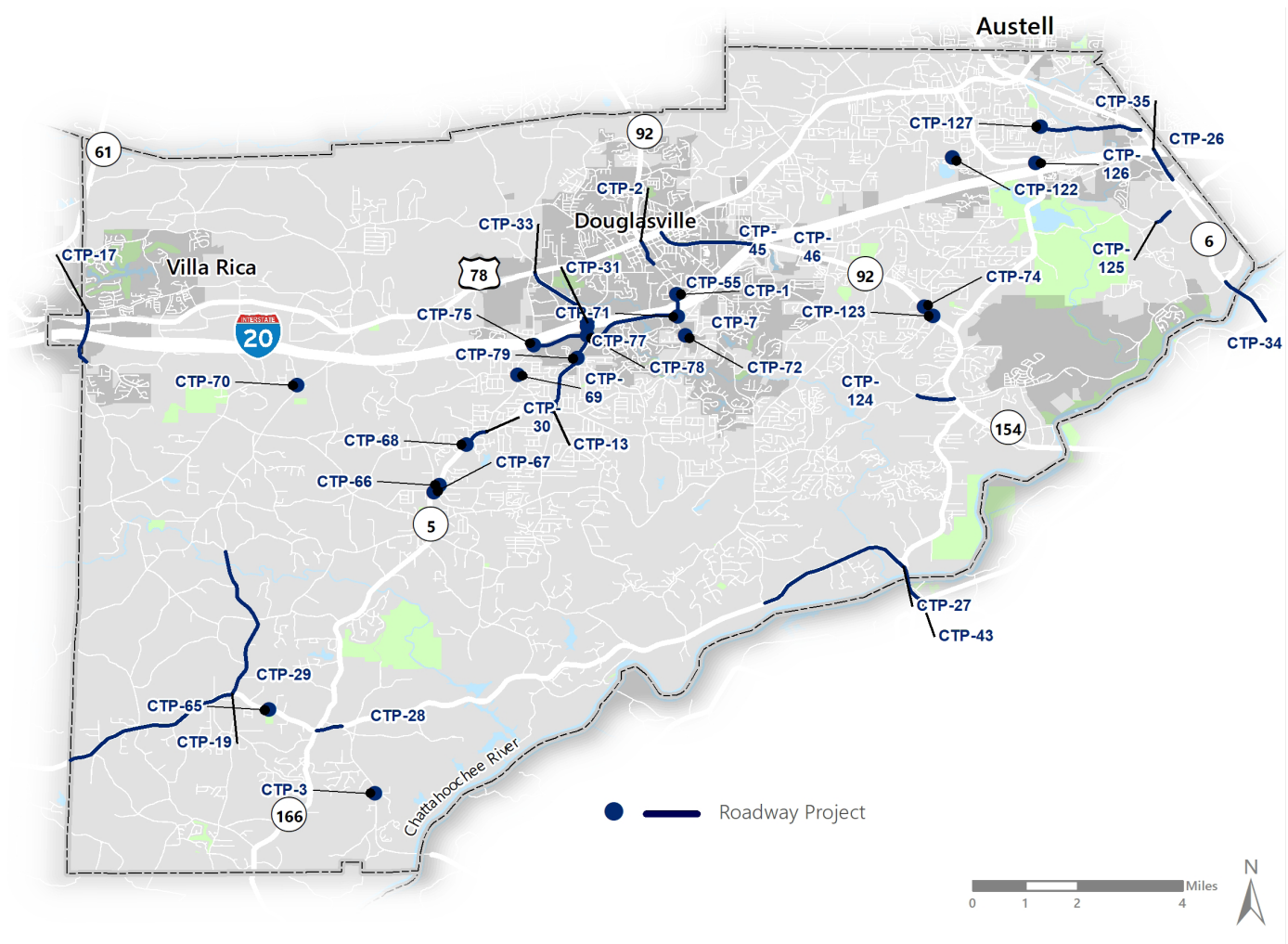
Project #	Name	Limits	Description
CTP-43	SR 92/Fairburn Road	from SR 166/Duncan Memorial Highway to Fulton County Line	Widening
CTP-45	SR 92/Fairburn Road	from SR 8/Veteran's Memorial Highway to Hospital Drive	Access Management/Raised Median
CTP-46	SR 92/Fairburn Road	from Hospital Drive to I-20	Operational Improvements/Raised Islands at RTs
CTP-55	Chapel Hill Road	from Douglas Boulevard to Hospital Drive	Widening and I-20 Ramp Improvements
CTP-65	SR 166/Duncan Memorial Highway	at Fairplay Park Entrance	WB Left Turn Lane
CTP-66	SR 5/Bill Arp Road	at Alexander Parkway	SB Left Turn Lane
CTP-67	SR 5/Bill Arp Road	at Mason Creek Road	NBL & SBL Turn Lanes - N-S Left Turn P+P phases (signal improvements)
CTP-68	SR 5/Bill Arp Road	at Berea Road	NBL Turn Lane
CTP-69	Bright Star Road	at Cowan Mill Road	NBL & SBL Turn Lanes
CTP-70	Post Road	at Ephesus Church Road	EBL Turn Lane
CTP-71	Chapel Hill Road	at Douglas Boulevard	Add second WBR Turn Lane and second SBL Turn Lane
CTP-72	Chapel Hill Road	at Stewart Mill Road	Add EBR Turn Lane and second NBL Turn Lane
CTP-74	Lee Road	SR 92/Fairburn Road	Provide Overlap Phase for WBR Movement along Lee Road
CTP-75	Bright Star Road	at Douglas Boulevard	Add SBL Turn Lane and NBL Turn Lane
CTP-76	SR 5/Bill Arp Road	at I-20 WB Ramps	Add second WBR Turn Lane - Install Contraflow NBL (see CTP-77)
CTP-77	SR 5/Bill Arp Road	at I-20 EB Ramps	Add free flow NBR - Install Contraflow SBL (see CTP-76)
CTP-78	SR 5/Bill Arp Road	at Douglas Boulevard	Add NBR Turn Lane, add second WBL turn lane, and add second SBL Turn Lane
CTP-79	SR 5/Bill Arp Road	at Stewart Parkway	Add second NBL Turn Lane and second WBR Turn Lane
CTP-122	Vulcan Drive	at Groovers Lake Road	Intersection Marking and Signing
CTP-123	SR 92/Fairburn Road	at Lake Monroe Road	Traffic Signal
CTP-124	Riverside Parkway Extension	SR 166/Fairburn Road to Aneewakee Road	Right of Way Acquisition, New Road (Two Lanes) and Intersection Improvements



Table 19a: Aspirational Roadway Projects

Project #	Name	Limits	Description
CTP-125	Factory Shoals Road	from Douglas Hill Road to 0.30 miles North	Widening (from Two to Three Lanes)
CTP-126	S. Sweetwater Road	at Mt. Vernon Road	Roundabout
CTP-127	Mt. Vernon Road	at Skyview Drive	Add Right Turn Lane

Figure 18a: Aspirational Roadway Projects



ROADWAY MAINTENANCE

- Expand rehabilitation program to \$5.8M/year (approximately 35 miles/year) or every road every 20 years.

ACTIVE TRANSPORTATION IMPROVEMENTS

Table 19b: Aspirational Active Transportation Projects

Project #	Name	Limits	Description
CTP-80	US 78	from Mirror Lake Boulevard to Tyson Road	Sidewalk on both sides of Road
CTP-81	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road
CTP-82	Post Road	from US 78 to E Union Hill Road	Sidewalk on both sides of Road
CTP-83	Ephesus Church Rd	from Liberty Road to Post Road	Sidewalk on both sides of Road
CTP-84	Liberty Rd	from Ephesus Church Road to N Helton Road	Sidewalk on both sides of Road
CTP-85	Pool Rd	from Johnston Road to Bill Arp Road	Sidewalk on both sides of Road
CTP-86	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road
CTP-87	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road
CTP-88	Big A Rd	from Bill Ap Road to Kings Highway	Sidewalk on both sides of Road
CTP-89	Kings Hwy	from Bill Arp Road to Big A Road	Sidewalk on both sides of Road
CTP-90	Bright Star Rd	from SR 8/Veterans Memorial to Douglas Boulevard	Sidewalk on both sides of Road
CTP-91	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road
CTP-92	Bill Arp Rd	from Kings Highway to Douglas Boulevard	Sidewalk on both sides of Road
CTP-93	W Stewart Mill Rd	from Bill Arp Road to Stewart Mill Road	Sidewalk on both sides of Road
CTP-94	Stewart Mill Rd	from Central Church Road to Chapel Hill Road	Sidewalk on one side - Multiuse Trail on other side of the Road
CTP-95	SR 166/Duncan Memorial Hwy	from Post Road to Bill Arp Road	Sidewalk on both sides of Road
CTP-96	US 78	from Bright Star Road to Rose Avenue	Sidewalk on both sides of Road
CTP-97	Rose Ave	from Bill Arp Road to W Strickland Street	Sidewalk on East side of Road
CTP-98	Chicago Ave/ Cedar Mountain Rd	from N Flat Rock Road to W Strickland Street	Sidewalk on both sides of Road
CTP-101	Annewakee Rd	from Elk Run Drive to Simon Road	Sidewalk on both sides of Road.
CTP-102	Malone Rd	from Dallas Highway to McIntosh Road	Mostly North side of Road
CTP-103	McIntosh Rd	from Malone Road to US 78	Sidewalk on both sides of Road.
CTP-104	Hospital Dr	from Campbellton Street to Prestley Mill Road	Sidewalk on both sides of Road.

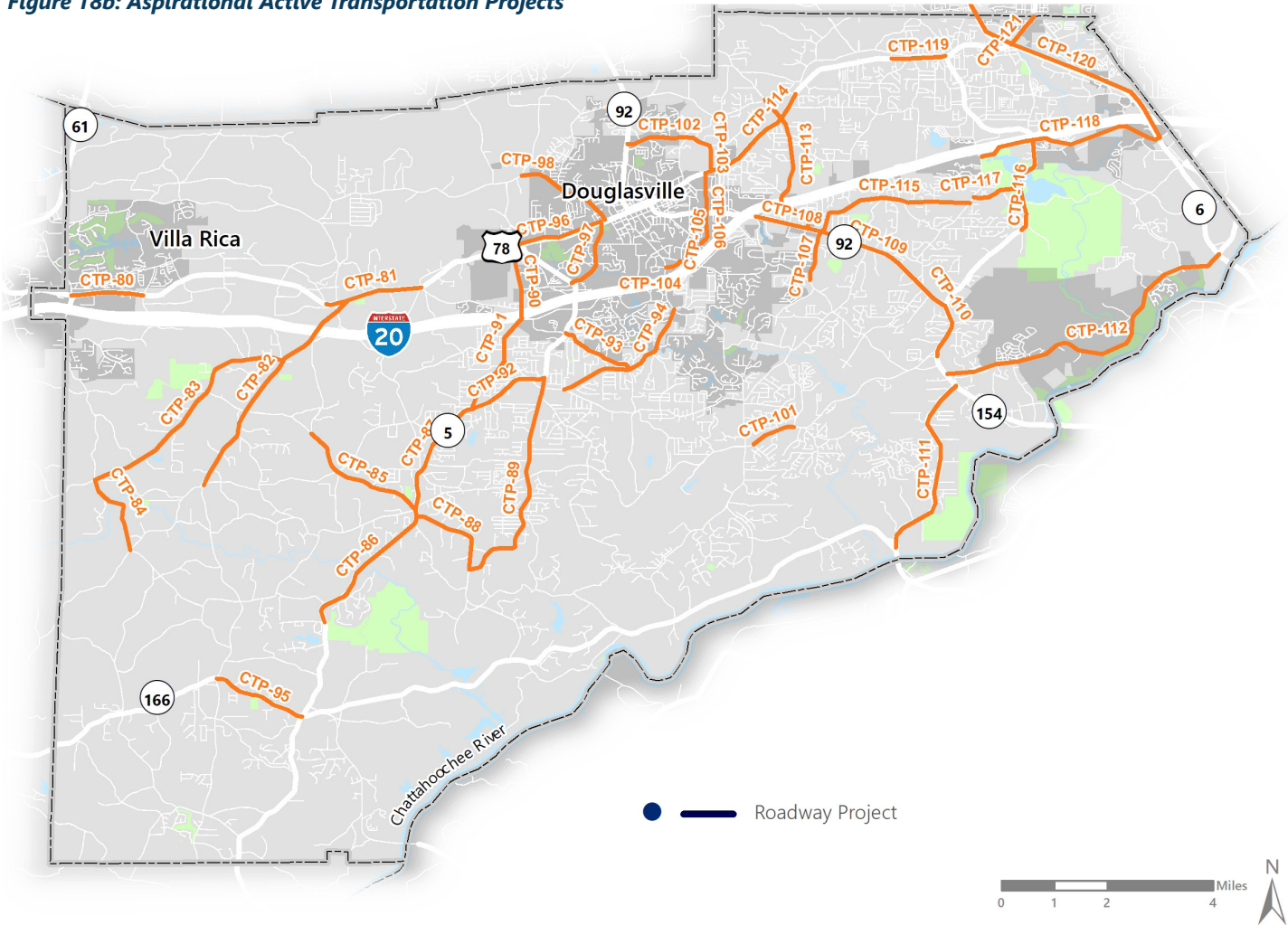


Table 19b: Aspirational Active Transportation Projects

Project #	Name	Limits	Description
CTP-105	Durelee Ln	from Fairburn Road to Dorris Road	Sidewalk on both sides of Road.
CTP-106	Durelee Ln	from US 78 to Fairburn Road	Sidewalk on East side of Road
CTP-107	Pope Rd	from Slater Mill Road to Fairburn Road	Sidewalk on one side - Multiuse Trail on other side of the Road
CTP-108	Fairburn Rd	from Slater Mill Road to Pope Road	Sidewalk on one side - Multiuse Trail on other side of the Road
CTP-109	Fairburn Rd	from Pope Road to Lee Road	Sidewalk on both sides of Road.
CTP-110	Fairburn Rd	from Lee Road to Anneewakee Road	Sidewalk on both sides of Road.
CTP-111	Hwy 92	from Fairburn Road to SR 166/Duncan Memorial Highway	Sidewalk on both sides of Road.
CTP-112	Riverside Pkwy	from Fairburn Road to Thornton Road	Sidewalk on one side - Multiuse Trail on other side of the Road
CTP-113	Midway Rd/S Burnt Hickory Rd	from Fairburn Road to Maroney Mill Road	Sidewalk on both sides of Road.
CTP-114	US 78	from Durelee Lane to Maroney Mill Road	Sidewalk on both sides of Road.
CTP-115	County Line Rd	from Fairburn Road to Lee Road	Sidewalk on one side - Multiuse Trail on other side of the Road
CTP-116	Mt Vernon Rd	from Huckleberry Lane to Monier Road	Sidewalk on one side - Multiuse Trail on other side of the Road
CTP-117	Cedar Terrace Rd	from Lee Road to Mt Vernon Road	Sidewalk on one side - Multiuse Trail on other side of the Road
CTP-118	Monier Blvd/Blairs Bridge Rd	from Lee Road to Thornton Road	Sidewalk on both sides of Road.
CTP-119	US 78	from Harper Street to S Sweetwater Road	Sidewalk on West side of Road
CTP-120	Thornton Rd	from Humphries Hill Road to Blaires Bridge Road	Sidewalk on both sides of Road.
CTP-121	US 78	from Thornton Road to Cobb County Line	Sidewalk on West side of Road



Figure 18b: Aspirational Active Transportation Projects



TRANSIT IMPROVEMENTS

- **Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.**
- **Increase Regional Connectivity:**
 - SR 6/Thornton Road to Fulton County
 - Maxham Road to Cobb County
 - Direct connection to MARTA at Hamilton E. Holmes Station
- **Expand Countywide demand response service (an additional \$1.0/year)**
- **I-20 West HCT/BRT from SR 5/Bill Arp Road to the East on managed lanes**



OTHER RECOMMENDATIONS

This section includes recommendations that may not be project specific but that, if implemented, they will have a positive impact on the overall Douglas County transportation related infrastructure and travel.

OUTER SOUTHERN LOOP

The previous CTP (completed in 2009) identified this corridor as a future need and its construction was included as part of the Recommendations. Based on the analyses conducted as part of this current CTP, the corridor was not identified as being a need for the 2022-2050 time frame; however, in the years to follow, this corridor would potentially become a need. Therefore, it is recommended that, to the extent possible, Douglas County starts securing and preserving the right of way needed to implement this corridor. For this type of corridor, an approx. 120 feet envelope is recommended.

This would allow Douglas County to, when the corridor becomes a need, the right of way is as readily available as possible, minimizing potential delays and changes to the corridor alignment due to lack of right of way availability.

ELECTRIFICATION PLAN

The rapid evolution on batteries and technology are allowing electric vehicles (EV) to become mainstream. The number of EV's on the road continues to increase and this trend is expected to only accelerate in the future. This will require the identification and implementation of a significant number of charging stations. The Atlanta Regional Commission (ARC) is fully aware of this and it is currently in the process of developing a scope for an upcoming Regional Electrification Plan. It is recommended that Douglas County follows this study closely and, depending on the findings and results. It may decide to conduct a County specific electrification plan. However, and to avoid the duplication of efforts, it is recommended that Douglas County waits until the ARC's Plan is completed so an overall assessment of this plan can be performed and an informed decision about additional needs, if any, can be made by Douglas County.

TECHNOLOGY ROADMAP

The roadmap document is designed to provide Douglas County with a clear pathway forward regarding the current state of technology available for the county and recommendations that, if implemented, will provide benefits to stakeholders, both internally and externally located. To provide Douglas County with implementable steps, identified recommendations included in the roadmap have been classified into short, medium, and long term time periods. It should be noted that since this is technology roadmap and the pace at which technology evolves, the definition of these time frames is significantly different than the typical definition of short, medium and long:

- **Short: a year or less**
- **Medium: one to three years**
- **Long: three to five years**

The complete roadmap has been included in this document in Appendix D and a summary of them is included below.



Year 1

These commendations are items which can be implemented within the first year after acceptance of the roadmap. These items have either been identified as having a higher priority or are recommendations that can be implemented quickly for the benefit of Douglas County.

Leverage Additional Existing Datasets:

There are a number of tools and efforts available across Georgia from partner agencies including the Georgia Department of Transportation (GDOT) and the Atlanta Regional Commission (ARC) which can provide updated data and information that can be leveraged. Douglas County has established relationships with both entities and through this partnership can continue to leverage and take advantage of the shared resources and data efforts which are underway. This can also be expanded into the future to include additional data and information that will be highly valuable to Douglas County.

Explore Alternatives to Expand the Collection of Volume Data:

In recent years the availability of data collected from probe data (data collected via cellular phones, connected vehicles, or other means) has greatly expanded as the use of devices capable of collecting this information has further penetrated the market. Over the past decade the use of this data for the collection of speed and travel time across corridors and roadways has become normal with multiple third-party providers allowing access to this information. As a natural evolution of this data driven by the expansion of connected vehicles and probe reporting devices, volume data is now also becoming available.

While Douglas County has access to Average Annual Daily Traffic (AADT) information from GDOT's Traffic Analysis & Data Application (TADA) system and other count programs. The advantage of having available AADT on all roads presents Douglas County with the opportunity to further explore how this data could be leveraged across the county and used as an additional performance measure. As part of this exploration, it is recommended that a small pilot area or corridor be used to evaluate how this new data could be leveraged. At the conclusion of the pilot, this information should be shared with stakeholders to determine if and at what scale the use of this data could move forward for use by Douglas County and its stakeholders to meet necessary reporting requirements.

Participate with ARC in Joint Purchase Agreements (JPAs):

Douglas County has a well-established relationship with ARC which allows for the sharing of data and information. As an advantage to this relationship ARC is further exploring options, through JPAs with Georgian Association of Metropolitan Planning Organizations (GAMPO) and other key partner agencies, to collectively make data available across the region. It is recommended that Douglas County continue to discuss and remain in coordination with these efforts which may provide cost saving efforts to additional data, such as the volume data noted above, or other data opportunities.

Establish a Plan for the Continued Monitoring of Transit Ridership:

Identified during the CTP Update, there is a need going forward to allow Douglas County to continually monitor transit ridership and leverage reporting on these metrics. Through the use of technology tools, this process can become fully automated to provide fast and effective methods for monitoring and determining demand.



The use of General Transit Feed Specification (GTFS) was used in the CTP Update to identify transit schedules in conjunction with the Data Tripper tool to understand average passenger loads. While the use of this data relied on historic data to establish pre-covid numbers it will be important and highly valuable for Douglas County to establish a plan for how this information can continue to be collected into the future.

Website Updates to Increase Usability and Effectiveness:

As identified as part of the CTP, there is additional work to the Douglas County website and Connect Douglas website that is needed to expand the outreach capability and to better reach an underserved population who require access to transit. While the actual development of outreach and marketing strategies will be handled by the county through other initiatives and groups the use of the website to deliver this information will be vital in assisting these efforts to expand inclusion.

Establish Strategy for Technology Expansion and Database Needs:

Increases in data availability can also put a strain on the technology infrastructure that supports this data and information. The use of large data sets such as those from probe data or connected vehicles may require the expansion of hardware and resources to best store and make this information available for analysis.

Years 2 and 3

These goals represent the items which are recommended for consideration after the first initial year of the roadmap implementation. These recommendations may be a combination of low, moderate, and high levels of efforts, may contain dependencies which must be completed first, or could be items that while low effort level, they were identified as requiring some time prior to being undertaken by the county. Medium term recommendations include:

Development of Dial-A-Ride/Demand Response Service Application RFI:

Building on the desire to provide a highly responsive on-demand service for transit participation that does not require an advanced reservation, can provide a seamless fare payment and best serve the citizens of Douglas County, a RFI should be developed to solicit information on the development of a web/mobile application. This best aligns with multiple needs and key recommendations that are being derived as part of the ongoing efforts with Connect Douglas centered on the implementation of a countywide demand-response or dial-a-ride service that will provide curb-to-curb service that can be requested by residents of Douglas County. This implementation would also coincide with the desire to have a seamless fare payment that citizens could pay for the trip regardless of the various modes that may be involved in completing the trip.

Expand Technology Use in Pavement Maintenance Program:

Identified in the Douglas County CTP Needs Assessment, there are critical sections of roadway in Douglas County which should be prioritized for basic safety improvements that suffer from poor pavement condition. Douglas County's Department of Transportation produces a pavement condition assessment, last completed in 2019, in which a Pavement Condition Index (PCI) is used to rate the pavement condition across roads in the county. The use of this assessment is effective, and the Department of Transportation is well established in providing this information.



The effectiveness of this department in producing this information allows for a recommendation that can further assist in the incorporation of technology into the pavement management process. It is recommended that further discussions be conducted to determine how or if a pavement management solution could benefit and help enhance the work already being completed by the department.

Implement Strategy for Technology Expansion and Database Needs:

Building on the strategy for technology developed in the short-term recommendations this recommendation focuses on the implementation of that strategy. This would include technical specifications which were identified and the implementation of any data automation which are needed. This automation may include data that is collected and stored locally or those performance measures which are pulling data from external sources.

Plan and Perform Transit Asset Collection:

Utilizing GIS technology such as ESRI's ArcGIS Collector or Survey123, perform a data collection of transit assets throughout Douglas County. The collection of these assets using the ESRI technology can be performed directly on tablets or cell phones and made available for immediate review by team members back in the office who further monitor and perform quality checks as the collection is performed.

Implement a Ridership Monitoring and Assessment Tool:

The creation of a tool capable of evaluating transit performance can provide the Connect Douglas team with prompt feedback and the ability to further monitor ridership throughout the County. This recommendation needs to be completed in coordination with the transit team who will be primarily responsible for driving this effort. The technology component of this recommendation is centered around the creation of the tool itself and the management of the ridership data and information.

Automation of Performance Measure Reporting:

As part of performance measure reporting, it is recommended that Douglas County undertake the process of turning the generation of reports and performance measures into an automated format. Automating the process required to report performance measures can allow the county to quickly and efficiently generate reports which provide consistent metrics that can be used to track the overall change to a corridor or network.

Identify and coordinate pilot project for Connected/Automated Vehicles (CAV):

While CAV technology is new and emerging, it is recommended that Douglas County continue to move forward in strengthening the use of technology across the county. In this recommendation, Douglas County will coordinate with regional and state partners such as GDOT to establish a corridor in the county that can serve as a test pilot location for the implementation of CAV technology. Partnering with another agency already exploring this connection can provide Douglas County with the opportunity to learn as the pilot moves forward and leverage existing industry connections that may be available.



Years 3 to 5

These recommendations are expected to not undergo implementation until after year 3; however, there may be dependencies, coordination or planning for budgetary needs that will require action in the first three years. Long term recommendations include:

Implementation of Dial-a-Ride/Demand Response Application:

Building on the RFI recommendation listed above, this recommendation is centered on the creation of the dial-a-ride or on demand transit request from a transit users. Under this item, Douglas County would oversee the creation of a mobile or web application which would allow users the ability to request transit on demand and pay through a single fare payment solution.

Implement Smart Technology for Expected Bus Arrival Time and Departures:

Along with other recommendations related to transit opportunities, this goal focuses on improving and enhancing the use of Automated Vehicle Locator (AVL) to provide users of the system with the ability to know where a bus is on a given route and the estimated arrival and departure time of the next arriving and departing buses. Currently, the Douglas Transit system expected times and departures are provided in GTFS; however, as these are set ahead of time, they don't always represent a given days operation.

The presence of this data and information can be provided to transit users through a mobile app, online website, or displayed at kiosks are key bus stops, allowing the users of the system to better plan and respond to delays which may occur during normal operations. This can also be pivotal if, in the future, Connect Douglas undergoes the implementation of a trip planner which can account for the changes in transit modes that passengers may undertake.

Deploy a CAV Project on a Priority Corridor:

Building on the coordination conducted in the identification of a CAV pilot project, this recommendation beyond year 3 is the deployment of that CAV technology on the selected project. GDOT has an established goal of reaching a deployment of 100% on interstates, signalized intersections on state routes and freight networks which provides Douglas County with the ability to further leverage the relationship with GDOT in the establishment of a priority corridor which will provide Douglas County with valuable firsthand knowledge of the process for deploying a CAV project and how the resulting data can be leveraged.

Update and Revise Douglas County Needs Assessment:

As part of the efforts of the living roadmap document, near the end of year 4 or 5 it is recommended that an update to the Douglas County Needs Assessment be planned and implemented. This will allow for an update and status change of roadmap items with the ability to evaluate what elements were successfully moved forward and the opportunity to identify why other recommendations that were not implemented. This will also provide an opportunity to evaluate technology platforms and other implementations which have been completed throughout Douglas County.



Douglas County

Comprehensive Transportation Plan

.....
FINAL RECOMMENDATIONS
REPORT APPENDICES



Douglas County
Comprehensive Transportation Plan

Appendix A

Needs Consolidation Process

Public Input Projects

#	Project Description	Action
1	Round-about at Hwy 5, Banks Mill, Pool Rd should be pushed as it has been talked about over 10 years with nothing to show for it.	Included as CTP-64
2	Capps Ferry intersection @ Hwy 166 greatly needs improvement/light/turn lanes	Addressed by CTP-3
3	Post Road intersection @ Hwy 166, although in Splost doubt we will be able to address unless Splost is renewed. Needs turn lanes/light/other	Addressed by CTP-53
4	Need a left turn lane travelling west into Fairplay park	Included as CTP-65
5	Need a left turn lane traveling south onto Alexander Pwy	Included as CTP-66
6	Mason Creek @ Hwy 5 needs turn lanes and arrow light	Included as CTP-67
7	Berea Road @ Hwy 5 needs turn lane traveling north onto Berea as well as decel and accel lanes	Included as CTP-68
8	DE of Douglas Blvd @ Bright Star needs a thru lane traveling south to allow traffic to flow	Addressed by CTP-58
9	4-way stop @ Cowan Mill and Bright Star needs revamping	Included as CTP-69
10	John West @ Hwy 8 – although in Splost may not be addressed unless Splost renewed	Addressed by CTP-52
11	Bright Star @ I 20 – need ramps onto I-20	Addressed as part of GDOT's Express Lanes Project
12	Bright Star Road needs sidewalks	Addressed by CTP-90 and CTP-91
13	Central Church Rd between Bright Star and Hwy 5 needs sidewalks	Addressed by CTP-58
14	Left Turn lane on Ephesus onto Post Road	Included as CTP-70
15	Add bus route to Senior Complex on Connors Road on fixed route	To be evaluated as part of Transit Assessment
16	Should change bus service to Dial-a-ride system	To be evaluated as part of Transit Assessment

SR 5 (Bill Arp Road from US 78 to Central Church Road)

Intersection	Recommended Improvement	Needs Consolidation Notes
US 78 at SR 5	Provide Overlap Phase for NBR Movement	Addressed by CTP-41 and CTP-42
SR 5 at Bright Star Connector	N/A	N/A
SR 5 at Concourse Pkwy	Restrict NBL Movement at This Location to U Turn at Rose Ave (Minimize Weaving)	Addressed by CTP-51
SR 5 at I-20 WB Ramps	Install Dual WBR Turn Lanes; Install Contraflow Turn Lane for NBL Movement South of the Interchange to Accommodate Queue Lengths	Included as CTP-76
SR 5 at I-20 EB Ramps	Install Channelized Free Flow Turn Lane for NBR Movement; Install Contraflow Turn Lane for SBL Movement North of the Interchange to Accommodate Queue Lengths	Included as CTP-77
SR 5 at Douglas Blvd	Install NBR and SBR Turn Lanes; Install Dual WBL Turn Lanes and Dual SBL Turn Lanes	Included as CTP-78
SR 5 at Arbor Pkwy	N/A	N/A
SR 5 at Stewart Pkwy	Install Dual NBL Turn Lanes; Install Dual WBR Turn Lanes	
SR 5 at Kings Hwy	Channelize NBR Turn Lane with a Porkchop Island	Addressed by CTP-31
SR 5 at Central Church Rd	N/A	N/A

Lee Road Extension (Bomar Road/Central Church Road/Bright Star Road) - SR 92 (Fairburn Road) to US 78

Intersection	Recommended Improvement	Needs Consolidation Notes
Lee Road and SR 92	Provide Overlap Phase for WBR Movement along Lee Rd	Included as CTP-74
Bomar Road at Chapel Hill Road	Install WBR Turn Lane; Access Management/Designalizing at the Intersection of Chapel Hill Rd and Willow Ridge Rd	Addressed by CTP-57
Central Church Road at SR 5	N/A	N/A
Bright Star Road and Douglas Blvd	Install SBL Turn Lane and Maintain it After Widening Project, Either Remove Access to West Intersection Leg Or Install NBL Turn Lane	Included as CTP-75

Chapel Hill Road - Hospital Drive to SR 166

Intersection	Recommended Improvement	Needs Consolidation Notes
Campbellton St. at Hospital Dr.	N/A	N/A
Chapel Hill Rd at I-20 EB Ramps	Extend NBR Turn Lane 100' to Avoid Lane Starving	Addressed by CTP-55
Chapel Hill Rd at Douglas Blvd	Install Dual WBR Turn Lanes; Install Dual SBL Turn Lanes	Included as CTP-71
Chapel Hill Rd at Stewart Mill Rd	Install EBR Turn Lane; Install NBL Dual Left Turn Lane	Included as CTP-72
Chapel Hill Rd at Chapel Crossing Rd	N/A	N/A
Chapel Hill Rd at Bomar Rd	Install WBR Turn Lane; Access Management/Designalizing at the Intersection of Chapel Hill Rd and Willow Ridge Rd	Addressed by CTP-57
Chapel Hill Rd at Anneewakee Rd	Install Dual WBR Turn Lanes; Install Dual SBL Turn Lanes	Included as CTP-73
SR 166 at Chapel Hill Rd	Install TWLTL with Left and Right Turn Lanes along SR 166	Addressed by CTP-54

Capps Ferry Road to SR 5 (Bill Arp Road) Area

Intersection	Recommended Improvement	Needs Consolidation Notes
SR 166 (Duncan Memorial Highway) at Capps Ferry Road	Roundabout	Addressed by CTP-4

Active Transportation Needs

#	Roadway	From	To	Description	Comments
1	Mirror Lake Blvd	Conners Rd	US 78	Sidewalk on both sides of Road.	Addressed by CTP-17
2	US 78	Mirror Lake Blvd	Tyson Rd	Sidewalk on both sides of Road.	Included ad CTP-80
3	US 78	Conners Rd	John West Rd	Sidewalk on both sides of Road.	Included as CTP-81
4	Post Rd	US 78	E Union Hill Rd	Sidewalk on both sides of Road.	Included as CTP-82
5	Ephesus Church Rd	Liberty Rd	Post Rd	Sidewalk on both sides of Road.	Included as CTP-83
6	Liberty Rd	Ephesus Church Rd	N Helton Rd	Sidewalk on both sides of Road.	Included as CTP-84
7	Pool Rd	Johnston Rd	Bill Arp Rd	Sidewalk on both sides of Road.	Included as CTP-85
8	Bill Arp Rd	Ansbury Park Way	Banks Mill Rd	Sidewalk on both sides of Road.	Included as CTP-86
9	Bill Arp Rd	Banks Mill Rd	Bright Star Rd	Sidewalk on both sides of Road.	Included as CTP-87
10	Big A Rd	Bill Ap Rd	Kings Hwy	Sidewalk on both sides of Road.	Included as CTP-88
11	Kings Hwy	Bill Arp Rd	Big A Rd	Sidewalk on both sides of Road.	Included as CTP-89
12	Bright Star Rd	US 78	Douglas Blvd	Sidewalk on both sides of Road.	Included as CTP-90
13	Bright Star Rd	Douglas Blvd	Bill Arp Rd	Sidewalk on both sides of Road.	Included as CTP-91
14	Bill Arp Rd	Bright Star Rd	Kings Hwy	Sidewalk on both sides of Road.	Included as CTP-92
15	Bill Arp Rd	Kings Hwy	Douglas Blvd	Sidewalk on both sides of Road.	Addressed by CTP-31
16	Douglas Blvd	Bright Star Rd	Chapel Hill Rd	Sidewalk on both sides of Road.	Addressed by CTP-6 and CTP-7
17	W Stewart Mill Rd	Bill Arp Rd	Stewart Mill Rd	Sidewalk on both sides of Road.	Included as CTP-93

#	Roadway	From	To	Description	Comments
18	Central Church Rd	Bright Star Rd	Chapel Hill Rd	Sidewalk on both sides of Road.	Addressed by CTP-58
19	Stewart Mill Rd	Central Church Rd	Chapel Hill Rd	Sidewalk on both sides of Road.	Included as CTP-94
20	SR 166/Duncan Memorial Hwy	Post Rd	Bill Arp Rd	Sidewalk on both sides of Road.	Included as CTP-95
21	US 78	Bright Star Rd	Dallas Hwy	Sidewalk on both sides of Road.	Included as CTP-96 (from Rose Avenue to Dallas Highway included in the City of Douglasville CTP)
22	Bill Arp Rd	US 78	Douglas Blvd	Sidewalk on both sides of Road.	Addressed by CTP-33
23	Rose Ave	Bill Arp Rd	W Strickland St	Sidewalk on both sides of Road.	Included as CTP-97
24	Chicago Ave/Cedar Mountain Rd	N Flat Rock Rd	W Strickland St	Sidewalk on both sides of Road.	Included as CTP-98
25	W Strickland St/Mozley St	Rose Ave	US 78	Sidewalk on both sides of Road.	Existing sidewalk on the North side - South side: railroad
26	Dallas Hwy	Cave Springs Rd	US 78	Sidewalk on both sides of Road.	Covered by current widening
27	Campbellton St	US 78	Hospital Dr	Sidewalk on both sides of Road.	Included as CTP-99
28	Campbellton St/Chapel Hill Rd	Hospital Dr	Stewart Mill Rd	Sidewalk on both sides of Road.	Included as CTP-100
29	Chapel Hill Rd	Central Church Rd	Anneewakee Rd	Sidewalk on both sides of Road.	Included in CTP-63
30	Chapel Hill Rd	Stewart Mill Rd	Central Church Rd	Sidewalk on both sides of Road.	Included in CTP-60
31	Anneewakee Rd	Chapel Hill Rd	Simon Rd	Sidewalk on both sides of Road.	Included as CTP-101
32	Chapel Hill Rd	Anneewakee Rd	W Chapel Hill Rd	Sidewalk on both sides of Road.	Addressed by CTP-61
33	Malone Rd	Dallas Hwy	McIntosh Rd	Mostly North side of Road	Included as CTP-102

#	Roadway	From	To	Description	Comments
34	McIntosh Rd	Malone Rd	US 78	Sidewalk on both sides of Road.	Included as CTP-103
35	Hospital Dr	Campbellton St	Dorris Rd	Sidewalk on both sides of Road.	Included CTP-104
36	Hospital Dr	Fairburn Rd	Dorris Rd	Sidewalk on both sides of Road.	Existing sidewalks
37	Dorris Rd	Fairburn Rd	Hospital Dr	Sidewalk on both sides of Road.	Included in City of Douglasville CTP
38	Dorris Rd	Hospital Dr	Southern Terminus	Sidewalk on both sides of Road.	Existing sidewalks
39	US 78	Dallas Hwy	Durelee Ln	Sidewalk on both sides of Road.	Included in City of Douglasville CTP
40	Fairburn Rd	US 78	Durelee Ln	Sidewalk on both sides of Road.	Included in City of Douglasville CTP
41	Durelee Ln	Fairburn Rd	Dorris Rd	Sidewalk on both sides of Road.	Included as CTP-105
42	Durelee Ln	US 78	Fairburn Rd	Sidewalk on both sides of Road.	Included as CTP-106
43	Pope Rd	Slater Mill Rd	Fairburn Rd	Sidewalk on both sides of Road.	Included as CTP-107
44	Fairburn Rd	Durelee Ln	Pope Rd	Sidewalk on both sides of Road.	Included as CTP-108 (from Slater Mill Road to Pope Road)
45	Fairburn Rd	Pope Rd	Lee Rd	Sidewalk on both sides of Road.	Included as CTP-109
46	Fairburn Rd	Lee Rd	Anneewakee Rd	Sidewalk on both sides of Road.	Included as CTP-110
47	Fairburn Rd	Anneewakee Rd	Fulton County Line	Sidewalk on both sides of Road.	Addressed by CTP-8
48	Hwy 92	Fairburn Rd	SR 166/Duncan Memorial	Sidewalk on both sides of Road.	Included as CTP-111
49	Riverside Pkwy	Fairburn Rd	Thornton Rd	Sidewalk on both sides of Road.	Included as CTP-112
50	Midway Rd/S Burnt Hickory Rd	Fairburn Rd	Maroney Mill Rd	Sidewalk on both sides of Road.	Included as CTP-113

#	Roadway	From	To	Description	Comments
51	US 78	Durelee Ln	Maroney Mill Rd	Sidewalk on both sides of Road.	Included as CTP-114
52	County Line Rd	Fairburn Rd	Lee Rd	Sidewalk on both sides of Road.	Included as CTP-115
53	Lee Rd	Fairburn Rd	S Sweetwater Rd	Sidewalk on both sides of Road.	Addressed by CTP-14
54	Mt Vernon Rd	Huckleberry Ln	Lee Rd	Sidewalk on both sides of Road.	Included as CTP-116 (to Monier Avenue - from Lee Road to Monier Ave addressed by CTP-24)
55	Cedar Terrace Rd	Lee Rd	Mt Vernon Rd	Sidewalk on both sides of Road.	Included as CTP-117
56	Monier Blvd/Blairs Bridge Rd	Lee Rd	Thornton Rd	Sidewalk on both sides of Road.	Included as CTP-118
57	US 78	Harper St	Thornton Rd	Sidewalk on both sides of Road.	Included as CTP-119 (Harper St to S Sweetwater Rd (South side) - S Sweetwater Rd to Thornton Rd addressed by CTP-59)
58	S Sweetwater Rd	Lee Rd	US 78	Sidewalk on both sides of Road.	Addressed by CTP-25
59	Thornton Rd	Humphries Hill Rd	Blaires Bridgel Rd	Sidewalk on both sides of Road.	Included as CTP-120
60	US 78	Thornton Rd	Cobb County Line	Sidewalk on both sides of Road.	Included as CTP-121
61	Maxham Rd	Thornton Rd	Cobb County Line	Sidewalk on both sides of Road.	Addressed by CTP-18

Appendix B

Revenue Forecast

Scenario 1

Existing SPLOST Revenue Forecasts for Work Program

Data Sources: Douglas County and City of Douglasville

Assumed Growth Rate	1.02
Douglas County Share	72%
Other	28%
Assumed Share of SPLOST for Transportation - County	51%
Assumed Share of SPLOST for Transportation - City/Other	45%

	Historical SPLOST Revenues				
	Total Projected 2017-2023	2017-2020	2020-2021	2021-2022	2022-2023
Total SPLOST Revenues	\$147,000,000	\$ 95,000,000.00	\$ 17,250,000.00	\$ 17,350,000.00	\$ 17,400,000.00
County Share	\$105,840,000	\$68,400,000	\$12,420,000	\$12,492,000	\$12,528,000
Remaining	\$41,160,000	\$26,600,000	\$4,830,000	\$4,858,000	\$4,872,000

	Historical SPLOST Revenues for Transportation (51%)				
	Total Projected 2017-2023	2017-2020	2020-2021	2021-2022	2022-2023
Total SPLOST Revenues	\$72,500,400	\$46,854,000	\$8,507,700	\$8,557,020	\$8,581,680
County Share	\$53,978,400	\$34,884,000	\$6,334,200	\$6,370,920	\$6,389,280
Remaining	\$18,522,000	\$11,970,000	\$2,173,500	\$2,186,100	\$2,192,400

	Projected SPLOST Revenue for Transportation				
	2024	2025	2026	2027	2028
Total SPLOST Revenues	\$8,753,314	\$8,928,380	\$9,106,947	\$9,289,086	\$9,474,868
County Share	\$6,517,066	\$6,647,407	\$6,780,355	\$6,915,962	\$7,054,281
Remaining	\$2,236,248	\$2,280,973	\$2,326,592	\$2,373,124	\$2,420,587

	2029	2030	2031	2032	2033
	Total SPLOST Revenues	\$9,664,366	\$9,857,653	\$10,054,806	\$10,255,902
County Share	\$7,195,367	\$7,339,274	\$7,486,060	\$7,635,781	\$7,788,497
Remaining	\$2,468,998	\$2,518,378	\$2,568,746	\$2,620,121	\$2,672,523

	2034	2035	2036	2037	2038
	Total SPLOST Revenues	\$10,670,240	\$10,883,645	\$11,101,318	\$11,323,345
County Share	\$7,944,267	\$8,103,152	\$8,265,215	\$8,430,519	\$8,599,130
Remaining	\$2,725,974	\$2,780,493	\$2,836,103	\$2,892,825	\$2,950,682

	2039	2040	2041	2042	2043
	Total SPLOST Revenues	\$11,780,808	\$12,016,424	\$12,256,752	\$12,501,887
County Share	\$8,771,112	\$8,946,534	\$9,125,465	\$9,307,974	\$9,494,134
Remaining	\$3,009,695	\$3,069,889	\$3,131,287	\$3,193,913	\$3,257,791

	2044	2045	2046	2047	2048
	Total SPLOST Revenues	\$13,006,964	\$13,267,103	\$13,532,445	\$13,803,094
County Share	\$9,684,017	\$9,877,697	\$10,075,251	\$10,276,756	\$10,482,291
Remaining	\$3,322,947	\$3,389,406	\$3,457,194	\$3,526,338	\$3,596,865

	2049	2050
	Total SPLOST Revenues	\$14,360,739
County Share	\$10,691,937	\$10,905,776
Remaining	\$3,668,802	\$3,742,178

SPLOST

Tier 1 (2023 - 2026 Time Period)	\$39,386,745	(\$26,334,108 + \$13,052,637 from current SPLOST)
Tier 2 (2027 - 2031 Time Period)	\$35,990,945	
Tier 3 (2032 - 2050 Time Period)	\$174,405,505	
Total	\$249,783,194	

Scenario 2

TSPLOST Revenue Forecasts for Work Program

(Based on Historical Collections from General SPLOST)

Scenario 1: One Cent - Assumes No Revenues from General SPLOST to Transportation

Sales Tax Rate	1%
Assumed Growth Rate	1.02
Douglas County Share	72% <i>Assumes the same distribution of splits as current SPLOST</i>
Remaining (City of Douglasville)	28% <i>Assumes the same distribution of splits as current SPLOST</i>
Assumed Share of TSPLOST for Transportation - County	100%
Assumed Share of TSPLOST for Transportation - City/Other	100%

	Historical SPLOST Revenues				
	Total Projected 2017-2023	2017-2020	2020-2021	2021-2022	2022-2023
Total SPLOST Revenues	\$147,000,000	\$95,000,000	\$17,250,000	\$17,350,000	\$17,400,000
County Share	\$105,840,000	\$68,400,000	\$12,420,000	\$12,492,000	\$12,528,000
Remaining	\$41,160,000	\$26,600,000	\$4,830,000	\$4,858,000	\$4,872,000

	Historical SPLOST Revenues for Transportation				
	Total Projected 2017-2023	2017-2020	2020-2021	2021-2022	2022-2023
Total SPLOST Revenues	\$147,000,000	\$95,000,000	\$17,250,000	\$17,350,000	\$17,400,000
County Share	\$105,840,000	\$68,400,000	\$12,420,000	\$12,492,000	\$12,528,000
Remaining	\$41,160,000	\$26,600,000	\$4,830,000	\$4,858,000	\$4,872,000

	Projected TSPLOST Revenue for Transportation				
	2024	2025	2026	2027	2028
Total SPLOST Revenues	\$17,748,000	\$18,102,960	\$18,465,019	\$18,834,320	\$19,211,006
County Share	\$12,778,560	\$13,034,131	\$13,294,814	\$13,560,710	\$13,831,924
Remaining	\$4,969,440	\$5,068,829	\$5,170,205	\$5,273,609	\$5,379,082
	2029	2030	2031	2032	2033
Total SPLOST Revenues	\$19,595,226	\$19,987,131	\$20,386,873	\$20,794,611	\$21,210,503
County Share	\$14,108,563	\$14,390,734	\$14,678,549	\$14,972,120	\$15,271,562
Remaining	\$5,486,663	\$5,596,397	\$5,708,325	\$5,822,491	\$5,938,941
	2034	2035	2036	2037	2038
Total SPLOST Revenues	\$21,634,713	\$22,067,407	\$22,508,755	\$22,958,930	\$23,418,109
County Share	\$15,576,993	\$15,888,533	\$16,206,304	\$16,530,430	\$16,861,039
Remaining	\$6,057,720	\$6,178,874	\$6,302,452	\$6,428,501	\$6,557,071
	2039	2040	2041	2042	2043
Total SPLOST Revenues	\$23,886,471	\$24,364,201	\$24,851,485	\$25,348,514	\$25,855,485
County Share	\$17,198,259	\$17,542,224	\$17,893,069	\$18,250,930	\$18,615,949
Remaining	\$6,688,212	\$6,821,976	\$6,958,416	\$7,097,584	\$7,239,536
	2044	2045	2046	2047	2048
Total SPLOST Revenues	\$26,372,594	\$26,900,046	\$27,438,047	\$27,986,808	\$28,546,544
County Share	\$18,988,268	\$19,368,033	\$19,755,394	\$20,150,502	\$20,553,512
Remaining	\$7,384,326	\$7,532,013	\$7,682,653	\$7,836,306	\$7,993,032
	2049	2050			
Total SPLOST Revenues	\$29,117,475	\$29,699,825			
County Share	\$20,964,582	\$21,383,874			
Remaining	\$8,152,893	\$8,315,951			

	TSPLOST	SPLOST (Available from current)
Tier 1 (2023 - 2026 Time Period)	\$26,328,945	\$13,052,637
Tier 2 (2027 - 2031 Time Period)	\$70,570,480	\$0
Tier 3 (2032 - 2050 Time Period)	\$341,971,578	\$0
Total	\$438,871,003	\$13,052,637

Scenario 3

TSPLOST Revenue Forecasts for Work Program

(Based on Historical Collections from General SPLOST)

Scenario 1: Assumes Revenues from General SPLOST to Transportation

Sales Tax Rate	0.5%
Assumed Growth Rate	1.02
Douglas County Share	72% <i>Assumes the same distribution of splits as current SPLOST</i>
Remaining (City of Douglasville)	28% <i>Assumes the same distribution of splits as current SPLOST</i>
Assumed Share of TSPLOST for Transportation - County	100%
Assumed Share of TSPLOST for Transportation - City/Other	100%

	Historical SPLOST Revenues (Adjusted to Half Cent)				
	Total Projected 2017-2023	2017-2020	2020-2021	2021-2022	2022-2023
Total SPLOST Revenues	\$73,500,000	\$47,500,000	\$8,625,000	\$8,675,000	\$8,700,000
County Share	\$52,920,000	\$34,200,000	\$6,210,000	\$6,246,000	\$6,264,000
Remaining	\$20,580,000	\$13,300,000	\$2,415,000	\$2,429,000	\$2,436,000

	Historical SPLOST Revenues for Transportation (Adjusted to Half Cent)				
	Total Projected 2017-2023	2017-2020	2020-2021	2021-2022	2022-2023
Total SPLOST Revenues	\$73,500,000	\$47,500,000	\$8,625,000	\$8,675,000	\$8,700,000
County Share	\$52,920,000	\$34,200,000	\$6,210,000	\$6,246,000	\$6,264,000
Remaining	\$20,580,000	\$13,300,000	\$2,415,000	\$2,429,000	\$2,436,000

	Projected TSPLOST Revenue for Transportation				
	2024	2025	2026	2027	2028
Total SPLOST Revenues	\$8,874,000	\$9,051,480	\$9,232,510	\$9,417,160	\$9,605,503
County Share	\$6,389,280	\$6,517,066	\$6,647,407	\$6,780,355	\$6,915,962
Remaining	\$2,484,720	\$2,534,414	\$2,585,103	\$2,636,805	\$2,689,541
	2029	2030	2031	2032	2033
Total SPLOST Revenues	\$9,797,613	\$9,993,565	\$10,193,437	\$10,397,305	\$10,605,251
County Share	\$7,054,281	\$7,195,367	\$7,339,274	\$7,486,060	\$7,635,781
Remaining	\$2,743,332	\$2,798,198	\$2,854,162	\$2,911,245	\$2,969,470
	2034	2035	2036	2037	2038
Total SPLOST Revenues	\$10,817,356	\$11,033,704	\$11,254,378	\$11,479,465	\$11,709,055
County Share	\$7,788,497	\$7,944,267	\$8,103,152	\$8,265,215	\$8,430,519
Remaining	\$3,028,860	\$3,089,437	\$3,151,226	\$3,214,250	\$3,278,535
	2039	2040	2041	2042	2043
Total SPLOST Revenues	\$11,943,236	\$12,182,100	\$12,425,742	\$12,674,257	\$12,927,742
County Share	\$8,599,130	\$8,771,112	\$8,946,534	\$9,125,465	\$9,307,974
Remaining	\$3,344,106	\$3,410,988	\$3,479,208	\$3,548,792	\$3,619,768
	2044	2045	2046	2047	2048
Total SPLOST Revenues	\$13,186,297	\$13,450,023	\$13,719,024	\$13,993,404	\$14,273,272
County Share	\$9,494,134	\$9,684,017	\$9,877,697	\$10,075,251	\$10,276,756
Remaining	\$3,692,163	\$3,766,006	\$3,841,327	\$3,918,153	\$3,996,516
	2049	2050			
Total SPLOST Revenues	\$14,558,738	\$14,849,912			
County Share	\$10,482,291	\$10,691,937			
Remaining	\$4,076,447	\$4,157,975			

	TSPLOST	SPLOST (Same as Scenario 1)
Tier 1 (2023 - 2026 Time Period)	\$13,164,473	\$39,386,745
Tier 2 (2027 - 2031 Time Period)	\$35,285,240	\$35,990,945
Tier 3 (2032 - 2050 Time Period)	\$170,985,789	\$174,405,505
Total	\$219,435,501	\$249,783,194

Scenario 4

TSPLOST Revenue Forecasts for Work Program

(Based on Historical Collections from Current SPLOST)

Scenario 2: One Cent - Assumes Same Share of Revenues from General SPLOST to Transportation

Sales Tax Rate	1%
Assumed Growth Rate	1.02
Douglas County Share	72% <i>Assumes the same distribution of splits as current SPLOST</i>
Remaining (City of Douglasville)	28% <i>Assumes the same distribution of splits as current SPLOST</i>
Assumed Share of TSPLOST for Transportation - County	100%
Assumed Share of TSPLOST for Transportation - City/Other	100%

	Historical SPLOST Revenues				
	Total Projected 2017-2023	2017-2020	2020-2021	2021-2022	2022-2023
Total SPLOST Revenues	\$147,000,000	\$95,000,000	\$17,250,000	\$17,350,000	\$17,400,000
County Share	\$105,840,000	\$68,400,000	\$12,420,000	\$12,492,000	\$12,528,000
Remaining	\$41,160,000	\$26,600,000	\$4,830,000	\$4,858,000	\$4,872,000

	Historical SPLOST Revenues for Transportation				
	Total Projected 2017-2023	2017-2020	2020-2021	2021-2022	2022-2023
Total SPLOST Revenues	\$147,000,000	\$95,000,000	\$17,250,000	\$17,350,000	\$17,400,000
County Share	\$105,840,000	\$68,400,000	\$12,420,000	\$12,492,000	\$12,528,000
Remaining	\$41,160,000	\$26,600,000	\$4,830,000	\$4,858,000	\$4,872,000

	Projected TSPLOST Revenue for Transportation				
	2024	2025	2026	2027	2028
Total SPLOST Revenues	\$17,748,000	\$18,102,960	\$18,465,019	\$18,834,320	\$19,211,006
County Share	\$12,778,560	\$13,034,131	\$13,294,814	\$13,560,710	\$13,831,924
Remaining	\$4,969,440	\$5,068,829	\$5,170,205	\$5,273,609	\$5,379,082
2029					
Total SPLOST Revenues	\$19,595,226	\$19,987,131	\$20,386,873	\$20,794,611	\$21,210,503
County Share	\$14,108,563	\$14,390,734	\$14,678,549	\$14,972,120	\$15,271,562
Remaining	\$5,486,663	\$5,596,397	\$5,708,325	\$5,822,491	\$5,938,941
2034					
Total SPLOST Revenues	\$21,634,713	\$22,067,407	\$22,508,755	\$22,958,930	\$23,418,109
County Share	\$15,576,993	\$15,888,533	\$16,206,304	\$16,530,430	\$16,861,039
Remaining	\$6,057,720	\$6,178,874	\$6,302,452	\$6,428,501	\$6,557,071
2039					
Total SPLOST Revenues	\$23,886,471	\$24,364,201	\$24,851,485	\$25,348,514	\$25,855,485
County Share	\$17,198,259	\$17,542,224	\$17,893,069	\$18,250,930	\$18,615,949
Remaining	\$6,688,212	\$6,821,976	\$6,958,416	\$7,097,584	\$7,239,536
2044					
Total SPLOST Revenues	\$26,372,594	\$26,900,046	\$27,438,047	\$27,986,808	\$28,546,544
County Share	\$18,988,268	\$19,368,033	\$19,755,394	\$20,150,502	\$20,553,512
Remaining	\$7,384,326	\$7,532,013	\$7,682,653	\$7,836,306	\$7,993,032
2049					
Total SPLOST Revenues	\$29,117,475	\$29,699,825			
County Share	\$20,964,582	\$21,383,874			
Remaining	\$8,152,893	\$8,315,951			

	TSPLOST	SPLOST (Same as Scenario 1)
Tier 1 (2023 - 2026 Time Period)	\$26,328,945	\$39,386,745
Tier 2 (2027 - 2031 Time Period)	\$70,570,480	\$35,990,945
Tier 3 (2032 - 2050 Time Period)	\$341,971,578	\$174,405,505
Total	\$438,871,003	\$249,783,194

Appendix C

Projects by Funding Scenario

Scenario 1a - SPLOST through 2050 - No Additional Federal/State Funding

Tier 1 (2022 - 2026 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	RTP DO-220A - Currently Under Construction
CTP-15	Lee Road	from E. County Line Road to I-20	Widening	RTP DO-220A - Currently Under Construction
CTP-18	Maxham Road	at Thornton Road	Access management/pedestrian improvements/redesign Maxham Road at Thornton Road intersection	Included in current SPLOST
CTP-20	Post Road	from I-20 to SR 8/Veteran's Memorial Highway	Safety Improvements	Included in current SPLOST
CTP-22	Riverside Parkway	at Rock House Road	Traffic signal	Included in current SPLOST
CTP-36-1	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	\$250,000 Already covered in SPLOST
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	Included in current SPLOST
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Parkway	Intersection Improvements	Included in current SPLOST
CTP-52	SR 8/Veteran's Memorial Highway	at John West Road/S. Baggett Road	Intersection Improvements	Included in current SPLOST
CTP-53	SR 166/Duncan Memorial Highway	at Post Road	Intersection Improvements	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Highway	at Chapel Hill Road	Intersection Improvements	Included in current SPLOST
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	State Funded - Safety Improvement
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	RTP DO-298 - (2023-2024)

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Conduct Transit Master Plan to develop a blue print for transit in Douglas County.

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL) (Assumed to start in 2025)

Scenario 1a - SPLOST through 2050 - No Additional Federal/State Funding

Tier 2 (2027 - 2031 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-8-1	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-1	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-1		from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-1	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-16	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022 - 2022
CTP-23	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022 - 2022
CTP-24	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022 - 2022
CTP-25	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022 - 2022
CTP-36-2	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

No projects.

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL) (Assumed to start in 2025)

Scenario 1a - SPLOST through 2050 - No Additional Federal/State Funding

Tier 3 (2032 - 2050 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-4	Capps Ferry Road	at SR 166/Duncan Memorial Highway	Roundabout	
CTP-5	Cedar Mountain Road	at Dorris Road	Intersection Improvements	
CTP-8-2	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-9	Hospital Drive	from SR 92/Fairburn Road to Dorris Road	Pedestrian Crossing	
CTP-10-2 & 3	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-2 & 3	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-2 & 3	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-21	Riverside Parkway	from SR 6/Thornton Road to Cobb County Line	Widening	
CTP-37	SR 8/Veteran's Memorial Highway	at Campbellton Street	Intersection Operational Improvements	
CTP-38	SR 8/Veteran's Memorial Highway	from S. Sweetwater Road to SR 6/Thornton Road	Operational Improvements	
CTP-39	SR 8/Veteran's Memorial Highway	from Burnt Hickory Road to S. Sweetwater Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-40	SR 8/Veteran's Memorial Highway	from SR 92/Fairburn Road to SR 92/Dallas Highway	Restriping/Repurposing/Pavement Marking and Signing	
CTP-41	SR 8/Veteran's Memorial Highway	from Rose Avenue to SR 5/Bill Arp Road	Additional turn lanes at cross streets for RR crossing storage	
CTP-42	SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road to John West Road	Lane restriping, turn lane channelization	
CTP-47	SR 92/Fairburn Road	from I-20 to Pope Road	Operational Improvements/Access Management Study	
CTP-56	Lee Road	from SR 92 to Bomar Road	New Road	RTP DO-017 - Under Construction
CTP-57	Lee Road	from Bomar Road to Chapel Hill Road	Widening	RTP-DO-004 - (2026-2030)
CTP-58	Lee Road	from Chapel Hill Road to I-20	New Road	RTP-DO-003
CTP-59	SR 8/Veteran's Memorial Highway	from SR6/Thornton Road to S. Sweetwater Road	Widening	RTP DO-016 - No Local Funding
CTP-60	Chapel Hill Road	from Central Church Road to Stewart Mill Road	Widening	RTP DO-252A - (2026-2030)
CTP-61	Chapel Hill Road	from Dorset Shoals Road to SR 166/Duncan Memorial Highway	Widening	RTP DO-252B
CTP-62	SR 61	from Punkintown Road to Sweetwater Creek State Park	Widening	RTP AR-176 - No Local Funding

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-99	Campbellton St	from Selman Avenue to Hospital Drive	Sidewalk on West side of Road	
CTP-100	Campbellton St/Chapel Hill Rd	from Douglas Boulevard to Arbor Place	Sidewalk on West side of Road	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL) (Assumed to start in 2025)

Scenario 1a - SPLOST through 2050 - No Additional Federal/State Funding

Aspiration Project List (2050+ Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-1	Campbellton Street	at Hospital Drive	Intersection Improvements	
CTP-2	Campbellton Street	from Selman Avenue to SR 8/Veteran's Memorial Highway	Traffic calming/pedestrian improvements	
CTP-3	Capps Ferry Road	at Brecken Drive	Intersection Improvements/Pedestrian Improvements	
CTP-6	Douglas Boulevard	from Bright Star Road to SR 5/Bill Arp Road	Access Management/Raised Median	
CTP-7	Douglas Boulevard	from SR 5/Bill Arp Road to Chapel Hill Road	Access Management/Raised Median	
CTP-13	Kings Highway	from Central Church Road to Bill Arp Road	Circulation/subarea study with Central Church Road/Bill Arp Road/Kings Triangle	
CTP-17	Liberty Road	from Carroll County Line to Carroll County Line	Widening	
CTP-19	Post Road	from SR 166/Duncan Memorial Highway to Jenkins Road	Safety Improvements	
CTP-26	Skyview Drive	from Mt. Vernon Road to SR 6/Thornton Road	Pedestrian Crossings	
CTP-27	SR 166/Duncan Memorial Highway	from Chapel Hill Road to SR 92	Widening	
CTP-28	SR 166/Duncan Memorial Highway	from SR 5/Bill Arp Road to Capps Ferry Road	Widening	
CTP-29	SR 166/Duncan Memorial Highway	from Post Road to Carroll County Line	Safety Improvements	
CTP-30	SR 5/Bill Arp Road	at Shadow Wood Drive	Intersection Improvements	
CTP-31	SR 5/Bill Arp Road	from Central Church Road to I-20	Widening plus Safety/Pedestrian Improvements	
CTP-32	SR 5/Bill Arp Road	from I-20 to Bright Star Connector	Widening	
CTP-33	SR 5/Bill Arp Road	from Bright Star Connector to SR 8/Veteran's Memorial Highway	Widening	
CTP-34	SR 6/Thornton Road	from Riverside Parkway to Fulton County Line	Widening plus intersection improvements at Riverside Parkway	
CTP-35	SR 6/Thornton Road	from Interstate W Parkway to I-20	Widening	
CTP-43	SR 92/Fairburn Road	from SR 166/Duncan Memorial Highway to Fulton County Line	Widening	
CTP-45	SR 92/Fairburn Road	from SR 8/Veteran's Memorial Highway to Hospital Drive	Access Management/Raised Median	
CTP-46	SR 92/Fairburn Road	from Hospital Drive to I-20	Operational Improvements/Raised Islands at RTs	
CTP-55	Chapel Hill Road	from Douglas Boulevard to Hospital Drive	Widening and I-20 Ramp Improvements	
CTP-65	SR 166/Duncan Memorial Highway	at Fairplay Park Entrance	WB Left Turn Lane	
CTP-66	SR 5/Bill Arp Road	at Alexander Parkway	SB Left Turn Lane	
CTP-67	SR 5/Bill Arp Road	at Mason Creek Road	NBL & SBL Turn Lanes - N-S Left Turn P+P phases (signal improvements)	
CTP-68	SR 5/Bill Arp Road	at Berea Road	NBL Turn Lane	
CTP-69	Bright Star Road	at Cowan Mill Road	NBL & SBL Turn Lanes	
CTP-70	Post Road	at Ephesus Church Road	EBL Turn Lane	
CTP-71	Chapel Hill Road	at Douglas Boulevard	Add second WBR Turn Lane and second SBL Turn Lane	
CTP-72	Chapel Hill Road	at Stewart Mill Road	Add EBR Turn Lane and second NBL Turn Lane	
CTP-74	Lee Road	SR 92/Fairburn Road	Provide Overlap Phase for WBR Movement along Lee Road	
CTP-75	Bright Star Road	at Douglas Boulevard	Add SBL Turn Lane and NBL Turn Lane	
CTP-76	SR 5/Bill Arp Road	at I-20 WB Ramps	Add second WBR Turn Lane - Install Contraflow NBL (see CTP-77)	
CTP-77	SR 5/Bill Arp Road	at I-20 EB Ramps	Add free flow NBR - Install Contraflow SBL (see CTP-76)	
CTP-78	SR 5/Bill Arp Road	at Douglas Boulevard	Add NBR Turn Lane, add second WBL turn lane, and add second SBL Turn Lane	
CTP-79	SR 5/Bill Arp Road	at Stewart Parkway	Add second NBL Turn Lane and second WBR Turn Lane	
CTP-122	Vulcan Drive	at Groovers Lake Road	Intersection Marking and Signing	
CTP-123	SR 92/Fairburn Road	at Lake Monroe Road	Traffic Signal	
CTP-124	Riverside Parkway Extension	SR 166/Fairburn Road to Aneewakee Road	Right of Way Acquisition, New Road (Two Lanes) and Intersection Improvements	
CTP-125	Factory Shoals Road	from Douglas Hill Road to 0.30 miles North	Widening (from Two to Three Lanes)	
CTP-126	S. Sweetwater Road	at Mt. Vernon Road	Roundabout	
CTP-127	Mt. Vernon Road	at Skyview Drive	Add Right Turn Lane	

Roadway Maintenance Improvements

Expand rehabilitation program to \$5.8M/year (approx. 35 miles/year) or every road every 20 years.

Scenario 1a - SPLOST through 2050 - No Additional Federal/State Funding

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-80	US 78	from Mirror Lake Boulevard to Tyson Road	Sidewalk on both sides of Road	
CTP-81	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	
CTP-82	Post Road	from US 78 to E Union Hill Road	Sidewalk on both sides of Road	
CTP-83	Ephesus Church Rd	from Liberty Road to Post Road	Sidewalk on both sides of Road	
CTP-84	Liberty Rd	from Ephesus Church Road to N Helton Road	Sidewalk on both sides of Road	
CTP-85	Pool Rd	from Johnston Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-86	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-87	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-88	Big A Rd	from Bill Ap Road to Kings Highway	Sidewalk on both sides of Road	
CTP-89	Kings Hwy	from Bill Arp Road to Big A Road	Sidewalk on both sides of Road	
CTP-90	Bright Star Rd	from SR 8/Veterans Memorial to Douglas Boulevard	Sidewalk on both sides of Road	
CTP-91	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	
CTP-92	Bill Arp Rd	from Kings Highway to Douglas Boulevard	Sidewalk on both sides of Road	
CTP-93	W Stewart Mill Rd	from Bill Arp Road to Stewart Mill Road	Sidewalk on both sides of Road	
CTP-94	Stewart Mill Rd	from Central Church Road to Chapel Hill Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-95	SR 166/Duncan Memorial Hwy	from Post Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-96	US 78	from Bright Star Road to Rose Avenue	Sidewalk on both sides of Road	
CTP-97	Rose Ave	from Bill Arp Road to W Strickland Street	Sidewalk on East side of Road	
CTP-98	Chicago Ave/Cedar Mountain Rd	from N Flat Rock Road to W Strickland Street	Sidewalk on both sides of Road	
CTP-101	Anneewakee Rd	from Elk Run Drive to Simon Road	Sidewalk on both sides of Road.	
CTP-102	Malone Rd	from Dallas Highway to McIntosh Road	Mostly North side of Road	
CTP-103	McIntosh Rd	from Malone Road to US 78	Sidewalk on both sides of Road.	
CTP-104	Hospital Dr	from Campbellton Street to Prestley Mill Road	Sidewalk on both sides of Road.	
CTP-105	Durelee Ln	from Fairburn Road to Dorris Road	Sidewalk on both sides of Road.	
CTP-106	Durelee Ln	from US 78 to Fairburn Road	Sidewalk on East side of Road	
CTP-107	Pope Rd	from Slater Mill Road to Fairburn Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-108	Fairburn Rd	from Slater Mill Road to Pope Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-109	Fairburn Rd	from Pope Road to Lee Road	Sidewalk on both sides of Road.	
CTP-110	Fairburn Rd	from Lee Road to Anneewakee Road	Sidewalk on both sides of Road.	
CTP-111	Hwy 92	from Fairburn Road to SR 166/Duncan Memorial Highway	Sidewalk on both sides of Road.	
CTP-112	Riverside Pkwy	from Fairburn Road to Thornton Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-113	Midway Rd/S Burnt Hickory Rd	from Fairburn Road to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-114	US 78	from Durelee Lane to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-115	County Line Rd	from Fairburn Road to Lee Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-116	Mt Vernon Rd	from Huckleberry Lane to Monier Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-117	Cedar Terrace Rd	from Lee Road to Mt Vernon Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-118	Monier Blvd/Blairs Bridge Rd	from Lee Road to Thornton Road	Sidewalk on both sides of Road.	
CTP-119	US 78	from Harper Street to S Sweetwater Road	Sidewalk on West side of Road	
CTP-120	Thornton Rd	from Humphries Hill Road to Blaires Bridge Road	Sidewalk on both sides of Road.	
CTP-121	US 78	from Thornton Road to Cobb County Line	Sidewalk on West side of Road	

Transit Improvements

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Expand Countywide demand response service (an additional \$1.0/year)

I-20 West HCT/BRT from SR 5/Bill Arp Road to the East on managed lanes

Scenario 1b - SPLOST through 2050 - Additional Federal Funding at 25%

Tier 1 (2022 - 2026 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	RTP DO-220A - Currently Under Construction
CTP-15	Lee Road	from E. County Line Road to I-20	Widening	RTP DO-220A - Currently Under Construction
CTP-16 ⁽¹⁾	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022 - Only Local portion included
CTP-23 ⁽¹⁾	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022 - Only Local portion included
CTP-24 ⁽¹⁾	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022 - Only Local portion included
CTP-25 ⁽¹⁾	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022 - Only Local portion included
CTP-18	Maxham Road	at Thornton Road	Access management/pedestrian improvements/redesign Maxham Road at Thornton Road intersection	Included in current SPLOST
CTP-20	Post Road	from I-20 to SR 8/Veteran's Memorial Highway	Safety Improvements	Included in current SPLOST
CTP-22	Riverside Parkway	at Rock House Road	Traffic signal	Included in current SPLOST
CTP-36-1	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	\$250,000 Already covered in SPLOST
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	Included in current SPLOST
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Parkway	Intersection Improvements	Included in current SPLOST
CTP-52	SR 8/Veteran's Memorial Highway	at John West Road/S. Baggett Road	Intersection Improvements	Included in current SPLOST
CTP-53	SR 166/Duncan Memorial Highway	at Post Road	Intersection Improvements	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Highway	at Chapel Hill Road	Intersection Improvements	Included in current SPLOST
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	State Funded - Safety Improvement
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	

(1) Initial funding in the 2022-2026 Time Period followed by the rest of the funding in the 2027-2031 Time Period.

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	RTP DO-298 - (2023-2024)

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Conduct Transit Master Plan to develop a blue print for transit in Douglas County.

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL) (Assumed to start in 2025)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Scenario 1b - SPLOST through 2050 - Additional Federal Funding at 25%

Tier 2 (2027 - 2031 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-8-1	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-1	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-1	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-1	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-16 ⁽¹⁾	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022 - Only Local portion included
CTP-23 ⁽¹⁾	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022 - Only Local portion included
CTP-24 ⁽¹⁾	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022 - Only Local portion included
CTP-25 ⁽¹⁾	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022 - Only Local portion included
CTP-36-2	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-41	SR 8/Veteran's Memorial Highway	from Rose Avenue to SR 5/Bill arp Road	Additional turn lanes at cross streets for RR crossing storage	
CTP-60	Chapel Hill Road	from Central Church Road to Stewart Mill Road	Widening	RTP DO-252A

(1) Initial funding in the 2022-2026 Time Period followed by the rest of the funding in the 2027-2031 Time Period.

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST

Active Transportation Improvements

No projects.

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Scenario 1b - SPLOST through 2050 - Additional Federal Funding at 25%

Tier 3 (2032 - 2050 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-4	Capps Ferry Road	at SR 166/Duncan Memorial Highway	Roundabout	
CTP-5	Cedar Mountain Road	at Dorris Road	Intersection Improvements	
CTP-8-2	Fairburn Road	from SR 92 to Fulton County Line	Widening	
CTP-9	Hospital Drive	from SR 92/Fairburn Road to Dorris Road	Pedestrian Crossing	
CTP-10-2 & 3	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	
CTP-11-2 & 3	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	
CTP-12-2 & 3	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	
CTP-21	Riverside Parkway	from SR 6/Thornton Road to Cobb County Line	Widening	
CTP-26	Skyview Drive	from Mt. Vernon Road to SR 6/Thornton Road	Pedestrian Crossings	
CTP-33	SR 5/Bill Arp Road	from Bright Star Connector to SR 8/Veteran's Memorial Highway	Widening	
CTP-37	SR 8/Veteran's Memorial Highway	at Campbellton Street	Intersection Operational Improvements	
CTP-39	SR 8/Veteran's Memorial Highway	from Burnt Hickory Road to S. Sweetwater Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-40	SR 8/Veteran's Memorial Highway	from SR 92/Fairburn Road to SR 92/Dallas Highway	Restriping/Repurposing/Pavement Marking and Signing	
CTP-42	SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road to John West Road	Lane restriping, turn lane channelization	
CTP-47	SR 92/Fairburn Road	from I-20 to Pope Road	Operational Improvements/Access Management Study	
CTP-56	Lee Road	from SR 92 to Bomar Road	New Road	RTP DO-017 - Under Construction
CTP-57	Lee Road	from Bomar Road to Chapel Hill Road	Widening	RTP-DO-004
CTP-58	Lee Road	from Chapel Hill Road to I-20	New Road	RTP-DO-003
CTP-59	SR 8/Veteran's Memorial Highway	from SR6/Thornton Road to S. Sweetwater Road	Widening	RTP DO-016 - No Local Funding
CTP-61	Chapel Hill Road	from Dorset Shoals Road to SR 166/Duncan Memorial Highway	Widening	RTP DO-252B
CTP-62	SR 61	from Punkintown Road to Sweetwater Creek State Park	Widening	RTP AR-176 - No Local Funding

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-99	Campbellton St	from Selman Avenue to Hospital Drive	Sidewalk on West side of Road	
CTP-100	Campbellton St/Chapel Hill Rd	from Douglas Boulevard to Arbor Place	Sidewalk on West side of Road	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Scenario 1b - SPLOST through 2050 - Additional Federal Funding at 25%

Aspiration Project List (2050+ Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-1	Campbellton Street	at Hospital Drive	Intersection Improvements	
CTP-2	Campbellton Street	from Selman Avenue to SR 8/Veteran's Memorial Highway	Traffic calming/pedestrian improvements	
CTP-3	Capps Ferry Road	at Brecken Drive	Intersection Improvements/Pedestrian Improvements	
CTP-6	Douglas Boulevard	from Bright Star Road to SR 5/Bill Arp Road	Access Management/Raised Median	
CTP-7	Douglas Boulevard	from SR 5/Bill Arp Road to Chapel Hill Road	Access Management/Raised Median	
CTP-13	Kings Highway	from Central Church Road to Bill Arp Road	Circulation/subarea study with Central Church Road/Bill Arp Road/Kings Triangle	
CTP-17	Liberty Road	from Carroll County Line to Carroll County Line	Widening	
CTP-19	Post Road	from SR 166/Duncan Memorial Highway to Jenkins Road	Safety Improvements	
CTP-27	SR 166/Duncan Memorial Highway	from Chapel Hill Road to SR 92	Widening	
CTP-28	SR 166/Duncan Memorial Highway	from SR 5/Bill Arp Road to Capps Ferry Road	Widening	
CTP-29	SR 166/Duncan Memorial Highway	from Post Road to Carroll County Line	Safety Improvements	
CTP-30	SR 5/Bill Arp Road	at Shadow Wood Drive	Intersection Improvements	
CTP-31	SR 5/Bill Arp Road	from Central Church Road to I-20	Widening plus Safety/Pedestrian Improvements	
CTP-32	SR 5/Bill Arp Road	from I-20 to Bright Star Connector	Widening	
CTP-34	SR 6/Thornton Road	from Riverside Parkway to Fulton County Line	Widening plus intersection Improvements at Riverside Parkway	
CTP-35	SR 6/Thornton Road	from Interstate W Parkway to I-20	Widening	
CTP-43	SR 92/Fairburn Road	from SR 166/Duncan Memorial Highway to Fulton County Line	Widening	
CTP-45	SR 92/Fairburn Road	from SR 8/Veteran's Memorial Highway to Hospital Drive	Access Management/Raised Median	
CTP-46	SR 92/Fairburn Road	from Hospital Drive to I-20	Operational Improvements/Raised Islands at RTs	
CTP-55	Chapel Hill Road	from Douglas Boulevard to Hospital Drive	Widening and I-20 Ramp Improvements	
CTP-65	SR 166/Duncan Memorial Highway	at Fairplay Park Entrance	WB Left Turn Lane	
CTP-66	SR 5/Bill Arp Road	at Alexander Parkway	SB Left Turn Lane	
CTP-67	SR 5/Bill Arp Road	at Mason Creek Road	NBL & SBL Turn Lanes - N-S Left Turn P+P phases (signal improvements)	
CTP-68	SR 5/Bill Arp Road	at Berea Road	NBL Turn Lane	
CTP-69	Bright Star Road	at Cowan Mill Road	NBL & SBL Turn Lanes	
CTP-70	Post Road	at Ephesus Church Road	EBL Turn Lane	
CTP-71	Chapel Hill Road	at Douglas Boulevard	Add second WBR Turn Lane and second SBL Turn Lane	
CTP-72	Chapel Hill Road	at Stewart Mill Road	Add EBR Turn Lane and second NBL Turn Lane	
CTP-74	Lee Road	SR 92/Fairburn Road	Provide Overlap Phase for WBR Movement along Lee Road	
CTP-75	Bright Star Road	at Douglas Boulevard	Add SBL Turn Lane and NBL Turn Lane	
CTP-76	SR 5/Bill Arp Road	at I-20 WB Ramps	Add second WBR Turn Lane - Install Contraflow NBL (see CTP-77)	
CTP-77	SR 5/Bill Arp Road	at I-20 EB Ramps	Add free flow NBR - Install Contraflow SBL (see CTP-76)	
CTP-78	SR 5/Bill Arp Road	at Douglas Boulevard	Add NBR Turn Lane, add second WBL turn lane, and add second SBL Turn Lane	
CTP-79	SR 5/Bill Arp Road	at Stewart Parkway	Add second NBL Turn Lane and second WBR Turn Lane	
CTP-122	Vulcan Drive	at Groovers Lake Road	Intersection Marking and Signing	
CTP-123	SR 92/Fairburn Road	at Lake Monroe Road	Traffic Signal	
CTP-124	Riverside Parkway Extension	SR 166/Fairburn Road to Aneewakee Road	Right of Way Acquisition, New Road (Two Lanes) and Intersection Improvements	
CTP-125	Factory Shoals Road	from Douglas Hill Road to 0.30 miles North	Widening (from Two to Three Lanes)	
CTP-126	S. Sweetwater Road	at Mt. Vernon Road	Roundabout	
CTP-127	Mt. Vernon Road	at Skyview Drive	Add Right Turn Lane	

Roadway Maintenance Improvements

Expand rehabilitation program to \$5.8M/year (approx. 35 miles/year) or every road every 20 years.

Scenario 1b - SPLOST through 2050 - Additional Federal Funding at 25%

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-80	US 78	from Mirror Lake Boulevard to Tyson Road	Sidewalk on both sides of Road	
CTP-81	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	
CTP-82	Post Road	from US 78 to E Union Hill Road	Sidewalk on both sides of Road	
CTP-83	Ephesus Church Rd	from Liberty Road to Post Road	Sidewalk on both sides of Road	
CTP-84	Liberty Rd	from Ephesus Church Road to N Helton Road	Sidewalk on both sides of Road	
CTP-85	Pool Rd	from Johnston Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-86	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-87	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-88	Big A Rd	from Bill Ap Road to Kings Highway	Sidewalk on both sides of Road	
CTP-89	Kings Hwy	from Bill Arp Road to Big A Road	Sidewalk on both sides of Road	
CTP-90	Bright Star Rd	SR 8/Veterans Memorail Highway	Douglas Blvd	
CTP-91	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	
CTP-92	Bill Arp Rd	from Kings Highway to Douglas Boulevard	Sidewalk on both sides of Road	
CTP-93	W Stewart Mill Rd	from Bill Arp Road to Stewart Mill Road	Sidewalk on both sides of Road	
CTP-94	Stewart Mill Rd	from Central Church Road to Chapel Hill Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-95	SR 166/Duncan Memorial Hwy	from Post Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-96	US 78	from Bright Star Road to Rose Avenue	Sidewalk on both sides of Road	
CTP-97	Rose Ave	from Bill Arp Road to W Strickland Street	Sidewalk on East side of Road	
CTP-98	Chicago Ave/Cedar Mountain Rd	from N Flat Rock Road to W Strickland Street	Sidewalk on both sides of Road	
CTP-101	Anneewakee Rd	from Elk Run Drive to Simon Road	Sidewalk on both sides of Road.	
CTP-102	Malone Rd	from Dallas Highway to McIntosh Road	Mostly North side of Road	
CTP-103	McIntosh Rd	from Malone Road to US 78	Sidewalk on both sides of Road.	
CTP-104	Hospital Dr	from Campbellton Street to Prestley Mill Road	Sidewalk on both sides of Road.	
CTP-105	Durelee Ln	from Fairburn Road to Dorris Road	Sidewalk on both sides of Road.	
CTP-106	Durelee Ln	from US 78 to Fairburn Road	Sidewalk on East side of Road	
CTP-107	Pope Rd	from Slater Mill Road to Fairburn Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-108	Fairburn Rd	from Slater Mill Road to Pope Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-109	Fairburn Rd	from Pope Road to Lee Road	Sidewalk on both sides of Road.	
CTP-110	Fairburn Rd	from Lee Road to Anneewakee Road	Sidewalk on both sides of Road.	
CTP-111	Hwy 92	from Fairburn Road to SR 166/Duncan Memorial Highway	Sidewalk on both sides of Road.	
CTP-112	Riverside Pkwy	from Fairburn Road to Thornton Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-113	Midway Rd/S Burnt Hickory Rd	from Fairburn Road to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-114	US 78	from Durelee Lane to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-115	County Line Rd	from Fairburn Road to Lee Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-116	Mt Vernon Rd	from Huckleberry Lane to Monier Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-117	Cedar Terrace Rd	from Lee Road to Mt Vernon Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-118	Monier Blvd/Blairs Bridge Rd	from Lee Road to Thornton Road	Sidewalk on both sides of Road.	
CTP-119	US 78	from Harper Street to S Sweetwater Road	Sidewalk on West side of Road	
CTP-120	Thornton Rd	from Humphries Hill Road to Blaires Bridge Road	Sidewalk on both sides of Road.	
CTP-121	US 78	from Thornton Road to Cobb County Line	Sidewalk on West side of Road	

Transit Improvements

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Expand Countywide demand response service (an additional \$1.0/year)

I-20 West HCT/BRT from SR 5/Bill Arp Road to the East on managed lanes

Scenario 1c - SPLOST through 2050 - Additional Federal Funding at 50%

Tier 1 (2022 - 2026 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	RTP DO-220A - Currently Under Construction
CTP-15	Lee Road	from E. County Line Road to I-20	Widening	RTP DO-220A - Currently Under Construction
CTP-16 ⁽¹⁾	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022 - Only Local portion included
CTP-23 ⁽¹⁾	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022 - Only Local portion included
CTP-24 ⁽¹⁾	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022 - Only Local portion included
CTP-25 ⁽¹⁾	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022 - Only Local portion included
CTP-18	Maxham Road	at Thornton Road	Access management/pedestrian improvements/redesign Maxham Road at Thornton Road intersection	Included in current SPLOST
CTP-20	Post Road	from I-20 to SR 8/Veteran's Memorial Highway	Safety Improvements	Included in current SPLOST
CTP-22	Riverside Parkway	at Rock House Road	Traffic signal	Included in current SPLOST
CTP-36-1	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	\$250,000 Already covered in SPLOST
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	Included in current SPLOST
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Parkway	Intersection Improvements	Included in current SPLOST
CTP-52	SR 8/Veteran's Memorial Highway	at John West Road/S. Baggett Road	Intersection Improvements	Included in current SPLOST
CTP-53	SR 166/Duncan Memorial Highway	at Post Road	Intersection Improvements	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Highway	at Chapel Hill Road	Intersection Improvements	Included in current SPLOST
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	State Funded - Safety Improvement
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	

(1) Initial funding in the 2022-2026 Time Period followed by the rest of the funding in the 2027-2031 Time Period.

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	RTP DO-298 - (2023-2024)

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Conduct Transit Master Plan to develop a blue print for transit in Douglas County.

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL) (Assumed to start in 2025)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Scenario 1c - SPLOST through 2050 - Additional Federal Funding at 50%

Tier 2 (2027 - 2031 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-8-1	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-9	Hospital Drive	from SR 92/Fairburn Road to Dorris Road	Pedestrian Crossing	
CTP-10-1	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-1	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-1	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-16 ⁽¹⁾	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022 - Only Local portion included
CTP-23 ⁽¹⁾	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022 - Only Local portion included
CTP-24 ⁽¹⁾	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022 - Only Local portion included
CTP-25 ⁽¹⁾	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022 - Only Local portion included
CTP-36-2	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-37	SR 8/Veteran's Memorial Highway	at Campbellton Street	Intersection Operational Improvements	
CTP-40	SR 8/Veteran's Memorial Highway	from SR 92/Fairburn Road to SR 92/Dallas Highway	Restriping/Repurposing/Pavement Marking and Signing	
CTP-41	SR 8/Veteran's Memorial Highway	from Rose Avenue to SR 5/Bill arp Road	Additional turn lanes at cross streets for RR crossing storage	
CTP-42	SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road to John West Road	Lane restriping, turn lane channelization	
CTP-47	SR 92/Fairburn Road	from I-20 to Pope Road	Operational Improvements/Access Management Study	
CTP-60	Chapel Hill Road	from Central Church Road to Stewart Mill Road	Widening	RTP DO-252A

(1) Initial funding in the 2022-2026 Time Period followed by the rest of the funding in the 2027-2031 Time Period.

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST

Active Transportation Improvements

No projects.

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Scenario 1c - SPLOST through 2050 - Additional Federal Funding at 50%

Tier 3 (2032 - 2050 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-4	Capps Ferry Road	at SR 166/Duncan Memorial Highway	Roundabout	
CTP-5	Cedar Mountain Road	at Dorris Road	Intersection Improvements	
CTP-7	Douglas Boulevard	from SR 5/Bill Arp Road to Chapel Hill Road	Access Management/Raised Median	
CTP-8-2	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-2 & 3	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-2 & 3	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-2 & 3	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-21	Riverside Parkway	from SR 6/Thornton Road to Cobb County Line	Widening	
CTP-26	Skyview Drive	from Mt. Vernon Road to SR 6/Thornton Road	Pedestrian Crossings	
CTP-32	SR 5/Bill Arp Road	from I-20 to Bright Star Connector	Widening	
CTP-33	SR 5/Bill Arp Road	from Bright Star Connector to SR 8/Veteran's Memorial Highway	Widening	
CTP-38	SR 8/Veteran's Memorial Highway	from S. Sweetwater Road to SR 6/Thornton Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-39	SR 8/Veteran's Memorial Highway	from Burnt Hickory Road to S. Sweetwater Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-55	Chapel Hill Road	from Douglas Boulevard to Hospital Drive	Widening and I-20 Ramp Improvements	
CTP-56	Lee Road	from SR 92 to Bomar Road	New Road	RTP DO-017
CTP-57	Lee Road	from Bomar Road to Chapel Hill Road	Widening	RTP-DO-004
CTP-58	Lee Road	from Chapel Hill Road to I-20	Widening	RTP-DO-003
CTP-59	SR 8/Veteran's Memorial Highway	from SR6/Thornton Road to S. Sweetwater Road	Widening	RTP DO-016 - No Local Funding
CTP-61	Chapel Hill Road	from Dorset Shoals Road to SR 166/Duncan Memorial Highway	Widening	RTP DO-252B
CTP-62	SR 61	from Punkintown Road to Sweetwater Creek State Park	Widening	RTP AR-176 - No Local Funding

Roadway Maintenance Improvements

Expand rehabilitation program to \$3.9M/year (approx. 23 miles/year) or every road every 30 years.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-99	Campbellton St	from Selman Avenue to Hospital Drive	Sidewalk on West side of Road	
CTP-100	Campbellton St/Chapel Hill Rd	from Douglas Boulevard to Arbor Place	Sidewalk on West side of Road	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Scenario 1c - SPLOST through 2050 - Additional Federal Funding at 50%

Aspiration Project List (2050+ Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-1	Campbellton Street	at Hospital Drive	Intersection Improvements	
CTP-2	Campbellton Street	from Selman Avenue to SR 8/Veteran's Memorial Highway	Traffic calming/pedestrian improvements	
CTP-3	Capps Ferry Road	at Brecken Drive	Intersection Improvements/Pedestrian Improvements	
CTP-6	Douglas Boulevard	from Bright Star Road to SR 5/Bill Arp Road	Access Management/Raised Median	
CTP-13	Kings Highway	from Central Church Road to Bill Arp Road	Circulation/subarea study with Central Church Road/Bill Arp Road/Kings Triangle	
CTP-17	Liberty Road	from Carroll County Line to Carroll County Line	Widening	
CTP-19	Post Road	from SR 166/Duncan Memorial Highway to Jenkins Road	Safety Improvements	
CTP-27	SR 166/Duncan Memorial Highway	from Chapel Hill Road to SR 92	Widening	
CTP-28	SR 166/Duncan Memorial Highway	from SR 5/Bill Arp Road to Capps Ferry Road	Widening	
CTP-29	SR 166/Duncan Memorial Highway	from Post Road to Carroll County Line	Safety Improvements	
CTP-30	SR 5/Bill Arp Road	at Shadow Wood Drive	Intersection Improvements	
CTP-31	SR 5/Bill Arp Road	from Central Church Road to I-20	Widening plus Safety/Pedestrian Improvements	
CTP-34	SR 6/Thornton Road	from Riverside Parkway to Fulton County Line	Widening plus intersection Improvements at Riverside Parkway	
CTP-35	SR 6/Thornton Road	from Interstate W Parkway to I-20	Widening	
CTP-43	SR 92/Fairburn Road	from SR 166/Duncan Memorial Highway to Fulton County Line	Widening	
CTP-45	SR 92/Fairburn Road	from SR 8/Veteran's Memorial Highway to Hospital Drive	Access Management/Raised Median	
CTP-46	SR 92/Fairburn Road	from Hospital Drive to I-20	Operational Improvements/Raised Islands at RTs	
CTP-65	SR 166/Duncan Memorial Highway	at Fairplay Park Entrance	WB Left Turn Lane	
CTP-66	SR 5/Bill Arp Road	at Alexander Parkway	SB Left Turn Lane	
CTP-67	SR 5/Bill Arp Road	at Mason Creek Road	NBL & SBL Turn Lanes - N-S Left Turn P+P phases (signal improvements)	
CTP-68	SR 5/Bill Arp Road	at Berea Road	NBL Turn Lane	
CTP-69	Bright Star Road	at Cowan Mill Road	NBL & SBL Turn Lanes	
CTP-70	Post Road	at Ephesus Church Road	EBL Turn Lane	
CTP-71	Chapel Hill Road	at Douglas Boulevard	Add second WBR Turn Lane and second SBL Turn Lane	
CTP-72	Chapel Hill Road	at Stewart Mill Road	Add EBR Turn Lane and second NBL Turn Lane	
CTP-74	Lee Road	SR 92/Fairburn Road	Provide Overlap Phase for WBR Movement along Lee Road	
CTP-75	Bright Star Road	at Douglas Boulevard	Add SBL Turn Lane and NBL Turn Lane	
CTP-76	SR 5/Bill Arp Road	at I-20 WB Ramps	Add second WBR Turn Lane - Install Contraflow NBL (see CTP-77)	
CTP-77	SR 5/Bill Arp Road	at I-20 EB Ramps	Add free flow NBR - Install Contraflow SBL (see CTP-76)	
CTP-78	SR 5/Bill Arp Road	at Douglas Boulevard	Add NBR Turn Lane, add second WBL turn lane, and add second SBL Turn Lane	
CTP-79	SR 5/Bill Arp Road	at Stewart Parkway	Add second NBL Turn Lane and second WBR Turn Lane	
CTP-122	Vulcan Drive	at Groovers Lake Road	Intersection Marking and Signing	
CTP-123	SR 92/Fairburn Road	at Lake Monroe Road	Traffic Signal	
CTP-124	Riverside Parkway Extension	SR 166/Fairburn Road to Aneewakee Road	Right of Way Acquisition, New Road (Two Lanes) and Intersection Improvements	
CTP-125	Factory Shoals Road	from Douglas Hill Road to 0.30 miles North	Widening (from Two to Three Lanes)	
CTP-126	S. Sweetwater Road	at Mt. Vernon Road	Roundabout	
CTP-127	Mt. Vernon Road	at Skyview Drive	Add Right Turn Lane	

Roadway Maintenance Improvements

Expand rehabilitation program to \$5.8M/year (approx. 35 miles/year) or every road every 20 years.

Scenario 1c - SPLOST through 2050 - Additional Federal Funding at 50%

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-80	US 78	from Mirror Lake Boulevard to Tyson Road	Sidewalk on both sides of Road	
CTP-81	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	
CTP-82	Post Road	from US 78 to E Union Hill Road	Sidewalk on both sides of Road	
CTP-83	Ephesus Church Rd	from Liberty Road to Post Road	Sidewalk on both sides of Road	
CTP-84	Liberty Rd	from Ephesus Church Road to N Helton Road	Sidewalk on both sides of Road	
CTP-85	Pool Rd	from Johnston Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-86	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-87	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-88	Big A Rd	from Bill Arp Road to Kings Highway	Sidewalk on both sides of Road	
CTP-89	Kings Hwy	from Bill Arp Road to Big A Road	Sidewalk on both sides of Road	
CTP-90	Bright Star Rd	SR 8/Veterans Memorial Highway	Douglas Blvd	
CTP-91	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	
CTP-92	Bill Arp Rd	from Kings Highway to Douglas Boulevard	Sidewalk on both sides of Road	
CTP-93	W Stewart Mill Rd	from Bill Arp Road to Stewart Mill Road	Sidewalk on both sides of Road	
CTP-94	Stewart Mill Rd	from Central Church Road to Chapel Hill Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-95	SR 166/Duncan Memorial Hwy	from Post Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-96	US 78	from Bright Star Road to Rose Avenue	Sidewalk on both sides of Road	
CTP-97	Rose Ave	from Bill Arp Road to W Strickland Street	Sidewalk on East side of Road	
CTP-98	Chicago Ave/Cedar Mountain Rd	from N Flat Rock Road to W Strickland Street	Sidewalk on both sides of Road	
CTP-101	Anneewakee Rd	from Elk Run Drive to Simon Road	Sidewalk on both sides of Road.	
CTP-102	Malone Rd	from Dallas Highway to McIntosh Road	Mostly North side of Road	
CTP-103	McIntosh Rd	from Malone Road to US 78	Sidewalk on both sides of Road.	
CTP-104	Hospital Dr	from Campbellton Street to Prestley Mill Road	Sidewalk on both sides of Road.	
CTP-105	Durelee Ln	from Fairburn Road to Dorris Road	Sidewalk on both sides of Road.	
CTP-106	Durelee Ln	from US 78 to Fairburn Road	Sidewalk on East side of Road	
CTP-107	Pope Rd	from Slater Mill Road to Fairburn Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-108	Fairburn Rd	from Slater Mill Road to Pope Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-109	Fairburn Rd	from Pope Road to Lee Road	Sidewalk on both sides of Road.	
CTP-110	Fairburn Rd	from Lee Road to Anneewakee Road	Sidewalk on both sides of Road.	
CTP-111	Hwy 92	from Fairburn Road to SR 166/Duncan Memorial Highway	Sidewalk on both sides of Road.	
CTP-112	Riverside Pkwy	from Fairburn Road to Thornton Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-113	Midway Rd/S Burnt Hickory Rd	from Fairburn Road to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-114	US 78	from Durelee Lane to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-115	County Line Rd	from Fairburn Road to Lee Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-116	Mt Vernon Rd	from Huckleberry Lane to Monier Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-117	Cedar Terrace Rd	from Lee Road to Mt Vernon Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-118	Monier Blvd/Blairs Bridge Rd	from Lee Road to Thornton Road	Sidewalk on both sides of Road.	
CTP-119	US 78	from Harper Street to S Sweetwater Road	Sidewalk on West side of Road	
CTP-120	Thornton Rd	from Humphries Hill Road to Blaires Bridge Road	Sidewalk on both sides of Road.	
CTP-121	US 78	from Thornton Road to Cobb County Line	Sidewalk on West side of Road	

Transit Improvements

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Expand Countywide demand response service (an additional \$1.0/year)

I-20 West HCT/BRT from SR 5/Bill Arp Road to the East on managed lanes

Scenario 2a - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - No Additional Federal/State Funding

Tier 1 (2022 - 2026 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	RTP DO-220A - Currently Under Construction
CTP-15	Lee Road	from E. County Line Road to I-20	Widening	RTP DO-220A - Currently Under Construction
CTP-18	Maxham Road	at Thornton Road	Access management/pedestrian improvements/redesign Maxham Road at Thornton Road intersection	Included in current SPLOST
CTP-20	Post Road	from I-20 to SR 8/Veteran's Memorial Highway	Safety Improvements	Included in current SPLOST
CTP-22	Riverside Parkway	at Rock House Road	Traffic signal	Included in current SPLOST
CTP-36-1	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	\$250,000 Already covered in SPLOST
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	Included in current SPLOST
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Parkway	Intersection Improvements	Included in current SPLOST
CTP-52	SR 8/Veteran's Memorial Highway	at John West Road/S. Baggett Road	Intersection Improvements	Included in current SPLOST
CTP-53	SR 166/Duncan Memorial Highway	at Post Road	Intersection Improvements	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Highway	at Chapel Hill Road	Intersection Improvements	Included in current SPLOST
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	Funded by GDOT
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	RTP DO-298 - (2023-2024)

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Conduct Transit Master Plan to develop a blue print for transit in Douglas County.

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL) (Assumed to start in 2025)

Scenario 2a - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - No Additional Federal/State Funding

Tier 2 (2027 - 2031 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-4	Capps Ferry Road	at SR 166/Duncan Memorial Highway	Roundabout	
CTP-8-1	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-9	Hospital Drive	from SR 92/Fairburn Road to Dorris Road	Pedestrian Crossing	
CTP-10-1	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-1	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-1	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-16	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022
CTP-23	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022
CTP-24	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022
CTP-25	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022
CTP-36-2	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-37	SR 8/Veteran's Memorial Highway	at Campbellton Street	Intersection Operational Improvements	
CTP-40	SR 8/Veteran's Memorial Highway	from SR 92/Fairburn Road to SR 92/Dallas Highway	Restriping/Repurposing/Pavement Marking and Signing	
CTP-41	SR 8/Veteran's Memorial Highway	from Rose Avenue to SR 5/Bill arp Road	Additional turn lanes at cross streets for RR crossing storage	
CTP-42	SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road to John West Road	Lane restriping, turn lane channelization	
CTP-47	SR 92/Fairburn Road	from I-20 to Pope Road	Operational Improvements/Access Management Study	
CTP-57	Lee Road	from Bomar Road to Chapel Hill Road	Widening	RTP-DO-004
CTP-60	Chapel Hill Road	from Central Church Road to Stewart Mill Road	Widening	RTP DO-252A

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-100	Campbellton St/Chapel Hill Rd	from Douglas Boulevard to Arbor Place	Sidewalk on West side of Road	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Scenario 2a - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - No Additional Federal/State Funding

Tier 3 (2032 - 2050 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-1	Campbellton Street	at Hospital Drive	Intersection Improvements	
CTP-2	Campbellton Street	from Selman Avenue to SR 8/Veteran's Memorial Highway	Traffic calming/pedestrian improvements	
CTP-3	Capps Ferry Road	at Brecken Drive	Intersection Improvements/Pedestrian Improvements	
CTP-5	Cedar Mountain Road	at Dorris Road	Intersection Improvements	
CTP-6	Douglas Boulevard	from Bright Star Road to SR 5/Bill Arp Road	Access Management/Raised Median	
CTP-7	Douglas Boulevard	from SR 5/Bill Arp Road to Chapel Hill Road	Access Management/Raised Median	
CTP-8-2	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-2	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-2	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-2	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-10-3	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-3	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-3	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-19	Post Road	from SR 166/Duncan Memorial Highway to Jenkins Road	Safety Improvements	
CTP-21	Riverside Parkway	from SR 6/Thornton Road to Cobb County Line	Widening	
CTP-26	Skyview Drive	from Mt. Vernon Road to SR 6/Thornton Road	Pedestrian Crossings	
CTP-29	SR 166/Duncan Memorial Highway	from Post Road to Carroll County Line	Safety Improvements	
CTP-30	SR 5/Bill Arp Road	at Shadow Wood Drive	Intersection Improvements	
CTP-31	SR 5/Bill Arp Road	from Central Church Road to I-20	Widening plus Safety/Pedestrian Improvements	
CTP-32	SR 5/Bill Arp Road	from I-20 to Bright Star Connector	Widening	
CTP-33	SR 5/Bill Arp Road	from Bright Star Connector to SR 8/Veteran's Memorial Highway	Widening	
CTP-35	SR 6/Thornton Road	from Interstate W Parkway to I-20	Widening	
CTP-38	SR 8/Veteran's Memorial Highway	from S. Sweetwater Road to SR 6/Thornton Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-39	SR 8/Veteran's Memorial Highway	from Burnt Hickory Road to S. Sweetwater Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-45	SR 92/Fairburn Road	from SR 8/Veteran's Memorial Highway to Hospital Drive	Access Management/Raised Median	
CTP-46	SR 92/Fairburn Road	from Hospital Drive to I-20	Operational Improvements/Raised Islands at RTs	
CTP-55	Chapel Hill Road	from Douglas Boulevard to Hospital Drive	Widening and I-20 Ramp Improvements	
CTP-56	Lee Road	from SR 92 to Bomar Road	New Road	RTP DO-017 - Under Construction?
CTP-58	Lee Road	from Chapel Hill Road to I-20	Widening	RTP-DO-003
CTP-59	SR 8/Veteran's Memorial Highway	from SR6/Thornton Road to S. Sweetwater Road	Widening	RTP DO-016 - No Local Funding
CTP-61	Chapel Hill Road	from Dorset Shoals Road to SR 166/Duncan Memorial Highway	Widening	RTP DO-252B
CTP-62	SR 61	from Punkintown Road to Sweetwater Creek State Park	Widening	RTP AR-176 - No Local Funding
CTP-65	SR 166/Duncan Memorial Highway	at Fairplay Park Entrance	WB Left Turn Lane	
CTP-66	SR 5/Bill Arp Road	at Alexander Parkway	SB Left Turn Lane	
CTP-76	SR 5/Bill Arp Road	at I-20 WB Ramps	Add second WBR Turn Lane - Install Contraflow NBL (see CTP-77)	
CTP-77	SR 5/Bill Arp Road	at I-20 EB Ramps	Add free flow NBR - Install Contraflow SBL (see CTP-76)	
CTP-78	SR 5/Bill Arp Road	at Douglas Boulevard	Add NBR Turn Lane, add second WBL turn lane, and add second SBL Turn Lane	
CTP-79	SR 5/Bill Arp Road	at Stewart Parkway	Add second NBL Turn Lane and second WBR Turn Lane	
CTP-122	Vulcan Drive	at Groovers Lake Road	Intersection Marking and Signing	
CTP-124	Riverside Parkway Extension	SR 166/Fairburn Road to Aneewake Road	Right of Way Acquisition, New Road (Two Lanes) and Intersection Improvements	
CTP-125	Factory Shoals Road	from Douglas Hill Road to 0.30 miles North	Widening (from Two to Three Lanes)	
CTP-126	S. Sweetwater Road	at Mt. Vernon Road	Roundabout	
CTP-127	Mt. Vernon Road	at Skyview Drive	Add Right Turn Lane	

Roadway Maintenance Improvements

Expand rehabilitation program to \$5.8M/year (approx. 35 miles/year) or every road every 20 years.

Scenario 2a - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - No Additional Federal/State Funding

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-90	Bright Star Rd	SR 8/Veterans Memorial Highway	Douglas Blvd	
CTP-91	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	
CTP-92	Bill Arp Rd	from Kings Highway to Douglas Boulevard	Sidewalk on both sides of Road	
CTP-93	W Stewart Mill Rd	from Bill Arp Road to Stewart Mill Road	Sidewalk on both sides of Road	
CTP-94	Stewart Mill Rd	from Central Church Road to Chapel Hill Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-96	US 78	from Bright Star Road to Rose Avenue	Sidewalk on both sides of Road	
CTP-98	Chicago Ave/Cedar Mountain Rd	from N Flat Rock Road to W Strickland Street	Sidewalk on both sides of Road	
CTP-99	Campbellton St	from Selman Avenue to Hospital Drive	Sidewalk on West side of Road	
CTP-105	Durelee Ln	from Fairburn Road to Dorris Road	Sidewalk on both sides of Road.	
CTP-106	Durelee Ln	from US 78 to Fairburn Road	Sidewalk on East side of Road	
CTP-107	Pope Rd	from Slater Mill Road to Fairburn Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-108	Fairburn Rd	from Slater Mill Road to Pope Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-109	Fairburn Rd	from Pope Road to Lee Road	Sidewalk on both sides of Road.	
CTP-110	Fairburn Rd	from Lee Road to Anneewakee Road	Sidewalk on both sides of Road.	
CTP-112	Riverside Pkwy	from Fairburn Road to Thornton Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-113	Midway Rd/S Burnt Hickory Rd	from Fairburn Road to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-114	US 78	from Durelee Lane to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-115	County Line Rd	from Fairburn Road to Lee Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-116	Mt Vernon Rd	from Huckleberry Lane to Monier Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-117	Cedar Terrace Rd	from Lee Road to Mt Vernon Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-118	Monier Blvd/Blairs Bridge Rd	from Lee Road to Thornton Road	Sidewalk on both sides of Road.	
CTP-119	US 78	from Harper Street to S Sweetwater Road	Sidewalk on West side of Road	
CTP-120	Thornton Rd	from Humphries Hill Road to Blaires Bridge Road	Sidewalk on both sides of Road.	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Scenario 2a - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - No Additional Federal/State Funding

Aspiration Project List (2050+ Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-13	Kings Highway	from Central Church Road to Bill Arp Road	Circulation/subarea study with Central Church Road/Bill Arp Road/Kings Triangle	
CTP-17	Liberty Road	from Carroll County Line to Carroll County Line	Widening	
CTP-27	SR 166/Duncan Memorial Highway	from Chapel Hill Road to SR 92	Widening	
CTP-28	SR 166/Duncan Memorial Highway	from SR 5/Bill Arp Road to Capps Ferry Road	Widening	
CTP-34	SR 6/Thornton Road	from Riverside Parkway to Fulton County Line	Widening plus intersection Improvements at Riverside Parkway	
CTP-43	SR 92/Fairburn Road	from SR 166/Duncan Memorial Highway to Fulton County Line	Widening	
CTP-67	SR 5/Bill Arp Road	at Mason Creek Road	NBL & SBL Turn Lanes - N-S Left Turn P+P phases (signal improvements)	
CTP-68	SR 5/Bill Arp Road	at Berea Road	NBL Turn Lane	
CTP-69	Bright Star Road	at Cowan Mill Road	NBL & SBL Turn Lanes	
CTP-70	Post Road	at Ephesus Church Road	EBL Turn Lane	
CTP-71	Chapel Hill Road	at Douglas Boulevard	Add second WBR Turn Lane and second SBL Turn Lane	
CTP-72	Chapel Hill Road	at Stewart Mill Road	Add EBR Turn Lane and second NBL Turn Lane	
CTP-74	Lee Road	SR 92/Fairburn Road	Provide Overlap Phase for WBR Movement along Lee Road	
CTP-75	Bright Star Road	at Douglas Boulevard	Add SBL Turn Lane and NBL Turn Lane	
CTP-123	SR 92/Fairburn Road	at Lake Monroe Road	Traffic Signal	

Roadway Maintenance Improvements

No projects.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-80	US 78	from Mirror Lake Boulevard to Tyson Road	Sidewalk on both sides of Road	
CTP-81	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	
CTP-82	Post Road	from US 78 to E Union Hill Road	Sidewalk on both sides of Road	
CTP-83	Ephesus Church Rd	from Liberty Road to Post Road	Sidewalk on both sides of Road	
CTP-84	Liberty Rd	from Ephesus Church Road to N Helton Road	Sidewalk on both sides of Road	
CTP-85	Pool Rd	from Johnston Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-86	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-87	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-88	Big A Rd	from Bill Ap Road to Kings Highway	Sidewalk on both sides of Road	
CTP-89	Kings Hwy	from Bill Arp Road to Big A Road	Sidewalk on both sides of Road	
CTP-95	SR 166/Duncan Memorial Hwy	from Post Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-97	Rose Ave	from Bill Arp Road to W Strickland Street	Sidewalk on East side of Road	
CTP-101	Anneewakee Rd	from Elk Run Drive to Simon Road	Sidewalk on both sides of Road.	
CTP-102	Malone Rd	from Dallas Highway to McIntosh Road	Mostly North side of Road	
CTP-103	McIntosh Rd	from Malone Road to US 78	Sidewalk on both sides of Road.	
CTP-104	Hospital Dr	from Campbellton Street to Prestley Mill Road	Sidewalk on both sides of Road.	
CTP-111	Hwy 92	from Fairburn Road to SR 166/Duncan Memorial Highway	Sidewalk on both sides of Road.	
CTP-121	US 78	from Thornton Road to Cobb County Line	Sidewalk on West side of Road	

Transit Improvements

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Expand Countywide demand response service (an additional \$1.0/year)

I-20 West HCT/BRT from SR 5/Bill Arp Road to the East on managed lanes

Scenario 2b - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - Additional Federal/State Funding at 25%

Tier 1 (2022 - 2026 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	RTP DO-220A - Currently Under Construction
CTP-15	Lee Road	from E. County Line Road to I-20	Widening	RTP DO-220A - Currently Under Construction
CTP-16 ⁽¹⁾	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022
CTP-23 ⁽¹⁾	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022
CTP-24 ⁽¹⁾	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022
CTP-25 ⁽¹⁾	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022
CTP-18	Maxham Road	at Thornton Road	Access management/pedestrian improvements/redesign Maxham Road at Thornton Road intersection	Included in current SPLOST
CTP-20	Post Road	from I-20 to SR 8/Veteran's Memorial Highway	Safety Improvements	Included in current SPLOST
CTP-22	Riverside Parkway	at Rock House Road	Traffic signal	Included in current SPLOST
CTP-36-1	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	\$250,000 Already covered in SPLOST
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	Included in current SPLOST
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Parkway	Intersection Improvements	Included in current SPLOST
CTP-52	SR 8/Veteran's Memorial Highway	at John West Road/S. Baggett Road	Intersection Improvements	Included in current SPLOST
CTP-53	SR 166/Duncan Memorial Highway	at Post Road	Intersection Improvements	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Highway	at Chapel Hill Road	Intersection Improvements	Included in current SPLOST
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	Funded by GDOT
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	

(1) Initial funding in the 2022-2026 Time Period followed by the rest of the funding in the 2027-2031 Time Period.

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	RTP DO-298

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Scenario 2b - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - Additional Federal/State Funding at 25%

Tier 2 (2027 - 2031 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-4	Capps Ferry Road	at SR 166/Duncan Memorial Highway	Roundabout	
CTP-8-1	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-9	Hospital Drive	from SR 92/Fairburn Road to Dorris Road	Pedestrian Crossing	
CTP-10-1	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-1	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-1	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-16 ⁽¹⁾	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022
CTP-23 ⁽¹⁾	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022
CTP-24 ⁽¹⁾	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022
CTP-25 ⁽¹⁾	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022
CTP-36-2	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-37	SR 8/Veteran's Memorial Highway	at Campbellton Street	Intersection Operational Improvements	
CTP-40	SR 8/Veteran's Memorial Highway	from SR 92/Fairburn Road to SR 92/Dallas Highway	Restriping/Repurposing/Pavement Marking and Signing	
CTP-41	SR 8/Veteran's Memorial Highway	from Rose Avenue to SR 5/Bill Arp Road	Additional turn lanes at cross streets for RR crossing storage	
CTP-42	SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road to John West Road	Lane restriping, turn lane channelization	
CTP-47	SR 92/Fairburn Road	from I-20 to Pope Road	Operational Improvements/Access Management Study	
CTP-57	Lee Road	from Bomar Road to Chapel Hill Road	Widening	RTP-DO-004
CTP-60	Chapel Hill Road	from Central Church Road to Stewart Mill Road	Widening	RTP DO-252A

(1) Initial funding in the 2022-2026 Time Period followed by the rest of the funding in the 2027-2031 Time Period.

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-100	Campbellton St/Chapel Hill Rd	from Douglas Boulevard to Arbor Place	Sidewalk on West side of Road	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Scenario 2b - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - Additional Federal/State Funding at 25%

Tier 3 (2032 - 2050 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-1	Campbellton Street	at Hospital Drive	Intersection Improvements	
CTP-2	Campbellton Street	from Selman Avenue to SR 8/Veteran's Memorial Highway	Traffic calming/pedestrian improvements	
CTP-3	Capps Ferry Road	at Brecken Drive	Intersection Improvements/Pedestrian Improvements	
CTP-5	Cedar Mountain Road	at Dorris Road	Intersection Improvements	
CTP-6	Douglas Boulevard	from Bright Star Road to SR 5/Bill Arp Road	Access Management/Raised Median	
CTP-7	Douglas Boulevard	from SR 5/Bill Arp Road to Chapel Hill Road	Access Management/Raised Median	
CTP-8-2	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-2 & 3	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-2 & 3	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-2 & 3	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-19	Post Road	from SR 166/Duncan Memorial Highway to Jenkins Road	Safety Improvements	
CTP-21	Riverside Parkway	from SR 6/Thornton Road to Cobb County Line	Widening	
CTP-26	Skyview Drive	from Mt. Vernon Road to SR 6/Thornton Road	Pedestrian Crossings	
CTP-29	SR 166/Duncan Memorial Highway	from Post Road to Carroll County Line	Safety Improvements	
CTP-30	SR 5/Bill Arp Road	at Shadow Wood Drive	Intersection Improvements	
CTP-31	SR 5/Bill Arp Road	from Central Church Road to I-20	Widening plus Safety/Pedestrian Improvements	
CTP-32	SR 5/Bill Arp Road	from I-20 to Bright Star Connector	Widening	
CTP-33	SR 5/Bill Arp Road	from Bright Star Connector to SR 8/Veteran's Memorial Highway	Widening	
CTP-35	SR 6/Thornton Road	from Interstate W Parkway to I-20	Widening	
CTP-38	SR 8/Veteran's Memorial Highway	from S. Sweetwater Road to SR 6/Thornton Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-39	SR 8/Veteran's Memorial Highway	from Burnt Hickory Road to S. Sweetwater Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-45	SR 92/Fairburn Road	from SR 8/Veteran's Memorial Highway to Hospital Drive	Access Management/Raised Median	
CTP-46	SR 92/Fairburn Road	from Hospital Drive to I-20	Operational Improvements/Raised Islands at RTs	
CTP-55	Chapel Hill Road	from Douglas Boulevard to Hospital Drive	Widening and I-20 Ramp Improvements	
CTP-56	Lee Road	from SR 92 to Bomar Road	New Road	RTP DO-017 - Under Construction?
CTP-58	Lee Road	from Chapel Hill Road to I-20	Widening	RTP-DO-003
CTP-59	SR 8/Veteran's Memorial Highway	from SR6/Thornton Road to S. Sweetwater Road	Widening	RTP DO-016 - No Local Funding
CTP-61	Chapel Hill Road	from Dorset Shoals Road to SR 166/Duncan Memorial Highway	Widening	RTP DO-252B
CTP-62	SR 61	from Punkintown Road to Sweetwater Creek State Park	Widening	RTP AR-176 - No Local Funding
CTP-65	SR 166/Duncan Memorial Highway	at Fairplay Park Entrance	WB Left Turn Lane	
CTP-66	SR 5/Bill Arp Road	at Alexander Parkway	SB Left Turn Lane	
CTP-67	SR 5/Bill Arp Road	at Mason Creek Road	NBL & SBL Turn Lanes - N-S Left Turn P+P phases (signal improvements)	
CTP-68	SR 5/Bill Arp Road	at Berea Road	NBL Turn Lane	
CTP-69	Bright Star Road	at Cowan Mill Road	NBL & SBL Turn Lanes	
CTP-70	Post Road	at Ephesus Church Road	EBL Turn Lane	
CTP-71	Chapel Hill Road	at Douglas Boulevard	Add second WBR Turn Lane and second SBL Turn Lane	
CTP-72	Chapel Hill Road	at Stewart Mill Road	Add EBR Turn Lane and second NBL Turn Lane	
CTP-74	Lee Road	SR 92/Fairburn Road	Provide Overlap Phase for WBR Movement along Lee Road	
CTP-75	Bright Star Road	at Douglas Boulevard	Add SBL Turn Lane and NBL Turn Lane	
CTP-76	SR 5/Bill Arp Road	at I-20 WB Ramps	Add second WBR Turn Lane - Install Contraflow NBL (see CTP-77)	
CTP-77	SR 5/Bill Arp Road	at I-20 EB Ramps	Add free flow NBR - Install Contraflow SBL (see CTP-76)	
CTP-78	SR 5/Bill Arp Road	at Douglas Boulevard	Add NBR Turn Lane, add second WBL turn lane, and add second SBL Turn Lane	
CTP-79	SR 5/Bill Arp Road	at Stewart Parkway	Add second NBL Turn Lane and second WBR Turn Lane	
CTP-122	Vulcan Drive	at Groovers Lake Road	Intersection Marking and Signing	
CTP-123	SR 92/Fairburn Road	at Lake Monroe Road	Traffic Signal	
CTP-124	Riverside Parkway Extension	SR 166/Fairburn Road to Anewakee Road	Right of Way Acquisition, New Road (Two Lanes) and Intersection Improvements	
CTP-125	Factory Shoals Road	from Douglas Hill Road to 0.30 miles North	Widening (from Two to Three Lanes)	
CTP-126	S. Sweetwater Road	at Mt. Vernon Road	Roundabout	
CTP-127	Mt. Vernon Road	at Skyview Drive	Add Right Turn Lane	

Roadway Maintenance Improvements

Expand rehabilitation program to \$5.8M/year (approx. 35 miles/year) or every road every 20 years.

Scenario 2b - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - Additional Federal/State Funding at 25%

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-84	Liberty Rd	from Ephesus Church Road to N Helton Road	Sidewalk on both sides of Road	
CTP-86	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-87	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-90	Bright Star Rd	SR 8/Veterans Memorial Highway	Douglas Blvd	
CTP-91	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	
CTP-92	Bill Arp Rd	from Kings Highway to Douglas Boulevard	Sidewalk on both sides of Road	
CTP-93	W Stewart Mill Rd	from Bill Arp Road to Stewart Mill Road	Sidewalk on both sides of Road	
CTP-94	Stewart Mill Rd	from Central Church Road to Chapel Hill Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-96	US 78	from Bright Star Road to Rose Avenue	Sidewalk on both sides of Road	
CTP-97	Rose Ave	from Bill Arp Road to W Strickland Street	Sidewalk on East side of Road	
CTP-98	Chicago Ave/Cedar Mountain Rd	from N Flat Rock Road to W Strickland Street	Sidewalk on both sides of Road	
CTP-99	Campbellton St	from Selman Avenue to Hospital Drive	Sidewalk on West side of Road	
CTP-102	Malone Rd	from Dallas Highway to McIntosh Road	Mostly North side of Road	
CTP-103	McIntosh Rd	from Malone Road to US 78	Sidewalk on both sides of Road.	
CTP-104	Hospital Dr	from Campbellton Street to Prestley Mill Road	Sidewalk on both sides of Road.	
CTP-105	Durelee Ln	from Fairburn Road to Dorris Road	Sidewalk on both sides of Road.	
CTP-106	Durelee Ln	from US 78 to Fairburn Road	Sidewalk on East side of Road	
CTP-107	Pope Rd	from Slater Mill Road to Fairburn Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-108	Fairburn Rd	from Slater Mill Road to Pope Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-109	Fairburn Rd	from Pope Road to Lee Road	Sidewalk on both sides of Road.	
CTP-110	Fairburn Rd	from Lee Road to Anneewakee Road	Sidewalk on both sides of Road.	
CTP-112	Riverside Pkwy	from Fairburn Road to Thornton Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-113	Midway Rd/S Burnt Hickory Rd	from Fairburn Road to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-114	US 78	from Durelee Lane to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-115	County Line Rd	from Fairburn Road to Lee Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-116	Mt Vernon Rd	from Huckleberry Lane to Monier Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-117	Cedar Terrace Rd	from Lee Road to Mt Vernon Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-118	Monier Blvd/Blairs Bridge Rd	from Lee Road to Thornton Road	Sidewalk on both sides of Road.	
CTP-119	US 78	from Harper Street to S Sweetwater Road	Sidewalk on West side of Road	
CTP-120	Thornton Rd	from Humphries Hill Road to Blairs Bridge Road	Sidewalk on both sides of Road.	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Expand Countywide demand response service (an additional \$1.0/year)

Scenario 2b - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - Additional Federal/State Funding at 25%

Aspiration Project List (2050+ Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-13	Kings Highway	from Central Church Road to Bill Arp Road	Circulation/subarea study with Central Church Road/Bill Arp Road/Kings Triangle	
CTP-17	Liberty Road	from Carroll County Line to Carroll County Line	Widening	
CTP-27	SR 166/Duncan Memorial Highway	from Chapel Hill Road to SR 92	Widening	
CTP-28	SR 166/Duncan Memorial Highway	from SR 5/Bill Arp Road to Capps Ferry Road	Widening	
CTP-34	SR 6/Thornton Road	from Riverside Parkway to Fulton County Line	Widening plus intersection Improvements at Riverside Parkway	
CTP-43	SR 92/Fairburn Road	from SR 166/Duncan Memorial Highway to Fulton County Line	Widening	

Roadway Maintenance Improvements

No projects.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-80	US 78	from Mirror Lake Boulevard to Tyson Road	Sidewalk on both sides of Road	
CTP-81	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	
CTP-82	Post Road	from US 78 to E Union Hill Road	Sidewalk on both sides of Road	
CTP-83	Ephesus Church Rd	from Liberty Road to Post Road	Sidewalk on both sides of Road	
CTP-85	Pool Rd	from Johnston Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-88	Big A Rd	from Bill Arp Road to Kings Highway	Sidewalk on both sides of Road	
CTP-89	Kings Hwy	from Bill Arp Road to Big A Road	Sidewalk on both sides of Road	
CTP-95	SR 166/Duncan Memorial Hwy	from Post Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-101	Anneewakee Rd	from Elk Run Drive to Simon Road	Sidewalk on both sides of Road.	
CTP-111	Hwy 92	from Fairburn Road to SR 166/Duncan Memorial Highway	Sidewalk on both sides of Road.	
CTP-121	US 78	from Thornton Road to Cobb County Line	Sidewalk on West side of Road	

Transit Improvements

I-20 West HCT/BRT from SR 5/Bill Arp Road to the East on managed lanes

Scenario 2c - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - Additional Federal Funding at 50%

Tier 1 (2022 - 2026 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-4	Capps Ferry Road	at SR 166/Duncan Memorial Highway	Roundabout	
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	RTP DO-220A - Currently Under Construction
	h	from E. County Line Road to I-20	Widening	RTP DO-220A - Currently Under Construction
CTP-16	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022
CTP-23	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022
CTP-24	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022
CTP-25	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022
CTP-18	Maxham Road	at Thornton Road	Access management/pedestrian improvements/redesign Maxham Road at Thornton Road intersection	Included in current SPLOST
CTP-20	Post Road	from I-20 to SR 8/Veteran's Memorial Highway	Safety Improvements	Included in current SPLOST
CTP-22	Riverside Parkway	at Rock House Road	Traffic signal	Included in current SPLOST
CTP-36-1	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-37	SR 8/Veteran's Memorial Highway	at Campbellton Street	Intersection Operational Improvements	
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	\$250,000 Already covered in SPLOST
CTP-47	SR 92/Fairburn Road	from I-20 to Pope Road	Operational Improvements/Access Management Study	
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	Included in current SPLOST
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Parkway	Intersection Improvements	Included in current SPLOST
CTP-52	SR 8/Veteran's Memorial Highway	at John West Road/S. Baggett Road	Intersection Improvements	Included in current SPLOST
CTP-53	SR 166/Duncan Memorial Highway	at Post Road	Intersection Improvements	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Highway	at Chapel Hill Road	Intersection Improvements	Included in current SPLOST
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	Funded by GDOT
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	RTP DO-298

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Scenario 2c - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - Additional Federal Funding at 50%

Tier 2 (2027 - 2031 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-8-1	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-9	Hospital Drive	from SR 92/Fairburn Road to Dorris Road	Pedestrian Crossing	
CTP-10-1	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-1	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-1	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-29	SR 166/Duncan Memorial Highway	from Post Road to Carroll County Line	Safety Improvements	
CTP-32	SR 5/Bill Arp Road	from I-20 to Bright Star Connector	Widening	
CTP-33	SR 5/Bill Arp Road	from Bright Star Connector to SR 8/Veteran's Memorial Highway	Widening	
CTP-36-2	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-40	SR 8/Veteran's Memorial Highway	from SR 92/Fairburn Road to SR 92/Dallas Highway	Restriping/Repurposing/Pavement Marking and Signing	
CTP-42	SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road to John West Road	Lane restriping, turn lane channelization	
CTP-57	Lee Road	from Bomar Road to Chapel Hill Road	Widening	RTP-DO-004
CTP-60	Chapel Hill Road	from Central Church Road to Stewart Mill Road	Widening	RTP DO-252A

(1) Initial funding in the 2022-2026 Time Period followed by the rest of the funding in the 2027-2031 Time Period.

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-92	Bill Arp Rd	from Kings Highway to Douglas Boulevard	Sidewalk on both sides of Road	
CTP-93	W Stewart Mill Rd	from Bill Arp Road to Stewart Mill Road	Sidewalk on both sides of Road	
CTP-94	Stewart Mill Rd	from Central Church Road to Chapel Hill Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-99	Campbellton St	from Selman Avenue to Hospital Drive	Sidewalk on West side of Road	
CTP-100	Campbellton St/Chapel Hill Rd	from Douglas Boulevard to Arbor Place	Sidewalk on West side of Road	
CTP-107	Pope Rd	from Slater Mill Road to Fairburn Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-112	Riverside Pkwy	from Fairburn Road to Thornton Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-115	County Line Rd	from Fairburn Road to Lee Road	Sidewalk on one side - Multiuse Trail on other side of the Road	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Scenario 2c - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - Additional Federal Funding at 50%

Tier 3 (2032 - 2050 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-1	Campbellton Street	at Hospital Drive	Intersection Improvements	
CTP-2	Campbellton Street	from Selman Avenue to SR 8/Veteran's Memorial Highway	Traffic calming/pedestrian improvements	
CTP-3	Capps Ferry Road	at Brecken Drive	Intersection Improvements/Pedestrian Improvements	
CTP-5	Cedar Mountain Road	at Dorris Road	Intersection Improvements	
CTP-6	Douglas Boulevard	from Bright Star Road to SR 5/Bill Arp Road	Access Management/Raised Median	
CTP-7	Douglas Boulevard	from SR 5/Bill Arp Road to Chapel Hill Road	Access Management/Raised Median	
CTP-8-2	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-2 & 3	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-2 & 3	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-2 & 3	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-13	Kings Highway	from Central Church Road to Bill Arp Road	Circulation/subarea study with Central Church Road/Bill Arp Road/Kings Triangle	
CTP-19	Post Road	from SR 166/Duncan Memorial Highway to Jenkins Road	Safety Improvements	
CTP-21	Riverside Parkway	from SR 6/Thornton Road to Cobb County Line	Widening	
CTP-26	Skyview Drive	from Mt. Vernon Road to SR 6/Thornton Road	Pedestrian Crossings	
CTP-27	SR 166/Duncan Memorial Highway	from Chapel Hill Road to SR 92	Widening	
CTP-30	SR 5/Bill Arp Road	at Shadow Wood Drive	Intersection Improvements	
CTP-31	SR 5/Bill Arp Road	from Central Church Road to I-20	Widening plus Safety/Pedestrian Improvements	
CTP-34	SR 6/Thornton Road	from Riverside Parkway to Fulton County Line	Widening plus intersection Improvements at Riverside Parkway	
CTP-35	SR 6/Thornton Road	from Interstate W Parkway to I-20	Widening	
CTP-38	SR 8/Veteran's Memorial Highway	from S. Sweetwater Road to SR 6/Thornton Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-39	SR 8/Veteran's Memorial Highway	from Burnt Hickory Road to S. Sweetwater Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-41	SR 8/Veteran's Memorial Highway	from Rose Avenue to SR 5/Bill Arp Road	Additional turn lanes at cross streets for RR crossing storage	
CTP-43	SR 92/Fairburn Road	from SR 166/Duncan Memorial Highway to Fulton County Line	Widening	
CTP-45	SR 92/Fairburn Road	from SR 8/Veteran's Memorial Highway to Hospital Drive	Access Management/Raised Median	
CTP-46	SR 92/Fairburn Road	from Hospital Drive to I-20	Operational Improvements/Raised Islands at RTs	
CTP-55	Chapel Hill Road	from Douglas Boulevard to Hospital Drive	Widening and I-20 Ramp Improvements	
CTP-56	Lee Road	from SR 92 to Bomar Road	New Road	RTP DO-017 - Under Construction?
CTP-58	Lee Road	from Chapel Hill Road to I-20	Widening	RTP-DO-003
CTP-59	SR 8/Veteran's Memorial Highway	from SR6/Thornton Road to S. Sweetwater Road	Widening	RTP DO-016 - No Local Funding
CTP-61	Chapel Hill Road	from Dorset Shoals Road to SR 166/Duncan Memorial Highway	Widening	RTP DO-252B
CTP-62	SR 61	from Punkintown Road to Sweetwater Creek State Park	Widening	RTP AR-176 - No Local Funding
CTP-65	SR 166/Duncan Memorial Highway	at Fairplay Park Entrance	WB Left Turn Lane	
CTP-66	SR 5/Bill Arp Road	at Alexander Parkway	SB Left Turn Lane	
CTP-67	SR 5/Bill Arp Road	at Mason Creek Road	NBL & SBL Turn Lanes - N-S Left Turn P+P phases (signal improvements)	
CTP-68	SR 5/Bill Arp Road	at Berea Road	NBL Turn Lane	
CTP-69	Bright Star Road	at Cowan Mill Road	NBL & SBL Turn Lanes	
CTP-70	Post Road	at Ephesus Church Road	EBL Turn Lane	
CTP-71	Chapel Hill Road	at Douglas Boulevard	Add second WBR Turn Lane and second SBL Turn Lane	
CTP-72	Chapel Hill Road	at Stewart Mill Road	Add EBR Turn Lane and second NBL Turn Lane	
CTP-74	Lee Road	SR 92/Fairburn Road	Provide Overlap Phase for WBR Movement along Lee Road	
CTP-75	Bright Star Road	at Douglas Boulevard	Add SBL Turn Lane and NBL Turn Lane	
CTP-76	SR 5/Bill Arp Road	at I-20 WB Ramps	Add second WBR Turn Lane - Install Contraflow NBL (see CTP-77)	
CTP-77	SR 5/Bill Arp Road	at I-20 EB Ramps	Add free flow NBR - Install Contraflow SBL (see CTP-76)	
CTP-78	SR 5/Bill Arp Road	at Douglas Boulevard	Add NBR Turn Lane, add second WBL turn lane, and add second SBL Turn Lane	
CTP-79	SR 5/Bill Arp Road	at Stewart Parkway	Add second NBL Turn Lane and second WBR Turn Lane	
CTP-122	Vulcan Drive	at Groovers Lake Road	Intersection Marking and Signing	
CTP-123	SR 92/Fairburn Road	at Lake Monroe Road	Traffic Signal	
CTP-124	Riverside Parkway Extension	SR 166/Fairburn Road to Anewakee Road	Right of Way Acquisition, New Road (Two Lanes) and Intersection Improvements	
CTP-125	Factory Shoals Road	from Douglas Hill Road to 0.30 miles North	Widening (from Two to Three Lanes)	
CTP-126	S. Sweetwater Road	at Mt. Vernon Road	Roundabout	
CTP-127	Mt. Vernon Road	at Skyview Drive	Add Right Turn Lane	

Scenario 2c - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - Additional Federal Funding at 50%

Roadway Maintenance Improvements

Expand rehabilitation program to \$5.8M/year (approx. 35 miles/year) or every road every 20 years.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-80	US 78	from Mirror Lake Boulevard to Tyson Road	Sidewalk on both sides of Road	
CTP-81	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	
CTP-82	Post Road	from US 78 to E Union Hill Road	Sidewalk on both sides of Road	
CTP-83	Ephesus Church Rd	from Liberty Road to Post Road	Sidewalk on both sides of Road	
CTP-84	Liberty Rd	from Ephesus Church Road to N Helton Road	Sidewalk on both sides of Road	
CTP-86	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-87	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-88	Big A Rd	from Bill Ap Road to Kings Highway	Sidewalk on both sides of Road	
CTP-89	Kings Hwy	from Bill Arp Road to Big A Road	Sidewalk on both sides of Road	
CTP-90	Bright Star Rd	SR 8/Veterans Memorial Highway	Douglas Blvd	
CTP-91	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	
CTP-95	SR 166/Duncan Memorial Hwy	from Post Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-96	US 78	from Bright Star Road to Rose Avenue	Sidewalk on both sides of Road	
CTP-97	Rose Ave	from Bill Arp Road to W Strickland Street	Sidewalk on East side of Road	
CTP-98	Chicago Ave/Cedar Mountain Rd	from N Flat Rock Road to W Strickland Street	Sidewalk on both sides of Road	
CTP-101	Anneewakee Rd	from Elk Run Drive to Simon Road	Sidewalk on both sides of Road.	
CTP-102	Malone Rd	from Dallas Highway to McIntosh Road	Mostly North side of Road	
CTP-103	McIntosh Rd	from Malone Road to US 78	Sidewalk on both sides of Road.	
CTP-104	Hospital Dr	from Campbellton Street to Prestley Mill Road	Sidewalk on both sides of Road.	
CTP-105	Durelee Ln	from Fairburn Road to Dorris Road	Sidewalk on both sides of Road.	
CTP-106	Durelee Ln	from US 78 to Fairburn Road	Sidewalk on East side of Road	
CTP-108	Fairburn Rd	from Slater Mill Road to Pope Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-109	Fairburn Rd	from Pope Road to Lee Road	Sidewalk on both sides of Road.	
CTP-110	Fairburn Rd	from Lee Road to Anneewakee Road	Sidewalk on both sides of Road.	
CTP-111	Hwy 92	from Fairburn Road to SR 166/Duncan Memorial Highway	Sidewalk on both sides of Road.	
CTP-113	Midway Rd/S Burnt Hickory Rd	from Fairburn Road to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-114	US 78	from Durelee Lane to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-116	Mt Vernon Rd	from Huckleberry Lane to Monier Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-117	Cedar Terrace Rd	from Lee Road to Mt Vernon Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-118	Monier Blvd/Blairs Bridge Rd	from Lee Road to Thornton Road	Sidewalk on both sides of Road.	
CTP-119	US 78	from Harper Street to S Sweetwater Road	Sidewalk on West side of Road	
CTP-120	Thornton Rd	from Humphries Hill Road to Blaires Bridge Road	Sidewalk on both sides of Road.	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Expand Countywide demand response service (an additional \$1.0/year)

I-20 West HCT/BRT from SR 5/Bill Arp Road to the East on managed lanes

Scenario 2c - No SPLOST after implementation of TSPLOST + Full Penny TSPLOST (2025) - Additional Federal Funding at 50%

Aspiration Project List (2050+ Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-17	Liberty Road	from Carroll County Line to Carroll County Line	Widening	
CTP-28	SR 166/Duncan Memorial Highway	from SR 5/Bill Arp Road to Capps Ferry Road	Widening	

Roadway Maintenance Improvements

No projects.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-85	Pool Rd	from Johnston Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-121	US 78	from Thornton Road to Cobb County Line	Sidewalk on West side of Road	

Transit Improvements

No projects.

Scenario 3a - SPLOST through 2050 + ½ Penny TSPLOST (2025) - No Additional Federal Funding

Tier 1 (2022 - 2026 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	RTP DO-220A - Currently Under Construction
CTP-15	Lee Road	from E. County Line Road to I-20	Widening	RTP DO-220A - Currently Under Construction
CTP-16 ⁽¹⁾	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022
CTP-23 ⁽¹⁾	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022
CTP-24 ⁽¹⁾	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022
CTP-25 ⁽¹⁾	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022
CTP-18	Maxham Road	at Thornton Road	Access management/pedestrian improvements/redesign Maxham Road at Thornton Road intersection	Included in current SPLOST
CTP-20	Post Road	from I-20 to SR 8/Veteran's Memorial Highway	Safety Improvements	Included in current SPLOST
CTP-22	Riverside Parkway	at Rock House Road	Traffic signal	Included in current SPLOST
CTP-36-1	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	\$250,000 Already covered in SPLOST
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	Included in current SPLOST
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Parkway	Intersection Improvements	Included in current SPLOST
CTP-52	SR 8/Veteran's Memorial Highway	at John West Road/S. Baggett Road	Intersection Improvements	Included in current SPLOST
CTP-53	SR 166/Duncan Memorial Highway	at Post Road	Intersection Improvements	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Highway	at Chapel Hill Road	Intersection Improvements	Included in current SPLOST
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	Funded by GDOT
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	

(1) Initial funding in the 2022-2026 Time Period followed by the rest of the funding in the 2027-2031 Time Period.

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	RTP DO-298 - (2023-2024)
CTP-93	W Stewart Mill Rd	from Bill Arp Road to Stewart Mill Road	Sidewalk on both sides of Road	
CTP-100	Campbellton St/Chapel Hill Rd	from Douglas Boulevard to Arbor Place	Sidewalk on West side of Road	
CTP-107	Pope Rd	from Slater Mill Road to Fairburn Road	Sidewalk on one side - Multiuse Trail on other side of the Road	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Scenario 3a - SPLOST through 2050 + ½ Penny TSPLOST (2025) - No Additional Federal Funding

Tier 2 (2027 - 2031 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-4	Capps Ferry Road	at SR 166/Duncan Memorial Highway	Roundabout	
CTP-8-1	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-9	Hospital Drive	from SR 92/Fairburn Road to Dorris Road	Pedestrian Crossing	
CTP-10-1	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-1	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-1	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-16 ⁽¹⁾	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022
CTP-23 ⁽¹⁾	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022
CTP-24 ⁽¹⁾	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022
CTP-25 ⁽¹⁾	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022
CTP-32	SR 5/Bill Arp Road	from I-20 to Bright Star Connector	Widening	
CTP-36-2	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-37	SR 8/Veteran's Memorial Highway	at Campbellton Street	Intersection Operational Improvements	
CTP-40	SR 8/Veteran's Memorial Highway	from SR 92/Fairburn Road to SR 92/Dallas Highway	Restriping/Repurposing/Pavement Marking and Signing	
CTP-41	SR 8/Veteran's Memorial Highway	from Rose Avenue to SR 5/Bill Arp Road	Additional turn lanes at cross streets for RR crossing storage	
CTP-42	SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road to John West Road	Lane restriping, turn lane channelization	
CTP-47	SR 92/Fairburn Road	from I-20 to Pope Road	Operational Improvements/Access Management Study	
CTP-57	Lee Road	from Bomar Road to Chapel Hill Road	Widening	RTP-DO-004
CTP-60	Chapel Hill Road	from Central Church Road to Stewart Mill Road	Widening	RTP DO-252A

(1) Initial funding in the 2022-2026 Time Period followed by the rest of the funding in the 2027-2031 Time Period.

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-92	Bill Arp Rd	from Kings Highway to Douglas Boulevard	Sidewalk on both sides of Road	
CTP-99	Campbellton St	from Selman Avenue to Hospital Drive	Sidewalk on West side of Road	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Scenario 3a - SPLOST through 2050 + ½ Penny TSPLOST (2025) - No Additional Federal Funding

Tier 3 (2032 - 2050 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-1	Campbellton Street	at Hospital Drive	Intersection Improvements	
CTP-2	Campbellton Street	from Selman Avenue to SR 8/Veteran's Memorial Highway	Traffic calming/pedestrian improvements	
CTP-3	Capps Ferry Road	at Brecken Drive	Intersection Improvements/Pedestrian Improvements	
CTP-5	Cedar Mountain Road	at Dorris Road	Intersection Improvements	
CTP-6	Douglas Boulevard	from Bright Star Road to SR 5/Bill Arp Road	Access Management/Raised Median	
CTP-7	Douglas Boulevard	from SR 5/Bill Arp Road to Chapel Hill Road	Access Management/Raised Median	
CTP-8-2	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-2	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-2	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-2	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-10-3	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-3	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-3	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-19	Post Road	from SR 166/Duncan Memorial Highway to Jenkins Road	Safety Improvements	
CTP-21	Riverside Parkway	from SR 6/Thornton Road to Cobb County Line	Widening	
CTP-26	Skyview Drive	from Mt. Vernon Road to SR 6/Thornton Road	Pedestrian Crossings	
CTP-29	SR 166/Duncan Memorial Highway	from Post Road to Carroll County Line	Safety Improvements	
CTP-30	SR 5/Bill Arp Road	at Shadow Wood Drive	Intersection Improvements	
CTP-31	SR 5/Bill Arp Road	from Central Church Road to I-20	Widening plus Safety/Pedestrian Improvements	
CTP-33	SR 5/Bill Arp Road	from Bright Star Connector to SR 8/Veteran's Memorial Highway	Widening	
CTP-35	SR 6/Thornton Road	from Interstate W Parkway to I-20	Widening	
CTP-38	SR 8/Veteran's Memorial Highway	from S. Sweetwater Road to SR 6/Thornton Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-39	SR 8/Veteran's Memorial Highway	from Burnt Hickory Road to S. Sweetwater Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-45	SR 92/Fairburn Road	from SR 8/Veteran's Memorial Highway to Hospital Drive	Access Management/Raised Median	
CTP-46	SR 92/Fairburn Road	from Hospital Drive to I-20	Operational Improvements/Raised Islands at RTs	
CTP-55	Chapel Hill Road	from Douglas Boulevard to Hospital Drive	Widening and I-20 Ramp Improvements	
CTP-56	Lee Road	from SR 92 to Bomar Road	New Road	RTP DO-017 - Under Construction?
CTP-58	Lee Road	from Chapel Hill Road to I-20	Widening	RTP-DO-003
CTP-59	SR 8/Veteran's Memorial Highway	from SR6/Thornton Road to S. Sweetwater Road	Widening	RTP DO-016 - No Local Funding
CTP-61	Chapel Hill Road	from Dorset Shoals Road to SR 166/Duncan Memorial Highway	Widening	RTP DO-252B
CTP-62	SR 61	from Punkintown Road to Sweetwater Creek State Park	Widening	RTP AR-176 - No Local Funding
CTP-65	SR 166/Duncan Memorial Highway	at Fairplay Park Entrance	WB Left Turn Lane	
CTP-66	SR 5/Bill Arp Road	at Alexander Parkway	SB Left Turn Lane	
CTP-67	SR 5/Bill Arp Road	at Mason Creek Road	NBL & SBL Turn Lanes - N-S Left Turn P+P phases (signal improvements)	
CTP-68	SR 5/Bill Arp Road	at Berea Road	NBL Turn Lane	
CTP-69	Bright Star Road	at Cowan Mill Road	NBL & SBL Turn Lanes	
CTP-70	Post Road	at Ephesus Church Road	EBL Turn Lane	
CTP-71	Chapel Hill Road	at Douglas Boulevard	Add second WBR Turn Lane and second SBL Turn Lane	
CTP-72	Chapel Hill Road	at Stewart Mill Road	Add EBR Turn Lane and second NBL Turn Lane	
CTP-74	Lee Road	SR 92/Fairburn Road	Provide Overlap Phase for WBR Movement along Lee Road	
CTP-75	Bright Star Road	at Douglas Boulevard	Add SBL Turn Lane and NBL Turn Lane	
CTP-76	SR 5/Bill Arp Road	at I-20 WB Ramps	Add second WBR Turn Lane - Install Contraflow NBL (see CTP-77)	
CTP-77	SR 5/Bill Arp Road	at I-20 EB Ramps	Add free flow NBR - Install Contraflow SBL (see CTP-76)	
CTP-78	SR 5/Bill Arp Road	at Douglas Boulevard	Add NBR Turn Lane, add second WBL turn lane, and add second SBL Turn Lane	
CTP-79	SR 5/Bill Arp Road	at Stewart Parkway	Add second NBL Turn Lane and second WBR Turn Lane	
CTP-122	Vulcan Drive	at Groovers Lake Road	Intersection Marking and Signing	
CTP-123	SR 92/Fairburn Road	at Lake Monroe Road	Traffic Signal	

Scenario 3a - SPLOST through 2050 + ½ Penny TSPLOST (2025) - No Additional Federal Funding

Roadway Maintenance Improvements

Expand rehabilitation program to \$5.8M/year (approx. 35 miles/year) or every road every 20 years.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-90	Bright Star Rd	SR 8/Veterans Memorail Highway	Douglas Blvd	
CTP-91	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	
CTP-94	Stewart Mill Rd	from Central Church Road to Chapel Hill Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-96	US 78	from Bright Star Road to Rose Avenue	Sidewalk on both sides of Road	
CTP-97	Rose Ave	from Bill Arp Road to W Strickland Street	Sidewalk on East side of Road	
CTP-98	Chicago Ave/Cedar Mountain Rd	from N Flat Rock Road to W Strickland Street	Sidewalk on both sides of Road	
CTP-103	McIntosh Rd	from Malone Road to US 78	Sidewalk on both sides of Road.	
CTP-104	Hospital Dr	from Campbellton Street to Prestley Mill Road	Sidewalk on both sides of Road.	
CTP-105	Durelee Ln	from Fairburn Road to Dorris Road	Sidewalk on both sides of Road.	
CTP-106	Durelee Ln	from US 78 to Fairburn Road	Sidewalk on East side of Road	
CTP-108	Fairburn Rd	from Slater Mill Road to Pope Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-109	Fairburn Rd	from Pope Road to Lee Road	Sidewalk on both sides of Road.	
CTP-110	Fairburn Rd	from Lee Road to Anneewakee Road	Sidewalk on both sides of Road.	
CTP-112	Riverside Pkwy	from Fairburn Road to Thornton Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-113	Midway Rd/S Burnt Hickory Rd	from Fairburn Road to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-114	US 78	from Durelee Lane to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-115	County Line Rd	from Fairburn Road to Lee Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-116	Mt Vernon Rd	from Huckleberry Lane to Monier Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-117	Cedar Terrace Rd	from Lee Road to Mt Vernon Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-118	Monier Blvd/Blairs Bridge Rd	from Lee Road to Thornton Road	Sidewalk on both sides of Road.	
CTP-119	US 78	from Harper Street to S Sweetwater Road	Sidewalk on West side of Road	
CTP-120	Thornton Rd	from Humphries Hill Road to Blaires Bridge Road	Sidewalk on both sides of Road.	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Scenario 3a - SPLOST through 2050 + ½ Penny TSPLOST (2025) - No Additional Federal Funding

Aspiration Project List (2050+ Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-13	Kings Highway	from Central Church Road to Bill Arp Road	Circulation/subarea study with Central Church Road/Bill Arp Road/Kings Triangle	
CTP-17	Liberty Road	from Carroll County Line to Carroll County Line	Widening	
CTP-27	SR 166/Duncan Memorial Highway	from Chapel Hill Road to SR 92	Widening	
CTP-28	SR 166/Duncan Memorial Highway	from SR 5/Bill Arp Road to Capps Ferry Road	Widening	
CTP-34	SR 6/Thornton Road	from Riverside Parkway to Fulton County Line	Widening plus intersection Improvements at Riverside Parkway	
CTP-43	SR 92/Fairburn Road	from SR 166/Duncan Memorial Highway to Fulton County Line	Widening	
CTP-124	Riverside Parkway Extension	SR 166/Fairburn Road to Aneewakee Road	Right of Way Acquisition, New Road (Two Lanes) and Intersection Improvements	
CTP-125	Factory Shoals Road	from Douglas Hill Road to 0.30 miles North	Widening (from Two to Three Lanes)	
CTP-126	S. Sweetwater Road	at Mt. Vernon Road	Roundabout	
CTP-127	Mt. Vernon Road	at Skyview Drive	Add Right Turn Lane	

Roadway Maintenance Improvements

No projects.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-80	US 78	from Mirror Lake Boulevard to Tyson Road	Sidewalk on both sides of Road	
CTP-81	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	
CTP-82	Post Road	from US 78 to E Union Hill Road	Sidewalk on both sides of Road	
CTP-83	Ephesus Church Rd	from Liberty Road to Post Road	Sidewalk on both sides of Road	
CTP-84	Liberty Rd	from Ephesus Church Road to N Helton Road	Sidewalk on both sides of Road	
CTP-85	Pool Rd	from Johnston Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-86	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-87	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-88	Big A Rd	from Bill Ap Road to Kings Highway	Sidewalk on both sides of Road	
CTP-89	Kings Hwy	from Bill Arp Road to Big A Road	Sidewalk on both sides of Road	
CTP-95	SR 166/Duncan Memorial Hwy	from Post Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-101	Anneewakee Rd	from Elk Run Drive to Simon Road	Sidewalk on both sides of Road.	
CTP-102	Malone Rd	from Dallas Highway to McIntosh Road	Mostly North side of Road	
CTP-111	Hwy 92	from Fairburn Road to SR 166/Duncan Memorial Highway	Sidewalk on both sides of Road.	
CTP-121	US 78	from Thornton Road to Cobb County Line	Sidewalk on West side of Road	

Transit Improvements

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Expand Countywide demand response service (an additional \$1.0/year)

I-20 West HCT/BRT from SR 5/Bill Arp Road to the East on managed lanes

Scenario 3b - SPLOST through 2050 + ½ Penny TSPLOST (2025) - Additional Federal Funding at 25%

Tier 1 (2022 - 2026 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-4	Capps Ferry Road	at SR 166/Duncan Memorial Highway	Roundabout	
CTP-9	Hospital Drive	from SR 92/Fairburn Road to Dorris Road	Pedestrian Crossing	
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	RTP DO-220A - Currently Under Construction
CTP-15	Lee Road	from E. County Line Road to I-20	Widening	RTP DO-220A - Currently Under Construction
CTP-16	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022
CTP-23	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022
CTP-24	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022
CTP-25	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022
CTP-18	Maxham Road	at Thornton Road	Access management/pedestrian improvements/redesign Maxham Road at Thornton Road intersection	Included in current SPLOST
CTP-20	Post Road	from I-20 to SR 8/Veteran's Memorial Highway	Safety Improvements	Included in current SPLOST
CTP-22	Riverside Parkway	at Rock House Road	Traffic signal	Included in current SPLOST
CTP-32	SR 5/Bill Arp Road	from I-20 to Bright Star Connector	Widening	
CTP-36-1	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-37	SR 8/Veteran's Memorial Highway	at Campbellton Street	Intersection Operational Improvements	
CTP-40	SR 8/Veteran's Memorial Highway	from SR 92/Fairburn Road to SR 92/Dallas Highway	Restriping/Repurposing/Pavement Marking and Signing	
CTP-41	SR 8/Veteran's Memorial Highway	from Rose Avenue to SR 5/Bill arp Road	Additional turn lanes at cross streets for RR crossing storage	
CTP-42	SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road to John West Road	Lane restriping, turn lane channelization	
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	\$250,000 Already covered in SPLOST
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	Included in current SPLOST
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Parkway	Intersection Improvements	Included in current SPLOST
CTP-52	SR 8/Veteran's Memorial Highway	at John West Road/S. Baggett Road	Intersection Improvements	Included in current SPLOST
CTP-53	SR 166/Duncan Memorial Highway	at Post Road	Intersection Improvements	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Highway	at Chapel Hill Road	Intersection Improvements	Included in current SPLOST
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	Funded by GDOT
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	
CTP-92	Bill Arp Rd	from Kings Highway to Douglas Boulevard	Sidewalk on both sides of Road	
CTP-93	W Stewart Mill Rd	from Bill Arp Road to Stewart Mill Road	Sidewalk on both sides of Road	
CTP-99	Campbellton St	from Selman Avenue to Hospital Drive	Sidewalk on West side of Road	
CTP-100	Campbellton St/Chapel Hill Rd	from Douglas Boulevard to Arbor Place	Sidewalk on West side of Road	
CTP-107	Pope Rd	from Slater Mill Road to Fairburn Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-117	Cedar Terrace Rd	from Lee Road to Mt Vernon Road	Sidewalk on one side - Multiuse Trail on other side of the Road	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Scenario 3b - SPLOST through 2050 + ½ Penny TSPLOST (2025) - Additional Federal Funding at 25%

Tier 2 (2027 - 2031 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-8-1	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-1	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-1	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-1	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-29	SR 166/Duncan Memorial Highway	from Post Road to Carroll County Line	Safety Improvements	
CTP-36-2	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-47	SR 92/Fairburn Road	from I-20 to Pope Road	Operational Improvements/Access Management Study	
CTP-57	Lee Road	from Bomar Road to Chapel Hill Road	Widening	RTP-DO-004
CTP-60	Chapel Hill Road	from Central Church Road to Stewart Mill Road	Widening	RTP DO-252A

Roadway Maintenance Improvements

Expand rehabilitation program to \$3.9M/year (approx. 23 miles/year) or every road every 30 years.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-94	Stewart Mill Rd	from Central Church Road to Chapel Hill Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-112	Riverside Pkwy	from Fairburn Road to Thornton Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-115	County Line Rd	from Fairburn Road to Lee Road	Sidewalk on one side - Multiuse Trail on other side of the Road	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Scenario 3b - SPLOST through 2050 + ½ Penny TSPLOST (2025) - Additional Federal Funding at 25%

Tier 3 (2032 - 2050 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-1	Campbellton Street	at Hospital Drive	Intersection Improvements	
CTP-2	Campbellton Street	from Selman Avenue to SR 8/Veteran's Memorial Highway	Traffic calming/pedestrian improvements	
CTP-3	Capps Ferry Road	at Brecken Drive	Intersection Improvements/Pedestrian Improvements	
CTP-5	Cedar Mountain Road	at Dorris Road	Intersection Improvements	
CTP-6	Douglas Boulevard	from Bright Star Road to SR 5/Bill Arp Road	Access Management/Raised Median	
CTP-7	Douglas Boulevard	from SR 5/Bill Arp Road to Chapel Hill Road	Access Management/Raised Median	
CTP-8-2	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-2 & 3	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-2 & 3	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-2 & 3	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-19	Post Road	from SR 166/Duncan Memorial Highway to Jenkins Road	Safety Improvements	
CTP-21	Riverside Parkway	from SR 6/Thornton Road to Cobb County Line	Widening	
CTP-26	Skyview Drive	from Mt. Vernon Road to SR 6/Thornton Road	Pedestrian Crossings	
CTP-30	SR 5/Bill Arp Road	at Shadow Wood Drive	Intersection Improvements	
CTP-31	SR 5/Bill Arp Road	from Central Church Road to I-20	Widening plus Safety/Pedestrian Improvements	
CTP-33	SR 5/Bill Arp Road	from Bright Star Connector to SR 8/Veteran's Memorial Highway	Widening	
CTP-35	SR 6/Thornton Road	from Interstate W Parkway to I-20	Widening	
CTP-38	SR 8/Veteran's Memorial Highway	from S. Sweetwater Road to SR 6/Thornton Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-39	SR 8/Veteran's Memorial Highway	from Burnt Hickory Road to S. Sweetwater Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-43	SR 92/Fairburn Road	from SR 166/Duncan Memorial Highway to Fulton County Line	Widening	
CTP-45	SR 92/Fairburn Road	from SR 8/Veteran's Memorial Highway to Hospital Drive	Access Management/Raised Median	
CTP-46	SR 92/Fairburn Road	from Hospital Drive to I-20	Operational Improvements/Raised Islands at RTs	
CTP-55	Chapel Hill Road	from Douglas Boulevard to Hospital Drive	Widening and I-20 Ramp Improvements	
CTP-56	Lee Road	from SR 92 to Bomar Road	New Road	RTP DO-017 - Under Construction?
CTP-58	Lee Road	from Chapel Hill Road to I-20	Widening	RTP-DO-003
CTP-59	SR 8/Veteran's Memorial Highway	from SR6/Thornton Road to S. Sweetwater Road	Widening	RTP DO-016 - No Local Funding
CTP-61	Chapel Hill Road	from Dorset Shoals Road to SR 166/Duncan Memorial Highway	Widening	RTP DO-252B
CTP-62	SR 61	from Punkintown Road to Sweetwater Creek State Park	Widening	RTP AR-176 - No Local Funding
CTP-65	SR 166/Duncan Memorial Highway	at Fairplay Park Entrance	WB Left Turn Lane	
CTP-66	SR 5/Bill Arp Road	at Alexander Parkway	SB Left Turn Lane	
CTP-67	SR 5/Bill Arp Road	at Mason Creek Road	NBL & SBL Turn Lanes - N-S Left Turn P+P phases (signal improvements)	
CTP-68	SR 5/Bill Arp Road	at Berea Road	NBL Turn Lane	
CTP-69	Bright Star Road	at Cowan Mill Road	NBL & SBL Turn Lanes	
CTP-70	Post Road	at Ephesus Church Road	EBL Turn Lane	
CTP-71	Chapel Hill Road	at Douglas Boulevard	Add second WBR Turn Lane and second SBL Turn Lane	
CTP-72	Chapel Hill Road	at Stewart Mill Road	Add EBR Turn Lane and second NBL Turn Lane	
CTP-74	Lee Road	SR 92/Fairburn Road	Provide Overlap Phase for WBR Movement along Lee Road	
CTP-75	Bright Star Road	at Douglas Boulevard	Add SBL Turn Lane and NBL Turn Lane	
CTP-76	SR 5/Bill Arp Road	at I-20 WB Ramps	Add second WBR Turn Lane - Install Contraflow NBL (see CTP-77)	
CTP-77	SR 5/Bill Arp Road	at I-20 EB Ramps	Add free flow NBR - Install Contraflow SBL (see CTP-76)	
CTP-78	SR 5/Bill Arp Road	at Douglas Boulevard	Add NBR Turn Lane, add second WBL turn lane, and add second SBL Turn Lane	
CTP-79	SR 5/Bill Arp Road	at Stewart Parkway	Add second NBL Turn Lane and second WBR Turn Lane	
CTP-122	Vulcan Drive	at Groovers Lake Road	Intersection Marking and Signing	
CTP-123	SR 92/Fairburn Road	at Lake Monroe Road	Traffic Signal	

Roadway Maintenance Improvements

Expand rehabilitation program to \$5.8M/year (approx. 35 miles/year) or every road every 20 years.

Scenario 3b - SPLOST through 2050 + ½ Penny TSPLOST (2025) - Additional Federal Funding at 25%

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-80	US 78	from Mirror Lake Boulevard to Tyson Road	Sidewalk on both sides of Road	
CTP-81	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	
CTP-84	Liberty Rd	from Ephesus Church Road to N Helton Road	Sidewalk on both sides of Road	
CTP-86	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-87	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-88	Big A Rd	from Bill Ap Road to Kings Highway	Sidewalk on both sides of Road	
CTP-90	Bright Star Rd	SR 8/Veterans Memorial Highway	Douglas Blvd	
CTP-91	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	
CTP-95	SR 166/Duncan Memorial Hwy	from Post Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-96	US 78	from Bright Star Road to Rose Avenue	Sidewalk on both sides of Road	
CTP-97	Rose Ave	from Bill Arp Road to W Strickland Street	Sidewalk on East side of Road	
CTP-98	Chicago Ave/Cedar Mountain Rd	from N Flat Rock Road to W Strickland Street	Sidewalk on both sides of Road	
CTP-101	Anneewakee Rd	from Elk Run Drive to Simon Road	Sidewalk on both sides of Road.	
CTP-102	Malone Rd	from Dallas Highway to McIntosh Road	Mostly North side of Road	
CTP-103	McIntosh Rd	from Malone Road to US 78	Sidewalk on both sides of Road.	
CTP-104	Hospital Dr	from Campbellton Street to Prestley Mill Road	Sidewalk on both sides of Road.	
CTP-105	Durelee Ln	from Fairburn Road to Dorris Road	Sidewalk on both sides of Road.	
CTP-106	Durelee Ln	from US 78 to Fairburn Road	Sidewalk on East side of Road	
CTP-108	Fairburn Rd	from Slater Mill Road to Pope Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-109	Fairburn Rd	from Pope Road to Lee Road	Sidewalk on both sides of Road.	
CTP-110	Fairburn Rd	from Lee Road to Anneewakee Road	Sidewalk on both sides of Road.	
CTP-111	Hwy 92	from Fairburn Road to SR 166/Duncan Memorial Highway	Sidewalk on both sides of Road.	
CTP-113	Midway Rd/S Burnt Hickory Rd	from Fairburn Road to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-114	US 78	from Durelee Lane to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-116	Mt Vernon Rd	from Huckleberry Lane to Monier Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-118	Monier Blvd/Blairs Bridge Rd	from Lee Road to Thornton Road	Sidewalk on both sides of Road.	
CTP-119	US 78	from Harper Street to S Sweetwater Road	Sidewalk on West side of Road	
CTP-120	Thornton Rd	from Humphries Hill Road to Blairs Bridge Road	Sidewalk on both sides of Road.	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Expand Countywide demand response service (an additional \$1.0/year)

Scenario 3b - SPLOST through 2050 + ½ Penny TSPLOST (2025) - Additional Federal Funding at 25%

Aspiration Project List (2050+ Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-13	Kings Highway	from Central Church Road to Bill Arp Road	Circulation/subarea study with Central Church Road/Bill Arp Road/Kings Triangle	
CTP-17	Liberty Road	from Carroll County Line to Carroll County Line	Widening	
CTP-27	SR 166/Duncan Memorial Highway	from Chapel Hill Road to SR 92	Widening	
CTP-28	SR 166/Duncan Memorial Highway	from SR 5/Bill Arp Road to Capps Ferry Road	Widening	
CTP-34	SR 6/Thornton Road	from Riverside Parkway to Fulton County Line	Widening plus intersection Improvements at Riverside Parkway	
CTP-124	Riverside Parkway Extension	SR 166/Fairburn Road to Aneewakee Road	Right of Way Acquisition, New Road (Two Lanes) and Intersection Improvements	
CTP-125	Factory Shoals Road	from Douglas Hill Road to 0.30 miles North	Widening (from Two to Three Lanes)	
CTP-126	S. Sweetwater Road	at Mt. Vernon Road	Roundabout	
CTP-127	Mt. Vernon Road	at Skyview Drive	Add Right Turn Lane	

Roadway Maintenance Improvements

No projects.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-82	Post Road	from US 78 to E Union Hill Road	Sidewalk on both sides of Road	
CTP-83	Ephesus Church Rd	from Liberty Road to Post Road	Sidewalk on both sides of Road	
CTP-85	Pool Rd	from Johnston Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-89	Kings Hwy	from Bill Arp Road to Big A Road	Sidewalk on both sides of Road	
CTP-121	US 78	from Thornton Road to Cobb County Line	Sidewalk on West side of Road	

Transit Improvements

I-20 West HCT/BRT from SR 5/Bill Arp Road to the East on managed lanes

Scenario 3c - SPLOST through 2050 + ½ Penny TSPLOST (2025) - Additional Federal Funding at 50%

Tier 1 (2022 - 2026 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-4	Capps Ferry Road	at SR 166/Duncan Memorial Highway	Roundabout	
CTP-9	Hospital Drive	from SR 92/Fairburn Road to Dorris Road	Pedestrian Crossing	
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	RTP DO-220A - Currently Under Construction
CTP-15	Lee Road	from E. County Line Road to I-20	Widening	RTP DO-220A - Currently Under Construction
CTP-16	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022
CTP-23	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022
CTP-24	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022
CTP-25	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022
CTP-18	Maxham Road	at Thornton Road	Access management/pedestrian improvements/redesign Maxham Road at Thornton Road intersection	Included in current SPLOST
CTP-20	Post Road	from I-20 to SR 8/Veteran's Memorial Highway	Safety Improvements	Included in current SPLOST
CTP-22	Riverside Parkway	at Rock House Road	Traffic signal	Included in current SPLOST
CTP-32	SR 5/Bill Arp Road	from I-20 to Bright Star Connector	Widening	
CTP-36-1	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-37	SR 8/Veteran's Memorial Highway	at Campbellton Street	Intersection Operational Improvements	
CTP-40	SR 8/Veteran's Memorial Highway	from SR 92/Fairburn Road to SR 92/Dallas Highway	Restriping/Repurposing/Pavement Marking and Signing	
CTP-41	SR 8/Veteran's Memorial Highway	from Rose Avenue to SR 5/Bill Arp Road	Additional turn lanes at cross streets for RR crossing storage	
CTP-42	SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road to John West Road	Lane restriping, turn lane channelization	
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	\$250,000 Already covered in SPLOST
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	Included in current SPLOST
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Parkway	Intersection Improvements	Included in current SPLOST
CTP-52	SR 8/Veteran's Memorial Highway	at John West Road/S. Baggett Road	Intersection Improvements	Included in current SPLOST
CTP-53	SR 166/Duncan Memorial Highway	at Post Road	Intersection Improvements	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Highway	at Chapel Hill Road	Intersection Improvements	Included in current SPLOST
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	Funded by GDOT
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	
CTP-92	Bill Arp Rd	from Kings Highway to Douglas Boulevard	Sidewalk on both sides of Road	
CTP-93	W Stewart Mill Rd	from Bill Arp Road to Stewart Mill Road	Sidewalk on both sides of Road	
CTP-94	Stewart Mill Rd	from Central Church Road to Chapel Hill Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-99	Campbellton St	from Selman Avenue to Hospital Drive	Sidewalk on West side of Road	
CTP-100	Campbellton St/Chapel Hill Rd	from Douglas Boulevard to Arbor Place	Sidewalk on West side of Road	
CTP-107	Pope Rd	from Slater Mill Road to Fairburn Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-112	Riverside Pkwy	from Fairburn Road to Thornton Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-115	County Line Rd	from Fairburn Road to Lee Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-117	Cedar Terrace Rd	from Lee Road to Mt Vernon Road	Sidewalk on one side - Multiuse Trail on other side of the Road	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Expand Countywide demand response service (an additional \$1.0/year)

Scenario 3c - SPLOST through 2050 + ½ Penny TSPLOST (2025) - Additional Federal Funding at 50%

Tier 2 (2027 - 2031 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-8-1	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-1	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-1	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-1	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-29	SR 166/Duncan Memorial Highway	from Post Road to Carroll County Line	Safety Improvements	
CTP-36-2	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-47	SR 92/Fairburn Road	from I-20 to Pope Road	Operational Improvements/Access Management Study	
CTP-57	Lee Road	from Bomar Road to Chapel Hill Road	Widening	RTP-DO-004
CTP-60	Chapel Hill Road	from Central Church Road to Stewart Mill Road	Widening	RTP DO-252A

Roadway Maintenance Improvements

Expand rehabilitation program to \$5.8M/year (approx. 35 miles/year) or every road every 20 years.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-97	Rose Ave	from Bill Arp Road to W Strickland Street	Sidewalk on East side of Road	
CTP-106	Durelee Ln	from US 78 to Fairburn Road	Sidewalk on East side of Road	
CTP-116	Mt Vernon Rd	from Huckleberry Lane to Monier Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-118	Monier Blvd/Blairs Bridge Rd	from Lee Road to Thornton Road	Sidewalk on both sides of Road.	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Expand Countywide demand response service (an additional \$1.0/year)

Scenario 3c - SPLOST through 2050 + ½ Penny TSPLOST (2025) - Additional Federal Funding at 50%

Tier 3 (2032 - 2050 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-1	Campbellton Street	at Hospital Drive	Intersection Improvements	
CTP-2	Campbellton Street	from Selman Avenue to SR 8/Veteran's Memorial Highway	Traffic calming/pedestrian improvements	
CTP-3	Capps Ferry Road	at Brecken Drive	Intersection Improvements/Pedestrian Improvements	
CTP-5	Cedar Mountain Road	at Dorris Road	Intersection Improvements	
CTP-6	Douglas Boulevard	from Bright Star Road to SR 5/Bill Arp Road	Access Management/Raised Median	
CTP-7	Douglas Boulevard	from SR 5/Bill Arp Road to Chapel Hill Road	Access Management/Raised Median	
CTP-8-2	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-2 & 3	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-2 & 3	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-2 & 3	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-13	Kings Highway	from Central Church Road to Bill Arp Road	Circulation/subarea study with Central Church Road/Bill Arp Road/Kings Triangle	
CTP-17	Liberty Road	from Carroll County Line to Carroll County Line	Widening	
CTP-19	Post Road	from SR 166/Duncan Memorial Highway to Jenkins Road	Safety Improvements	
CTP-21	Riverside Parkway	from SR 6/Thornton Road to Cobb County Line	Widening	
CTP-26	Skyview Drive	from Mt. Vernon Road to SR 6/Thornton Road	Pedestrian Crossings	
CTP-27	SR 166/Duncan Memorial Highway	from Chapel Hill Road to SR 92	Widening	
CTP-28	SR 166/Duncan Memorial Highway	from SR 5/Bill Arp Road to Capps Ferry Road	Widening	
CTP-30	SR 5/Bill Arp Road	at Shadow Wood Drive	Intersection Improvements	
CTP-31	SR 5/Bill Arp Road	from Central Church Road to I-20	Widening plus Safety/Pedestrian Improvements	
CTP-33	SR 5/Bill Arp Road	from Bright Star Connector to SR 8/Veteran's Memorial Highway	Widening	
CTP-34	SR 6/Thornton Road	from Riverside Parkway to Fulton County Line	Widening plus intersection Improvements at Riverside Parkway	
CTP-35	SR 6/Thornton Road	from Interstate W Parkway to I-20	Widening	
CTP-38	SR 8/Veteran's Memorial Highway	from S. Sweetwater Road to SR 6/Thornton Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-39	SR 8/Veteran's Memorial Highway	from Burnt Hickory Road to S. Sweetwater Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-43	SR 92/Fairburn Road	from SR 166/Duncan Memorial Highway to Fulton County Line	Widening	
CTP-45	SR 92/Fairburn Road	from SR 8/Veteran's Memorial Highway to Hospital Drive	Access Management/Raised Median	
CTP-46	SR 92/Fairburn Road	from Hospital Drive to I-20	Operational Improvements/Raised Islands at RTs	
CTP-55	Chapel Hill Road	from Douglas Boulevard to Hospital Drive	Widening and I-20 Ramp Improvements	
CTP-56	Lee Road	from SR 92 to Bomar Road	New Road	RTP DO-017 - Under Construction?
CTP-58	Lee Road	from Chapel Hill Road to I-20	Widening	RTP-DO-003
CTP-59	SR 8/Veteran's Memorial Highway	from SR6/Thornton Road to S. Sweetwater Road	Widening	RTP DO-016 - No Local Funding
CTP-61	Chapel Hill Road	from Dorset Shoals Road to SR 166/Duncan Memorial Highway	Widening	RTP DO-252B
CTP-62	SR 61	from Punkintown Road to Sweetwater Creek State Park	Widening	RTP AR-176 - No Local Funding
CTP-65	SR 166/Duncan Memorial Highway	at Fairplay Park Entrance	WB Left Turn Lane	
CTP-66	SR 5/Bill Arp Road	at Alexander Parkway	SB Left Turn Lane	
CTP-67	SR 5/Bill Arp Road	at Mason Creek Road	NBL & SBL Turn Lanes - N-S Left Turn P+P phases (signal improvements)	
CTP-68	SR 5/Bill Arp Road	at Berea Road	NBL Turn Lane	
CTP-69	Bright Star Road	at Cowan Mill Road	NBL & SBL Turn Lanes	
CTP-70	Post Road	at Ephesus Church Road	EBL Turn Lane	
CTP-71	Chapel Hill Road	at Douglas Boulevard	Add second WBR Turn Lane and second SBL Turn Lane	
CTP-72	Chapel Hill Road	at Stewart Mill Road	Add EBR Turn Lane and second NBL Turn Lane	
CTP-74	Lee Road	SR 92/Fairburn Road	Provide Overlap Phase for WBR Movement along Lee Road	
CTP-75	Bright Star Road	at Douglas Boulevard	Add SBL Turn Lane and NBL Turn Lane	
CTP-76	SR 5/Bill Arp Road	at I-20 WB Ramps	Add second WBR Turn Lane - Install Contraflow NBL (see CTP-77)	
CTP-77	SR 5/Bill Arp Road	at I-20 EB Ramps	Add free flow NBR - Install Contraflow SBL (see CTP-76)	
CTP-78	SR 5/Bill Arp Road	at Douglas Boulevard	Add NBR Turn Lane, add second WBL turn lane, and add second SBL Turn Lane	
CTP-79	SR 5/Bill Arp Road	at Stewart Parkway	Add second NBL Turn Lane and second WBR Turn Lane	
CTP-122	Vulcan Drive	at Groovers Lake Road	Intersection Marking and Signing	
CTP-123	SR 92/Fairburn Road	at Lake Monroe Road	Traffic Signal	
CTP-124	Riverside Parkway Extension	SR 166/Fairburn Road to Anewakee Road	Right of Way Acquisition, New Road (Two Lanes) and Intersection Improvements	
CTP-125	Factory Shoals Road	from Douglas Hill Road to 0.30 miles North	Widening (from Two to Three Lanes)	
CTP-126	S. Sweetwater Road	at Mt. Vernon Road	Roundabout	
CTP-127	Mt. Vernon Road	at Skyview Drive	Add Right Turn Lane	

Roadway Maintenance Improvements

Expand rehabilitation program to \$5.8M/year (approx. 35 miles/year) or every road every 20 years.

Scenario 3c - SPLOST through 2050 + ½ Penny TSPLOST (2025) - Additional Federal Funding at 50%

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-80	US 78	from Mirror Lake Boulevard to Tyson Road	Sidewalk on both sides of Road	
CTP-81	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	
CTP-82	Post Road	from US 78 to E Union Hill Road	Sidewalk on both sides of Road	
CTP-83	Ephesus Church Rd	from Liberty Road to Post Road	Sidewalk on both sides of Road	
CTP-84	Liberty Rd	from Ephesus Church Road to N Helton Road	Sidewalk on both sides of Road	
CTP-85	Pool Rd	from Johnston Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-86	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-87	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-88	Big A Rd	from Bill Ap Road to Kings Highway	Sidewalk on both sides of Road	
CTP-89	Kings Hwy	from Bill Arp Road to Big A Road	Sidewalk on both sides of Road	
CTP-90	Bright Star Rd	SR 8/Veterans Memorail Highway	Douglas Blvd	
CTP-91	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	
CTP-95	SR 166/Duncan Memorial Hwy	from Post Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-96	US 78	from Bright Star Road to Rose Avenue	Sidewalk on both sides of Road	
CTP-98	Chicago Ave/Cedar Mountain Rd	from N Flat Rock Road to W Strickland Street	Sidewalk on both sides of Road	
CTP-101	Anneewakee Rd	from Elk Run Drive to Simon Road	Sidewalk on both sides of Road.	
CTP-102	Malone Rd	from Dallas Highway to McIntosh Road	Mostly North side of Road	
CTP-103	McIntosh Rd	from Malone Road to US 78	Sidewalk on both sides of Road.	
CTP-104	Hospital Dr	from Campbellton Street to Prestley Mill Road	Sidewalk on both sides of Road.	
CTP-105	Durelee Ln	from Fairburn Road to Dorris Road	Sidewalk on both sides of Road.	
CTP-108	Fairburn Rd	from Slater Mill Road to Pope Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-109	Fairburn Rd	from Pope Road to Lee Road	Sidewalk on both sides of Road.	
CTP-110	Fairburn Rd	from Lee Road to Anneewakee Road	Sidewalk on both sides of Road.	
CTP-111	Hwy 92	from Fairburn Road to SR 166/Duncan Memorial Highway	Sidewalk on both sides of Road.	
CTP-113	Midway Rd/S Burnt Hickory Rd	from Fairburn Road to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-114	US 78	from Durelee Lane to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-119	US 78	from Harper Street to S Sweetwater Road	Sidewalk on West side of Road	
CTP-120	Thornton Rd	from Humphries Hill Road to Blaires Bridge Road	Sidewalk on both sides of Road.	
CTP-121	US 78	from Thornton Road to Cobb County Line	Sidewalk on West side of Road	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Expand Countywide demand response service (an additional \$1.0/year)

I-20 West HCT/BRT from SR 5/Bill Arp Road to the East on managed lanes

Scenario 3c - SPLOST through 2050 + ½ Penny TSPLOST (2025) - Additional Federal Funding at 50%

Aspiration Project List (2050+ Time Period)

Roadway Improvements

No projects.

Roadway Maintenance Improvements

No projects.

Active Transportation Improvements

No projects.

Transit Improvements

No projects.

Scenario 4a - SPLOST through 2050 + Full Penny TSPLOST (2025) - No Additional Federal/State Funding

Tier 1 (2022 - 2026 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-4	Capps Ferry Road	at SR 166/Duncan Memorial Highway	Roundabout	
CTP-9	Hospital Drive	from SR 92/Fairburn Road to Dorris Road	Pedestrian Crossing	
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	RTP DO-220A - Currently Under Construction
CTP-15	Lee Road	from E. County Line Road to I-20	Widening	RTP DO-220A - Currently Under Construction
CTP-16	Lee Road	from I-20 to S. Sweetwater Road	Widening	RTP DO-022
CTP-23	S. Sweetwater Road	from Skyview Drive to SR 8/Veterans Memorial Highway	Widening	RTP DO-022
CTP-24	S. Sweetwater Road	from Lee Road to Blairs Bridge Road	Widening	RTP DO-022
CTP-25	S. Sweetwater Road	Skyview Drive to Lee Road	Widening	RTP DO-022
CTP-18	Maxham Road	at Thornton Road	Access management/pedestrian improvements/redesign Maxham Road at Thornton Road intersection	Included in current SPLOST
CTP-20	Post Road	from I-20 to SR 8/Veteran's Memorial Highway	Safety Improvements	Included in current SPLOST
CTP-22	Riverside Parkway	at Rock House Road	Traffic signal	Included in current SPLOST
CTP-32	SR 5/Bill Arp Road	from I-20 to Bright Star Connector	Widening	
CTP-36-1	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-37	SR 8/Veteran's Memorial Highway	at Campbellton Street	Intersection Operational Improvements	
CTP-40	SR 8/Veteran's Memorial Highway	from SR 92/Fairburn Road to SR 92/Dallas Highway	Restriping/Repurposing/Pavement Marking and Signing	
CTP-41	SR 8/Veteran's Memorial Highway	from Rose Avenue to SR 5/Bill Arp Road	Additional turn lanes at cross streets for RR crossing storage	
CTP-42	SR 8/Veteran's Memorial Highway	SR 5/Bill Arp Road to John West Road	Lane restriping, turn lane channelization	
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	\$250,000 Already covered in SPLOST
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	Included in current SPLOST
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Parkway	Intersection Improvements	Included in current SPLOST
CTP-52	SR 8/Veteran's Memorial Highway	at John West Road/S. Baggett Road	Intersection Improvements	Included in current SPLOST
CTP-53	SR 166/Duncan Memorial Highway	at Post Road	Intersection Improvements	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Highway	at Chapel Hill Road	Intersection Improvements	Included in current SPLOST
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	Funded by GDOT
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	

Roadway Maintenance Improvements

Continue current \$3.0M/year (approx. 16 to 18 miles/year) rehabilitation program funded by SPLOST.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	RTP DO-298
CTP-93	W Stewart Mill Rd	from Bill Arp Road to Stewart Mill Road	Sidewalk on both sides of Road	
CTP-99	Campbellton St	from Selman Avenue to Hospital Drive	Sidewalk on West side of Road	
CTP-100	Campbellton St/Chapel Hill Rd	from Douglas Boulevard to Arbor Place	Sidewalk on West side of Road	
CTP-107	Pope Rd	from Slater Mill Road to Fairburn Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-117	Cedar Terrace Rd	from Lee Road to Mt Vernon Road	Sidewalk on one side - Multiuse Trail on other side of the Road	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Conduct Transit Master Plan to develop a blue print for transit in Douglas County.

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Scenario 4a - SPLOST through 2050 + Full Penny TSPLOST (2025) - No Additional Federal/State Funding

Tier 2 (2027 - 2031 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-8-1	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-1	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-1	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-1	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-26	Skyview Drive	from Mt. Vernon Road to SR 6/Thornton Road	Pedestrian Crossings	
CTP-29	SR 166/Duncan Memorial Highway	from Post Road to Carroll County Line	Safety Improvements	
CTP-36-2	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-47	SR 92/Fairburn Road	from I-20 to Pope Road	Operational Improvements/Access Management Study	
CTP-57	Lee Road	from Bomar Road to Chapel Hill Road	Widening	RTP-DO-004
CTP-60	Chapel Hill Road	from Central Church Road to Stewart Mill Road	Widening	RTP DO-252A

Roadway Maintenance Improvements

Expand rehabilitation program to \$5.8M/year (approx. 35 miles/year) or every road every 20 years.

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-92	Bill Arp Rd	from Kings Highway to Douglas Boulevard	Sidewalk on both sides of Road	
CTP-94	Stewart Mill Rd	from Central Church Road to Chapel Hill Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-96	US 78	from Bright Star Road to Rose Avenue	Sidewalk on both sides of Road	
CTP-97	Rose Ave	from Bill Arp Road to W Strickland Street	Sidewalk on East side of Road	
CTP-104	Hospital Dr	from Campbellton Street to Prestley Mill Road	Sidewalk on both sides of Road.	
CTP-106	Durelee Ln	from US 78 to Fairburn Road	Sidewalk on East side of Road	
CTP-112	Riverside Pkwy	from Fairburn Road to Thornton Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-114	US 78	from Durelee Lane to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-115	County Line Rd	from Fairburn Road to Lee Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-116	Mt Vernon Rd	from Huckleberry Lane to Monier Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-118	Monier Blvd/Blairs Bridge Rd	from Lee Road to Thornton Road	Sidewalk on both sides of Road.	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Scenario 4a - SPLOST through 2050 + Full Penny TSPLOST (2025) - No Additional Federal/State Funding

Tier 3 (2032 - 2050 Time Period)

Roadway Improvements

Project #	Road Name	Improvement Limits	Project Description	Comments
CTP-1	Campbellton Street	at Hospital Drive	Intersection Improvements	
CTP-2	Campbellton Street	from Selman Avenue to SR 8/Veteran's Memorial Highway	Traffic calming/pedestrian improvements	
CTP-3	Capps Ferry Road	at Brecken Drive	Intersection Improvements/Pedestrian Improvements	
CTP-5	Cedar Mountain Road	at Dorris Road	Intersection Improvements	
CTP-6	Douglas Boulevard	from Bright Star Road to SR 5/Bill Arp Road	Access Management/Raised Median	
CTP-7	Douglas Boulevard	from SR 5/Bill Arp Road to Chapel Hill Road	Access Management/Raised Median	
CTP-8-2	Fairburn Road	from SR 92 to Fulton County Line	Widening	RTP DO-019 - No Local Funding
CTP-10-2 & 3	I-20	from Fairburn to Fulton County Line	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-11-2 & 3	I-20	from Campbellton Street to Fairburn Road	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-12-2 & 3	I-20	from Bill Arp Road to Campbellton Street	Manage Lanes/Widening	RTP AR-ML-800 - No Local Funding
CTP-13	Kings Highway	from Central Church Road to Bill Arp Road	Circulation/subarea study with Central Church Road/Bill Arp Road/Kings Triangle	
CTP-17	Liberty Road	from Carroll County Line to Carroll County Line	Widening	
CTP-19	Post Road	from SR 166/Duncan Memorial Highway to Jenkins Road	Safety Improvements	
CTP-21	Riverside Parkway	from SR 6/Thornton Road to Cobb County Line	Widening	
CTP-27	SR 166/Duncan Memorial Highway	from Chapel Hill Road to SR 92	Widening	
CTP-28	SR 166/Duncan Memorial Highway	from SR 5/Bill Arp Road to Capps Ferry Road	Widening	
CTP-30	SR 5/Bill Arp Road	at Shadow Wood Drive	Intersection Improvements	
CTP-31	SR 5/Bill Arp Road	from Central Church Road to I-20	Widening plus Safety/Pedestrian Improvements	
CTP-33	SR 5/Bill Arp Road	from Bright Star Connector to SR 8/Veteran's Memorial Highway	Widening	
CTP-34	SR 6/Thornton Road	from Riverside Parkway to Fulton County Line	Widening plus intersection improvements at Riverside Parkway	
CTP-35	SR 6/Thornton Road	from Interstate W Parkway to I-20	Widening	
CTP-38	SR 8/Veteran's Memorial Highway	from S. Sweetwater Road to SR 6/Thornton Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-39	SR 8/Veteran's Memorial Highway	from Burnt Hickory Road to S. Sweetwater Road	Operational Improvements	RTP AR-301 - No Local Funding
CTP-43	SR 92/Fairburn Road	from SR 166/Duncan Memorial Highway to Fulton County Line	Widening	
CTP-45	SR 92/Fairburn Road	from SR 8/Veteran's Memorial Highway to Hospital Drive	Access Management/Raised Median	
CTP-46	SR 92/Fairburn Road	from Hospital Drive to I-20	Operational Improvements/Raised Islands at RTs	
CTP-55	Chapel Hill Road	from Douglas Boulevard to Hospital Drive	Widening and I-20 Ramp Improvements	
CTP-56	Lee Road	from SR 92 to Bomar Road	New Road	RTP DO-017 - Under Construction?
CTP-58	Lee Road	from Chapel Hill Road to I-20	Widening	RTP-DO-003
CTP-59	SR 8/Veteran's Memorial Highway	from SR6/Thornton Road to S. Sweetwater Road	Widening	RTP DO-016 - No Local Funding
CTP-61	Chapel Hill Road	from Dorset Shoals Road to SR 166/Duncan Memorial Highway	Widening	RTP DO-252B
CTP-62	SR 61	from Punkintown Road to Sweetwater Creek State Park	Widening	RTP AR-176 - No Local Funding
CTP-65	SR 166/Duncan Memorial Highway	at Fairplay Park Entrance	WB Left Turn Lane	
CTP-66	SR 5/Bill Arp Road	at Alexander Parkway	SB Left Turn Lane	
CTP-67	SR 5/Bill Arp Road	at Mason Creek Road	NBL & SBL Turn Lanes - N-S Left Turn P+P phases (signal improvements)	
CTP-68	SR 5/Bill Arp Road	at Berea Road	NBL Turn Lane	
CTP-69	Bright Star Road	at Cowan Mill Road	NBL & SBL Turn Lanes	
CTP-70	Post Road	at Ephesus Church Road	EBL Turn Lane	
CTP-71	Chapel Hill Road	at Douglas Boulevard	Add second WBR Turn Lane and second SBL Turn Lane	
CTP-72	Chapel Hill Road	at Stewart Mill Road	Add EBR Turn Lane and second NBL Turn Lane	
CTP-74	Lee Road	SR 92/Fairburn Road	Provide Overlap Phase for WBR Movement along Lee Road	
CTP-75	Bright Star Road	at Douglas Boulevard	Add SBL Turn Lane and NBL Turn Lane	
CTP-76	SR 5/Bill Arp Road	at I-20 WB Ramps	Add second WBR Turn Lane - Install Contraflow NBL (see CTP-77)	
CTP-77	SR 5/Bill Arp Road	at I-20 EB Ramps	Add free flow NBR - Install Contraflow SBL (see CTP-76)	
CTP-78	SR 5/Bill Arp Road	at Douglas Boulevard	Add NBR Turn Lane, add second WBL turn lane, and add second SBL Turn Lane	
CTP-79	SR 5/Bill Arp Road	at Stewart Parkway	Add second NBL Turn Lane and second WBR Turn Lane	
CTP-122	Vulcan Drive	at Groovers Lake Road	Intersection Marking and Signing	
CTP-123	SR 92/Fairburn Road	at Lake Monroe Road	Traffic Signal	

Roadway Maintenance Improvements

Expand rehabilitation program to \$5.8M/year (approx. 35 miles/year) or every road every 20 years.

Scenario 4a - SPLOST through 2050 + Full Penny TSPLOST (2025) - No Additional Federal/State Funding

Active Transportation Improvements

Project #	Name	Improvement Limits	Project Description	Comments
CTP-80	US 78	from Mirror Lake Boulevard to Tyson Road	Sidewalk on both sides of Road	
CTP-81	US 78	from Conners Road to John West Road	Sidewalk on both sides of Road	
CTP-82	Post Road	from US 78 to E Union Hill Road	Sidewalk on both sides of Road	
CTP-83	Ephesus Church Rd	from Liberty Road to Post Road	Sidewalk on both sides of Road	
CTP-84	Liberty Rd	from Ephesus Church Road to N Helton Road	Sidewalk on both sides of Road	
CTP-85	Pool Rd	from Johnston Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-86	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-87	Bill Arp Rd	from Banks Mill Road to Bright Star Road	Sidewalk on both sides of Road	
CTP-88	Big A Rd	from Bill Ap Road to Kings Highway	Sidewalk on both sides of Road	
CTP-89	Kings Hwy	from Bill Arp Road to Big A Road	Sidewalk on both sides of Road	
CTP-90	Bright Star Rd	SR 8/Veterans Memorail Highway	Douglas Blvd	
CTP-91	Bright Star Rd	from Douglas Boulevard to Bill Arp Road	Sidewalk on both sides of Road	
CTP-95	SR 166/Duncan Memorial Hwy	from Post Road to Bill Arp Road	Sidewalk on both sides of Road	
CTP-98	Chicago Ave/Cedar Mountain Rd	from N Flat Rock Road to W Strickland Street	Sidewalk on both sides of Road	
CTP-101	Anneewakee Rd	from Elk Run Drive to Simon Road	Sidewalk on both sides of Road.	
CTP-102	Malone Rd	from Dallas Highway to McIntosh Road	Mostly North side of Road	
CTP-103	McIntosh Rd	from Malone Road to US 78	Sidewalk on both sides of Road.	
CTP-105	Durelee Ln	from Fairburn Road to Dorris Road	Sidewalk on both sides of Road.	
CTP-108	Fairburn Rd	from Slater Mill Road to Pope Road	Sidewalk on one side - Multiuse Trail on other side of the Road	
CTP-109	Fairburn Rd	from Pope Road to Lee Road	Sidewalk on both sides of Road.	
CTP-110	Fairburn Rd	from Lee Road to Anneewakee Road	Sidewalk on both sides of Road.	
CTP-111	Hwy 92	from Fairburn Road to SR 166/Duncan Memorial Highway	Sidewalk on both sides of Road.	
CTP-113	Midway Rd/S Burnt Hickory Rd	from Fairburn Road to Maroney Mill Road	Sidewalk on both sides of Road.	
CTP-119	US 78	from Harper Street to S Sweetwater Road	Sidewalk on West side of Road	
CTP-120	Thornton Rd	from Humphries Hill Road to Blaires Bridge Road	Sidewalk on both sides of Road.	
CTP-121	US 78	from Thornton Road to Cobb County Line	Sidewalk on West side of Road	
CTP-124	Riverside Parkway Extension	SR 166/Fairburn Road to Aneewakee Road	Right of Way Acquisition, New Road (Two Lanes) and Intersection Improvements	
CTP-125	Factory Shoals Road	from Douglas Hill Road to 0.30 miles North	Widening (from Two to Three Lanes)	
CTP-126	S. Sweetwater Road	at Mt. Vernon Road	Roundabout	
CTP-127	Mt. Vernon Road	at Skyview Drive	Add Right Turn Lane	

Transit Improvements

Maintain current system with reallocation of resources for efficiency (from Route 30 to other higher performing routes).

Direct Xpress bus service to Hartfield-Jackson (ATL) (To be funded by ATL)

Increase Regional Connectivity:

SR 6/Thornton Road to Fulton County

Maxham Road to Cobb County

Direct connection to MARTA at Hamilton E. Holmes Station

Add fixed-route service along US 98/Veterans Memorial to Villa Rica and SR 6/Thornton Road.

Expand Countywide demand response service (an additional \$1.0/year)

I-20 West HCT/BRT from SR 5/Bill Arp Road to the East on managed lanes

Appendix D

Technology Roadmap

Douglas County Technology Roadmap and Recommendations - Table of Contents

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Introduction

This technology roadmap and recommendation document has been developed as part of the 2021 Douglas County Comprehensive Transportation Plan (CTP) update. The recommendations and discussions contained within this document are representative of that process and are the result of stakeholder meetings, data gathering as part of elements of the CTP update, and additional industry best practices pertaining to technology and data. These recommendations include a roadmap that may branch beyond the CTP effort to include identified opportunities which, if implemented, could be beneficial to Douglas County.

Please refer to accompanying documentation included in the Douglas County CTP update for additional details and findings related to this roadmap's recommendations, including Appendix A that details various tools and data that is available across Georgia for partner organizations and agencies.

How to Use the Technology Roadmap

As noted above, this roadmap document is designed to provide Douglas County with a clear pathway forward regarding the current state of technology available for the county and recommendations that, if implemented, will provide benefits to stakeholders, both internally and externally located. To provide Douglas County with implementable steps, identified recommendations included in the roadmap have been classified into short (less than 1 year), medium (1 to 3 years) and long (3 to 5 year) time periods.

Short Term Recommendations *(Completed within first year)*

These recommendations generally refer to the "low hanging fruit" items which could be implemented within the first year after the roadmap is accepted and put into place. In many cases these efforts may require less direct effort level and may consist of enhancing coordination efforts with various stakeholders, gaining access to existing tools and data, or implementing key dashboards and pilot projects which may be necessary dependencies on items in the medium- and long-term recommendations.

Medium Term Recommendations *(Completed between years 1 and 3)*

Medium term are those items which may require some additional dependencies prior to their implementation. These could include identifying funding opportunities or efforts which are dependent on findings and results from pilot projects or other stakeholders that will need to be completed first.

Long Term Recommendations *(Completed after year 3 and longer)*

Items falling into the long-term category are similar to medium level tasks but generally may require a more substantial effort be planned prior to engaging these efforts. This is not to say these recommendations are moved out to the future to be left unattended but that in many cases there are existing items in the short and medium term which must be put in place before these items are ready to be brought forward for consideration.

In addition to the relative time period for implementation of each of these recommendations, an estimated effort level has also been assigned to each recommendation. This effort level value is designed to provide Douglas County with an estimate of the cost, whether man hours or technology and

data purchase that may be required to implement the recommendation or identified need. This estimate is broad as it is difficult to ascertain what the exact cost of implementation for technology in the future may be but these values do provide a general guidance that can be used in planning and budgeting efforts.

	Effort Level	Description
\$	Low Effort	No specific expertise required. Ability to leverage existing technology and hardware/software. Quick or low man hour effort. Roughly estimated to be up to \$10k
\$\$	Medium Effort	May require specific professional or technical expertise to implement. Some additional hardware/software may be required. Man hour effort increased to manage data and information. Roughly estimated between \$10k - \$50k
\$\$\$	High Effort	Requires a high level of technical or professional expertise for implementation. May require significant hardware/software changes including systems architecture. Man hour requirement to manage data and information expected to be intensive. Roughly estimated between \$50k and up

Douglas County Technology Roadmap

Contained in this section are the recommendations and roadmap summary. The below summary roadmap provides a quick glance of the roadmap for implementation with a short summary of these items broken by short, medium, and long term. Please refer to the other documents contained in the Douglas County CTP Update for a more detailed review of each recommendation.

Goal/Need	Description	Effort Level	Recommended Timeline		
			Year 1	Year 1-3	Year 3-5
Leverage Additional Existing Datasets	Continue and expand the use of available data in analysis and decision making capacities across Douglas County including those identified during the CTP Update or noted as being available from other agencies and stakeholders.	\$			
Explore Alternatives to expand the collection of volume data	Explore and conduct a pilot on a small area using volume data collected from probe and connected vehicle to better understand how this technology could provide Douglas County with access to volume information on all roadways in the county.	\$ - \$\$			
Participate with ARC in JPAs	Building on the relationship with ARC, continue to take advantage of conversations and coordination in which access to data, resources, or tools can be leveraged to provide cost saving opportunities.	\$			
Establish a Plan for Continued Monitoring of Transit Ridership	This plan will help guide expectations of available data and provide a consistent and regular interval for ridership collection that can be leveraged by Douglas County for decision making efforts and needs.	\$			
Website Updates to Increase Usability and Effectiveness	In Support of marketing and outreach efforts to better reach citizens including underserved populations and prepare for future initiatives such as seamless fare payment or on demand transit request, Douglas websites will require updates and adjustments as this information becomes available.	\$			
Establish Strategy for Technology Expansion and Database Needs	Undertake the creation of a technology strategy in coordination with the IT Department to ensure that future needs are implemented and large data can be properly planned.	\$			
Development of Dial-A-Ride/Demand Response Service Application RFI	Development in conjunction with Connect Douglas with an RFI that can provide Douglas County with valuable knowledge and an understanding of how other agencies have implemented this type of system.	\$-\$			
Expand Technology Use in Pavement Maintenance Program	Coordinate with Douglas County Department of Transportation to identify how technology could be further implemented to expand the use of technology in the management of pavement related projects.	\$\$			
Implement Strategy for Technology Expansion and Database Needs	Implementation of Strategy for Technology expansion identified in Year 1 combined with any additional performance measure creation that is needed.	\$\$ - \$\$\$			
Plan and Perform Transit Asset Collection	Collect transit assets in GIS enabled technology to provide a complete inventory of available transit assets.	\$\$			
Implement a Ridership Monitoring and Assessment Tool	Creation of a tool to evaluate and monitor ridership on the transit systems in Douglas County. This will include the storage and management of ridership data collected in partnership with the Connect Douglas team.	\$\$			
Automation of Performance Measure Reporting	Creation of automated performance measures to meet county requirements and provide consistent reporting that can be used to track overall progress.	\$\$			
Participate with ARC to deploy Electric Vehicle Charge Locations	Participate with ARC efforts related to Electric Vehicle charging locations to enable Douglas County to be on the locations where this technology is implemented.	\$\$-\$\$\$			
Identify and Coordinate pilot for Connected/Automated (CAV)	Work in coordination with GDOT or other partners to identify and coordinate a pilot corridor which could serve as a test for CAV technology in Douglas County	\$			
Implementation of Dial-a-Ride/Demand Response Application	Implementation of mobile or web application capable of allowing Douglas County residents access to transit on demand	\$\$\$			
Implement Smart Technology for Expected Bus Arrival Time and Departures	Providing transit users the ability to accurately identify the arrival and departure times of the transit throughout the county is valuable in allowing users to better plan and can provide valuable real time analysis of vehicle locations.	\$\$ - \$\$\$			
Deploy a CAV Project on a Priority Corridor	Building on the above CAV Pilot, this step includes the full implementation of the CAV project in Douglas County.	\$\$\$			
Update and Revise Douglas County Needs Assessment	Revisit the Douglas County Needs Assessment and technology roadmap to determine what elements were successfully implemented and identify what recommendations are still pending.	\$\$			

Short Term Goals & Recommendations (Year 1)

Short term recommendations are estimated to be items which can implemented within the first year after acceptance of the roadmap. These items have either been identified as having a higher priority or are recommendations that can implemented quickly for the benefit of Douglas County. Short term recommendations include:

Leverage Additional Existing Datasets

During the development of the Douglas County CTP there were a number of datasets that were identified and used which are available to Douglas County from partner agencies. While a number of these datasets are already in use by Douglas County the further leveraging of additional data and tools for reporting, analysis, or inclusion as automated processes will further the County's ability into the future to remain data driven and provide the backbone of technology needs.

There are a number of tools and efforts available across Georgia from partner agencies including the Georgia Department of Transportation (GDOT) and the Atlanta Regional Commission (ARC) which can provide updated data and information that can be leveraged. Douglas County has established relationships with both entities and through this partnership can continue to leverage and take advantage of the shared resources and data efforts which are underway. This can also be expanded into the future to include additional data and information that will be highly valuable to Douglas County.

Appendix A of this document contains reference to tools and resources which have been identified as available through these partner agencies which could continue to benefit Douglas County and provide options for data collection and analysis that result in cost savings for the county.

Explore Alternatives to Expand the Collection of Volume Data

In recent years the availability of data collected from probe data (data collected via cellular phones, connected vehicles, or other means) has greatly expanded as the use of devices capable of collecting this information has further penetrated the market. Over the past decade the use of this data for the collection of speed and travel time across corridors and roadways has become normal with multiple third-party providers allowing access to this information. As a natural evolution of this data driven by the expansion of connected vehicles and probe reporting devices, volume data is now also becoming available.

There are several advantages being seen in the use of this information to collect volume data including:

- Ability to view volumes on all roads and road classifications across a geographic area
- Ability to access multiple dates and times without the requirement of field deploying count devices
- Potential cost savings as larger geographic areas can be collected that would not be feasible using traditional methods

While Douglas County has access to Average Annual Daily Traffic (AADT) information from GDOT's Traffic Analysis & Data Application (TADA) system and other count programs, the inclusion of AADT on all roads is now a requirement under FHWA's MAP-21 Model Inventory of Roadway Elements (MIRE) initiative which requires that by 2026 all roads (not only certain classes) report AADTs. More about the rule can be found at the link below:

[Safety Performance Management Measures Final Rules Overview - Safety | Federal Highway Administration \(dot.gov\)](#)

This requirement combined with the advantage of having available AADT on all roads presents Douglas County with the opportunity to further explore how this data could be leveraged across the county and used as an additional performance measure. As part of this exploration, it is recommended that a small pilot area or corridor be used to evaluate how this new data could be leveraged. At the conclusion of the pilot, this information should be shared with stakeholders to determine if and at what scale the use of this data could move forward for use by Douglas County and its stakeholders to meet necessary reporting requirements.

Participate with ARC in Joint Purchase Agreements (JPAs)

Douglas County has a well-established relationship with ARC which allows for the sharing of data and information. As an advantage to this relationship ARC is further exploring options, through JPAs with Georgian Association of Metropolitan Planning Organizations (GAMPO) and other key partner agencies, to collectively make data available across the region. It is recommended that Douglas County continue to discuss and remain in coordination with these efforts which may provide cost saving efforts to additional data, such as the volume data noted above, or other data opportunities.

Establish a Plan for the Continued Monitoring of Transit Ridership

Identified during the CTP Update, there is a need going forward to allow Douglas County to continually monitor transit ridership and leverage reporting on these metrics. Through the use of technology tools, this process can become fully automated to provide fast and effective methods for monitoring and determining demand. The use of General Transit Feed Specification (GTFS) was used in the CTP Update to identify transit schedules in conjunction with the Data Tripper tool to understand average passenger loads. While the use of this data relied on historic data to establish pre-covid numbers it will be important and highly valuable for Douglas County to establish a plan for how this information can continue to be collected into the future.

The collection of ridership is highly dependent on the technology available and future technology that is planned, this recommended goal does not reference the implementation of these technologies but rather refers to the creation of a plan of action to allow Douglas County to continue monitoring ridership on an established regular interval. This plan may rely on a manual process conducted annually or could rely on a fully automated process to provide daily ridership totals, either way the plan will establish a clear path and expectation of the availability of this information which can be used to provide continual ridership metrics that can be leveraged by the county to make decisions.

Website Updates to Increase Usability and Effectiveness

As identified as part of the CTP, there is additional work to the Douglas County website and Connect Douglas website that is needed to expand the outreach capability and to better reach an underserved population who require access to transit. While the actual development of outreach and marketing strategies will be handled by the county through other initiatives and groups the use of the website to deliver this information will be vital in assisting these efforts to expand inclusion.

Changes to the website should be planned accordingly and conducted as these efforts expand and outreach strategies are defined. This step may also serve as a pre-requisite for goals and recommendations established below including the ability for citizens to make on demand requests or conduct seamless fare payments. While listed as a low effort level, significant changes or requirements may alter the effort level required.

Establish Strategy for Technology Expansion and Database Needs

Increases in data availability can also put a strain on the technology infrastructure that supports this data and information. The use of large data sets such as those from probe data or connected vehicles may require the expansion of hardware and resources to best store and make this

information available for analysis. There are many considerations that need to be accounted for when establishing this strategy and planning for this expansion. The below is a list of the major starting considerations that should be made as part of this effort:

- What data will require storage and for how long?
- How often is the data being collected? For data coming from connected vehicles or streamed in this information while small in size can quickly become massive as the number of records increases.
- Will the data be used for multiple projects and initiatives that may require it be readily available?
- What level of granularity will be needed from the data? Can the data be aggregated to better conserve space?
- How will the data be used, for example will it be leveraged in ArcGIS desktop analysis, provided to users through online interactive dashboards such as ESRI's ArcGIS Online, or used by automated scripts to produce outputs and measures?
- Where will the data be stored? There are many options now available for cloud storage considerations which provide benefits of alleviating the need for local storage and servers that can be a very effective solution to storing and managing many datasets.
- Can the data be directly access from providers or partner agencies without requiring local storage? A number of data can now be leveraged via Application Programming Interfaces (APIs) or restful endpoints which allow users, applications, and tools to interact directly with the data without requiring physical storage of the data.

The answers to these questions serve as a starting base for technology expansion and will also be valuable in communicating with the IT Department to ensure that the needs are able to be met and can be planned accordingly. This strategy should include this roadmap and associated needs to allow Douglas County to continue to grow into the future without delays related to technical specifications. It is highly recommended that as these efforts move forward, the IT group be included and made aware of these needs and the potential associated impacts.

Medium Term Goals & Recommendations (Years 1-3)

The medium goals represent the items which are recommended for consideration after the first initial year of the roadmap implementation. These recommendations may be a combination of low, moderate, and high levels of efforts, may contain dependencies which must be completed first, or could be items that while low effort level, they were identified as requiring some time prior to being undertaken by the county. Medium term recommendations include:

Development of Dial-A-Ride/Demand Response Service Application RFI

Building on the desire to provide a highly responsive on-demand service for transit participation that does not require an advanced reservation, can provide a seamless fare payment and best serve the citizens of Douglas County, a RFI should be developed to solicit information on the development of a web/mobile application. This best aligns with multiple needs and key recommendations that are being derived as part of the ongoing efforts with Connect Douglas centered on the implementation of a countywide demand-response or dial-a-ride service that will provide curb-to-curb service that

can be requested by residents of Douglas County. This implementation would also coincide with the desire to have a seamless fare payment that citizens could pay for the trip regardless of the various modes that may be involved in completing the trip.

The results of this RFI will provide Douglas County with the necessary knowledge to create an RFP to solicit the services needed to build the application. Elements of the RFI should be fully determined in coordination with the Connect Douglas team and the counties IT staff to ensure that technical requirements are met. While the specifics of the RFI will be completed in coordination with the Connect Douglas team, technical information sought should include:

- What payment options are available for use to provide seamless fare payments?
- What types or level of technical security are commonly implemented to ensure the safety and security of residents using the application?
- How would an on-demand response be conducted?
- Cost associated with implementation and ongoing support.
- Where else in the country has this been successfully implemented?

It is also recommended that, as part of this initial development, Douglas County staff connects with Forsyth County staff who recently undertook a similar initiative in which similar goals around a transit app and seamless fare payment were discussed.

Expand Technology Use in Pavement Maintenance Program

Identified in the Douglas County CTP Needs Assessment, there are critical sections of roadway in Douglas County which should be prioritized for basic safety improvements that suffer from poor pavement condition. Douglas County's Department of Transportation produces a pavement condition assessment, last completed in 2019, in which a Pavement Condition Index (PCI) is used to rate the pavement condition across roads in the county. The use of this assessment is effective, and the Department of Transportation is well established in providing this information.

The effectiveness of this department in producing this information allows for a recommendation that can further assist in the incorporation of technology into the pavement management process. It is recommended that further discussions be conducted to determine how or if a pavement management solution could benefit and help enhance the work already being completed by the department.

Implement Strategy for Technology Expansion and Database Needs

Building on the strategy for technology developed in the short-term recommendations this recommendation focuses on the implementation of that strategy. This would include technical specifications which were identified and the implementation of any data automation which are needed. This automation may include data that is collected and stored locally or those performance measures which are pulling data from external sources.

Plan and Perform Transit Asset Collection

Utilizing GIS technology, such as ESRI's ArcGIS Collector or Survey123, perform a data collection of transit assets throughout Douglas County. This collection should focus on completing and enhancing the available transit assets including:

- Bus Stop GPS locations
- Bus Stop routes (enhancements as needed)
- Stop Amenities including:
 - o Presence of pedestrian shelters
 - o Benches
 - o Garbage receptacles
 - o ADA Compliance (if available)
 - o Connection to sidewalk
 - o Picture of the location

The collection of these assets using the ESRI technology can be performed directly on tablets or cell phones and made available for immediate review by team members back in the office who further monitor and perform quality checks as the collection is performed.

Implement a Ridership Monitoring and Assessment Tool

The creation of a tool capable of evaluating transit performance can provide the Connect Douglas team with prompt feedback and the ability to further monitor ridership throughout the County. This recommendation needs to be completed in coordination with the transit team who will be primarily responsible for driving this effort. The technology component of this recommendation is centered around the creation of the tool itself and the management of the ridership data and information.

There are a number of different utilities in the market today that collect counts in near real time on transit systems with a combination of them able to be monitored while the buses are in motion and others that require a nightly download of the Automated Passenger Counters (APCs). This data may be provided in a variety of formats which will require data transformation before the information is ready for use. These data are typically rolled into aggregate tables which represent counts by stop, route, and date which can be used to derive useful performance metrics.

The Ridership Monitoring and Assessment tool will serve as the user interface which displays the relevant information and will allow administrators the opportunity to monitor the successful implementation of the Douglas CTP Update and other initiatives. Aligning with other similar data tools and resources at Douglas County it is recommended that this tool utilize the same resources which are implemented as part of the technology strategy and utilize the ESRI platform.

Automation of Performance Measure Reporting

As part of required performance measure reporting, it is recommended that Douglas County undertake the process of turning the generation of reports and performance measures into an automated format. Automating the process required to report performance measures can allow the county to quickly and efficiently generate reports which provide consistent metrics that can be used to track the overall change to a corridor or network. This automation is also necessary to meet any requirements for reporting the county is responsible for producing.

This reporting can be stand alone or combined with other technology recommendations to display various data at different granularities. While these report templates will require development in coordination with the respective department to determine the specific performance measures that will be displayed additional technical requirements may be required from the IT department such as establishing the location for needed scripts and reporting templates to reside with connection to required data.

✚ Participate with ARC to deploy Electric Vehicle Charge Locations

As part of the effort to further explore and encourage technology innovations in Douglas County, it is recommended that Douglas County should align with ARC efforts related to the establishment of electrical vehicle charge locations. Participation in these efforts will allow Douglas County to push forward into the future with this technology and make available stations which can be utilized by residents.

✚ Identify and coordinate pilot project for Connected/Automated Vehicles (CAV)

While CAV technology is new and emerging, it is recommended that Douglas County continue to move forward in strengthening the use of technology across the county. In this recommendation, Douglas County will coordinate with regional and state partners such as GDOT to establish a corridor in the county that can serve as a test pilot location for the implementation of CAV technology. Partnering with another agency already exploring this connection can provide Douglas County with the opportunity to learn as the pilot moves forward and leverage existing industry connections that may be available.

Long Term Goals & Recommendations (Years 3-5)

Items identified as long-term recommendations are expected to not undergo implementation until after year 3; however, as discussed in the introduction of this document there may be dependencies, coordination or planning for budgetary needs that will require action in the first three years. Long term recommendations include:

✚ Implementation of Dial-a-Ride/Demand Response Application

Building on the RFI recommendation listed above, this recommendation is centered on the creation of the dial-a-ride or on demand transit request from a transit users. Under this item, Douglas County would oversee the creation of a mobile or web application which would allow users the ability to request transit on demand and pay through a single fare payment solution.

✚ Implement Smart Technology for Expected Bus Arrival Time and Departures

Along with other recommendations related to transit opportunities, this goal focuses on improving and enhancing the use of Automated Vehicle Locator (AVL) to provide users of the system with the ability to know where a bus is on a given route and the estimated arrival and departure time of the next arriving and departing buses. Currently, the Douglas Transit system expected times and departures are provided in GTFS; however, as these are set ahead of time, they don't always represent a given days operation.

The presence of this data and information can be provided to transit users through a mobile app, online website, or displayed at kiosks at key bus stops, allowing the users of the system to better plan and respond to delays which may occur during normal operations. This can also be pivotal if, in the future, Connect Douglas undergoes the implementation of a trip planner which can account for the changes in transit modes that passengers may undertake.

 **Deploy a CAV Project on a Priority Corridor**

Building on the coordination conducted in the identification of a CAV pilot project, this recommendation beyond year 3 is the deployment of that CAV technology on the selected project. GDOT has an established goal of reaching a deployment of 100% on interstates, signalized intersections on state routes and freight networks which provides Douglas County with the ability to further leverage the relationship with GDOT in the establishment of a priority corridor which will provide Douglas County with valuable firsthand knowledge of the process for deploying a CAV project and how the resulting data can be leveraged.

 **Update and Revise Douglas County Needs Assessment**

As part of the efforts of the living roadmap document, near the end of year 4 or 5 it is recommended that an update to the Douglas County Needs Assessment be planned and implemented. This will allow for an update and status change of roadmap items with the ability to evaluate what elements were successfully moved forward and the opportunity to identify why other recommendations that were not implemented. This will also provide an opportunity to evaluate technology platforms and other implementations which have been completed throughout Douglas County.

Douglas County CTP Update – Technology Roadmap

Appendix A: Available Tools and Resources

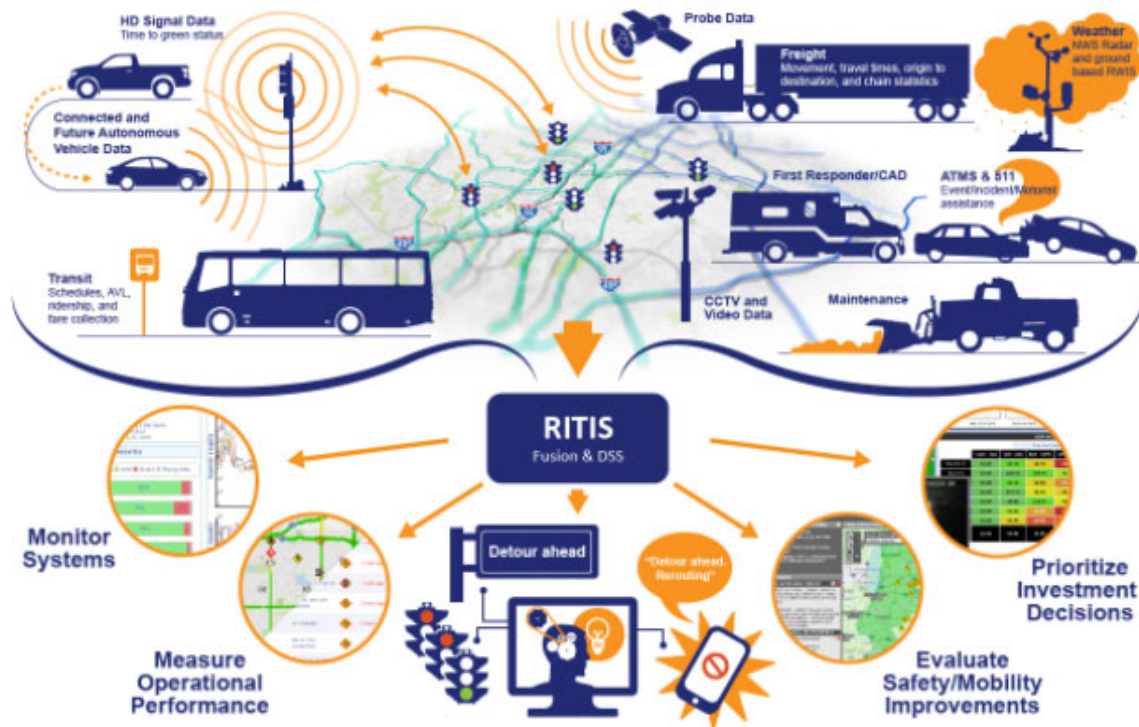
The following section contains reference to several data sources and tools which are available to public agencies throughout Georgia and was completed as part of a recent Bartow County/CBMPO Data Needs Assessment.

It is meant to serve as a compendium to the Data Needs Assessment Findings and provide an overview of the various tools that exist and have been referenced in this document. Each of the tools below include a short description of what each tool is, how it applies and the relevant table information about the various data that is available through each tool.

RITIS

What is it?

Ritis uses probe data and other available agency transportation data for supporting operations, researching, and gathering performance measures. It provides a user-friendly tool that will retrieve data and display in many formats. Currently, the tools can create and download raw data, show data on maps and charts and provide shapefiles, if available.



RITIS	https://www.ritis.org/intro
Data Coverage	Nationwide coverage for HERE, INRIX and NPMRDS Search by Roadway, Segments and Regions












Data Dictionary/Content	https://pda.ritis.org/suite/help/
Data Frequency/Update	Data is available from October 2008 to present
Data Source and Size	Converts the data into csv and shapefile. Can handle over millions of records that are compressed into a zipped csv file.
Data License and Ownership	Available to public sector agencies that have signed the Vehicle Probe Data Use Agreement and have been granted access. About Access: https://www.ritis.org/access Register: https://www.ritis.org/register/
Data Security and Licensing	Ritis stores data in a private and secure cloud and is accessed by authorized users only.

The screenshot displays a grid of tool cards on a dark background. Each card features an icon, a title, a brief description, and links for 'Tutorial', 'Help', and 'History'. A yellow 'What's New' banner in the top right corner indicates a new update on 5/4/21.

- REGION EXPLORER**: Explore the relationships between bottlenecks and traffic events in real-time and in the past.
- MASSIVE DATA DOWNLOADER**: Download raw probe data from our archive for offline analysis.
- CONGESTION SCAN**: Analyze the rise and fall of congested conditions on a stretch of road.
- TREND MAP**: Create animated maps of roadway conditions.
- PERFORMANCE CHARTS**: Chart performance metrics over time.
- PERFORMANCE SUMMARIES**: Report on Buffer Time Index, Planning Time Index, and other performance metrics.
- BOTTLENECK RANKING**: Rank bottlenecks and discover which ones have the greatest impact.
- USER DELAY COST ANALYSIS**: Put a dollar amount on how much a road's performance impacts its users.
- DASHBOARD**: Create your own personal dashboards to monitor corridor performance in regions of interest.
- TRAVEL TIME DELTA RANKING**: Rank roads based on their change in travel time performance between two time periods.
- TRAVEL TIME COMPARISON**: Chart travel times to compare performance for different time periods.
- TUTORIALS**: Learn how to use each of the tools in the suite.
- MAP-21**: Create a dashboard widget to monitor states', MPOs', and Urbanized Areas' performances against the new MAP-21 ruling.

How do I use it?

Depending on which tool from the Probe Data Analytics Suite the user chooses depends on what the tool requires from the user input. However, in the following example we will be using the **Massive Data Downloader**. This tool allows for the user to get raw probe data for analyzing offline.

-  **Region Explorer**
Explore the relationships between bottlenecks and traffic events in real-time and in the past.
[Help Tutorial](#)
-  **Massive Data Downloader**
Download raw probe data from our archive for offline analysis.
[Help Tutorial](#)
-  **Congestion Scan**
Analyze the rise and fall of congested conditions on a stretch of road.
[Help Tutorial](#)
-  **Trend Map**
Create animated maps of roadway conditions.
[Help Tutorial](#)
-  **Performance Charts**
Chart performance metrics over time.
[Help Tutorial](#)
-  **Performance Summaries**
Report on Buffer Time Index, Planning Time Index, and other performance metrics.
[Help Tutorial](#)
-  **Bottleneck Ranking**
Rank bottlenecks and discover which ones have the greatest impact.
[Help Tutorial](#)
-  **User Delay Cost Analysis**
Put a dollar amount on how much a road's performance impacts its users.
[Help Tutorial](#)
-  **Dashboard**
Create your own personal dashboards to monitor corridor performance in regions of interest.
[Help Tutorial](#)
-  **NPMRDS Coverage Map**
Explore the coverage completeness of the NPMRDS on a month-by-month basis.
[Help Tutorial](#)
-  **Temporal Comparison Maps**
Analyze performance metrics of any road segment by one or more time ranges.
[Help](#)

The tool allows the user to get granular data from specific data sources (INRIX, NPMRD HERE, NPMRDS INRIX 2017-2021), date, time, days of week and specific measures. Depending on the source that the user chooses may vary on how a specific measure is calculated or called (review documentation before selecting data source).

5. Select data sources and measures ?

INRIX

- Speed
- Historic average speed
- Reference speed
- Travel time
- C-Value [i](#)
- Confidence score
 - Select quality threshold for INRIX confidence score
 - 30

Real Time Data: Any segment that has adequate data, at any time of day, will report real time data.
 - 20

Historic Average: Between 4 am and 10 pm, any segment without sufficient real time data will show the historical average for that segment during that day/time period (15 minute granularity).
 - 10

Reference Speed: From 10 pm to 4 am, any segment without sufficient real time data will show the reference speed for that segment. Any segment that does not have calculated historical averages will show the reference speed 24 hours a day if there is not sufficient real time data.

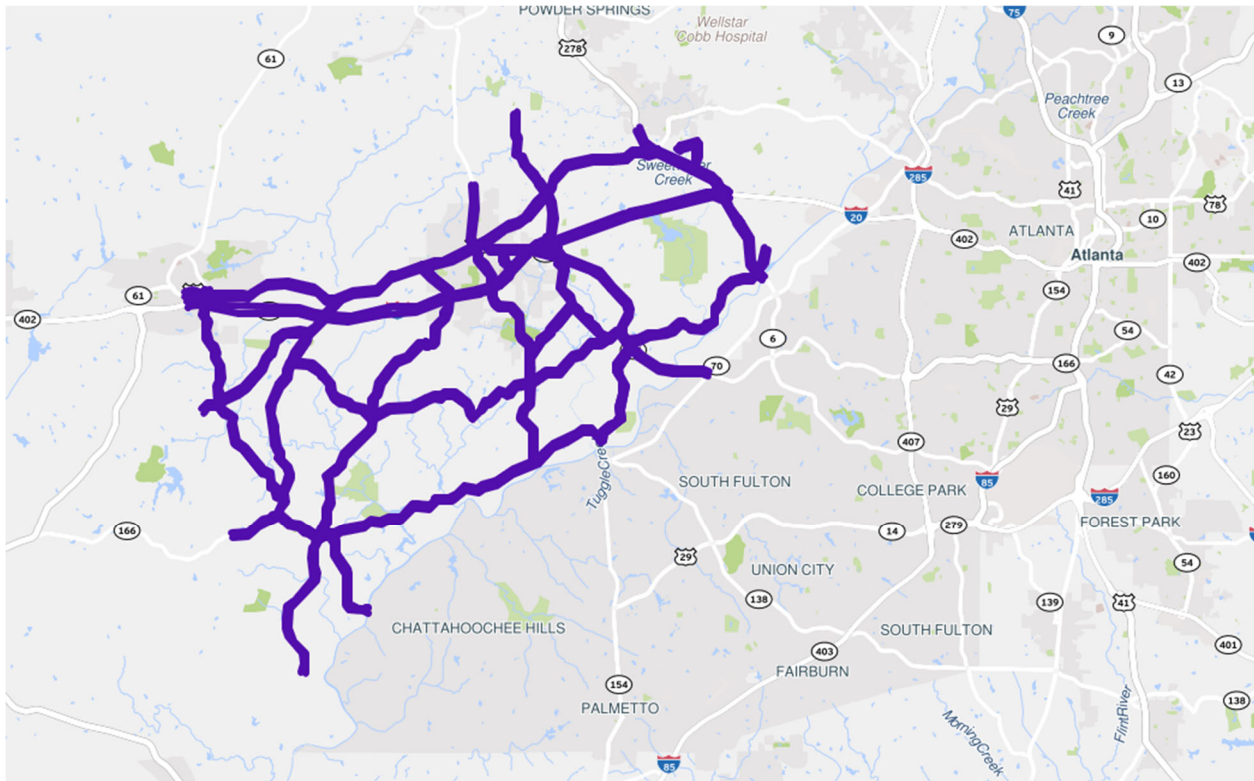
NPMRDS INRIX is available from January 1, 2017 to April 30, 2021 in one year intervals. [i](#)

- NPMRDS from INRIX (Passenger vehicles)
- NPMRDS from INRIX (Trucks and passenger vehicles)
- NPMRDS from INRIX (Trucks)

NPMRDS HERE is available from October 1, 2010 to January 31, 2017.

- NPMRDS from HERE (Passenger vehicles)
- NPMRDS from HERE (Trucks and passenger vehicles)
- NPMRDS from HERE (Trucks)

What area does it cover?



Data is available for Douglas County however does not include all local roadways for any dataset which is included or available

GDOT GEARS Crash

What is it?


Gears uses crash data from police reports and other agencies and is managed by GDOT. It provides several interactive tools that show markers or a heatmap on a map, charts, and printable state reports.

GDOT	https://www.gearsportal.com/Pages/Public/Home.aspx
Data Coverage	Specific to Georgia traffic accident reports
Data Dictionary/Content	
Data Frequency/Update	No specification is indicated.
Data Source and Size	Georgia State Crash Repository Export data to an excel, pdf or xml
Data License and Ownership	Available to authorized users of the system. Access: https://www.gearsportal.com/Pages/Public/SignUpInfo.aspx
Data Security and Licensing	GEARS is managed by GDOT

How do I use it?

Throughout all the tools the user has filters to choose from. The user can select from dropdowns to filter through the tool, such as year, date, property type, state, and county. The second tool can display collisions by Pedestrian, Bicyclist, Motorcycle, Animal, Alcohol Test Given or Commercial Vehicle involved. Export the data by excel, pdf or download an xml to work with the data offline.

Quick Stats


Home
Crash Data
Crash Analytics
Reports & Extracts

Links
Contact Us
Manuals
Training

Latest Reports

No Recent Reports Available

Latest Headlines


- 2021 YTD Crash Performance Report 5/14/2021
- 2018 Crash Performance Report 4/16/2021
- 2019 YTD Crash Performance Report 4/16/2021
- 2020 YTD Crash Performance Report 4/16/2021
- GEARS Maintenance Scheduled for 11/02 to 11/04 10/17/2018

Quick Stats

Year: 2019 Property Type: All Filter: County BARTOW

Crash Summary	
Total Crashes:	3394
Injury Crashes:	18
Total Injured:	20
Fatal Crashes:	839
Total Fatalities:	1186
Commercial Vehicle Crashes:	2537
Property Damage Crashes:	112
Private Property Crashes:	265
Work Zone Crashes:	0
Hit and Run:	214

Reports by Month



Select Chart: Reports by Month

This chart/report contains only data from reports that have been approved.

*Please note: Crash reports are continually being submitted to the database from which these results were calculated. Therefore, these results may continue to change depending on the search criteria used.

Crash Data Dashboard

GIS Search
View Steps

Criteria: Polygon Filter

Index: Date of Collision Operand: is between Search Value: 01/01/2015 - To: 01/01/2020
Time of Day

Show All Search Only Flagged Reports

Run Clear Search

5 collisions shown / 0 not shown (location not available)

- Property 5
- Complaint Injury 0
- Minor Injury 0
- Serious Injury 0
- Fatality 0

Advanced Map Options

Show Collisions By: Manner of Collision

Also Filter By:

Exclude Private Property

Pedestrian Bicyclist Motorcycle Animal

Alcohol Test Given

Commercial Vehicle Involved

Day of the Week

Mon Tue Wed Thu Fri Sat Sun

Markers Heat Map Clear Shape *Right click on a drawn shape's endpoint to delete that endpoint

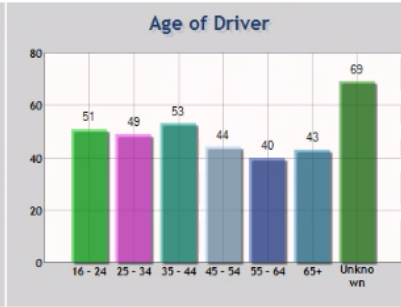
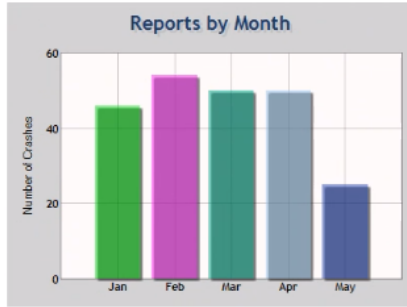
Map Satellite

Map Satellite

Export Results to Excel Export reports to PDF's Crash Analysis 1 Crash Analysis 2
Crash Analysis 4 Crash Analysis 5 Crash Analysis 7 Crash Analysis At Fault Print Map

	Case Number	County	Date of Collision	Fatalities Count	Injured Count	Latitude Decimal	Longitude Decimal	Map Status	MIRN
view redacted [Flag]	20190000319	BARTOW	1/6/2019 6:37 PM	0	0	34.17	-84.80	05	7075803

Crash Analytics



Crash Snapshot

(1/1/2021 to 05/18/2021)

Select Year:

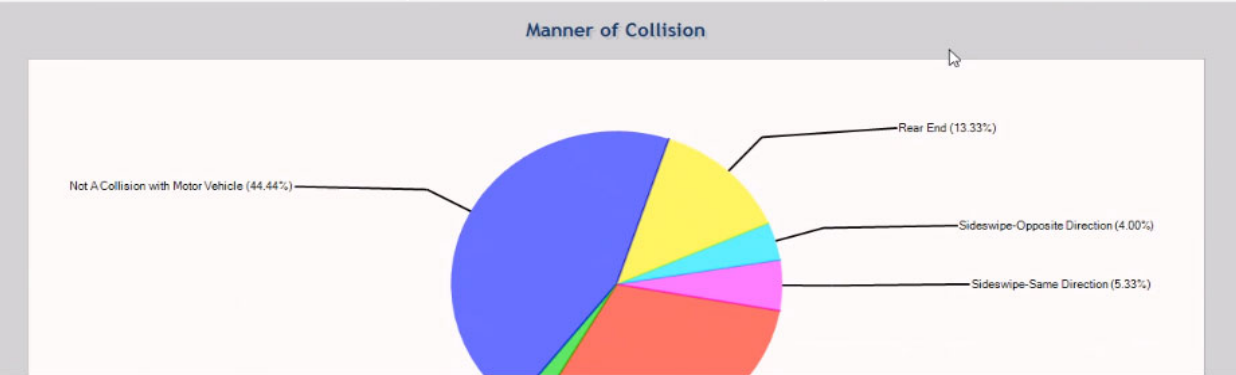
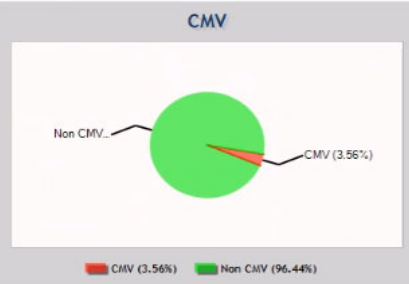
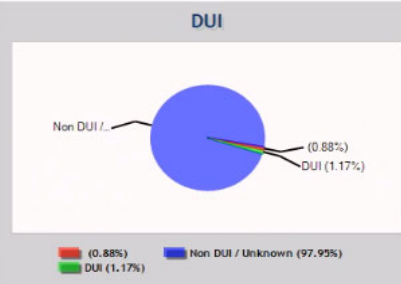
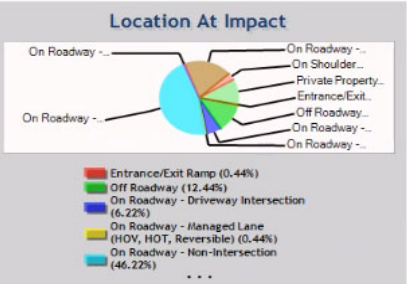
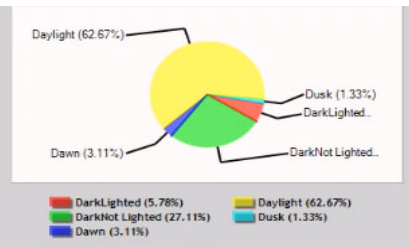
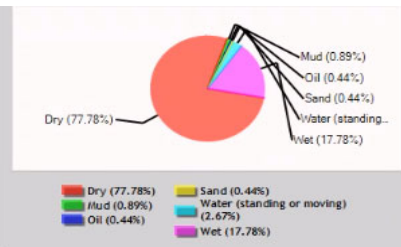
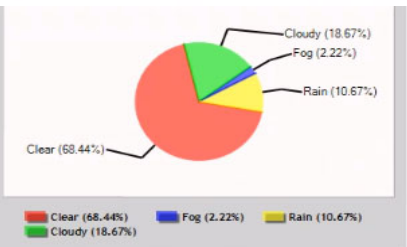
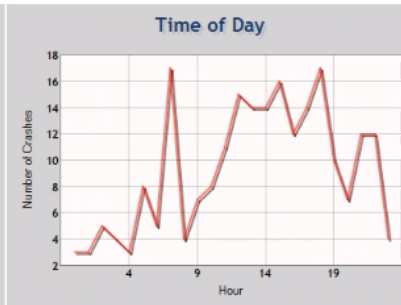
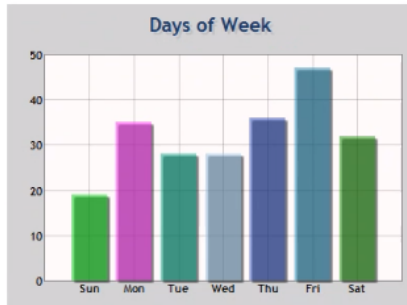
Agency:

County:

RUN REPORTS

Crash Summary

Total Crashes:	225
Injury Crashes:	45
Total Injured:	67
Fatal Crashes:	2
Total Fatalities:	2
Commercial Vehicle Crashes:	8
Property Damage Crashes:	178
Private Property Crashes:	28
Work Zone Crashes:	0



Reports and Extracts available from GEARS

Reports
Sales Report
Collisions Grouped by Highway/Peak Hours
Collisions with a factor of DUI
Collisions with Speeding as a Factor
Construction Zone Crashes
Crash Mapping Summary
Crashes by Agency
Crashes by Contributing Circumstance
Crashes by County
Crashes by Day of Week
Crashes by Driver Age
Crashes by Light Condition
Crashes by Manner of Collision
Crashes by Month
Crashes By Network
Crashes by Officer Id
Crashes by Pedestrian Age
Crashes by Road Class
Crashes by Roadway Id
Crashes by Surface Condition
Crashes by Time Of Day
Crashes by U1 Gender
Crashes by Unit Type
Crashes by Weather
Dalton Custom Report 1

Numetric

What is it?

AASHTOWare Safety platform allows users to combine, search and visualize data built on HSM safety methodology (attribute, spatial and relational). It provides statewide licensing, with different levels of access. The tools allow for Crash Querying and Purpose-built screening. Reports available are detailed based on users' needs with the Crash Summary Report, but also provided the Over Representation Report and a Comparison Report.

<https://www.aashtoware.org/products/safety/safety-modules/>

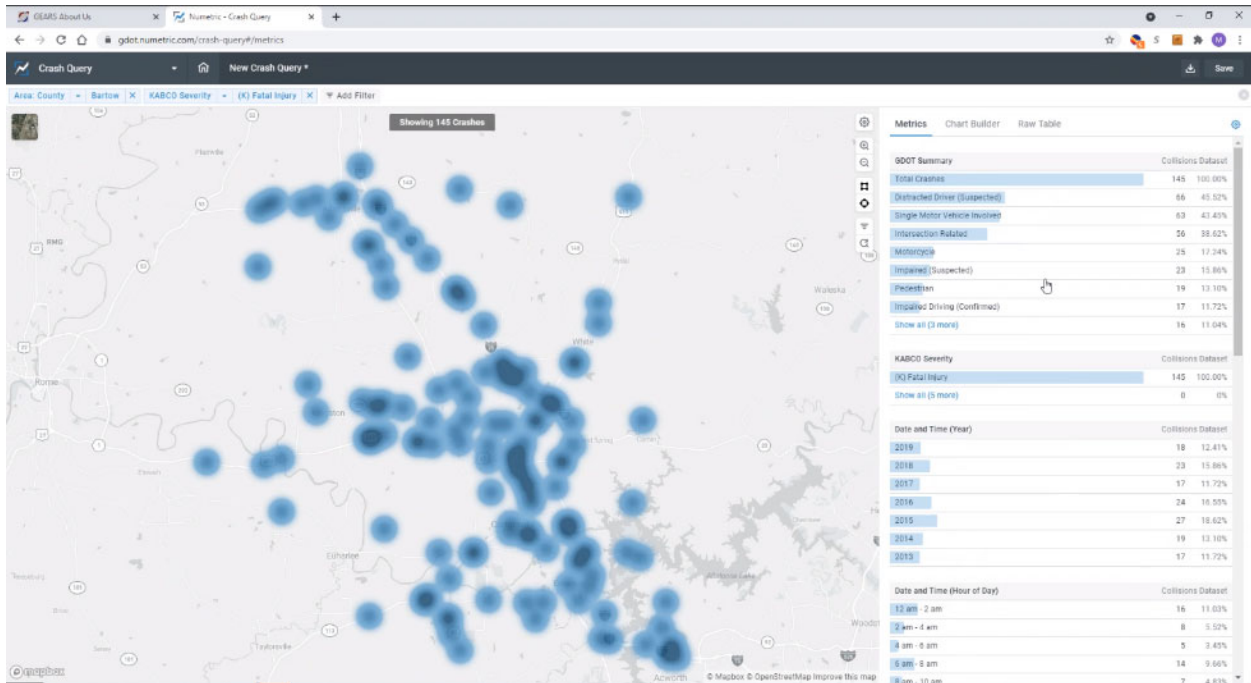
Numetric	https://www.numetric.com/ https://www.numetric.com/aashtowaresafety/
Data Coverage	Nationwide coverage uses multiple datasets Search and Analyze by Segment, Intersection
Data Dictionary/Content	https://www.aashtoware.org/products/safety/safety-modules/#
Data Frequency/Update	
Data Source and Size	LRS, Roadway, Crash, Spatial Data Crash Summary Report, but also provided the Over Representation Report and a Comparison Report
Data License and Ownership	Available to authorized users of the system and allows for different levels of access
Data Security and Licensing	Cloud based SaaS

How do I use it?

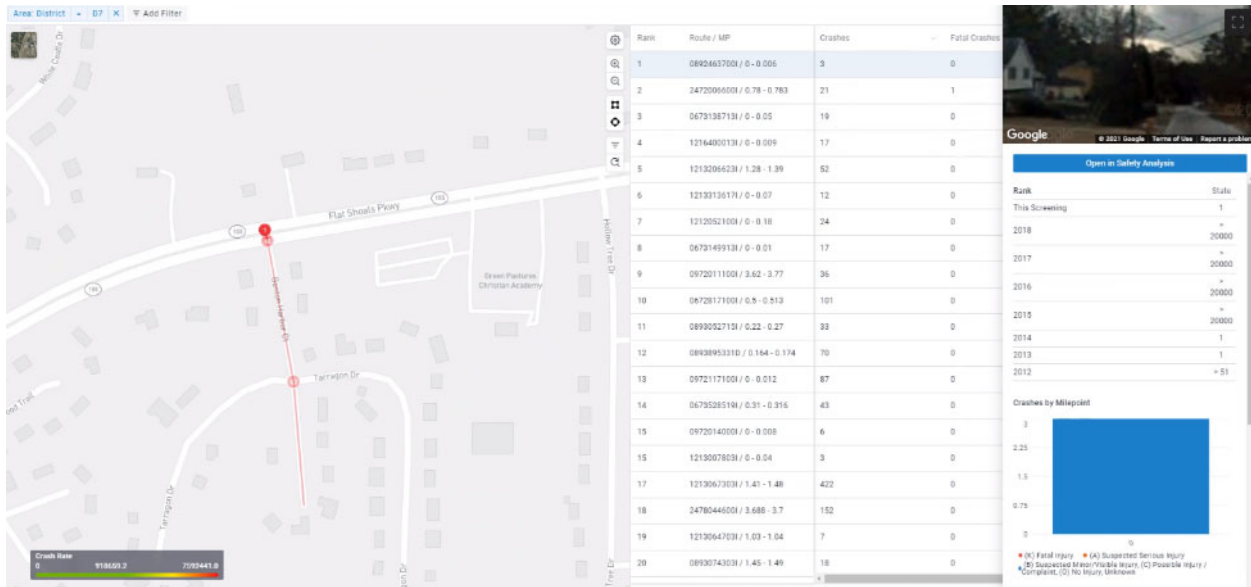
Within the platform users will find several tools that allow them to create simple queries such as pedestrian involvement to advanced shoulder rumble strips. Another tool provides network screening of segments and intersections.

AASHTOWare Video: <https://vimeo.com/417794605>

Crash Query



Network Screening



Datasets

The screenshot shows a web interface for a 'Datasets' portal. On the left, there is a sidebar with navigation options: 'All', 'Favorites', and a section for 'OWNER' with a dropdown menu. Below that, there are radio buttons for 'All Categories' (selected, with a count of 10), 'Crash Data' (3), 'GeoBoundaries' (4), 'Roadway Data' (1), 'Safety Analysis' (1), and 'Uncategorized' (1). The main area features a search bar and a list of datasets. Each dataset entry includes a name, a sub-category, an update date, and an information icon. The datasets listed are: Collisions Dataset (Crash Data, updated May 18, 2021), GDOT City Boundaries (GeoBoundaries, updated December 4, 2020), GDOT County Boundaries (GeoBoundaries, updated October 14, 2020), GDOT District Boundaries (GeoBoundaries, updated October 14, 2020), LRS_Mapping_Dataset (Uncategorized, updated October 3, 2020), MPO Boundaries (GeoBoundaries, updated October 14, 2020), People (Crash Data, updated April 8, 2021), Route Table (no geometry) (Safety Analysis, updated October 3, 2020), Statewide Segments (Roadway Data, updated May 1, 2021), and Vehicle Dataset (Crash Data, updated April 9, 2021).

ATSPM Portal

What is it?

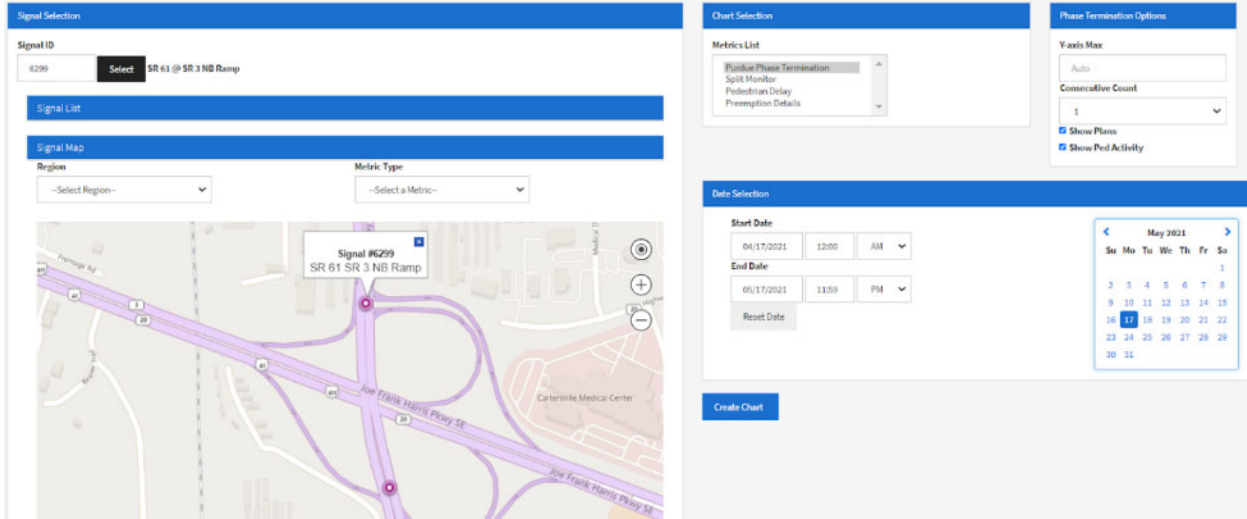
The Automated Traffic Signal Performance Measures tool is an open source portal that allows traffic engineers to measure data in real-time and historical signalized intersections. It evaluates traffic along the corridor, informs GDOT of detector malfunctions, indicates speed, volume and travel time. It's available to all (ex: public, academia, others) who want to use it with no restrictions. The performance metrics can help by reducing congestion, safety, and fuel cost savings.

ATSPM	https://traffic.dot.ga.gov/ATSPM/
Data Coverage	Specific to Georgia but FL, AZ, AL, NV UT are also available Signal Performance
Data Dictionary/Content	
Data Frequency/Update	Near continuous updates, Data available in Bartow County back to 2017
Data Source and Size	Indiana Traffic Signal Hi Resolution Data Logger Enumerations and Wavetronix Advance
Data License and Ownership	Open Source (available to all)
Data Security and Licensing	

How do I use it?

The tool allows the user to select certain parameters such as date, time and measures. There are no central management systems used for the collection and measuring of data. Instead it uses FTP connections from a server through the Indiana Traffic Signal Hi Resolution Data Logger Enumerations controller and in some cases speed performance metrics will only work with Wavetronix Advance Smartsensor.

The user can navigate by selecting the available metric on the map or by selecting a specific metric from a list.



Example of Results from ATSPM portal

Chart Legend
■ Programmed Split ■ Gap Out ■ Max Out ■ Force Off ■ Unknown Termination Cause ■ Ped Activity

Split Monitor

SR 61 @ SR 3 NB Ramp - SIG#6299
 Saturday, April 17, 2021 12:00 AM - Tuesday, May 18, 2021 12:00 AM

Phase 2

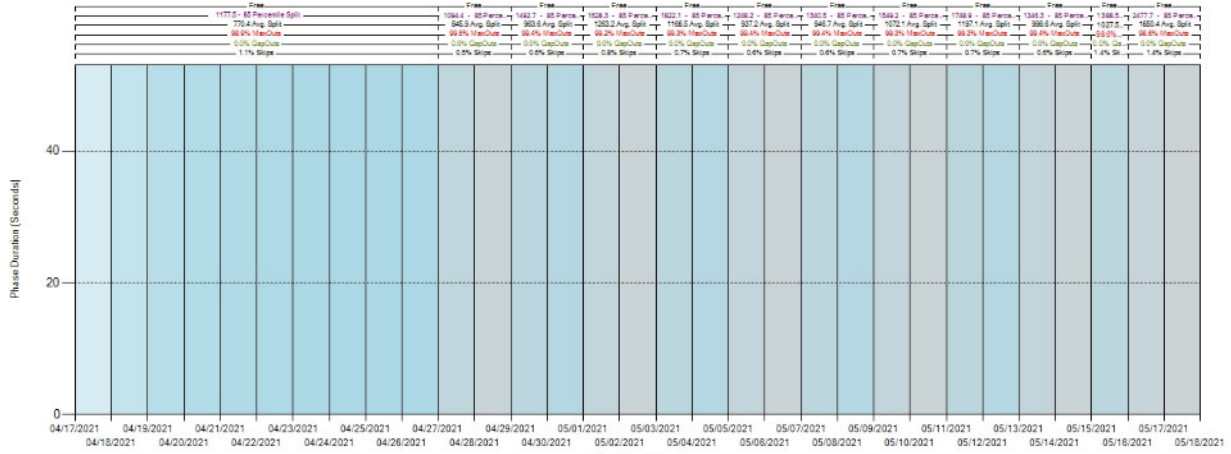
Free	Free	Free	Free	Free	Free	Free	Free
1177.5 - 85 Percentile Split	1094.4 - 85 Percentile	1492.7 - 85 Percentile	1626.3 - 85 Percentile	1822.1 - 85 Percentile	1248.2 - 85 Percentile	1340.5 - 85 Percentile	1549.2 - 85 Percentile
770.4 Avg. Split	845.9 Avg. Split	963.6 Avg. Split	1263.2 Avg. Split	1168.5 Avg. Split	937.2 Avg. Split	846.7 Avg. Split	1072.1 Avg. Split
98.9% MaxOuts	99.5% MaxOuts	99.4% MaxOuts	99.2% MaxOuts	99.3% MaxOuts	99.4% MaxOuts	99.4% MaxOuts	99.3% MaxOuts
0.0% GapOuts	0.0% GapOuts	0.0% GapOuts	0.0% GapOuts	0.0% GapOuts	0.0% GapOuts	0.0% GapOuts	0.0% GapOuts
1.1% Skips	0.5% Skips	0.6% Skips	0.8% Skips	0.7% Skips	0.6% Skips	0.6% Skips	0.7% Skips

SR 61 @ SR 3 NB Ramp - SIG#6299
 Chart Legend
 Programmed Split Gap Out Max Out Force Off Unknown Termination Cause Ped Activity

Split Monitor

SR 61 @ SR 3 NB Ramp - SIG#6299
 Saturday, April 17, 2021 12:00 AM - Tuesday, May 18, 2021 12:00 AM

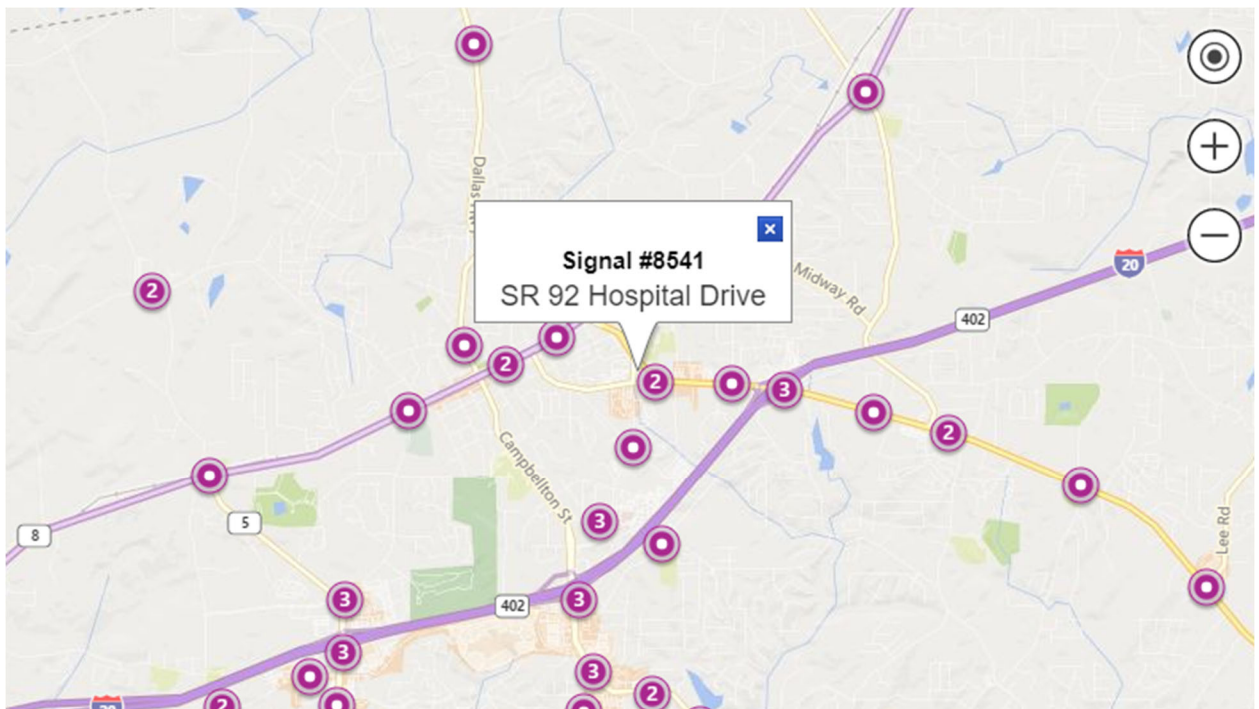
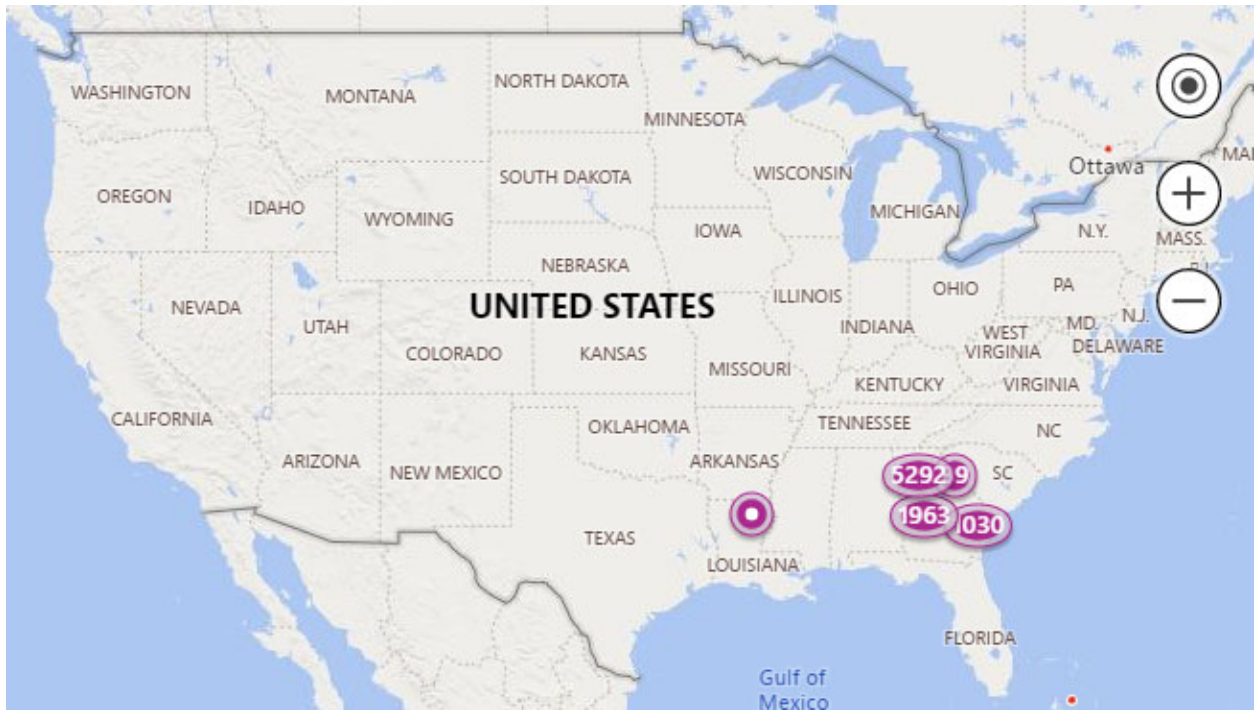
Phase 2



List of the metric detection requirements:

METRIC	DETECTION NEEDED
Purdue Coordination Diagram	Setback count (350 ft – 400 ft)
Approach Volume	Setback count (350 ft – 400 ft)
Approach Speed	Setback count (350 ft – 400 ft) using radar
Purdue Phase Termination	No detection needed or used
Split Monitor	No detection needed or used
Turning Movement Counts	Stop bar (lane-by-lane) count
Approach Delay	Setback count (350 ft – 400 ft)
Arrivals on Red	Setback count (350 ft – 400 ft)
Travel Time	Historical INRIX or HERE Data

What does it cover?



SigOpsMetrics

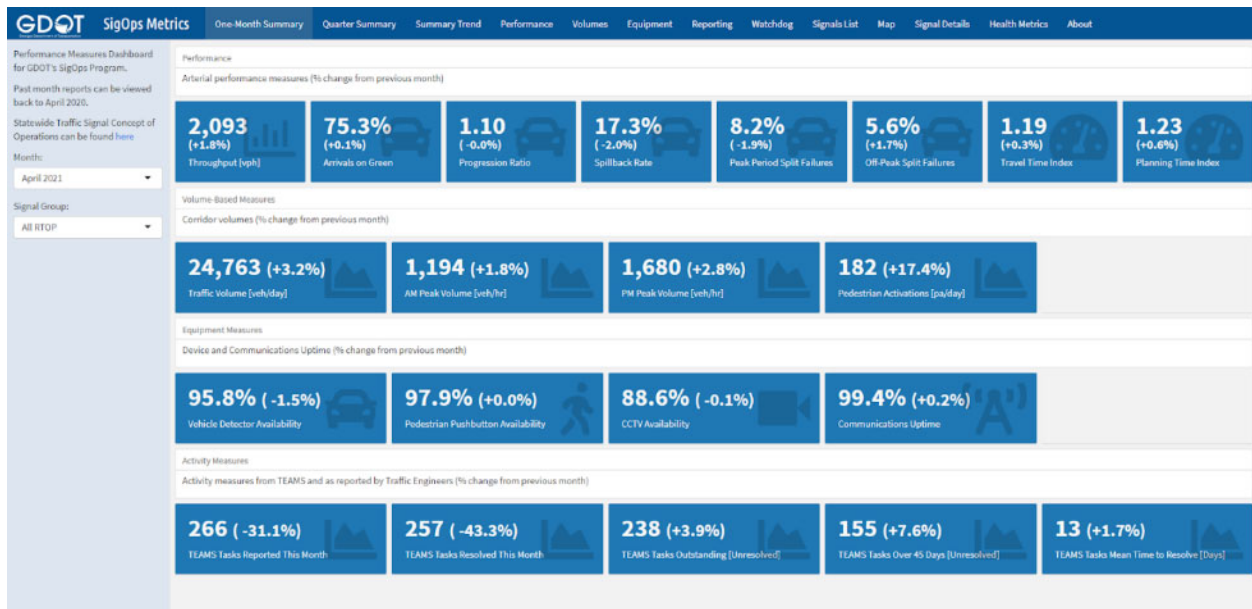
What is it?

The SigOpsMetrics is an open source Performance Measures Dashboard tool that allows users to analyze data from April 2020 to present. The user can analyze Performance, Volume-Based Measures, Equipment Measures and Activity Measures per month, or quarterly.

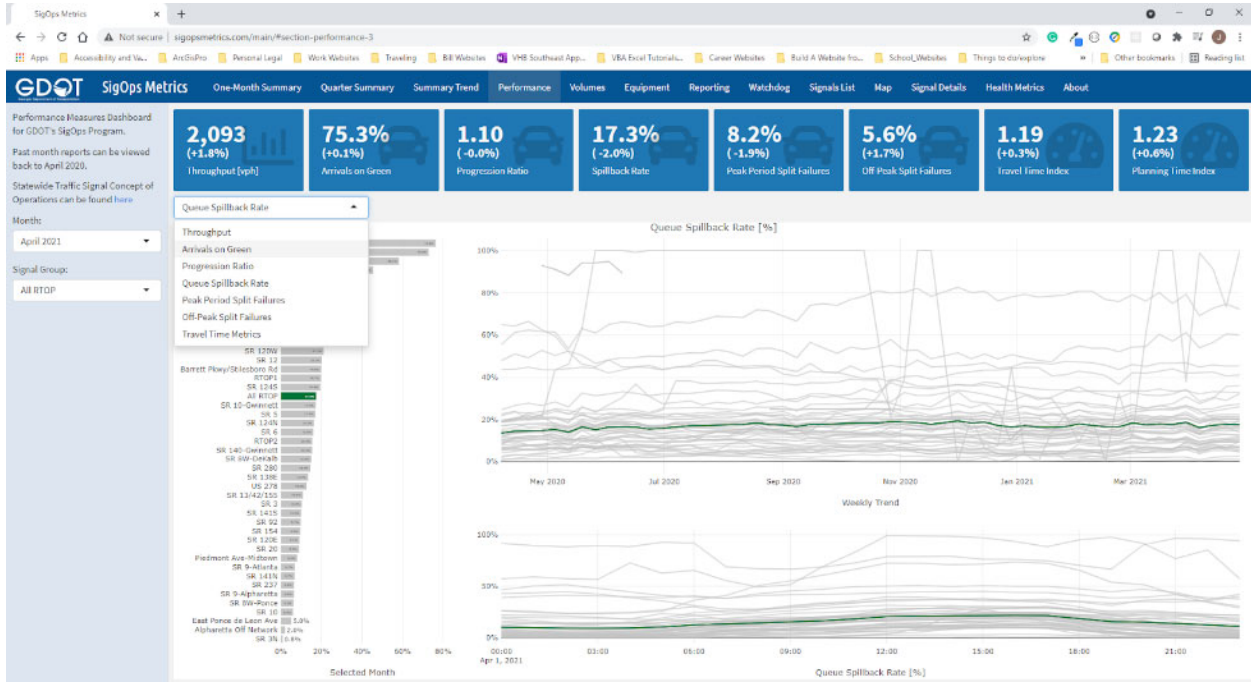
SigOpsMetrics	http://sigopsmetrics.com/main/
Data Coverage	Specific to Georgia
Data Dictionary/Content	http://sigopsmetrics.com/main/#section-about
Data Frequency/Update	Currently available April 2020 - April 2021
Data Source and Size	
Data License and Ownership	Available to everyone
Data Security and Licensing	

How do I use it?

Most of the available dashboards are handled by Month or Signal Group filtering. The others vary from a dropdown list like Performance, Volumes and Equipment.



Reporting



TADA

What is it?

The Traffic Analysis and Data Application is an open source tool that collects data from the Georgia Traffic Monitoring Program of public roads. It is an interactive tool that uses an interactive map to display graphs, print reports and export data. It collects traffic counts, road reports and traffic reports.

Available Traffic Counts App - Cheat sheet PDF

<http://www.dot.ga.gov/DriveSmart/Data/Documents/TrafficCounts/TrafficCountsApp-Cheatsheet.pdf>

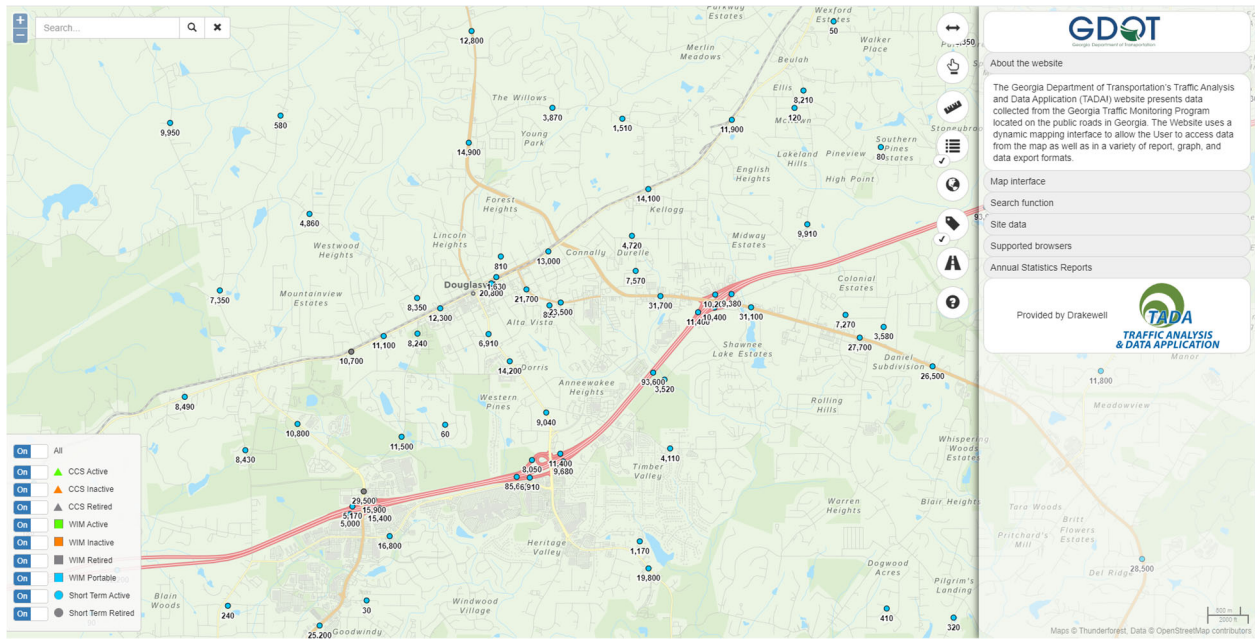
TADA	http://www.dot.ga.gov/DS/Data https://gdottrafficdata.drakewell.com/publicmultinodemap.asp
Data Coverage	Specific to Georgia Available on Select Public Roads - not full coverage
Data Dictionary/Content	
Data Frequency/Update	Annually
Data Source and Size	Georgia Traffic monitoring Program, LRS, AADT
Data License and Ownership	Available to everyone.
Data Security and Licensing	

How do I use it?

The tool allows the user to select from an interactive map by County, City, Address, Traffic Count Number, Road/Street Name, Interstates, State Routes, US Routes, and Zip Code. The user can customize the experience in various ways such as changing from point to polygon or box. The user can click on one of the points and a popup window will display with some information but also allowing the user to choose to see the site data, or the site dashboard for additional graphs or reports. Reports available are Class, Speed, Multi-Day Volume and Daily Volume.

TADA Application Tutorial: [\(3\) TADA Application Tutorial - YouTube](#)

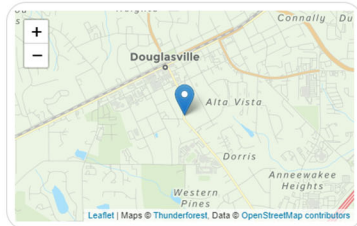
Interactive Map



Site Dashboard

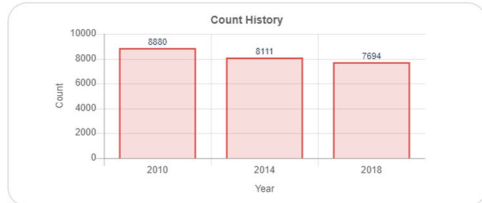
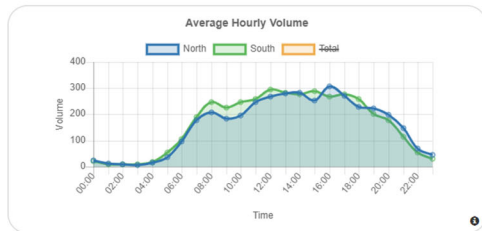
0000097_0201 - 097-0201
 Description: CST 055203 R
 County: Douglas
 Route number: 00081200
 LRS section: 0972091200
 Functional class: 4U - Minor Arterial (Urban)
 Coordinates: 33.74701651, -84.74561563

Site Data



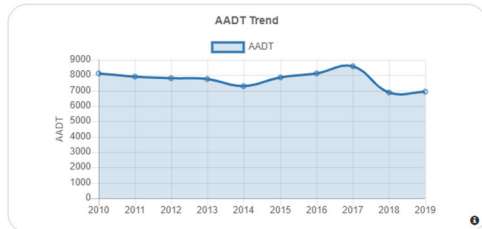
Count History

Year	Month	Count type	Duration	Count
2018	March	Volume	48 hours	7694
2014	March	Volume	48 hours	8111
2010	May	Volume	48 hours	8880



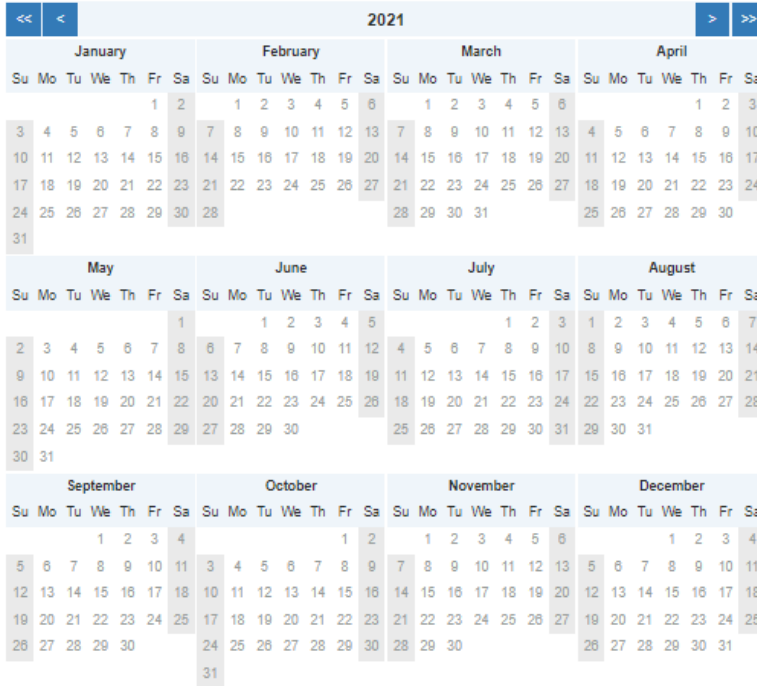
Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Estimated	Estimated	Estimated	Actual	Estimated
AADT	8120	7930	7790	7740	7290	7840	8100	8570	6860	6910
K-Factor	-	-	-	-	0.091	0.091	0.091	-	0.085	0.085
D-Factor	-	-	-	-	0.500	0.500	0.500	-	0.520	0.520
Future AADT	-	-	-	-	-	-	9140	9340	8650	8710



Tabular Calendar

Site CSX 084603



Available Data Aug 20 2012 - Jul 17 2019

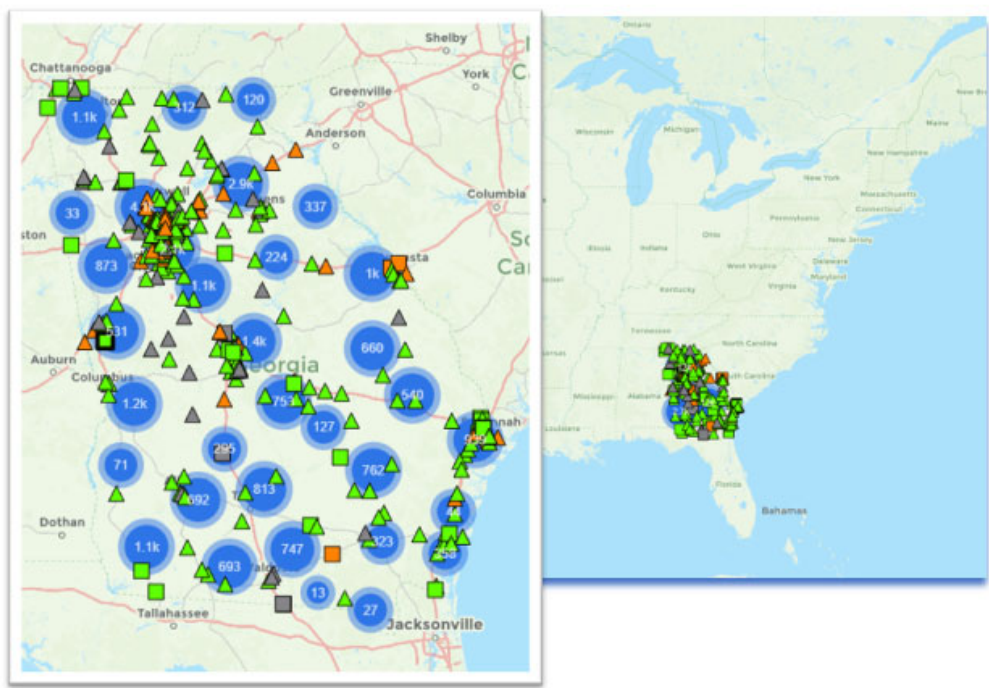
Selected Dates Jul 16 2019 - Jul 16 2019

Volume

- Multi-Day Volume
- Daily Volume

■ Data ■ Partial Data ■ Zero Flow

What area does it cover?



Weather

National Oceanic and Atmospheric Administration National (NOAA)

<https://www.ncdc.noaa.gov/>

What is it?

The National Oceanic and Atmospheric Administration National Centers for Environmental Information (NCEI) shares and helps users understand and predict changes in climate, weather, and many other resources through the many available tools. NOAA NCEI has many tools and depending on what is being analyzed depends on what tool the user would use.

To view the available tools please review: <https://www.noaa.gov/tools-and-resources/weather-and-climate-resources#Climate>

How do I use it?

The tool allows the user to select from an interactive map or by a selection of dropdowns by County, City, State and Stations. User tools vary from Search Tool, Mapping Tool and Data Tools. Users can also check Datasets such as Land-Based Stations, Satellite, Radar, and many others.

Review types of Data Access: <https://www.ncdc.noaa.gov/data-access>

Home > Data Access

Quick Links

- Land-Based Station
- Satellite
- Radar
- Model
- Weather Balloon
- Marine / Ocean
- Paleoclimatology
- Severe Weather

Data Access

For API data access use the NCEI suite of API services:

- Access Data Service API
- Access Search Service API
- Access Order Service API
- Access Support Service API

- Quick Links
- Land-Based Station ▼
- Satellite ▼
- Radar ▲
 - Radar Data in the NOAA Big Data Project
 - Display and Conversion Tools
 - Decoding Utilities and Examples
 - Interactive Map Tool**
 - NEXRAD
 - NEXRAD Radar Products
 - Terminal Doppler Weather Radar
 - Terminal Doppler Weather Radar Products
- Model ▼
- Weather Balloon ▼

Interactive Map Tool

The [Interactive Radar Map Tool](#) shows supplemental data in support of NCEI's Weather Radar Archive. The tool includes several unique features that will allow the user to select data from 1995 to present for individual or multiple stations at varying altitudes.

Historical Reflectivity Mosaics

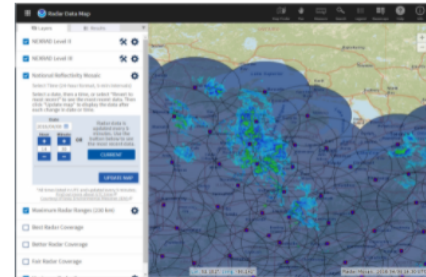
The map tool utilizes the Reflectivity Mosaics products and web services provided by the [Iowa Environmental Mesonet](#)[®]. Reflectivity is available from 1995 to near-real time in five-minute increments. The raw data are not available for download and are only accessible as images on this map or from the [Iowa Environmental Mesonet](#)[®].

Old Version

This version requires the Flash browser plugin.

New Version







This version has similar functionality, an updated design, and is written in Javascript/HTML.



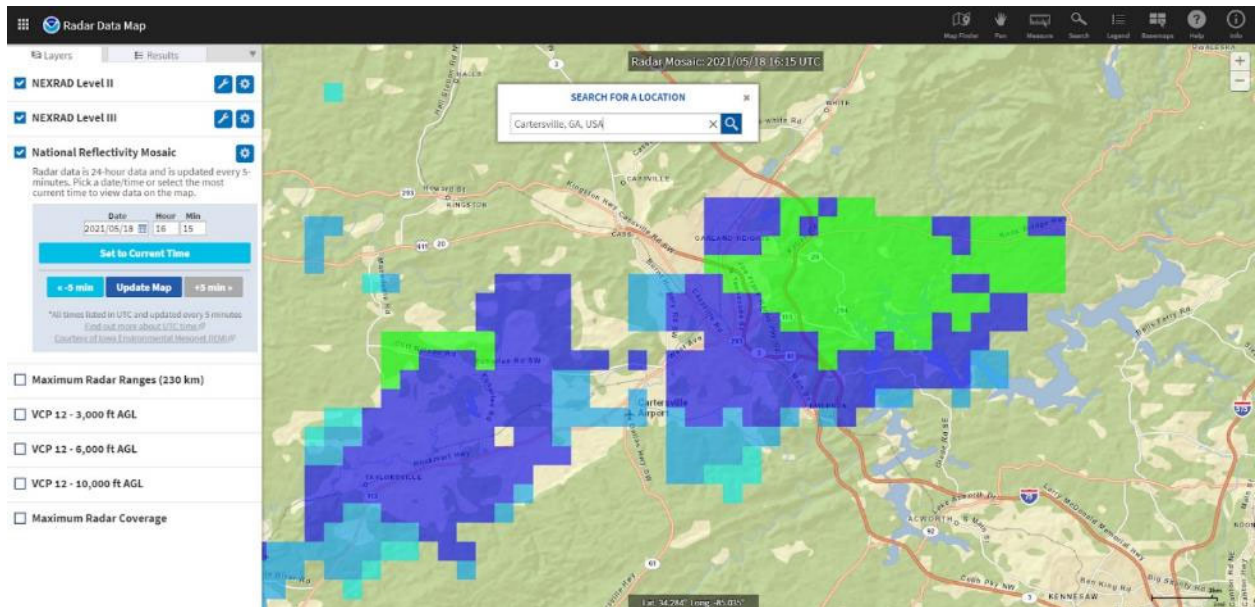
Radar Geographic Information Systems (GIS) Interactive Map. Click on the map to view this tool.

The interactive map allows user to choose from a list of categories to analyze: <https://gis.ncdc.noaa.gov/maps/ncei>

Surface Maps | Time-Related Maps | Climate Maps | All Maps

-  **Daily Summary Observations**
current and historical daily conditions
-  **Monthly Summary Observations**
current and historical monthly conditions
-  **Regional Snowfall Index (RSI)**
historical snowfall societal impacts
-  **Global Marine Data**
Final and preliminary International Comprehensive Ocean-Atmosphere Data Set (ICODAS)
-  **Radar**
NEXRAD Radar Data
-  **Normals**
U.S. Climate Normals Data

Radar Map



National Weather Service (NWS)

What is it?

The National Weather Service has provided different ways of analyzing weather from data downloading to shapefiles and KML formats. They support three standards which are Web Mapping Services, Web Feature Services and Web Coverage Services.

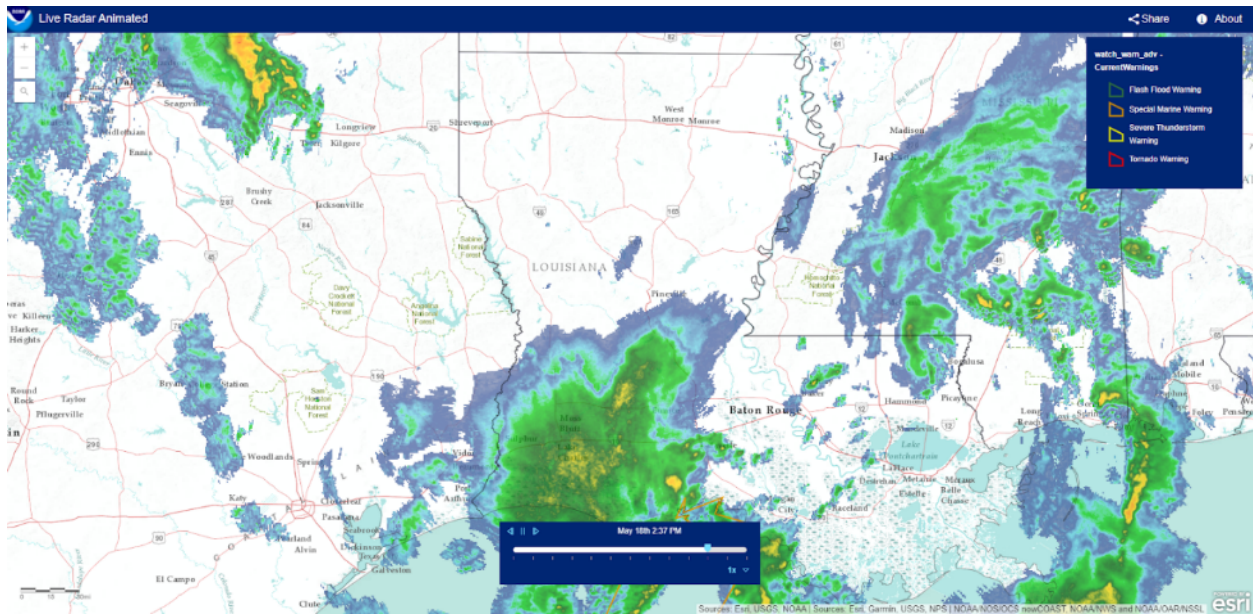
How do I use it?

The user will choose the way that the data will be used and viewed from either a web services, open published shapefiles, basemaps from The Advanced Weather Interactive Processing System (AWIPS).

See examples of what you can do with the

data: <https://noaa.maps.arcgis.com/apps/MapSeries/index.html?appid=cf93575e5535467199da7358ee6c825c>

Example of NWS data on map



Douglas County

Comprehensive Transportation Plan



FINAL RECOMMENDATIONS REPORT



Douglas County

Comprehensive Transportation Plan